PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
March 11, 2026

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

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from February 25, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

3.A. **Planning Commission Chair Pro Tem Election** – The Planning Commission Will Elect One of Its Members to Serve as Chair Pro Tem.

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

5.A. **Transportation Planning Update**

5.B. **1750 Kearns Boulevard – Modification to Conditional Use Permit** – The Applicant Proposes to Modify Condition of Approval 15 of the June 25, 2025, Final Action Letter to Convert the Emergency Vehicle Lane between the Park City High School and Dozier Field into a Bus Lane Located Within the Recreation Open Space District and Lucky John Open Space Buffer. PL-25-06712 (30 mins.)

5.C. **Land Management Code Amendments – Swimming Pools and Hot Tubs** – The Planning Commission will review and provide input on proposed updates to the Land Management Code to define and regulate swimming pools and hot tubs. PL-26-06833 (30 mins.)

6. REGULAR AGENDA

6.A. **685, 695, 705, and 725 Saddle View Way – Condominium Plat Amendment** – The Applicant Proposes to Construct Separate 337-Square-Foot Additions of Private Area for Units 7, 8, and 10, and a 19-Square-Foot Addition of Private Area for Unit 6 of Saddle Condominiums in the Residential Development Zoning District. PL-26-06826 (10 mins.) (A) Public Hearing; (B) Action

6.B. **1456 & 1470 Amber Road – Condominium Plat Amendment** – The Applicant Proposes to Amend the Pinnacle at Deer Valley Plat to Convert Approximately 272 Square Feet of Common Area to Private and Approximately 899 Square Feet of Common Area to Limited

Common for Units 46 and 47 in the Residential Development Zoning District and Sensitive Land Overlay. PL-26-06835 (20 mins.)
(A) Public Hearing; (B) Action

6.C. **405 Woodside Avenue – Steep Slope Conditional Use Permit** – The Applicant Proposes Constructing a Rear Addition to a Significant Historic Structure on a Steep Slope in the Historic Residential - 1 Zoning District. PL-25-06511 (30 mins.)
(A) Public Hearing; (B) Action

6.D. **6453 Silver Lake Drive – Plat Amendment** – The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential Development Zoning District. PL-24-06225 (30 mins.)
(A) Public Hearing; (B) Action

7. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.gov at least 24 hours prior to the meeting.

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

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

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
FEBRUARY 25, 2026

COMMISSIONERS IN ATTENDANCE: John Frontero (Chair Pro Tem), Rick Shand, Grant Tilson, Seth Beal, Henry Sigg

EX OFFICIO: Rebecca Ward, Planning Director; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney; Elissa Martin, Planning Project Manager

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1. ROLL CALL

The Planning Commission Meeting was called to order at 5:30 p.m. In the absence of Chair Christin Van Dine, the Planning Commission conducted a roll call. It was noted that Commissioner Bill Johnson recently resigned from the Planning Commission. A Chair Pro Tem must be determined for the current Planning Commission Meeting.

MOTION: Commissioner Shand moved to NOMINATE Commissioner John Frontero as the Chair Pro Tem for the Planning Commission Meeting. The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from January 28, 2026.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from January 28, 2026. The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reported that on February 7, 2026, Bill Johnson resigned from the Planning Commission. She highlighted some of the items that he took part in as a Commissioner. He was appointed in April 2021 and attended approximately 120 Planning Commission Meetings. In addition, he attended City Council Meetings as a liaison and representative of the Planning Commission. Projects during his tenure included Founders Place, Sommet Blanc, Engine House, HOPA, Snow Park Village,

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Bonanza Park Small Area Plan, and General Plan update. As a Park City local and land use professional, he knows the area well and brings expertise to the Commission.

On behalf of Staff, Bill Johnson was thanked for his commitment and service to the community. Director Ward also informed those present that there will be two terms ending in July 2026. The Commission will be updated as the recruitment process takes place.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

A. Municipal Sign Code Amendments – The Planning Commission will Conduct a Work Session Regarding Possible Amendments to Municipal Code of Park City Section 12-10-2(B) *Construction Marketing Signs*. PL-26-06819.

Planner II, Virgil Lund, presented the Staff Report and explained that the Work Session item is related to Municipal Sign Code Amendments. He explained that there are some proposed amendments to the Municipal Sign Code, which is found in Title 12. Information about the existing code was shared. There is one Construction Marketing Sign allowed per project and the size is limited to 24 square feet and a height not exceeding 7 feet above finished grade. The Temporary Construction Marketing Sign must be removed upon issuance of the final Certificate of Occupancy. One of the purposes of the Sign Code is to: “allow each individual business to clearly identify itself and the goods and services which it offers in a clear and distinctive manner.” The proposed Sign Code amendments will allow greater flexibility for residential and commercial developments to advertise the units for sale, the development, and the builder of the project.

Planner Lund shared a list of the proposed amendments. He clarified that these fall under the section of the Sign Code that is related to temporary signs. These amendments are not related to permanent signs. The first amendment will refine the definition of Construction Marketing Sign. He reviewed the proposed language for this definition:

- Construction Marketing Sign: A construction sign identifying the financial institution of a development or identifying the contractors and builders responsible for a project or development; may include a plat map and real estate information for purposes of marketing units within the development.

The proposal for a new definition of Freestanding Construction Marketing Sign was as follows:

- Freestanding Construction Marketing Sign: A Construction Marketing Sign that is

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supported by one or more uprights or braces which are fastened to or embedded in the ground or a foundation in the ground and are not attached to any building.

There are also some proposed amendments to allow Freestanding Construction Marketing Signs and larger Construction Marketing Signs that are mounted on a construction barricade or fence. The proposed language is now as follows:

- Freestanding Construction Marketing Signs shall not exceed thirty-six square feet (36 sq. ft.) in area;
- Construction Marketing Signs mounted on a construction barricade or fence shall not exceed thirty-two square feet (32 sq. ft.) in area.

There is also a desire to establish flexibility for Construction Marketing Signs for projects that have two or more street frontages. Planner Lund read the following language:

- Number of Signs. One (1) Construction Marketing Sign is permitted per project. Properties with two (2) or more street frontages shall be permitted one (1) additional Construction Marketing Sign per street frontage.

Planner Lund shared information about the duration. The existing code requires the temporary signs to be removed from the premises upon issuance of the last Certificate of Occupancy. The Planning Director can extend that duration for up to six months with certain parameters and the payment of a deposit. The following questions were proposed:

- Is the Planning Commission supportive of the proposed Sign Code amendments?
- Does the Commission have any input or changes to the proposed amendments?

Commissioner Rick Shand wanted to understand the rationale for shifting to 36 square feet for the Freestanding Construction Marketing Signs. Planner Lund explained that it was based on similar cities that have this requirement in place. It will also allow for better visibility. Commissioner Shand asked about the rationale for the proposed amendments at this time. Planner Lund reported that at the City Council Meeting in December, there was some discussion about the Studio Crossing development and a need for greater visibility for the leasing signs and Construction Marketing Signs.

Commissioner Shand expressed support for one sign that is 32 square feet. This sign could include whatever information there is a desire to share. For instance, it could include the general contractor and subcontractors at the bottom. However, he pointed out that the developer is ultimately responsible, not the contractors. If there are banners being considered for fencing, then he would like to see those be 32 square feet as well.

Commissioner Seth Beal asked about signs for each street frontage. It does not look like there are size requirements included in this proposal, so he asked for additional

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clarification. Planner Lund shared the existing code and explained that Construction Marketing Signs are limited to a specific development size. It is for projects containing four or more dwelling units or at least 4,000 square feet of commercial floor area.

Commissioner Beal understands the desire to have a second sign when there is a larger project, but he is less convinced the signs need to be larger. It might be appropriate for there to be multiple sign locations at Studio Crossing, but it would be less appropriate for a four-plex development. He reiterated that smaller signs are preferable to larger signs.

Commissioner Henry Sigg agreed with Commissioner Beal about the size of the signs. He also agreed with Commissioner Shand that the ultimate responsibility lies with the developer, and this sign is not necessarily a place for contractors and subcontractors to market themselves. There are more efficient ways that kind of messaging can be shared. He feels there should be a distinction between marketing and the actual construction.

Commissioner Grant Tilson asked whether the fence signs and freestanding signs could be located on the same frontage. Planner Lund stated that there can be language added to clarify that there must be sort of setback between a freestanding sign and a barricade or fence sign. How it is currently written, there would be one sign per street frontage, but there can be additional clarification provided if that is desired by the Commission.

Chair Pro Tem Frontero mentioned the Studio Crossing development and pointed out that there are multiple corners and it is a busy area. He can understand the rationale for signage there, but there seem to be two separate needs related to signs. During construction, the construction company wants to state who is working on the project. It sounds like the code allows for that, but there are some proposed amendments to improve the current code. Once the project is complete and there is a Certificate of Occupancy issued, those construction signs come down. At that point, leasing signs will be displayed. He is not certain the current code captures that. Planner Lund reported that small real estate signs are allowed on properties. Additional discussions were had about signage.

Chair Pro Tem Frontero believed the code should allow for leasing signage for a certain period of time. It could be six months, eight months, or until there is a reasonable amount that has been leased. There should be some allowance for signage during the leasing period, particularly when there are more than 20 or 30 units. He does not see that in the current presentation, as the focus seems to be only on construction signage. Planner Lund believed the suggestion is to draft an additional definition with specific requirements for leasing signs, which was confirmed. Chair Pro Tem Frontero believed two different areas need to be addressed: the construction signs and the leasing signs.

Planner Lund asked if there is Commission support for what has been proposed by Chair Pro Tem Frontero. Commissioner Shand agreed that leasing is important, but he wanted to know if the leasing sign would apply only to workforce and affordable housing or if it would apply to private developments as well. Chair Pro Tem Frontero asked if the City

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currently allows a private project to place large signs advertising that the units are being leased. Planner Lund believed it would fall under the definition of the existing Construction Marketing Sign, but it would have to be taken down at the time of Certificate of Occupancy. The existing definition for Construction Marketing Signs states that it may include a plat map and real estate information for the purpose of marketing units within the development. Commissioner Shand pointed out that a project might be complete but not fully leased. Even with the last Certificate of Occupancy issued, the units still could be available to be leased. There was additional discussion about appropriate signage.

Commissioner Beal does not believe there should be a distinction between public-private partnerships and private partnerships. Whatever is decided with respect to leasing should apply to all projects, regardless of whether the City is involved in some capacity. He is skeptical about the effectiveness of signs. While there is value to signage, in his experience, most people find out about developments on the internet rather than on a physical sign. He is hesitant to add more signage to the community when information is found in other ways. Commissioner Shand pointed out that if the Sign Code is changed to accommodate Studio Crossing, it will impact other projects in the community as well.

Chair Pro Tem Frontero asked that at a future Work Session, there be information shared about leasing at Studio Crossing and Engine House. If the leasing is going well so far, then it might make sense to lean toward the strategy outlined by Commissioner Beal. However, if leasing is slow, there could be additional discussions about leasing signs.

Commissioner Sigg noted that construction can have a broad meaning. He suggested there be references to new construction in the amendments, because restriping a parking lot is not the same as new construction. There should be a distinction made in the language to ensure signage is limited to new construction. Commissioner Tilson asked if construction would also include road reconstruction. Planner Lund read the definition, which mentioned the initial marketing of projects. Director Ward noted that if there is a City project where information needs to be shared, a different section of code applies.

Planner Lund summarized the Work Session discussion and the Planning Commission requests. At the next Work Session, there will be a discussion about how the leasing for certain developments. From there, the Commission can further discuss appropriate sign language. Chair Pro Tem Frontero agreed with Commissioner Sigg as far as limiting it to new construction. The Certificate of Occupancy could be used as the start date and there could be a time limit. Planner Lund thanked the Commission for sharing feedback on the Work Session item. He reiterated that there will be additional information brought back.

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6. REGULAR SESSION

A. 201 Heber Avenue – Condominium Plat Amendment – The Applicant Proposes the Fourth Amended Union Square Condominium Plat to Decrease the Commercial Area for Unit COM-1, Re-Assign Square Footage of Commercial Area to Residential Limited Common Area for Unit SL-1, Re-Assign Square Footage of Common Area to Commercial Limited Common Area for Unit COM-3, and Increase the Commercial Area for Unit COM-4 within the Existing Building in the Historic Recreation Commercial Zoning District. PL-26-06812.

Planner Lund presented the Staff Report and explained that this is a Condominium Plat Amendment for 201 Heber Avenue. He shared background information about the property. On November 10, 2004, the Planning Commission approved a Master Planned Development ("MPD") and Conditional Use Permit ("CUP") for 201 Heber Avenue. On January 24, 2024, the Commission approved the Second Amended Plat. The Second Amended Plat reassigned 4,832 square feet of limited common area from Unit LB-1 to Unit COM-3. The Second Amended Plat was retired with the Third Amended Plat.

On January 8, 2025, the Planning Commission approved the Third Amended Plat, which converted 200 square feet of limited common area to common area, 308 square feet of common area to limited common area, and 1,555 square feet of commercial limited common area from Unit LB-1 to COM-3. The proposal currently before the Planning Commission is to reduce the square footage on the first level of Unit COM-1 and transfer some of that square footage to Unit SL-1 and Unit COM-3. On the fourth floor, the proposal is to cover 200 square feet of Unit SL-1 to Unit COM-4. Planner Lund pointed out the storefront property on Heber Avenue, which is part of Unit COM-3. There is no proposed change in use with this specific unit, but any future change must comply with the Storefront Property requirements outlined in the Land Management Code ("LMC").

The proposal complies with the Storefront Property requirements, Off-Street Parking requirements, and the MPD and CUP Conditions of Approval. In addition, Staff finds Good Cause for the proposed Condominium Plat Amendment. Staff recommends the Planning Commission open a public hearing and consider approving the Condominium Plat Amendment for 201 Heber Avenue based on the Draft Final Action Letter.

The applicant representative, Sean Skanchy, explained that he is present at the Planning Commission Meeting to represent the Homeowners Association ("HOA") and developer. Over the last two and a half years, the HOA has invested money into the Main & SKY project. There were exterior renovations done approximately two years ago and now there are interior renovations on the residential units. This Condominium Plat Amendment will make it possible to move forward with updated plans for the common areas on the first floor. The commercial space will receive a bit of a reduction on the first floor. On the fourth floor, there are two restrooms being added to the commercial space.

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Chair Pro Tem Frontero opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Shand asked if the footprint of the building will change, which was denied. Mr. Skanchy reported that the proposed work is interior. There were no further questions.

MOTION: Commissioner Shand moved to APPROVE the Condominium Plat Amendment for 201 Heber Avenue, Fourth Amended Union Square Condominium Plat, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The Applicant proposes to:

    a. Decrease the commercial area for Unit COM-1 by 1,904 square feet to increase the residential limited common area square footage in the first level of Unit SL-1 by 1,460 square feet and to increase the commercial limited common area of Unit COM-3 (on level one) by 444 square feet.
    b. Increase the commercial area for Unit COM-4 by 200 square feet by reducing the residential limited common area square footage in the fourth level of Unit SL-1 by 200 square feet.

2. The Union Square Fourth Amended Plat complies with the Historic Recreation Commercial Zoning District Requirements for Setbacks, Floor Area Ratio, and Storefront Property.

    a. There are no proposed expansions or additions to the Structure as part of this Plat Amendment.
    b. 201 Heber Avenue is in the Heber Avenue Sub-Zone. The Floor Area Ratio limitation of the HRC District does not apply to properties within this Sub-Zone.
    c. Unit COM-3 is Storefront Property, as defined in the LMC.
    d. The proposed Plat Amendment will maintain compliant with the Storefront Property requirements. The existing Storefront Property use of Unit COM-3 is a lobby for the Union Square Development.
    e. The Use for Unit COM-3 is not proposed to change with this Plat Amendment. See Condition of Approval 3.

3. The Union Square Fourth Amended Plat complies with the Parking Ratio requirements.

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a. No change in Use is proposed with this Plat Amendment. The Applicant proposes to reassign square footage from one Unit to another. As part of the MPD and CUP approval for 201 Heber Avenue, the Planning Commission granted a reduction in the required Parking Spaces to 46, based on the intended uses of the commercial area and the number of residential units.
b. The proposed reassignment of square footage from common area to commercial limited common area and residential limited common area does not increase the parking demand for the development, does not change the Uses or density of the existing units. Designated common areas do not have parking requirements in the LMC and are intended as support areas for the existing commercial and residential areas. Since there is no change in Use, unit type, or density, additional parking demand is not created by the proposed Plat Amendment.

4. The Union Square Fourth Amended Plat complies with the Master Planned Development and Conditional Use Permit for 201 Heber Avenue/Union Square.

a. The Union Square Fourth Amended Plat complies with all Conditions of Approval outlined in the Final Action Letter for the MPD and CUP for Union Square approved by the Planning Commission on November 10, 2004.

5. There is Good Cause for the Union Square Fourth Amended Plat.

a. Staff finds Good Cause for the Union Square Fourth Amended Plat because this amendment does not change the mass of the existing structure or the parking requirements, will remain compliant with the MPD and CUP approved on November 10, 2004, and does not create non-conformities.
b. No Public Street, Right-of-Way, or easement will be vacated or amended.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.

2. The Plat Amendment is consistent with Land Management Code § 15-7.1-3 *Classification of Subdivision*, § 15-7.1-6 *Final Subdivision Plat*, Chapter 15-3 *Off- Street Parking*, and Chapter 15-2.5 *Historic Recreation Commercial (HRC) District*.

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3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

4. Approval of the Plat Amendment, subject to the conditions of approval below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended Declaration of Condominium of the Union Square Condominiums prior to recordation of the plat.

2. The Applicant or Applicant's Representative shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. Any future change in Use with Unit COM-3 must comply with the Storefront Property requirements and restrictions outlined in the Land Management Code.

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

B. 322 and 324 Main Street – Plat Amendment – The Applicant Proposes the Red Banjo Plat Amendment to Reconfigure the Lot Lines of Historic Lot 6, in Block 69 of the Millside Reservation Park City Survey and Portions of Lot 5 and 6 in Block 22 of the Park City Survey to Create Two Lots and Adjust the Shared Lot Line Between 322 Main Street and 324 Main Street to Resolve an Existing Encroachment in the Historic Commercial Business Zoning District. PL-25-06637.

Planning Project Manager, Elissa Martin, presented the Staff Report and explained that this is a Plat Amendment application. She clarified that 322 Main Street is the location of the Red Banjo Pizza building and is also a Landmark Historic Site. The plat also includes 324 Main Street and 325 Swede Alley, which is the location of the Park Place building.

The properties are within the Historic Commercial Business Zoning District and each property contains two parcels. There are four legal parcels in total. Manager Martin explained that the existing conditions survey shows the Red Banjo Pizza building

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encroaches 0.31 feet onto 324 Main Street. The existing lot widths along Main Street and Swede Alley do not meet the minimum 25-foot lot width requirement of the Zoning District.

On February 10, 2026, the Board of Adjustment approved a Variance from the Historic Commercial Business Zoning District's minimum lot width requirement for the Red Banjo and Park Place properties. The proposed plat will create two contiguous lots extending from Main Street to Swede Alley. The lot widths would remain unchanged. The plat would also adjust the shared lot line between 322 and 324 Main Street to resolve the existing encroachment. As conditioned, the proposed plat complies with the Historic Commercial Business Zoning District's lot and site requirements, including the sidewalk provision in LMC 15-2.6-3(D), which requires a sidewalk along Swede Alley. Manager Martin shared an image with the Commission and explained that some of the adjacent buildings are built to the property lines. No sidewalk is provided there, but there are other sections of Swede Alley that have a sidewalk, and those generally have a width of five feet.

The Planning Department and Engineering Department recommend a five-foot-wide pedestrian easement to be added to the plat, which is included in the Draft Final Action Letter as Condition of Approval #1. Staff finds there is Good Cause for the proposed Plat Amendment, because it creates two contiguous lots reflecting current ownership and existing conditions. In addition, the proposed Plat Amendment will resolve the existing encroachment. Staff recommends the Planning Commission review the Red Banjo Plat Amendment, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

The applicant representatives, Bryan Markkanen and Megan Blosser, were introduced to the Planning Commission. Mr. Markkanen referenced Page 7 of the Staff Report. He asked if there is a way to recommend the sidewalk setback be equal to the adjacent building frontage rather than 5 feet. He shared information about the adjacent buildings and noted that stepping back might not continue the street frontage very well. Mr. Markkanen clarified that his suggestion is to match the street frontage of the adjacent building. Alternatively, 3.6 feet is the approximate sidewalk of the adjacent buildings in this section of Swede Alley. There is no sidewalk wider than that in the immediate area.

Commissioner Shand asked to review photographs of the site. Discussions were had about Condition of Approval #1 included in the Draft Final Action Letter. Director Ward shared an image with the Commission that highlights the current conditions in the area.

Commissioner Shand asked the applicant representative to reiterate his request. Mr. Markkanen explained that something actionable would be a Planning Department determination at the time of permit application. There could also be a requirement for 3.6 feet instead of 5 feet. Director Ward noted that, based on the code language, the City Engineer would need to create a determination. A modification to the Draft Final Action Letter language would require an update to Finding of Fact #15, which currently states:

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- Planning and Engineering find a nine-foot-wide pedestrian easement is not appropriate in this location and a five-foot-wide pedestrian easement is required to be added to the Plat along Swede Alley prior to recordation.

In addition, Condition of Approval #1 currently mentions a 5-foot width, but there could be direction provided to evaluate this within the context of adjacent structures. Commissioner Shand believed the applicant would like to reduce the width of the required pedestrian easement in order to maximize a future extension to one of the buildings. Director Ward reported that in the Historic Commercial Business Zoning District, it is based on floor area ratio, so there are certain regulations that will need to be complied with. She noted that this will govern the overall size of the building. In this case, the applicant is asking that there be some consideration of the streetscape alignment.

Commissioner Sigg would prefer the City Engineer weigh in on this rather than there be a direct request made to the Planning Commission. Commissioner Beal noted that this request is not within the complete discretion of the Commission, so he would like to hear from the Engineering Department about whether an exception makes sense in the area. It feels there should be a broader discussion rather than a specific request made.

Commissioner Shand noted that one of the options is to consider the application as it stands, with the five feet that have been referenced. It is also possible for the applicant to hold off and explore the 3.6 feet that was mentioned. Chair Pro Tem Frontero confirmed that the application could be continued to receive input from the City Engineer. Mr. Markkanen suggested the application move forward with 5 feet, as proposed.

Chair Pro Tem Frontero opened the public hearing.

Officer Davis Coppin explained that he is with the Park City Police Department and has been working within the downtown area over the last two months. Encroaching on that public right-of-way will only continue to create problems. There is a lot of traffic backup in the area already, which he has seen during his time on Main Street. Commissioner Shand asked if the public right-of-way is the street. Director Ward reported that the current phase of the Main Street Area Plan that is going through the design and public process, is for pedestrian improvements within what is currently platted right-of-way.

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

MOTION: Commissioner Sigg moved to APPROVE the Plat Amendment for 322 Main Street and 324 Main Street, Red Banjo Plat Amendment, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

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Findings of Fact:

1. 322 Main Street, known as Red Banjo Pizza, is a Landmark Historic Site constructed circa 1900.

2. 324/325 Main Street, known as Park Place, is a non-Historic site.

3. The properties are in the Historic Commercial Business (HCB) Zoning District.

4. 322 Main Street contains Historic Lot 6, Block 69 of the Millsite Reservation to the Park City Survey and a portion of Lot 5, Block 22 of the Park City Survey, and straddles Parcels PC-278 and PC-560.

5. 324 Main Street and 325 Swede Alley contain a portion of Historic Lot 6, Block 22 of the Park City Survey and Lot 7, Block 69 of the Millsite Reservation to the Park City Survey, and straddles Parcels PC-279-1 and PC-556-B.

6. The Existing Conditions Survey shows the Landmark Historic Structure at 322 Main Street encroaches 0.31 feet onto 324 Main Street. The proposed Plat Amendment adjusts the common Lot line between 322 and 324 Main Street to resolve the encroachment.

7. The Applicant proposes a Plat Amendment to reflect existing conditions and ownership and to consolidate the Historic Lots.

8. The HCB Zoning District requires a minimum Lot Area of 1,250 square feet.

   a. The Applicant proposes Lot 1 with 3,118.48 square feet of Area and Lot 2 with 2,224.82 square feet of Area.

9. The HCB Zoning District requires a minimum Lot width of 25 feet.

   a. The existing and proposed Lot width of 322 Main Street (proposed Lot 1) is 24.19 feet wide on Main; 24.83 feet on Swede Alley.
   b. The existing and proposed Lot width of 324/325 Main (proposed Lot 2) is 16.68 feet on Main; 20 feet on Swede Alley.
   c. Because the existing Lot widths do not meet the HCB minimum Lot width of 25 feet, the property owners requested a Variance.
   d. On February 10, 2026, the Board of Adjustment approved the Variance to allow the existing Lot widths to remain, providing an exception to the minimum Lot width requirement of the HCB Zoning District.

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10. The HCB Zoning District requires a minimum Lot depth of 50 feet. The proposed Lot 1 and proposed Lot 2 both have a depth of 125 feet.

11. The HCB Zoning District has no minimum required Setbacks or maximum Lot Area.

12. The HCB Zoning District has a maximum Floor Area Ratio of 4.0.

    a. Both proposed Lots and existing buildings comply with the Maximum FAR requirement; the existing FAR for the Landmark Historic Site is 1.33 and the existing FAR for Park Place is 1.53.

13. LMC § 15-2.6-3(D) states, “Buildings must be located so as to provide an unobstructed sidewalk at least nine feet (9') wide on both Main Street and Swede Alley. The sidewalk width is measured from the front face of curb to the front of the Building. The alignment of new Building fronts with adjacent Historic fronts is encouraged. A narrower sidewalk may result from the alignment of Building fronts.

14. The Planning and Engineering Departments may grant an exception to the minimum sidewalk width to facilitate such alignment.

    a. The Applicant requested Planning and Engineering Department approval for a reduced sidewalk width.
    b. The Planning and Engineering teams researched the sidewalks along Swede Alley and found the following:

- No sidewalk easements were provided on the immediately adjacent properties, which are built to or nearly to the property lines.
- Other properties within the block provide a five-foot-wide pedestrian easement.
- Planned pedestrian improvements along Swede Alley outlined in the Main Street Area Plan are within the Right-of-Way.

15. Planning and Engineering find a nine-foot-wide pedestrian easement is not appropriate in this location and a five-foot-wide pedestrian easement is required to be added to the Plat along Swede Alley prior to recordation.

Conclusions of Law:

1. The proposed Plat Amendment complies with LMC Chapter 15-2.6 *Historic Commercial Business (HCB) District.*

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2. The proposed Plat Amendment complies with LMC § 15-7.1-6, *Final Subdivision Plat.*

3. There is Good Cause for the Plat Amendment because it resolves the encroachment of the Landmark Historic Structure and creates two contiguous Lots that align with existing conditions and ownership.

4. No Public Street, Right-of-Way, or easement has been vacated or amended as a result of the Plat Amendment.

Conditions of Approval:

1. During the plat redline process and prior to recordation, a public access easement for a five-foot-wide sidewalk shall be added to the Plat along the rear property lines that front Swede Alley.

2. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.

3. The Applicant shall record the Plat Amendment within one year from the date of Planning Commission approval. If recordation has not occurred within one year, this approval will be void, unless the applicant submits a request for an extension in writing prior to the expiration date and an extension is granted by the Planning Director.

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

C. 7885 Aster Lane – Condominium Plat Amendment – The Applicant Proposes the Knoll at Silver Lake Phase I, Seventh Amended Plat to Adjust the Platted Limited Common Area of Unit 1 to Allow for Expansion of the Front Façade Deck on the Main Level in the Residential Development Zoning District. PL-25-06715.

Manager Martin presented the Staff Report and explained that this is a Condominium Plat Amendment for 7885 Aster Lane. This is for the Knoll at Silver Lake Phase I, Seventh Amended Plat. 7885 Aster Lane is a four-unit condominium development in the Deer Valley MPD within the Residential Development Zoning District. Knoll at Silver Lake Phase I was originally platted in 1982 and was subsequently included in the 1992 Deer Valley Club Estates Subdivision. The plat has been amended six times in the past to adjust private, common, and limited common boundaries of the various units. The

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applicant proposes the Seventh Amended Plat to expand the second level front deck on Unit 1, which requires adjusting the limited common area boundary for Unit 1.

Of the six previous amendments, Unit 1 was amended once, which was in the Fourth Amended Plat. Manager Martin explained that the boundaries reflected in the Fourth Amended Plat do not represent the existing build out of Unit 1. The proposed plat reflects what is currently built out as well as the expanded deck area. She reported that the proposed Condominium Plat Amendment complies with the Residential Development Zoning District lot and site requirements, including the front setback exception for decks. The exception is for decks not more than 10 feet in width and not projecting more than 5 feet into the setback. In this case, 8.5 feet of the proposed deck encroaches into the front setback 3 feet 3 inches. This meets the requirement for the front setback exception.

Staff finds there is Good Cause for the Condominium Plat Amendment, as it corrects existing non-conformities with the plat and reflects as-built conditions. As stated earlier, there have been six amendments to the Knoll at Silver Lake Phase I. Staff recommends the Planning Commission review the Condominium Plat Amendment at 7885 Aster Lane, conduct a public hearing, and consider approval based on the Draft Final Action Letter.

The applicant representative, Chris Mousley, of Crossbeam Builders, LLC, introduced himself to the Planning Commission and offered to answer Commission questions. Commissioner Tilson asked if there was an HOA vote on this, which was confirmed. Mr. Mousley reported that the HOA approved it, and there was confirmation submitted.

Commissioner Sigg asked if the encroachment into the setback is a cantilever or if it is off of a post with a footing holding it. Manager Martin shared an image with the Planning Commission and asked for clarification from the applicant. Mr. Mousley confirmed that there will need to be a footing and a post. The deck cantilevers out approximately four feet past the post. The post is in line with the existing two that are seen in the photograph. Manager Martin stated that the post meets the setback requirement and does not encroach. Commissioner Shand wanted to know if there is a height limit for deck encroachments. Manager Martin denied that there is a height limit in the code.

Chair Pro Tem Frontero opened the public hearing. There were no comments. The public hearing was closed.

MOTION: Commissioner Beal moved to APPROVE the Condominium Plat Amendment for 7885 Aster Lane, the Knoll at Silver Lake Phase I Seventh Amended Plat, according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The Knoll at Silver Lake Phase I Condominium Plat was recorded with Summit County on April 5, 1982 (Entry No. 190071).

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2. Subsequently, the parcel was included in a larger subdivision, the Deer Valley Club Estates, recorded with Summit County in October of 1992 (Entry No. 370399).

3. On August 18, 2005, City Council approved the Knoll at Silver Lake Phase I Fourth Amended Record of Survey to adjust the Unit 1 private and limited area boundaries.

4. The Applicant submitted a Plat Amendment application to adjust the common area of Unit 1 of the Knoll at Silver Lake Phase I condominiums to construct a front deck on the second (main level).

5. The Applicant's Existing Conditions Survey shows the boundary of Unit 1 was not built to the amended boundary as shown in the Fourth Amended Plat Amendment, except for the front deck on the main level, which was constructed in 2002; the proposed Seventh Amended Plat reflects the existing footprint of Unit 1.

6. The Knoll at Silver Lake Phase I Seventh Amended Plat complies with the Residential Development (RD) Zoning District Setbacks.

    a. The proposed deck expansion projects 3 feet 3 ¼ inches into the Front Setback and the length of the deck that is within the Front Setback is 8 feet, 6 inches, an allowed exception according to RD Front Setback exceptions, LMC § 15-2.13-3(C)(2)(c), which states: "Decks, porches, and Bay Windows, not more than ten feet (10') wide, projecting not more than five feet (5') into the Front Setback" are allowed within the Front Setback.

7. There is Good Cause for the Knoll at Silver Lake Phase I Seventh Amended Plat.

    a. The Plat reflects existing conditions and allows for the expansion of the front deck on the main level, like previous approved Amendments made to the Plat to expand Units 2, 3 and 4.
    b. No Public Street, Right-of-Way, or easement will be vacated or amended.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment, as required by LMC § 15-7.1-6 *Final Subdivision Plat.*

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2. The Plat Amendment is consistent with Land Management Code Chapter 15-2.13 *Residential Development (RD) District* and § 15-7.1-6 *Final Subdivision Plat.*

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

4. Approval of the Plat Amendment, subject to the conditions of approval below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with state law, the Land Management Code, the Conditions of Approval.

2. The Applicant shall submit an amended Declaration of Condominium of the Knoll at Silver Lake Phase I Condominiums prior to recordation of the plat for City Planner and City Attorney review.

3. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

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

The Planning Commission took a short break before hearing the next agenda item.

D. 200 King Road – Appeal of Planning Staff Final Action – The Appellant Appeals Planning Staff's Building Permit Approval of Driveway Plans for 220 King Road Across a Platted Easement on 200 King Road, Lot 1 of the Treasure Hill Subdivision Phase 1 Plat in the Historic Residential -1 – Master Planned Development Zoning District. PL-25-06787.

Chair Pro Tem Frontero reported that this agenda item is an Appeal of Planning Staff Final Action and the Planning Commission will be acting as the Appeal Body. He asked each attorney to share updates. Justin Keys explained that as stated in the submitted letter, the claims are subject to litigation. There are active settlement negotiations regarding the claims, and he is hopeful there will be agreement reached. That would actually moot this appeal because there would be agreement with the work proposed. As

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a result, he suggested that the Planning Commission continue this item to a date uncertain. Ideally, the appeal will be withdrawn if there are terms reached. Bruce Baird confirmed there are settlement discussions underway and a continuance makes sense.

Based on feedback from Mr. Keys and Mr. Baird, it was determined that there is support for a continuation of this agenda item. Chair Pro Tem Frontero stated that he would prefer to move this to a date certain rather than to a date uncertain. However, it sounds like there is no clarity about the timeline of the negotiations. The preference is for this to be resolved between the two parties. Mr. Keys suggested that the item be continued to a date uncertain, as there is still some additional discussion that need to take place.

Chair Pro Tem Frontero asked about proper procedure. Senior City Attorney, Mark Harrington, explained that a motion can be made to continue this item to a date uncertain. Commissioner Shand made a motion to continue the Appeal of Planning Staff Final Action for 200 King Road to a date uncertain. Commissioner Beal asked to comment before there was a second made to the motion. He spent a fair amount of time reviewing the Meeting Materials Packet and believes this is a relatively straightforward issue. The parties have had ample time to resolve this and he would prefer to make a ruling. Commissioner Beal stated that he will not be in favor of a motion to continue the item.

Commissioner Shand explained that the Commission has been down this road before, where an applicant cancels at the last minute after the Planning Commission has invested a lot of time into a review of the materials. In light of the complications associated with this particular application, he is not as concerned about the time that has been spent on the review. That being said, he respects the position shared by Commissioner Beal.

Chair Pro Tem Frontero asked Director Ward to share information about the timing of continuation requests. Director Ward explained that if a continuation request is submitted seven days before the public hearing, Staff has the authority to grant the continuance. That means the Meeting Materials Packet will not include a Staff Report or other materials related to the application. It also means the Commission will not invest time reviewing and preparing for the public hearing. In this case, there was a request received at 9:30 a.m. the same day as the meeting. In Section 15-1-12.5, the Planning Commission has the discretion to determine whether there is reasonable cause to continue an item. If there is no reasonable cause, the item remains on the agenda and the Commission can take final action. With the recent code updates adopted in December 2025, there were examples of reasonable causes included in the language. The Planning Commission has discretion about whether final action should be taken or if this item should be continued.

Mr. Baird clarified that no request was submitted to continue the item this morning. There had been a discussion about a possible continuance, and he asked the Senior City Attorney that morning if there was a policy in place. He agrees with Commissioner Beal that this application is straightforward but acknowledged that it is preferable when parties

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can work out issues on their own. He is open to whatever decision the Planning Commission chooses to make about the current agenda item.

Commissioner Shand would rather see this matter resolved between the two parties than have the Planning Commission vote on the item at this time. Commissioner Beal asked how close the parties are to reaching some sort of agreement. Mr. Keys reported that the driveway proposed is significantly different than what was proposed a year ago. The parties are close to reaching an agreement due to the changes proposed to the driveway.

Commissioner Sigg is encouraged by the prospect of the parties reaching an agreement. He suggested that the item be continued to a date certain in order to encourage the agreement to occur in a timely manner. Director Ward reported that potential dates are March 11, 2026, or April 8, 2026. Mr. Baird reported that he will be out of the country on March 11, 2206. Commissioner Beal expressed support for a continuance to a date certain based on the comments made during the discussion. Commissioner Shand rescinded his previous motion and made a new motion with reference to a date certain.

MOTION: Commissioner Shand moved to CONTINUE the Appeal of Planning Staff Final Action for 200 King Road to April 8, 2026. The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

7. ADJOURNMENT

MOTION: Commissioner Beal moved to ADJOURN. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 6:52 p.m.

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Planning Commission

Staff Report

Subject:	**Transportation/Transit Update**
Author:	**Tim Sanderson, Transportation Director; Conor Campobasso, Senior Transportation Planner**
Department:	**Transportation Planning/Transit**
Date:	**March 11, 2026**

Background
Staff will provide the Planning Commission with a general transportation update focused on recent and ongoing efforts related to corridor planning and transportation system operations. The update is intended to keep the Commission informed on current initiatives that may affect mobility, access, and future implementation priorities.

Discussion
Re-Create 248 / LPA Adoption
Staff will provide a brief update on the Re-Create 248 process, including the status of the Locally Preferred Alternative (LPA) adoption. This effort represents an important milestone in establishing a long-term vision for the SR-248 corridor and will help guide future coordination, design, funding, and implementation discussions. The update will summarize the purpose of the LPA and outline the anticipated next steps following adoption.

Gordo Site Park-and-Ride Use
Staff will also update the Commission on the use of the Gordo site as a park-and-ride location. This site is being utilized to support transit access and reduce vehicle trips into the community by providing an intercept parking opportunity for commuters, employees, and visitors. The update will include a general overview of the site's current function and its role in the broader transportation system.

Additional Information
Transportation Planning and Transit staff will also be present at the meeting to answer questions related to other transportation items or ongoing mobility efforts, as needed.

Conclusion
These efforts reflect ongoing work to improve mobility, support transit use, and advance transportation planning priorities in the community. Staff will continue to coordinate with partner agencies and return with additional updates as needed.

Planning Commission
Staff Report

Subject: **1750 Kearns Boulevard Bus Lane Conditional Use Permit Modification**
Application: **PL-25-06712**
Author: **Jaron Ehlers, Planner I**
Date: **March 11, 2026**
Type of Item: **Work Session**

Recommendation

Review the proposed bus lane from the Park City High School parking lot to Lucky John Drive, provide feedback, and consider the following:

- Does the January 2026 Traffic Impact Study provide sufficient information for the Commission's analysis?
- Is there additional information needed for Final Action?
- Which of the proposed measures does the Commission find best mitigate impacts?
- Are there additional measures not proposed that the Commission would like staff and the Applicant to evaluate?

Description

Applicant:	Park City School District J.D. Simmons, Applicant Representative
Location:	1750 Kearns Boulevard Park City High School
Zoning District:	Recreation and Open Space Lucky John Open Space Buffer
Adjacent Land Uses:	Residential, Institutional
Reason for Review:	The Planning Commission reviews and takes Final Action on Conditional Use Permits.[1]

CUP	Conditional Use Permit
LJOSB	Lucky John Open Space Buffer
LMC	Land Management Code
LOS	Level of Service
PCHS	Park City High School
PCSD	Park City School District
ROS	Recreation and Open Space

[1] LMC § 15-1-8(G)

TIS Traffic Impact Study

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

Summary

The Applicant proposes to convert the existing emergency lane that was approved as part of the 2025 Conditional Use Permit (CUP) into a bus lane to allow school buses to use Lucky John Drive and Monitor Drive to turn onto Kearns Boulevard during peak traffic. Vehicle control gates are proposed to limit bus lane access to emergency vehicles and school buses.



Figure 1: Map of the PCHS Campus and surrounding area. The location of the proposed bus lane is shown by the yellow circle. The route school buses would take when using the bus lane is shown by red arrows.



Figure 2: The bus lane is shown by the dashed red lines while the proposed locations for the vehicle control gates are called out by red circles.

The Applicant indicated that 18 buses would use the lane and arrive for afternoon pickup at 2:25 PM. Buses would remain for about 10 minutes for loading before departing PCHS by turning west onto Lucky John Drive. The bus lane would not be used by the buses for morning drop-off of students.

Background

On April 9, 2025, the Planning Commission held a public hearing and approved a Conditional Use Permit (CUP) for the construction of Recreation Facilities for the PCSD campus (Packet, Item 5.C; Minutes, p. 6). On June 25, 2025, the Planning Commission held a pubic hearing and modified the approved CUP to account for the Lucky John Open Space Buffer (LJOSB) that was established in 1986[2] but that had not yet been reflected on the City's zoning map[3] (Exhibit D) (Packet, Item 5.B; Minutes, p. 11).

[2] Ordinance No. 86-2 (Exhibit E).
[3] The City's Zoning Map now reflects the 100-foot wide LJOSB.

Condition of Approval 15 of the June 2025 Final Action Letter (Exhibit B) allowed for a "north-south emergency vehicle lane east of Dozier Field in between the field and the Park City High School." It required the installation of vehicle control gates to ensure ingress and egress to the emergency lane was limited to emergency vehicles. It also stated that "(i)f additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a Modification to this CUP."

On September 30, 2025, the Applicant submitted an application to modify the 2025 CUP to convert the emergency vehicle lane to a bus lane.

In January 2026, the Applicant submitted a revised Traffic Impact Study ("2026 TIS") that has been reviewed by the Engineering Department and a third-party. The Applicant updated to the study to incorporate Engineering and third-party comments.

Analysis

(I) 2026 TIS Baseline

The 2026 TIS conducted peak hour analysis from 7:00 AM to 8:00 AM and 2:15 PM to 3:15 PM on February 25, 2025, to account for the beginning and end of the school travel periods. Considering expected growth in the area, background traffic volumes were increased to reflect the 2034 horizon. The TIS looked at the entire PCHS Master Plan including not just the approved Phases 1, 2, and 4, along with the conversion of the emergency lane into a bus lane, but also the theoretical Phase 3, which has not received approval or been submitted as an application to the Planning Department. Potential traffic impacts of Phase 3 are not within the scope of this CUP Modification, which is limited to the conversion of the emergency lane to a bus lane. The Applicant has stated that they no longer intend to have any potential Phase 3 connect with Lucky John Drive. Any Phase 3 will have to be submitted to the City and reviewed by the Planning Commission as a CUP before it can be constructed.

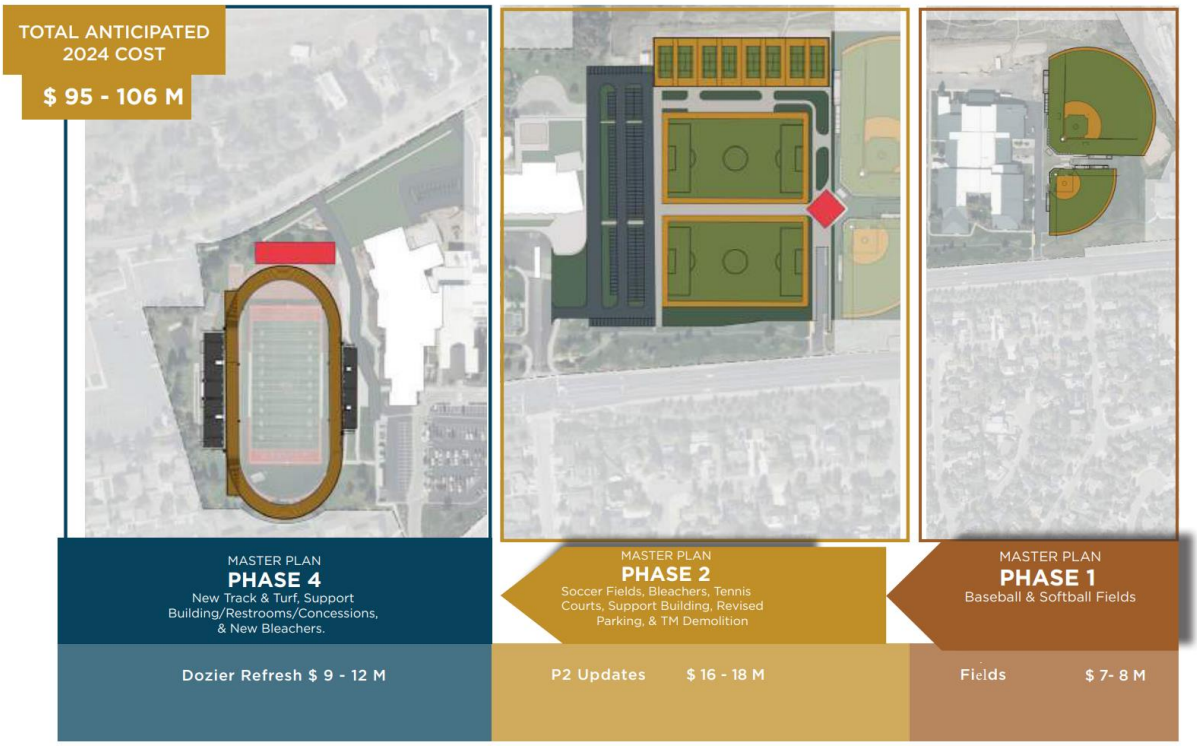


Figure 3: The current Site Plan for the PCHS Master Plan.

(II) Change

It is anticipated that attendance at PCHS will decline by 2034, resulting in fewer trips to and from the campus than today, but the background traffic levels for the area are anticipated to increase. The 2026 TIS models existing Levels of Service (LOS) for the intersections in the area, anticipated LOS in 2034 with and without the project, and mitigations proposed in the TIS and how they impact major intersections.

Table 1: AM and PM Peak Hour LOS Summary

Intersection			2025 Existing	2025 plus Project	2034 Background	2034 plus Project
ID	Location	Period	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh
1	Monitor Dr & Lucky John Dr[2]	AM	B (14)	C (18)	B (14)	C (19)
		PM	B (13)	**E (38)**	B (13)	D (32)
2	Access 5 & Lucky John Dr (western)[2]	AM	A (7)	A (7)	A (8)	A (8)
		PM	A (7)	A (8)	A (8)	A (7)
3	Access 6 & Lucky John Dr (eastern)[2]	AM	A (7)	A (7)	A (7)	A (7)
		PM	A (7)	A (8)	A (7)	A (7)
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[1]	AM	B (19)	B (18)	C (21)	C (21)
		PM	**F (98)**	C (30)	D (40)	D (39)
5	Access 1 & Kearns Blvd (western lot exit)[2]	AM	**E (46)**	D (28)	**F (75)**	**E (48)**
		PM	**F (201)**	**E (36)**	**F (187)**	D (34)
6	Access 2 & Kearns Blvd (western lot entrance)[2]	AM	D (29)	C (20)	C (21)	D (32)
		PM	**E (43)**	C (19)	C (18)	A (10)
7	Access 3 & Kearns Blvd (eastern lot exit)[2]	AM	C (21)	C (17)	C (17)	C (22)
		PM	C (25)	C (20)	C (20)	C (24)
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[2]	AM	**F (53)**	NA	D (30)	NA
		PM	**F (54)**	NA	B (11)	NA
9	Comstock Dr & Kearns Blvd[1]	AM	**E (58)**	**F (87)**	D (54)	**E (75)**
		PM	**E (59)**	C (26)	C (26)	C (27)
10	Bonanza Dr & Deer Valley Dr (224)[1]	AM	B (13)	B (13)	B (13)	B (13)
		PM	C (16)	C (24)	C (23)	C (24)

1. Intersection average LOS and delay for signalized intersections.
2. Worst movement LOS and delay for unsignalized intersections.

Source: Fehr & Peers.

Figure 4: Peak hour level of service summary from the 2026 TIS.

(III) Impacts and Challenges

The 2026 TIS includes the potential Phase 3 expansion to PCHS from the Master Plan Concept, including a fieldhouse addition and several Parking Lots. Phase 3 would require a separate CUP application to be reviewed and approved by the Planning Commission. For this CUP, the Planning Commission is considering the potential for 18 school buses to depart PCHS during peak times west onto Lucky John Drive. The TIS showing the Lucky John Drive and Monitor Drive intersection falling to a LOS E in the 2025 plus Project in the PM scenario must be considered in that context.

The 2026 TIS provides traffic counts at the times the buses would be using the bus lane, from 2:25 PM to 2:35 PM, at the Lucky John Drive and Monitor Drive intersection. The buses would be turning left (westbound) from Lucky John Drive onto Monitor Drive after first turning left out of the proposed bus lane. From 2:15 PM to 2:30 PM, 39 cars were counted making that turn. From 2:30 PM to 2:45 PM, 41 cars were counted making that turn. This is the traffic pattern most impacted by the proposal. There will also be an increase in the number of vehicles going through the Kearns Boulevard, Bonanza Drive, and Monitor Drive intersection as some buses currently turn left out of the PCHS parking lot. All 18 buses would use the intersection under this proposal.

The Engineering and Police Departments reviewed the proposal and provided input as

outlined below:

The requested change to bus routes has been evaluated by Engineering and Police considering overall traffic safety, operational efficiency, and student safety. Currently, buses exit the school by turning onto Kearns Boulevard, a principal arterial that already experiences heavy congestion during afternoon dismissal. Buses stage along the front of the school and then depart in a coordinated group from the west parking lot exit. The lead bus enters Kearns at a reduced speed and temporarily blocks through traffic to allow the remaining buses to merge in succession. This maneuver interrupts traffic flow on a high-volume roadway and creates avoidable conflict points.

If a collision were to occur during this process, the bus would likely be deemed at fault because it is entering without the right of way. Afternoon dismissal coincides with peak-hour traffic, increasing interactions with frustrated motorists and inexperienced high school drivers. Officers responded to multiple crashes in front of the school, with congestion, impatience, and inattentive driving contributing factors.

Relocating bus operations to Lucky John shifts this activity away from a congested arterial to a lower-speed, local roadway. Lucky John's reduced-speed environment gives buses a safer opportunity to merge. Additionally, the signalized intersection at Kearns and Monitor allows for controlled left and right turns, eliminating the need for buses to block through lanes to gain access. While the introduction of buses to Lucky John represents a change, the proposed routing reduces overall system risk, improves student safety, and minimizes operational conflicts on Kearns. From a traffic engineering and public safety perspective, the revised pattern represents a net safety benefit to the broader community while maintaining reasonable neighborhood impacts.

The Transportation Planning Department reviewed this proposal and provided input as outlined below:

As part of the PCSD's ongoing TIS work related to school bus operations, the District is evaluating a revised afternoon bus departure routing strategy. Historically, buses would typically pull directly onto SR-248; under the revised approach, buses departing in the PM period would be directed to Monitor Drive, where operations would be managed such that some buses would travel west toward SR-224 via SR-248, while others would travel east on SR-248 out of town. Buses routing west would have the potential to utilize the future dedicated side-running bus lane associated with the Recreate 248 project. This operational change elevates the importance of turning movements at key intersections previously identified as needing transit priority strategies (TPS) to support bus operations and reliability. TPS considerations may include providing priority treatment for the westbound departure movements, potentially including the PM left-turn movements buses will need to access SR-248 westbound, consistent with the City's broader transit and Recreate 248 objectives.

Recreate 248 is still operating on a very broad timeline, subject to change but current estimates are completion in up to six years from now.



Figure 5: Conceptual rendering of Kearns Boulevard under the Recreate 248 Plan provided by the Transportation Planning Department.

(IV) Recommended Mitigation

(1) Park City School District Proposed Recommendations

PCSD has proposed that the bus lane would only operate during the afternoons for pickup of students from PCHS at the end of the school day. This could be a Condition of Approval.

The Park City Fire District will not allow the installation of bollards as they do not function well in our environment, and the Applicant is working to address this. The Park City Fire District also requires a Condition of Approval that any vehicles in the bus lane must be attended at all times and that the vehicle control gates require a Knox key switch.

PCSD has not proposed any other mitigations.

(2) 2026 TIS Proposed Recommendations

A dedicated westbound left-turning lane on Monitor Drive and Lucky John Drive
This would require widening both roads, which is not currently contemplated by the City. It is also a proposed mitigation that goes far beyond what is necessary to mitigate the impact of the proposed buses as such a substantial mitigation would require permanent changes to the road to account for the increase of 18 buses for less than half an hour during peak periods. There are mitigations better tailored for this specific impact.

Dual left turn lanes and dedicated right turn lanes for eastbound and westbound traffic at the Monitor Drive, Bonanza Drive, and Kearns Boulevard intersection
This would require widening these roads. The only road widening currently contemplated by the City and the Utah Department of Transportation is SR-248 (Kearns Boulevard) to allow for Bus Rapid Transit lanes. It is also a proposed mitigation that goes far beyond what is necessary to mitigate the impact of just the proposed buses as such a substantial mitigation would require permanent changes to the road to account for the increase of 18 buses for less than half an hour during peak periods. There are mitigations better tailored for this specific impact. As Kearns Boulevard is a state road, coordination and approval with the Utah Department of Transportation is required for implementation.

Transit priority signals
A long-term mitigation is to tie the PCSD buses into the bus priority signal system that will be part of the Recreate 248 Bus Rapid Transit system so that school buses will have priority in and out of the PCHS parking lot. Use of the Recreate 248 Bus Rapid Transit lanes would allow school buses priority through traffic lights and a direct right turn both into and out of the PCHS parking lot.

Reduce number of staff and student parking permits
Reducing the number of trips to and from PCHS could reduce traffic on Kearns and limit the need for the proposed bus lane. PCHS could reduce the number of parking passes issued to staff and students wishing to park on campus. A hard reduction in the number of passes is a possibility as well as a softer approach requiring more frequent renewals of the parking passes to encourage those who most need them to use them. Carpooling incentives and parking priority for carpool vehicles is another possibility.

Improved on-site bicycle and active transportation facilities
Another way to reduce the amount of traffic on Kearns Boulevard is to encourage students to take alternative means of transportation. Enhanced on-site bicycle facilities could encourage students to ride their bikes to and from PCHS. According to the Applicant, there are 15-20 existing bicycle parking spaces with plans to add 13 more with 1 space for a larger bike and 2 enclosed spaces. As PCSD is not subject to the bicycle parking requirements, these spots have been constructed voluntarily by the Applicant. If PCHS was subject to the bicycle parking requirements of LMC § 15-3-9(A)(2), it would be required to have 48 bicycle parking spaces.

The TIS also suggests alignment of Park City Transit schedules to times that allow students to use City buses for drop-off and pick-up from PCHS could encourage use of the City's free transit system. However, this may prove logistically challenging and many PCSD students live outside of Park City in areas not served by Park City Transit. Furthermore, while Park City Transit does not target PCHS's bell times, they do have enough service that students can get there before classes start and return from normal end of class and athletic practices.

Analysis of TIS Mitigation Proposals

An additional eastbound through lane on Kearns Boulevard is suggested but there is no proposed widening of SR-248 outside the planned Bus Rapid Transit lanes considered in Recreate 248.

Changes to Lucky John Drive and Monitor Drive are beyond what is necessary to address the impacts of the proposed 18 buses, beyond the scope of the review of this permit, and not supported by Park City's overall transit strategies. Reducing the number of student parking permits, bus signal prioritization, and enhancing on-site bicycle and active transportation facilities are the more practical mitigations available and most likely to effectively mitigate the challenges posed by routing buses through the bus lane onto Lucky John Drive.

(3) Staff recommends the Commission also consider two additional mitigation possibilities:

- Evaluate incentives to increase ridership on the City's free transit system.
- Evaluate a connection that re-routes buses to the traffic light at Comstock Drive to facilitate left turns onto Kearns Boulevard during peak times.

(V) The Development Review Committee reviewed the proposal on October 7, 2025, and raised items of concern which will be incorporated into any Final Action.[4]

Department Review

The Planning, Engineering, Transportation Planning, and Executive Departments reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 26, 2026. Staff mailed courtesy notice to property owners within 300 feet on February 26, 2026. The *Park Record* published courtesy notice on February 26, 2026.[5]

Public Input

Staff did not receive any public input at the time this report was published.

Exhibits

A: Proposed Plans
B: 2025 Conditional Use Permit Final Action Letter and Approved Plans
C: January 2026 Traffic Impact Study

[4] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[5] LMC § 15-1-21

D: METHODS Consulting Memo
E: Ordinance No. 86-2
F: Applicant Narrative



PARK CITY SCHOOL DISTRICT

MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION

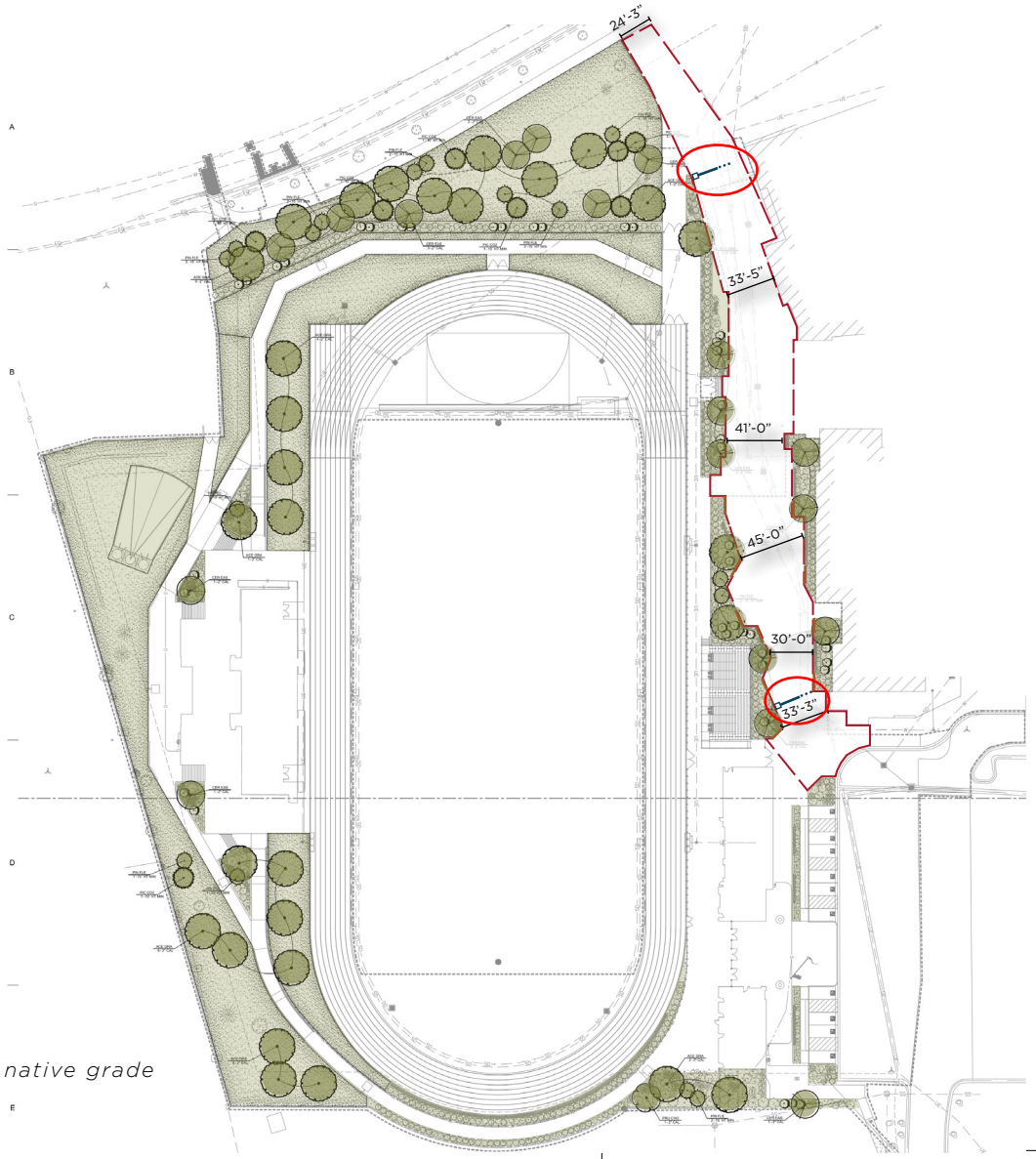
Kearns Campus

FOCUS AREAS

SEPTEMBER 2025

N

MHTN ARCHITECTS



LANDSCAPE

BUS LANE

VEHICULAR ARM GATE & REMOVABLE BOLLARDS

CONCRETE SEAT WALL

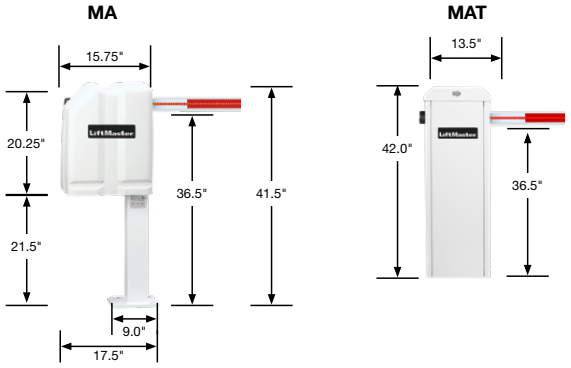
NOTES:
(1) maximum building height not to exceed 28'-00" over native grade
(2) vinyl-coated chainlink to surround track
(3) bus lane can fit about 10-13 buses



MA/MAT BARRIER GATE OPERATOR

SECTION 32 31 00

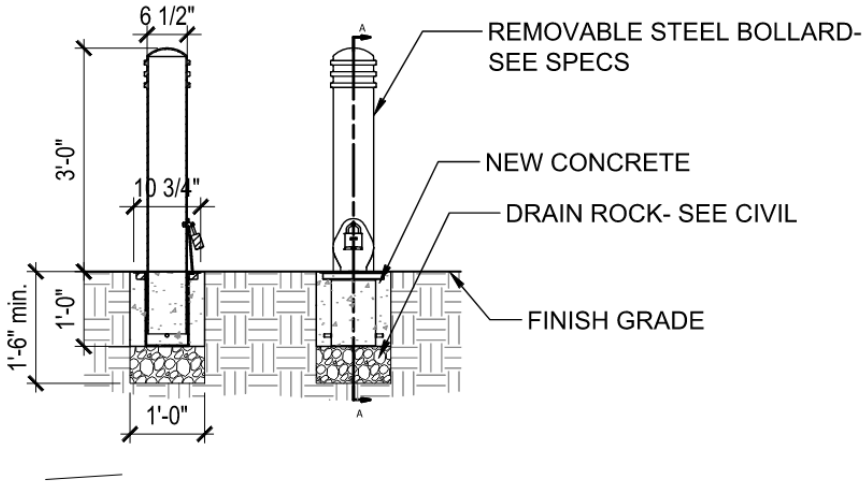
DIMENSIONS



LMARENDSMAMATMC21 12/21

LiftMaster

LIFTMASTER MAT MEGA ARM TOWER OPERATOR



B5 REMOVABLE BOLLARD DETAIL

1/2" = 1'-0"

PCSD-PC.D-123005-04





REMOVEABLE BOLLARD



Picea pungens
COLORADO SPRUCE



Pinus Flexilis 'Vanderwolf's Pyramid'
VANDERWOLF'S PYRAMID LIMBER PINE



Acer grandidentatum
BIGTOOTH MAPLE



Prunus virginiana
CHOKECHERRY



Arctostaphylos uva-ursi **KINNIKINNICK**



Cornus alba 'Baihalo' **IVORY HALO DOGWOOD**



Juniperus communis **COMMON JUNIPER**



Mahonia repens **CREEPING MAHONIA**



Prunus besseyi 'P011S' **PAWNEE BUTTES SAND CHERRY**



Rhus Aromatica 'Gro-Low' **GRO-LOW FRAGARENT SUMAC**



Ribes aureum **GOLDEN CURRANT**



Salix purpurea 'Nana' **DWARF PURPLE OSIER WILLOW**



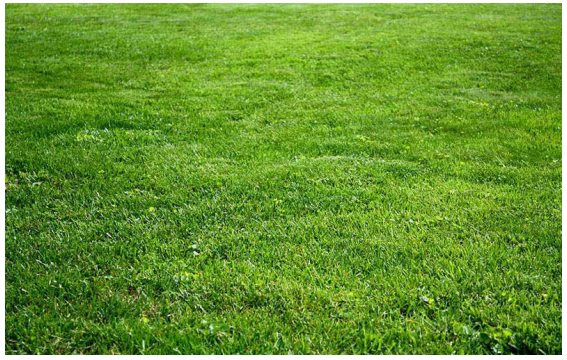
Symphoricarpos albus **COMMON WHITE SNOWBERRY**



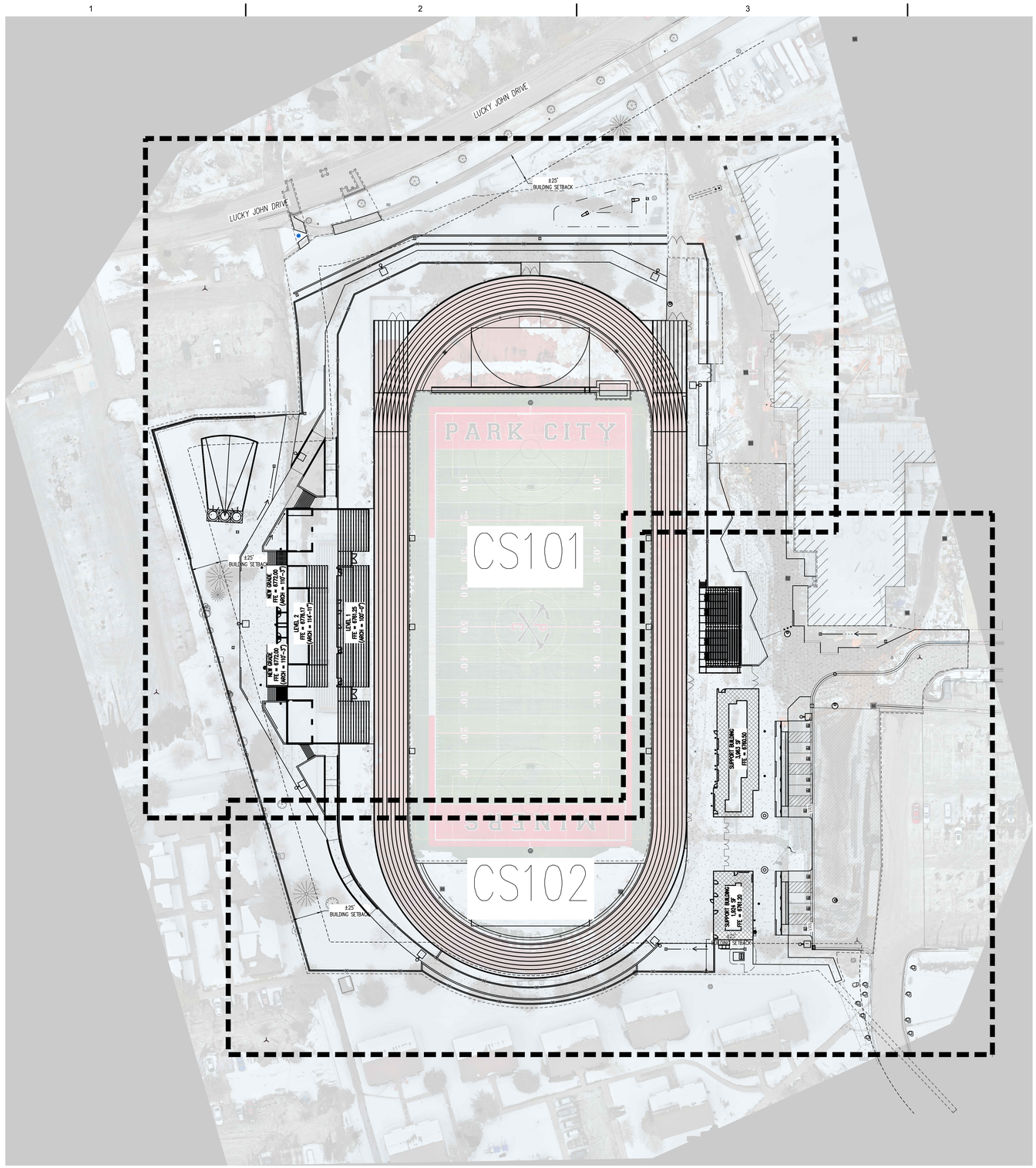
Bouteloua curtipendula **SIDE OATS GRAMA**



Sporobolus airoides **ALKALI SACATON**



KENTUCKY BLUEGRASS





SITE LEGEND

- CONSTRUCTION LIMIT LINE
- EXISTING TO REMAIN
- PROPOSED NEW
- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED SWALE FLOW LINE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING TREE
- PROPOSED BOLLARD
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- EXISTING SIDEWALK

PAVING & LANDSCAPE LEGEND

- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- STANDARD DUTY CONCRETE
- HEAVY DUTY CONCRETE

SITE KEYNOTES

1. CONSTRUCT RUNNING TRACK MATERIAL. SEE LANDSCAPE PLANS FOR DETAILS
2. CONSTRUCT CONCRETE DRAINAGE SWALE. SEE GRADING PLAN.
3. CONSTRUCT 24" CURB AND GUTTER. SEE DETAIL 6 ON SHEET CS500.
3A. CONSTRUCT 3' WATERWAY. SEE DETAIL 5 ON SHEET CS500.

SOIL PREPARATION AND PAVEMENT DESIGN NOTE

SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS: GEOTECHNICAL ENGINEERING EXPLORATION AND ANALYSIS: PROPOSED PARK CITY SPORTS COMPLEX

GEOTECHNICAL ENGINEER: AGEC APPLIED GEOTECH

PROJECT NO: 1250008 **DATE:** FEBRUARY 27, 2025

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES.

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

NOTE: CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION. CONTRACTOR SHALL HAVE LICENSED SURVEYOR REPLACE ANY DAMAGED OR DISTURBED MONUMENTATION AT THEIR COST.

BASIS OF BEARING

N0°03'25"W BETWEEN SOUTHWEST CORNER AND THE WEST ¼ OF SECTION 3 TOWNSHIP 2 SOUTH RANGE 4 EAST.

BENCHMARK

THE SOUTHWEST CORNER OF SECTION 3, TOWNSHIP 2 SOUTH, RANGE 4 EAST WITH AN ELEVATION OF 6732.46.

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.

811 Know what's below. Call before you dig.

2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

MHTN ARCHITECTS
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280 South 400 West, Suite 250
Salt Lake City, Utah 84101
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Telefax (801) 595-6717
www.mhtn.com

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.953.1357
GallowayUS.com

PARK CITY SCHOOL DISTRICT

PARK CITY SCHOOL DISTRICT
DOZIER SPORTS COMPLEX
1750 KEARNS BLVD
PARK CITY, UT 84060

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SEAL

REGISTERED PROFESSIONAL ENGINEER
No. 11435455-2202
DEVIN LUJAN
09/05/2025
STATE OF UTAH

MHTN PROJECT NO. 2025507
DRAWN BY: ES CHECKED BY: DL
VIEW AND PRINT THIS DRAWING IN COLOR

ISSUED

NO.	DATE	DESCRIPTION

REVISIONS
CONTRACTOR TO VERIFY DRAWINGS IN FIELD USE REFLECT LAST REVISION DATE.

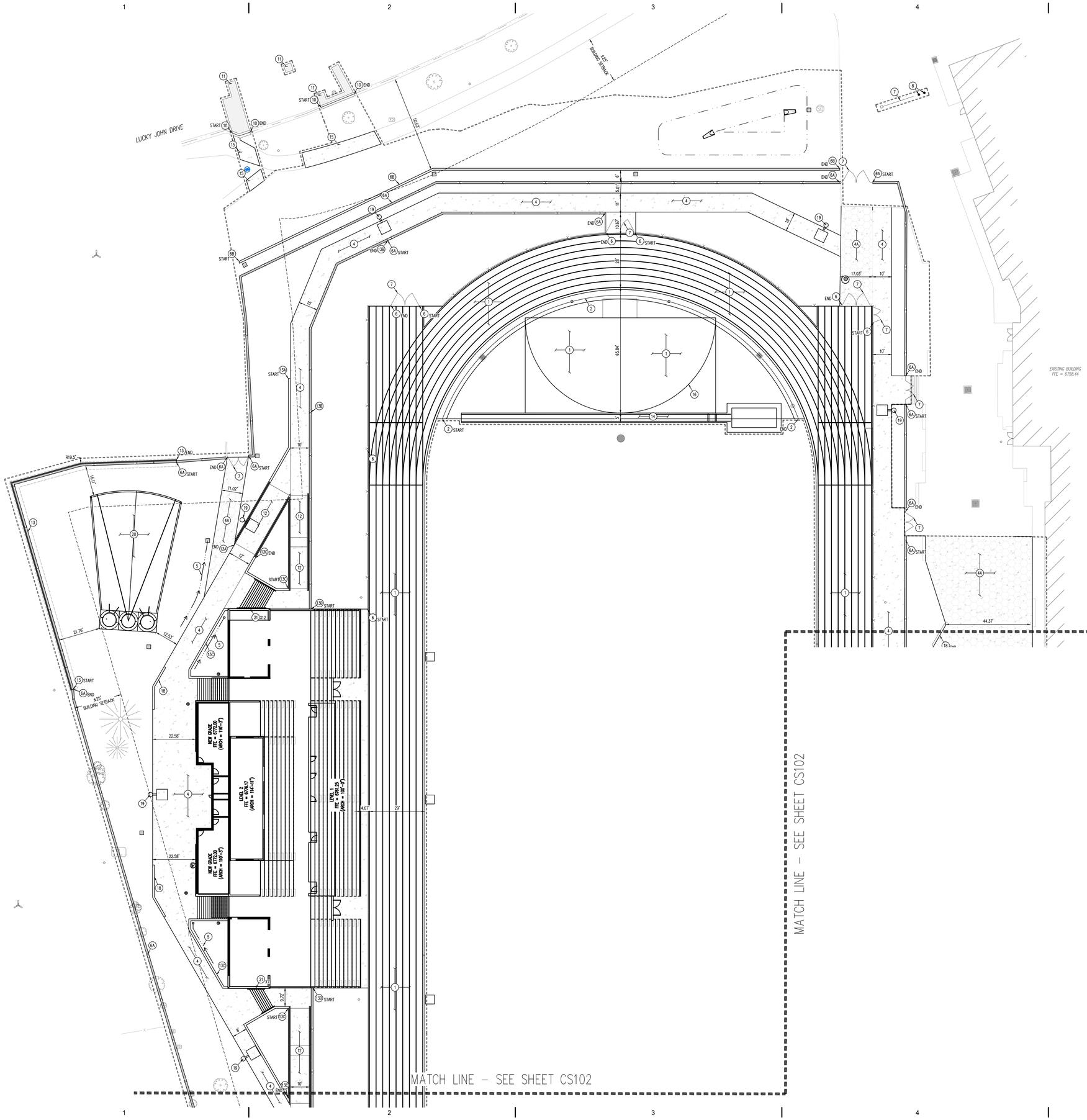
NO.	DATE	DESCRIPTION

ISSUE
BID SET #2
SEPTEMBER 8, 2025

SHEET NAME
OVERALL SITE PLAN

SHEET NUMBER
CS100

RETURN TO SHEET INDEX


LUCKY JOHN DRIVE
BUILDING SETBACK
127'
40.67'
MATCH LINE – SEE SHEET CS102
MATCH LINE – SEE SHEET CS102
EXISTING BUILDING
FFE = 6758.44
LEVEL 2
FFE = 6774.17
(ARCH = 114'-11")
LEVEL 1
FFE = 6760.75
(ARCH = 100'-0")
NEW GRADE
FFE = 6760.75
(ARCH = 100'-0")
NEW GRADE
FFE = 6760.75
(ARCH = 100'-0")
BUILDING SETBACK
65.84'
44.37'
21.76'
22.58'
22.58'
11.02'
17.03'
R19.5'
R17'
12.53'
72°
4.67'
29'
9.17'
6'
5.01'
11'
10.67'
10'
10'
10



SITE LEGEND

- CONSTRUCTION LIMIT LINE
- EXISTING TO REMAIN
- PROPOSED NEW
- EXISTING FENCE
- PROPOSED FENCE
- PROPOSED SWALE FLOW LINE
- EXISTING LIGHT POLE
- PROPOSED LIGHT POLE
- EXISTING TREE
- PROPOSED BOLLARD
- EXISTING SIGN
- PROPOSED SIGN
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- PROPOSED SIDEWALK
- EXISTING SIDEWALK

PAVING & LANDSCAPE LEGEND

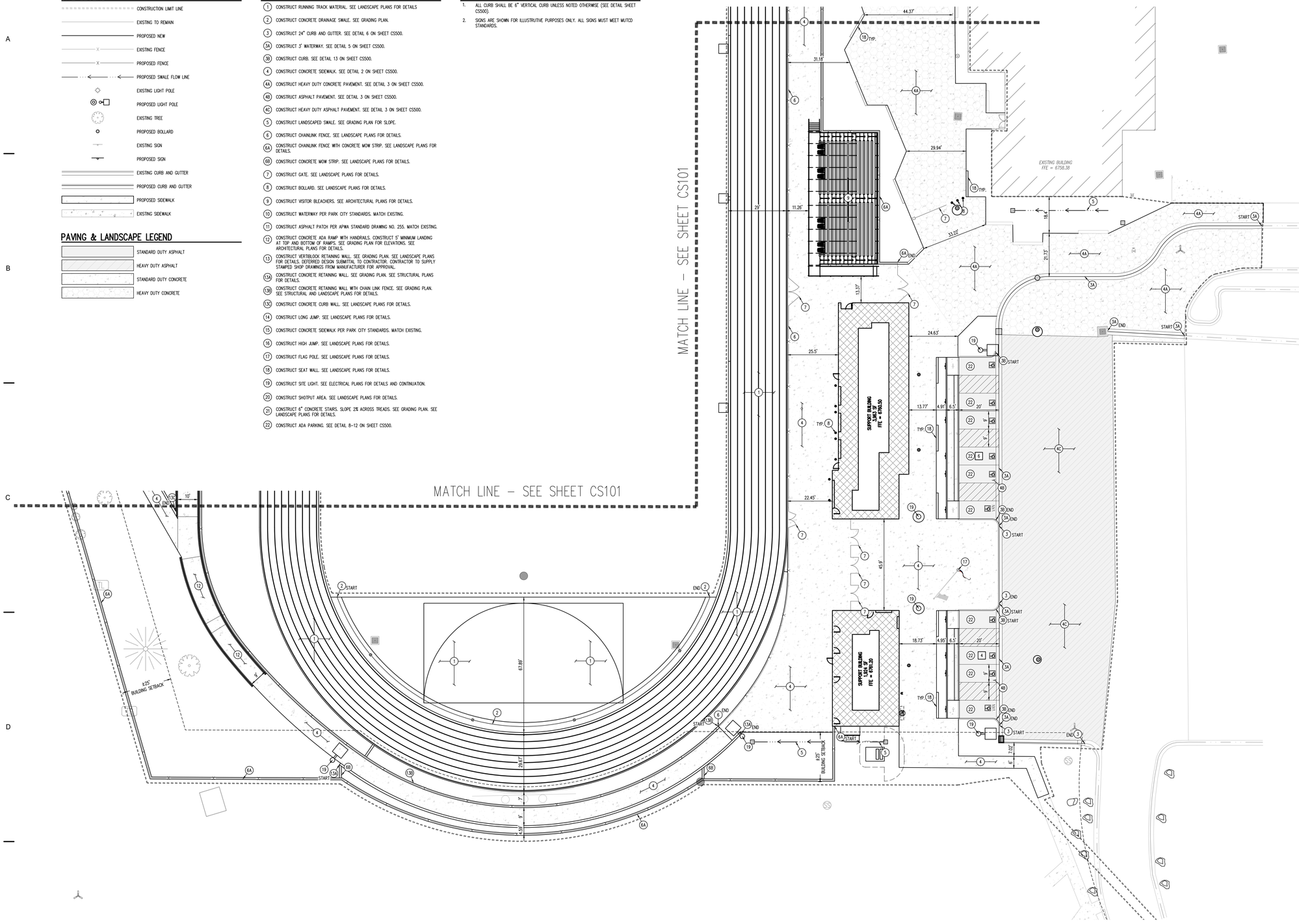
- STANDARD DUTY ASPHALT
- HEAVY DUTY ASPHALT
- STANDARD DUTY CONCRETE
- HEAVY DUTY CONCRETE

SITE KEYNOTES

1. CONSTRUCT RUNNING TRACK MATERIAL. SEE LANDSCAPE PLANS FOR DETAILS
2. CONSTRUCT CONCRETE DRAINAGE SWALE. SEE GRADING PLAN.
3. CONSTRUCT 24" CURB AND GUTTER. SEE DETAIL 6 ON SHEET CS500.
3A. CONSTRUCT 3' WATERWAY. SEE DETAIL 5 ON SHEET CS500.
3B. CONSTRUCT CURB. SEE DETAIL 13 ON SHEET CS500.
4. CONSTRUCT CONCRETE SIDEWALK. SEE DETAIL 2 ON SHEET CS500.
4A. CONSTRUCT HEAVY DUTY CONCRETE PAVEMENT. SEE DETAIL 3 ON SHEET CS500.
4B. CONSTRUCT ASPHALT PAVEMENT. SEE DETAIL 3 ON SHEET CS500.
4C. CONSTRUCT HEAVY DUTY ASPHALT PAVEMENT. SEE DETAIL 3 ON SHEET CS500.
5. CONSTRUCT LANDSCAPED SWALE. SEE GRADING PLAN FOR SLOPE.
6. CONSTRUCT CHAINLINK FENCE. SEE LANDSCAPE PLANS FOR DETAILS.
6A. CONSTRUCT CHAINLINK FENCE WITH CONCRETE MOW STRIP. SEE LANDSCAPE PLANS FOR DETAILS.
6B. CONSTRUCT CONCRETE MOW STRIP. SEE LANDSCAPE PLANS FOR DETAILS.
7. CONSTRUCT GATE. SEE LANDSCAPE PLANS FOR DETAILS.
8. CONSTRUCT BOLLARD. SEE LANDSCAPE PLANS FOR DETAILS.
9. CONSTRUCT VISITOR BLEACHERS. SEE ARCHITECTURAL PLANS FOR DETAILS.
10. CONSTRUCT WATERWAY PER PARK CITY STANDARDS. MATCH EXISTING.
11. CONSTRUCT ASPHALT PATCH PER APWA STANDARD DRAWING NO. 255. MATCH EXISTING.
12. CONSTRUCT CONCRETE ADA RAMP WITH HANDRAILS. CONSTRUCT 5' MINIMUM LANDING AT TOP AND BOTTOM OF RAMPS. SEE GRADING PLAN FOR ELEVATIONS. SEE ARCHITECTURAL PLANS FOR DETAILS.
13. CONSTRUCT VERTIBLOCK RETAINING WALL. SEE GRADING PLAN. SEE LANDSCAPE PLANS FOR DETAILS. DEFERRED DESIGN SUBMITTAL TO CONTRACTOR. CONTRACTOR TO SUPPLY STAMPED SHOP DRAWINGS FROM MANUFACTURER FOR APPROVAL.
13A. CONSTRUCT CONCRETE RETAINING WALL. SEE GRADING PLAN. SEE STRUCTURAL PLANS FOR DETAILS.
13B. CONSTRUCT CONCRETE RETAINING WALL WITH CHAIN LINK FENCE. SEE GRADING PLAN. SEE STRUCTURAL AND LANDSCAPE PLANS FOR DETAILS.
13C. CONSTRUCT CONCRETE CURB WALL. SEE LANDSCAPE PLANS FOR DETAILS.
14. CONSTRUCT LONG JUMP. SEE LANDSCAPE PLANS FOR DETAILS.
15. CONSTRUCT CONCRETE SIDEWALK PER PARK CITY STANDARDS. MATCH EXISTING.
16. CONSTRUCT HIGH JUMP. SEE LANDSCAPE PLANS FOR DETAILS.
17. CONSTRUCT FLAG POLE. SEE LANDSCAPE PLANS FOR DETAILS.
18. CONSTRUCT SEAT WALL. SEE LANDSCAPE PLANS FOR DETAILS.
19. CONSTRUCT SITE LIGHT. SEE ELECTRICAL PLANS FOR DETAILS AND CONTINUATION.
20. CONSTRUCT SHOTPUT AREA. SEE LANDSCAPE PLANS FOR DETAILS.
21. CONSTRUCT 6" CONCRETE STAIRS. SLOPE 2% ACROSS TREADS. SEE GRADING PLAN. SEE LANDSCAPE PLANS FOR DETAILS.
22. CONSTRUCT ADA PARKING. SEE DETAIL 8-12 ON SHEET CS500.

NOTES:

1. ALL CURB SHALL BE 6" VERTICAL CURB UNLESS NOTED OTHERWISE (SEE DETAIL SHEET CS500).
2. SIGNS ARE SHOWN FOR ILLUSTRUTIVE PURPOSES ONLY. ALL SIGNS MUST MEET MUTCD STANDARDS.



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PROJECT NO: 1250008 **DATE:** FEBRUARY 27, 2025

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BASIS OF BEARING

N0°5'25"W BETWEEN SOUTHWEST CORNER AND THE WEST ¼ OF SECTION 3 TOWNSHIP 2 SOUTH RANGE 4 EAST.

BENCHMARK

THE SOUTHWEST CORNER OF SECTION 3, TOWNSHIP 2 SOUTH, RANGE 4 EAST WITH AN ELEVATION OF 6732.46.

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PARK CITY SCHOOL DISTRICT

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PARK CITY, UT 84060

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REGISTERED PROFESSIONAL ENGINEER — No. 11438055-2202 — DEVIN LUJAN — 09/05/2025 — STATE OF UTAH

MHTN PROJECT NO. 2025507
DRAWN BY: EG CHECKED BY: DL

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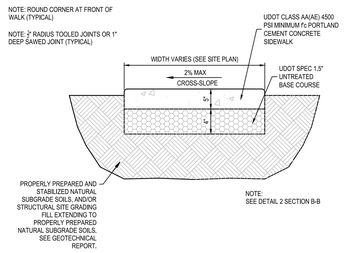
NO.	DATE	DESCRIPTION

ISSUE
BID SET #2
SEPTEMBER 8, 2025

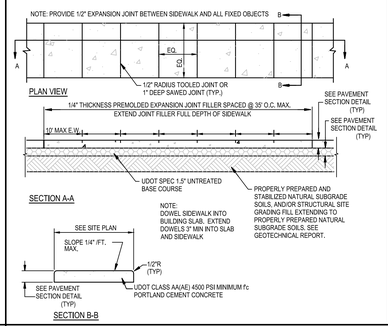
SHEET NAME
SITE PLAN

SHEET NUMBER
CS102

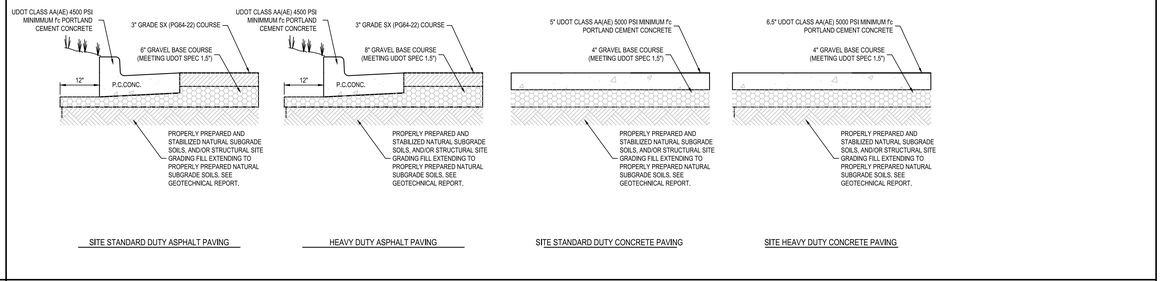
RETURN TO SHEET INDEX



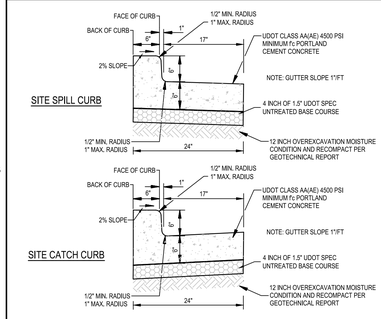
1 CONCRETE SIDEWALK
NOT TO SCALE



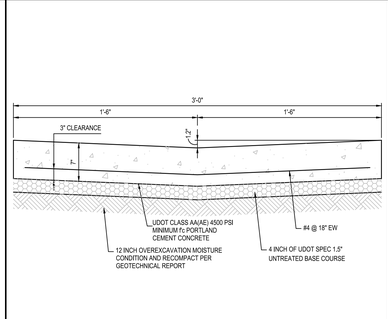
2 SITE EXTERIOR FLATWORK
NOT TO SCALE



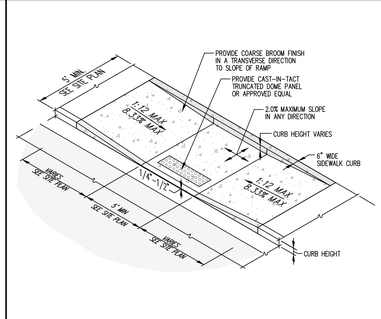
3 PAVEMENT SECTION(S)
NOT TO SCALE



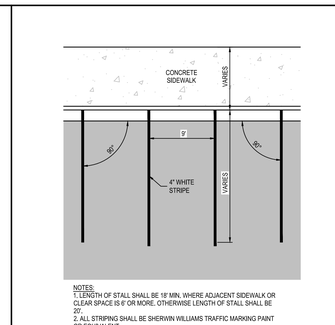
4 SITE CURB & GUTTER
NOT TO SCALE



5 3" WATERWAY DETAIL
NOT TO SCALE

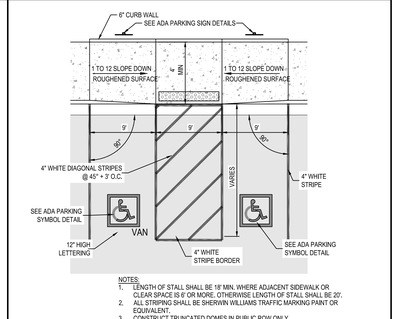


6 ADA RAMP DETAIL
NOT TO SCALE



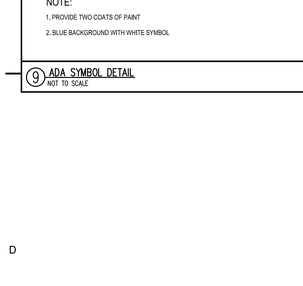
NOTES:
1. LENGTH OF STALL SHALL BE 18' MIN. WHERE ADJACENT SIDEWALK OR CLEAR SPACE IS 6' OR MORE. OTHERWISE LENGTH OF STALL SHALL BE 20'.
2. ALL STRIPING SHALL BE SHERWIN WILLIAMS TRAFFIC MARKING PAINT OR EQUIVALENT.

7 STANDARD PARKING DETAIL
NOT TO SCALE



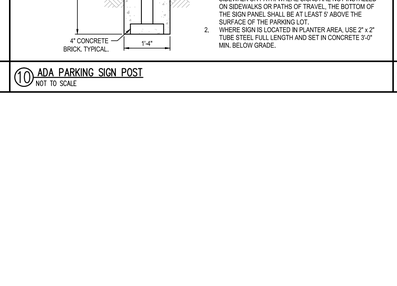
NOTES:
1. LENGTH OF STALL SHALL BE 18' MIN. WHERE ADJACENT SIDEWALK OR CLEAR SPACE IS 6' OR MORE. OTHERWISE LENGTH OF STALL SHALL BE 20'.
2. ALL STRIPING SHALL BE SHERWIN WILLIAMS TRAFFIC MARKING PAINT OR EQUIVALENT.
3. CONSTRUCT TRUNCATED DOMES IN PUBLIC ROW ONLY.

8 ADA PARKING DETAIL
NOT TO SCALE



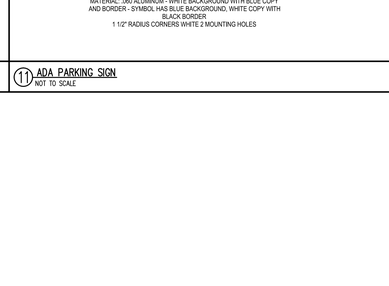
NOTE:
1. PROVIDE TWO COATS OF PAINT
2. BLUE BACKGROUND WITH WHITE SYMBOL

9 ADA SYMBOL DETAIL
NOT TO SCALE



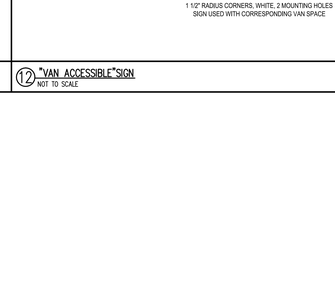
NOTE:
1. WHERE SIGNS ARE INSTALLED ON SIDEWALKS OR OTHER PATHS OF TRAVEL, THE BOTTOM OF SIGN PANEL SHALL BE A MINIMUM OF 7' ABOVE THE SURFACE OF THE SIDEWALK OR PATH. WHERE SIGNS ARE NOT INSTALLED ON SIDEWALKS OR PATHS OF TRAVEL, THE BOTTOM OF THE SIGN PANEL SHALL BE AT LEAST 5' ABOVE THE SURFACE OF THE PARKING LOT.
2. WHERE SIGN IS LOCATED IN PLANTER AREA, USE 2" x 2" TUBE STEEL FULL LENGTH AND SET IN CONCRETE 3'-0" MIN. BELOW GRADE.

10 ADA PARKING SIGN POST
NOT TO SCALE



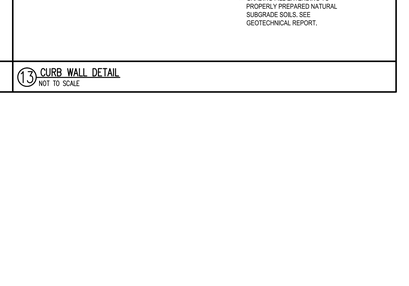
MATERIAL: .060 ALUMINUM - WHITE BACKGROUND WITH BLUE COPY AND BORDER - SYMBOL HAS BLUE BACKGROUND, WHITE COPY WITH BLACK BORDER
1 1/2" RADIUS CORNERS WHITE 2 MOUNTING HOLES

11 ADA PARKING SIGN
NOT TO SCALE



MATERIAL: 0.060 ALUMINUM - BLUE BACKGROUND WITH WHITE COPY AND BORDER
1 1/2" RADIUS CORNERS, WHITE, 2 MOUNTING HOLES
SIGN USED WITH CORRESPONDING VAN SPACE

12 "VAN ACCESSIBLE" SIGN
NOT TO SCALE



13 CURB WALL DETAIL
NOT TO SCALE

MHTN ARCHITECTS
MHTN Architects, Inc.
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PARK CITY SCHOOL DISTRICT

PARK CITY SCHOOL DISTRICT
DOZIER SPORTS COMPLEX
1750 KEARNS BLVD
PARK CITY, UT 84060

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SEAL

REGISTERED PROFESSIONAL ENGINEER
No. 11435455-2202
DEVIN LUJAN
09/05/2025
STATE OF UTAH

MHTN PROJECT NO. 2025507
DRAWN BY: ES CHECKED BY: DL
VIEW AND PRINT THIS DRAWING IN COLOR

ISSUED

NO.	DATE	DESCRIPTION

REVISIONS
CONTRACTOR TO VERIFY DRAWINGS IN FIELD USE REFLECT LAST REVISION DATE.

NO.	DATE	DESCRIPTION

ISSUE
BID SET #2
SEPTEMBER 8, 2025

SHEET NAME
SITE DETAILS

SHEET NUMBER
CS500

RETURN TO SHEET INDEX

Waterway

1. GENERAL

A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
B. Unless indicated otherwise, width of waterway as follows.
   1) 4 feet for a residential street.
   2) 6 feet for a non-residential street.
   3) If wider than 6 feet, offset the flow line in the waterway to match (line up with) the curb and gutter flow line. Adjust cross slopes to match existing slopes.
C. Additional requirements are specified in APWA Section 32 16 13.

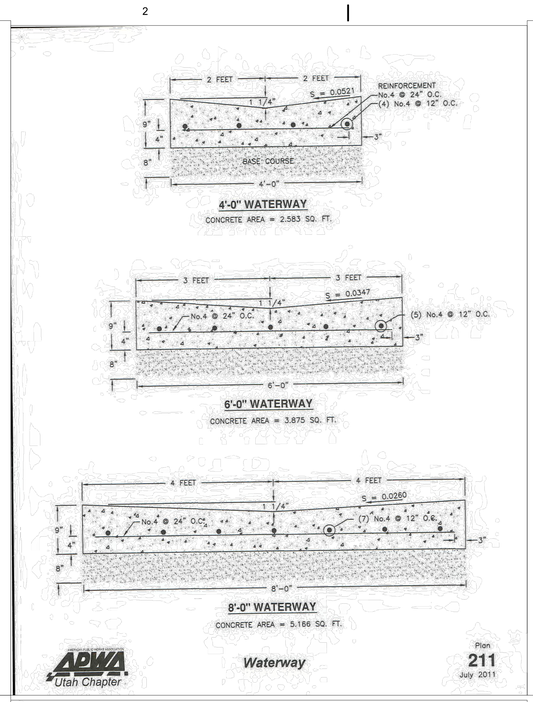
2. PRODUCTS

A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
D. Reinforcement: Galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A615.
E. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.

3. EXECUTION

A. Base Course Placement: APWA Section 32 05 10. Thickness is 6-inches if flow-line grade is 0.5 percent (s=0.005) or greater. If slope is less, provide 8-inches. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
B. Concrete Placement: APWA Section 03 30 10.
   1) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Expansion joints are not required in concrete placement using slip-form construction.
   2) Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Match joint location in adjacent Portland-cement concrete roadway pavement.
   3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
C. Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.

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APWA Utah Chapter

Waterway

Plan 211 July 2011

Sidewalk

1. GENERAL

A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
B. Additional requirements are specified in APWA Section 32 16 13.

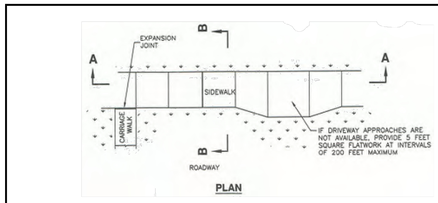
2. PRODUCTS

A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
D. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
E. Reinforcement: Welded Wire Reinforcement 6x6 minimum W2.9xW2.9 or approved equal.

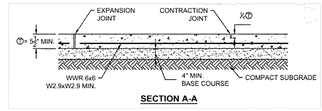
3. EXECUTION

A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
B. Concrete Placement: APWA Section 03 30 10.
   1) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface.
   2) Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
   3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
C. Reinforcement Placement: Ensure reinforcement is placed with minimum 2" concrete cover.

231



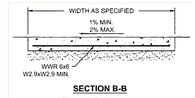
PLAN



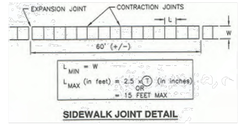
SECTION A-A

STREET TYPE	T
RESIDENTIAL	6"
OTHER	
REPLACING EXISTING SIDEWALK	MATCH EXISTING (6" MIN.)

SEE DRIVEWAY APPROACH PLANS FOR SIDEWALK THICKNESS AT DRIVEWAYS



SECTION B-B



SIDEWALK JOINT DETAIL

PARK CITY MUNICIPAL CORPORATION ENGINEERING	DATE	SIDEWALK	STD. PLAN
	01/24/24		231
	REV.		

Bituminous pavement T-patch

1. GENERAL

A. Vertical cuts in bituminous pavement may be done by saw or pavement zipping. If cuts greater than 6 inches are necessary to prevent pavement "break off" consult ENGINEER for directions on handling addtional costs.
B. Repair a T-patch restoration if any of the following conditions occur prior to final payment or at the end of the one year correction period.
   1) Pavement surface distortion exceeds 1/4-inch deviation in 10 feet. Repair option - plane off surface distortions. coat planed surface with a cationic or anionic mulsion that complies with APWA Section 32 12 03..
   2) Separation appears at a connection to an existing pavement or any Street Fixture. Repair option - blow separation clean and apply joint sealant, Plan 265.
   3) Cracks at least 1-foot long and 1/4-inch wide occur more often than 1 in 10 square feet. Repair option - blow clean and apply crack seal, Plan 265.
   4) Pavement raveling is greater than 1 square foot per 100 square feet. Repair option - Mill and inlay, APWA Sections 32 01 16.71 and 32 12 05.

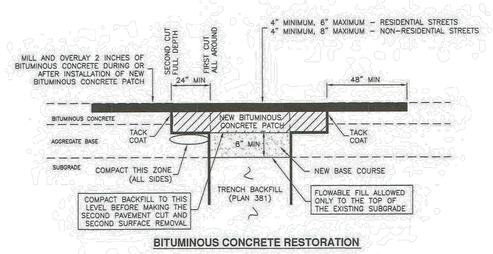
2. PRODUCTS

A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
B. Flowable Fill: Target is 60 psi in 28 days with 90 psi maximum in 28 days, APWA Section 31 05 15. It must flow easily requiring no vibration for consolidation.
C. Reinforcement. No. 5, galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A615.
D. Concrete: Class 4000, APWA Section 03 30 04.
E. Tack Coat: APWA Section 32 12 13.13.
F. Bituminous Concrete. APWA Section 32 12 05.
   1) Warm Weather Patch: PG64-22-DM-1/2, unless indicated otherwise.
   2) Cold Weather Patch: Modified MC-250-FM-1 as indicated in APWA Section 33 05 25.

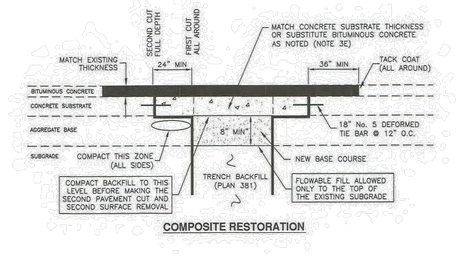
3. EXECUTION

A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
B. Flowable Fill: Cure to initial set before placing aggregate base or bituminous pavement. Use in excavations that are too narrow to receive compaction equipment.
C. Tack Coat. Clean all horizontal and vertical surfaces. Apply full coverage all surfaces.
D. Pavement Placement: Follow APWA Section 32 12 16.13. Unless indicated otherwise, lift thickness is 3-inches minimum after compaction. Compact to 94 percent of ASTM D2041 (Rice density) plus or minus 2 percent.
E. Bituminous Concrete Substitution: If bituminous concrete is substituted for Portland cement concrete substrate, omit rebar and provide 1.25 inches of bituminous concrete for each 1 inch of Portland cement concrete. Follow paragraph E requirements.
F. Reinforcement. Required if thickness of existing Portland-cement concrete substrate is 6-inches or greater. Not required if 1) less than 6-inches thick, 2) if existing concrete is deteriorating, 3) if excavation is less than 3 feet square, or 4) if bituminous pavement is substituted for Portland-cement concrete substrate.
G. Concrete Substrate. Cure to initial set before placing new bituminous concrete patch.

255



BITUMINOUS CONCRETE RESTORATION



COMPOSITE RESTORATION

APWA Utah Chapter

Bituminous pavement T-patch

Plan 255 November 2015

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SEAL

REGISTERED PROFESSIONAL ENGINEER
No. 11435452-2202
DEVIN LUJAN
09/05/2025
STATE OF UTAH

MHTN PROJECT NO. 2025507
DRAWN BY: ES CHECKED BY: DL

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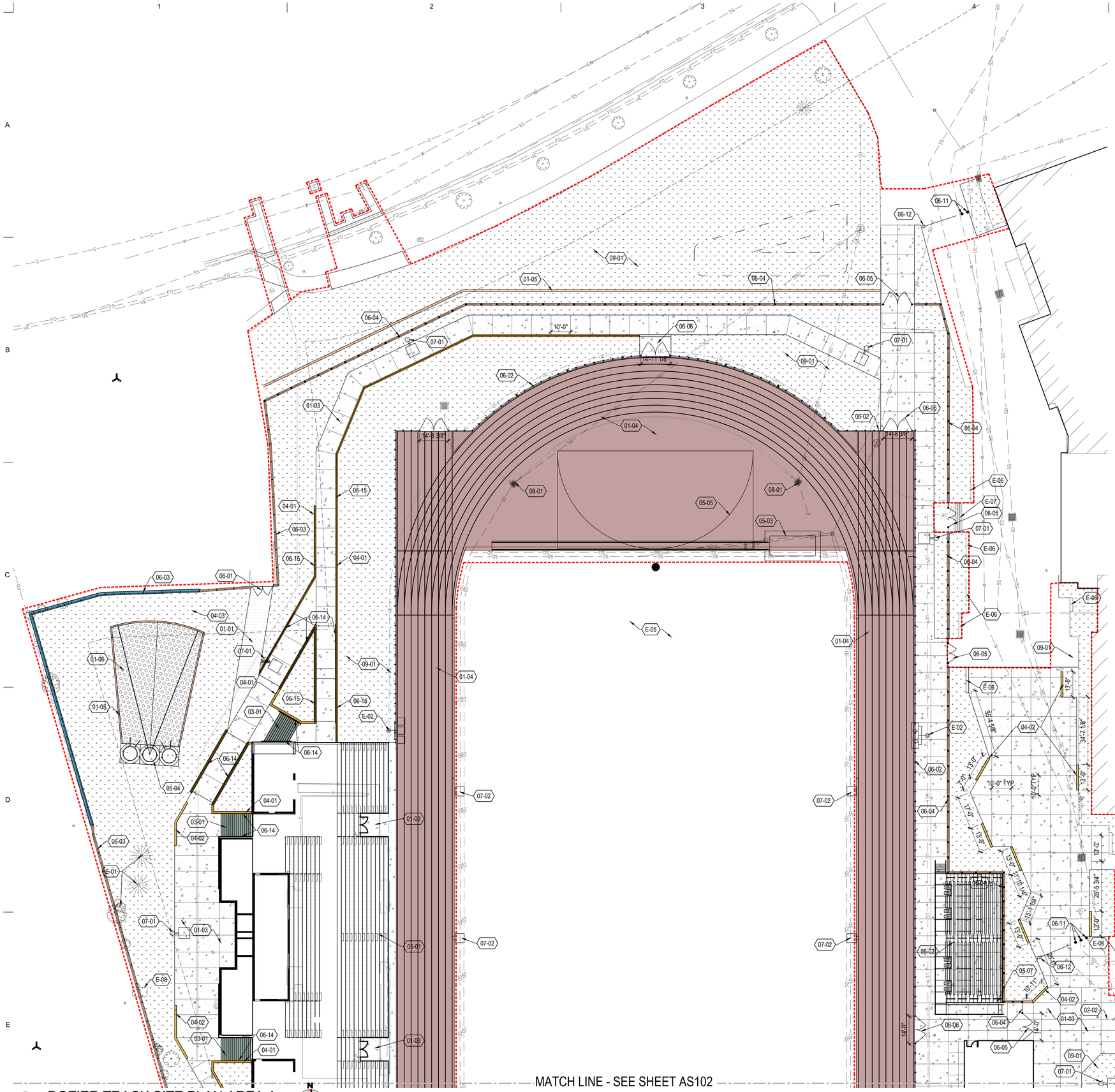
NO.	DATE	DESCRIPTION

ISSUE
BID SET #2
SEPTEMBER 8, 2025

SHEET NAME
SITE DETAILS

SHEET NUMBER
CS501

RETURN TO SHEET INDEX



REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL	SPECIFICATION
01 PAVEMENTS, RAMPS, CURBS				
	01-01	ASPHALT PAVING- SEE CIVIL		321216
	01-02	CONCRETE CURB AND GUTTER- SEE CIVIL		321613
	01-03	CONCRETE PAVING- SEE CIVIL		321300
	01-04	RUNNING TRACK SURFACING	B1/AS503	321800
	01-05	CONCRETE MOWSTRIP	A3/AS501	321600
	01-06	SHOT PUT SAND PIT		
02 JOINTING				
	02-02	CONTROL JOINT		321300
03 STEPS				
	03-01	CONCRETE STAIRS	E1/AS502	033300
04 WALLS AND EMBANKMENTS				
	04-01	CONCRETE RETAINING WALL	E4/AS502	323200
	04-02	CONCRETE SEAT WALL	C3/AS502	033100
	04-03	LARGE SEGMENTED BLOCK RETAINING WALL	E3/AS502	
SYMBOL	CODE	DESCRIPTION	DETAIL	
05 SITE FURNISHINGS				
	05-01	NEW HOME BLEACHERS APPROX 1576 SEATS- SEE ARCH		
	05-02	NEW VISITOR BLEACHERS 540 SEATS PLACED ON THICKENED EDGE CONCRETE SLAB	B1/AS504	
	05-03	NEW LONG JUMP	C5/AS503	
	05-04	NEW SHOT PUT WITH 3 THROWING RINGS	E4/AS504	
	05-05	HIGH JUMP		
	05-07	VISITOR SIGNAGE- SEE ARCHITECTURAL		
SYMBOL	CODE	DESCRIPTION	DETAIL	SPECIFICATION
06 RAILINGS, BARRIERS, FENCING				
	06-01	CHAINLINK SWING GATE	E1/AS501	323113
	06-02	3'-0" HIGH STAINLESS STEEL FENCE		
	06-03	6'-0" HIGH BLACK VINYL COATED CHAINLINK FENCE- BID ALT #2 8'-0" HIGH	B1/AS501	
	06-04	6'-0" HIGH ORNAMENTAL BLACK ALUMINUM FENCE	C1/AS501	323119
	06-05	ORNAMENTAL SWING GATE	E4/AS501	
	06-06	STAINLESS STEEL SWING GATE		
	06-11	REMOVABLE BOLLARD	B5/AS501	
	06-12	VEHICLE ARM GATE- LIFT MASTER MEGA ARM TOWER	C2/AS501	
	06-14	HANDRAIL	B1/AS502	
	06-15	GUARDRAIL	E2/AS501	
SYMBOL	CODE	DESCRIPTION	DETAIL	
07 SITE LIGHTING				
	07-01	SITE LIGHTING- SEE ELECTRICAL		
	07-02	ELECTRICAL EQUIP- SEE ELECTRICAL		
08 DRAINAGE				
	08-01	CATCH BASIN- SEE CIVIL		
09 LANDSCAPE AND IRRIGATION				
	09-01	LANDSCAPE AREA		
REFERENCE NOTES				
	E-01	EXISTING TREE		
	E-02	EXISTING LIGHT POLE		
	E-05	EXISTING SYNTHETIC TURF FIELD		
	E-06	EXISTING SEATWALL		
	E-07	EXISTING STAIRS		
	E-08	EXISTING UNDERGROUND UTILITY		

MATCH LINE - SEE SHEET AS102

E1 DOZIER TRACK SITE PLAN AREA A

SCALE: 1" = 20'-0"

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PARK CITY SCHOOL DISTRICT

TREASURE MOUNTAIN SPORTS COMPLEX

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STATE OF UTAH
VINCENT RULON OLCOTT
No. 4812865
09-05-2025
LICENSED LANDSCAPE ARCHITECT

MHTN PROJECT NO. 2025507

VIEW AND PRINT THIS DRAWING IN COLOR

Original drawing is 30 x 42. Do not scale contents of this drawing.

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NO.	DATE	DESCRIPTION
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ISSUE
BP2- CONSTRUCTION DOCUMENTS
SEPTEMBER 8, 2025

SHEET NAME
DOZIER TRACK SITE PLAN AREA A

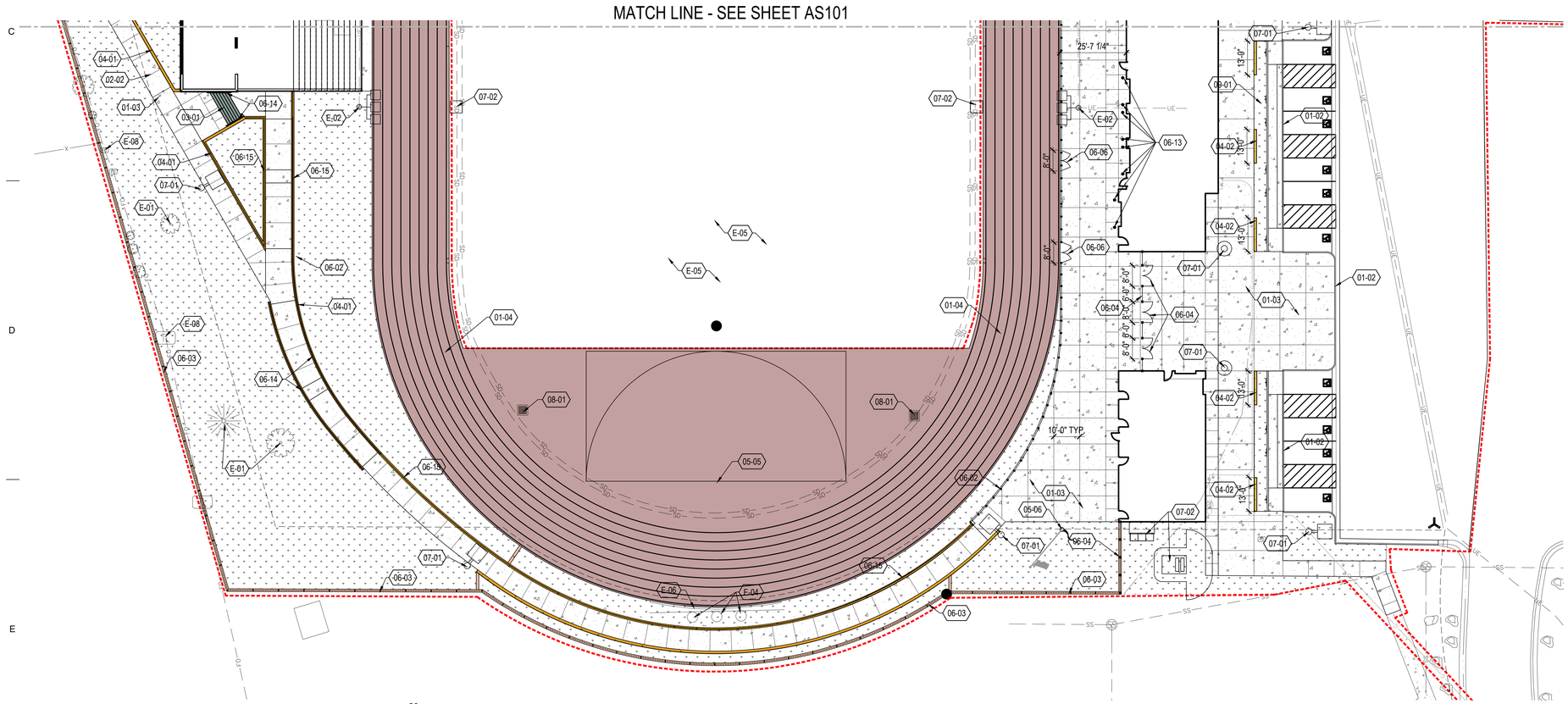
SHEET NUMBER
AS101

Original drawing is 30 x 42. Do not scale contents of this drawing.

RETURN TO SHEET INDEX

REFERENCE NOTES SCHEDULE

SYMBOL	CODE	DESCRIPTION	DETAIL	SPECIFICATION
01 PAVEMENTS, RAMPS, CURBS				
	01-02	CONCRETE CURB AND GUTTER- SEE CIVIL		321613
	01-03	CONCRETE PAVING- SEE CIVIL		321300
	01-04	RUNNING TRACK SURFACING	B1/AS503	321800
	01-05	CONCRETE MOWSTRIP	A3/AS501	321600
02 JOINTING				
	02-02	CONTROL JOINT		321300
03 STEPS				
	03-01	CONCRETE STAIRS	E1/AS502	033300
04 WALLS AND EMBANKMENTS				
	04-01	CONCRETE RETAINING WALL	E4/AS502	323200
	04-02	CONCRETE SEAT WALL	C3/AS502	033100
SYMBOL	CODE	DESCRIPTION	DETAIL	
05 SITE FURNISHINGS				
	05-05	HIGH JUMP		
	05-06	FLAG POLE	A4/AS501	
SYMBOL	CODE	DESCRIPTION	DETAIL	SPECIFICATION
06 RAILINGS, BARRIERS, FENCING				
	06-02	3'-0" HIGH STAINLESS STEEL FENCE		
	06-03	6'-0" HIGH BLACK VINYL COATED CHAINLINK FENCE- BID ALT #2 8'-0" HIGH	B1/AS501	
	06-04	6'-0" HIGH ORNAMENTAL BLACK ALUMINUM FENCE	C1/AS501	323119
	06-06	STAINLESS STEEL SWING GATE		
	06-13	STANDARD BOLLARD	A5/AS501	
	06-14	HANDRAIL	B1/AS502	
	06-15	GUARDRAIL	E2/AS501	
SYMBOL	CODE	DESCRIPTION	DETAIL	
07 SITE LIGHTING				
	07-01	SITE LIGHTING- SEE ELECTRICAL		
	07-02	ELECTRICAL EQUIP- SEE ELECTRICAL		
08 DRAINAGE				
	08-01	CATCH BASIN- SEE CIVIL		
09 LANDSCAPE AND IRRIGATION				
	09-01	LANDSCAPE AREA		
REFERENCE NOTES				
	E-01	EXISTING TREE		
	E-02	EXISTING LIGHT POLE		
	E-04	EXISTING SCOREBOARD		
	E-05	EXISTING SYNTHETIC TURF FIELD		
	E-06	EXISTING SEATWALL		
	E-08	EXISTING UNDERGROUND UTILITY		



E1 DOZIER TRACK SITE PLAN AREA B

SCALE: 1" = 20'-0"

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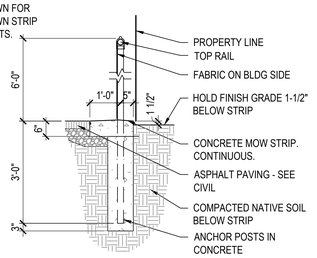
SHEET NAME
DOZIER TRACK SITE PLAN AREA B

SHEET NUMBER
AS102

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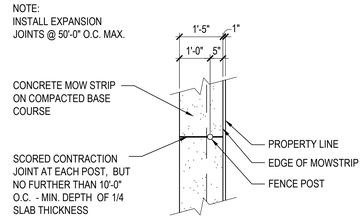
RETURN TO SHEET INDEX

NOTE:
4'-0"W X 6" THICK CONC. MOWSTRIP, CROWN FOR DRAINAGE. CROWN STRIP SLIGHTLY AT POSTS.



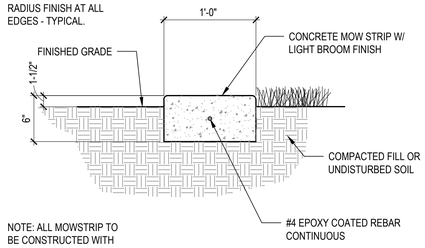
A1 FENCE W/MOWSTRIP
1/2" = 1'-0" PCSD-PC.D-323113-01

NOTE:
INSTALL EXPANSION JOINTS @ 50'-0" O.C. MAX.



A2 FENCE IN MOWSTRIP-PLAN
1/2" = 1'-0" PCSD-PC.D-323113-26

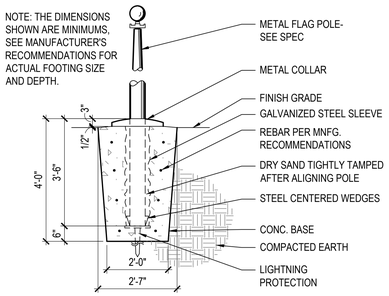
NOTE: PROVIDE 1/4" RADIUS FINISH AT ALL EDGES - TYPICAL.



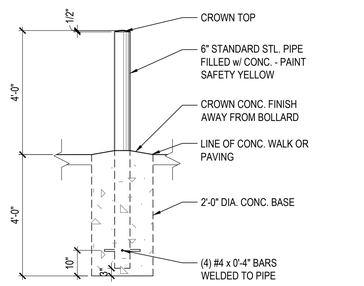
NOTE: ALL MOWSTRIP TO BE CONSTRUCTED WITH #4 EPOXY COATED BAR.

A3 12" CONCRETE MOWSTRIP
1 1/2" = 1'-0" PCSD-PC.D-329413-03

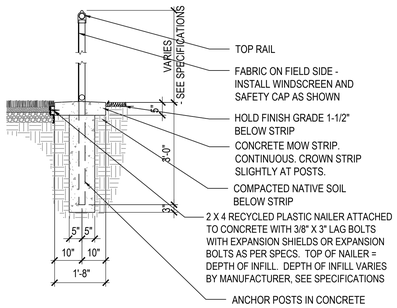
NOTE: THE DIMENSIONS SHOWN ARE MINIMUMS, SEE MANUFACTURER'S RECOMMENDATIONS FOR ACTUAL FOOTING SIZE AND DEPTH.



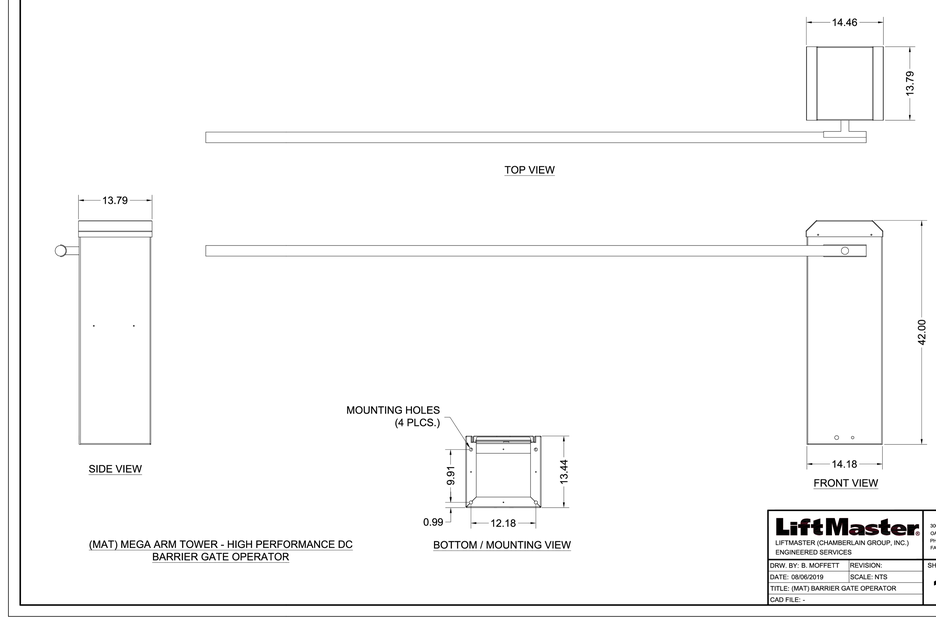
A4 FLAG POLE
1/2" = 1'-0" PCSD-PC.D-324013-01



A5 STANDARD BOLLARD DETAIL
1/2" = 1'-0" PCSD-PC.D-123005-03

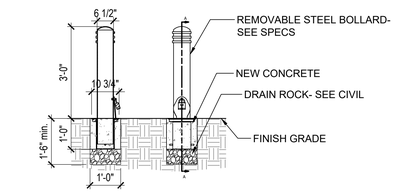


B1 CHAINLINK FENCE W/ CONC. MOWSTRIP
1/2" = 1'-0" PCSD-PC.D-323113-03



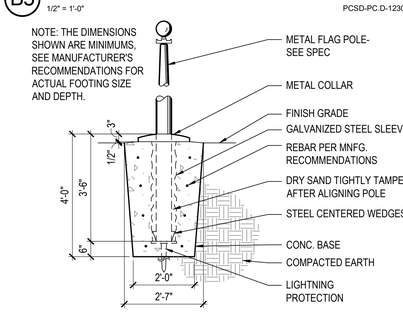
(MAT) MEGA ARM TOWER - HIGH PERFORMANCE DC BARRIER GATE OPERATOR

LiftMaster	300 WINDSOR DR. OAK BROOK, IL 60523 PHONE: (630) 416-6616 FAX: (630) 516-7059
LIFTMASTER (CHAMBERLAIN GROUP, INC.) ENGINEERED SERVICES	
DRW. BY: B. MOFFETT	REVISION:
DATE: 08/06/2019	SCALE: NTS
TITLE: (MAT) BARRIER GATE OPERATOR	SHEET NO: 1/1
CAD FILE: -	



B5 REMOVABLE BOLLARD DETAIL
1/2" = 1'-0" PCSD-PC.D-123005-04

NOTE: THE DIMENSIONS SHOWN ARE MINIMUMS, SEE MANUFACTURER'S RECOMMENDATIONS FOR ACTUAL FOOTING SIZE AND DEPTH.



NOTE:
SEE SPECIFICATIONS FOR FENCE MATERIAL AND ACCESSORIES

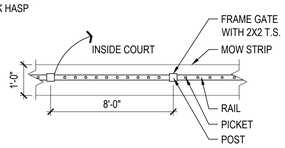


C1 ORNAMENTAL FENCE
3/8" = 1'-0" PCSD-PC.D-323119-03

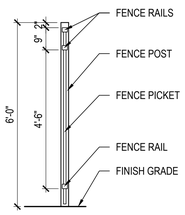
C2 LIFT ARM GATE
1/2" = 1'-0" PCSD-PC.D-323119-19

C5 FLAG POLE
1/2" = 1'-0" PCSD-PC.D-324013-03

NOTE:
PROVIDE 3 HINGES & PADLOCK HASP



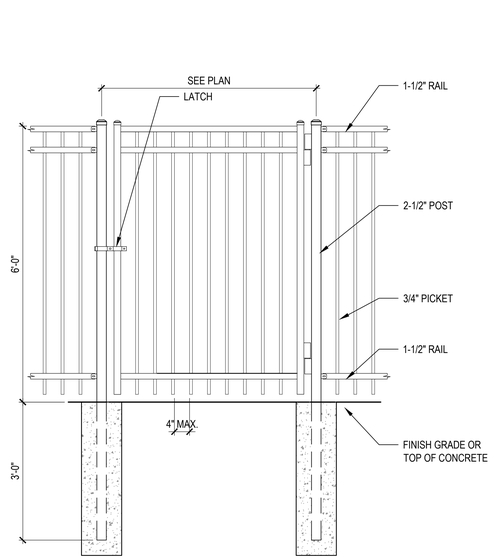
GATE AND FENCE PLAN

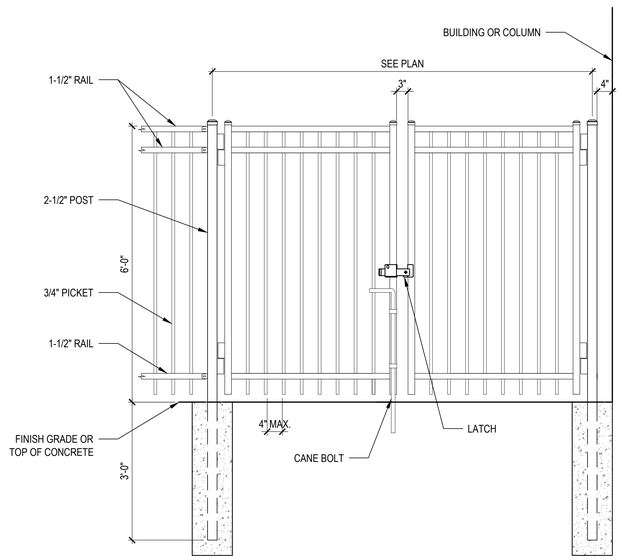


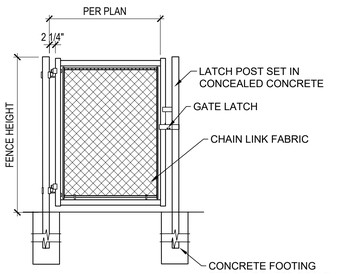
SECTION

D1 ORNAMENTAL FENCE PLAN
1/2" = 1'-0" PCSD-PC.D-323119-02

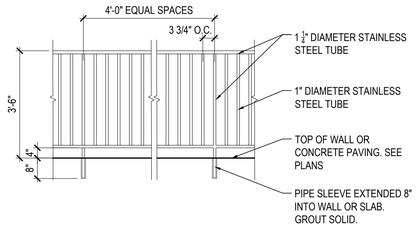
D2 ORNAMENTAL FENCE SECTION
1/2" = 1'-0" PCSD-PC.D-323119-01







E1 CHAINLINK SWING GATE
1/2" = 1'-0" PCSD-PC.D-323113-28



E2 GUARD RAIL
1/2" = 1'-0" PCSD-PC.D-055201-17

E3 ORNAMENTAL FENCE GATE - SINGLE LEAF
3/4" = 1'-0" PCSD-PC.D-323119-17

E4 ORNAMENTAL FENCE GATE - DOUBLE LEAF
3/4" = 1'-0" PCSD-PC.D-323119-18

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PARK CITY SCHOOL DISTRICT

TREASURE MOUNTAIN SPORTS COMPLEX

1750 KEARNS BLVD
PARK CITY, UT 84060

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SEAL

STATE OF UTAH
VINCENT RULON OLCOTT
No. 4812865
09-05-2025
LICENSED LANDSCAPE ARCHITECT

MHTN PROJECT NO: 2025507

VIEW AND PRINT THIS DRAWING IN COLOR

Original drawing is 30 x 42. Do not scale contents of this drawing.

REVISIONS
CONTRACTOR TO VERIFY DRAWINGS IN FIELD USE REFLECT
LAST REVISION DATE:

NO.	DATE	DESCRIPTION
NO.	DATE	DESCRIPTION

ISSUE
BP2- CONSTRUCTION DOCUMENTS
SEPTEMBER 8, 2025

SHEET NAME
SITE DETAILS

SHEET NUMBER
AS501

Original drawing is 30 x 42. Do not scale contents of this drawing.

RETURN TO SHEET INDEX

Planning Department

~~April 9, 2025~~June 25, 2025

J.D. Simmons

CC: Park City School District

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1750 Kearns Boulevard (Dozier Field and Treasure Mountain Junior High School)
Zoning District:	Recreation Open Space, Sensitive Land Overlay, Frontage Protection Zone
Application:	Conditional Use Permit
Project Number:	PL-24-06236
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	June 25~~April 9~~, 2025
Project Summary:	The Applicant is Proposing Two Soccer Fields, Eight Tennis Courts, Eight Sets of Bleachers, Four Batting Cages, Three Accessory Structures, One Scoreboard, One Baseball Field, and One Softball Field in the Recreation and Open Space Zoning District and Sensitive Land Overlay.

Action Taken

On June 25~~April 9~~, 2025, the Planning Commission conducted a public hearing and approved the Conditional Use Permit for a Public Recreation Facility at 1750 Kearns Boulevard according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The Applicant proposes:
    a. A Public Recreation Facility, Accessory Buildings greater than 600 square feet, and Recreation Sports Facilities at Dozier Field at Park City High School (PCHS); and

b. Demolishing Treasure Mountain Junior High (TMJH) and replacing with an athletic support building, recreation fields and courts, at least 98 surface Parking Spaces, a multi-use pathway, and associated amenities.

2. Both schools are part of the Park City School District (PCSD) Campus.
3. The PCSD Campus includes PCHS (1750 Kearns Boulevard), McPolin Elementary School (2270 Kearns Boulevard), TMJH (2530 Kearns Boulevard), Park City Learning Center (2400 Kearns Boulevard), and PCSD offices (2700 Kearns Boulevard) on 83.92 acres north of S.R. 224 and east of Monitor Drive.
4. PCHS and TMJH are in the Recreation and Open Space (ROS) Zoning District. TMJH is also in the Sensitive Land Overlay (SLO) and Frontage Protection Zone (FPZ). PCHS and Dozier Field are in the Park City Soils Ordinance Boundary.
5. PCSD proposes to replace TMJH with:
    a. A 6,500-square-foot athletic support building including team rooms
    b. A 3,400-square-foot press box, concession area, and support facility
    c. Visitor and home dugouts
    d. Eight tennis courts
    e. Two soccer fields
    f. Four batting cages
    g. Bleachers at each of the sports facilities
    h. At least 98 Off-Street Parking Spaces
    i. A 12-foot wide multi-use pathway
6. The proposal also includes new baseball and softball fields to replace existing fields. The new fields include scoreboards.
7. The single-story athletic support building at the northern end of the Site contains bathrooms, storage, and team rooms.
8. The two-story press box near the baseball and softball fields contains a concession area, storage, bathrooms, and the announcer booth.
9. The proposed Dozier Field complex includes:
    a. A ~~13,200-square-foot "North Building"~~8,200-square-foot West Building containing a press box, concessions area, support area, and team room
    b. Re-surfaced track
    c. A ~~4,600~~-8,800-square-foot "Entrance/Gateway Building" including a ticket office, athletic storage, maintaince facilities, an additional team room, restrooms, flex space, storage, and an officials room
    d. Expanded bleachers

e. Relocating the shot put pit from the existing location on the north-west corner to the southwest corner

10. The West Building is located where the current West bleachers are.~~North Building is adjacent to the track and a landscaped buffer~~.
11. The proposed West Building contains a press box, concessions area, support area, and team room~~two-story North Building contains bathrooms, storage, team rooms, a balcony, and banquet rooms.~~
12. The proposed Entrance/Gateway Building contains a ticket office, athletic storage, restrooms, a team room, a flex space, room for officials, and maintenance facilities.
13. The Park City School Board ("School Board") considered a potential additional Phase 3, which would have replaced the fields between PCHS and McPolin Elementary.
14. The potential Phase 3 is neither proposed nor being considered as part of this CUP application.
15. The Applicant proposes a new north-south lane for emergency vehicles"~~Bus Lane"~~, outlined in Finding of Fact 28~~20~~.
16. On August 13, 2024, PCSD applied for a CUP for recreation upgrades at PCHS and to replace TMJH with recreation facilities and additional parking.
17. On March 18, 2025, the School Board approved the Site Plan for the recreation facilities and additional parking.
18. Staff deemed the application complete on March 27, 2025.
19. On April 9, 2025, the Planning Commission held a public hearing and approved the CUP. As part of the motion to approve, the Planning Commission amended and added Conditions of Approval. After the meeting, the Applicant raised concerns regarding Conditions of Approval and as a result, the Final Action Letter has not yet been signed.
20. Also after the April 9, 2025 public hearing, members of the public raised concerns about restrictions regarding future access on Lucky John Drive. Staff re-reviewed documents pertaining to the original approval for PCHS to verify and discovered that on February 6, 1986, the City Council adopted Ordinance No. 86-2 which rezoned much of the PCSD property, including the High School, from Recreation Development-Master Planned Development to ROS on one condition: "no building, or recreational facility shall be located within one hundred feet of the Lucky John Drive right-of-way. The one hundred foot buffer strip shall remain as open space."

21. Unfortunately, this condition was not shown in the Zoning map and was not indicated in the title report. Upon discovering Ordinance 86-2, Staff updated the Zoning map to show the 100-foot buffer, so the condition is captured moving forward.
22. When Staff informed the Applicant of this requirement, the Applicant agreed to modify their plans, removing the proposed "North Building" near Dozier Field and relocating it to comply with Ordinance No. 86-2 with Planning Commission review of the revisions.
23. On April 17, 2025, an appeal of the Planning Commission's April 9, 2025 CUP approval was filed with the Planning Department stating the appellant and neighbors did not receive public notice of the Planning Commission meeting. The appellant placed the appeal on hold while PCSD works to update their plans with the Commission. On June 20, 2025, the appellant withdrew the appeal.
24. The proposal to build a Public Recreation Facility complies with the Recreation and Open Space Zoning District requirements outlined in Land Management Code Chapter 15-2.7.
    a. A Public Recreation Facility is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(4)).
    b. A Recreational Sports Field is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(9)). The Applicant is not proposing to use the tennis courts as Pickleball Courts. If PCSD wishes to use these courts for Pickleball in the future, they must return to the Planning Commission for additional review (Condition of Approval 5).
    c. An Accessory Building greater than 600 square feet is a Conditional Use in the ROS Zoning District (LMC § 15-2.7-2(C)(14)). Accessory Uses including locker rooms, team rooms, concessions, ticket sales, and team banquet areas are all "customarily incidental and subordinate" to school sports complexes.
    d. LMC § 15-2.7-3 establishes that the Front, Rear, and Side Setbacks in the ROS Zoning District are 25 feet. Subsection A establishes "Fences, walls, stairs, paths, trails, sidewalks, patios, driveways, Ancillary Structures, approved Parking Areas, and Screened mechanical and utility equipment are allowed as exceptions in the Front, Side and Rear Setbacks." Nothing but Parking Areas, drive access, and the multi-use pathway is proposed within these Setbacks.

e. LMC § 15-2.7-4 establishes a maximum height of 28 feet in the ROS Zoning District. Nothing is approved (except for the Lighting, see Finding of Fact ~~24~~28(J)) to exceed that Height and Condition of Approval 6 would require all Structures to be under allowable Height.

f. ~~The Applicant proposes a 40-foot high backstop netting for the Baseball and Softball fields. Netting is considered a Fence under the LMC and must comply with the Zone Height. This exceeds the 28-feet of height that is allowed.~~ Staff recommends Condition of Approval 6 which requires that all Structures comply with the 28-feet in Zone Height unless a Variance from the Board of Adjustment is applied for and granted.

25. The proposal to build a Public Recreation Facility complies with Off-Street Parking requirements outlined in Land Management Code Chapter 15-3.

a. TMJH currently is 136,320 square feet. LMC § 15-3-6(B) establishes an Off-Street Parking requirement of 1 space per 1,000 square feet for Schools, which makes the existing requirement 137 Parking Stalls. LMC § 15-3-6(B) then establishes for Public Recreation Facilities a Parking requirement of 5 spaces per 1,000 square feet.

b. As outdoor fields are not considered when calculating the Fire Code requirements, and participants are accounted for by the dugouts and team rooms in the Accessory Buildings, Staff confined the square footage calculation to the Accessory Buildings, dugouts, and bleachers. We found a total square footage proposed of 19,600 square feet, making the required parking 98 stalls, which Condition of Approval 7 requires the construction of at least 98 Parking Spaces.

c. When adding together existing spaces, those included in the 2022 Addition, and the EV Charging stations, PCHS has 568 Parking Spaces available. The 2022 CUP analysis found the parking requirement under LMC § 15-3-6(B), following construction of the addition to be 351 Parking Spaces, leaving PCHS overparked by 217 Parking Spaces.

d. ~~When adding together the square footage proposed for the North Building, the Gateway Building, and the proposed expansion of the west Bleachers, Staff found a total of 25,200 proposed square feet, creating a parking requirement of 126 Parking Spaces. When adding together existing spaces, those included in the 2022 Addition, and the EV Charging stations, PCHS has 568 Parking Spaces available. The 2022 CUP analysis found the parking requirement under LMC § 15-3-6(B), following~~

~~construction of the addition to be 351 Parking Spaces, leaving PCHS overparked by 217 Parking Spaces.~~ The modified plans propose a total of 24,000-square-feet, a slight reduction from the 25,200-square-feet proposed in the April 9, 2025, plans. This brings the parking requirement down to 120 Parking Spaces. No new parking for the PCSH portion are proposed as part of this CUP. PCSD~~HS~~ remains in compliance with parking requirements, as it has more Parking Spaces built than the increase that is added by this application.

26. The proposal to build a Public Recreation Facility complies with the Frontage Protection Zone requirements outlined in Land Management Code Chapter 15-2.20.
    a. A portion of TMJH falls within the FPZ along Kearns Blvd (LMC § 15-2.20-2(C)). LMC § 15-2.20-4(A) prohibits Structures within 30 feet of the nearest highway Right-of-Way. No Structures are proposed within the 30-foot FPZ.
    b. LMC § 15-2.20-4(B) requires a CUP for any Construction Activity between 30 and 100 feet from the Right-of-Way. The only Construction Activity proposed within the 100-foot FPZ is widening an existing multi-use pathway to 12 feet (Condition of Approval 8).
27. The proposal to build a Public Recreation Facility complies with the Sensitive Land Overlay Zone Regulations outlined in Land Management Code Chapter 15-2.21.
    a. TMJH is within the SLO. Known Stream Corridor and wetlands are present. The Stream Corridor is located on the neighboring City-owned parcel at 2780 Kearns Blvd. LMC § 15-2.21-6(F) establishes a 50-foot Setback from Stream Corridors and wetlands. The proposed baseball field is 50 feet away from the Stream Corridor (Condition of Approval 9).
    b. The northern part of the Lot (the "North 40") includes wetlands. The Applicant is not proposing and has not received approval to build beyond the existing disturbed area, which is demarcated by a fence (Condition of Approval 10).
    c. USACE issued a letter stating the project, as conditionally approved, does not require a separate permit from the agency.
    d. Condition of Approval 9 requires that all Structures must be 50-feet away from any Wetlands.

28. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in Land Management Code Section 15-1-10(E).
    a. Size and location of the Site: Conditions of Approval recommended
        ~~i.~~ The proposed facilities at Dozier Field are improvements to existing uses at PCHS~~the Site~~. New methods of access and additional parking are not proposed or approved with this application. The proposed West Building is no more than 28 feet in height and visually subordinate to PCHS. The Entrance/Gateway Building is subordinate to both the PCHS and the West Building. ~~The proposed two-story "North Building" is no more than 28 feet in height and visually subordinate to PCHS.~~
        ii. The TMJH complex is much larger in scale. Proposed work includes replacing the school building with an upgraded and expanded number of sport fields, an expanded multi-use pathway, as well as support buildings. The proposed athletic support building and press box are smaller in size and height than the school they are replacing as well as the adjacent McPolin Elementary School and PCSD offices.
        iii. No Structure may exceed 28 feet in Height from Existing Grade (Condition of Approval 6).
    b. Traffic considerations including capacity of the existing Streets in the Area: No unmitigated impacts
        i. Traffic Impact Studies are required when 25 or more trips are generated. New trips will not be generated as a school is being replaced by a sports complex. Everyday during the school year, there is a large amount of traffic at peak times as ~~children~~ students are dropped off both by parents and by school buses. Then, at the end of the school day, this traffic pattern repeats as the ~~children~~ students are picked up.
        ii. The proposed recreation uses are ~~relatively~~ less intensive as the primary users of ~~this facility~~ these facilities will be students who are already on site for classes and will not need individualized drop-off. Students coming in from schools not located on the PCSD Campus will be bused in, meaning a minimal amount of trips will be generated by them.

iii. While the proposed Uses are intensive, they must be considered in the context of what already exists. Dozier Field is already used for football games and track and field events that draw in crowds and away teams. Most of the proposed improvements, with the exception of the larger bleachers, are designed to enhance the experience of existing users, such as rooms for away teams, ~~providing banquet facilities for PCHS' existing teams,~~ and providing concessions for game attendees. The people who will use most of these new facilities already use Dozier Field.

iv. Improvements at TMJH will replace the intensive use of a school with comparatively less intensive recreational uses. During the school year, a large daily volume of drop-offs and pickups involving vehicles and school buses occur in this location. These traffic patterns will be replaced by more intermittent traffic when the Public Recreation Facilities are in use, which likely will not be at capacity at a daily rate. The primary users will be students who are already on site for classes.

c. Utility capacity, including Storm Water run-off: Condition of approval recommended

i. The Applicant shall submit Storm Water plans for Engineering Department review and shall retain all Storm Water on-site (Condition of Approval 14).

ii. During the SWPP review that was required by the Engineering Department, the possibility of Per-and Polyfluoroalkyl Substances (PFAS) being in the proposed turf for the fields at the TMJH complex was discovered. The Water Department raised concerns as the location is a source water area and required that the Applicant either prove a lack of PFAS or otherwise comply with required standards.

iii. The Applicant raised the concern that, "Currently the Water Quality and Treatment Manager for the City is requiring that the Sports Complex artificial turf fields be free of Per-and Polyfluoroalkyl Substances (PFAS). While every effort is being made by the district to accommodate this request through testing of the proposed turf, the district though its consultants and design has offered additional water quality measures including discharge testing and water

retention land management strategies. There is concern that this requirement may never be possible due to the random low-level detections of the background presence of so many of these compounds in the natural environment. Park City's Source Protection Ordinance prohibits the use of fluorinated ski wax due to contamination associated with PFAS – not artificial turf. The district would appreciate some clarification on this requirement being imposed as it is not a codified statute regarding artificial turf."

iv. The Water and Engineering Departments believe there may be some confusion as the PFAS issue was identified as part of the SWPP review. The relevant regulations live not in Municipal Code of Park City (MCPC) Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities*, but instead arises from MCPC § 13-1-28, *Drinking Water Source Protection*, that prohibits "Pollution Source" and "Potential Contamination Sources", of which PFAS are one. To address this confusion, Staff recommends Condition of Approval 19 which requires compliance with the Drinking Water Source Protection regulations.

d. Emergency vehicle Access: No unmitigated impacts
   i. Emergency vehicle Access and Site circulation is not proposed to change. Condition of Approval 15 states:
      1. The Applicant proposes a north-south emergency vehicle lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit ingress and egress of any vehicle other than an emergency vehicle on this north-south lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exist onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP.
e. Location and amount of off-Street parking: No unmitigated impacts
   i. See Finding of Fact 25~~21~~.

f. Internal vehicular and pedestrian circulation system: Condition of approval recommended
    i. At TMJH, the vehicular circulation will be more spread out than what currently exists, as the Recreation Facility will likely not see the large amount of drop-offs and pickups at peak times that we currently see during the school year. For pedestrian circulation, there is a large concrete pad that connects all the buildings and sports fields that will allow easy internal circulation.
    ii. At Dozier Field, the vehicular and pedestrian circulation system is proposed to change with a north-south connection from Kearns Boulevard to Lucky John Drive. PCSD indicates this is for emergency vehicle egress only.
    iii. Staff recommends Condition of Approval 15, "The Applicant proposes a north-south emergency vehicle~~bus~~ lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit ingress and egress of any vehicle other than an ~~school bus or~~ emergency vehicle on this north-south ~~bus~~ lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exi~~s~~t onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP."
    iv. Additional changes include the proposed Entrance Gateway for attendees with the ticket booth and storage a new ADA-compliant pathway around the field, and the creation of the West~~North~~ Building.
    v. A student plaza is proposed between Dozier Field and PCHS while will help facilitate access between the sports facilities and the school.

g. Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated Impacts
    i. Utah Code § 10-9a-305(3)(a) preempts regulation of Fencing, Screening, and landscaping.

ii. As part of the April 9, 2025 approval, and amended in the June 25, 2025 approval, the Planning Commission included Condition of Approval 6 which states, "No Structure, excluding the netting for the recreation fields, shall exceed 28-feet in Height from Existing Grade unless a Variance from the Board of Adjustment is applied for and granted." Staff has interpreted that Condition to apply as well to the backstop netting for the baseball and softball fields at the TMJH complex. PCSD has asked for clarification on whether that Condition applies. If the Condition applies, PCSD requests it be modified or removed citing the Utah Code preemption regarding Fencing and stating that the 40-foot height is necessary for safety reasons to protect those located in bleachers right behind the home plate.

iii. Staff finds the Condition does apply as LMC § 15-15-1 defines a Fence as "A Structure to separate or divide outdoor Areas. The term Fence includes, but is not limited to, net Screening for golf balls, and masonry walls. A Fence need not be sight obscuring or light tight." The proposed backstop netting is similar to the type of netting that is used to address golf balls. As such, Staff determines that regulating the backstop netting is preempted by the State and supports clarifying that Condition of Approval 6 would not apply to it. The proposed netting is also limited to the area just behind the home plate of the fields.

h. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots: No unmitigated impacts

i. The entrance gate and West~~North~~ Building at Dozier Field are of a much smaller mass and scale when compared to PCHS and its Addition. The modified West Building is also an expansion of the existing west bleachers which mitigates the visual changes to the site compared to existing conditions.

ii. At the TMJH site, the existing fields will be replaced, and the proposed buildings are of a much smaller mass and scale than the existing school and the adjacent McPolin Elementary School. The new buildings are comparable in size to the PCSD offices.

i. Usable Open Space: Condition of approval recommended

i. The Applicant shall not disturb the TMJH site north of the existing Fence the "North 40"; (Condition of Approval 10).
ii. Staff recommends Condition of Approval 18 which states "No building or recreation facility shall be built within the 100-foot buffer from the Lucky John Right-of-Way. This shall remain as Open Space."

j. Signs and lighting: Condition of approval recommended
   i. No Signs are proposed with this project.
   ii. All lighting in the Parking Areas must comply with LMC § 15-3-3(C) (Condition of Approval 11).
   iii. All lighting that is proposed at or around the recreation fields and courts must comply with LMC § 15-5-5(J)(12).
   iv. All Recreation Lighting is required by LMC § 15-5-5(J)(12) to meet the following requirements:
      1. The height of outdoor recreational posts shall not exceed seventy feet (70') above Natural Grade. The average Horizontal Foot Candle shall not exceed 3.6 across the Area boundary with a uniformity ratio of 4:1.
      2. All fixtures shall be Fully Shielded or be designed or provided with sharp, cutoff capability to minimize up-light, spill light, and glare.
      3. Recreational lighting shall be turned off within thirty minutes of the completion of the last game, practice, or event. In general, recreational lighting shall be turned off by 11:00 p.m., unless an exception is granted by the Planning Director for a Special Event, permitted under Municipal Code Title 4A.
      4. Private sport court facilities shall use Fully Shielded fixtures. Lighting shall be turned off by 11:00 p.m.
   v. Condition of Approval 12 requires compliance with these regulations.
   vi. Any lighting that is not Recreation Lighting or Lighting in an Approved Parking Area must comply with City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J) (Condition of Approval 3).

k. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: No unmitigated impacts
    i. Utah Code § 10-9a-305(3)(a) preempts regulation of aesthetic considerations and construction methods or materials.
l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: Conditions of approval recommended
    i. Pickleball is not approved to be played on the tennis courts. If the Applicant wishes to accommodate Pickleball on these courts, they must return to the Planning Commission for additional review and mitigation considerations (Condition of Approval 5).
    ii. The Applicant must comply with the City's noise regulations in Municipal Code of Park City (MCPC) Chapter 6-3.
m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts
    i. Screening is an aesthetic consideration and Utah Code § 10-9a-305(3)(a) preempts regulation on this.
    ii. Current access to Kearns Boulevard~~Blvd~~ remains unchanged, allowing for the same routes to be used by the delivery and service vehicles.
n. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities: No unmitigated impacts
    i. PCSD will continue to own and maintain these facilities and they will be used primarily by students.
o. Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site: Condition of approval recommended
    i. Dozier Field is within the Park City Soils Ordinance. Staff recommends Condition of Approval 13 stating, "All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance."
    ii. Although TMJH is not within the Soils Ordinance Boundary there is historic mine waste on the property, the Applicant has indicated

they are working with the proper State and Federal Authorities to properly handle those materials as part of this project.

iii. The property does not include Steep Slopes or Physical Mine Hazards.

iv. The property is within the SLO Boundary. Refer to Finding of Fact 23 for analysis of environmentally sensitive lands.

v. The Water Department requires the addition of Condition of Approval 19, which states, "The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code § 13-1-28, subject to review and approval by the Park City Water Department."

p. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding: No unmitigated impacts

i. The PCSD Campus is in the Park Meadows Neighborhood. The General Plan recommendation~~goal~~ 2.3 identifies Park Meadows as "a primary resident neighborhood [where] community amenities should be planned to meet daily needs".

ii. The PCSD Campus and its sports fields are specifically called out as community amenities by General Plan ~~Goal 2.3~~.

iii. The proposal improves the quality of the community amenities by providing improved~~a greater number of~~ fields, allowing a greater diversity of sports to be played, and improving the overall experience with new restrooms, amenities, and team facilities.

29. The Development Review Committee reviewed the proposal on February 4, 2025, and requires Conditions of Approval.

a. The Environmental Sustainability team requires Condition of Approval 13, "All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance."

b. The Engineering Department requires Condition of Approval 14, "The Applicant shall obtain Engineering Department approval for drainage and storm water management plans. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities."

c. The Water Department requires the addition of Condition of Approval 19, which states, "The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code § 13-1-28, subject to review and approval by the Park City Water Department."

30. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 26, 2025. Staff mailed courtesy notice to property owners within 300 feet on March 26, 2025. The Park Record published courtesy notice on March 26, 2025. Staff would re-notice for the June 25, 2025, meeting with Staff publishing notice on the City's website and the Utah Public Notice website and posted notice to the property on June 11, 2025. Staff mailed courtesy notice to property owners within 300 feet on June 11, 2025. The Park Record published courtesy notice on June 11, 2025.

Conclusions of Law

1. The proposed CUP, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed CUP for a Public Recreation Facility is compatible with the surrounding structures in use, scale, mass, and circulation.
3. The proposed CUP for a Public Recreation Facility is compatible with the Park City General Plan.
4. The effects of the difference in use or scale of the CUP for a Public Recreation Facility have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval

1. The final construction of the site shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed April 9, 2025, by the Planning Commission and attached to this Final Action Letter as Attachment 1, except as conditioned herein.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with appliable standards by the Planning Director prior to construction.
3. ~~All exterior lighting shall comply with the City's outdoor lighting and dark sky requirements in LMC § 15-5-5(J).~~ Installed Outdoor Lighting must comply with the City's dark sky requirements in LMC § 15-5-5(J).

4. There is not a time limit set to the lifespan of this CUP.
5. No Outdoor Pickleball is proposed or approved as part of this project. If the Applicant wishes to receive accommodate Outdoor Pickleball on these courts, they must return to the Planning Commission for additional review and mitigation considerations.
6. No Structure, excluding the netting for the recreation fields, shall exceed 28-feet in Height from Existing Grade unless a Variance from the Board of Adjustment is applied for and granted.
7. At least 98 Parking Spaces must be provided at the Treasure Mountain Sports Complex.
8. The Applicant may expand the existing multi-use path in the Frontage Protection Zone but to no more than 12 feet in width.
9. All Structures, including Fences and Lighting, must be 50-feet away from the Stream Corridor on 2780 Kearns Boulevard. All Structures, including Fences and Lighting, must be 50-feet away from any Wetlands, including but not limited to those located on the North 40.
10. The Applicant may not disturb the Site north of the existing fence line demarking the North 40.
11. All lighting in the Parking Areas must comply with LMC § 15-3-3(C). Lighting shall be programable fixtures, dimmable lights, and motion sensors.
12. All lighting that is proposed at or around the Recreation Fields and Courts must comply with LMC § 15-5-5(J)(12) including all lights being turned off by 11:00 PM and being fully shielded. Lights shall go off 30 minutes after an event and in no case later than 11:00 PM.
13. All work shall comply with the signed Certificate of Compliance and shall maintain compliance with the Park City Soils Ordinance.
14. The Applicant shall obtain Engineering Department approval for drainage and storm water management plans. Drainage and storm water management shall comply with Municipal Code of Park City Chapter 13-5, *Regulation and Enforcement of Storm Water Discharges Associated with Post-Construction Activities.* The applicant shall also submit the Fugitive Dust Plan and SWPPP plan to the City prior to submitting the State Building Permit.
15. The Applicant proposes a north-south emergency vehicle~~bus~~ lane east of Dozier Field in between the field and Park City High School. The Applicant shall install a vehicle control gate and operate such vehicle control gate to prohibit ingress and egress of any vehicle other than an ~~school bus or~~ emergency vehicle on this

north-south ~~bus~~ lane. No additional ingress and egress on Lucky John Drive is approved as part of this CUP. All other vehicles must exi~~s~~t onto Kearns Boulevard. If additional bus use is proposed on the emergency vehicle lane, the Applicant shall submit a Traffic Impact Study with review by the Engineering Department, and shall return to the Planning Commission for a modification to this CUP.

16. Mechanical equipment associated with this Conditional Use Permit will be screened according to the requirements of Land Management Code Section 15-.55.
17. The bike parking the applicant shall install will be covered bike parking at the Park City High School location between Dozier Field and the high school addition as well as along the recreation fields proposed at Treasure Mountain Junior High.
18. No building or recreation facility shall be built within the 100-foot buffer from the Lucky John Right-of-Way. This shall remain as Open Space.
19. The Applicant's use of artificial turf must comply with the Drinking Water Source Protection requirements found in Park City Code § 13-1-28, subject to review and approval by the Park City Water Department.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.org.

Sincerely,

Christen Van Dine, Planning Commission Chair

CC: Jaron Ehlers, Project Planner

Attachment 1: ~~Approved Plans~~ Modified Plans dated June 13, 2025



PARK CITY SCHOOL DISTRICT

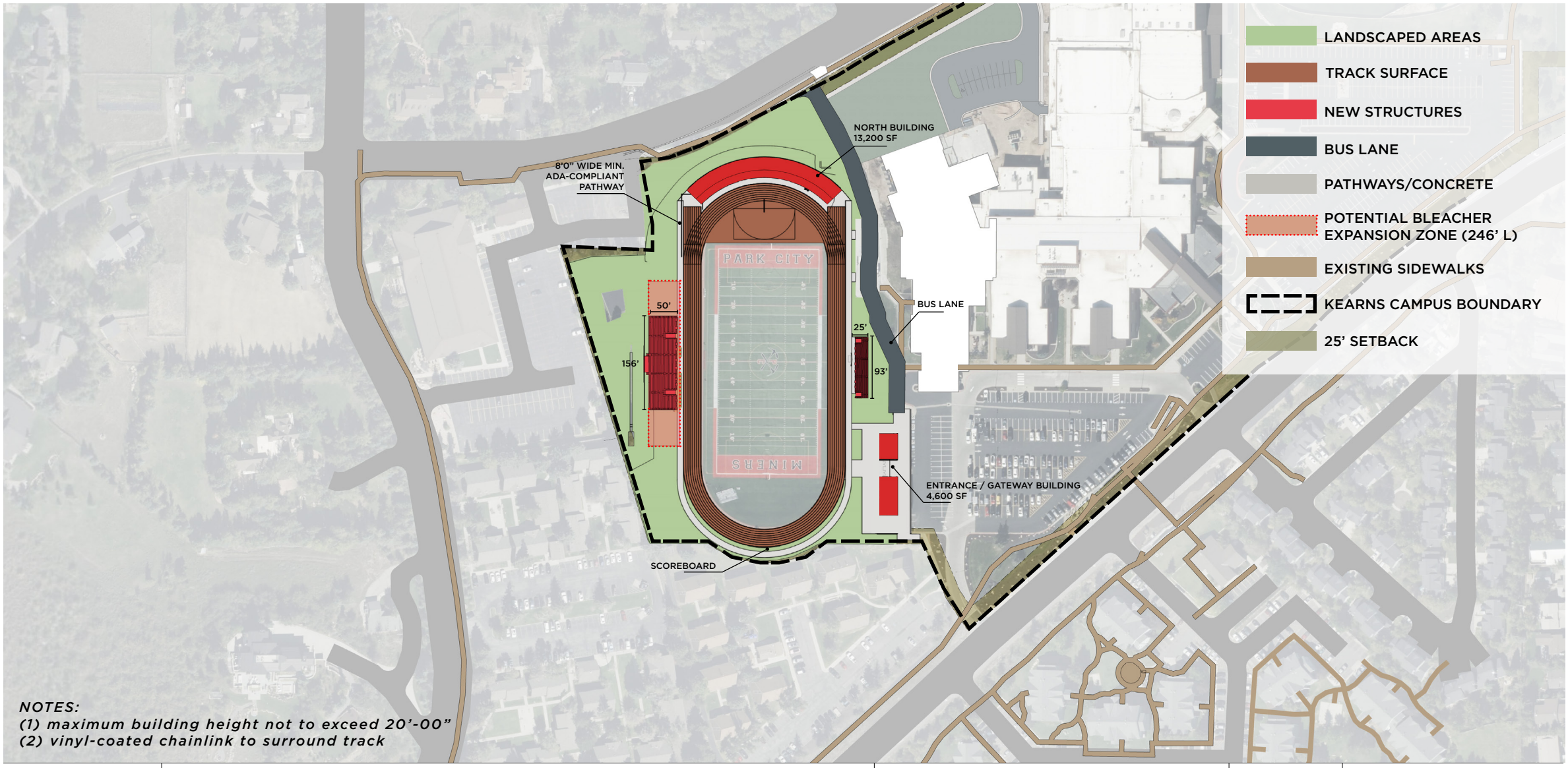
MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION

Kearns Campus

FOCUS AREAS
CONCEPTUAL DESIGN
MARCH 21 2025

N

MHTN ARCHITECTS



NOTES:
(1) maximum building height not to exceed 20'-00"
(2) vinyl-coated chainlink to surround track

PARK CITY SCHOOL DISTRICT

MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION

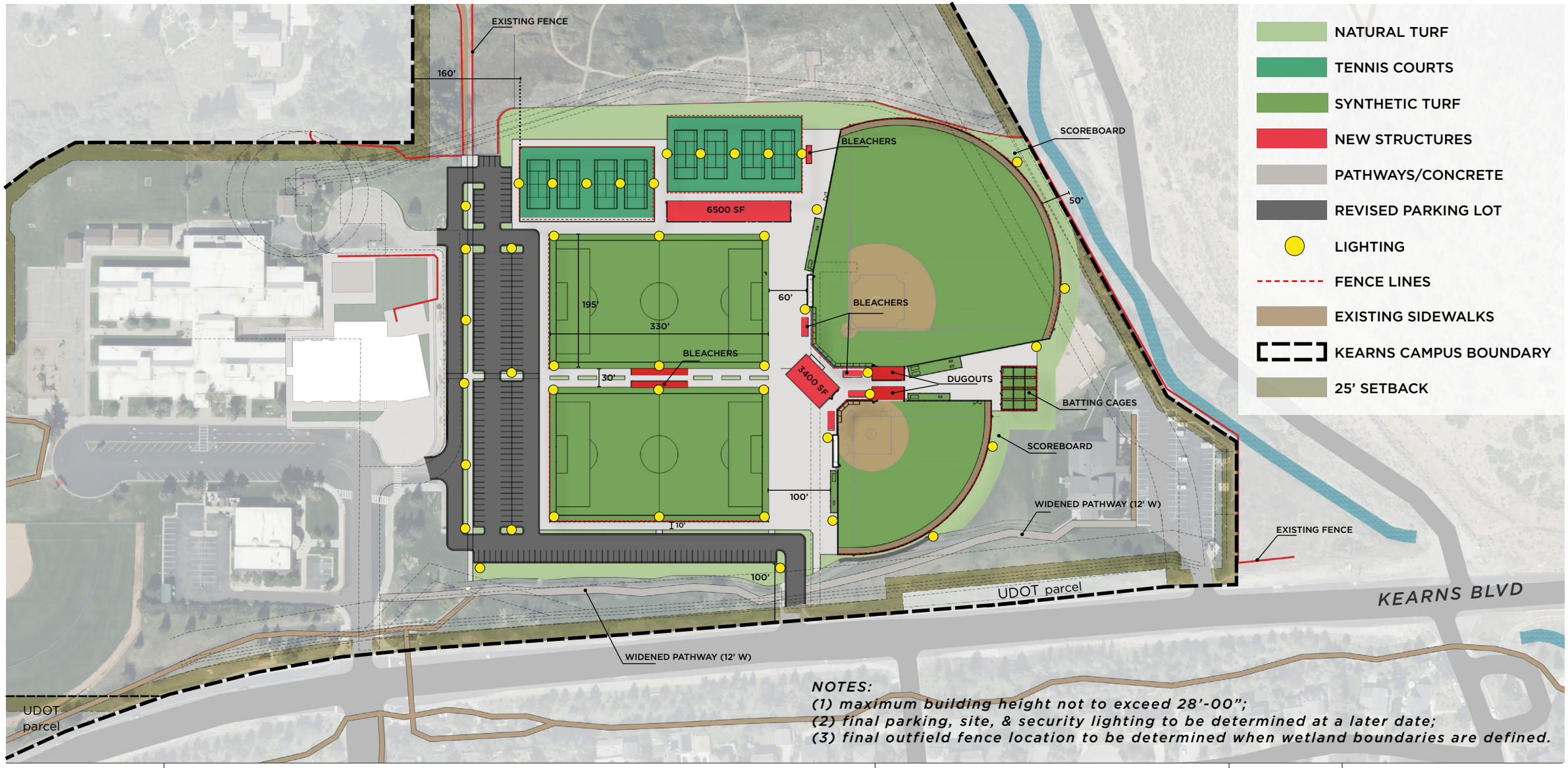
Kearns Campus

DOZIER UPDATES
CONCEPTUAL DESIGN
MARCH 21 2025

N

MHTN ARCHITECTS


public spaces
athletic support spaces
28' max
lucky john
sidewalk
landscape buffer zone
support building
track and field



NOTES:
(1) maximum building height not to exceed 28'-00";
(2) final parking, site, & security lighting to be determined at a later date;
(3) final outfield fence location to be determined when wetland boundaries are defined.

PARK CITY SCHOOL DISTRICT

MULTI-USE SPORTS COMPLEX DESIGN & CONSTRUCTION

Kearns Campus

TREASURE MTN COMPLEX
CONCEPTUAL DESIGN
MARCH 21 2025

N

MHTN ARCHITECTS



TYPICAL BACKSTOP NETTING (40')



BLACK VINYL-COATED CHAINLINK FENCE (6')



DECORATIVE ALUMINUM FENCE (6'-8')



OUTFIELD FENCE (6'-10')

FieldTurf®
A Tarkett Sports Company

DOUBLEPLAY Baseball

TECHNICAL SPECIFICATION

Natural Grass

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	FTVT-50		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Ridged Monofilament		n/a
Yarn Denier 1	14500	Denier	D1907
Tape Thickness 1	360	Microns	
Yarn Structure 2	Slit-Film		
Yarn Denier 2	5000	Denier	D1907
Tape Thickness 2	100+	Microns	
Pile Height	2	inches	D5823
Pile Weight	39	oz/yd²	D5848
Primary Backing Weight	7+	oz/yd²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd²	D5848
Total Carpet Weight	62	oz/yd²	D5848
Stitch Gauge	3/4 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Impact Attenuation (Gmax)	<200	gmax	F1936
Water Permeability	>40	inch/hour	F1551; DIN 18-035
Ambient Rubber	2.6	Lbs/ft2	
Sand	3.65	Lbs/ft2	
Total Product Weight	962	oz/yd²	

Issue Date: 9/14/2021

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

fieldturf.com

FieldTurf®
A Tarkett Sports Company

DOUBLEPLAY Baseball

TECHNICAL SPECIFICATION

Natural Clay

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	XT-50-3/8		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure	Slit-Film		n/a
Yarn Denier	10000+	Denier	D1577
Tape Thickness	100+	Microns	D3218
Pile Height	2	inches	D5823
Pile Weight	42	oz/yd²	D5848
Primary Backing Weight	7+	oz/yd²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd²	D5848
Total Carpet Weight	65	oz/yd²	D5848
Stitch Gauge	3/8 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Water Permeability	>40	inch/hour	DIN 18-035
Ambient Rubber	1.5	Lbs/ft2	
Sand	5.4	Lbs/ft2	
Total Product Weight	1059	oz/yd²	

Issue Date: 12/12/2022

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

When the priority is to replicate the expected ball/surface interactions of a natural playing surface, this will result in higher g-max/HIC values. As a result, this field area takes exception to commonly recommended g-max/HIC tolerances

fieldturf.com

FieldTurf®
A Tarkett Sports Company

TRIPLETHREAT Softball

TECHNICAL SPECIFICATION

Natural Clay

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	Vintage 40		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Slit-Film		n/a
Yarn Denier 1	10000+	Denier	D1577
Yarn Structure 2	Texturized Thatch		
Yarn Denier 2	5000	Denier	D1577
Pile Height	1.6	inches	D5823
Pile Weight	50	oz/yd²	D5848
Primary Backing Weight (3-Layer)	8+	oz/yd²	D5848
Secondary Backing Weight (Perforated)	20	oz/yd²	D5848
Total Weight	78	oz/yd²	D5848
Stitch Gauge	3/8 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Water Permeability	>40	inch/hour	DIN 18-035
Grab Tear (Length)	>200	lbs/force	D5034
Grab Tear (Width)	>200	lbs/force	D5034
PureSelect Olive Infill	1.5	lbs/ft²	
Sand	3.5	lbs/ft²	
Total Product Weight	798	oz/yd²	

Issue Date: 12/12/2022

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

When the priority is to replicate the expected ball/surface interactions of a natural playing surface, this will result in higher g-max/HIC values. As a result, this field area takes exception to commonly recommended g-max/HIC tolerances

fieldturf.com

FieldTurf®
A Tarkett Sports Company

TRIPLETHREAT Softball

TECHNICAL SPECIFICATION

Natural Grass

PROPERTY	VALUE	UNITS	METHOD
Product Stock Code	FTVT-50		
Pile Yarn Type	UV-resistant polyethylene		n/a
Yarn Structure 1	Ridged Monofilament		n/a
Yarn Denier 1	14500	Denier	D1577
Tape Thickness 1	360	Microns	
Yarn Structure 2	Slit-Film		
Yarn Denier 2	5000	Denier	D1577
Tape Thickness 2	100+	Microns	
Pile Height	2	inches	D5823
Pile Weight	39	oz/yd²	D5848
Primary Backing Weight	7+	oz/yd²	D5848
Secondary Backing Weight (Perforated)	16+	oz/yd²	D5848
Total Carpet Weight	62	oz/yd²	D5848
Stitch Gauge	3/4 inch centers		D5793
Tuft Bind	8+	lbs/force	D1335
Grab Tear Length	>200	lbs/force	D5034
Grab Tear Width	>200	lbs/force	D5034
Pill Burn Test	Pass		D2859
Water Permeability	>40	inch/hour	DIN 18-035
SBR Rubber	1.5	Lbs/ft2	
Sand	5.4	Lbs/ft2	

Issue Date: 5/4/2023

Disclaimer: Variation of +/-5% on above listed property values is within normal manufacturing tolerances

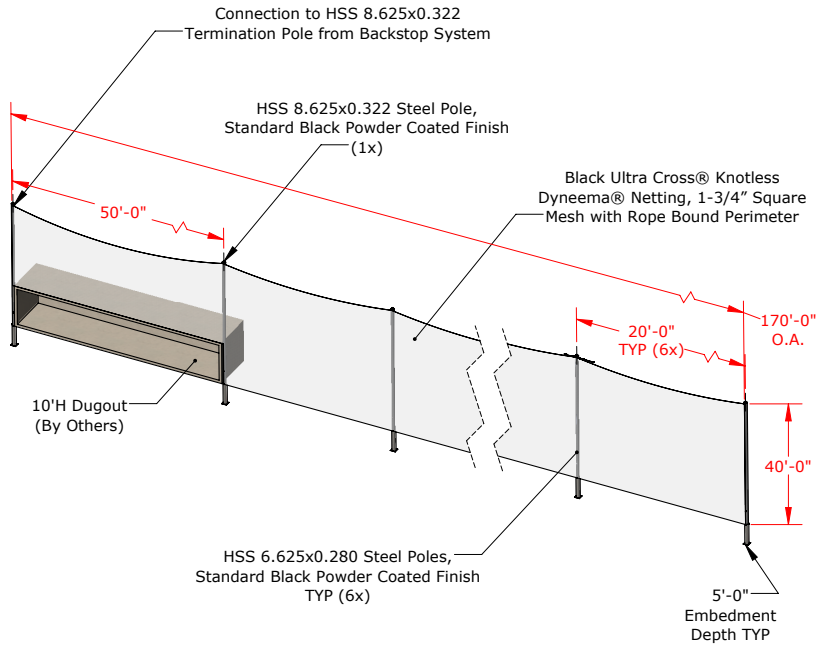
fieldturf.com

SPORTSFIELD SPECIALTIES
WWW.SPORTSFIELD.COM

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41155 State Highway 10, PO Box 231, Delhi, NY 13753 CALL: 888-975-3343 FAX: 607-746-8481

All Custom Tension Netting System Sizes and Layouts Require Design and Professional Engineering



SSI Tension Netting System Poles are Designed to Strength, Not Deflection. As a Result Some Deflection Will Occur During Installation and Should Be Considered Normal. Deflection May Also Be Evident in Calm Conditions, Particularly on the Outer Most Poles of a Given Tension Netting System.

Foundation Requirements Based on Local Codes and Soil Conditions

PROPRIETARY AND CONFIDENTIAL

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Alta High School - Baseball Pole to Pole Tension Straight Line Extension Netting System

Not To Scale

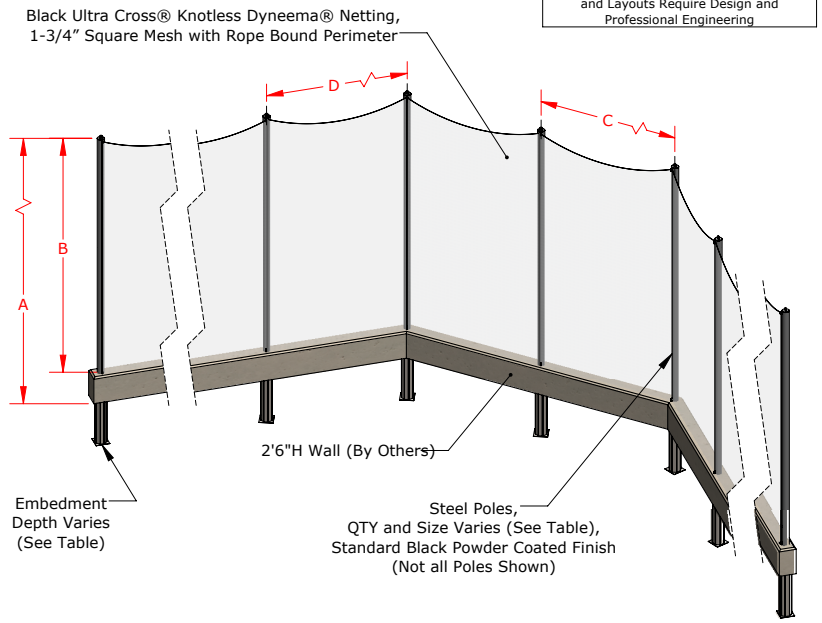
Sportsfield Specialties Inc 06032022

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All Custom Tension Netting System Sizes and Layouts Require Design and Professional Engineering



System	Pole QTY & Size	Embedment Depth	A System Height	B Net Height	C Backstop Pole Spacing	D Sideline Pole SPacing
Baseball Backstop	(8x) HSS 6.625x0.280 and (1x) HSS 8.625x0.322 Termination Pole	5'-0"	40'-0"	37'-6"	17'-0" TYP (2x)	20'-0" TYP (6x)
Softball Backstop	(7x) HSS 4.000x0.318	4'-0"	24'-0"	21'-6"	11'-0" TYP (2x)	20'-0" TYP (4x)

SSI Tension Netting System Poles are Designed to Strength, Not Deflection. As a Result Some Deflection Will Occur During Installation and Should Be Considered Normal. Deflection May Also Be Evident in Calm Conditions, Particularly on the Outer Most Poles of a Given Tension Netting System.

Foundation Requirements Based on Local Codes and Soil Conditions

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Alta High School - Baseball & Softball Pole to Pole Tension Backstop Netting Systems

Not To Scale

Sportsfield Specialties Inc 06030222

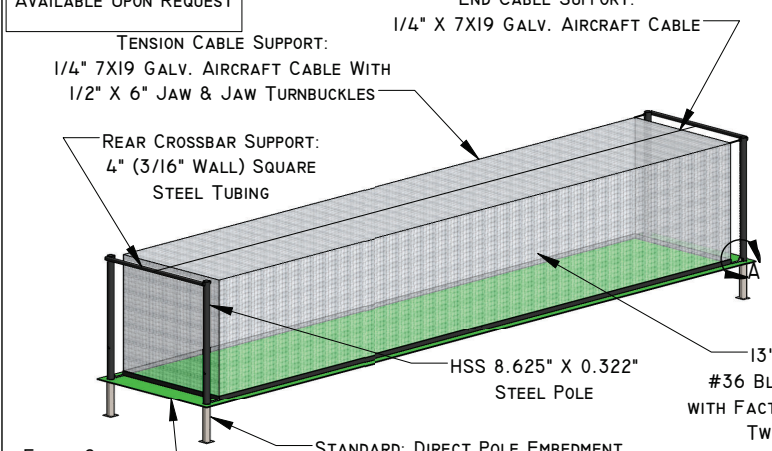
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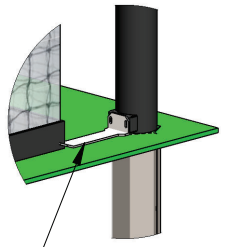
Excellence from Design to Installation

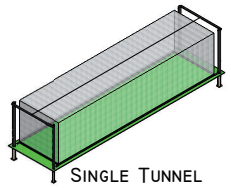
41155 State Highway 10, PO Box 231, Delhi, NY 13753 CALL: 888-975-3343 FAX: 607-746-8481

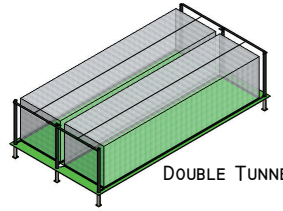
CUSTOM SIZES AND DESIGNS AVAILABLE UPON REQUEST

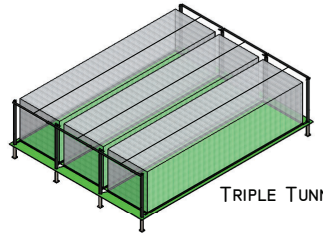
STANDARD BLACK POWDER COATED FINISH



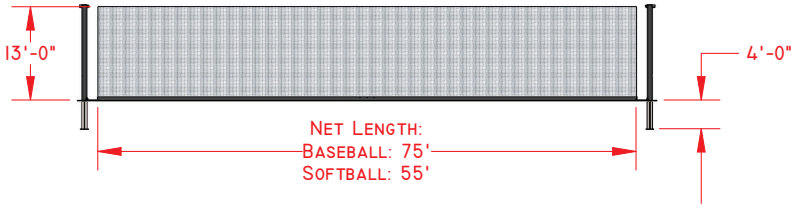



SINGLE TUNNEL


DOUBLE TUNNEL


TRIPLE TUNNEL

MODEL	SPORT	TYPE
BTTBS	BASEBALL	SINGLE
BTTBD		DOUBLE
BTTBT		TRIPLE
BTTSS	SOFTBALL	SINGLE
BTTSD		DOUBLE
BTTST		TRIPLE



FOUNDATION REQUIREMENTS VARY BASED ON LOCAL CODES AND SOIL CONDITIONS

SPORTSFIELD SPECIALTIES, INC. STRONGLY RECOMMENDS THE REMOVAL OF ALL NETS PRIOR TO EXPOSURE TO WINTER WEATHER, INCLUDING SNOW AND/OR ICE STORMS. WHENEVER POSSIBLE, THE NETS SHOULD ALSO BE LOWERED PRIOR TO ANY EXTREME WIND EVENTS. REMOVAL/LOWERING OF THE NETS WILL MITIGATE ANY UNFORESEEN DAMAGE TO THE POLES, NETS AND/OR ATTACHMENT HARDWARE. STORING NETS IN A DRY, PEST FREE LOCATION WILL HELP EXTEND THE LIFE OF THE NETS. SPORTSFIELD SPECIALTIES, INC. WILL NOT BE HELD LIABLE OR ASSUME RESPONSIBILITY FOR ANY DAMAGE TO THE NETS, POLES AND/OR CORRESPONDING ATTACHMENT HARDWARE IF THE NETS ARE NOT REMOVED/LOWERED PRIOR TO THE ABOVE DESCRIBED WIND AND/OR WEATHER EVENTS.

PROPRIETARY AND CONFIDENTIAL

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Tension Batting Tunnel

Not To Scale

Sportsfield Specialties Inc 05292024

C:\ENG\Sales Docs\Products\Baseball and Softball\Batting Tunnels\Tension Batting Tunnels\Cut Sheets\



Picea pungens
COLORADO SPRUCE



Pinus Flexilis 'Vanderwolf's Pyramid'
VANDERWOLF'S PYRAMID LIMBER PINE



Acer grandidentatum
BIGTOOTH MAPLE



Prunus virginiana
CHOKECHERRY



Arctostaphylos uva-ursi **KINNIKINNICK**



Cornus alba 'Baihalo' **IVORY HALO DOGWOOD**



Juniperus communis **COMMON JUNIPER**



Mahonia repens **CREEPING MAHONIA**



Prunus besseyi 'P011S' **PAWNEE BUTTES SAND CHERRY**



Rhus Aromatica 'Gro-Low' **GRO-LOW FRAGARENT SUMAC**



Ribes aureum **GOLDEN CURRANT**



Salix purpurea 'Nana' **DWARF PURPLE OSIER WILLOW**



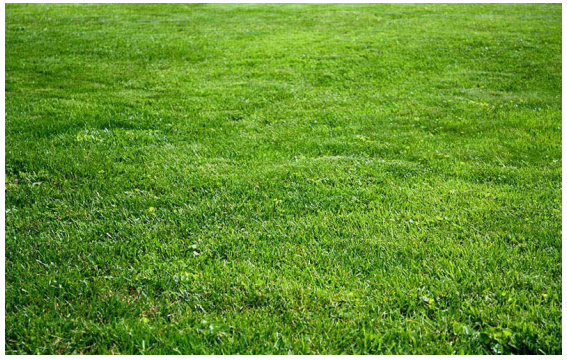
Symphoricarpos albus **COMMON WHITE SNOWBERRY**



Bouteloua curtipendula **SIDE OATS GRAMA**

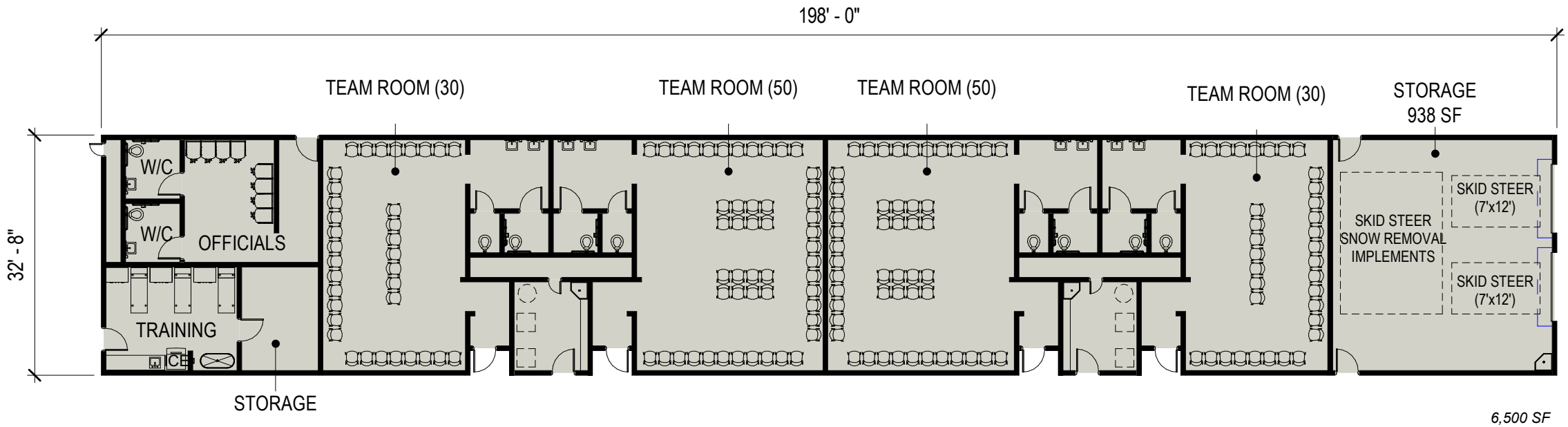


Sporobolus airoides **ALKALI SACATON**



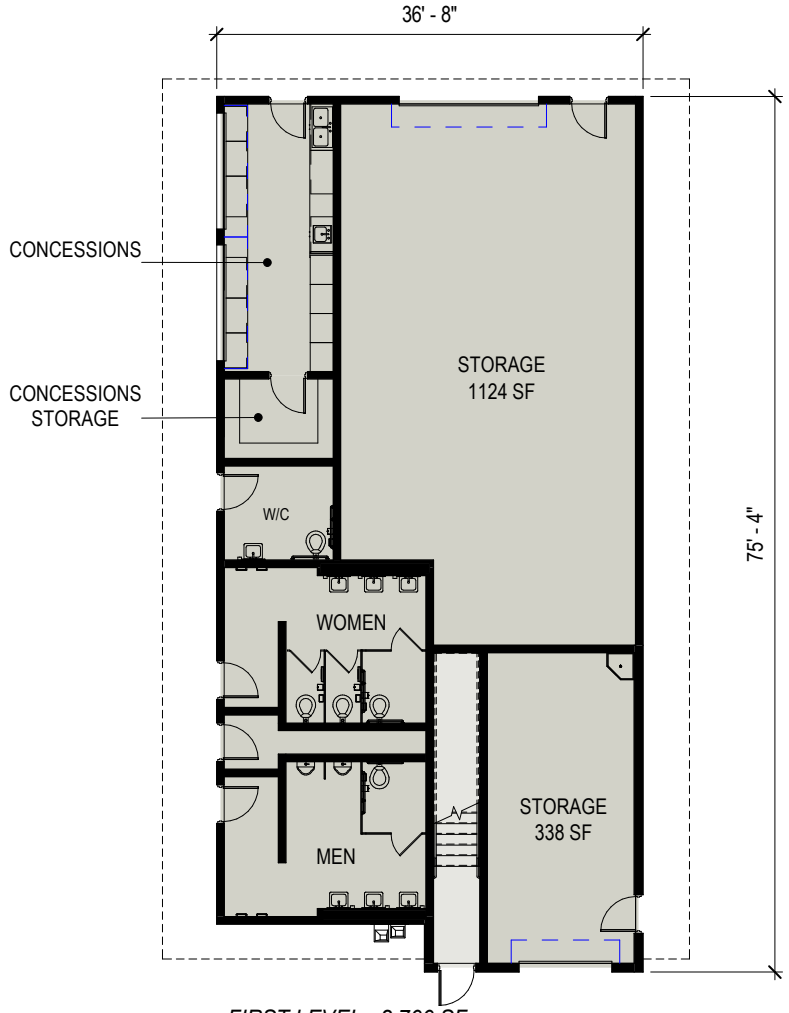
KENTUCKY BLUEGRASS

TREASURE COMPLEX: SUPPORT BUILDING

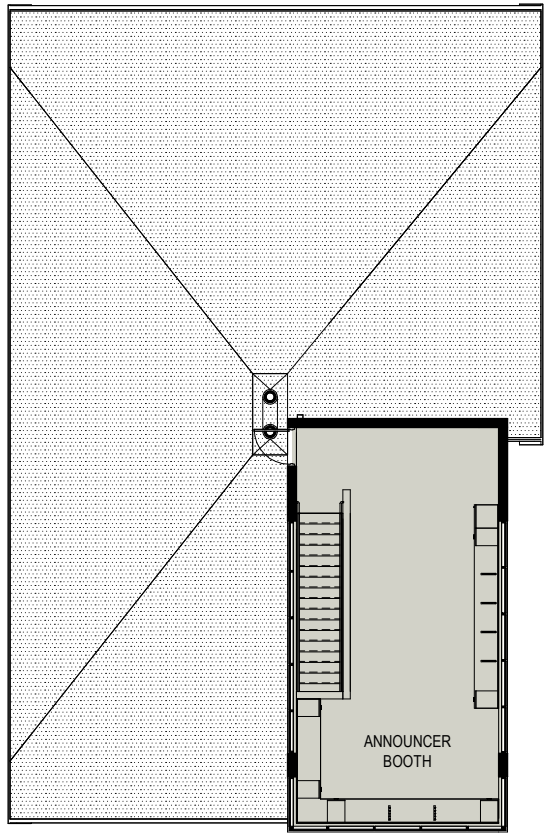


6,500 SF

TREASURE COMPLEX: CONCESSION, RESTROOM, PRESS BOX

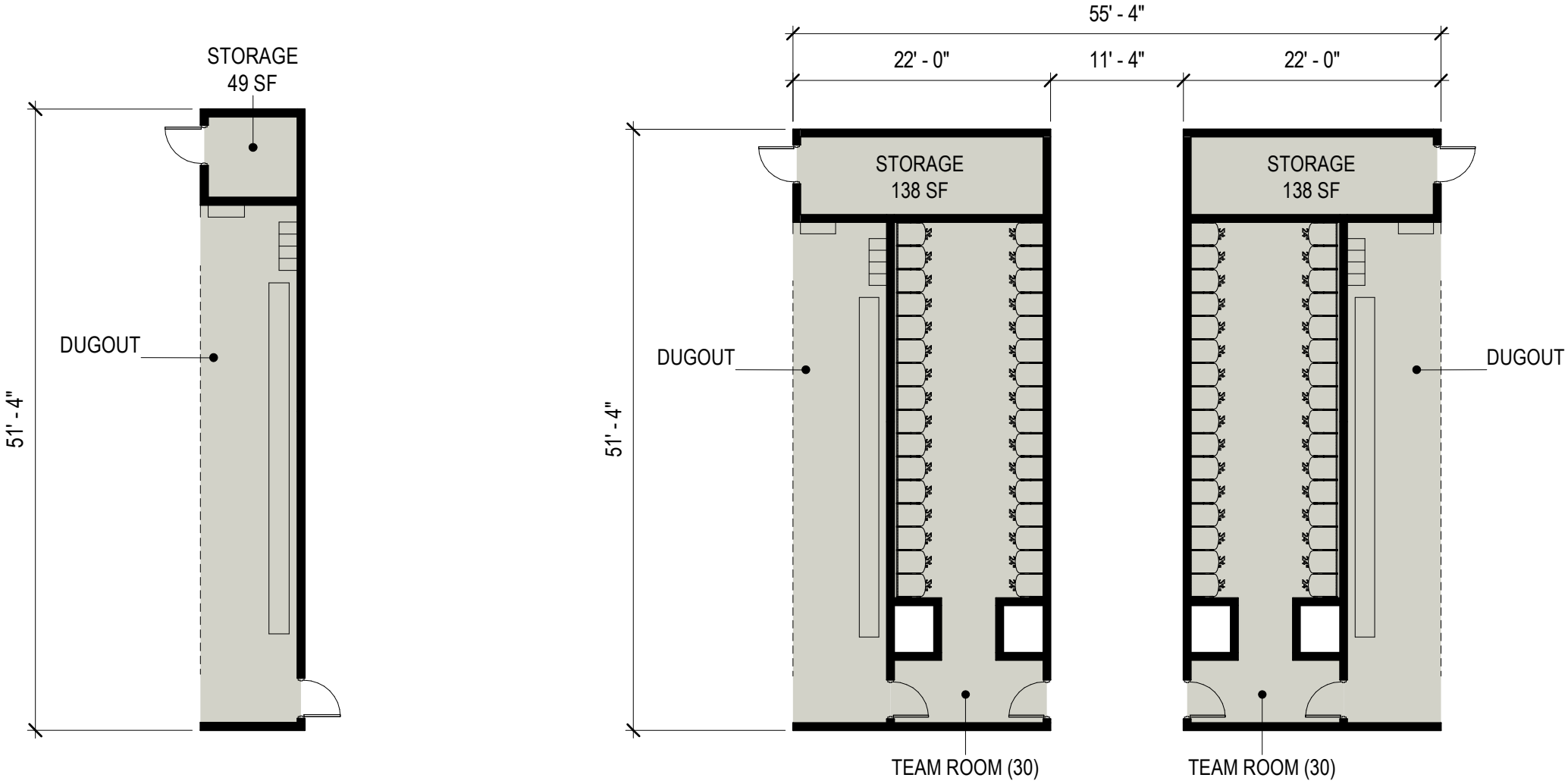


FIRST LEVEL - 2,700 SF

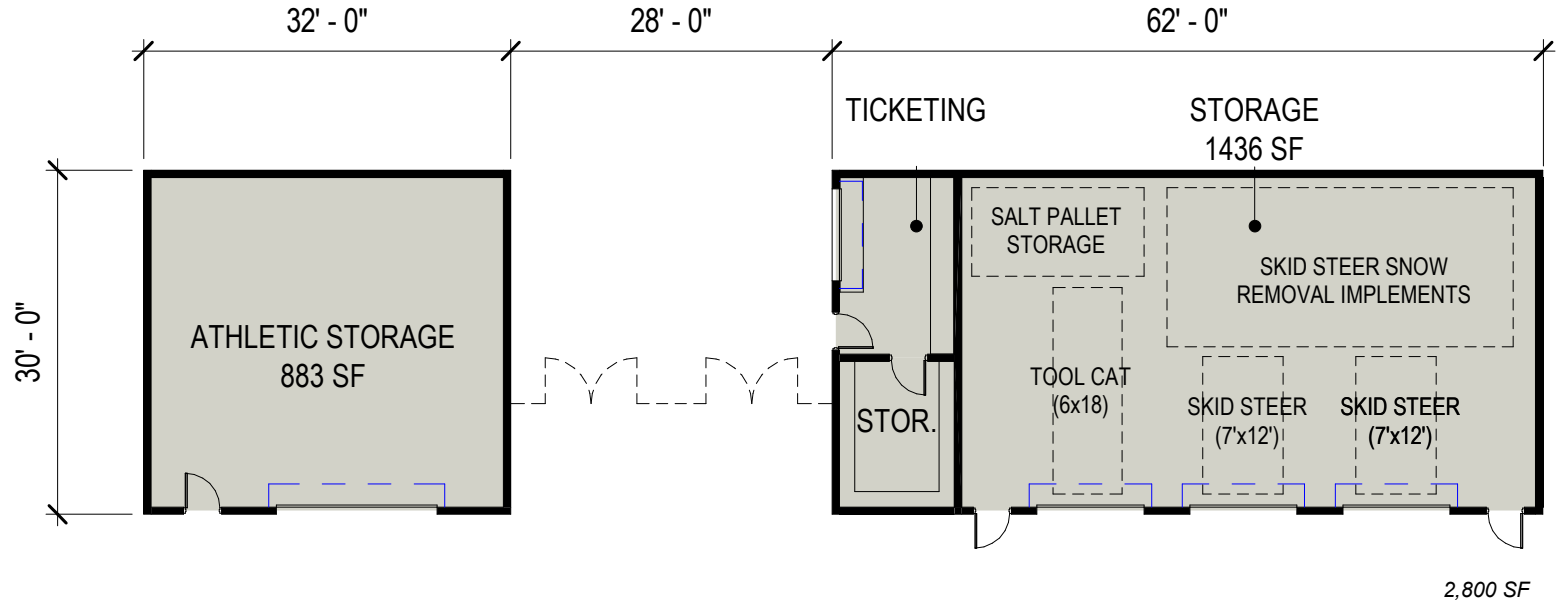


SECOND LEVEL - 700 SF

TREASURE COMPLEX: DUGOUTS

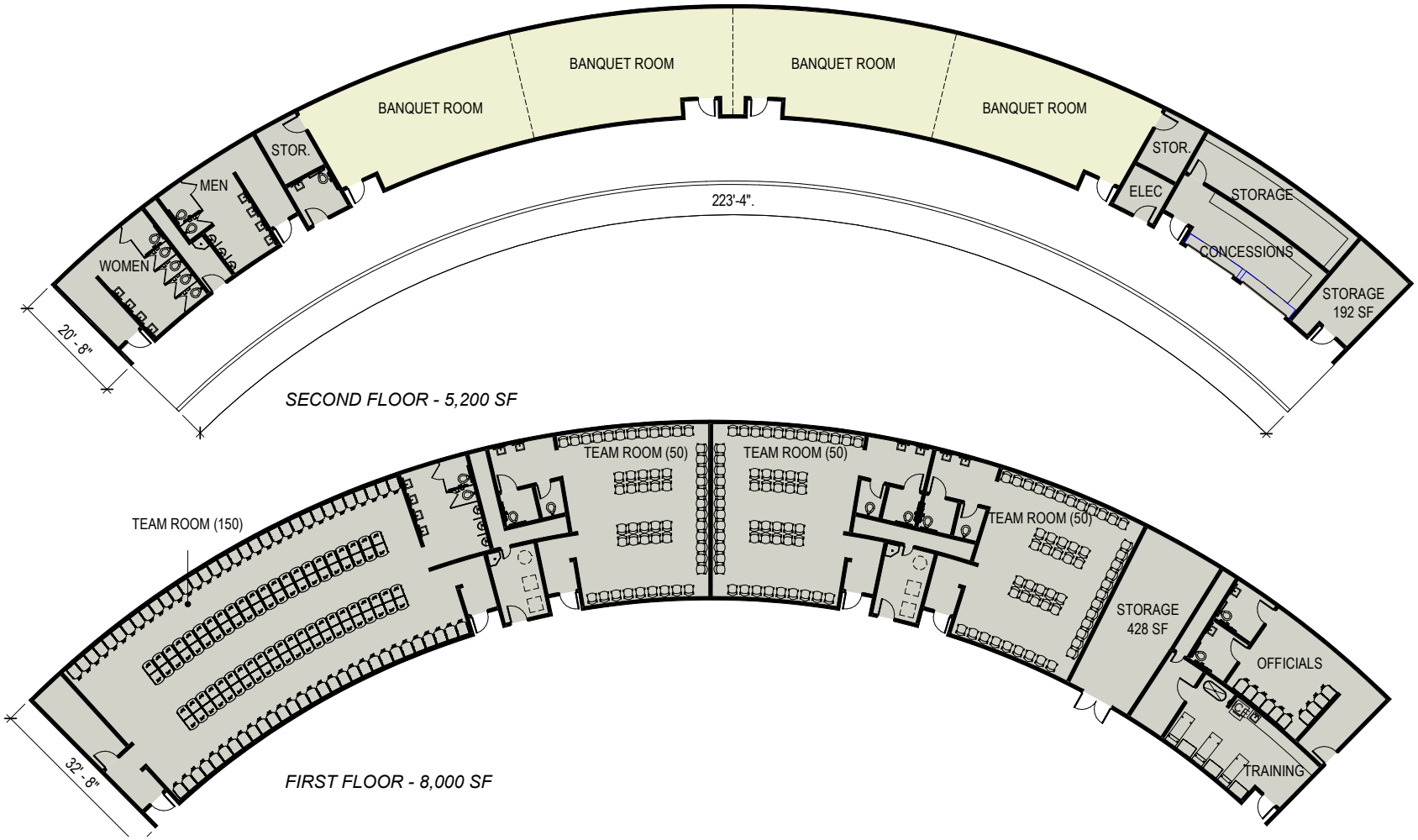


DOZIER: ENTRY BUILDING



2,800 SF

DOZIER: NORTH BUILDING



Park City School High School
Traffic Impact Study

Prepared for:
Park City School District

January 2026

UT25-2526

FEHR PEERS

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1. Executive Summary

This study summarizes the potential transportation-related impacts from the proposed Park City High School master plan. The school district campus is located along Kearns Boulevard (SR-248) between Sidewinder Drive and Wyatt Earp Way. Lucky Johns Drive provides access to the backside of the High School. The master plan includes plans to move the 9th grade student and staff population to the existing High School and relocate the 8th grade student and staff population to another existing middle school site. The plan also includes a new configuration for the High School parking accesses. This study analyzes the traffic operations and impacts for 2025 and 2034 background and plus project conditions at key intersections.

1.1 Study Intersections

The following intersections were included in this study:

1) Monitor Dr & Lucky John Dr – All way stop
2) Access 5 & Lucky John Dr (western school access on Lucky John Dr) – Minor Street Stop
3) Access 6 & Lucky John Dr (eastern school access on Lucky John Dr) – Minor Street Stop
4) Monitor Dr/Bonanza Dr & Kearns Blvd (248) - Signalized
5) Access 1 & Kearns Blvd (western parking lot exit) – Minor Street Stop
6) Access 2 & Kearns Blvd (western parking lot entrance) – Minor Street Stop
7) Access 3 & Kearns Blvd (eastern parking lot exit) – Minor Street Stop
8) Access 4 & Kearns Blvd (eastern parking lot entrance/exit) – Minor Street Stop
9) Comstock Dr & Kearns Blvd - Signalized
10) Bonanza Dr & Deer Valley Dr (224) – Signalized

1.2 Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish a baseline of existing conditions and operations for the area. Weekday peak period traffic counts were recorded from 6:45 to 8:45 AM and from 1:45 to 3:45 PM on Tuesday, February 25th, 2025 at all study intersections. These hours were selected to capture the unique traffic conditions present during the beginning and end of school travel periods. Background traffic volumes were increased to reflect the 2034 horizon year. Project trips were calculated for the proposed conditions of the site and compared to background conditions for 2025 and 2034.

1.3 Analysis Methodology

Fehr & Peers developed a traffic analysis model for the study intersections using VISSIM software. Simulation software was used because of its ability to better account for the effects of upstream and downstream intersections throughout the study area. The simulations were calibrated to model traffic conditions observed during the data collection period at each of the study intersections. Fehr & Peers analyzed the simulations by measuring vehicle delay at each study intersection and comparing the results to the delay thresholds outlined in the Transportation Research Board's *Highway Capacity Manual, 2022* (HCM 7th Ed.). 50th percentile and 95th percentile queue were also reported from the VISSIM software.

1.4 2025 Background Conditions

The peak hours were determined to be 7:00 AM to 8:00 AM and 2:15 PM to 3:15 PM. The intersections of Monitor Dr/Bonanza Dr & Kearns Blvd (SR 248), Access 1, Access 2, Access 4, and the intersection of Comstock & Kearns Blvd all reached unacceptable levels of service. Multiple intersections were impacted by eastbound traffic queues in both the AM and PM peak hours.

1.5 Project Conditions

The proposed master plan changes would initially increase trips to the High School. These trips are composed of two types: vehicles parking at the High School or vehicles dropping off / picking up at the High School. The 2034 plus project conditions would have a similar number of High School-related trips as the existing conditions. This is largely due to the projected decrease in staff and students at the High School, even with an additional grade housed in the building. The 2034 build conditions would have similar High School related trips as the existing conditions, the background traffic in 2034 is expected to be higher than in existing conditions.

The master plan includes access changes to the High School. The western parking lot would stay largely the same for private vehicles but would include a bus lane connecting to Lucky John Dr. The access to the eastern parking lot, which would be reconstructed, would be provided mainly via the intersection of Comstock Dr & Kearns Blvd. This parking lot is also proposed to include a new access onto Lucky John Dr and alter the existing western exit to a right-out only.

1.6 2025 plus Project Conditions

This analysis takes into consideration the traffic impacts of the proposed master plan on top of the existing background traffic (traffic not associated with the High School or Junior High). The intersections of Monitor

Dr & Lucky John Dr, Access 1 & Kearns Blvd, and the intersection of Comstock & Kearns Blvd are all anticipated to reach deficient levels of service. The intersections of Monitor Dr & Lucky John Dr and Access 1 & Kearns Blvd are expected to reach deficient levels of service only in the PM peak hour. The intersection of Comstock & Kearns Blvd is expected to reach deficient levels of service in the AM peak hour.

1.7 2034 Background Conditions

Background traffic levels (traffic not associated with the High School) are expected to increase from 2025 to 2034. This analysis takes background growth into account with the anticipated number of High School related trips expected in 2034 if no relocation happens. The intersection of Access 1 & Kearns Blvd is anticipated to operate at deficient levels of service in future background conditions. It is expected that this intersection will fail in both the AM and PM peak hours.

1.8 2034 plus Project Conditions

This analysis takes background traffic growth and High School traffic changes into account. The intersections of Access 1 & Kearns Blvd and Comstock Dr & Kearns Blvd are expected to operate at deficient levels of service in the AM peak hour period. Both are heavily impacted by vehicles attempting to make left hand turns onto or off of Kearns Blvd.

1.9 Recommended Mitigations

A previously conducted study, SR-248 Environmental Assessment, provides potential mitigations along Kearns Blvd. The Park City Forward Transportation Master Plan notes the city's desire not to widen existing roadways in order to increase capacity. Mitigation measures are listed here for each intersection that operates at a deficient level of service in at least one of the analysis periods. These mitigation measures are possible implementations that would improve the level of service at the respective intersection.

Monitor Dr & Lucky John Dr – A dedicated westbound left-turning lane. A phased approach to the new parking lot access on Lucky John could also reduce overall traffic on Lucky John Dr in plus project scenarios.

Monitor Dr/Bonanza Dr & Kearns Blvd – Dual left turn lanes and dedicated right turn lanes for east and westbound traffic.

Access 1 & Kearns Blvd – Transit priority signal to provide dedicated time to school buses exiting the parking lot in the existing layout. Restricting private vehicles to right out only in plus project scenarios.

Access 2 & Kearns Blvd – This intersection could also benefit from a transit priority signal to provide buses with dedicated time to turn into the parking lot. An additional eastbound through lane would decrease the vehicle delay for eastbound traffic.

Access 4 & Kearns Blvd – As noted for the other two High School accesses, signalization would provide vehicles making left turns dedicated time. An additional eastbound through lane at this location would decrease the vehicle delay for eastbound traffic.

The intersections that operate at deficient levels of service in the plus project scenarios include an analysis of the recommended mitigation measures to ensure that the mitigations decrease delay and improve the level of service.

Reducing the number of trips entering and exiting the High School is a broader approach that Park City High School could take towards improving AM and PM peak hour traffic conditions. A few ways that overall trip generation could be reduced by Park City High School would include parking control, schedule spreading, improvements to active transportation, and improvements to transit. By reducing the number of student parking permits issued by the High School, fewer students would drive to and from the school during peak hours. Parking permits could require renewal more frequently to encourage students who do not need to drive all the time to take alternative modes. Improving on-site bicycle and active transportation facilities is another way that overall vehicle trips could be reduced. Including a bike share station on site or bike repair tools could further reduce the challenge for students to use active modes to access school. Any improvements to public transit, especially routes that stop at the High School, could potentially decrease private vehicle traffic as well. Transit improvements could include more frequent service during school commute periods, more connecting transit routes, and/or improved transit stop amenities.

1.10 Conclusion

Multiple study intersections operate at deficient levels of service in existing conditions. Future conditions and plus project scenarios (existing and future) are expected to experience deficient levels of service for fewer intersections overall. The future conditions are expected to have fewer intersections at unacceptable level of service (LOS) due to lower projected staff and student populations at the High School, which create fewer conflicting movements even with higher background traffic in 2034. Plus project scenarios are expected to have fewer intersections operating at unacceptable LOS, compared to existing or future background conditions, due to the removal of traffic associated with 8th grade students and staff, as well as a different access configuration to the High School. In the existing conditions, an intersection operates at a deficient LOS in eight instances (instances being counted as an intersection operating at LOS E or F in AM or PM peak hour conditions. In existing plus project conditions, an intersection operates at a deficient LOS in three instances. In future background conditions, there are two instances of intersections at deficient LOS.

And in the future plus project conditions, there are two instances of intersections at deficient LOS. Mitigations are provided for each intersection that operates at LOS E or F in the studied scenarios.

1.11 LOS Summary

Table 1 reports LOS at each study intersection. For signalized intersections, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in subsequent chapters of this report. All analyses were performed assuming existing lane configurations and signal timings.

Table 1: AM and PM Peak Hour LOS Summary

Intersection			2025 Existing	2025 plus Project	2034 Background	2034 plus Project
ID	Location	Period	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh	LOS & Sec/Veh
1	Monitor Dr & Lucky John Dr[2]	AM	B (14)	C (18)	B (14)	C (19)
		PM	B (13)	**E (38)**	B (13)	D (32)
2	Access 5 & Lucky John Dr (western)[2]	AM	A (7)	A (7)	A (8)	A (8)
		PM	A (7)	A (8)	A (8)	A (7)
3	Access 6 & Lucky John Dr (eastern)[2]	AM	A (7)	A (7)	A (7)	A (7)
		PM	A (7)	A (8)	A (7)	A (7)
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[1]	AM	B (19)	B (18)	C (21)	C (21)
		PM	**F (98)**	C (30)	D (40)	D (39)
5	Access 1 & Kearns Blvd (western lot exit)[2]	AM	**E (46)**	D (28)	**F (75)**	**E (48)**
		PM	**F (201)**	**E (36)**	**F (187)**	D (34)
6	Access 2 & Kearns Blvd (western lot entrance)[2]	AM	D (29)	C (20)	C (21)	D (32)
		PM	**E (43)**	C (19)	C (18)	A (10)
7	Access 3 & Kearns Blvd (eastern lot exit)[2]	AM	C (21)	C (17)	C (17)	C (22)
		PM	C (25)	C (20)	C (20)	C (24)
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[2]	AM	**F (53)**	NA	D (30)	NA
		PM	**F (54)**	NA	B (11)	NA
9	Comstock Dr & Kearns Blvd[1]	AM	**E (58)**	**F (87)**	D (54)	**E (75)**
		PM	**E (59)**	C (26)	C (26)	C (27)
10	Bonanza Dr & Deer Valley Dr (224)[1]	AM	B (13)	B (13)	B (13)	B (13)
		PM	C (16)	C (24)	C (23)	C (24)

1. Intersection average LOS and delay for signalized intersections.
2. Worst movement LOS and delay for unsignalized intersections.

Source: Fehr & Peers.

2. Introduction

2.1 Purpose

This study summarizes the potential transportation-related impacts of the proposed Park City High School master plan, which reimagines how the school buildings along Kearns Boulevard in Park City function. **Figure 1** shows the project location of the development.

This study analyzes the traffic operations and impacts for 2025 and 2034 background and plus project conditions at key intersections described below in the Scope section. Plus-project condition analyses take into account the relocation of the Treasure Mountain Junior High School with the 9th graders joining the existing High School location and the 8th graders be relocated to another junior high location. Future year volumes accounted for the projected class enrollments for the school district and background traffic growth.

2.2 Scope

This study analyzes the traffic conditions at intersections near the school district. Impacts are specifically addressed at the following study intersections:

1) Monitor Dr & Lucky John Dr – All way stop
2) Access 5 & Lucky John Dr (western school access on Lucky John Dr) – Minor Street Stop
3) Access 6 & Lucky John Dr (eastern school access on Lucky John Dr) – Minor Street Stop
4) Monitor Dr/Bonanza Dr & Kearns Blvd (248) - Signalized
5) Access 1 & Kearns Blvd (western parking lot exit) – Minor Street Stop
6) Access 2 & Kearns Blvd (western parking lot entrance) – Minor Street Stop
7) Access 3 & Kearns Blvd (eastern parking lot exit) – Minor Street Stop
8) Access 4 & Kearns Blvd (eastern parking lot entrance/exit) – Minor Street Stop
9) Comstock Dr & Kearns Blvd - Signalized
10) Bonanza Dr & Deer Valley Dr (224) – Signalized

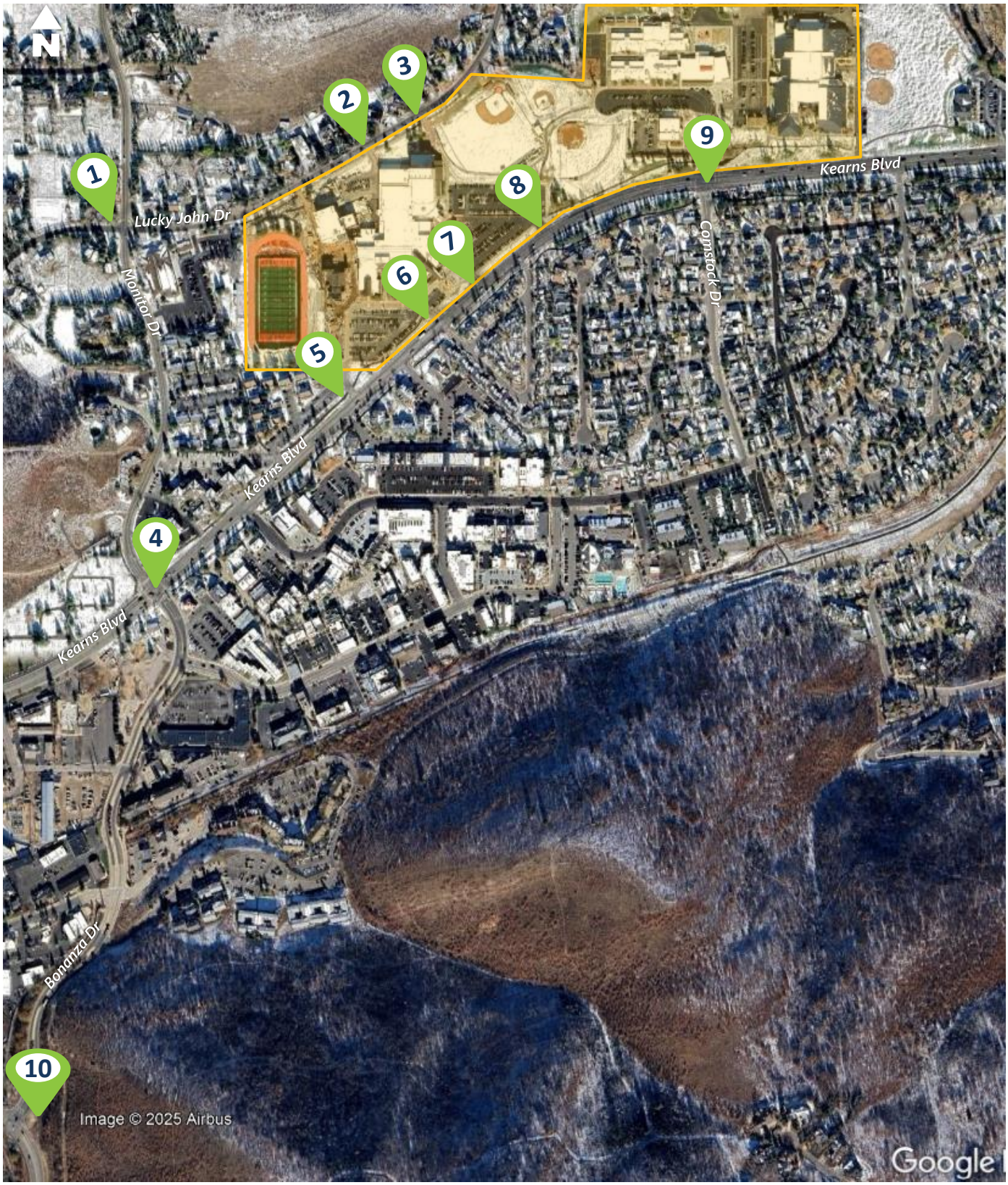


Figure 1

Project Location

2.3 Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. For this study, acceptable LOS is defined as LOS A through D; unacceptable LOS is defined as LOS E or F. **Table 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Transportation Research Board's *Highway Capacity Manual, 2022* (HCM 7th Ed.) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology relies on different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For unsignalized intersections, the LOS is provided for the worst-performing movement.

Table 2: LOS Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst approach LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.

3. 2025 Background Conditions

3.1 Purpose

The existing 2025 background conditions analysis examines the nearby study intersections and roadways during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

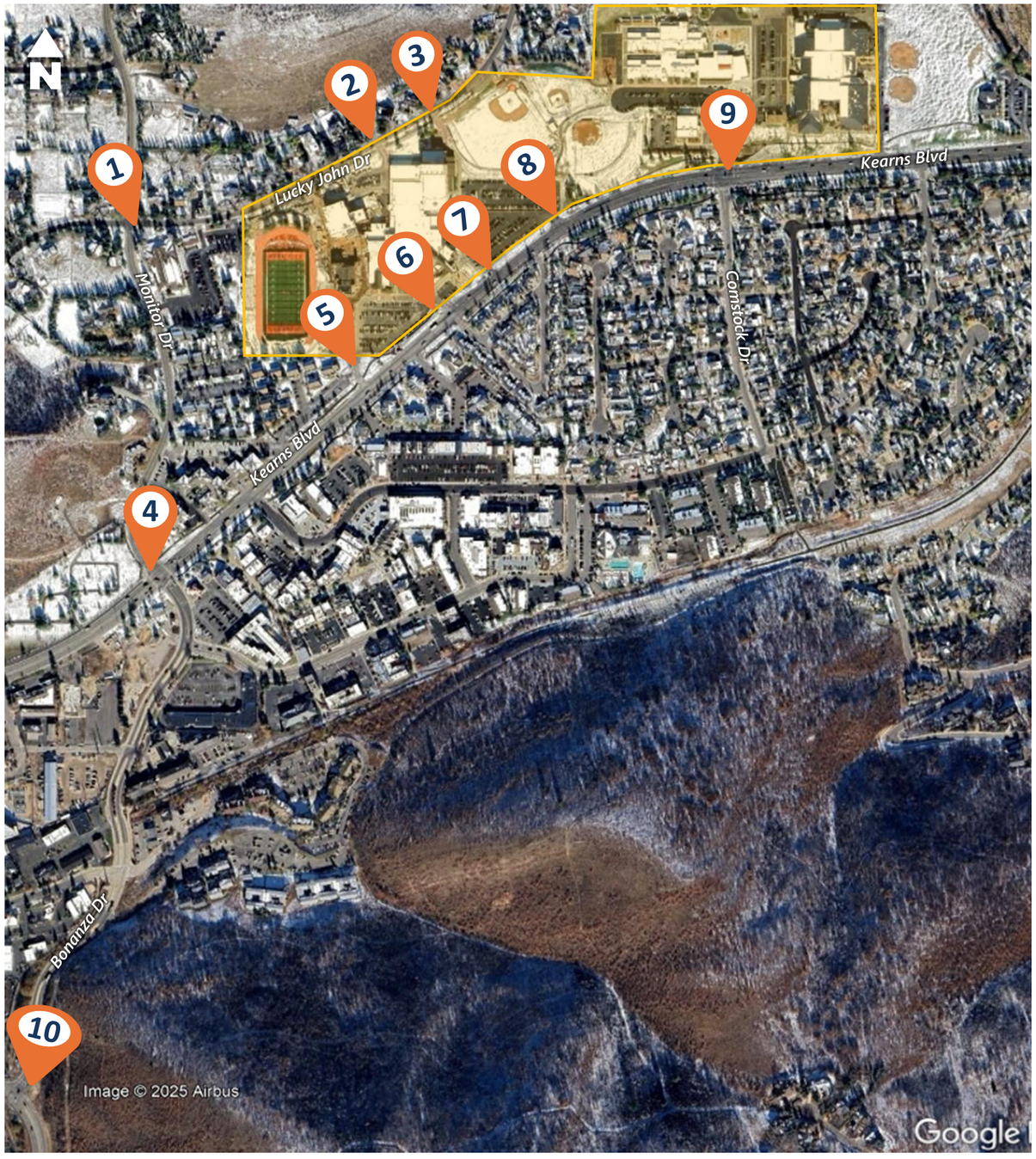
3.2 Roadway System

The primary roadways that provide access to the school district buildings are described here. **Kearns Boulevard (SR-248)** has a three-lane cross section for the majority of it's length along school district property. Kearns Blvd, along with SR 224 provide the primary ingress and egress for Park City. Kearns Blvd has a 35-mph speed limit near the study area. A city bus stop is located on Kearns between two of the high school driveways. **Bonanza Drive** has a three-lane cross section along most of it's length connecting Kearns Blvd to Deer Valley Dr. **Monitor Drive** is a two lane cross section roadway which provides access from Kearns Blvd to Lucky John Drive. **Lucky John Drive** has a two lane cross section and provides access to the back of the high school building.

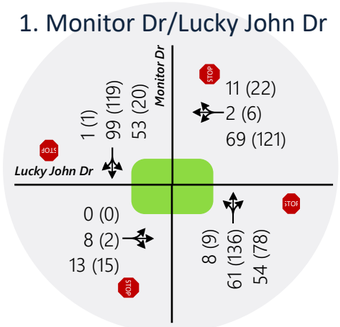
3.3 Traffic Volumes

Fehr & Peers collected traffic counts at the study intersections to establish a baseline of existing conditions and operations for the area. Weekday peak period traffic counts were recorded from 6:45 to 8:45 AM and from 1:45 to 3:45 PM on Tuesday, February 5th, 2025, at all study intersections. No monthly or daily adjustment factors were applied to the counts. The existing weekday peak hour volumes are shown in **Figure 2**. 7:00 AM to 8:00 AM was determined to be the peak hour of morning traffic, while 2:15 PM – 3:15 PM was determined to be the peak hour of afternoon traffic. The VISSIM model used 15-minute increments of traffic volumes and routing decisions to accurately capture the unique peaking characteristics of traffic entering and exiting the school campus during the peak hours. The elementary school begins and ends within an hour after the high school and junior high, and it is expected that trips associated with the elementary school occur during the peak hour of traffic for the high school.

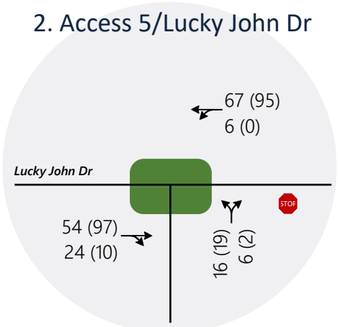
Parking counts were also collected on Tuesday, February 5th, 2025. Counts were collected at 9:00 AM, 11:00 AM, and 1:30 PM. The maximum number of parked cars was 714 or roughly 67% of total parking supply at the High School. Between the three mid-day time periods, the total number of parked cars fluctuated from 690 parked vehicles at 9:00 AM to 714 vehicles at 11:00 AM.



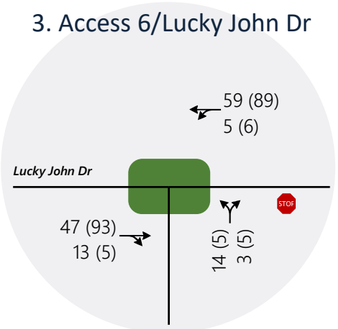
1. Monitor Dr/Lucky John Dr



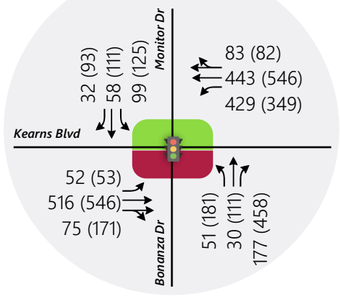
2. Access 5/Lucky John Dr



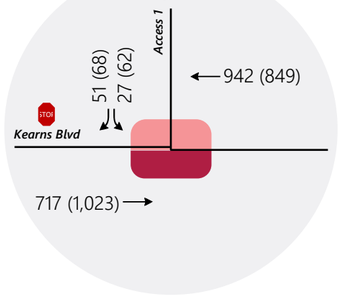
3. Access 6/Lucky John Dr



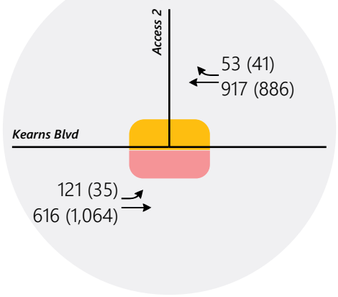
4. Bonanza Dr/Kearns Blvd



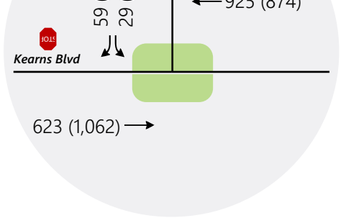
5. Access 1/Kearns Blvd



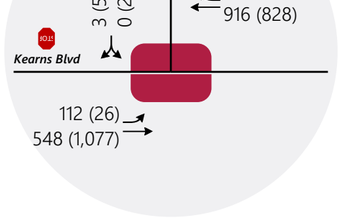
6. Access 2/Kearns Blvd



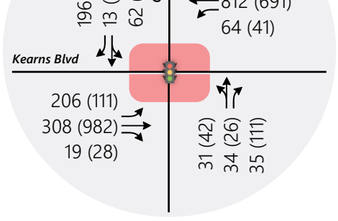
7. Access 3/Kearns Blvd



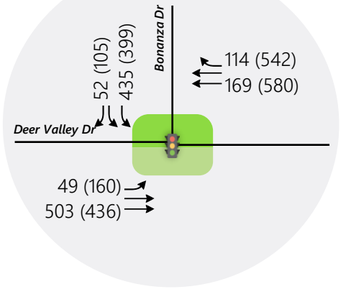
8. Access 4/Kearns Blvd



9. Comstock Dr/Kearns Blvd



10. Bonanza Dr/Deer Valley Dr



LEGEND

Stop Sign — Signalized

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM / PM: A B C D E F

Figure 2

Existing Conditions

3.4 Level of Service Analysis

Using VISSIM software and the HCM 7th Ed. delay thresholds outlined in the Introduction, the existing background AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the AM and PM peak hours are reported in **Table 3** (see Appendix for the detailed LOS report).

Table 3: Existing 2025 Conditions AM & PM Peak Hour LOS

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Monitor Dr & Lucky John Dr[1]	AM	All Way Stop	SBT	14	B	-	-
		PM		SBT	13	B	-	-
2	Access 5 & Lucky John Dr (western)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	7	A	-	-
3	Access 6 & Lucky John Dr (eastern)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	7	A	-	-
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[2]	AM	Signalized	-	-	-	19	B
		PM		-	-	-	**98**	**F**
5	Access 1 & Kearns Blvd (western lot exit)[1]	AM	Minor Street Stop	**SBL**	**46**	**E**	-	-
		PM		**SBL**	**201**	**F**	-	-
6	Access 2 & Kearns Blvd (western lot entrance)[1]	AM	Minor Street Stop	EBT	29	D	-	-
		PM		**EBT**	**43**	**E**	-	-
7	Access 3 & Kearns Blvd (eastern lot exit)[1]	AM	Minor Street Stop	SBL	21	C	-	-
		PM		SBL	25	C	-	-
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[1]	AM	Minor Street Stop	**EBT**	**53**	**F**	-	-
		PM		**EBT**	**54**	**F**	-	-
9	Comstock Dr & Kearns Blvd[2]	AM	Signalized	-	-	-	**58**	**E**
		PM		-	-	-	**59**	**E**
10	Bonanza Dr & Deer Valley Dr (224)[2]	AM	Signalized	-	-	-	13	B
		PM		-	-	-	16	C

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 3**, multiple intersections reach unacceptable levels of service at one or both daily peak hours. The intersections of Monitor Dr/Bonanza Dr & Kearns Blvd (SR 248), Access 1, Access 2, Access 4, and the intersection of Comstock & Kearns Blvd all reached unacceptable levels of service. A previously conducted study, SR-248 Environmental Assessment, analyzed multiple potential ways to address traffic

concerns along Kearns Blvd. In addition to the options considered in that report, this study provides potential mitigation strategies for addressing specific LOS concerns. For Intesection 4, Kearns Blvd and Bonanza Dr/ Monitor Dr, potential mitigation measures include dual left turn lanes and dedicated right turn lanes for each approach. Intersection 5, Access 1 & Kearns is the high school access which buses use for exiting the parking lot. The buses would benefit from a transit priority signal that would provide dedicated time for the buses exiting the school. Each of the following intersections, 6, 8, and 9, would benefit from an additional through lane for eastbound traffic, which would decrease vehicle delay. Signalization of these intersections would provide left-turning vehicles with a dedicated time to make their turns. Intersection 9, Comstock Dr. & Kearns Blvd. would additionally benefit from dual eastbound left turn lanes. The eastbound left turns along Kearns have high demand and relatively little available storage.

While collecting data and conducting site assessments, it was noted that many vehicles attempting a left turn into the school campus at any of the accesses along Kearns Blvd, especially at Comstock, would queue in the dual left turn lane. The demand for these eastbound left turn movements was high and occasionally impacted other traffic attempting to continue east along Kearns Blvd. This led to long delays for eastbound traffic. The striped storage length for each movement is noted in **Table 4** below. The average and maximum queue length for each movement is available for each analysis period in the Appendix.

In existing conditions the queue lengths exceed the available storage length at a number of intersections. Intersection 4 has queues that exceed storage length for all turning movements. Intersection 5 has queues that exceed the storage length for the southbound left turn. Intersections 6 and 8 have queues that exceed the storage length for the eastbound left turns. Intersection 9 has queues that exceed the storage length for the southbound and westbound turning movements as well as the eastbound left. Intersection 10 has queues that exceed the storage length for the southbound left turn movement.

The queues that are expected to increase as a result of the project are the westbound turns and southbound left turn at intersection 9 and the southbound turns at intersection 4 other turning movement which currently have queue lengths that exceed capacity are shorten in plus project conditions than in background conditions.

Table 4: Existing 2025 Conditions Turning Storage

Intersection			Available Turn Lane Storage (feet)							
ID	Location	Control	NBL	NBR	SBL	SBR	EBL	EBR	WBL	WBR
1	Monitor Dr & Lucky John Dr	All Way Stop	-	-	-	-	-	-	-	-
2	Access 5 & Lucky John Dr (western)	Minor Street Stop	100	100	-	-	-	-	-	-
3	Access 6 & Lucky John Dr (eastern)	Minor Street Stop	90	90	-	-	-	-	-	-
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)	Signalized	120	120	130	150	275	-	450	-
5	Access 1 & Kearns Blvd (western lot exit)	Minor Street Stop	-	-	130	130	-	-	-	-
6	Access 2 & Kearns Blvd (western lot entrance)	Minor Street Stop	-	-	-	-	400	-	-	100
7	Access 3 & Kearns Blvd (eastern lot exit)	Minor Street Stop	-	-	50	50	-	-	-	-
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)	Minor Street Stop	-	-	-	-	300	-	-	300
9	Comstock Dr & Kearns Blvd	Signalized	-	90	-	70	180	200	180	200
10	Bonanza Dr & Deer Valley Dr (224)	Signalized	-	-	130	-	160	-	-	150

Source: Fehr & Peers.

3.5 Pedestrian and Bicycle Conditions

The study area contains facilities designed to keep bikes and pedestrians away from the roadway. Kearns Blvd includes multi-use paths along both sides of the road between Bonanza Dr and Wyatt Earp Way. There are two underground crossings for both bikes and pedestrians on Kearns Blvd. One is in front of Park City High School, which is co-located with a public transit bus stop, and the other is in front of Treasure Mountain Junior High School. There is also a multi-use path along Bonanza Dr that includes an underground crossing to cross Deer Valley Dr and further north to cross to the east side of Bonanza Dr. Bonanza Dr also includes sidewalks directly adjacent to the roadway and uses shoulder space as an on-road bike lane. The high school provides bike racks outside of the building, the project is anticipated to continue providing bike racks around the school. The high school has wide sidewalks surrounding the building and these facilities are expected to remain for the plus project conditions.

3.6 Crash Analysis

A crash analysis was conducted for the most recent 5 years, a period of April 6, 2020, to April 6, 2025. This analysis included all of the study intersections in this report. During the study period there were a total of 219 crashes within the study area. Seven crashes involved cyclists, and one crash involved a pedestrian, resulting in a fatality. The fatal crash occurred on a Thursday morning and involved a pickup truck heading eastbound on Kearns Blvd and a pedestrian roughly 150 feet southwest of the intersection of Cooke Dr and Kearns Blvd. The pedestrian tunnel in the vicinity was in place when this crash occurred in 2024 but further active transportation improvements are recommended as the countermeasure in the crash report, no contribution circumstances were listed. In total four, about 1%, crashes that resulted in serious injury or fatality. The most common crash types were rear-ends and left turns resulting in 40% and 26% of crashes respectively. Teen drivers were involved in 26% of crashes. A breakdown of all crash types can be seen in **Figure 3**.

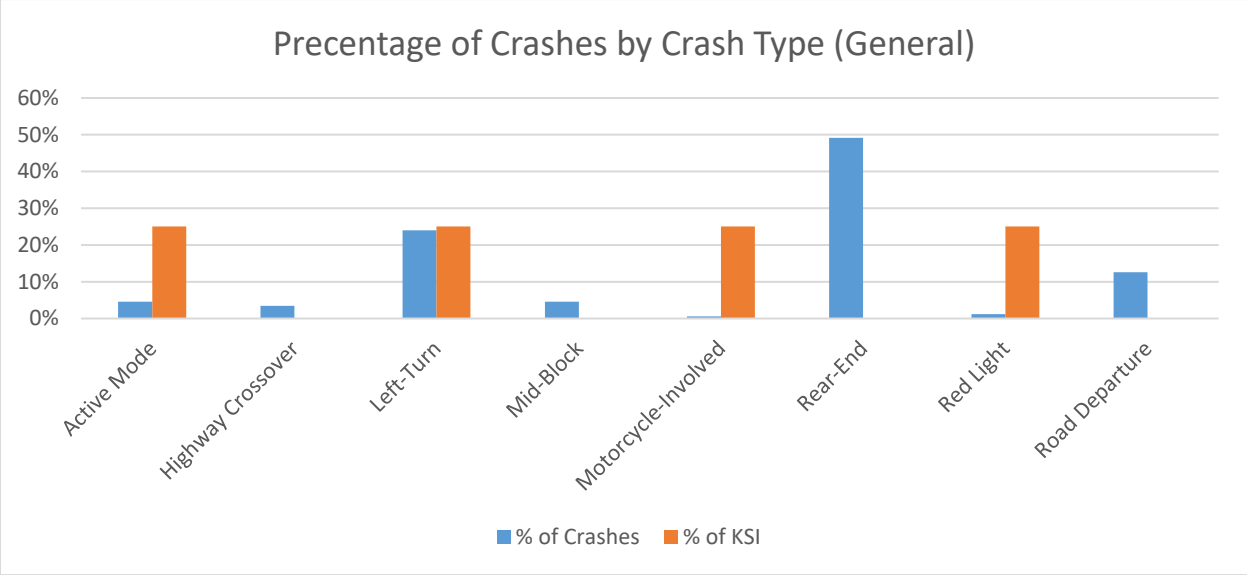


Figure 3: Crashes by Type

Figure 4 and **Figure 5** show the temporal breakdown of crashes. More crashes occur during the school year and peak in the winter months. Crashes were most likely to occur in the afternoon with 37% of crashes occurring between 2 pm and 5 pm. The effect of weather on crashes is also notable with 12% of crashes occurring in snowy conditions while 72% were on clear days.

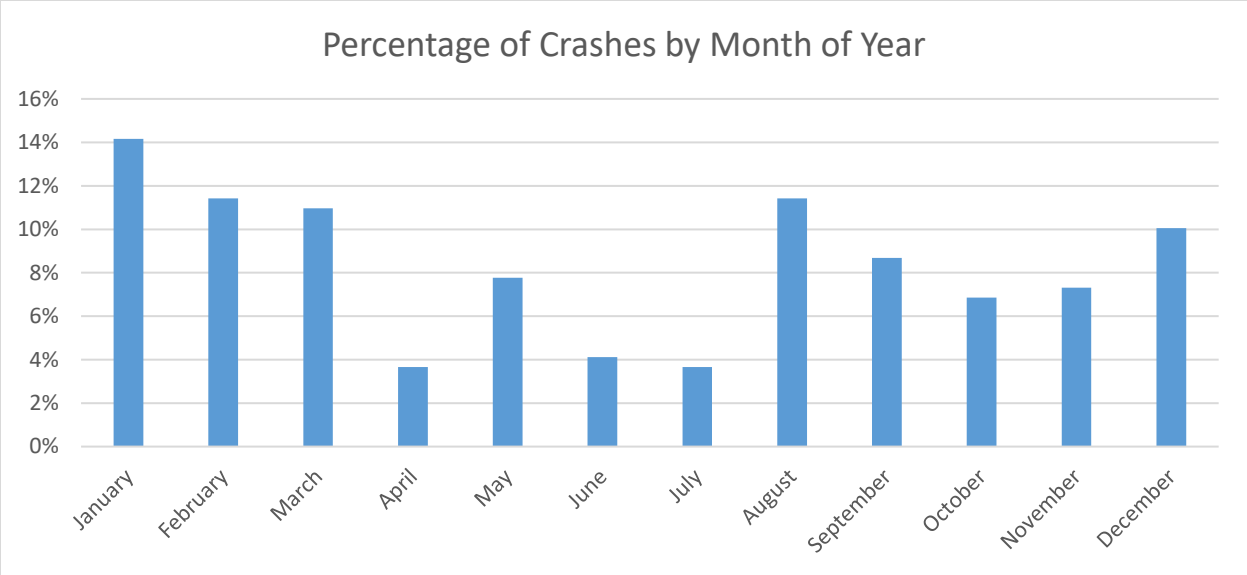


Figure 4: Crashes by Month

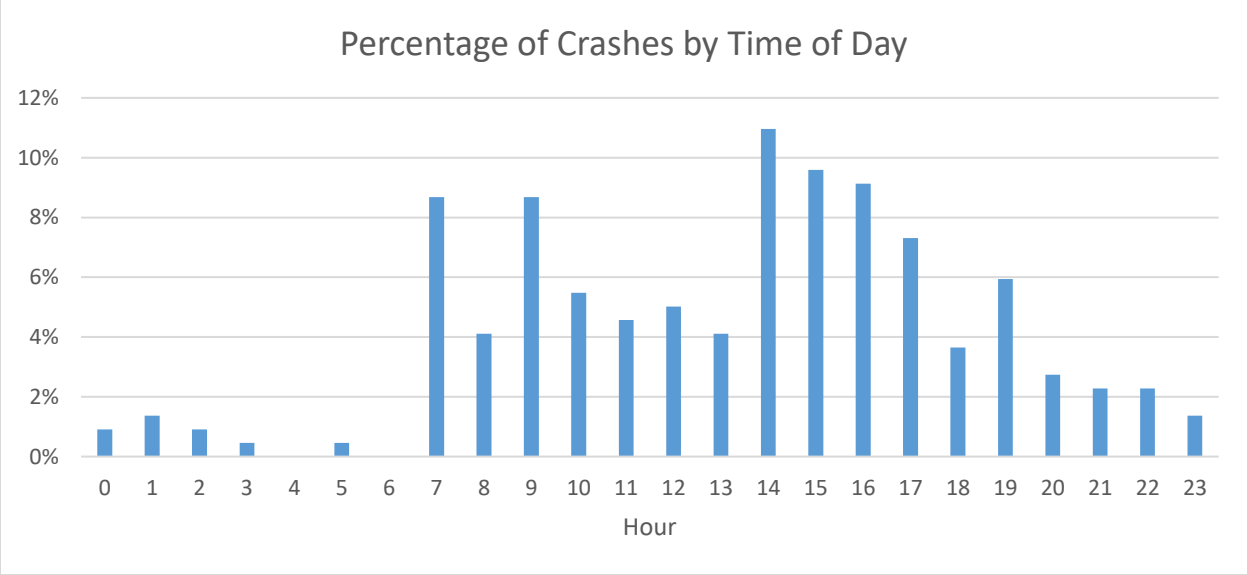


Figure 5: Crashes by Time of Day

53% of crashes occurred at intersections, with the total number of crashes for each intersection shown in **Table 5**.

Table 5: Crashes by intersection

Intersection	Number of Crashes	Percent of Crashes
Bonanza Dr / Deer Valley Dr	23	11%
Comstock Dr / Kearns Blvd	15	7%
Kearns Dr / Buffalo Bill Dr	5	2%
Kearns Dr / Wyatt Earp Way	3	1%
Kearns Dr /Sidewinder Dr	17	8%
Lucky John Dr / Monitor Dr	3	1%
Monitor Dr / Kearns Blvd	32	15%
PCHS Kearns Driveway 1	2	1%
PCHS Kearns Driveway 2	11	5%
PCHS Kearns Driveway 3	4	2%
PCHS Kearns Driveway 4	2	1%
PCHS Luck John Driveway 1	0	0%
PCHS Luck John Driveway 2	0	0%
Not at intersection	102	47%

The intersection resulting in the most crashes was Monitor Dr & Kearns Blvd with 32. Left turns were involved in 53% of crashes at this intersection. No serious injuries or fatalities were reported at this intersection and 75% of crashes resulted in no injury. Bonanza Drive & Deer Valley Road was also notable with 23 crashes reported. Similarly, left turns were the most likely event to result in a crash with 29% of crashes resulting from left turns. Speed was a bit more of a factor at this intersection, with speed being involved in 17% of crashes, slightly higher than the entire study area's 13%.

Park City High School Driveways combined were the site of 19 crashes. Crashes at driveways were most likely to rear-ends, with 63% of crashes involving rear ends. No left turn crashes were reported at the school intersections. 58% of crashes involved teen drivers. Pedestrians and cyclists were not involved in any crashes at school driveways.

4. Project Conditions

4.1 Purpose

The project conditions analysis explains the changes expected from the Park City High School master plan. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

4.2 Project Description

The Park City High School master plan impacts the school grounds from the High School east to the current site of Treasure Mountain Junior High School. In the full build out of the plan Treasure Mountain Junior High School is demolished and the 9th grade students and staff relocate to the High School building and the 8th grade students relocate to another existing junior high. Along with demolishing the Treasure Mountain building, the current easternmost access to the High School parking lot will be removed. It is assumed that the McPolin Elementary School and Park City Learning Center will remain with the same use patterns as under existing conditions. Access will instead be served by the intersection of Comstock and Kearns to a new parking lot. The new eastern parking lot for the High School will include an access on Lucky John Drive, and the existing exit onto Kearns will be right out only. A bus lane will also be constructed connecting the western High School parking lot to Lucky John Drive. This bus lane is intended to be used by buses when traffic on Kearns Blvd creates unsafe conditions for the school buses, which would then turn onto Luck John Drive from the high school to prevent unsafe vehicle manuvers. An overview of the changes expected from the master plan is provided in the Appendix.

4.3 Trip Generation

Trip generation estimates for the project were developed using existing trip totals and the number of students and staff at the High School, Junior High School, and Elementary School. Future trip generation was determined according to projected staff and student populations for 9th through 12th grade and the calculated trip rate for students and staff from existing conditions. **Table 6** shows the student and staff population projections for the High School, Jr High, and Elementary School at this campus. **Table 7** shows the number of trips anticipated to be generated by the High School in each time period of each scenario evaluated.

Trip rates for parking and drop off/pick up were generated using the provided student and staff population numbers and the data collected for total vehicles entering and exiting the High School site between 7:00 AM to 8:00 AM and 2:15 PM to 3:15 PM. The trips for parking or drop off/pick up were created for each student class and school staff populations, these rates are provided in **Table 8**. The assumptions used to

calculate these trip rates were that each school staff member generated one parking trip during the data collection period, of students that park at school 50% are seniors, 40% are juniors, and 10% are sophomores, and drop offs/pick ups are equally split between each grade of their respective buildings. The trip rates provided by ITE for schools, based on student or staff population, are provided in **Table 9** for comparison.

The trips associated with the 8th grade student and staff population at TMJH were removed in the project conditions due to these classes being relocated outside of this school campus. The distribution from the site was updated to reflect changes in access to the school campus that are proposed with the project, such as the removal of school access at intersection 8.

Table 6: Park City School District Population Projections

Population Projections	2024-2025	2025-2026	2033-2034
Park City High School Student Enrollment			
10th grade	394	392	259
11th grade	370	394	243
12th grade	411	374	319
Total PCHS Student Enrollment	1,175	1,160	821
Treasure Mountain Jr High Student Enrollment			
8th grade	360	351	264
9th grade	381	365	245
Total TMJH Student Enrollment	741	716	509
McPolin Elementary Student Enrollment			
Kindergarten	55	50	50
1st Grade	55	55	50
2nd Grade	63	55	50
3rd Grade	51	63	50
4th Grade	76	51	50
5th Grade	68	76	50
Total MPE Student Enrollment	368	350	300
Total High School Students – Existing Configuration	1,175	1,160	821
Total High School Students – Future Configuration	1,556	1,525	1,066
Total Campus Students – Existing Configuration	2,284	2,226	1,630
Total Campus Students – Future Configuration	1,924	1,875	1,366
Park City High School Staff Population	114	111	66
Treasure Mountain Jr High Staff Population	70	68	48
McPolin Elementary Staff Population	70	67	57
Total High School Staff – Existing Configuration	114	111	66
Total High School Staff – Future Configuration	149	145	90
Total Campus Staff – Existing Configuration	184	178	123
Total Campus Staff – Future Configuration	219	212	147

Source: Park City School District, 2025.

Table 7: Trip Generation – Park City High School

Trip Purpose	Existing AM	Existing PM	2025 + Project AM	2025 + Project PM	2034 background AM	2034 background PM	2034 + Project AM	2034 + Project AM
Drop off / Pick up	88	66	207	122	61	46	138	82
Parking / Parked	250	184	267	209	167	121	179	138
Total Inbound Trips	**338**	**66**	**474**	**122**	**229**	**46**	**317**	**82**
Total Outbound Trips	**88**	**250**	**207**	**331**	**61**	**167**	**138**	**220**

Source: Fehr & Peers, 2025.

Table 8: Park City School District Trip Rates

Population	AM Drop Off Rate	AM Parking Rate	PM Pick Up Rate	PM Parking Rate
Students				
Elementary	0.14	n/a	0.24	n/a
8th grade	0.30	n/a	0.14	n/a
9th grade	0.31	n/a	0.15	n/a
10th grade	0.07	0.04	0.06	0.03
11th grade	0.07	0.18	0.06	0.11
12th grade	0.07	0.20	0.06	0.13
Staff				
Elementary School	n/a	0.76	n/a	0.39
Jr High School	n/a	0.49	n/a	0.70
High School	n/a	0.72	n/a	0.70

Source: Fehr & Peers, 2025.

Table 9: ITE School Uses Trip Rates

Independent Variable	ITE Code	AM Peak Rate	PM Peak Rate
Students			
Elementary School	520	0.74	0.44
Middle School/Jr High	522	0.75	0.34
High School	525	0.53	0.31
Private School (K-8)	530	1.01	0.60
Private School (K-12)	532	0.75	0.50
Private High School	534	0.66	0.40
Charter Elementary School	536	1.09	0.73
Charter School (K-12)	538	0.84	0.60
Charter High School	539	0.94	0.55
Staff			
Elementary School	520	7.37	4.60
Middle School/Jr High	522	9.19	4.83
High School	525	5.37	3.36
Private School (K-8)	530	8.88	5.72
Private School (K-12)	532	4.90	3.61
Private High School	534	4.30	2.49
Charter Elementary School	536	13.93	10.64
Charter School (K-12)	538	13.75	10.66
Charter High School	539	n/a	n/a

Source: ITE 12th edition, 2025.

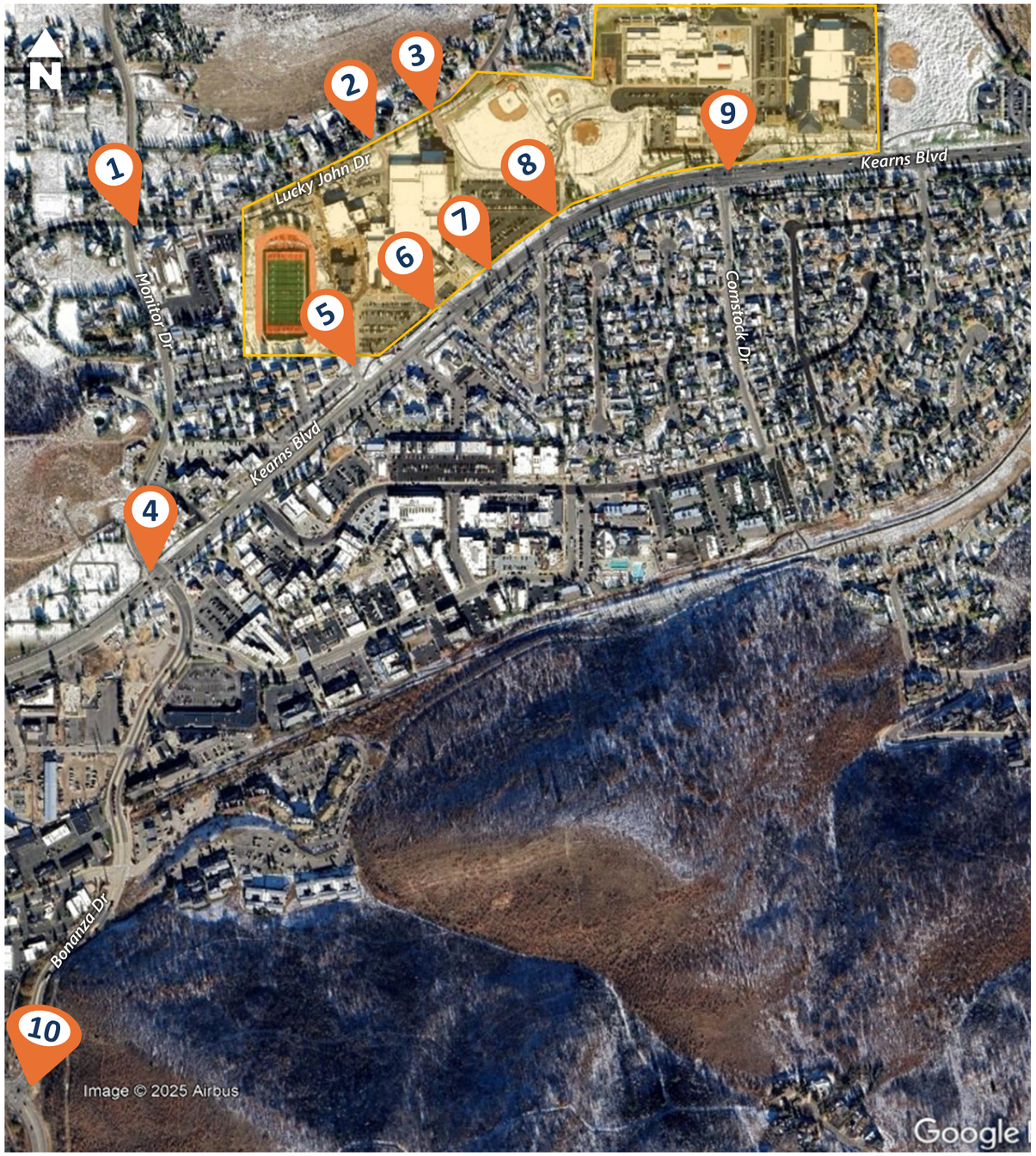
5. 2025 plus Project Conditions

5.1 Purpose

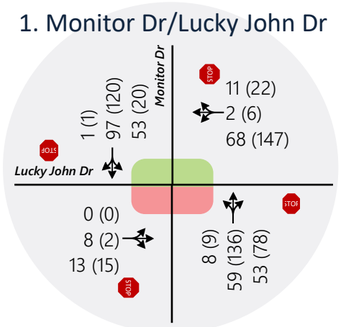
The 2025-plus project conditions analyses evaluate the impact of the proposed master plan on the surrounding roadway network. In order to analyze this impact, trips associated with the High School and Junior High School were updated to reflect the relocation of the 9th grade students and staff to the existing High School building. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed Park City High School master plan.

5.2 Traffic Volumes

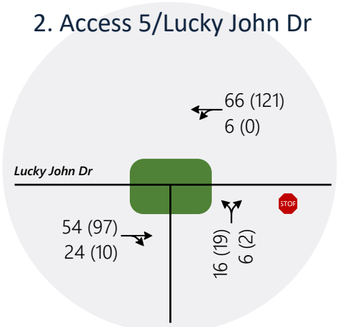
Three factors affected the plus project traffic volumes, this includes the addition of the 9th grade students and staff to the existing High School building, the removal of the 8th grade students and staff from this school district campus, and the modification of accesses as described in the Project Conditions section. These changes result in 249 fewer trips entering or exiting the school accesses (Intersections 2, 3, 5, 6, 7, 8, and 9) during the AM peak hour and 174 fewer trips in the PM peak hour. **Figure 6** shows the AM and PM peak hour traffic volumes at the study intersections in the 2025 plus project scenario.



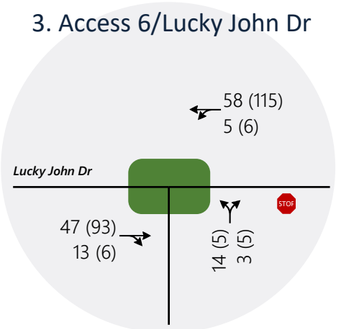
1. Monitor Dr/Lucky John Dr



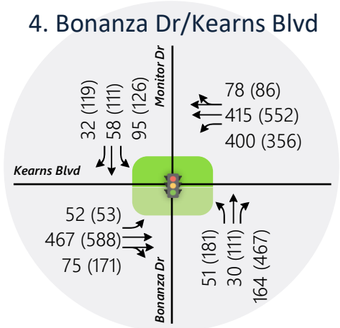
2. Access 5/Lucky John Dr



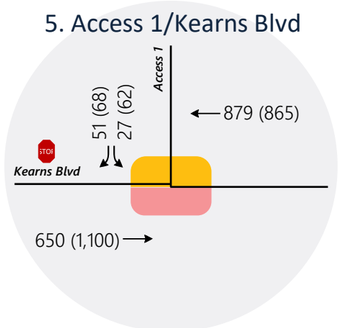
3. Access 6/Lucky John Dr



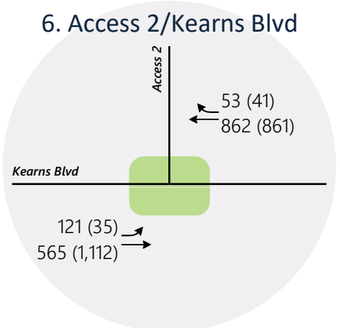
4. Bonanza Dr/Kearns Blvd



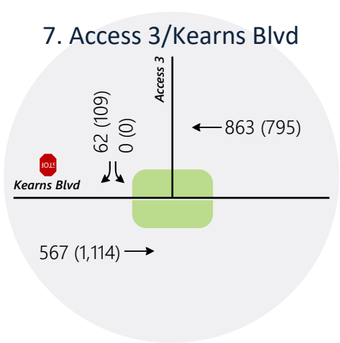
5. Access 1/Kearns Blvd



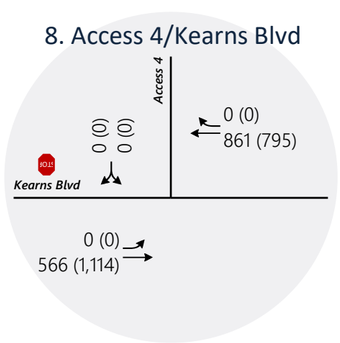
6. Access 2/Kearns Blvd



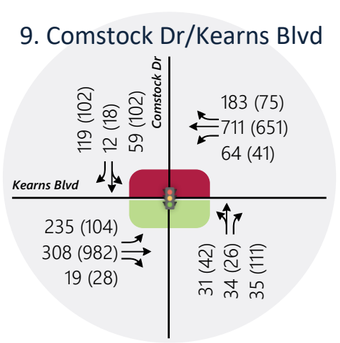
7. Access 3/Kearns Blvd



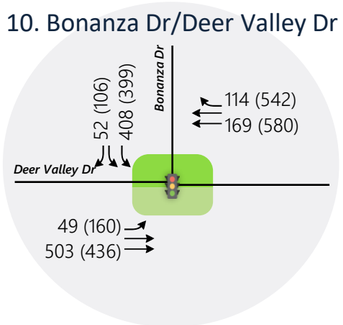
8. Access 4/Kearns Blvd



9. Comstock Dr/Kearns Blvd



10. Bonanza Dr/Deer Valley Dr



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 6

Existing plus Projects Conditions

5.3 Level of Service Analysis

Using VISSIM software and the HCM 7th Ed. delay thresholds provided in the Introduction, 2025 plus project AM and PM peak hour LOS was computed for each study intersection for the conceptual site development. The AM and PM peak hour results are reported for the 2025 plus project analysis in **Table 10**. Detailed LOS reports are included in the Appendix. The project conditions modified the geometry of the school access, but the impacts of the vehicle routing and volume changes have impacts at intersections that do not have geometric changes. The improved flow of traffic along Kearns Boulevard improve the LOS at intersection 4 despite no geometric changes occurring at the intersection itself.

Table 10: Existing plus Project 2025 Conditions AM & PM Peak Hour LOS

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Monitor Dr & Lucky John Dr[1]	AM	All Way Stop	WBL	18	C	-	-
		PM		**WBL**	**38**	**E**	-	-
2	Access 5 & Lucky John Dr (western)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	8	A	-	-
3	Access 6 & Lucky John Dr (eastern)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	8	A	-	-
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[2]	AM	Signalized	-	-	-	18	B
		PM		-	-	-	30	C
5	Access 1 & Kearns Blvd (western lot exit)[1]	AM	Minor Street Stop	SBL	28	D	-	-
		PM		**SBL**	**36**	**E**	-	-
6	Access 2 & Kearns Blvd (western lot entrance)[1]	AM	Minor Street Stop	EBT	20	C	-	-
		PM		EBT	19	C	-	-
7	Access 3 & Kearns Blvd (eastern lot exit)[1]	AM	Minor Street Stop	SBR	17	C	-	-
		PM		SBR	20	C	-	-
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[1]	AM	Removed	-	-	-	-	-
		PM		-	-	-	-	-
9	Comstock Dr & Kearns Blvd[2]	AM	Signalized	-	-	-	**87**	**F**
		PM		-	-	-	26	C
10	Bonanza Dr & Deer Valley Dr (224)[2]	AM	Signalized	-	-	-	13	B
		PM		-	-	-	24	C

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 10**, multiple intersections operate at unacceptable levels of service. Intersection 1, Monitor Dr & Lucky John Dr would benefit from a dedicated westbound left turn lane. Intersection 5, the westernmost access for the High School along Kearns Blvd, would benefit from restricting the outbound traffic to right out only. Intersection 9, Comstock Dr and Kearns Blvd would benefit from dual eastbound left turn lanes. If a dedicated westbound left turn lane were added to the intersection of Monitor Dr & Lucky John Dr, the level of service would improve from LOS E to LOS B. If dual eastbound left turn lanes were added to the intersection of Comstock Dr & Kearns Blvd the delay would decrease from 87 seconds in the AM peak hour to 59 seconds, which is still a level of service of E. Further mitigation for westbound traffic, such as an additional through lane, would improve the overall level of service of the intersection above LOS E.

5.4 Pick-up and drop-off analysis

Data collected on Tuesday, February 5th, 2025 informed how the pick up / drop off curb operates for the High School. In the morning peak hour 55 vehicles were observed using the official drop-off zone. Vehicles dwelled for roughly 30 seconds, and the majority (75%) of drop-offs during the peak hour occurred between 7:15 AM and 7:35 AM. In the afternoon peak hour 23 vehicles were observed using the pick-up zone. The first round of vehicles arrived early and dwelled for an average of 12 minutes. The second round of vehicles arrived after school got out and dwelled for only two minutes. The split between vehicles arriving early and those arriving after school was relatively even. 56% of pick-ups occurred after 2:25 PM. These data points informed the calibration of the VISSIM model to the unique peaking nature of school pick-up/drop-off zones and how long vehicles would take to wait or load and unload passengers.

The number of drop-offs and pick-ups are expected to grow from current conditions by 136% and 85%, respectively. It was assumed in the build scenario that the pick-up and drop-off zone would be approximately 300 feet long and include one dwelling land and one through lane. In future plus project scenarios evaluated in VISSIM, 300 feet was adequate space for both AM drop-off and PM pick-up demand. No vehicles queued outside of the dedicated 300-foot loading zone.

6. Future 2034 Background Conditions

6.1 Purpose

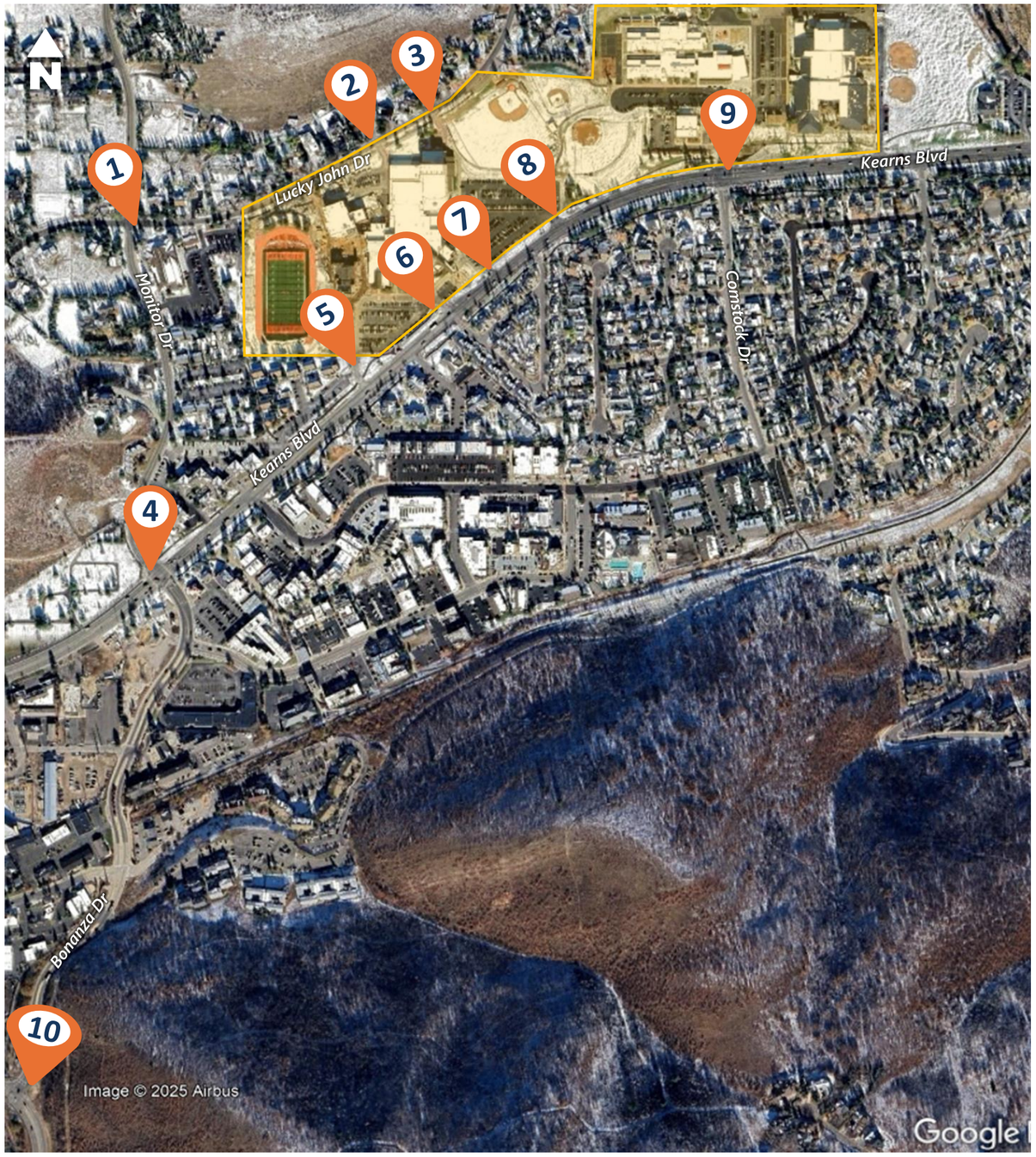
The purpose of the future 2034 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2034 traffic volumes. This analysis provides a baseline condition for the year 2034, which can be used to determine future project impacts.

6.2 Traffic Volumes

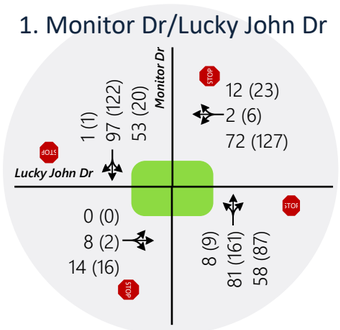
Fehr & Peers projected 2034 volumes using linear annual growth rates based on Summit County Travel Demand Model. The forecast includes projected traffic volumes on key roadways in the Park City roadway network. The increase in projected volume between the 2023 and 2032 models varied depending on the segment of road in the study area. The following growth rates were applied to the roadway segments in the study area:

- Kearns Blvd: 3%
- Monitor Dr: 1%
- Lucky John Dr: 1%
- Bonanza Dr: 1%
- Deer Valley Dr: 1%

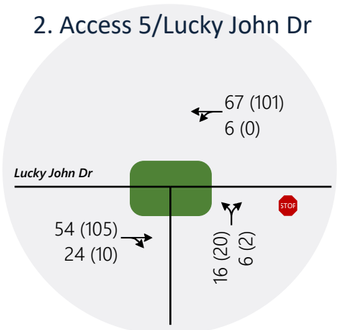
The growth rates were applied to the existing background volumes to formulate the traffic volumes for the future 2034 background conditions. The population changes at the schools in the school campus result in 371 fewer trips entering or exiting the school accesses (Intersections 2, 3, 5, 6, 7, 8, and 9) during the AM peak hour and 261 fewer trips in the PM peak hour. The projected 2034 background peak hour traffic volumes are shown in **Figure 7**.



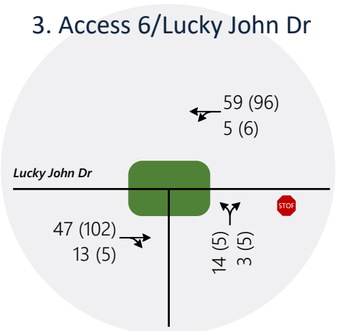
1. Monitor Dr/Lucky John Dr



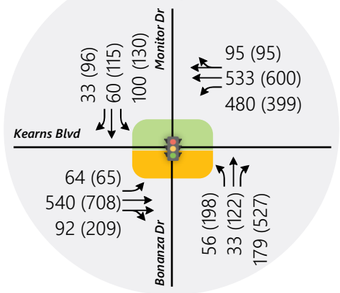
2. Access 5/Lucky John Dr



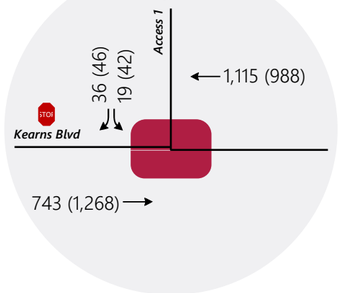
3. Access 6/Lucky John Dr



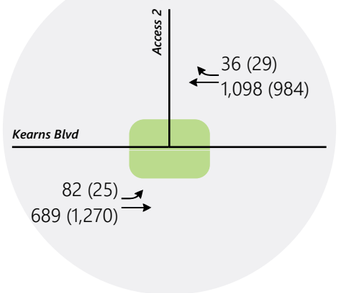
4. Bonanza Dr/Kearns Blvd



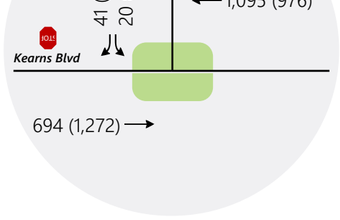
5. Access 1/Kearns Blvd



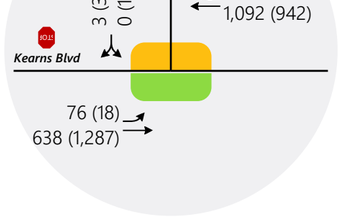
6. Access 2/Kearns Blvd



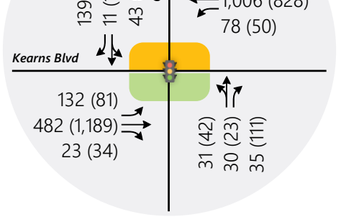
7. Access 3/Kearns Blvd



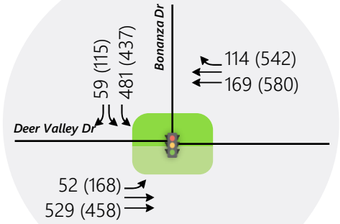
8. Access 4/Kearns Blvd



9. Comstock Dr/Kearns Blvd



10. Bonanza Dr/Deer Valley Dr



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 7

2034 Future Background Conditions

6.3 Level of Service Analysis

Using VISSIM software and the HCM 7th Ed. delay thresholds provided in the Introduction, future 2034 background peak hour LOS was computed for each study intersection. The results of this analysis for the AM and PM peak hours are reported in **Table 11** (see Appendix for the detailed LOS report).

Table 11: Future Background 2034 Conditions AM & PM Peak Hour LOS

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Monitor Dr & Lucky John Dr[1]	AM	All Way Stop	SBT	14	B	-	-
		PM		NBT	13	B	-	-
2	Access 5 & Lucky John Dr (western)[1]	AM	Minor Street Stop	NBL	8	A	-	-
		PM		NBL	8	A	-	-
3	Access 6 & Lucky John Dr (eastern)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	7	A	-	-
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[2]	AM	Signalized	-	-	-	21	C
		PM		-	-	-	40	D
5	Access 1 & Kearns Blvd (western lot exit)[1]	AM	Minor Street Stop	**SBL**	**75**	**F**	-	-
		PM		**SBL**	**187**	**F**	-	-
6	Access 2 & Kearns Blvd (western lot entrance)[1]	AM	Minor Street Stop	EBL	21	C	-	-
		PM		EBL	18	C	-	-
7	Access 3 & Kearns Blvd (eastern lot exit)[1]	AM	Minor Street Stop	SBR	17	C	-	-
		PM		SBR	20	C	-	-
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[1]	AM	Minor Street Stop	EBL	30	D	-	-
		PM		EBL	11	B	-	-
9	Comstock Dr & Kearns Blvd[2]	AM	Signalized	-	-	-	54	D
		PM		-	-	-	26	C
10	Bonanza Dr & Deer Valley Dr (224)[2]	AM	Signalized	-	-	-	13	B
		PM		-	-	-	23	C

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 11**, only one intersection is anticipated to operate at unacceptable levels of service. Intersection 5, Kearns Blvd & Access 1 (the westernmost High School access along Kearns) operates at deficient LOS in both the AM and PM peak periods. Potential mitigations include creating a transit priority signal to provide school buses dedicated time to turn onto Kearns Blvd. Another potential mitigation would be to prohibit private vehicles from making left-hand turns at this intersection.

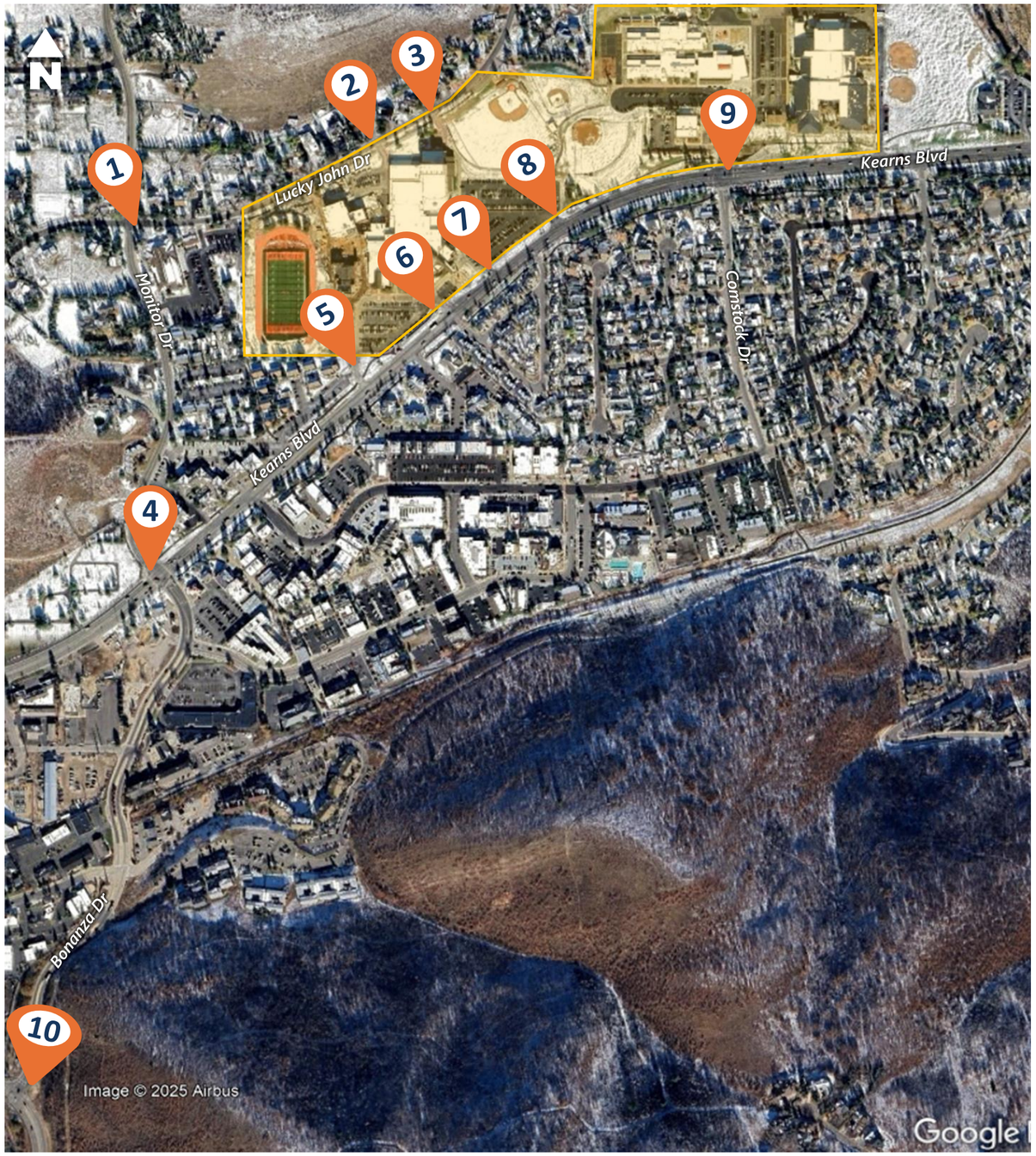
7. Future 2034 plus Project Conditions

7.1 Purpose

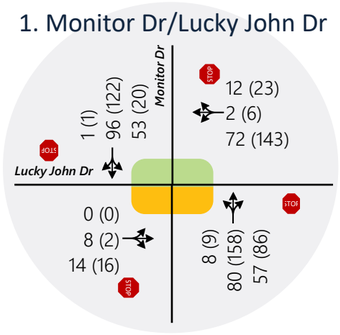
The 2034 plus project conditions analyses evaluate the impact of the proposed master plan traffic on the surrounding roadway network. Intersection LOS analyses were performed and compared to the results of the 2034 background traffic volumes. This comparison shows the impact of the proposed Park City High School master plan.

7.2 Traffic Volumes

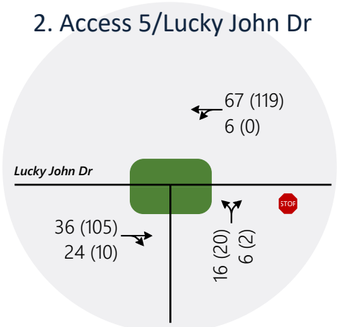
Traffic volumes for the 2034-plus project scenario reflect the expected background traffic changes on the roadway network as well as the anticipated changes as a result of the implementation of the Park City High School master plan. These changes result in 160 fewer trips entering or exiting the school accesses (Intersections 2, 3, 5, 6, 7, 8, and 9) during the AM peak hour and 112 fewer trips in the PM peak hour. **Figure 8** shows the AM and PM peak hour traffic volumes at the study intersections in the 2035 plus project scenario.



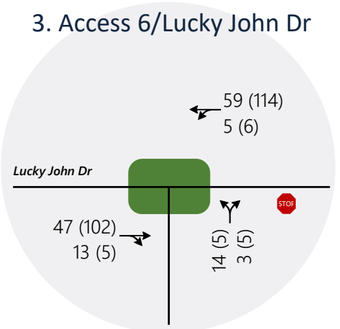
1. Monitor Dr/Lucky John Dr



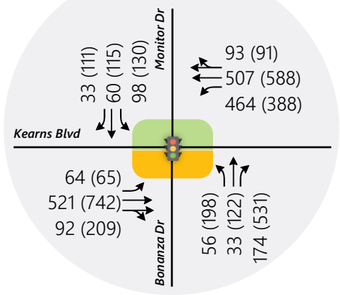
2. Access 5/Lucky John Dr



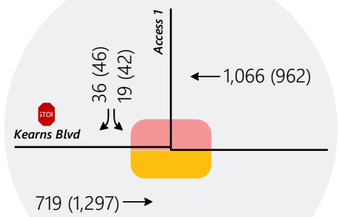
3. Access 6/Lucky John Dr



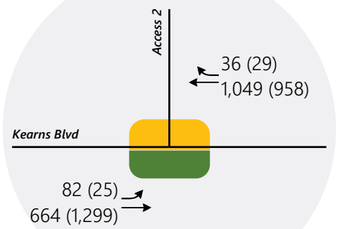
4. Bonanza Dr/Kearns Blvd



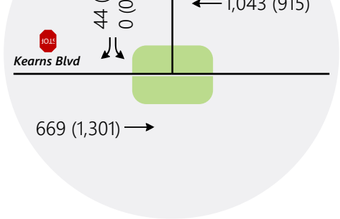
5. Access 1/Kearns Blvd



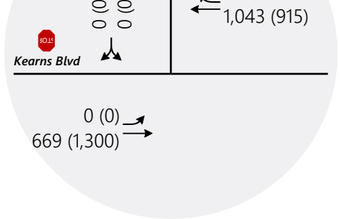
6. Access 2/Kearns Blvd



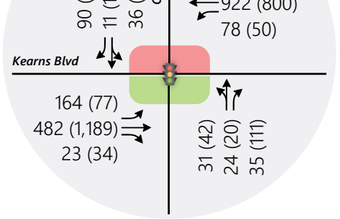
7. Access 3/Kearns Blvd



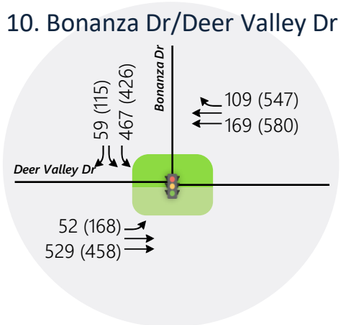
8. Access 4/Kearns Blvd



9. Comstock Dr/Kearns Blvd



10. Bonanza Dr/Deer Valley Dr



LEGEND

STOP *Stop Sign* *Signalized*

Lane Configuration — AM (PM) / AM (PM) / AM (PM) — *Peak Hour Traffic Volume per lane*

Intersection Level of Service (LOS):

AM / PM — A B C D E F

Figure 8

Future 2034 plus Project Conditions

7.3 Level of Service Analysis

Using VISSIM software and the HCM 7th Ed. delay thresholds provided in the Introduction, 2034 plus project AM and PM peak hour LOS was computed for each study intersection for the conceptual site development. The AM and PM peak hour results are reported for the 2034 plus project analysis in **Table 12**. Detailed LOS reports are included in the Appendix.

Table 12: Future plus Project 2034 Conditions AM & PM Peak Hour LOS

Intersection				Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Control	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Monitor Dr & Lucky John Dr[1]	AM	All Way Stop	WBL	19	C	-	-
		PM		WBL	32	D	-	-
2	Access 5 & Lucky John Dr (western)[1]	AM	Minor Street Stop	NBL	8	A	-	-
		PM		NBL	7	A	-	-
3	Access 6 & Lucky John Dr (eastern)[1]	AM	Minor Street Stop	NBL	7	A	-	-
		PM		NBL	7	A	-	-
4	Monitor Dr/Bonanza Dr & Kearns Blvd (248)[2]	AM	Signalized	-	-	-	21	C
		PM		-	-	-	39	D
5	Access 1 & Kearns Blvd (western lot exit)[1]	AM	Minor Street Stop	**SBL**	**48**	**E**	-	-
		PM		SBL	34	D	-	-
6	Access 2 & Kearns Blvd (western lot entrance)[1]	AM	Minor Street Stop	EBL	32	D	-	-
		PM		EBL	10	A	-	-
7	Access 3 & Kearns Blvd (eastern lot exit)[1]	AM	Minor Street Stop	SBR	22	C	-	-
		PM		SBR	24	C	-	-
8	Access 4 & Kearns Blvd (eastern lot entrance/exit)[1]	AM	Removed	-	-	-	-	-
		PM		-	-	-	-	-
9	Comstock Dr & Kearns Blvd[2]	AM	Signalized	-	-	-	**75**	**E**
		PM		-	-	-	27	C
10	Bonanza Dr & Deer Valley Dr (224)[2]	AM	Signalized	-	-	-	13	B
		PM		-	-	-	24	C

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 12**, two intersections operate at unacceptable levels of service. Intersection 5, Kearns Blvd & Access 1 (the westernmost High School access along Kearns), and Intersection 9, Comstock & Kearns,

operate at deficient LOS in the AM peak period. A possible mitigation for Intersection 5 would be to prohibit left turns exiting the school parking lot. A possible mitigation for Intersection 9 would be to add a second eastbound left turn lane. If this were added to the intersection of Comstock Dr & Kearns Blvd the level of service would improve from LOS E to LOS D.

7.4 Pick-up and drop-off analysis

The number of drop-offs and pick-ups are expected to grow from current conditions by 57% and 24%, respectively. It was assumed in the build scenario that the pick-up and drop-off zone would be approximately 300 feet long and include one dwelling land and one through lane. In future plus project scenarios evaluated in VISSIM, 300 feet was adequate space for both AM drop-off and PM pick-up demand. No vehicles queued outside of the dedicated 300-foot loading zone. Due to the projected decreasing student population, the number of pick-ups and drop-offs in 2034 are expected to be lower than the existing plus project scenario.

8. Recommended Mitigations

A number of intersections were found to operate at unacceptable LOS in this analysis. Existing conditions had the most intersections failing in either the AM or PM peak hour analysis. Existing conditions has five intersections operating at unacceptable LOS. These intersections include: Monitor Dr/Bonanza Dr & Kearns Blvd, Access 1 & Kearns Blvd, Access 2 & Kearns Blvd, Access 4 & Kearns Blvd, and Comstock Dr & Kearns Blvd. The only other intersection that reaches an unacceptable level of service throughout the other analysis periods is the intersection of Monitor Dr & Lucky John Dr. There are potential mitigations for each of the failing study intersections.

A previously conducted study, SR-248 Environmental Assessment, provides potential mitigations along Kearns Blvd. Other mitigation measures are listed here for each intersection.

Monitor Dr & Lucky John Dr – A dedicated westbound left-turning lane. A phased approach to the new parking lot access on Lucky John could also reduce overall traffic on Lucky John Dr in plus project scenarios.

Monitor Dr/Bonanza Dr & Kearns Blvd – Dual left turn lanes and dedicated right turn lanes for east and westbound traffic.

Access 1 & Kearns Blvd – Transit priority signal to provide dedicated time to school buses exiting the parking lot in the existing layout. Restricting private vehicles to right out only in plus project scenarios.

Access 2 & Kearns Blvd – This intersection could also benefit from a transit priority signal to provide buses with dedicated time to turn into the parking lot. An additional eastbound through lane would decrease the vehicle delay for eastbound traffic.

Access 4 & Kearns Blvd – As noted for the other two High School accesses, signalization would provide vehicles making left turns dedicated time. An additional eastbound through lane at this location would decrease the vehicle delay for eastbound traffic.

Reducing the number of trips entering and exiting the High School is a broader approach that Park City High School could take towards improving AM and PM peak hour traffic conditions. A few ways that overall trip generation could be reduced by Park City High School would include parking control or limitations, staggered school start times, improvements to active transportation, and improvements to transit. By reducing the number of student parking permits issued by the High School, fewer students would drive to and from the school during peak hours. Parking permits could require renewal more frequently to encourage students who do not need to drive all the time to take alternative modes. Improving on-site bicycle and active transportation facilities is another way that overall vehicle trips could be reduced.

Including a bike share station on site or bike repair tools could further reduce the challenge for students to use active modes to access school. Any improvements to public transit, especially routes that stop at the High School, could potentially decrease private vehicle traffic as well.

9. Conclusion

Multiple study intersection operate at deficient levels of service in existing conditions. Future conditions and plus project scenarios (existing and future) are expected to experience deficient levels of service for fewer intersections overall. The future conditions are expected to have fewer intersections at unacceptable LOS due to lower projected staff and student populations at the High School. Plus project scenarios are expected to have fewer intersections operating at unacceptable LOS due to the removal of traffic associated with 8th grade students and staff, as well as a different access configuration to the High School. Mitigations are provided for each intersection that operates at LOS E or F in the studied scenarios.

Appendix

Site Plan: Park City High School Master Plan

TOTAL ANTICIPATED 2024 COST

$ 95 - 106 M



MASTER PLAN
PHASE 4
New Track & Turf, Support Building/Restrooms/Concessions, & New Bleachers.

Dozier Refresh	$ 9 - 12 M



MASTER PLAN
PHASE 3
Existing Gym Renovations, Fieldhouse Addition, & Expanded Parking

Music Remodel	$ 15 - 17 M
Parking Expansion	$ 3 - 5 M
Athletic Addition	$ 68 - 72 M



MASTER PLAN
PHASE 2
Soccer Fields, Bleachers, Tennis Courts, Support Building, Revised Parking, & TM Demolition

P2 Updates	$ 16 - 18 M



MASTER PLAN
PHASE 1
Baseball & Softball Fields

Fields	$ 7 - 8 M

Traffic Counts

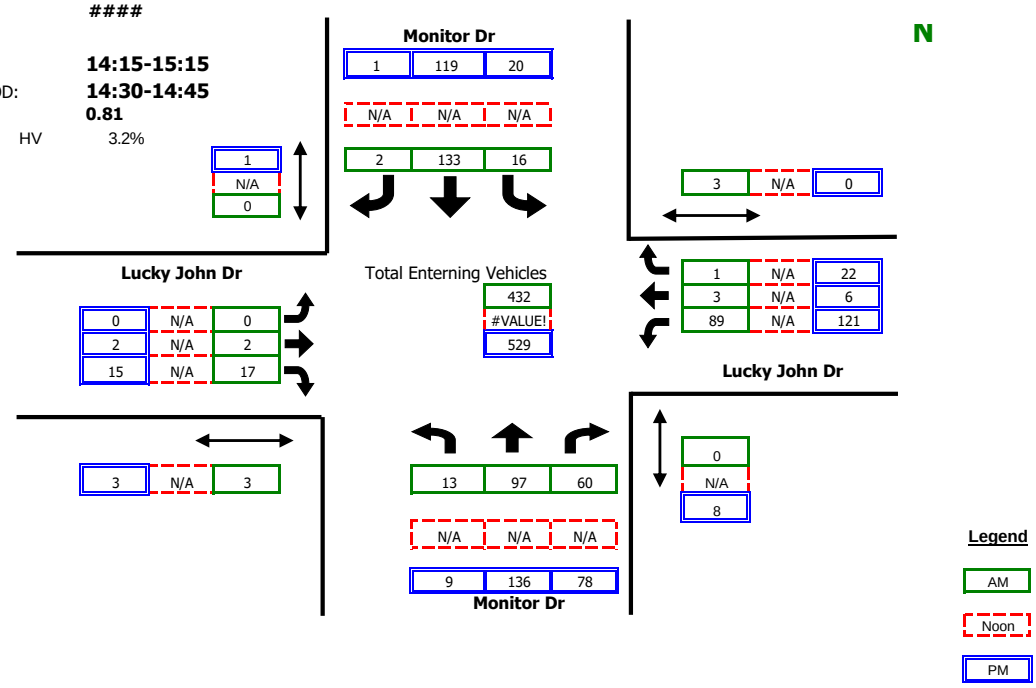
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**Monitor Dr/Lucky John Dr**	**Date:**	**February 25th 2025**
	North/South: Monitor Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Lucky John Dr	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:45-8:45**
AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
AM PHF: **0.89**
HV 5.4%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **14:30-14:45**
PM PHF: **0.81**
HV 3.2%



RAW COUNT SUMMARIES	Monitor Dr Northbound				Monitor Dr Southbound				Lucky John Dr Eastbound				Lucky John Dr Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	0	8	8	0	1	10	1	0	0	0	2	1	4	0	0	0	34
7:00-7:15	1	9	21	0	6	18	0	0	0	0	0	1	10	1	2	1	68
7:15-7:30	2	6	9	4	24	33	0	0	0	5	7	0	24	1	4	0	115
7:30-7:45	2	24	11	0	17	19	0	0	0	2	4	0	14	0	4	0	97
7:45-8:00	3	22	13	0	6	29	1	0	0	1	2	0	21	0	1	1	99
8:00-8:15	4	25	23	0	8	30	1	0	0	1	3	0	23	3	0	0	121
8:15-8:30	1	19	9	0	1	41	0	0	0	0	5	1	20	0	0	1	96
8:30-8:45	5	31	15	0	1	33	0	0	0	0	7	2	25	0	0	1	117

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	2	41	24	2	1	30	0	1	0	1	1	1	25	1	1	0	127
14:00-14:15	4	15	24	0	3	34	0	0	0	0	5	0	25	1	0	0	111
14:15-14:30	2	37	18	6	6	20	0	0	0	1	3	0	29	3	2	0	121
14:30-14:45	2	35	21	0	6	31	1	0	0	1	8	0	41	1	16	0	163
14:45-15:00	2	33	22	0	3	35	0	1	0	0	2	0	27	0	3	0	127
15:00-15:15	3	31	17	2	5	33	0	0	0	0	2	3	24	2	1	0	118
15:15-15:30	1	28	16	0	0	35	2	2	1	1	5	6	30	0	2	1	121
15:30-15:45	2	30	16	0	1	46	1	0	0	0	6	1	22	1	1	0	126

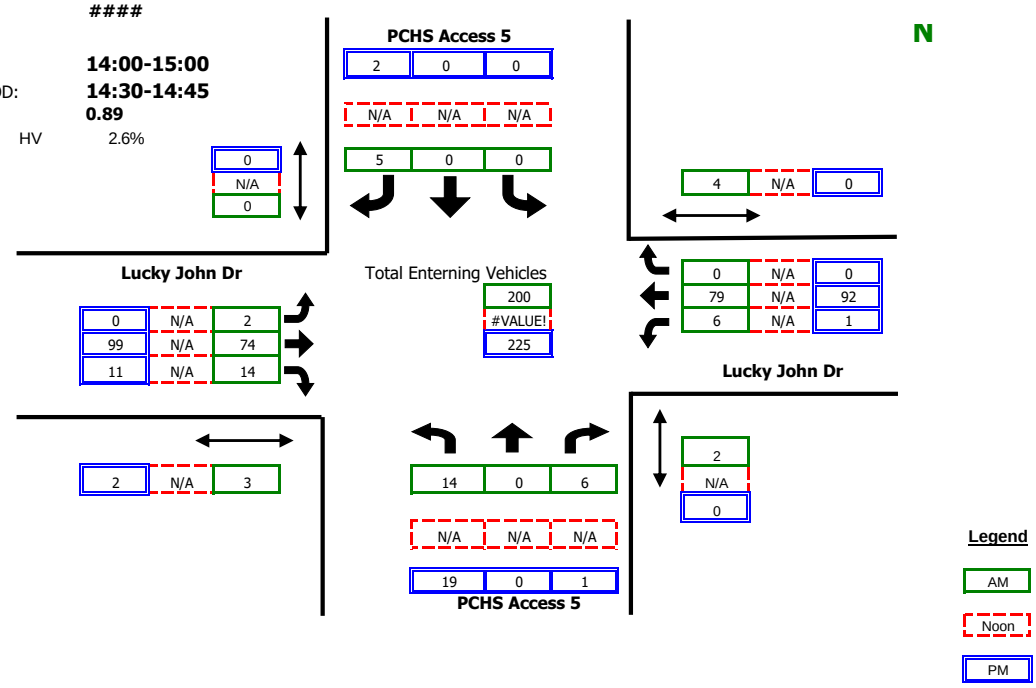
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**PCHS Access 5/Lucky John Dr**	**Date:**	**February 25th 2025**
	North/South: PCHS Access 5	**Day of Week Adjustment:**	**100.0%**
	East/West: Lucky John Dr	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **7:15-7:30**
AM PHF: **0.75**
HV 3.7%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **14:00-15:00**
PM PEAK 15 MINUTE PERIOD: **14:30-14:45**
PM PHF: **0.89**
HV 2.6%



RAW COUNT SUMMARIES	PCHS Access 5 Northbound				PCHS Access 5 Southbound				Lucky John Dr Eastbound				Lucky John Dr Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	1	0	0	0	0	0	0	0	0	3	5	1	1	4	0	1	14
7:00-7:15	4	0	0	0	0	0	0	0	0	9	11	0	0	8	0	0	32
7:15-7:30	9	0	5	1	0	0	2	0	0	12	9	0	5	25	0	0	67
7:30-7:45	3	0	1	0	0	0	0	0	1	15	4	1	1	11	0	0	36
7:45-8:00	0	0	0	1	0	0	1	0	1	18	0	2	0	23	0	4	43
8:00-8:15	2	0	0	0	0	0	2	0	0	29	1	0	0	20	0	0	54
8:15-8:30	1	0	0	0	0	0	0	0	1	8	1	0	0	19	0	0	30
8:30-8:45	0	0	0	0	0	0	0	0	0	13	1	0	0	25	0	0	39

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	2	0	0	0	0	0	0	0	0	23	0	0	0	25	0	0	50
14:00-14:15	4	0	0	0	0	0	0	0	0	21	2	0	1	19	0	0	47
14:15-14:30	5	0	1	0	0	0	0	0	0	23	3	0	0	26	0	0	58
14:30-14:45	5	0	0	0	0	0	1	0	0	28	4	2	0	25	0	0	63
14:45-15:00	5	0	0	0	0	0	1	0	0	27	2	0	0	22	0	0	57
15:00-15:15	4	0	1	0	0	0	0	0	0	19	1	0	0	22	0	1	47
15:15-15:30	6	0	1	2	0	0	0	0	0	16	2	0	0	23	0	2	48
15:30-15:45	5	0	0	0	0	0	0	0	0	19	0	0	0	19	0	0	43

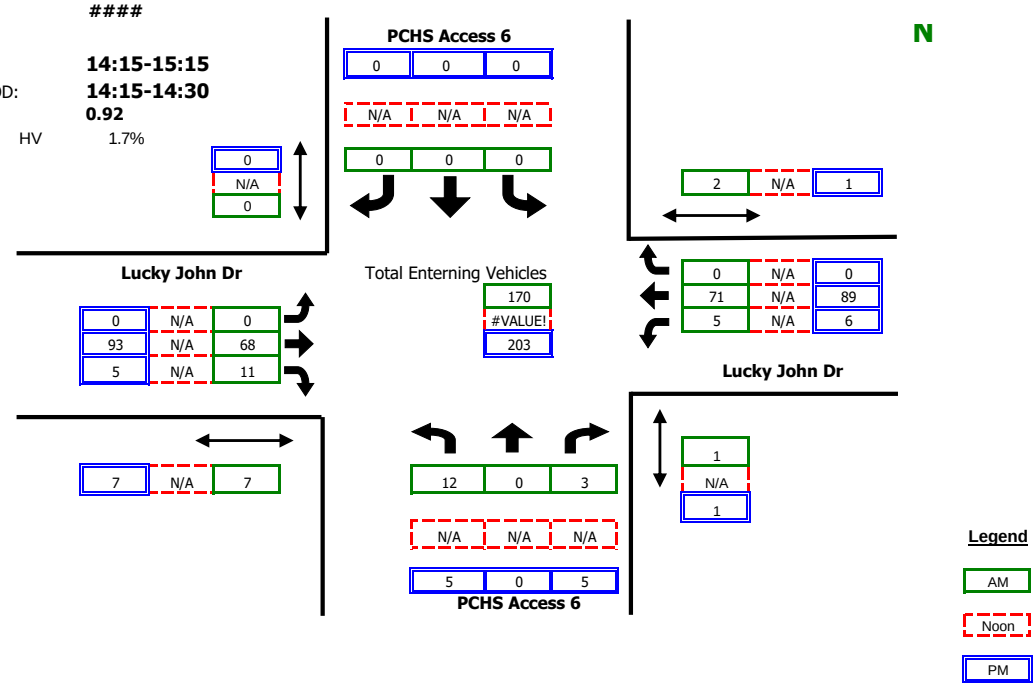
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**PCHS Access 6/Lucky John Dr**	**Date:**	**February 25th 2025**
	North/South: PCHS Access 6	**Day of Week Adjustment:**	**100.0%**
	East/West: Lucky John Dr	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **7:15-7:30**
AM PHF: **0.83**
HV 1.2%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **14:15-14:30**
PM PHF: **0.92**
HV 1.7%



RAW COUNT SUMMARIES	PCHS Access 6 Northbound				PCHS Access 6 Southbound				Lucky John Dr Eastbound				Lucky John Dr Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	1	0	0	0	0	0	0	0	0	2	1	1	0	4	0	0	8
7:00-7:15	2	0	0	0	0	0	0	0	0	7	2	2	0	6	0	0	17
7:15-7:30	7	0	2	1	0	0	0	0	0	10	7	2	3	22	0	0	51
7:30-7:45	4	0	1	0	0	0	0	0	0	12	4	2	1	7	0	0	29
7:45-8:00	1	0	0	0	0	0	0	0	0	18	0	3	1	23	0	2	43
8:00-8:15	0	0	0	0	0	0	0	0	0	28	0	0	0	19	0	0	47
8:15-8:30	0	0	0	0	0	0	0	0	0	9	0	0	0	19	0	0	28
8:30-8:45	0	0	0	0	0	0	0	0	0	12	0	0	0	25	0	0	37

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	0	0	0	0	0	0	0	0	0	21	0	1	0	25	0	0	46
14:00-14:15	1	0	1	0	0	0	0	0	0	21	1	2	0	18	0	0	42
14:15-14:30	2	0	3	0	0	0	0	0	0	21	3	3	2	24	0	0	55
14:30-14:45	1	0	0	0	0	0	0	0	0	28	0	3	1	24	0	0	54
14:45-15:00	2	0	0	0	0	0	0	0	0	24	2	1	1	20	0	0	49
15:00-15:15	0	0	2	1	0	0	0	0	0	20	0	0	2	21	0	1	45
15:15-15:30	3	0	0	6	0	0	0	0	0	16	0	6	0	20	0	0	39
15:30-15:45	0	0	0	0	0	0	0	1	0	19	0	1	0	20	0	3	39

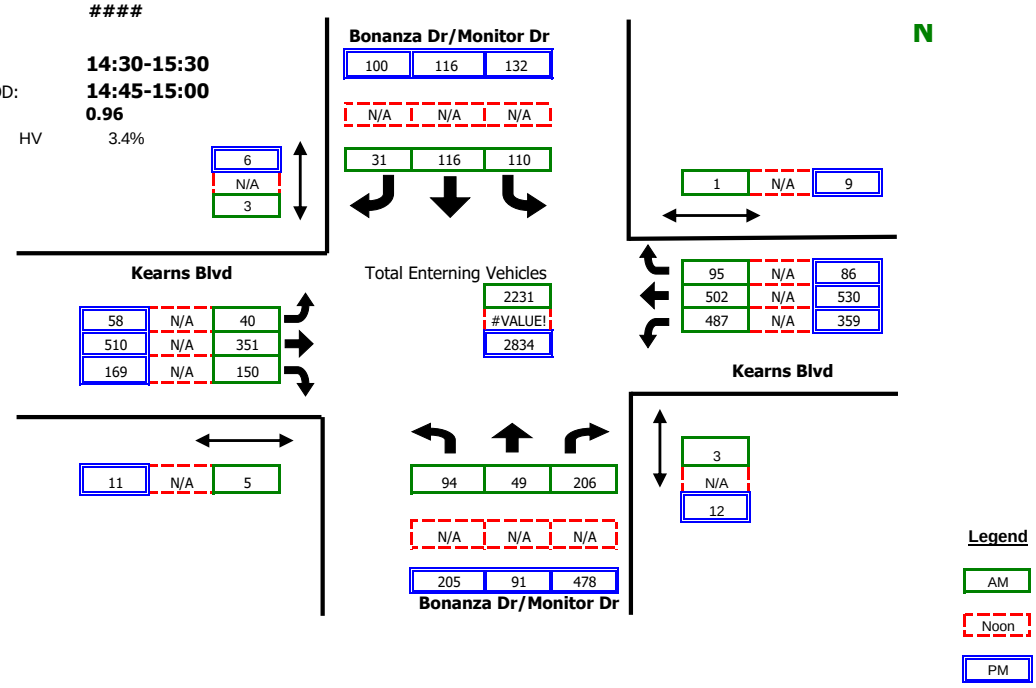
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**Bonanza Dr/Monitor Dr/Kearns Blvd**	**Date:**	**February 25th 2025**
	North/South: Bonanza Dr/Monitor Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Kearns Blvd	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:45-8:45**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.92**
HV 4.4%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:30-15:30**
PM PEAK 15 MINUTE PERIOD: **14:45-15:00**
PM PHF: **0.96**
HV 3.4%



RAW COUNT SUMMARIES	Bonanza Dr/Monitor Dr Northbound				Bonanza Dr/Monitor Dr Southbound				Kearns Blvd Eastbound				Kearns Blvd Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	4	6	20	1	8	5	6	0	8	42	12	0	105	85	13	0	314
7:00-7:15	7	8	37	0	13	8	6	0	12	123	15	0	95	90	20	0	434
7:15-7:30	9	5	53	4	37	17	10	0	19	168	14	1	88	103	22	0	545
7:30-7:45	16	4	40	3	17	14	12	0	12	130	18	0	109	136	25	0	533
7:45-8:00	19	13	47	0	32	19	4	1	9	95	28	5	137	114	16	0	533
8:00-8:15	27	15	43	0	34	18	8	1	11	88	48	0	102	113	30	0	537
8:15-8:30	21	8	51	0	21	40	12	1	5	69	38	0	127	144	20	0	556
8:30-8:45	27	13	65	3	23	39	7	0	15	99	36	0	121	131	29	1	605

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	34	24	85	2	18	34	21	1	21	126	51	0	93	110	25	0	642
14:00-14:15	44	18	98	0	36	25	15	0	15	116	48	4	76	118	17	1	626
14:15-14:30	30	38	105	8	25	19	23	1	10	145	41	6	81	132	19	2	668
14:30-14:45	45	21	95	3	32	36	38	2	11	121	43	2	78	168	19	2	707
14:45-15:00	55	31	115	3	38	29	15	1	18	149	44	3	100	122	20	1	736
15:00-15:15	51	21	143	4	30	27	17	2	14	131	43	5	90	124	24	1	715
15:15-15:30	54	18	125	2	32	24	30	1	15	109	39	1	91	116	23	5	676
15:30-15:45	35	19	136	6	44	20	19	2	18	142	41	9	80	106	19	4	679

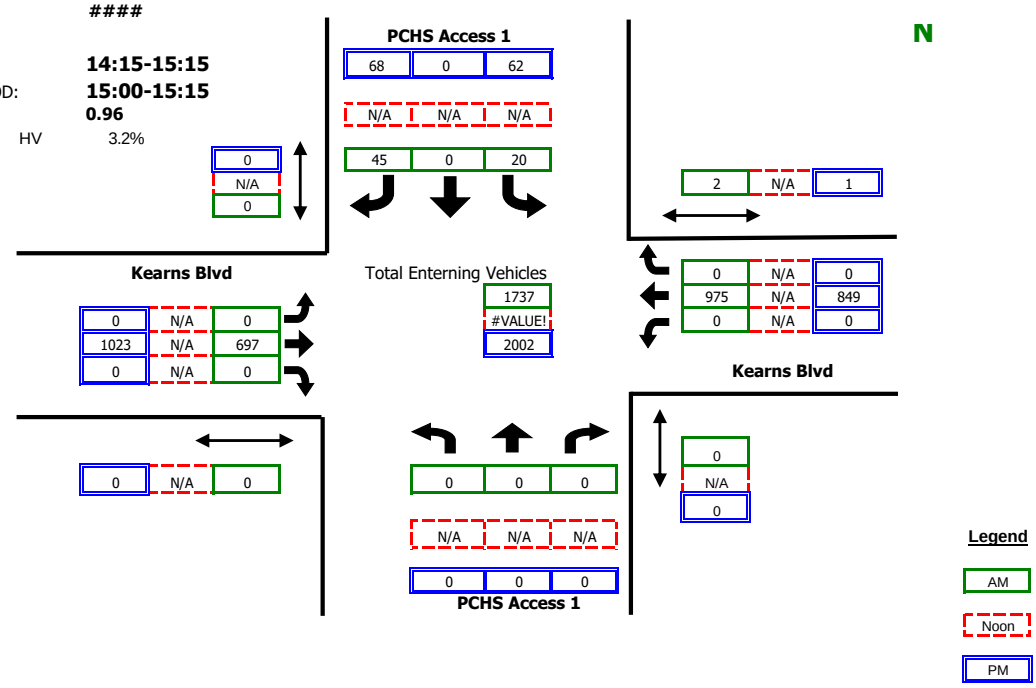
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**PCHS Access 1/Kearns Blvd**	**Date:**	**February 25th 2025**
	North/South: PCHS Access 1	**Day of Week Adjustment:**	**100.0%**
	East/West: Kearns Blvd	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **7:30-7:45**
AM PHF: **0.90**
HV 4.8%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **15:00-15:15**
PM PHF: **0.96**
HV 3.2%



RAW COUNT SUMMARIES	PCHS Access 1 Northbound				PCHS Access 1 Southbound				Kearns Blvd Eastbound				Kearns Blvd Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	0	0	0	0	2	0	2	0	0	59	0	0	0	192	0	0	255
7:00-7:15	0	0	0	0	10	0	8	0	0	160	0	0	0	203	0	0	381
7:15-7:30	0	0	0	0	7	0	19	0	0	237	0	0	0	215	0	1	478
7:30-7:45	0	0	0	0	8	0	19	0	0	178	0	0	0	279	0	1	484
7:45-8:00	0	0	0	0	2	0	5	0	0	142	0	0	0	245	0	0	394
8:00-8:15	0	0	0	0	3	0	2	0	0	140	0	0	0	236	0	0	381
8:15-8:30	0	0	0	0	2	0	1	0	0	113	0	0	0	277	0	0	393
8:30-8:45	0	0	0	0	1	0	4	0	0	142	0	0	0	279	0	0	426

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	0	0	0	0	1	0	4	0	0	206	0	0	0	191	0	0	402
14:00-14:15	0	0	0	0	1	0	4	0	0	230	0	0	0	208	0	0	443
14:15-14:30	0	0	0	0	8	0	18	0	0	266	0	0	0	208	0	0	500
14:30-14:45	0	0	0	0	23	0	34	0	0	200	0	0	0	213	0	0	470
14:45-15:00	0	0	0	0	12	0	9	0	0	287	0	0	0	205	0	0	513
15:00-15:15	0	0	0	0	19	0	7	0	0	270	0	0	0	223	0	1	519
15:15-15:30	0	0	0	0	6	0	7	0	0	238	0	0	0	217	0	2	468
15:30-15:45	0	0	0	0	4	0	7	0	0	283	0	0	0	176	0	1	470

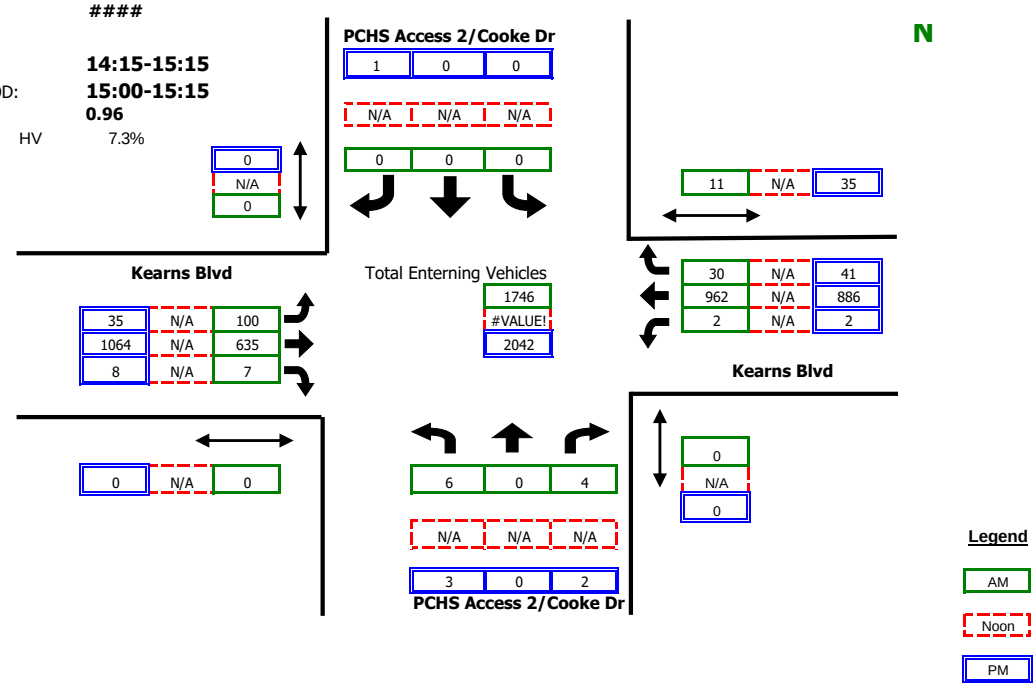
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**PCHS Access 2/Cooke Dr/Kearns Blvd**	**Date:**	**February 25th 2025**
	North/South: PCHS Access 2/Cooke Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Kearns Blvd	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **7:30-7:45**
AM PHF: **0.91**
HV 2.4%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **15:00-15:15**
PM PHF: **0.96**
HV 7.3%



RAW COUNT SUMMARIES	PCHS Access 2/Cooke Dr Northbound				PCHS Access 2/Cooke Dr Southbound				Kearns Blvd Eastbound				Kearns Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	3	0	1	0	0	0	0	0	8	49	0	0	0	182	11	0	254
7:00-7:15	0	0	1	0	0	0	0	0	25	140	2	0	0	197	24	0	389
7:15-7:30	0	0	1	0	0	0	0	0	51	181	3	0	2	210	18	3	466
7:30-7:45	3	0	3	0	0	0	0	0	37	162	2	0	0	268	7	3	482
7:45-8:00	3	0	0	0	0	0	0	0	8	133	2	0	0	242	4	3	392
8:00-8:15	0	0	0	0	0	0	0	0	4	159	0	0	0	242	1	2	406
8:15-8:30	0	0	0	0	0	0	1	0	3	115	0	0	0	278	3	1	400
8:30-8:45	1	0	2	0	0	0	0	0	11	133	2	0	1	274	0	0	424

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	2	0	0	0	0	0	0	0	1	200	2	0	0	193	4	0	402
14:00-14:15	3	0	0	0	0	0	0	0	9	217	5	0	0	204	10	3	448
14:15-14:30	0	0	0	0	0	0	0	0	9	257	1	0	0	219	10	0	496
14:30-14:45	2	0	1	0	0	0	0	0	11	227	2	0	0	215	21	25	479
14:45-15:00	0	0	0	0	0	0	1	0	11	296	3	0	2	215	5	6	533
15:00-15:15	1	0	1	0	0	0	0	0	4	284	2	0	0	237	5	4	534
15:15-15:30	1	0	2	0	0	0	0	0	5	250	3	0	0	224	2	15	487
15:30-15:45	0	0	0	0	0	0	0	0	6	275	1	0	0	190	1	0	473

FEHR PEERS

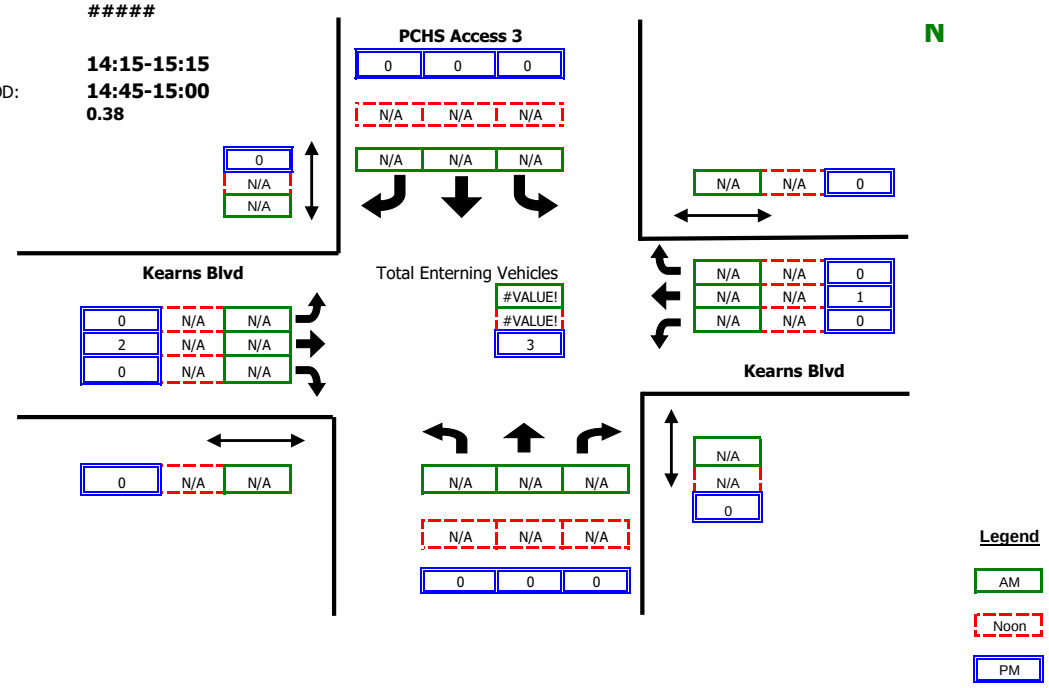
Intersection Turning Movement Summary - Bicycles

Intersection:	**PCHS Access 3/Kearns Blvd**	**Date:**	**February 25th 2025**
North/South:	**PCHS Access 3**	**Day of Week Adjustment:**	**100.0%**
East/West:	**Kearns Blvd**	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	**0**
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:	**0**	**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD:
AM PEAK 15 MINUTE PERIOD:
AM PHF: #####

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: #####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **14:45-15:00**
PM PHF: **0.38**



RAW COUNT SUMMARIES	PCHS Access 3 Northbound			PCHS Access 3 Southbound			Kearns Blvd Eastbound			Kearns Blvd Westbound			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

AM PERIOD COUNTS

Period	A	B	C	E	F	G	I	J	K	M	N	O	TOTAL
6:45-7:00	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00-7:15	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15-7:30	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30-7:45	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45-8:00	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00-8:15	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15-8:30	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30-8:45	0	0	0	0	0	0	0	0	0	0	0	0	0

NOON PERIOD COUNTS

Period	A	B	C	E	F	G	I	J	K	M	N	O	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	E	F	G	I	J	K	M	N	O	TOTAL
13:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	1	0	1
14:45-15:00	0	0	0	0	0	0	0	2	0	0	0	0	2
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0

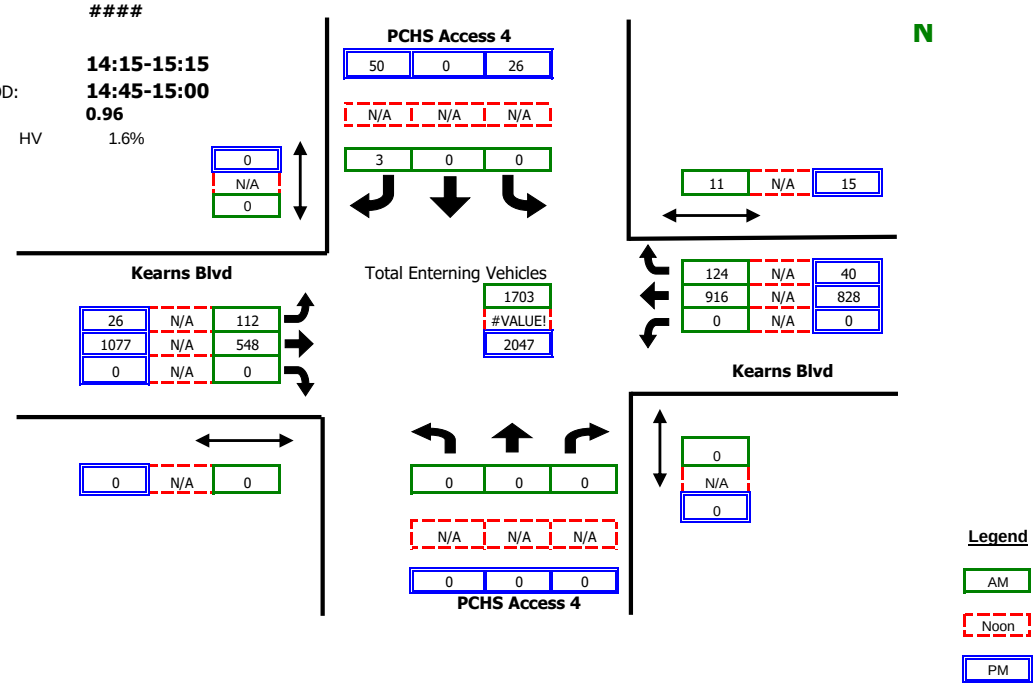
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**PCHS Access 4/Kearns Blvd**	**Date:**	**February 25th 2025**
	North/South: PCHS Access 4	**Day of Week Adjustment:**	**100.0%**
	East/West: Kearns Blvd	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:00-8:00**
AM PEAK 15 MINUTE PERIOD: **7:15-7:30**
AM PHF: **0.93**
HV 1.4%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **14:45-15:00**
PM PHF: **0.96**
HV 1.6%



RAW COUNT SUMMARIES	PCHS Access 4 Northbound Left	Thru	Right	Peds	PCHS Access 4 Southbound Left	Thru	Right	Peds	Kearns Blvd Eastbound Left	Thru	Right	Peds	Kearns Blvd Westbound Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	0	0	0	0	0	0	0	0	4	48	0	0	0	189	12	0	253
7:00-7:15	0	0	0	0	0	0	0	0	18	130	0	0	0	218	36	1	402
7:15-7:30	0	0	0	0	0	0	2	0	60	133	0	0	0	201	61	0	457
7:30-7:45	0	0	0	0	0	0	0	0	31	148	0	0	0	250	24	5	453
7:45-8:00	0	0	0	0	0	0	1	0	3	137	0	0	0	247	3	5	391
8:00-8:15	0	0	0	0	0	0	0	0	1	160	0	0	0	238	2	0	401
8:15-8:30	0	0	0	0	0	0	0	0	1	116	0	0	0	282	1	0	400
8:30-8:45	0	0	0	0	0	0	0	0	4	137	0	0	0	273	5	0	419

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	0	0	0	0	0	0	1	0	4	203	0	0	0	196	4	1	408
14:00-14:15	0	0	0	0	0	0	1	0	7	216	0	0	0	207	6	3	437
14:15-14:30	0	0	0	0	8	0	8	0	7	249	0	0	0	215	17	1	504
14:30-14:45	0	0	0	0	17	0	28	0	7	246	0	0	0	185	6	7	489
14:45-15:00	0	0	0	0	1	0	3	0	6	313	0	0	0	202	10	2	535
15:00-15:15	0	0	0	0	0	0	11	0	6	269	0	0	0	226	7	5	519
15:15-15:30	0	0	0	0	0	0	3	0	2	259	0	0	0	213	3	4	480
15:30-15:45	0	0	0	0	2	0	0	0	3	284	0	0	0	189	4	0	482

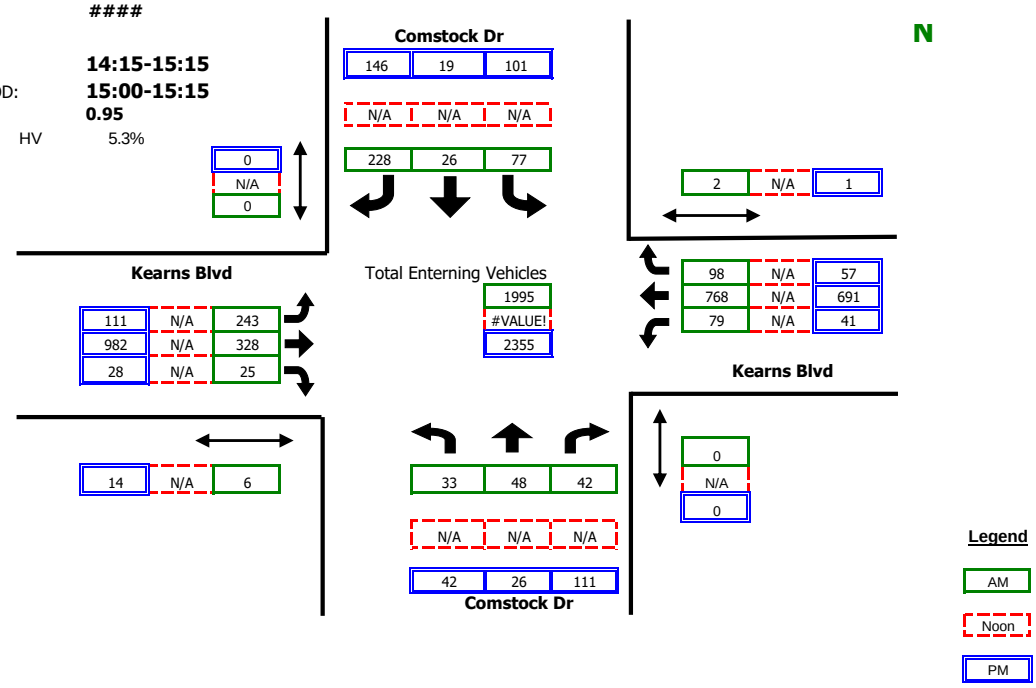
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**Comstock Dr/Kearns Blvd**	**Date:**	**February 25th 2025**
	North/South: Comstock Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Kearns Blvd	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
AM PHF: **0.94**
HV 4.0%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **15:00-15:15**
PM PHF: **0.95**
HV 5.3%



RAW COUNT SUMMARIES	Comstock Dr Northbound				Comstock Dr Southbound				Kearns Blvd Eastbound				Kearns Blvd Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	7	0	5	0	1	1	5	0	5	42	0	0	11	197	17	0	291
7:00-7:15	5	3	7	0	12	3	39	0	42	68	1	1	8	207	37	0	432
7:15-7:30	11	10	9	0	23	1	72	0	73	61	5	4	12	183	40	1	500
7:30-7:45	6	14	9	0	19	3	57	0	54	90	7	0	18	204	15	0	496
7:45-8:00	9	7	10	0	8	6	28	0	37	89	6	0	26	218	23	1	467
8:00-8:15	7	17	14	0	27	16	71	0	79	88	7	2	23	163	20	0	532
8:15-8:30	10	0	13	0	12	5	22	0	11	96	12	1	38	258	2	0	479
8:30-8:45	10	1	9	0	2	0	5	0	6	126	4	0	34	259	6	0	462

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	11	0	17	0	2	0	4	0	6	196	7	5	19	191	3	0	456
14:00-14:15	13	2	10	0	9	0	8	0	18	180	8	2	11	189	13	0	461
14:15-14:30	14	6	13	0	7	1	23	0	24	235	10	7	12	201	17	1	563
14:30-14:45	8	3	42	0	45	6	48	0	25	227	7	3	10	133	8	0	562
14:45-15:00	11	12	30	0	13	1	16	0	37	272	6	2	11	179	19	0	607
15:00-15:15	9	5	26	0	36	11	59	0	25	248	5	2	8	178	13	0	623
15:15-15:30	7	2	32	0	30	1	21	0	3	258	5	1	21	181	0	0	561
15:30-15:45	8	3	27	0	12	2	10	0	5	280	8	0	10	175	5	0	545

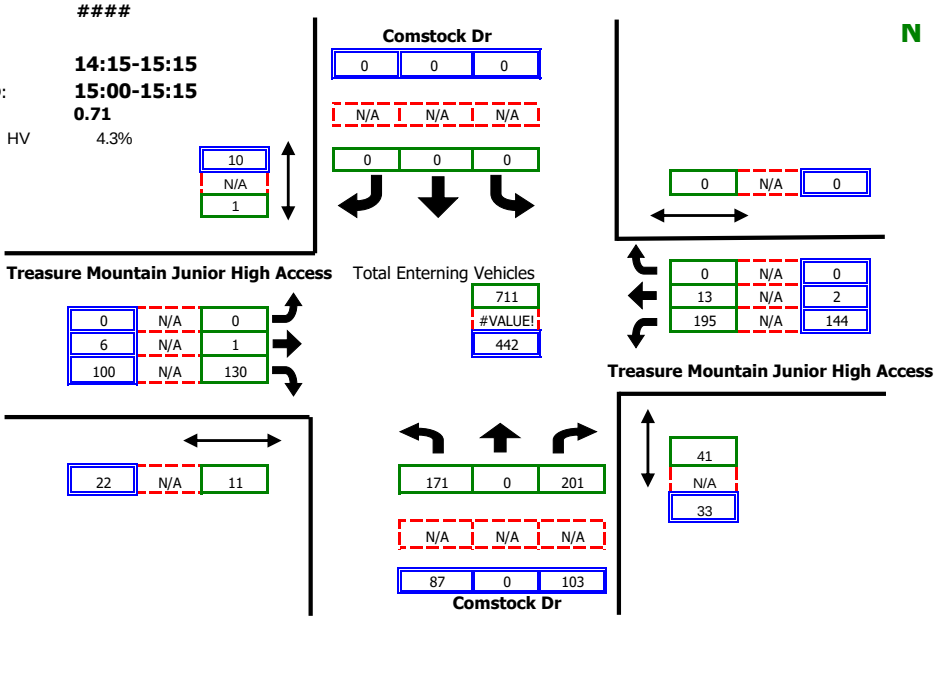
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**Comstock Dr/Treasure Mountain Junior High Access**	**Date:**	**February 25th 2025**
	North/South: Comstock Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Treasure Mountain Junior High Access	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:15-8:15**
AM PEAK 15 MINUTE PERIOD: **8:00-8:15**
AM PHF: **0.78**
HV 1.0%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:15-15:15**
PM PEAK 15 MINUTE PERIOD: **15:00-15:15**
PM PHF: **0.71**
HV 4.3%



RAW COUNT SUMMARIES	Comstock Dr Northbound				Comstock Dr Southbound				asure Mountain Junior High Ace Eastbound				easure Mountain Junior High Acc Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	2	0	24	0	0	0	0	0	0	0	0	0	7	1	0	0	34
7:00-7:15	9	0	72	1	0	0	0	1	0	1	3	1	54	1	0	0	140
7:15-7:30	18	0	102	1	0	0	0	0	0	0	8	4	90	6	0	0	224
7:30-7:45	19	0	57	1	0	0	0	1	0	0	9	5	67	4	0	0	156
7:45-8:00	46	0	17	5	0	0	0	0	0	0	30	2	9	1	0	0	103
8:00-8:15	88	0	25	34	0	0	0	0	0	1	83	0	29	2	0	0	228
8:15-8:30	6	0	6	3	0	0	0	0	0	0	22	0	7	0	0	0	41
8:30-8:45	5	0	9	1	0	0	0	1	0	0	6	0	5	1	0	0	26

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	3	0	7	0	0	0	0	1	0	0	3	0	3	0	0	0	16
14:00-14:15	9	0	19	2	0	0	0	0	0	0	4	1	12	1	0	0	45
14:15-14:30	12	0	35	4	0	0	0	5	0	0	11	2	18	0	0	0	76
14:30-14:45	10	0	26	0	0	0	0	5	0	0	12	4	75	0	0	0	123
14:45-15:00	38	0	26	5	0	0	0	0	0	1	5	2	16	1	0	0	87
15:00-15:15	27	0	16	24	0	0	0	0	0	5	72	14	35	1	0	0	156
15:15-15:30	2	0	3	5	0	0	0	0	0	1	22	0	15	1	0	0	44
15:30-15:45	8	0	3	4	0	0	0	1	0	1	9	0	12	0	0	0	33

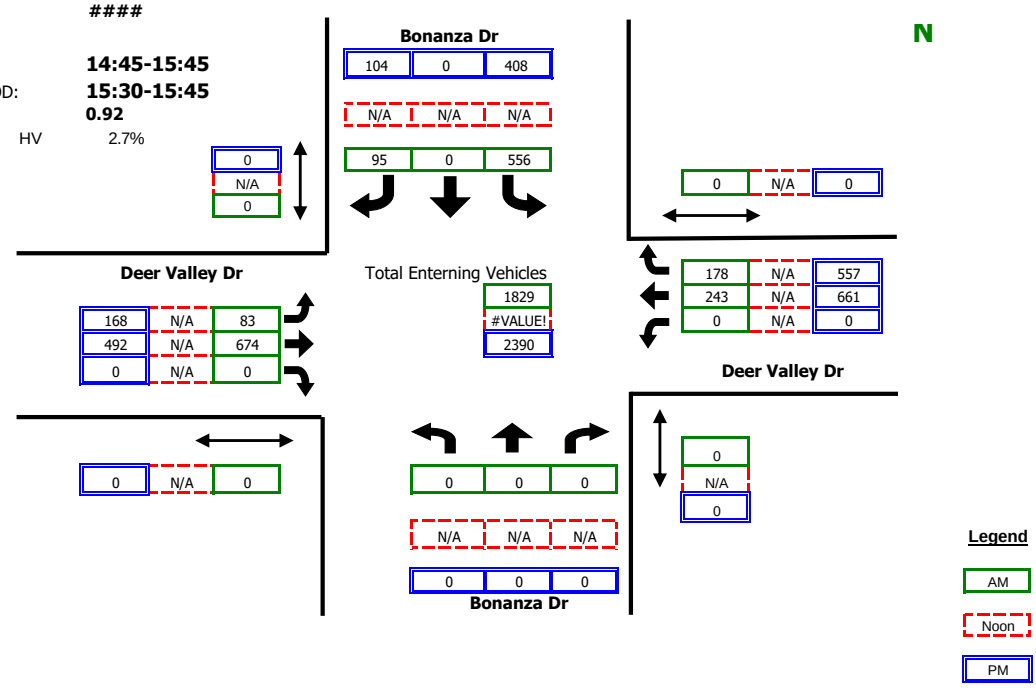
FEHR PEERS

Intersection Turning Movement Summary

Intersection:	**Bonanza Dr/Deer Valley Dr**	**Date:**	**February 25th 2025**
	North/South: Bonanza Dr	**Day of Week Adjustment:**	**100.0%**
	East/West: Deer Valley Dr	**Month of Year Adjustment:**	**100.0%**
Jurisdiction:	**Park City**	**Adjustment Station #:**	
Project Title:	**PCHS**	**Growth Rate:**	**0.0%**
Project No:		**Number of Years:**	**0**
Weather:	**Clear**		

AM PEAK HOUR PERIOD: **7:45-8:45**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.87**
HV 3.3%
NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: ####

PM PEAK HOUR PERIOD: **14:45-15:45**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **0.92**
HV 2.7%



RAW COUNT SUMMARIES	Bonanza Dr Northbound				Bonanza Dr Southbound				Deer Valley Dr Eastbound				Deer Valley Dr Westbound			
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
6:45-7:00	0	0	0	0	96	0	13	0	4	86	0	0	0	19	24	0	242
7:00-7:15	0	0	0	0	98	0	10	0	8	90	0	0	0	38	26	0	270
7:15-7:30	0	0	0	0	87	0	15	0	10	100	0	0	0	38	25	0	275
7:30-7:45	0	0	0	0	111	0	11	0	7	161	0	0	0	44	27	0	361
7:45-8:00	0	0	0	0	139	0	16	0	24	152	0	0	0	49	36	0	416
8:00-8:15	0	0	0	0	114	0	21	0	18	172	0	0	0	52	44	0	421
8:15-8:30	0	0	0	0	134	0	26	0	21	173	0	0	0	65	46	0	465
8:30-8:45	0	0	0	0	169	0	32	0	20	177	0	0	0	77	52	0	527

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
13:45-14:00	0	0	0	0	110	0	35	0	28	103	0	0	0	118	90	0	484
14:00-14:15	0	0	0	0	92	0	22	0	39	96	0	0	0	146	93	0	488
14:15-14:30	0	0	0	0	98	0	23	0	34	96	0	0	0	137	125	0	513
14:30-14:45	0	0	0	0	87	0	32	0	36	95	0	0	0	146	113	0	509
14:45-15:00	0	0	0	0	122	0	30	0	39	137	0	0	0	143	98	0	569
15:00-15:15	0	0	0	0	92	0	20	0	51	108	0	0	0	154	156	0	581
15:15-15:30	0	0	0	0	87	0	28	0	43	126	0	0	0	172	138	0	594
15:30-15:45	0	0	0	0	107	0	26	0	35	121	0	0	0	192	165	0	646

Detailed Level of Service Reports

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	8	8	103.8%	7.1	4.2	A
	Through	61	66	107.7%	7.8	0.7	A
	Right Turn	54	49	90.7%	5.9	0.8	A
	Subtotal	123	123	100.0%	6.9	0.5	A
SB	Left Turn	53	54	101.9%	12.9	2.5	B
	Through	99	98	99.0%	14.4	1.4	B
	Right Turn	1	1	50.0%	0.0	0.0	A
	Subtotal	153	153	99.7%	13.8	1.8	B
EB	Left Turn						
	Through	8	8	97.5%	11.7	1.5	B
	Right Turn	13	13	101.5%	9.8	1.3	A
	Subtotal	21	21	100.0%	10.7	1.4	B
WB	Left Turn	69	67	96.4%	8.0	1.1	A
	Through	2	2	90.0%	6.3	5.1	A
	Right Turn	11	11	100.0%	4.5	1.7	A
	Subtotal	82	79	96.7%	7.7	0.9	A
Total		379	376	99.2%	10.9	0.9	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	16	16	97.5%	7.6	0.7	A
	Through						
	Right Turn	6	6	106.7%	5.3	0.5	A
	Subtotal	22	22	100.0%	6.7	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	54	53	97.8%	0.2	0.1	A
	Right Turn	24	24	101.3%	0.5	0.1	A
	Subtotal	78	77	98.8%	0.3	0.1	A
WB	Left Turn	6	6	93.3%	1.7	0.6	A
	Through	67	66	99.1%	1.4	0.1	A
	Right Turn						
	Subtotal	73	72	98.6%	1.5	0.2	A
Total		173	171	98.9%	2.2	0.2	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	14	14	97.9%	7.1	0.9	A
	Through						
	Right Turn	3	3	110.0%	4.8	1.8	A
	Subtotal	17	17	100.0%	6.8	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	47	53	112.3%	0.2	0.1	A
	Right Turn	13	13	103.1%	0.4	0.1	A
	Subtotal	60	66	110.3%	0.3	0.1	A
WB	Left Turn	5	5	98.0%	1.3	0.6	A
	Through	59	66	112.5%	1.4	0.1	A
	Right Turn						
	Subtotal	64	71	111.4%	1.4	0.1	A
Total		141	155	109.6%	1.8	0.2	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	51	50	97.3%	28.9	5.4	C
	Through	30	30	101.0%	31.5	5.2	C
	Right Turn	177	174	98.1%	8.7	1.5	A
	Subtotal	258	254	98.3%	17.3	1.6	B
SB	Left Turn	99	92	92.9%	26.1	3.6	C
	Through	58	56	96.4%	26.9	5.4	C
	Right Turn	32	36	110.9%	3.1	0.7	A
	Subtotal	189	183	97.0%	24.1	3.6	C
EB	Left Turn	52	56	106.9%	17.5	3.3	B
	Through	516	547	106.1%	25.5	2.8	C
	Right Turn	75	72	96.4%	16.7	5.4	B
	Subtotal	643	675	105.0%	23.2	2.7	C
WB	Left Turn	429	419	97.8%	21.5	2.5	C
	Through	443	435	98.3%	11.0	1.8	B
	Right Turn	83	81	97.3%	7.2	3.4	A
	Subtotal	955	936	98.0%	16.0	1.7	B
Total		2,045	2,048	100.1%	18.9	1.4	B

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	27	41	151.9%	46.4	9.7	E
	Through						
	Right Turn	51	61	119.6%	7.1	3.9	A
	Subtotal	78	102	130.8%	35.6	6.9	E
EB	Left Turn						
	Through	717	766	106.8%	3.2	1.0	A
	Right Turn						
	Subtotal	717	766	106.8%	3.2	1.0	A
WB	Left Turn						
	Through	942	935	99.3%	0.6	0.3	A
	Right Turn						
	Subtotal	942	935	99.3%	0.6	0.3	A
Total		1,737	1,804	103.8%	4.6	0.8	A

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	6	6	100.0%	0.0	0.0	A
	Through						
	Right Turn	5	5	98.0%	55.5	66.1	F
	Subtotal	11	11	99.1%	55.5	66.1	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	121	140	116.0%	12.0	4.7	B
	Through	616	655	106.3%	29.1	23.2	D
	Right Turn	9	10	105.6%	8.3	15.0	A
	Subtotal	746	805	107.9%	25.2	17.3	D
WB	Left Turn	2	2	80.0%	9.4	14.4	A
	Through	917	919	100.3%	0.4	0.5	A
	Right Turn	53	55	103.2%	0.7	0.1	A
	Subtotal	972	976	100.4%	0.5	0.5	A
Total		1,729	1,791	103.6%	12.4	8.0	B

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	29	29	98.6%	20.9	25.9	C
	Through						
	Right Turn	59	56	95.1%	12.0	3.2	B
	Subtotal	88	85	96.3%	15.8	9.1	C
EB	Left Turn						
	Through	623	660	105.9%	4.8	2.7	A
	Right Turn						
	Subtotal	623	660	105.9%	4.8	2.7	A
WB	Left Turn						
	Through	925	921	99.5%	0.8	0.6	A
	Right Turn						
	Subtotal	925	921	99.5%	0.8	0.6	A
Total		1,636	1,665	101.8%	3.3	1.3	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	3	3	100.0%	0.0	0.1	A
	Subtotal	3	3	100.0%	0.0	0.1	A
EB	Left Turn	112	104	92.6%	18.5	5.7	C
	Through	548	581	106.1%	53.3	27.6	F
	Right Turn						
	Subtotal	660	685	103.8%	43.1	20.5	E
WB	Left Turn						
	Through	916	919	100.3%	0.6	0.4	A
	Right Turn	124	125	100.6%	1.2	0.1	A
	Subtotal	1,040	1,043	100.3%	0.8	0.3	A
Total		1,703	1,732	101.7%	17.2	7.7	C

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	31	30	96.5%	59.3	12.5	E
	Through	34	34	100.0%	59.7	12.5	E
	Right Turn	35	34	97.7%	8.9	2.2	A
	Subtotal	100	98	98.1%	44.8	7.3	D
SB	Left Turn	62	62	100.3%	86.8	16.1	F
	Through	13	11	86.2%	63.3	58.6	E
	Right Turn	196	202	103.3%	39.9	4.8	D
	Subtotal	271	276	101.8%	51.2	7.1	D
EB	Left Turn	206	221	107.0%	202.1	30.3	F
	Through	308	335	108.8%	35.2	10.4	D
	Right Turn	19	22	113.2%	42.0	25.8	D
	Subtotal	533	577	108.3%	125.9	26.0	F
WB	Left Turn	64	58	89.8%	67.6	9.7	E
	Through	812	813	100.1%	25.1	5.0	C
	Right Turn	115	113	98.4%	17.9	5.3	B
	Subtotal	991	984	99.2%	26.0	4.6	C
Total		1,895	1,935	102.1%	58.3	3.8	E

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	435	421	96.9%	18.4	1.4	C
	Through						
	Right Turn	52	51	97.1%	16.7	3.5	C
	Subtotal	487	472	96.9%	18.2	1.5	C
EB	Left Turn	49	48	96.9%	24.0	3.8	C
	Through	503	501	99.6%	9.1	1.2	A
	Right Turn						
	Subtotal	552	548	99.3%	11.1	1.5	B
WB	Left Turn						
	Through	169	163	96.6%	12.6	2.5	B
	Right Turn	114	116	101.4%	4.3	0.6	A
	Subtotal	283	279	98.6%	8.9	1.6	A
Total		1,322	1,299	98.3%	13.1	0.8	B

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	9	9	101.1%	11.6	7.1	B
	Through	136	87	63.6%	12.4	2.0	B
	Right Turn	78	66	84.9%	11.7	3.8	B
	Subtotal	223	162	72.6%	12.3	2.2	B
SB	Left Turn	20	45	226.5%	12.2	2.2	B
	Through	119	94	78.7%	12.7	0.8	B
	Right Turn	1	1	80.0%	8.3	7.8	A
	Subtotal	140	140	99.9%	12.5	0.9	B
EB	Left Turn						
	Through	2	5	250.0%	5.5	5.9	A
	Right Turn	15	12	80.7%	8.7	3.3	A
	Subtotal	17	17	100.6%	9.8	1.1	A
WB	Left Turn	121	117	97.0%	7.7	0.8	A
	Through	6	5	83.3%	0.0	0.0	A
	Right Turn	22	23	102.7%	3.8	3.9	A
	Subtotal	149	145	97.3%	7.7	0.8	A
Total		529	464	87.7%	11.4	1.0	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	19	18	92.6%	7.1	0.4	A
	Through						
	Right Turn	2	3	165.0%	0.0	0.0	A
	Subtotal	21	21	99.5%	7.1	0.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	97	59	60.5%	0.1	0.1	A
	Right Turn	10	27	265.0%	0.0	0.1	A
	Subtotal	107	85	79.6%	0.1	0.1	A
WB	Left Turn						
	Through	95	93	97.4%	1.7	0.1	A
	Right Turn						
	Subtotal	95	93	97.4%	1.7	0.1	A
Total		223	199	89.1%	1.5	0.1	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	9	188.0%	7.3	1.4	A
	Through						
	Right Turn	5	1	12.0%	0.0	0.0	A
	Subtotal	10	10	100.0%	7.3	1.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	93	59	63.1%	0.1	0.1	A
	Right Turn	5	13	264.0%	0.0	0.0	A
	Subtotal	98	72	73.4%	0.1	0.1	A
WB	Left Turn	6	6	106.7%	1.3	0.6	A
	Through	89	93	103.9%	1.7	0.1	A
	Right Turn						
	Subtotal	95	99	104.1%	1.7	0.1	A
Total		203	181	89.1%	1.2	0.1	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	181	107	58.8%	118.5	74.8	F
	Through	111	62	55.7%	159.4	92.5	F
	Right Turn	458	368	80.2%	147.4	91.0	F
	Subtotal	750	536	71.4%	141.2	86.1	F
SB	Left Turn	125	145	116.2%	78.8	49.5	E
	Through	111	98	88.2%	53.6	22.9	D
	Right Turn	93	56	60.5%	20.4	26.9	C
	Subtotal	329	300	91.0%	55.8	34.3	E
EB	Left Turn	53	62	117.4%	114.3	85.3	F
	Through	546	617	113.0%	188.6	98.8	F
	Right Turn	171	90	52.6%	171.1	104.1	F
	Subtotal	770	769	99.9%	181.0	97.8	F
WB	Left Turn	349	429	122.8%	41.7	8.4	D
	Through	546	459	84.1%	20.3	2.9	C
	Right Turn	82	85	103.2%	15.8	6.3	B
	Subtotal	977	972	99.5%	28.8	5.0	C
Total		2,826	2,577	91.2%	98.3	43.6	F

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	62	42	66.9%	200.5	61.8	F
	Through						
	Right Turn	68	98	144.3%	53.9	15.0	F
	Subtotal	130	140	107.4%	85.9	21.3	F
EB	Left Turn						
	Through	1,023	1,012	98.9%	64.0	34.3	F
	Right Turn						
	Subtotal	1,023	1,012	98.9%	64.0	34.3	F
WB	Left Turn						
	Through	849	881	103.7%	0.8	0.8	A
	Right Turn						
	Subtotal	849	881	103.7%	0.8	0.8	A
Total		2,002	2,032	101.5%	39.0	14.7	E

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	3	2	63.3%	0.0	0.0	A
	Through						
	Right Turn	2	3	150.0%	55.8	30.3	F
	Subtotal	5	5	98.0%	55.8	30.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	35	163	464.9%	14.6	4.5	B
	Through	1,064	873	82.0%	43.0	16.6	E
	Right Turn	8	13	161.3%	8.4	9.3	A
	Subtotal	1,107	1,049	94.7%	36.2	12.0	E
WB	Left Turn	2	2	75.0%	6.0	10.4	A
	Through	886	881	99.4%	0.3	0.2	A
	Right Turn	41	51	124.6%	0.8	0.1	A
	Subtotal	929	934	100.5%	0.4	0.2	A
Total		2,041	1,987	97.4%	17.9	5.5	C

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	50	33	65.0%	24.9	29.9	C
	Through						
	Right Turn	59	73	122.9%	5.7	3.9	A
	Subtotal	109	105	96.3%	11.8	10.3	B
EB	Left Turn						
	Through	1,062	876	82.5%	6.2	2.9	A
	Right Turn						
	Subtotal	1,062	876	82.5%	6.2	2.9	A
WB	Left Turn						
	Through	874	863	98.8%	0.9	1.0	A
	Right Turn						
	Subtotal	874	863	98.8%	0.9	1.0	A
Total		2,045	1,844	90.2%	4.2	1.9	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	26	0	0.0%	0.0	0.0	A
	Through						
	Right Turn	50	76	152.0%	0.1	0.2	A
	Subtotal	76	76	100.0%	0.1	0.2	A
EB	Left Turn	26	126	485.8%	12.1	3.6	B
	Through	1,077	776	72.1%	54.0	17.7	F
	Right Turn						
	Subtotal	1,103	902	81.8%	42.4	13.0	E
WB	Left Turn						
	Through	828	789	95.2%	0.9	1.2	A
	Right Turn	40	103	256.8%	1.2	0.1	A
	Subtotal	868	891	102.7%	0.9	1.0	A
Total		2,047	1,870	91.3%	17.8	4.8	C

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	55	131.0%	55.7	9.8	E
	Through	26	60	231.2%	53.1	8.6	D
	Right Turn	111	61	55.0%	14.3	2.8	B
	Subtotal	179	176	98.4%	42.9	3.6	D
SB	Left Turn	101	49	48.0%	99.3	16.4	F
	Through	19	15	76.3%	31.3	53.6	C
	Right Turn	146	176	120.6%	54.8	6.5	D
	Subtotal	266	239	89.9%	63.5	5.9	E
EB	Left Turn	111	274	247.2%	184.1	13.7	F
	Through	982	467	47.6%	33.7	6.5	C
	Right Turn	28	27	97.1%	37.5	18.2	D
	Subtotal	1,121	769	68.6%	111.4	15.8	F
WB	Left Turn	41	45	110.2%	68.5	17.7	E
	Through	691	660	95.5%	21.4	3.2	C
	Right Turn	57	89	155.4%	13.0	3.5	B
	Subtotal	789	794	100.6%	22.1	2.7	C
Total		2,355	1,978	84.0%	59.2	4.3	E

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	399	468	117.3%	20.5	2.1	C
	Through						
	Right Turn	105	57	54.2%	17.3	3.9	C
	Subtotal	504	525	104.2%	20.1	2.2	C
EB	Left Turn	160	48	30.1%	35.0	4.3	D
	Through	436	547	125.5%	12.0	1.4	B
	Right Turn						
	Subtotal	596	595	99.9%	14.7	1.2	B
WB	Left Turn						
	Through	580	669	115.4%	18.3	1.5	C
	Right Turn	542	444	81.8%	11.2	2.7	B
	Subtotal	1,122	1,113	99.2%	15.4	0.8	C
Total		2,222	2,233	100.5%	16.4	0.6	C

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	8	8	100.0%	5.7	2.4	A
	Through	59	62	104.7%	8.3	1.4	A
	Right Turn	53	47	88.5%	6.3	1.2	A
	Subtotal	120	117	97.3%	7.1	1.0	A
SB	Left Turn	53	55	103.0%	11.0	1.9	B
	Through	97	94	97.1%	11.4	0.8	B
	Right Turn	1	1	60.0%	1.0	3.2	A
	Subtotal	151	149	98.9%	11.3	1.0	B
EB	Left Turn						
	Through	8	8	97.5%	0.0	0.0	A
	Right Turn	13	13	101.5%	0.0	0.0	A
	Subtotal	21	21	100.0%	0.0	0.0	A
WB	Left Turn	68	90	131.6%	18.4	0.9	C
	Through	2	2	85.0%	4.9	4.6	A
	Right Turn	11	11	100.0%	7.2	3.7	A
	Subtotal	81	102	126.2%	17.4	1.1	C
Total		373	389	104.4%	11.1	0.3	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	16	16	97.5%	7.4	0.6	A
	Through						
	Right Turn	6	6	106.7%	5.4	0.7	A
	Subtotal	22	22	100.0%	6.6	0.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	54	51	94.6%	0.1	0.1	A
	Right Turn	24	24	101.3%	0.4	0.1	A
	Subtotal	78	75	96.7%	0.3	0.1	A
WB	Left Turn	6	6	93.3%	1.8	0.9	A
	Through	66	64	97.6%	1.4	0.1	A
	Right Turn						
	Subtotal	72	70	97.2%	1.4	0.1	A
Total		172	167	97.3%	2.2	0.2	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	14	14	97.9%	7.2	0.6	A
	Through						
	Right Turn	3	3	110.0%	5.0	2.1	A
	Subtotal	17	17	100.0%	6.9	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	47	51	108.7%	0.1	0.1	A
	Right Turn	13	13	102.3%	0.4	0.1	A
	Subtotal	60	64	107.3%	0.3	0.1	A
WB	Left Turn	5	5	98.0%	1.5	0.9	A
	Through	58	64	111.0%	1.4	0.1	A
	Right Turn						
	Subtotal	63	69	110.0%	1.4	0.1	A
Total		140	151	107.6%	1.9	0.2	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	51	50	98.8%	24.3	5.0	C
	Through	30	31	101.7%	33.2	7.1	C
	Right Turn	164	159	96.8%	7.8	1.0	A
	Subtotal	245	240	97.8%	15.9	2.2	B
SB	Left Turn	95	103	108.8%	25.1	3.8	C
	Through	58	57	97.9%	27.9	4.3	C
	Right Turn	32	42	131.3%	3.3	1.7	A
	Subtotal	185	202	109.3%	24.0	3.2	C
EB	Left Turn	52	54	103.7%	20.4	3.8	C
	Through	467	498	106.6%	24.5	2.2	C
	Right Turn	75	74	98.8%	17.0	4.9	B
	Subtotal	594	626	105.3%	22.6	2.2	C
WB	Left Turn	400	391	97.7%	18.5	2.1	B
	Through	415	405	97.6%	10.2	2.2	B
	Right Turn	78	75	95.9%	5.7	2.0	A
	Subtotal	893	871	97.5%	13.9	1.3	B
Total		1,917	1,938	101.1%	17.6	0.9	B

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	27	25	91.1%	27.6	27.6	D
	Through						
	Right Turn	51	53	104.5%	14.2	9.0	B
	Subtotal	78	78	99.9%	17.9	7.4	C
EB	Left Turn						
	Through	650	716	110.1%	3.4	2.1	A
	Right Turn						
	Subtotal	650	716	110.1%	3.4	2.1	A
WB	Left Turn						
	Through	879	880	100.1%	0.5	0.4	A
	Right Turn						
	Subtotal	879	880	100.1%	0.5	0.4	A
Total		1,607	1,674	104.2%	2.0	0.9	A

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	6	6	98.3%	30.5	13.4	D
	Through						
	Right Turn	5	5	98.0%	35.3	35.8	E
	Subtotal	11	11	98.2%	34.8	22.0	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	121	138	113.6%	19.0	7.6	C
	Through	565	590	104.5%	19.8	15.8	C
	Right Turn	9	9	102.2%	7.5	21.6	A
	Subtotal	695	737	106.1%	19.5	13.4	C
WB	Left Turn	2	2	80.0%	1.3	4.2	A
	Through	862	864	100.2%	0.1	0.0	A
	Right Turn	53	54	102.6%	0.7	0.1	A
	Subtotal	917	920	100.3%	0.2	0.1	A
Total		1,623	1,668	102.7%	9.1	6.2	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	62	62	99.5%	17.4	6.1	C
	Subtotal	62	62	99.5%	17.4	6.1	C
EB	Left Turn						
	Through	567	595	105.0%	6.3	4.1	A
	Right Turn						
	Subtotal	567	595	105.0%	6.3	4.1	A
WB	Left Turn						
	Through	863	860	99.6%	0.2	0.0	A
	Right Turn						
	Subtotal	863	860	99.6%	0.2	0.0	A
Total		1,492	1,516	101.6%	3.4	1.5	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	566	594	105.0%	29.4	16.1	D
	Right Turn						
	Subtotal	566	594	105.0%	29.4	16.1	D
WB	Left Turn						
	Through	861	861	100.0%	0.6	0.1	A
	Right Turn						
	Subtotal	861	861	100.0%	0.6	0.1	A
Total		1,427	1,455	102.0%	12.6	6.7	B

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	31	30	95.8%	62.9	15.7	E
	Through	34	34	99.7%	60.1	8.2	E
	Right Turn	35	34	96.9%	13.6	4.7	B
	Subtotal	100	98	97.5%	46.8	9.7	D
SB	Left Turn	59	57	95.8%	80.5	9.5	F
	Through	12	10	84.2%	67.6	36.4	E
	Right Turn	119	118	99.3%	27.1	4.9	C
	Subtotal	190	185	97.3%	45.9	7.3	D
EB	Left Turn	235	218	92.9%	255.1	45.2	F
	Through	308	340	110.4%	92.7	37.0	F
	Right Turn	19	21	111.6%	44.7	31.2	D
	Subtotal	562	580	103.1%	152.0	36.6	F
WB	Left Turn	64	58	90.0%	103.6	24.5	F
	Through	711	715	100.6%	53.7	15.9	D
	Right Turn	183	182	99.5%	47.1	8.6	D
	Subtotal	958	955	99.7%	55.8	14.5	E
Total		1,810	1,817	100.4%	86.6	15.5	F

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	408	395	96.9%	17.3	2.3	C
	Through						
	Right Turn	52	50	96.9%	14.3	3.0	B
	Subtotal	460	446	96.9%	16.9	2.2	C
EB	Left Turn	49	48	97.8%	24.3	3.2	C
	Through	503	502	99.8%	9.3	0.9	A
	Right Turn						
	Subtotal	552	550	99.6%	11.4	1.0	B
WB	Left Turn						
	Through	169	165	97.6%	12.8	4.2	B
	Right Turn	114	116	101.4%	4.4	0.8	A
	Subtotal	283	281	99.1%	9.1	2.3	A
Total		1,295	1,276	98.5%	12.8	1.0	B

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	9	9	96.7%	9.2	6.0	A
	Through	136	138	101.5%	10.5	0.8	B
	Right Turn	78	73	94.1%	9.0	1.3	A
	Subtotal	223	220	98.7%	9.9	0.8	A
SB	Left Turn	20	20	99.5%	11.6	1.6	B
	Through	120	119	99.4%	12.4	0.9	B
	Right Turn	1	1	70.0%	0.0	0.0	A
	Subtotal	141	140	99.2%	12.4	0.9	B
EB	Left Turn						
	Through	2	1	35.0%	0.0	0.0	A
	Right Turn	15	16	109.3%	9.6	1.3	A
	Subtotal	17	17	100.6%	9.6	1.3	A
WB	Left Turn	121	151	125.0%	38.2	12.5	E
	Through	6	8	126.7%	9.9	21.0	A
	Right Turn	22	27	124.5%	24.4	19.3	C
	Subtotal	149	186	125.0%	37.1	12.5	E
Total		530	563	106.3%	19.5	4.5	C

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	19	19	101.6%	7.6	1.1	A
	Through						
	Right Turn	2	2	80.0%	0.0	0.0	A
	Subtotal	21	21	99.5%	7.6	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	97	93	95.8%	1.0	0.4	A
	Right Turn	10	9	86.0%	1.0	1.3	A
	Subtotal	107	102	94.9%	1.0	0.3	A
WB	Left Turn						
	Through	95	118	123.9%	1.1	0.1	A
	Right Turn						
	Subtotal	95	118	123.9%	1.1	0.1	A
Total		223	240	107.7%	1.5	0.2	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	7.6	1.8	A
	Through						
	Right Turn	5	5	102.0%	0.0	0.0	A
	Subtotal	10	10	100.0%	7.6	1.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	93	93	99.9%	1.2	1.0	A
	Right Turn	5	5	102.0%	0.4	0.1	A
	Subtotal	98	98	100.0%	1.1	0.9	A
WB	Left Turn	6	8	136.7%	2.4	2.4	A
	Through	89	118	132.2%	1.6	0.1	A
	Right Turn						
	Subtotal	95	126	132.5%	1.7	0.2	A
Total		203	234	115.2%	1.6	0.5	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	181	176	97.1%	35.3	11.1	D
	Through	111	109	98.2%	44.0	9.4	D
	Right Turn	467	457	97.9%	26.7	10.9	C
	Subtotal	759	742	97.7%	30.6	10.4	C
SB	Left Turn	126	131	103.7%	32.2	6.6	C
	Through	111	120	107.9%	38.6	5.0	D
	Right Turn	93	116	124.9%	6.4	2.4	A
	Subtotal	330	367	111.1%	28.9	4.2	C
EB	Left Turn	53	57	107.5%	23.8	4.8	C
	Through	588	612	104.0%	36.6	7.2	D
	Right Turn	171	175	102.6%	32.4	9.5	C
	Subtotal	812	844	103.9%	34.7	7.2	C
WB	Left Turn	356	338	94.9%	38.3	6.0	D
	Through	552	518	93.8%	19.0	2.6	B
	Right Turn	86	80	93.0%	12.4	4.0	B
	Subtotal	994	936	94.1%	25.4	3.3	C
Total		2,895	2,888	99.8%	30.0	5.6	C

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	62	58	94.0%	35.7	7.4	E
	Through						
	Right Turn	68	69	101.0%	23.0	7.1	C
	Subtotal	130	127	97.7%	32.6	6.6	D
EB	Left Turn						
	Through	1,100	1,173	106.6%	15.6	11.1	C
	Right Turn						
	Subtotal	1,100	1,173	106.6%	15.6	11.1	C
WB	Left Turn						
	Through	865	873	100.9%	1.3	0.6	A
	Right Turn						
	Subtotal	865	873	100.9%	1.3	0.6	A
Total		2,095	2,173	103.7%	10.3	6.2	B

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	3	2	73.3%	30.7	52.7	D
	Through						
	Right Turn	2	3	125.0%	55.8	73.6	F
	Subtotal	5	5	94.0%	63.3	73.8	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	35	39	110.6%	18.9	21.5	C
	Through	1,112	1,179	106.1%	5.1	4.2	A
	Right Turn	8	9	115.0%	1.6	1.9	A
	Subtotal	1,155	1,227	106.3%	5.2	4.1	A
WB	Left Turn	2	2	80.0%	0.0	0.0	A
	Through	861	872	101.2%	0.4	0.5	A
	Right Turn	41	46	111.5%	0.5	0.2	A
	Subtotal	904	919	101.7%	0.4	0.5	A
Total		2,064	2,151	104.2%	3.3	2.5	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	109	108	98.7%	19.5	12.1	C
	Subtotal	109	108	98.7%	19.5	12.1	C
EB	Left Turn						
	Through	1,114	1,182	106.1%	0.7	0.6	A
	Right Turn						
	Subtotal	1,114	1,182	106.1%	0.7	0.6	A
WB	Left Turn						
	Through	795	813	102.3%	0.3	0.2	A
	Right Turn						
	Subtotal	795	813	102.3%	0.3	0.2	A
Total		2,018	2,102	104.2%	1.3	0.6	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,114	1,181	106.0%	6.1	3.3	A
	Right Turn						
	Subtotal	1,114	1,181	106.0%	6.1	3.3	A
WB	Left Turn						
	Through	795	814	102.4%	0.7	0.1	A
	Right Turn						
	Subtotal	795	814	102.4%	0.7	0.1	A
Total		1,909	1,994	104.5%	3.8	1.9	A

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	44	105.5%	54.1	10.1	D
	Through	26	26	98.8%	56.9	22.7	E
	Right Turn	111	106	95.6%	29.9	8.4	C
	Subtotal	179	176	98.4%	36.5	5.7	D
SB	Left Turn	102	96	94.4%	73.0	6.8	E
	Through	18	15	81.7%	67.6	20.7	E
	Right Turn	102	98	95.8%	23.0	3.2	C
	Subtotal	222	209	94.0%	52.0	6.8	D
EB	Left Turn	104	102	97.6%	56.1	8.5	E
	Through	982	1,049	106.8%	12.8	2.6	B
	Right Turn	28	32	113.9%	4.3	2.0	A
	Subtotal	1,114	1,182	106.1%	16.0	2.9	B
WB	Left Turn	41	39	94.9%	77.4	15.7	E
	Through	651	671	103.0%	26.9	4.4	C
	Right Turn	75	73	96.7%	20.0	5.3	B
	Subtotal	767	782	102.0%	29.3	3.6	C
Total		2,282	2,349	102.9%	25.9	2.1	C

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	399	395	98.9%	23.0	2.5	C
	Through						
	Right Turn	106	102	96.5%	20.9	4.6	C
	Subtotal	505	497	98.4%	22.6	2.1	C
EB	Left Turn	160	158	98.6%	57.4	18.6	F
	Through	436	434	99.6%	12.0	1.9	B
	Right Turn						
	Subtotal	596	592	99.3%	25.6	7.2	D
WB	Left Turn						
	Through	580	572	98.6%	28.5	3.8	D
	Right Turn	542	534	98.6%	20.3	5.1	C
	Subtotal	1,122	1,106	98.6%	24.4	4.1	C
Total		2,223	2,195	98.7%	24.4	3.0	C

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	8	8	93.8%	5.8	5.0	A
	Through	81	87	107.2%	8.1	0.8	A
	Right Turn	58	53	91.0%	7.1	1.3	A
	Subtotal	147	147	100.1%	7.7	0.5	A
SB	Left Turn	53	55	103.0%	13.1	2.5	B
	Through	97	95	98.2%	13.9	1.1	B
	Right Turn	1	1	60.0%	0.0	0.0	A
	Subtotal	151	151	99.7%	13.6	1.4	B
EB	Left Turn						
	Through	8	8	97.5%	11.5	1.7	B
	Right Turn	14	13	94.3%	10.0	1.8	B
	Subtotal	22	21	95.5%	10.6	1.8	B
WB	Left Turn	72	67	92.4%	7.6	0.9	A
	Through	2	2	90.0%	6.0	4.8	A
	Right Turn	12	11	91.7%	4.5	1.7	A
	Subtotal	86	79	92.2%	7.3	0.8	A
Total		406	398	98.0%	10.7	0.7	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	16	16	97.5%	7.5	0.7	A
	Through						
	Right Turn	6	6	106.7%	5.6	0.7	A
	Subtotal	22	22	100.0%	6.7	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	54	55	102.2%	0.1	0.1	A
	Right Turn	24	26	106.3%	0.5	0.2	A
	Subtotal	78	81	103.5%	0.3	0.1	A
WB	Left Turn	6	6	93.3%	2.0	0.8	A
	Through	67	66	99.1%	1.4	0.2	A
	Right Turn						
	Subtotal	73	72	98.6%	1.5	0.2	A
Total		173	175	101.0%	2.2	0.2	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	14	14	97.9%	7.3	1.7	A
	Through						
	Right Turn	3	3	110.0%	0.0	0.0	A
	Subtotal	17	17	100.0%	7.3	1.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	47	55	117.4%	0.1	0.1	A
	Right Turn	13	14	109.2%	0.0	0.0	A
	Subtotal	60	69	115.7%	0.1	0.1	A
WB	Left Turn	5	5	98.0%	0.4	0.5	A
	Through	59	66	112.5%	1.8	0.1	A
	Right Turn						
	Subtotal	64	71	111.4%	1.8	0.1	A
Total		141	158	111.8%	1.2	0.1	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	56	53	95.2%	29.9	3.8	C
	Through	33	33	100.0%	35.3	6.3	D
	Right Turn	179	169	94.6%	8.6	1.3	A
	Subtotal	268	256	95.4%	19.5	2.4	B
SB	Left Turn	100	90	89.6%	26.9	4.4	C
	Through	60	56	93.8%	33.9	5.5	C
	Right Turn	33	35	105.8%	5.2	5.8	A
	Subtotal	193	181	93.7%	27.2	2.8	C
EB	Left Turn	64	64	100.6%	22.1	5.9	C
	Through	540	574	106.2%	28.5	4.0	C
	Right Turn	92	93	101.1%	22.2	3.7	C
	Subtotal	696	731	105.0%	26.6	3.3	C
WB	Left Turn	480	461	96.0%	25.4	2.7	C
	Through	533	516	96.8%	10.8	1.6	B
	Right Turn	95	92	96.4%	7.1	2.3	A
	Subtotal	1,108	1,068	96.4%	17.5	1.8	B
Total		2,265	2,236	98.7%	21.2	1.4	C

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	19	33	174.2%	74.5	21.7	F
	Through						
	Right Turn	36	43	118.6%	14.3	12.0	B
	Subtotal	55	76	137.8%	60.6	15.3	F
EB	Left Turn						
	Through	743	787	105.9%	4.4	2.2	A
	Right Turn						
	Subtotal	743	787	105.9%	4.4	2.2	A
WB	Left Turn						
	Through	1,115	1,085	97.3%	1.5	1.2	A
	Right Turn						
	Subtotal	1,115	1,085	97.3%	1.5	1.2	A
Total		1,913	1,947	101.8%	6.3	1.2	A

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	6	6	98.3%	38.8	23.3	E
	Through						
	Right Turn	5	5	98.0%	13.5	10.4	B
	Subtotal	11	11	98.2%	25.6	11.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	82	99	121.2%	21.5	5.3	C
	Through	689	709	102.9%	0.2	0.1	A
	Right Turn	9	9	104.4%	0.6	0.3	A
	Subtotal	780	818	104.8%	2.7	1.0	A
WB	Left Turn	2	1	70.0%	0.0	0.0	A
	Through	1,098	1,068	97.3%	0.2	0.1	A
	Right Turn	36	40	110.0%	0.6	0.3	A
	Subtotal	1,136	1,109	97.6%	0.2	0.1	A
Total		1,927	1,938	100.6%	1.6	0.4	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	95.5%	12.7	10.2	B
	Through						
	Right Turn	41	37	89.0%	17.0	8.6	C
	Subtotal	61	56	91.1%	15.5	8.5	C
EB	Left Turn						
	Through	694	713	102.8%	0.0	0.0	A
	Right Turn						
	Subtotal	694	713	102.8%	0.0	0.0	A
WB	Left Turn						
	Through	1,095	1,075	98.2%	0.6	0.3	A
	Right Turn						
	Subtotal	1,095	1,075	98.2%	0.6	0.3	A
Total		1,850	1,844	99.7%	0.9	0.2	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	3	3	100.0%	0.0	0.0	A
	Subtotal	3	3	100.0%	0.0	0.0	A
EB	Left Turn	76	73	96.4%	29.7	5.4	D
	Through	638	658	103.1%	0.2	0.1	A
	Right Turn						
	Subtotal	714	731	102.4%	3.4	1.1	A
WB	Left Turn						
	Through	1,092	1,074	98.4%	0.6	0.2	A
	Right Turn	84	83	98.3%	0.8	0.2	A
	Subtotal	1,176	1,157	98.4%	0.6	0.2	A
Total		1,893	1,891	99.9%	1.7	0.4	A

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	31	30	96.1%	54.9	9.3	D
	Through	30	30	100.7%	55.9	16.7	E
	Right Turn	35	34	95.7%	10.7	2.8	B
	Subtotal	96	94	97.4%	38.6	8.9	D
SB	Left Turn	43	40	91.9%	68.6	18.6	E
	Through	11	10	91.8%	70.8	20.7	E
	Right Turn	139	145	104.2%	33.7	3.8	C
	Subtotal	193	195	100.8%	43.9	5.4	D
EB	Left Turn	132	142	107.3%	58.2	6.5	E
	Through	482	488	101.2%	8.3	2.5	A
	Right Turn	23	25	107.4%	1.8	1.4	A
	Subtotal	637	654	102.7%	15.6	1.9	B
WB	Left Turn	78	67	85.8%	124.0	23.3	F
	Through	1,006	983	97.7%	72.2	19.7	E
	Right Turn	82	80	97.3%	67.2	21.0	E
	Subtotal	1,166	1,130	96.9%	76.3	20.0	E
Total		2,092	2,072	99.1%	53.6	11.9	D

Intersection **Bonanza/Deer Valley Dr** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	481	462	96.1%	19.0	2.0	C
	Through						
	Right Turn	59	56	94.7%	15.2	3.3	C
	Subtotal	540	518	95.9%	18.6	1.8	C
EB	Left Turn	52	48	92.9%	24.5	3.9	C
	Through	529	526	99.5%	9.1	0.8	A
	Right Turn						
	Subtotal	581	575	98.9%	11.1	1.1	B
WB	Left Turn						
	Through	169	163	96.5%	12.1	1.9	B
	Right Turn	114	116	101.4%	4.1	0.6	A
	Subtotal	283	279	98.5%	8.6	1.2	A
Total		1,404	1,371	97.7%	13.4	1.1	B

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Volume and Delay by Movement **PM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	9	8	88.9%	13.0	13.5	B
	Through	161	155	96.0%	13.1	1.9	B
	Right Turn	87	79	90.7%	11.8	2.2	B
	Subtotal	257	241	93.9%	12.7	1.7	B
SB	Left Turn	20	19	97.0%	12.0	1.7	B
	Through	122	121	99.4%	12.8	0.7	B
	Right Turn	1	1	100.0%	4.8	4.1	A
	Subtotal	143	142	99.1%	12.5	0.7	B
EB	Left Turn						
	Through	2	1	35.0%	4.5	5.9	A
	Right Turn	16	16	102.5%	9.9	1.0	A
	Subtotal	18	17	95.0%	10.0	1.1	A
WB	Left Turn	127	121	95.6%	11.8	1.3	B
	Through	6	6	105.0%	6.2	7.0	A
	Right Turn	23	23	98.7%	10.8	1.6	B
	Subtotal	156	150	96.4%	11.4	1.3	B
Total		574	551	95.9%	12.2	0.8	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	20	19	96.5%	7.6	0.8	A
	Through						
	Right Turn	2	2	80.0%	0.0	0.0	A
	Subtotal	22	21	95.0%	7.6	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	105	98	93.0%	0.7	0.3	A
	Right Turn	10	8	82.0%	0.5	0.5	A
	Subtotal	115	106	92.0%	0.7	0.2	A
WB	Left Turn						
	Through	101	99	97.9%	1.8	0.1	A
	Right Turn						
	Subtotal	101	99	97.9%	1.8	0.1	A
Total		238	226	94.8%	1.7	0.1	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	7.3	1.5	A
	Through						
	Right Turn	5	5	102.0%	0.5	1.7	A
	Subtotal	10	10	100.0%	7.2	1.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	102	98	95.7%	1.1	0.6	A
	Right Turn	5	5	96.0%	0.0	0.1	A
	Subtotal	107	102	95.7%	1.1	0.6	A
WB	Left Turn	6	7	113.3%	1.1	1.8	A
	Through	96	99	103.0%	1.8	0.1	A
	Right Turn						
	Subtotal	102	106	103.6%	1.8	0.1	A
Total		219	218	99.6%	1.6	0.3	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	198	188	95.1%	64.5	18.9	E
	Through	122	118	96.5%	70.1	21.8	E
	Right Turn	527	504	95.7%	59.7	17.7	E
	Subtotal	847	810	95.7%	61.6	18.1	E
SB	Left Turn	130	119	91.8%	28.0	8.6	C
	Through	115	114	99.3%	40.0	7.7	D
	Right Turn	96	101	104.7%	8.6	4.3	A
	Subtotal	341	334	97.9%	28.0	4.4	C
EB	Left Turn	65	59	90.5%	27.4	8.1	C
	Through	708	625	88.3%	40.9	8.0	D
	Right Turn	209	181	86.7%	34.9	7.8	C
	Subtotal	982	865	88.1%	38.5	7.2	D
WB	Left Turn	399	379	95.1%	43.2	7.0	D
	Through	600	580	96.7%	19.7	3.3	B
	Right Turn	95	88	92.2%	15.2	3.2	B
	Subtotal	1,094	1,047	95.7%	27.8	3.2	C
Total		3,264	3,057	93.6%	40.0	6.5	D

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	42	43	102.6%	186.7	81.7	F
	Through						
	Right Turn	46	55	120.4%	53.8	23.5	F
	Subtotal	88	99	111.9%	101.8	41.6	F
EB	Left Turn						
	Through	1,268	1,199	94.6%	9.1	4.0	A
	Right Turn						
	Subtotal	1,268	1,199	94.6%	9.1	4.0	A
WB	Left Turn						
	Through	988	996	100.9%	0.6	0.9	A
	Right Turn						
	Subtotal	988	996	100.9%	0.6	0.9	A
Total		2,344	2,294	97.9%	13.4	4.7	B

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	73.3%	25.0	39.3	D
	Through						
	Right Turn	2	3	125.0%	89.0	51.4	F
	Subtotal	5	5	94.0%	94.6	41.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	25	27	108.0%	17.5	18.4	C
	Through	1,270	1,198	94.3%	13.1	2.5	B
	Right Turn	8	8	100.0%	7.0	7.6	A
	Subtotal	1,303	1,233	94.6%	13.1	2.5	B
WB	Left Turn	2	2	110.0%	5.1	16.0	A
	Through	984	995	101.1%	0.3	0.2	A
	Right Turn	29	37	128.6%	0.6	0.2	A
	Subtotal	1,015	1,035	102.0%	0.3	0.2	A
Total		2,323	2,273	97.8%	7.4	1.4	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	34	30	86.8%	7.2	6.4	A
	Through						
	Right Turn	40	39	98.5%	19.7	17.2	C
	Subtotal	74	69	93.1%	15.5	12.3	C
EB	Left Turn						
	Through	1,272	1,201	94.4%	0.3	0.3	A
	Right Turn						
	Subtotal	1,272	1,201	94.4%	0.3	0.3	A
WB	Left Turn						
	Through	976	998	102.2%	1.0	1.1	A
	Right Turn						
	Subtotal	976	998	102.2%	1.0	1.1	A
Total		2,322	2,267	97.6%	1.0	0.8	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	16	94.1%	3.1	3.9	A
	Through						
	Right Turn	34	33	97.1%	1.2	1.6	A
	Subtotal	51	49	96.1%	2.2	2.3	A
EB	Left Turn	18	16	90.6%	11.4	8.3	B
	Through	1,287	1,209	93.9%	6.6	3.4	A
	Right Turn						
	Subtotal	1,305	1,225	93.9%	6.7	3.3	A
WB	Left Turn						
	Through	942	965	102.4%	1.7	1.3	A
	Right Turn	28	30	107.9%	0.7	0.3	A
	Subtotal	970	995	102.6%	1.7	1.3	A
Total		2,326	2,269	97.5%	4.4	1.9	A

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	45	106.2%	57.3	8.4	E
	Through	23	23	98.7%	56.3	24.2	E
	Right Turn	111	106	95.2%	31.4	5.9	C
	Subtotal	176	173	98.3%	38.0	4.1	D
SB	Left Turn	71	64	90.6%	83.1	9.5	F
	Through	19	18	96.3%	71.7	22.1	E
	Right Turn	100	106	106.4%	51.0	9.6	D
	Subtotal	190	189	99.5%	64.4	8.8	E
EB	Left Turn	81	78	96.5%	61.6	15.3	E
	Through	1,189	1,112	93.5%	15.9	3.7	B
	Right Turn	34	35	103.2%	10.1	4.7	B
	Subtotal	1,304	1,225	93.9%	18.5	3.7	B
WB	Left Turn	50	47	94.0%	65.6	13.1	E
	Through	828	841	101.6%	17.9	3.0	B
	Right Turn	48	48	99.0%	11.2	4.0	B
	Subtotal	926	935	101.0%	20.3	2.8	C
Total		2,596	2,523	97.2%	26.1	2.1	C

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	437	407	93.0%	22.3	2.0	C
	Through						
	Right Turn	115	105	90.9%	21.9	3.1	C
	Subtotal	552	511	92.6%	22.2	1.9	C
EB	Left Turn	168	165	98.0%	54.5	10.1	F
	Through	458	457	99.9%	11.6	1.5	B
	Right Turn						
	Subtotal	626	622	99.4%	24.0	3.3	C
WB	Left Turn						
	Through	580	573	98.8%	27.2	2.2	D
	Right Turn	542	534	98.5%	19.2	3.9	C
	Subtotal	1,122	1,107	98.6%	23.2	2.9	C
Total		2,300	2,240	97.4%	23.3	2.2	C

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	8	8	93.8%	7.9	5.6	A
	Through	80	84	105.0%	8.9	1.1	A
	Right Turn	57	52	91.6%	7.1	1.8	A
	Subtotal	145	144	99.1%	8.0	1.2	A
SB	Left Turn	53	55	102.8%	11.1	1.6	B
	Through	96	94	98.2%	11.8	0.8	B
	Right Turn	1	1	60.0%	1.0	3.2	A
	Subtotal	150	149	99.6%	11.5	1.0	B
EB	Left Turn						
	Through	8	8	97.5%	0.0	0.0	A
	Right Turn	14	13	94.3%	0.0	0.0	A
	Subtotal	22	21	95.5%	0.0	0.0	A
WB	Left Turn	72	92	127.2%	19.1	2.0	C
	Through	2	2	90.0%	4.1	3.8	A
	Right Turn	12	11	91.7%	9.1	5.1	A
	Subtotal	86	104	121.4%	18.1	1.9	C
Total		403	419	103.8%	11.4	0.7	B

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	16	16	97.5%	7.5	0.6	A
	Through						
	Right Turn	6	6	106.7%	5.2	0.4	A
	Subtotal	22	22	100.0%	6.6	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	36	55	153.9%	0.1	0.1	A
	Right Turn	24	25	104.6%	0.5	0.1	A
	Subtotal	60	81	134.2%	0.3	0.1	A
WB	Left Turn	6	6	93.3%	1.6	0.6	A
	Through	67	66	99.0%	1.4	0.1	A
	Right Turn						
	Subtotal	73	72	98.5%	1.4	0.1	A
Total		155	174	112.5%	2.1	0.2	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	14	14	97.9%	6.9	0.4	A
	Through						
	Right Turn	3	3	110.0%	5.0	2.0	A
	Subtotal	17	17	100.0%	6.7	0.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	47	55	117.9%	0.1	0.1	A
	Right Turn	13	14	108.5%	0.4	0.1	A
	Subtotal	60	70	115.8%	0.2	0.1	A
WB	Left Turn	5	5	98.0%	1.3	0.6	A
	Through	59	66	112.4%	1.4	0.1	A
	Right Turn						
	Subtotal	64	71	111.3%	1.4	0.1	A
Total		141	158	111.8%	1.8	0.2	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	56	53	95.2%	24.6	7.0	C
	Through	33	33	100.0%	39.6	9.0	D
	Right Turn	174	167	95.7%	8.3	1.2	A
	Subtotal	263	253	96.2%	19.0	4.3	B
SB	Left Turn	98	105	106.8%	30.4	4.4	C
	Through	60	57	95.5%	34.9	4.2	C
	Right Turn	33	43	129.7%	3.7	1.5	A
	Subtotal	191	205	107.2%	29.1	2.8	C
EB	Left Turn	64	65	101.4%	19.6	3.1	B
	Through	521	554	106.3%	26.0	3.2	C
	Right Turn	92	93	100.5%	20.7	4.8	C
	Subtotal	677	711	105.1%	24.4	3.0	C
WB	Left Turn	464	435	93.8%	25.7	3.6	C
	Through	507	468	92.3%	10.6	1.5	B
	Right Turn	93	88	94.2%	7.4	2.3	A
	Subtotal	1,064	991	93.1%	17.4	2.3	B
Total		2,195	2,160	98.4%	20.7	1.7	C

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	19	17	87.9%	48.0	23.4	E
	Through						
	Right Turn	36	36	98.6%	38.1	19.0	E
	Subtotal	55	52	94.9%	41.6	14.4	E
EB	Left Turn						
	Through	719	783	108.9%	3.5	0.8	A
	Right Turn						
	Subtotal	719	783	108.9%	3.5	0.8	A
WB	Left Turn						
	Through	1,066	1,014	95.1%	0.7	0.5	A
	Right Turn						
	Subtotal	1,066	1,014	95.1%	0.7	0.5	A
Total		1,840	1,849	100.5%	2.2	0.5	A

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	Total Delay (sec/veh) LOS
NB	Left Turn	6	6	101.7%	26.8	10.7	D
	Through						
	Right Turn	5	5	98.0%	3.0	9.5	A
	Subtotal	11	11	100.0%	26.5	10.1	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	82	99	121.1%	31.9	11.4	D
	Through	664	688	103.6%	0.1	0.0	A
	Right Turn	9	10	106.7%	0.6	0.2	A
	Subtotal	755	797	105.5%	1.5	0.7	A
WB	Left Turn	2	1	65.0%	0.0	0.0	A
	Through	1,049	998	95.1%	0.3	0.3	A
	Right Turn	36	39	106.9%	0.5	0.1	A
	Subtotal	1,087	1,037	95.4%	0.3	0.3	A
Total		1,853	1,845	99.6%	0.9	0.3	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	44	42	95.5%	22.1	13.5	C
	Subtotal	44	42	95.5%	22.1	13.5	C
EB	Left Turn						
	Through	669	693	103.5%	0.0	0.0	A
	Right Turn						
	Subtotal	669	693	103.5%	0.0	0.0	A
WB	Left Turn						
	Through	1,043	998	95.7%	0.3	0.0	A
	Right Turn						
	Subtotal	1,043	998	95.7%	0.3	0.0	A
Total		1,756	1,733	98.7%	0.4	0.2	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	669	691	103.3%	0.0	0.0	A
	Right Turn						
	Subtotal	669	691	103.3%	0.0	0.0	A
WB	Left Turn						
	Through	1,043	1,000	95.9%	0.7	0.2	A
	Right Turn						
	Subtotal	1,043	1,000	95.9%	0.7	0.2	A
Total		1,712	1,692	98.8%	0.4	0.1	A

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	31	30	95.8%	48.6	14.9	D
	Through	24	23	95.4%	63.4	16.0	E
	Right Turn	35	34	96.9%	10.6	2.2	B
	Subtotal	90	87	96.1%	37.3	10.6	D
SB	Left Turn	36	34	95.0%	59.6	24.1	E
	Through	11	9	84.5%	76.1	33.9	E
	Right Turn	90	88	97.8%	31.3	7.0	C
	Subtotal	137	132	96.0%	44.1	4.3	D
EB	Left Turn	164	155	94.8%	56.8	7.3	E
	Through	482	505	104.8%	8.4	2.0	A
	Right Turn	23	25	110.0%	1.9	0.8	A
	Subtotal	669	686	102.5%	15.4	2.7	B
WB	Left Turn	78	65	83.1%	154.3	10.5	F
	Through	922	884	95.8%	107.7	7.3	F
	Right Turn	132	131	99.0%	100.8	12.2	F
	Subtotal	1,132	1,079	95.3%	111.2	7.9	F
Total		2,028	1,983	97.8%	74.7	5.3	E

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	467	438	93.8%	17.8	1.0	C
	Through						
	Right Turn	59	55	93.2%	17.0	3.8	C
	Subtotal	526	493	93.7%	17.8	1.0	C
EB	Left Turn	52	48	92.9%	25.3	5.1	D
	Through	529	525	99.3%	9.9	1.5	A
	Right Turn						
	Subtotal	581	574	98.7%	11.8	1.5	B
WB	Left Turn						
	Through	169	163	96.3%	12.0	3.0	B
	Right Turn	109	109	99.9%	4.2	0.6	A
	Subtotal	278	272	97.7%	8.6	1.6	A
Total		1,385	1,338	96.6%	13.3	0.9	B

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	9	8	86.7%	13.2	8.4	B
	Through	158	154	97.5%	13.2	1.9	B
	Right Turn	86	78	91.2%	11.4	1.8	B
	Subtotal	253	240	95.0%	12.5	1.6	B
SB	Left Turn	20	19	97.0%	13.3	3.1	B
	Through	122	121	99.3%	12.5	0.7	B
	Right Turn	1	1	100.0%	1.7	5.4	A
	Subtotal	143	142	99.0%	12.5	0.7	B
EB	Left Turn						
	Through	2	1	35.0%	0.0	0.0	A
	Right Turn	16	16	102.5%	9.1	0.7	A
	Subtotal	18	17	95.0%	9.1	0.7	A
WB	Left Turn	143	139	97.2%	31.5	9.7	D
	Through	6	6	106.7%	16.2	28.2	C
	Right Turn	23	23	98.7%	28.3	11.4	D
	Subtotal	172	168	97.7%	31.0	8.6	D
Total		586	567	96.8%	18.0	2.4	C

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	20	19	96.5%	7.4	1.8	A
	Through						
	Right Turn	2	2	80.0%	0.0	0.0	A
	Subtotal	22	21	95.0%	7.4	1.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	105	97	92.8%	1.1	0.6	A
	Right Turn	10	8	83.0%	1.8	1.2	A
	Subtotal	115	106	91.9%	1.2	0.6	A
WB	Left Turn						
	Through	119	99	83.2%	1.8	0.1	A
	Right Turn						
	Subtotal	119	99	83.2%	1.8	0.1	A
Total		256	226	88.1%	2.0	0.4	A

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	5	5	98.0%	7.2	1.3	A
	Through						
	Right Turn	5	5	102.0%	0.5	1.6	A
	Subtotal	10	10	100.0%	7.1	1.4	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	102	97	95.5%	1.1	0.6	A
	Right Turn	5	5	98.0%	0.0	0.1	A
	Subtotal	107	102	95.6%	1.1	0.6	A
WB	Left Turn	6	7	113.3%	0.6	0.5	A
	Through	114	99	86.8%	1.8	0.1	A
	Right Turn						
	Subtotal	120	106	88.2%	1.8	0.1	A
Total		237	218	92.0%	1.6	0.3	A

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	198	188	95.0%	59.2	19.3	E
	Through	122	117	96.1%	68.6	20.5	E
	Right Turn	531	506	95.2%	56.2	22.1	E
	Subtotal	851	811	95.3%	58.0	21.0	E
SB	Left Turn	130	127	97.4%	31.1	4.9	C
	Through	115	114	99.3%	39.1	8.3	D
	Right Turn	111	112	101.1%	8.3	4.7	A
	Subtotal	356	353	99.2%	28.9	4.5	C
EB	Left Turn	65	60	92.3%	22.3	3.4	C
	Through	742	635	85.6%	37.9	7.2	D
	Right Turn	209	184	88.0%	36.8	8.7	D
	Subtotal	1,016	879	86.5%	36.3	6.9	D
WB	Left Turn	388	375	96.6%	42.2	6.7	D
	Through	588	552	93.9%	22.0	2.6	C
	Right Turn	91	86	94.5%	14.6	2.8	B
	Subtotal	1,067	1,013	94.9%	28.7	3.2	C
Total		3,290	3,056	92.9%	38.9	5.9	D

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	42	39	92.1%	33.9	12.2	D
	Through						
	Right Turn	46	44	96.5%	24.5	16.9	C
	Subtotal	88	83	94.4%	27.1	11.1	D
EB	Left Turn						
	Through	1,297	1,216	93.8%	8.6	2.2	A
	Right Turn						
	Subtotal	1,297	1,216	93.8%	8.6	2.2	A
WB	Left Turn						
	Through	962	974	101.2%	0.5	0.4	A
	Right Turn						
	Subtotal	962	974	101.2%	0.5	0.4	A
Total		2,347	2,273	96.8%	5.4	1.4	A

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	3	2	80.0%	40.6	52.8	E
	Through						
	Right Turn	2	3	125.0%	66.8	75.5	F
	Subtotal	5	5	98.0%	68.1	49.3	F
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	25	27	108.0%	9.9	10.3	A
	Through	1,299	1,214	93.5%	8.5	4.2	A
	Right Turn	8	8	98.8%	2.6	3.6	A
	Subtotal	1,332	1,249	93.8%	8.5	4.2	A
WB	Left Turn	2	2	110.0%	8.3	19.7	A
	Through	958	971	101.4%	0.3	0.2	A
	Right Turn	29	36	122.4%	0.6	0.1	A
	Subtotal	989	1,009	102.0%	0.3	0.2	A
Total		2,326	2,263	97.3%	5.0	2.4	A

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Total Delay (sec/veh) Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn	73	71	97.0%	23.6	22.2	C
	Subtotal	73	71	97.0%	23.6	22.2	C
EB	Left Turn						
	Through	1,301	1,216	93.5%	0.4	0.3	A
	Right Turn						
	Subtotal	1,301	1,216	93.5%	0.4	0.3	A
WB	Left Turn						
	Through	915	937	102.3%	0.8	0.7	A
	Right Turn						
	Subtotal	915	937	102.3%	0.8	0.7	A
Total		2,289	2,223	97.1%	1.1	0.8	A

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Percent	Total Delay (sec/veh) Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	1,300	1,215	93.5%	8.3	1.9	A
	Right Turn						
	Subtotal	1,300	1,215	93.5%	8.3	1.9	A
WB	Left Turn						
	Through	915	937	102.4%	0.9	0.3	A
	Right Turn						
	Subtotal	915	937	102.4%	0.9	0.3	A
Total		2,215	2,152	97.2%	5.0	1.1	A

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn	42	41	96.9%	55.9	18.3	E
	Through	20	21	105.0%	54.7	32.5	D
	Right Turn	111	110	99.1%	39.6	9.7	D
	Subtotal	173	172	99.2%	44.2	9.0	D
SB	Left Turn	81	79	97.7%	58.1	3.9	E
	Through	16	14	87.5%	54.3	14.2	D
	Right Turn	73	71	96.7%	12.6	3.9	B
	Subtotal	170	164	96.3%	42.2	4.6	D
EB	Left Turn	77	74	95.7%	56.7	8.3	E
	Through	1,189	1,112	93.5%	15.6	2.8	B
	Right Turn	34	31	90.0%	10.2	5.3	B
	Subtotal	1,300	1,216	93.5%	17.8	2.6	B
WB	Left Turn	50	54	107.8%	75.6	9.2	E
	Through	800	851	106.3%	29.9	2.7	C
	Right Turn	61	47	76.6%	20.5	7.2	C
	Subtotal	911	951	104.4%	31.9	3.0	C
Total		2,554	2,503	98.0%	26.7	2.3	C

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Demand Volume (vph)	Served Volume (vph) Average	Served Volume (vph) Percent	Total Delay (sec/veh) Average	Total Delay (sec/veh) Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	426	408	95.8%	21.7	2.7	C
	Through						
	Right Turn	115	104	90.7%	20.4	4.0	C
	Subtotal	541	512	94.7%	21.4	2.1	C
EB	Left Turn	168	165	98.1%	57.3	9.2	F
	Through	458	457	99.8%	11.9	1.5	B
	Right Turn						
	Subtotal	626	622	99.3%	25.1	3.2	D
WB	Left Turn						
	Through	580	575	99.1%	29.1	4.9	D
	Right Turn	547	533	97.5%	20.5	4.9	C
	Subtotal	1,127	1,108	98.3%	24.9	4.6	C
Total		2,294	2,242	97.7%	24.3	3.1	C

Detailed Queue Reports

Note: Cells with "#Value" did not have queues calculated due to no vehicles taking that movement in the analysis period

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 1 **Monitor/Lucky John**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	5	1	3	7	85	17	67	128
	Through	5	1	4	8	85	17	67	129
	Right Turn	5	1	4	8	86	17	68	129
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	7	1	5	9	74	18	51	109
	Through	7	1	5	9	75	18	51	109
	Right Turn	6	1	5	9	74	18	51	109
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	0	0	1	18	1	17	20
	Right Turn	1	0	1	1	19	1	18	21
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	3	0	2	4	50	14	33	75
	Through	3	0	2	3	51	14	33	75
	Right Turn	3	0	2	3	51	14	33	75
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 2 **Access 5/Lucky John**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	22	2	20	28
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	27	0	26	28
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	1	3	0	8
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 3 **Access 6/Lucky John**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	1	35	1	33	37
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	49	1	47	51
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 4 **Monitor&Bonanza/Kearns**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	11	2	9	13	78	10	62	94
	Through	13	2	11	15	81	11	62	94
	Right Turn	14	2	11	16	83	10	65	96
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	16	2	12	19	81	10	67	94
	Through	17	2	13	19	81	10	67	94
	Right Turn	12	2	10	16	86	12	69	102
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	48	13	36	83	219	27	191	291
	Through	49	13	38	84	219	27	191	292
	Right Turn	52	13	40	87	224	27	196	297
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	48	3	43	55	243	11	215	253
	Through	48	3	44	56	244	11	216	254
	Right Turn	38	2	33	40	248	11	220	259
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 5 **Access 1/Kearns**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	19	4	13	26	127	14	103	145
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	19	4	15	27	128	14	104	147
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	99	97	1	306	300	184	18	516
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	2	4	0	14	84	62	0	191
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	45	2	42	49
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	1	1	4	60	2	57	65
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	75	39	16	130	270	92	116	425
	Through	38	27	0	76	143	80	13	279
	Right Turn	38	27	0	76	143	80	13	279
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	1	1	0	4	0	0	0	0
	Through	0	0	0	1	47	20	24	88
	Right Turn	0	0	0	1	47	20	24	88
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	3	2	2	7	37	10	21	56
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	2	3	7	40	10	29	55
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	59	39	0	118	170	105	0	297
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	2	0	6	23	32	0	100
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	81	42	11	145	241	91	103	430
	Through	52	31	1	101	170	84	30	333
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	22	4	17	30	108	11	84	122
	Through	22	4	17	30	108	11	84	122
	Right Turn	2	1	1	4	72	6	65	82
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	32	6	23	42	134	14	108	149
	Through	32	6	23	42	134	14	108	149
	Right Turn	40	5	32	48	164	12	141	185
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	336	84	200	462	646	94	513	822
	Through	12	4	7	20	216	71	151	395
	Right Turn	0	0	0	1	32	16	0	62
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	94	33	62	171	736	159	564	1,060
	Through	211	45	158	311	1,013	159	842	1,338
	Right Turn	104	34	69	184	766	159	595	1,091
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	25	2	22	28	185	36	143	233
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	2	4	51	14	32	72
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	5	1	4	7	59	12	38	79
	Through	9	1	7	10	103	11	92	127
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	5	1	4	7	58	10	40	74
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	9	2	6	12	119	22	93	168
	Through	9	2	7	13	119	22	94	168
	Right Turn	9	2	7	13	119	22	94	169
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	5	1	5	7	75	15	56	107
	Through	5	1	5	7	75	15	56	108
	Right Turn	5	1	4	7	75	15	56	107
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	28	2	26	31
	Right Turn	0	0	0	1	29	2	27	32
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	5	1	4	6	64	10	49	82
	Through	5	1	4	6	64	10	49	83
	Right Turn	5	1	4	6	65	10	49	83
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	34	5	31	47
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	42	5	40	55
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	35	3	33	43
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	49	3	47	57
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	204	132	33	500	546	297	128	1,146
	Through	207	131	37	503	546	297	128	1,145
	Right Turn	209	132	38	506	549	297	131	1,149
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	49	20	32	99	184	48	120	287
	Through	50	20	33	99	185	48	121	288
	Right Turn	47	21	26	98	194	49	130	298
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	279	169	78	614	668	260	322	1,156
	Through	280	169	79	615	668	260	322	1,156
	Right Turn	284	169	82	619	673	260	328	1,162
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	134	48	80	217	461	159	273	612
	Through	134	48	80	218	461	159	274	613
	Right Turn	121	49	68	208	466	159	278	617
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	43	18	26	72	145	62	90	256
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	44	18	25	73	145	62	90	256
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	451	216	0	726	769	309	0	1,092
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	8	5	0	17	195	94	0	333
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	1	0	2	15	2	14	20
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	1	0	4	20	1	19	21
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	159	54	19	217	443	134	101	538
	Through	100	38	2	137	304	121	0	391
	Right Turn	100	38	2	137	304	121	0	391
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	1	1	0	4	52	48	0	128
	Through	0	0	0	1	49	34	0	118
	Right Turn	0	0	0	1	49	34	0	118
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	3	2	1	7	39	11	28	62
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	2	2	7	42	9	35	60
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	116	43	4	170	323	118	38	404
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	0	8	77	72	0	177
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	138	42	26	174	375	50	308	428
	Through	93	29	13	114	281	48	221	331
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	1	0	4	21	39	0	120
	Right Turn	1	1	0	4	21	39	0	120
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Existing Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	39	4	33	49	166	16	140	188
	Through	39	4	33	49	166	16	140	188
	Right Turn	6	4	3	14	90	23	70	149
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	31	7	22	44	114	30	82	185
	Through	31	7	22	44	114	30	82	185
	Right Turn	35	7	25	46	142	23	114	184
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	478	54	344	528	804	47	687	833
	Through	20	10	9	41	337	152	145	558
	Right Turn	0	0	0	0	30	15	0	51
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	29	12	6	43	464	145	172	683
	Through	112	20	69	140	742	145	450	961
	Right Turn	34	13	8	49	494	145	202	713
	Second Right								

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	30	4	25	35	256	46	193	345
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	3	6	54	15	37	74
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	7	1	4	8	65	11	54	84
	Through	15	1	14	17	141	21	118	178
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	34	3	31	41	223	39	190	315
	Right Turn	0	1	0	2	26	26	0	77
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	4	1	3	6	74	12	60	96
	Through	4	1	3	6	74	12	60	96
	Right Turn	4	1	3	6	75	12	61	97
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	6	1	5	8	72	21	52	124
	Through	6	1	5	8	72	21	52	124
	Right Turn	6	1	5	8	72	21	52	123
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	0	0	1	19	2	17	24
	Right Turn	1	0	1	1	20	2	18	24
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	5	0	5	6	71	6	63	82
	Through	4	0	4	5	71	6	63	83
	Right Turn	5	0	4	5	71	6	63	83
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	21	0	20	22
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	27	0	26	28
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	1	2	0	7
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	0	1	35	1	33	37
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	49	1	47	51
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	10	2	8	13	70	14	55	93
	Through	12	1	10	15	74	15	55	98
	Right Turn	12	2	9	15	77	15	58	101
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	18	2	16	22	107	9	92	121
	Through	19	2	16	22	108	9	93	122
	Right Turn	12	2	7	14	114	12	96	132
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	38	2	32	40	202	16	177	235
	Through	39	2	34	41	202	16	177	236
	Right Turn	42	2	36	44	207	16	182	241
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	40	2	34	42	229	13	208	249
	Through	40	3	34	43	230	13	209	250
	Right Turn	33	2	30	35	234	13	213	255
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	3	1	1	5	48	9	34	63
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	2	5	49	8	36	63
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	17	24	1	69	154	147	18	395
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	1	0	3	48	65	0	150
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	2	45	2	42	51
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	2	60	2	57	66
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	36	19	11	74	264	98	111	455
	Through	13	13	0	42	145	91	0	308
	Right Turn	13	13	0	42	145	91	0	308
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	1	2	0	7
	Through	0	0	0	0	11	14	0	28
	Right Turn	0	0	0	0	11	14	0	28
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	2	6	43	9	29	60
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	21	16	0	50	117	68	0	229
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	24	16	0	46	111	61	0	191
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	23	4	18	30	108	11	84	118
	Through	23	4	18	30	108	11	84	118
	Right Turn	2	1	1	4	72	5	66	80
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	26	5	21	38	112	18	82	140
	Through	26	5	21	38	112	18	82	140
	Right Turn	13	3	9	18	103	24	70	144
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	283	49	178	348	532	98	331	643
	Through	283	49	178	348	532	98	331	643
	Right Turn	0	0	0	0	38	11	17	52
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	109	54	37	181	841	171	570	1,018
	Through	187	63	90	272	1,064	159	848	1,248
	Right Turn	113	54	41	188	868	169	601	1,041
	Second Right								

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	24	2	20	26	159	25	118	199
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	2	4	50	11	31	68
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	5	1	3	7	59	15	38	78
	Through	8	1	7	10	104	13	90	133
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	5	1	4	7	61	9	46	72
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	14	3	8	17	114	16	89	132
	Through	14	3	9	18	115	16	89	132
	Right Turn	14	3	9	18	115	16	90	132
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	5	0	5	6	75	11	63	92
	Through	5	0	5	6	76	11	63	92
	Right Turn	5	0	5	5	75	11	63	92
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	28	2	26	31
	Right Turn	1	0	0	1	29	2	27	32
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	22	7	13	32	166	44	96	235
	Through	21	7	13	32	166	44	96	235
	Right Turn	22	7	13	32	166	44	96	236
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	34	5	31	47
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	42	5	40	55
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	35	3	33	43
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	49	3	47	57
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	5	3	0	8
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	83	50	50	219	368	209	161	892
	Through	85	50	52	222	368	209	161	892
	Right Turn	87	50	54	224	371	209	164	895
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	39	6	32	53	227	53	132	300
	Through	40	6	32	54	228	53	132	301
	Right Turn	40	6	33	55	238	53	143	311
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	90	9	79	103	364	32	308	406
	Through	91	9	80	104	364	32	309	406
	Right Turn	94	9	84	108	369	32	314	411
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	74	8	58	85	254	20	234	301
	Through	74	8	59	86	255	20	234	302
	Right Turn	64	6	52	72	259	20	239	307
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	7	2	5	10	69	13	52	91
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	7	2	5	12	68	15	44	92
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	43	70	0	220	298	258	0	692
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	5	3	1	9	188	94	72	351
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	0	1	15	2	14	22
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	1	0	4	20	1	19	21
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	26	21	1	54	297	143	31	420
	Through	14	13	0	33	179	102	0	265
	Right Turn	14	13	0	33	179	102	0	265
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	1	1	0	2	41	44	0	108
	Through	0	0	0	1	37	20	0	73
	Right Turn	0	0	0	1	37	20	0	73
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	13	18	5	63	69	31	43	154
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	18	12	0	32	209	96	30	266
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	11	23	0	65
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	18	10	3	31	207	57	105	306
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	23	4	17	29	148	23	99	172
	Through	23	4	17	29	148	23	99	172
	Right Turn	21	5	15	30	133	29	93	172
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	47	7	38	60	153	29	123	209
	Through	47	7	38	60	153	29	123	209
	Right Turn	20	6	10	30	139	40	111	224
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	194	33	147	236	753	56	678	814
	Through	194	33	147	236	753	56	678	814
	Right Turn	0	0	0	1	52	11	33	70
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	16	9	9	40	351	118	132	568
	Through	71	12	55	101	629	118	410	846
	Right Turn	18	9	11	43	382	118	163	598
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Build Conditions**
Queue Length **PM Peak Hour**

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	31	5	27	43	200	52	140	311
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	10	2	6	15	92	22	57	130
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	38	9	29	57	161	32	126	222
	Through	13	1	11	15	117	12	95	131
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	61	9	48	79	311	55	241	401
	Right Turn	4	4	0	13	90	45	31	164
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	6	2	4	9	91	15	73	114
	Through	6	2	5	9	91	15	74	114
	Right Turn	6	2	5	9	92	15	74	115
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	6	1	5	8	72	18	52	116
	Through	6	1	5	8	72	18	52	116
	Right Turn	6	1	5	8	72	18	52	116
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	0	0	1	18	1	17	20
	Right Turn	1	0	0	1	19	1	18	21
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	3	0	2	3	50	15	33	74
	Through	2	0	2	3	50	15	33	75
	Right Turn	3	0	2	3	50	15	33	75
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	22	2	20	28
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	27	0	26	28
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	1	2	0	6
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	1	35	1	33	38
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	49	1	47	52
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	12	2	10	15	81	10	63	95
	Through	15	2	12	17	83	10	63	95
	Right Turn	15	2	11	17	86	10	66	98
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	17	1	15	20	84	11	68	101
	Through	18	1	16	21	85	11	69	101
	Right Turn	14	2	11	16	92	11	73	108
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	49	2	46	52	232	19	198	260
	Through	50	2	47	54	232	19	199	260
	Right Turn	53	2	50	57	238	19	204	265
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	55	3	51	60	245	10	234	267
	Through	55	3	51	60	246	10	234	268
	Right Turn	44	2	40	47	250	10	238	273
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	25	6	16	40	142	19	104	162
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	27	7	15	41	142	19	107	163
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	1	10	59	57	28	221
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	0	10	94	68	0	240
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	2	45	2	42	49
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	2	60	2	57	65
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	19	8	13	36	139	39	103	231
	Through	2	3	0	9	40	37	0	125
	Right Turn	2	3	0	9	40	37	0	125
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	1	0	3	11	34	0	108
	Through	0	0	0	1	43	25	0	92
	Right Turn	0	0	0	1	43	25	0	92
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	2	1	0	4	24	12	0	38
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	1	6	28	10	14	42
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	2	0	7	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	2	0	5	34	54	0	162
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	11	6	6	23	52	16	30	88
	Through	1	3	0	10	6	11	0	34
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	6	12	0	35
	Right Turn	0	0	0	1	6	12	0	35
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	22	4	17	29	102	12	75	116
	Through	22	4	17	29	102	12	75	116
	Right Turn	2	1	1	4	71	10	64	96
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	22	5	14	29	98	18	71	116
	Through	22	5	14	29	98	18	71	116
	Right Turn	32	6	23	41	135	18	103	164
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	78	19	55	115	272	56	206	370
	Through	24	5	15	32	268	42	221	337
	Right Turn	0	0	0	1	27	15	0	43
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	476	96	312	621	1,352	113	1,152	1,479
	Through	583	82	458	693	1,457	98	1,316	1,581
	Right Turn	487	95	325	627	1,365	111	1,172	1,486
	Second Right								

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	27	3	23	31	177	35	134	234
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	2	5	53	10	38	69
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	5	1	3	7	60	12	42	77
	Through	10	1	8	11	114	11	92	131
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	5	1	5	7	60	9	47	74
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	17	3	13	23	134	25	108	191
	Through	18	3	13	23	134	25	109	191
	Right Turn	18	3	13	23	135	25	109	192
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	6	1	4	7	77	14	64	112
	Through	6	1	5	8	77	14	64	112
	Right Turn	5	1	4	7	77	14	64	112
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	28	2	26	31
	Right Turn	0	0	0	1	29	2	27	32
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	6	1	5	7	65	9	55	78
	Through	6	1	4	6	65	9	55	78
	Right Turn	6	1	4	7	65	9	55	79
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	34	5	31	47
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	42	5	40	55
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	35	3	33	43
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	49	3	47	57
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	6	7	0	14
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	178	59	90	299	669	160	481	975
	Through	180	58	92	299	669	160	480	975
	Right Turn	182	59	93	302	672	160	484	978
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	37	5	30	47	189	44	117	264
	Through	38	5	31	47	189	44	117	265
	Right Turn	37	5	30	46	199	42	128	267
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	109	10	90	125	395	20	363	422
	Through	110	10	91	127	395	20	363	423
	Right Turn	113	10	94	131	401	20	368	428
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	94	7	81	102	277	15	255	299
	Through	95	7	81	103	278	15	256	300
	Right Turn	81	5	71	88	283	15	260	304
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	31	11	16	47	109	35	67	169
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	31	11	14	47	109	35	68	169
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	218	139	11	431	669	223	205	830
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	1	11	103	56	21	204
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	0	1	15	2	14	20
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	2	20	1	19	21
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	74	24	31	119	431	55	380	545
	Through	44	14	20	69	290	51	257	398
	Right Turn	44	14	20	69	290	51	257	398
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	1	2	0	5	33	42	0	102
	Through	0	0	0	1	56	38	0	104
	Right Turn	0	0	0	1	56	38	0	104
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft) Average	Std. Dev.	Minimum	Maximum	Maximum Queue (ft) Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	2	1	1	4	33	16	7	57
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	1	5	35	12	14	56
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	51	14	29	69	295	53	261	395
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	4	4	0	10	83	77	0	172
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	0	0	0	1	1	2	0	7
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	1	1	3	0	7
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	63	11	48	80	373	48	283	414
	Through	42	8	32	55	279	42	206	316
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	4	0	12	69	98	0	249
	Right Turn	3	4	0	12	69	98	0	249
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	23	2	20	27	134	21	102	158
	Through	23	2	20	27	134	21	102	158
	Right Turn	22	4	17	27	126	29	81	166
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	34	6	26	42	106	25	81	170
	Through	34	6	26	42	106	25	81	170
	Right Turn	25	5	18	32	129	30	77	183
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	29	3	24	33	153	30	98	193
	Through	236	25	199	266	809	21	750	826
	Right Turn	0	0	0	1	51	9	34	66
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	35	8	16	43	531	120	293	684
	Through	112	13	81	128	809	120	570	962
	Right Turn	40	9	19	49	561	120	323	714
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future Background Conditions**
Queue Length **PM Peak Hour**

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	31	3	28	36	220	46	157	296
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	10	1	8	13	91	19	68	122
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	37	5	31	42	158	26	115	194
	Through	13	1	12	15	122	13	99	142
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	58	9	46	69	305	55	236	435
	Right Turn	4	3	0	10	90	57	20	180
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	6	1	4	8	85	14	68	110
	Through	6	1	5	9	86	14	68	110
	Right Turn	6	1	4	9	86	14	68	111
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	6	1	5	8	74	20	52	123
	Through	6	1	5	8	74	20	52	123
	Right Turn	6	1	5	8	74	20	52	123
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	0	0	1	18	1	17	20
	Right Turn	1	0	1	1	19	1	18	21
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	5	1	4	7	75	13	56	98
	Through	5	1	4	7	75	13	56	98
	Right Turn	5	1	4	7	76	13	56	98
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	22	2	20	28
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	27	0	26	28
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	1	35	1	33	37
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	49	1	47	51
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	0	0	0	0
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	12	2	8	16	80	20	57	116
	Through	14	2	12	17	86	17	63	118
	Right Turn	14	2	12	18	88	17	66	121
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	22	2	19	26	122	22	97	172
	Through	23	3	20	27	122	22	97	173
	Right Turn	16	3	11	22	129	23	106	183
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	48	4	43	54	228	26	201	291
	Through	49	3	44	55	228	26	201	292
	Right Turn	52	4	46	58	233	26	206	297
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	53	4	47	61	244	13	231	273
	Through	54	4	48	61	244	13	232	274
	Right Turn	42	4	38	51	248	13	233	278
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	3	1	1	4	46	15	15	62
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	2	6	49	13	28	69
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	1	1	1	2	29	11	18	50
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	2	2	0	6	90	94	0	229
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	0	1	44	1	42	47
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	2	59	1	57	62
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	15	4	9	22	133	35	100	218
	Through	1	1	0	3	28	33	0	104
	Right Turn	1	1	0	3	28	33	0	104
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	1	10	23	0	73
	Through	0	0	0	0	19	22	0	54
	Right Turn	0	0	0	0	19	22	0	54
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	3	1	2	4	36	4	30	43
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	20	3	13	24	97	10	82	112
	Through	20	3	13	24	97	10	82	112
	Right Turn	3	1	2	4	78	16	66	106
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	16	3	11	21	72	13	60	106
	Through	16	3	11	21	72	13	60	106
	Right Turn	11	2	8	13	91	17	74	126
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	88	23	66	142	310	83	241	537
	Through	88	23	66	142	310	83	241	537
	Right Turn	0	0	0	1	32	12	16	50
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	443	30	407	515	1,258	102	1,134	1,423
	Through	484	38	446	573	1,350	103	1,225	1,516
	Right Turn	445	31	409	518	1,267	103	1,142	1,436
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future plus Project Conditions**
Queue Length **AM Peak Hour**

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	25	1	24	28	189	24	164	235
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	3	5	53	10	40	70
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	5	1	4	7	59	11	46	76
	Through	10	1	8	11	103	12	80	121
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	5	1	4	7	61	8	50	70
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

Intersection 1 **Monitor/Lucky John** **All-way Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	18	4	13	27	138	25	105	177
	Through	18	4	14	27	138	25	106	177
	Right Turn	18	4	14	27	139	25	106	178
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	6	1	5	7	78	13	65	110
	Through	6	1	5	8	78	13	65	110
	Right Turn	5	1	4	7	77	13	65	110
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	1	28	2	26	31
	Right Turn	0	0	0	1	29	2	27	32
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	18	4	12	25	151	27	120	207
	Through	17	4	11	25	152	27	120	207
	Right Turn	17	4	11	25	152	27	120	207
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 2 **Access 5/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	1	1	34	5	31	47
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	0	1	1	42	5	40	55
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 3 **Access 6/Lucky John** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	35	3	33	43
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	0	0	0	0	49	3	47	57
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	0	0	0	0	0	0	0	0
	Right Turn	0	0	0	0	0	0	0	0
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	0	0	0	0	4	7	0	22
	Through	0	0	0	0	0	0	0	0
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 4 **Monitor&Bonanza/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	178	71	101	317	669	193	468	994
	Through	179	71	103	319	669	193	468	994
	Right Turn	182	71	105	322	672	193	471	997
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	41	7	32	56	234	64	148	335
	Through	42	7	33	56	234	64	149	336
	Right Turn	42	7	33	55	244	64	159	346
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	102	12	82	118	402	39	330	446
	Through	104	12	83	119	403	39	330	446
	Right Turn	107	12	86	123	408	39	336	452
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	90	9	73	101	290	31	247	344
	Through	91	9	73	102	291	31	248	345
	Right Turn	79	7	67	88	295	31	252	349
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 5 **Access 1/Kearns** **Side-street Stop**

		Average Queue (ft)				Maximum Queue (ft)			
Direction	Movement	Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	4	2	3	7	48	8	30	58
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	4	1	3	6	48	8	31	58
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	78	52	0	159	495	242	0	892
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	0	11	127	147	0	505
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 6 **Access 2/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	1	0	0	1	16	3	14	22
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	1	1	0	2	20	1	19	21
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	41	15	16	68	427	80	277	541
	Through	22	10	7	40	286	72	169	394
	Right Turn	22	10	7	40	286	72	169	394
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	3	4	0	12	94	70	0	207
	Through	1	1	0	4	59	23	27	110
	Right Turn	1	1	0	4	59	23	27	110
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 7 **Access 3/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	5	2	3	8	49	9	37	64
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	29	11	12	47	318	77	181	407
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	3	3	0	9	107	99	0	299
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 8 **Access 4/Kearns** **Side-street Stop**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	26	7	14	40	275	48	206	319
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	2	3	0	10	71	91	0	228
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 9 **Comstock/Kearns** **Signal**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	22	5	16	34	128	28	98	170
	Through	22	5	16	34	128	28	98	170
	Right Turn	24	4	18	30	124	20	104	176
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	36	8	29	57	126	25	101	187
	Through	36	8	29	57	126	25	101	187
	Right Turn	16	7	9	32	133	20	111	176
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	246	21	227	298	804	32	717	822
	Through	246	21	227	298	804	32	717	822
	Right Turn	0	0	0	1	45	13	17	67
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	94	43	41	158	805	258	426	1,214
	Through	180	48	111	247	1,001	199	704	1,326
	Right Turn	101	44	46	164	831	254	457	1,236
	Second Right								

Vissim Post-Processor **Park City HS**
Average Results from 10 Runs **Future+P Conditions**
Queue Length **PM Peak Hour**

Intersection 10 **Bonanza/Deer Valley Dr** **0**

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn	32	4	26	38	230	40	179	300
	Through	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Right Turn	11	1	9	12	90	23	60	140
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn	38	2	35	41	157	23	127	189
	Through	14	1	12	16	119	16	100	157
	Right Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!	#VALUE!
	Through	59	11	48	79	309	52	215	368
	Right Turn	4	5	0	13	100	48	24	166
	Second Right								

Intersection 0

Direction	Movement	Average Queue (ft)				Maximum Queue (ft)			
		Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum
NB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
SE	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
EB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								
WB	U Turn								
	Second Left								
	Left Turn								
	Through								
	Right Turn								
	Second Right								

METHODS CONSULTING

To:	John Robertson, City Engineer	**Project #:**	25-205 Task 4
From:	Corey Mack, PE, PTOE Jeremy Searle, PE, PTOE	**Date:**	2/11/2026

Subject: Independent Technical Review: Park City High School TIS

METHODS Consulting was asked to review the traffic impact study (TIS) for the proposed redevelopment of the Park City High School (PCHS) Campus at 1750 Kearns Boulevard in Park City, Utah. The original TIS prepared by Fehr & Peers (F&P) was dated May 16, 2025 and includes an analysis of the existing conditions and future 2034 conditions, both with and without the proposed project. A review of the original TIS was completed on November 11, 2025. A subsequent meeting with the preparer was held on January 22, 2026 and a revised TIS was submitted January 23, 2026. The purpose of this memorandum is to provide an independent 3rd party review of the revised TIS and summarize our comments and findings.

Following review of the revised TIS, all comments from the original review appear to have been addressed. **We recommend the revised TIS is accepted.**

As the site plan develops, we recommend the City monitor the progress of site design and layout. Particular elements to consider:

- Total number of parking spaces and assignment / management of parking spaces for students, staff, and visitors. The site plan continues to be updated and the parking layout does not appear to be complete. On-site parking may impact travel behavior to the site, and increases in the total amount of parking may result in increased site traffic. However, this effect may be mitigated through parking management strategies, but these strategies have not been outlined.
- It is unclear if the main parking lot is able to access Lucky John Drive. If the final site plan accesses Lucky John Drive, the travel patterns to and from the site may change from the existing observed behavior.
- We recommend the City and School District consider realigning the path on the northwest side of Kearns & Comstock. The current path approach on the northwest side is offset from the marked crosswalk and potentially obscured from traffic along Kearns by the landscaped mound. We recognize the offset on the northeast side is required due to the tunnel crossing.

- We recommend the City, School District, and UDOT consider long term opportunities for network improvements, particularly at the Kearns & Comstock intersection. The site access reconstruction and removal of the learning center allow for potential intersection modifications that meet stakeholder goals so long as the necessary rights of way and access patterns are preserved.

SUMMARY OF UPDATED REVIEW

The review meeting provided additional context for the results of the modeling and analysis. Discussed at the meeting:

- Several standard elements of a TIS required in the City Guidelines were waived (standard study area intersections; analysis scenarios).
- Trip generation, particularly related to the removal of Grade 8 students and staff, was explained to be half of the peak hour into and out of the Middle School campus. This value is not explicitly calculated in the TIS.
- Trips were distributed / removed from the network proportional to the observed travel patterns.
- Peak hour factors were used in the modeling of volumes; the operations at Comstock & Kearns are complex given offset Elementary and High School bell times.
- Many of the unexpected modeling results documented in the original review were explained by the removal of multiple driveway accesses along Kearns Avenue and consolidating the main high school student parking lot access to one location at Comstock Drive.
- No mitigation is proposed; the mitigation discussed in the TIS are opportunities for consideration.

Following review of the revised TIS, the following elements were evaluated:

- The observed trip generation of the campus is similar to national data sources.
- The high school starting bell is at 7:30 AM; the elementary school starting bell is at 8:10 AM. The two dismissal periods are similarly offset. The arrival and dismissal periods are offset and unlikely to overlap.

As documented in the TIS, we agree that the total traffic to the site is likely to decrease and traffic congestion in the vicinity of the site will generally improve as a result of the project.

ORDINANCE

Ordinance No. 86-2

AN ORDINANCE REZONING APPROXIMATELY 40 ACRES OF PROPERTY SURROUNDING THE PARK CITY HIGH SCHOOL FROM RESIDENTIAL DEVELOPMENT (RD) TO RECREATION OPEN SPACE (ROS) AND AMENDING THE OFFICIAL ZONING MAP OF PARK CITY, UTAH

WHEREAS, the Park City School District, the owners of land known generally as the Park City High School property made formal application on December 10, 1985 to rezone approximately forty (40) acres of property surrounding the Park City High School from Residential Development (RD) to Recreation Open Space (ROS) and a triangular parcel of property fronting on Kearns Boulevard owned by Murray First and Thrift under the Land Management Code; and

WHEREAS, notice was duly published for two (2) consecutive weeks and a public hearing held by the Planning Commission on 8th day of January, 1986; and on its regularly scheduled meeting of the Planning Commission on the 22nd day of January, 1986, the Commission favorably recommended the zone change to the City Council; and

WHEREAS, notice was duly published for four (4) consecutive weeks and a public hearing held by the City Council on the 30th day of January, 1986; and the City Council finds that the zone changes as requested at the time of the hearing are in the best interest of the community;

NOW BE IT ORDAINED, that the official zoning map of Park City, Utah be amended as follows:

SECTION 1. RECREATIONAL OPEN SPACE DESIGNATION (ROS). The following described land shall be rezoned from Residential Development (RD) to Recreation Open Space (ROS) and the zoning map amended to reflect this change:

Beginning at a point which is North 89°49'35" East along the section line 2654.06 feet and South 0°13'40" West along the center of section line 1323.67 feet and South 89°57'18" East 623.88 feet from the Northwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence North 16°15'53" West 1003.92 feet to a point on a curve to the left, the radius point of which is North 8°16'36" West 983.00 feet, thence Northeasterly along the arc of said curve 379.27 feet to a point of tangency, thence North 59°37' East 783.13 feet to a point of a 733.00 foot radius curve to the left, thence Northeasterly along the arc of said curve 377.15 feet, thence North 89°59'38" East

1025.065 feet to the section line; thence South 00°18'38" West along the section line 423.6 feet more or less to a section corner; thence South 00°04'58" West along the section line 72.40 feet to a point on the Northerly right-of-way line of State Highway U-248 (U.S. Alt. 40), thence South 84°16' West along said right-of-way line 124.51 feet to a point of a 1482.40 foot radius curve to the left, thence Southwesterly along the arc of said curve and said right-of-way line 954.70 feet through a central angle of 36°54" to a point of tangency; thence South 47°22' West along said right-of-way line 1274.26 feet, thence North 89°57'18" West 118.00 feet to the point of beginning.

Excepting therefrom the following described parcel, said parcel being Parkside Apartments:

Beginning at a point which is North 89°49'35" East along the section line 2654.06 feet and South 0°13'40" West along the center of section line 1323.67 feet and South 89°57'18" East 623.88 feet from the Northwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence North 16°15'53" West 396.13 feet; thence East 98.17 feet to a point on a 158.0 foot radius curve to the left (radius point bears North 34°38'08" East); thence along said curve 89.10 feet, through a central angle of 32°18'39" to a point on a 158.0 foot radius curve to the left (radius point bears North 2°19'28" East); thence along said curve 101.92 feet through a central angle of 36°57'36"; thence East 164.34 feet to a point on a 200.0 foot radius curve to the left (radius point bears East); thence along said curve 148.82 feet through a central angle of 42°38'00" to a point on the Westerly right-of-way line of State Highway U-248; thence South 47°22' West along said Westerly right-of-way line 361.58 feet; thence North 89°57'18" West 118.00 feet to the point of beginning.

SECTION 2. REZONE CONDITION. As a condition for approval of the zone change of the above described property, no building, or recreational facility shall be located within one hundred (100) feet of the Lucky JohnDrive right-of-way. The one hundred (100) foot buffer strip shall remain as open space.

SECTION 3. EFFECTIVE DATE. This ordinance shall become effective upon publication.

PASSED AND ADOPTED this 6th day of February, 1986.

PARK CITY MUNICIPAL CORPORATION

Mayor Hal Taylor

Attest:

J. Craig Smith
City Recorder

MOCA

At the end of 2023 the Park City School District (PCSD) brought on MHTN Architects to evaluate a long-range plan for athletics. As part of master plan work completed in 2020, that evaluated long range growth strategies to support educational goals and a grade realignment. The completed expansion work at six of the PCSD schools has been facilitated by the expansion of those strategies. The current athletic facilities master plan focused on deficiency, growth areas, and redesign strategies to improve athletic support spaces across PCSD. Particular attention was focused on the Kearns Campus given its central role in athletics. The athletic master plan as developed into 2024 was parsed into four phases. With conditional use approval granted on June 25th for phases one, two and four omitting phase three. Phase three showed existing gym renovations, a standalone field house and an expanded parking lot in place of the existing baseball and softball fields in approximately the center of the Kearns (SR-248) campus. With the omittance of phase three from the master plan and as part of these strategies PCSD also wanted to address the significant traffic issues that currently occur on Kearns Blvd (SR-248) at student pick up times at the High School campus. Particularly with the district realignment and decommissioning of Tresure Mountain Middle School. There are many factors affecting traffic on Kearns Blvd (SR-248). A balance should be found between safety and function.

PCSD in conjunction with its master plan consultants commissioned a Traffic Impact Study performed by Fehr & Peers. PCSD is seeking intermittent bus lane access utilizing the existing emergency vehicle access. This would serve as the students' bus pick up only during peak hours experienced on Kearns (SR-248). The existing emergency vehicle access is currently located between the new high school expansion and Dozier Field. Currently this access lane runs north - south with access from Kearns on the south and Luck John Drive on the north. Exit only would be on Lucky John Drive. Access to the proposed lane would be controlled using vehicle barrier gates. **(Please see accompanying drawings)** This emergency vehicle access lane has been reconstructed as part of the new high school expansion with the remainder slated to be completed with the approaching Dozier Field improvements. The district has been collaborative with the various city departments for proper review of the Traffic Study and implementation of any required authorities. As part of those reviews and discussions it was determined that to meet Park City land use ordinances, PCSD would need to submit for a Conditional Use Permit (CUP).

The Park City High School Traffic Impact Study summarizes the potential transportation related impacts from the proposed Park City High School master plan. The impact study also accounts for and encompasses the plans to relocate the 9th grade student and staff population to the existing High School. Which has already happened with decommissioning of Treasure Mountain Middle School. **(See – Park City High School Traffic Impact Study)**

The proposed use is consistent with the existing facilities.

These concepts as presented are consistent with the current zoning district Recreational Open Space (ROS) and with the General Plan.

The concept presented is consistent with the current use of staging of bus transportation that is currently being utilized by the district at Park City High School.

The proposed use will not emit any additional noise related to its current level. As well as no light pollution or glare. Dust, pollutants and odor are not anticipated to be more than its present levels for student bus drop-off and pick up. Current district concepts present significantly more sustainable environmental strategies. Including adding electric buses to its fleet.

Hours of operation and employment would remain current with no proposed change in operations except for transportation bus staging. Pick-up of students starts at 2:30 with an approximate 5-minute duration.

Parking and general transportation are challenges. Snow is typically removed and not stored for long periods of time on the Kearns Campus. The Kearns Campus is located within the Park City Soil Ordinance Boundary and will require best management practices for any construction involving soils.

Please consult Park City High School – Traffic Impact Study for additional information regarding proposed concepts, factors, and additional material that is unique to each as presented.

Planning Commission
Staff Report

Subject: **Swimming Pools and Hot Tubs Land Management Code Amendments**
Application: **PL-26-06833**
Author: **Alec Barton, Senior Planner**
Date: **March 11, 2026**
Type of Item: **Work Session**

Recommendation

Review and provide input on proposed updates to the Land Management Code to define and regulate outdoor swimming pools and hot tubs.

Description

Applicant:	Planning Department
Location:	Citywide
Zoning Districts:	Historic Residential-Low Density (HRL) Historic Residential (HR-1 and HR-2) Historic Residential-Medium Density (HRM) Historic Recreation Commercial (HRC) Historic Commercial Business (HCB) Recreation and Open Space (ROS) Rural Estate (E-40) Estate (E) Single Family (SF) Residential (R-1) Residential Development (RD) Residential Development-Medium Density (RDM) Residential-Medium Density (RM) Recreation Commercial (RC) Regional Commercial Overlay (RCO) General Commercial (GC) Light Industrial (LI) Community Transition (CT)
Reason for Review:	The Planning Commission reviews and forwards a recommendation to the City Council regarding Land Management Code Amendments.[1]

CUP Conditional Use Permit
LMC Land Management Code

[1] LMC § 15-1-8

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

Summary

Staff currently rely on an internal interim policy to distinguish between swimming pools and hot tubs. The policy considers any water-bearing structure intended for recreational use with a surface area up to 120 square feet to be a hot tub; anything over 120 square feet to be a Private Recreation Facility.[2] Private Recreation Facilities, including swimming pools, require a Conditional Use Permit (CUP) from the Planning Commission while hot tubs do not and may be processed through a building permit.

The Challenge: The Land Management Code (LMC) does not define swimming pool or hot tub. The definition for Private Recreation Facilities provides no clear parameters for distinguishing between a swimming pool and hot tub or establishing a permitting threshold. As a result, there is an opportunity to clarify what type of permit is needed and whether a proposal should come before the Planning Commission for review and when staff can take final action. Furthermore, the LMC does not include specific criteria for the review of swimming pools and hot tubs.

This report focuses on swimming pools and hot tubs that are an accessory use to a Single Family Dwelling. No changes to regulations for large-scale swimming pools associated with Condominiums or commercial or recreation centers are proposed.

The Opportunity: The Planning Commission could consider updates to the LMC:

- Include definitions for *swimming pool* and *hot tub*.
- Identify swimming pools as a Conditional Use in most Zoning Districts except Protected Open Space (POS) and Public Use Transition (PUT), where they are prohibited.
- Identify hot tubs as an Allowed Use in all Zoning Districts except POS and PUT.
- Establish specific review criteria for swimming pools and hot tubs, including regulations for regular maintenance and drainage and screening requirements for hot tubs in Historic Districts.

Background

On March 5, 2009, the City Council adopted Ordinance 09-10 amending several chapters of the LMC. As part of this update, the definition for Private Recreation Facilities was updated to include “pools” for the first time.

On April 28, 2022, the City Council adopted Ordinance 2022-08, which further clarified the definition for Private Recreation Facilities:

[2] LMC Section 15-15-1 defines **Recreation Facilities, Private**: “Recreation facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests.”

Recreation Facilities, Private. Recreation facilities operated on private Property and not open to the general public,[.] including Recreation Facilities [~~typically associated with a homeowner or Condominium association,~~] such as swimming pools, tennis courts, outdoor Pickleball Courts ~~playgrounds, spas, picnic Areas~~, and similar facilities for the Use by Owners and guests.

Analysis

Updates to the LMC could help distinguish between a swimming pool and hot tub, clarify when a CUP is required, and establish specific review criteria for outdoor swimming pools and hot tubs associated with a Single Family Dwelling.

(I) The proposed updates to the Land Management Code help accomplish the General Plan's goals by protecting the City's mountain community character and reducing water and energy use.

The LMC is designed, enacted, restated, and reorganized to implement the goals and policies of the General Plan.[3] The proposed LMC updates support several goals and recommendations of the General Plan:

- Park City will maintain its small-town feel and mountain community character (Recommendation C1).
    - Support the continued success of the multi-seasonal tourism economy while preserving the community character (Strategy 1E).
- Park City will protect, preserve, enhance, and celebrate the historic character of the community (Recommendation C5).
    - Regularly assess and evaluate the Regulations for Historic Districts and Historic Sites in the Land Management Code for consistency and potential modifications that further preservation efforts while supporting a degree of flexibility (Strategy 5O).
- Park City will support initiatives that result in water reduction and efficiency through collaboration, regulation, and continued water conservation (Recommendation W1).
    - Reduce water demand and protect water supply through collaboration, education, and technology (Strategy 1A).
- Park City works to achieve net zero energy emissions through policy, technology, and action (Recommendation S4).
    - Prioritize policies that support next steps in achieving energy use reduction, adoption of renewable electricity, and future carbon neutrality (Strategy 4A).

[3] LMC Section 15-1-2

(II) LMC Chapter 15-15 *Defined Terms* could be updated to include definitions for *Swimming Pool* and *Hot Tub* and clarify the definition of Private Recreation Facilities to distinguish those associated with a Single Family Dwelling.

Swimming Pools
The defining characteristics of a swimming pool are surface area and depth of water. Staff proposes the following definition:

> *A permanent or semi-permanent outdoor structure associated with a Single Family Dwelling intended for recreational swimming or wading containing water with a depth of 18 inches or more and not exceeding a surface area of 800 square feet or 10 percent of the Lot area, whichever is less.*

Establishing a maximum size for swimming pools accomplishes several purposes:

- Protects Park City's small-town feel and mountain community character by limiting large pools in residential neighborhoods.
- Supports the City's water preservation goals by reducing water demand for large pools.
- Supports the City's sustainability initiatives by reducing energy use.

Lot sizes vary widely in Park City, and neighborhoods with smaller Lots require smaller swimming pools to ensure protection of neighborhood character. The proposed definition for swimming pool limits pools to 10 percent of the Lot area or 800 square feet, whichever is less. The table below includes a range of Lot sizes in several City neighborhoods. The rightmost column lists the maximum allowed size of a swimming pool under the proposed definition.

Neighborhood	Subdivision	Lot Area	Swimming Pool Area
Old Town	--	1,875 sf (.04 ac)	187
Old Town	--	2,178 sf (.05 ac)	217
Old Town	--	3,048 sf (.07 ac)	304
Prospector	Prospector Village	6,093 sf	609
Thaynes	Thaynes Canyon	7,000 sf	700
Prospector	Prospector Park Phase II	9,100 sf	800
Park Meadows	Park Meadows No. 1	11,210 sf	800
Upper Deer Valley	Knoll Estates	15,497 sf	800
Masonic Hill	Aerie Phase I	21,000 sf	800

Since 2024, all but one swimming pool approved with a CUP was smaller than 800 square feet:

Address	Square Feet
28 Payday Dr	480
41 Red Cloud Tr	1,984
25 Canyon Ct	180
3443 Meadows Dr	720
2656 Aspen Springs Dr	460
11343 Snow Top Rd	96
220 King Rd	243
7932 Red Tail Ct	320

800 square feet is equivalent to:

- Five standard parking spaces
- The restrooms at City Park
- The house at McPolin Farm
- The outdoor portion of the pool at Hotel Thaynes

Hot Tubs
Staff proposes the following definition:

An outdoor accessory structure associated with a Single Family Dwelling containing water with a depth of 18 inches or more and a surface area of 72 square feet or less.

Staff consulted three major hot tub manufacturers to better understand common sizes for prefabricated tubs. The table below lists the surface area of small, medium, and large model hot tubs in square feet.

	Small	Medium	Large
Bullfrog	35	49	72
Jacuzzi	42	49	62
Caldera Spas	32-47	41-60	49-83

Staff recommends limiting hot tubs to 72 square feet. This allows for the installation of most large model prefabricated hot tubs while supporting the City's goals of protecting community character and reducing water and energy use.

Private Recreation Facilities
Staff recommends updating the definition of Private Recreation Facilities for clarity:

Recreation Facilities operated on private Property and not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests for a condominium project or private recreational use.

(III) LMC Chapters addressing the City's Zoning Districts could be updated to include Swimming Pool as a Conditional Use and Hot Tub as an Allowed Use in most Zoning Districts.

Conditional Use Requiring a CUP
Private Recreation Facilities are Conditional Uses in these Zoning Districts: HRL, HR-1, HR-2, HRM, HRC, HCB, ROS, E-40, E, SF, R-1, RD, RDM, RM, RC, GC, LI, and CT.

They are prohibited in these Zoning Districts: POS and PUT.

LMC Chapters 15-2.1 through 15-2.7, 15-2.9 through 15-2.19, and 15-2.23 could be updated to include Swimming Pools in the list of Conditional Uses for each of these Zoning Districts.

Private Recreation Facilities are an Allowed Use in the RCO Zoning District, which encompasses the Snow Creek Crossing and Studio Crossing Subdivisions. LMC Chapter 15-2.17 could be updated to include Swimming Pool as a Conditional Use, consistent with other Zoning Districts.

Allowed Use
LMC Chapters 15-2.1 through 15-2.7, 15-2.9 through 15-2.19, and 15-2.23 could be updated to include Hot Tub in the list of Allowed Uses.

Prohibited Use
Private Recreation Facilities are prohibited in the POS and PUT Zoning Districts. Staff recommends prohibiting Swimming Pools and Hot Tubs in these Zoning Districts.

(IV) LMC Section 15-3-6 could be updated to reduce the parking requirement for residential swimming pools.

The current parking requirement for a Private Recreation Facility is a minimum of 1 space per 4 persons maximum rated capacity.[4] An 800-square-foot pool with a maximum rated capacity of 40 people would require 10 off-Street parking spaces.

LMC Section 15-1-10(E) states the Planning Commission must review and consider whether a proposed Conditional Use mitigates impacts and addresses location and amount of off-Street parking, among other items. This allows the Planning Commission to reduce the parking requirement for Private Recreation Facilities that require less parking or otherwise mitigate the impacts of parking.

LMC Section 15-3-6 could be updated to create a separate reduced parking requirement for a swimming pool associated with a Single Family Dwelling that takes into account parking for the primary use and considers parking for a maintenance vehicle.

(V) The Land Management Code could include specific review criteria for Swimming Pools.

LMC Section 15-1-10(E) includes 17 items the Planning Director or Planning

[4] LMC Section 15-3-6(B)

Commission must review when considering whether to approve an ACUP or CUP. The LMC could be updated to include specific criteria for Swimming Pools.

The LMC could also be updated to:

- Require Nightly Rentals to educate guests about appropriate hot tub and swimming pool etiquette, including adherence to Municipal Code of Park City Chapter 6-3 *Noise*.
- Establish regulations requiring off-Street parking associated with swimming pools to accommodate maintenance vehicles to limit impacts to residential neighborhoods.
- Establish regulations for drainage of hot tubs and swimming pools through coordination with Snyderville Basin Water Reclamation District.
- Include screening requirements for hot tubs in Historic Districts.
- Evaluate whether hot tubs and swimming pools are appropriate on rooftop decks in Historic Districts.

Staff requests that the Planning Commission please provide input:

Are the proposed definitions for Swimming Pool and Hot Tub appropriate? Is there additional information that should be included in these definitions?

Are the Zoning Districts where Swimming Pools are proposed as Allowed, Conditional, and Prohibited Uses appropriate? Should these facilities be limited to fewer Zoning Districts?

Do the proposed review criteria for Swimming Pools account for the impacts these facilities may have in residential areas? Are there additional criteria the Planning Commission should consider when reviewing Conditional Use Permits?

The proposed regulations apply to outdoor swimming pools. Does the Planning Commission find it necessary to regulate indoor swimming pools to reduce water and energy use?

Department Review

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

Planning Commission
Staff Report

Subject: **Saddle Condominiums**
685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Application: **PL-26-06826**
Author: **Alec Barton, Senior Planner**
Date: **March 11, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 to construct separate 337-square-foot additions of private area for Units 7, 8, and 10, and a 19-square-foot addition of private area for Unit 6, (II) conduct a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicants:	Unit 6: Sarah Langridge Unit 7: Tiffany Marshall and Robert Saunders Unit 8: Kelley Haines Unit 10: Roseann Woodward Applicants' Representative: Megan Blosser, Alliance Engineering
Location:	685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Zoning District:	Residential Development
Adjacent Land Uses:	Single Family Residential, Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Plat Amendments.[1]

HOA	Homeowners Association
LMC	Land Management Code
RD	Residential Development

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

[1] LMC § 15-1-8.

Summary

Saddle Condominiums Phase One is a 16-unit condominium project in the Residential Development (RD) Zoning District. Units 6 (685 Saddle View Way), 7 (695 Saddle View Way), 8 (705 Saddle View Way), and 10 (725 Saddle View Way) are three-level units that originally had the same layout and dimensions, each 3,102 square feet. Unit 6 was amended along with Unit 9 on June 25, 2025, to allow separate 318-square-foot additions to the first floor of each unit (Summit County Recorder Entry No. 1240920).

The Applicants propose a 337-square-foot addition to the first floor of Units 7, 8, and 10, and a 19-square-foot addition to the first floor of Unit 6. The proposed additions increase the private area for each unit to 3,439 square feet.

The proposed Plat Amendment (Attachment 1) includes additions to be constructed within the existing Building Footprints. See photos of the existing structures in Exhibit C.

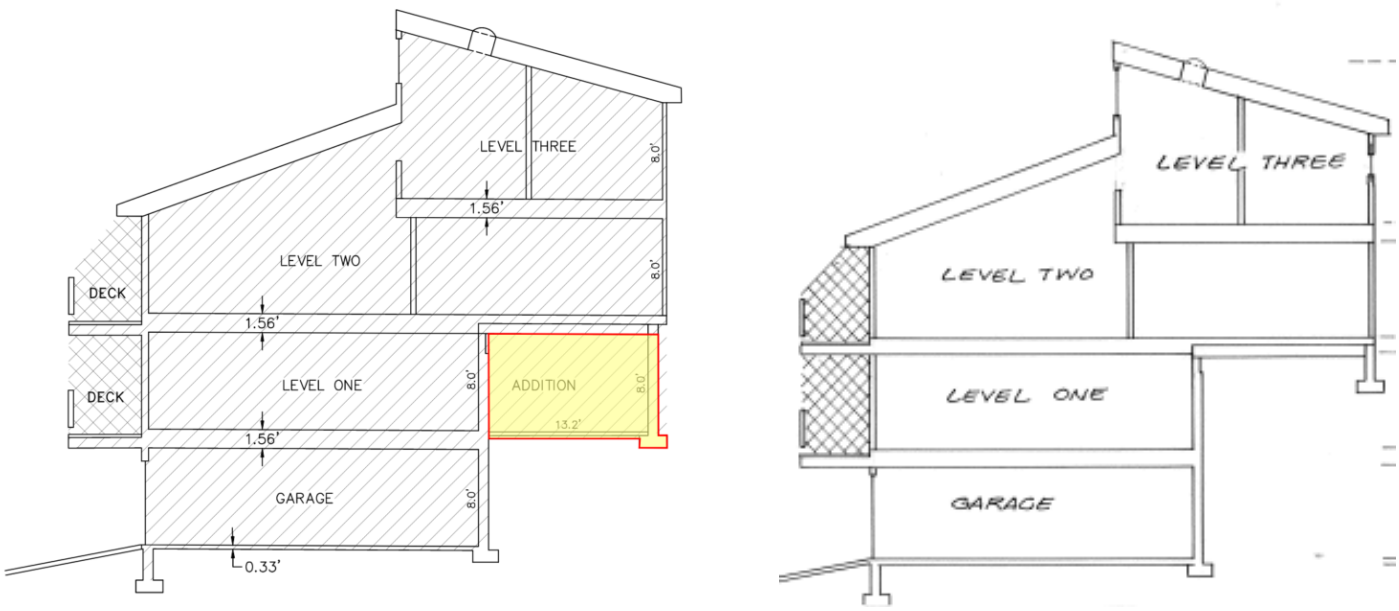


Figure 1: Proposed plat (left) with addition highlighted in yellow and existing plat for Units 7, 8, and 10 (right). Units 7, 8, and 10 have the same dimensions and layout.

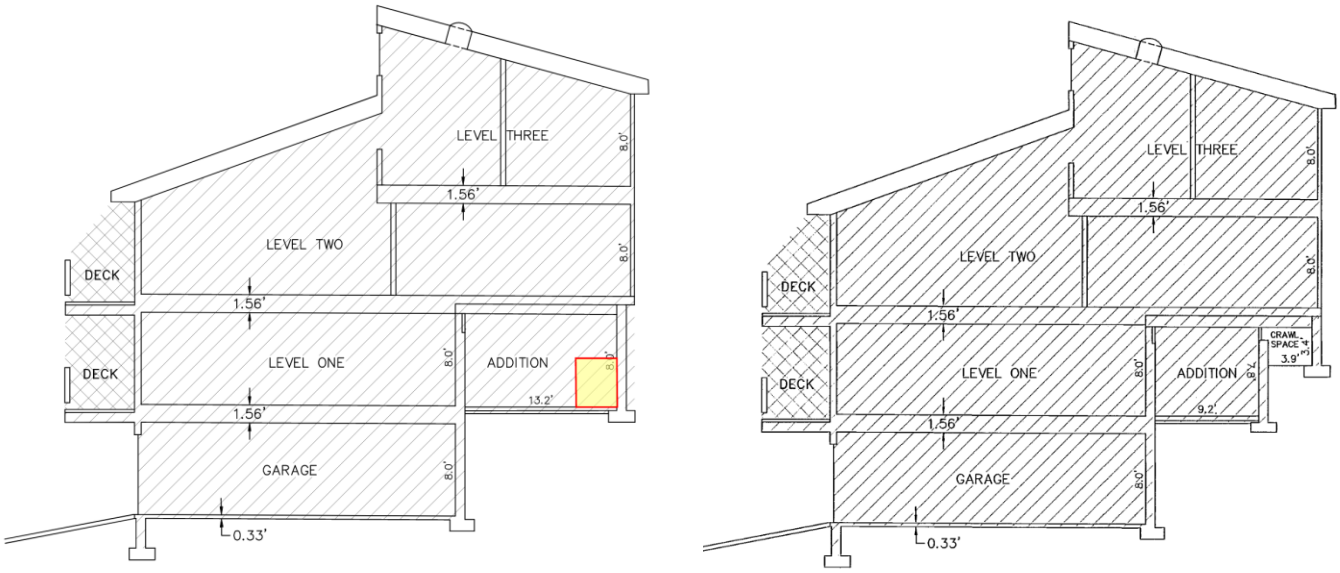


Figure 2: Proposed plat (left) with addition for Unit 6 highlighted in yellow. The area marked crawl space on the existing plat for Unit 6 (right) will become habitable space under the proposed Plat Amendment

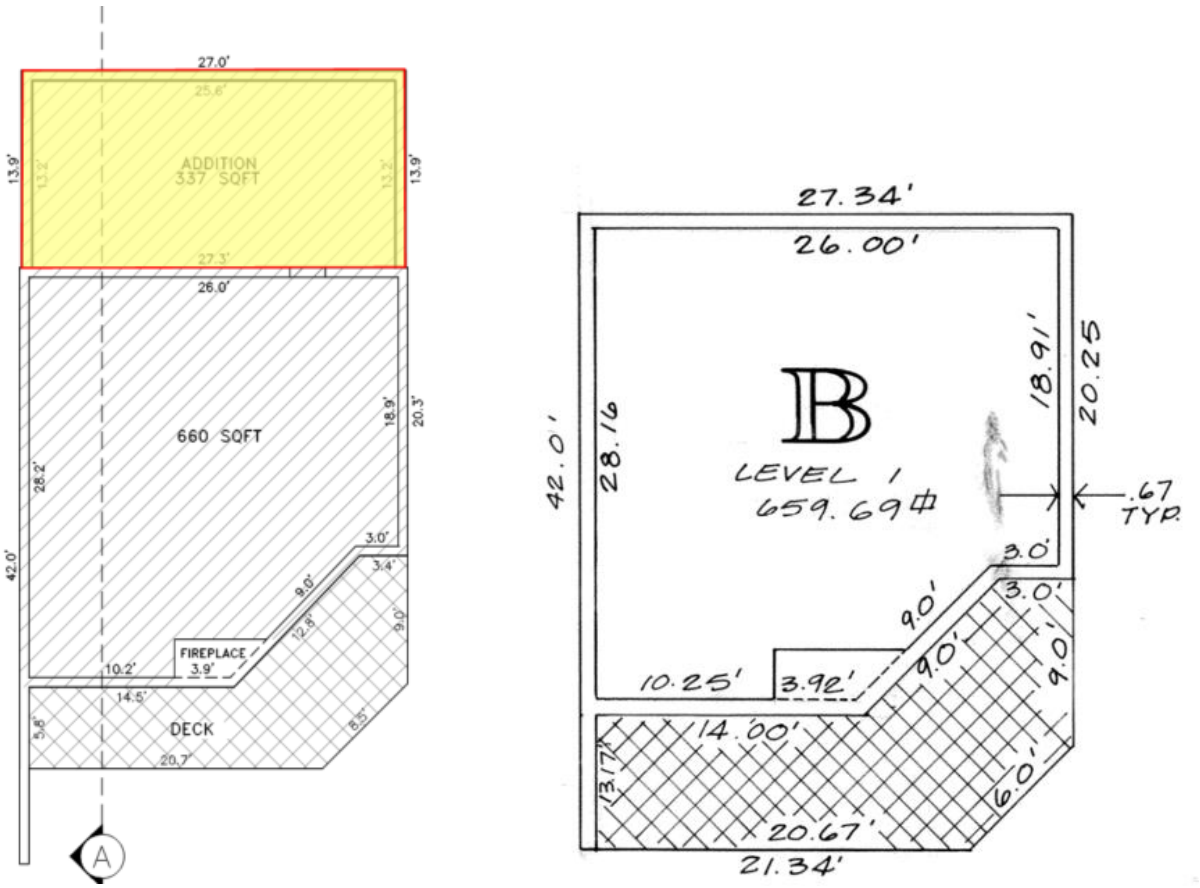


Figure 3: Level one floor plan of proposed plat (left) with addition highlighted in yellow and existing plat for Units 7, 8, and 10 (right)

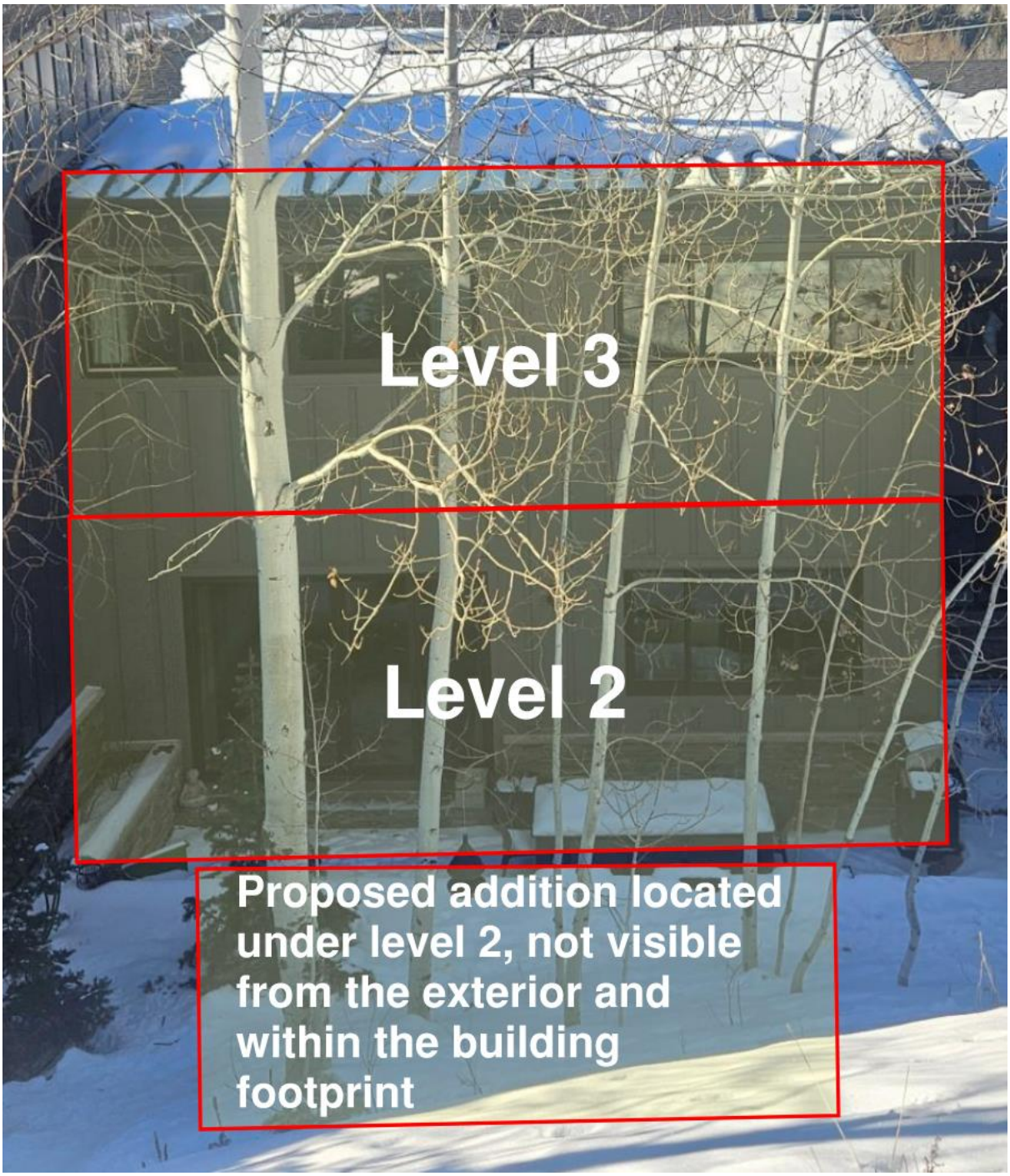


Figure 4: The proposed additions are below Level 2 within the Building Footprint

Background

The Saddle Condominiums Phase One Plat was recorded with Summit County on January 23, 1981 (Summit County Recorder Entry No. 175675). On August 14, 2024, the Planning Commission approved a Plat Amendment adding 300 square feet of private area to Unit 11 of the Saddle Condominiums (Summit County Recorder Entry No. 1232261).

On June 25, 2025, the Planning Commission approved a Plat Amendment to construct separate 318-square-foot additions within the existing building footprints of Units 6 and 9 (Summit County Recorder Entry No. 1240920).

On February 9, 2026, 82.06% of the Saddle Condominiums Homeowners Association (HOA) ownership voted in favor of the proposed Plat Amendment, and the Applicant submitted an application to amend Units 6, 7, 8, and 10 of the Saddle Condominiums.

Analysis

(I) The proposed Plat Amendment complies with the RD Zoning District requirements in Land Management Code (LMC) Chapter 15-2.13.

LMC Section 15-2.13-1 states the purpose of the RD Zoning District is to:

1. Allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities;
2. Encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services;
3. Allow commercial and recreational activities that are in harmony with residential neighborhoods;
4. Minimize impacts of the automobile on architectural design;
5. Promote pedestrian connections within Developments and between adjacent Areas; and
6. Provide opportunities for variation in architectural design and housing types.

Development in the RD Zoning District must meet the Lot and Site requirements in LMC Section 15-2.13-3:

Requirement	Analysis of Proposal
Setbacks: Front – 20 Feet Rear – 15 Feet Side – 12 Feet	**Complies:** The proposed additions are within existing Building Footprints. The Structures maintain Setbacks greater than 120 feet from all property lines.
Maximum Building Height: No Structure shall be erected to a height greater than 28 feet from Existing Grade	**Complies:** The proposed additions do not increase the Building Height of any Structure. The existing Structures are approximately 27 feet from Existing Grade**.**
Density: The maximum Density is three Units per acre.	**Complies:** The Lot for Saddle Condominiums is 3.71 acres. The Saddle Condominiums were platted in 1981 for 16 units. The LMC in effect at the time did not have a

	Density limitation. The proposed Plat Amendment complies with LMC Section 15-9-6(A) because it does not create an additional Unit or enlarge any non-compliance. The proposed Plat Amendment complies with the original Condominium approval for 16 units.

(II) The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.

LMC Section 15-3-6(A) states Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 6 is proposed to expand from 3,418 square feet to 3,439 square feet. Units 7, 8, and 10 are each proposed to expand from 3,102 square feet to 3,439 square feet. Each unit currently requires two Parking Spaces. The proposed additions do not increase the Off-Street Parking requirement for any unit.

LMC Section 15-3-4(A)(1) states two-car garages must have a minimum interior dimension of twenty feet in width by twenty feet in depth. Each unit has a two-car garage that is approximately 26 feet wide by 20.33 feet deep. Therefore, each unit complies with the Off-Street Parking requirements of the LMC.

(III) The proposal complies with LMC Section 15-7.1-3(B), Plat Amendment.

Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC Section 15-7-1.6 and approval shall require a finding of Good Cause.

LMC Section 15-15-1 defines Good Cause as “providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

There is Good Cause for this Plat Amendment because the amendment does not require any exterior expansion or external changes to the existing units. The proposed additions do not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1981, does not include plat notes that impose limitations on the size of the units. Saddle Condominiums was platted in 1981 for 16 units, and no additional unit is proposed. The LMC in effect at the time did not have a Density limitation. No Public Street, Right-of-Way, or easement will be vacated or amended.

(IV) The Development Review Committee reviewed the proposal on February 17,

2026, and confirmed the proposal conforms to their requirements.[2]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on February 24, 2026. The *Park Record* published courtesy notice on February 25, 2026.[3]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Plat Amendment to allow separate 337-square-foot additions of private area for Units 7, 8, and 10 and a 19-square-foot addition of private area for Unit 6 of Saddle Condominiums.
- Deny the Plat Amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plat
B: HOA Vote
C: Applicants' Photo Exhibit

[2] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[3] LMC § 15-1-21

Planning Department

March 11, 2026

Alliance Engineering
Attn: Megan Blosser

Saddle Condominiums: 685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way

CC: Sarah Langridge, Tiffany Marshall and Robert Saunders, Kelley Haines, Roseann Woodward

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Zoning District:	Residential Development
Application:	Condominium Plat Amendment
Project Number:	PL-26-06826
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 11, 2026
Project Summary:	The Applicant proposes to construct separate 337-square-foot additions of private area for Units 7, 8, and 10, and a 19-square-foot addition of private area for Unit 6.

Action Taken

On March 11, 2026, the Planning Commission conducted a public hearing and approved the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 according to the following findings of fact, conclusions of law, and conditions of approval:

Procedural History

1. Saddle Condominiums Phase One is a 16-Unit Condominium project in the Residential Development (RD) Zoning District.

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2. The Saddle Condominiums Phase One Plat was recorded with Summit County on January 23, 1981 (Recorder Entry No. 175675).
3. Unit 6 was amended along with Unit 9 on June 25, 2025, when the Planning Commission approved a Plat Amendment to construct separate 318-square-foot additions within the existing Building Footprints.

Findings of Fact

1. Units 6 (685 Saddle View Way), 7 (695 Saddle View Way), 8 (705 Saddle View Way), and 10 (725 Saddle View Way) are three-level units that originally had the same layout and dimensions, each 3,102 square feet.
2. The Applicants propose a 337-square-foot addition to the first floor of Units 7, 8, and 10, and a 19-square-foot addition to the first floor of Unit 6, all within existing Building Footprints. The proposed additions increase the private area for each unit to 3,439 square feet.
3. On February 9, 2026, 82.06% of the Saddle Condominiums Homeowners Association (HOA) ownership voted in favor of the proposed Plat Amendment.
4. The proposed Plat Amendment complies with the RD Zoning District requirements.
    a. Setbacks for the RD Zoning District are as follows: Front – 20 feet, Rear – 15 feet, Side – 12 feet.
        i. **Complies.** The proposed additions are within existing Building Footprints. The Structures maintain Setbacks greater than 120 feet from all property lines.
    b. Building Height for the RD Zoning District is 28 feet from Existing Grade.
        i. **Complies.** The proposed additions do not increase the Building Height of any Structure. The existing Structures are approximately 27 feet from Existing Grade.
    c. Density for the RD Zoning District is three Units per acre.
        i. **Complies.** The Lot for the Saddle Condominiums is 3.71 acres. The Saddle Condominiums were platted in 1981 for 16 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC Section 15-9-6(A) because it does not create an additional Unit or enlarge any non-compliance. The proposed Plat Amendment complies with the original Condominium approval for 16 units.
5. The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.

DRAFT

a. Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 6 is proposed to expand from 3,418 square feet to 3,439 square feet. Units 7, 8, and 10 are each proposed to expand from 3,102 square feet to 3,439 square feet. Each unit currently requires two Parking Spaces.
    i. **Complies.** The proposed additions do not increase the Off-Street Parking requirement for any unit.
b. Two-car garages must have a minimum interior dimension of twenty feet in width by twenty feet in depth.
    i. **Complies.** Each unit has a two-car garage that is approximately 26 feet wide by 20.33 feet deep.

6. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.
    a. Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC Section 15-7-1.6 and approval shall require a finding of Good Cause.
    b. LMC Section 15-15-1 defines Good Cause as “providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
        i. There is Good Cause for this Plat Amendment because the amendment does not require any exterior expansion or external changes to the existing units. The proposed additions do not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1981, does not include plat notes that impose limitations on the size of the units. Saddle Condominiums was platted in 1981 for 16 units, and no additional unit is proposed. The LMC in effect at the time did not have a Density limitation. No Public Street, Right-of-Way, or easement will be vacated or amended.

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7. The Development Review Committee reviewed the proposal on February 17, 2026, and confirmed the proposal conforms to their requirements.

Conclusions of Law

1. There is Good Cause for this Plat Amendment
2. The Plat Amendment is consistent with Land Management Code Section 15-7.1-3(B) *Classification of Subdivision*, Section 15-7.1-6 *Final Subdivision Plat*, Chapter 15-3 *Off-Street Parking*, and Chapter 15-2.13 *Residential Development District*.
3. No Public Street, Right-of-Way, or Easement has been vacated or amended.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended Declaration of Condominium of The Saddle Condominiums prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. The Applicant shall update the plat to include plan views and section views for Unit 6 and then separately show Units 7, 8, and 10.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 435-731-6088 or email alexander.barton@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

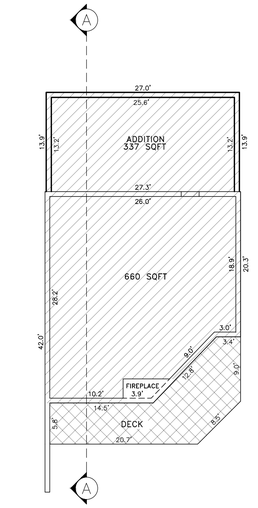
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Planning Department

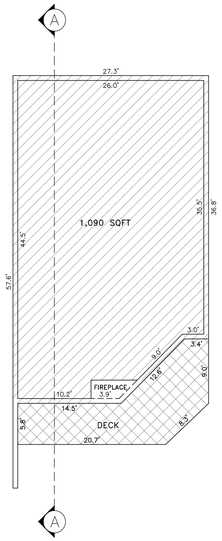
CC: Alec Barton

Attachment 1: Proposed Plat

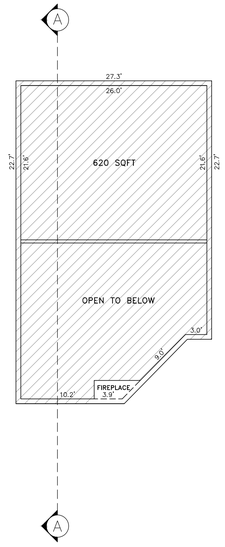
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LEVEL ONE
SCALE: 1" = 10'

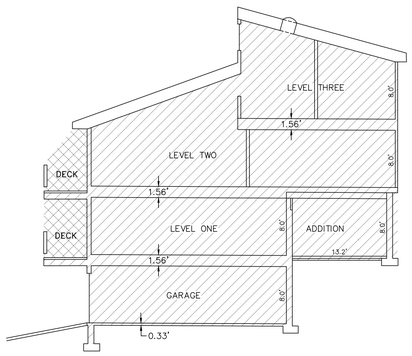


LEVEL TWO
SCALE: 1" = 10'



LEVEL THREE
SCALE: 1"=10'

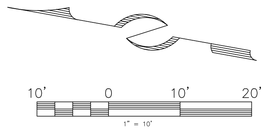
GARAGE
SCALE: 1"=10'



SECTION A–A
SCALE: 1"=10'

685, 695, 705 & 725 SADDLE VIEW WAY
PARK CITY, UTAH
SQUARE FOOTAGE TABLE

LEVEL ONE=	997 S.F.
LEVEL TWO=	1,090 S.F.
LEVEL THREE=	620 S.F.
GARAGE=	732 S.F.
TOTAL	3,439 S.F.



COMMON OWNERSHIP

LIMITED COMMON AREA

PRIVATE OWNERSHIP

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have reference a record of of survey map of the existing property boundaries in accordance with Section 17–23–17 and have verified all measurements represented on the plat. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10

LEGAL DESCRIPTION

UNIT 6, IN BUILDING B, SADDLE CONDOMINIUMS, PHASE ONE, AMENDING UNITS 6 & 9,TOGETHER WITH AN UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE SECOND AMENDMENT TO DECLARATION OF CONDOMINIUM, RECORDED SEPTEMBER 11, 2025, AS ENTRY NO. 1240922 IN BOOK 2874 AT PAGE 565, AND THE RECORD OF SURVEY MAP RECORDED SEPTEMBER 11, 2025, AS ENTRY 1240920, OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U–224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U–224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 7, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M–178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U–224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U–224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 8, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M–178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U–224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U–224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 10, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M–178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U–224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U–224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

NOTES

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated _____, and on file with the Planning Department (PL–26–_____).
2. Saddle Condominiums Phase One was recorded January 23, 1981, as Entry No. 175675 in the Summit County Recorder's Office. All conditions of approval of Saddle Condominiums Phase One shall continue to apply and remain in full force and effect.
3. The dimensions of the private spaces and square footage calculations are based on the Saddle Condominiums Phase One plat, and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the unit will be as constructed.
4. This Plat Amendment changes use from Common to Private Ownership at the rear of Level One.
5. The addition done at the Rear of Level One consists of 337 square feet of additional Private Ownership for Units 7, 8, & 10. The addition done at the Rear of Level One for Unit 6 consists of 19 additional square feet of Private Ownership, giving Unit 6 the same platted areas as Units 7, 8, & 10.
6. See Saddle Condominiums Phase One Amending Units 6 & 9, recorded September 11, 2025 as Entry No. 1240920 in the Summit County Recorder's Office for the previous iteration of Unit 6.

SADDLE CONDOMINIUMS PHASE ONE
AMENDING UNITS 6, 7, 8 & 10

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

1/27/2026 JOB NO.: 4–11–25 FILE: X:\ParkMeadows\dwg\srv\plat2025\041125–Units 6–8&10.dwg

435–649–9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2026
BY _____

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ___
DAY OF _____, 2026
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ATTORNEY

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY
OF _____, 2026
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
_____ _____
FEE RECORDER
TIME _____ DATE _____ ENTRY NO. _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of the S. Langridge Living Trust dated November 2, 2018, as to Unit 6, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

The S. Langridge Living Trust dated November 2, 2018

By: _____
Sarah Langridge, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Sarah Langridge personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the trustee of the S. Langridge Living Trust dated November 2, 2018, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10
.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of the Kelley Haines Living Trust, U/A dated October 29, 2014, as to Unit 8, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

Kelley Haines Living Trust, U/A dated October 29, 2014

By: _____
Kelley M. Haines, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Kelley M. Haines personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the trustee of the Kelley Haines Living Trust, U/A dated October 29, 2014, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of The Roseann Woodward Trust, dated the 27 day of October 2010, as to Unit 10, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10.

The Roseann Woodward Trust, dated the 27 day of October 2010

By: _____
Roseann Woodward, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Roseann Woodward personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the trustee of The Roseann Woodward Trust, dated the 27 day of October 2010, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, Tiffany Marshall and Robert Saunders, wife and husband as joint tenants, as to Unit 7, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Tiffany Marshall

By: _____
Robert Saunders

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Tiffany Marshall personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is a Joint Tenant, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Robert Saunders personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is a Joint Tenant, and that he acknowledged to me that he executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Saddle Condominiums Owners Association, Inc., a Utah corporation, having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

Saddle Condominiums Inc., a Utah corporation

By: _____
Frank Mitchell, President

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Frank Mitchell personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the president of the Saddle Condominiums Owners Association, Inc., a Utah corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Saddle Condominiums Phase One, acting as a group (under the name of Saddle Condominiums Inc., a Utah corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Saddle Condominiums Phase One.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

435-649-9467

ALLIANCE ENGINEERING

CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS

P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

1/27/2026

JOB NO.: 4-11-25 FILE: X:\ParkMeadows\dwg\srv\plat2025\041125-Units 6-8&10.dwg

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

AT THE REQUEST OF _____

_____ _____
FEE RECORDER

TIME _____ DATE _____ ENTRY NO. _____

Saddle Condominiums, a Utah Condominium Project

Confirmation of Owners' Association Vote of Approval

for Amending Units 6, 7, 8 & 10

February 9, 2026

Saddle Condominiums Phase One, a Utah Condominium Project was recorded January 23, 1981 as Entry No. 175675 in the Summit County Recorder's Office.

This letter is to certify that the members of Saddle Condominium Owners' Association have voted to approve the condominium plat amendment for Units 6, 7, 8 & 10 of Saddle Condominiums depicting an addition to the Level One crawlspace area as shown on the proposed plat, as well as the Third Amendment to Declaration of Condominium of the Saddle Condominiums.

There are 16 units in Saddle Condominiums. Of the 16 units, 13 units voted to approve the condominium amendment. 3 units did not vote. A weighted vote of 66.7% of the ownership is required for approval.

82.06% of the ownership voted to approve the plat amendment for Units 6, 7, 8 & 10 and the Third Amendment to the Declaration.

There is presently no plan to amend Exhibit E of the Declaration (Apportionment of Percentage Ownership in Common Areas and Facilities), as Par Value is not defined.

Saddle Condominium Owners' Association

By: _____

Printed Name: Frank W. Tuttle II

Title: President

Notary Public Megan Blosser

Commissioned In: Summit County

Residing In: Weber County

My commission expires: June 29, 2026

MEGAN BLOSSER
Notary Public, State of Utah
Commission # 725487
My Commission Expires
June 29, 2026



Units 5-10 (Building B) facing east



Units 5-10 (Building B) facing west



Unit 10 (Building B) facing southwest



Unit 10 (Building B) facing northwest



Units 5-9 (Building B) facing northwest



Units 5-10 (Building B) facing southeast

Planning Commission
Staff Report

Subject:	**1456 Amber Road (Unit 46)** **1470 Amber Road (Unit 47)** **The Pinnacle at Deer Valley Condominium**
Application:	**PL-26-06835**
Author:	**Lillian Zollinger, Planner III**
Date:	**March 11, 2026**
Type of Item:	**Condominium Plat Amendment**

Recommendation

(I) Review The Pinnacle at Deer Valley Units 46 and 47 Amended Condominium Plat to:

- Add 32 square feet to the lower level and 32 square feet to the main level of Unit 46 as Private Space and convert platted Common Space to Limited Common Space to reflect existing decks (181 square feet on the lower level and 264 square feet on the main level).
- Add 104 square feet to the lower level and 104 square feet to the main level of Unit 47 as Private Space and convert platted Common Space to Limited Common Space to reflect one existing lower level deck, remove an existing main level deck, and add one new main level deck (94 square feet for the lower level and 246 square feet for the main level).

(II) Conduct a public hearing.

(III) Consider approving the Condominium Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in Draft Final Action Letter (Exhibit A).

Description

Applicant:	Etan Kestenbaum
Location:	The Pinnacle at Deer Valley Condominium 1456 Amber Road (Unit 46) 1470 Amber Road (Unit 47)
Zoning District:	Residential Development, Sensitive Land Overlay
Adjacent Land Uses:	Residential, Condominiums, Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Condominium Plat Amendments[1]

LMC	Land Management Code
RD	Residential Development
SLO	Sensitive Land Overlay

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

[1] LMC § 15-1-8.

Background

1456 (Unit 46) and 1470 (Unit 47) Amber Road are part of the 2nd Supplemental Pinnacle Deer Valley Condominium Project Plat and are in the Residential Development (RD) Zoning District and Sensitive Land Overlay (SLO).

In 1982, the City approved a Conditional Use Permit for the 27-Unit Pinnacle Deer Valley Planned Unit Development (PUD). On December 28, 1984, the 2nd Supplemental Pinnacle Deer Valley Condominium Project Plat was recorded (Summit County Recorder Entry No. 228750).



Figure 1: Applicant's Aerial Exhibit

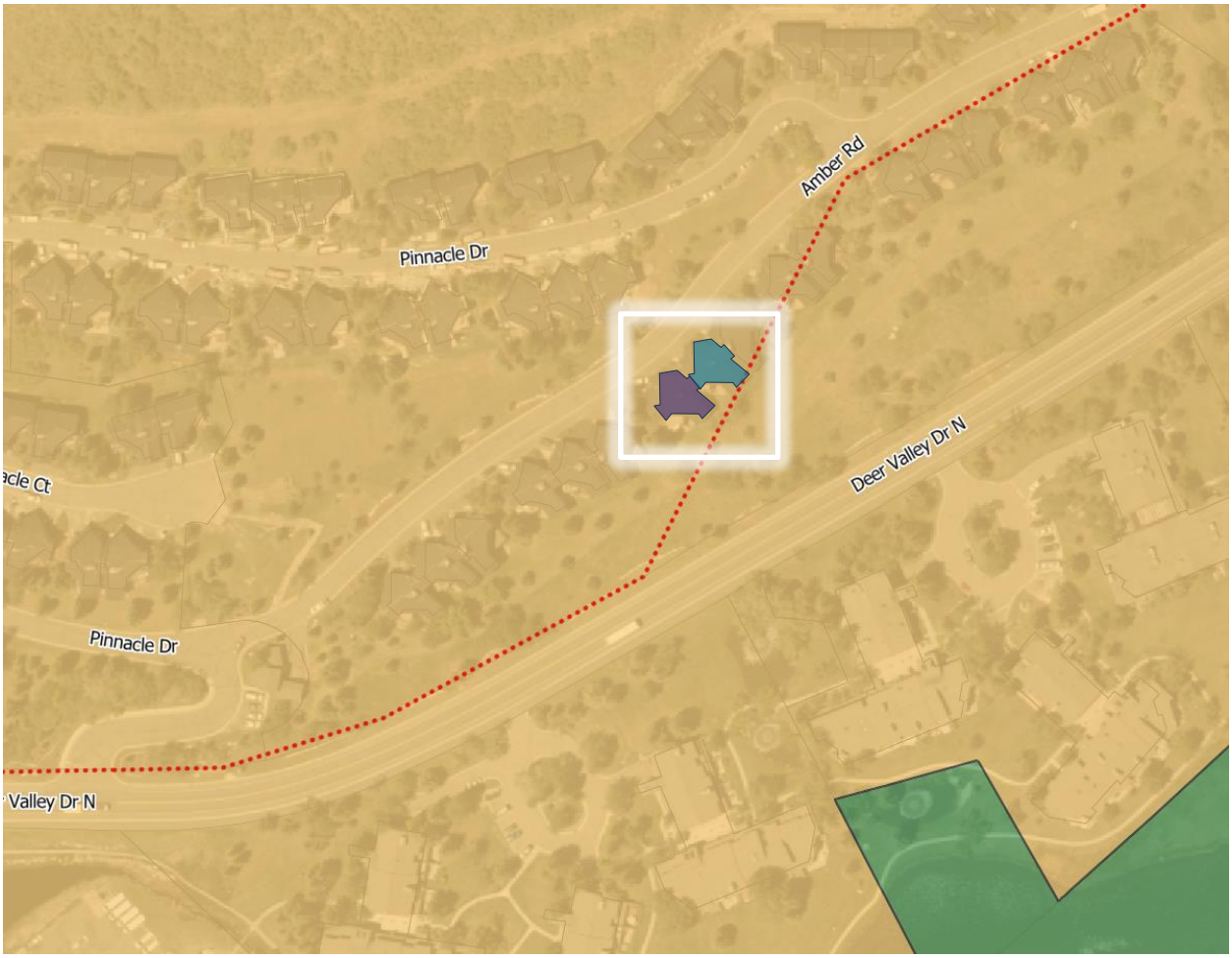


Figure 2: 1456 Amber Road (highlighted in purple) and 1470 Amber Road (highlighted in blue) on an excerpt from the City's zoning map. The RD Zoning District is shown in tan, and the red dotted line indicates the SLO.



Figure 3: Photos of Units 46 and 47 provided by the Applicant. See Exhibit C for additional photos.

Unit 46 is currently 3,511 square feet. The Applicant proposes adding 32 square feet to the lower level and 32 square feet to the main level, 64 square feet total to create a 3,575-square-foot Unit.

At some point the lower-level deck on Unit 46 was expanded by ~156 square feet and an ~25-square-foot staircase was added. A ~264-square-foot deck was also added to the main level. Approximately 503 square feet of Common Space is proposed to be converted to Limited Common Space to reflect these deck modifications.

Unit 47 is currently 3,511 square feet. The Applicant proposes adding 104 square feet to the lower level and 104 square feet to the main level, adding 208 square feet total to create a 3,719-square-foot Unit.

At some point on Unit 47, the lower-level deck was expanded by ~94 square feet. A ~246 square-foot-deck was also added to the main level. The Applicant proposes to remove the existing main-level deck and add a deck to the exterior of the proposed addition, which will span both Units 46 and 47. Approximately 392 square feet of additional Common Space is proposed to be converted to Limited Common Space to reflect these deck modifications.



Figure 4: Proposed interior addition outlined in purple (Unit 46) and blue (Unit 47), proposed deck in green, existing deck to be removed in red.



Figure 5: Proposed lower level with the deck expansion and stair addition shown in brown; an interior addition shown in purple on Unit 46. Proposed lower level with the deck expansion shown in green; an interior addition shown in blue on Unit 47.



MAIN LEVEL

Figure 6: Proposed main level with the deck addition shown in brown; an interior addition shown in purple on Unit 46. Proposed main level with the deck addition shown in green; an interior addition shown in blue on Unit 47.

On February 9, 2026, 68.6% of the Pinnacle Homeowners Association voted to approve the proposed condominium amendment (Exhibit D). On February 20, 2026, the Applicant applied to amend Units 46 and 47.

Analysis

(I) The proposed Condominium Plat Amendment complies with the Residential Development Zoning District requirements in Land Management Code Chapter 15-2.13.

LMC § 15-2.13-1 outlines the purposes of the RD Zoning District, including:

1. Allowing a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities;

2. Encouraging the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services.

Multi-Unit Dwellings are a Conditional Use[2] in the RD Zoning District. In 1982, the City approved a CUP for the Pinnacle Deer Valley PUD.

The proposal complies with the following RD Zoning District Lot and Site requirements :

Requirement	Analysis of Proposal
Maximum Density: Three Units/Acre	**Complies:** There are 2.35 Units per acre. The proposal does increase the Density.
Setbacks: Front – 20 Feet Rear – 15 Feet Side – 12 Feet	**Complies:** The proposed addition and deck are at least 100 feet away from the property line and complies with all Setbacks.
Maximum Building Height: No Structure shall be erected to a height greater than 28 feet from Existing Grade. Pursuant to LMC § 15-2.13-4, "Gable, hip, Barrel, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater."	**Complies:** The Applicant does not propose increasing the height of the structure. The existing structure has roof pitches of 5:12 and 6:12 and is approximately 26.5 feet above Existing Grade.

(II) The Proposed Plat Amendment does not impact Sensitive Lands.

The proposed additions, as shown in figures 4, 5, and 6, will go on previously disturbed area with no significant vegetation. The existing area for the addition has been regraded and is not near a ridgeline and the closest wetland is the Silver Creek pond, approximately 500 feet away.

The Applicant does not propose disturbing anything beyond the existing disturbed area for the Condominiums.

(III) The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.

[2] LMC § 15-2.13-2(B)(2)

LMC § 15-3-6(A) requires Condominium Units greater than 2,000 square feet include two Parking Spaces per Dwelling Unit. Unit 46 currently has two parking spaces on site. The Applicant proposes to expand Unit 46 from 3,511 square feet to 3,575 square feet, which does not increase the parking requirement. Unit 47 currently has two parking spaces on site. The Applicant proposes to expand from 3,511 square feet to 3,719 square feet, which does not increase the parking requirement. The proposal therefore meets required parking.

(IV) The proposed Condominium Plat Amendment complies with the Plat requirements outlined LMC Chapter 15-7.1.

Plat Amendments require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.[3]

The Applicant does not propose to vacate or amend a Public Street, Right-of-Way, or easement. LMC § 15-15-1 defines Good Cause as "[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."

There is Good Cause for the proposed Condominium Plat amendment because it does not require any exterior expansion or external changes to the existing units and makes the plat consistent with the work previously completed with the existing conditions of the site.

(V) The Development Review Committee reviewed the proposal on March 3, 2026, and confirmed the proposal complies with their required standards.[4]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on February 25, 2026. The *Park Record* published

[3] LMC § 15-7.1-3

[4] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

courtesy notice on February 23, 2026.[5]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the Condominium Plat Amendment.
- Deny the Condominium Plat Amendment and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Exhibits

A: Draft Final Action Letter
    Attachment 1 - Proposed Plat
B: The 2nd Supplemental Pinnacle Deer Valley Condominium Project Plat
C: Applicant's Photos
D: Homeowner Association Vote

[5] LMC § 15-1-21

Planning Department

March 11, 2026

Alliance Engineering
Attn: Megan Blosser

CC: Etan Kestenbaum

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1456 Amber Road (Unit 46) 1470 Amber Road (Unit 47) The Pinnacle at Deer Valley Condominium
Zoning District:	Residential Development, Sensitive Land Overlay
Application:	Condominium Plat Amendment
Project Number:	PL-26-06835
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 11, 2026
Project Summary:	The Applicant proposes to convert platted Common Space to Private Space for a two-story addition and to convert Common Space to Limited Common Space to reflect existing decks and a proposed deck for 1456 Amber Road (Unit 46) and 1470 Amber Road (Unit 47).

Action Taken

On March 11, 2026, the Planning Commission conducted a public hearing and approved The Pinnacle at Deer Valley Amending Units 46 and 47 according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Procedural History

1. The 2nd Supplemental Pinnacle at Deer Valley Condominium Project is a 27-Unit Condominium in the Residential Development (RD) Zoning District and Sensitive Land Overlay (SLO).
2. In 1982, the City approved a Conditional Use Permit for the Pinnacle Deer Valley Planned Unit Development (PUD).

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3. On December 28, 1984, the 2nd Supplemental Pinnacle Deer Valley Condominium Project Plat was recorded (Summit County Recorder Entry No. 228750).

Findings of Fact

1. 1456 Amber Road is Unit 46 and 1470 Amber Road is Unit 47 of The Pinnacle at Deer Valley PUD.
2. The Applicants propose amending the plat to:
    - Add 32 square feet to the lower level and 32 square feet to the main level of Unit 46 as Private Space and convert platted Common Space to Limited Common Space to reflect existing decks (181 square feet on the lower level and 264 square feet on the main level).
    - Add 104 square feet to the lower level and 104 square feet to the main level of Unit 47 as Private Space and convert platted Common Space to Limited Common Space to reflect one existing lower level deck, remove an existing main level deck, and add one new main level deck (94 square feet for the lower level and 246 square feet for the main level).
2. On February 9, 2026, 68.6% of the Pinnacle Units voted in favor of the proposed Plat Amendment.
3. Land Management Code (LMC) Chapter 15-2.13 outlines Lot and Site Requirements for the RD Zoning District:
    a. Maximum Density - Three Units/Acre
        - **Complies:** There are currently 2.35 Units per acre. The proposal does not change the Density.
    b. Setbacks - Front – 20 feet, Rear – 15 feet, Side – 12 feet
        - **Complies:** The proposed addition and deck are at least 100 feet away from the property line and outside of the Setbacks.
    c. Maximum Building Height - 28 feet
        - **Complies:** The Applicant does not propose increasing the height of the structure. The existing structure has roof pitches of 5:12 and 6:12 and is approximately 26.5 feet above existing grade.
4. LMC Chapter 15-3 *Off-Street Parking* requirements requires the following for the Units:
    a. Condominium Units greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 46 is proposed to expand from 3,511 square feet to 3,575 square feet. Unit 47 is proposed to expand from

DRAFT

3,511 square feet to 3,719 square feet. The proposed addition does not increase the parking requirement for either Unit.

5. The Proposed Plat Amendment does not impact Sensitive Lands.
   The proposed additions will go on previously disturbed area with no significant vegetation. The existing area for the addition has been regraded and is not near a ridgeline and the closest wetland is the Silver Creek pond, approximately 500 feet away. The Applicant does not propose disturbing anything beyond the existing disturbed area for the Condominiums.
6. LMC Chapter 15-7.1 outlines requirements for Condominium Plat Amendments.
   a. Plat Amendments shall be reviewed according to the requirements of LMC Section 15-7-1.6 and approval shall require a finding of Good Cause.
   b. LMC Section 15-15-1 defines Good Cause as "providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community."
   c. The proposed Condominium Plat Amendment has Good Cause because it memorializes work previously completed and updates the existing condition of the site.
7. The Development Review Committee reviewed the proposal on March 3, 2026, and confirmed the proposal complies with their required standards.

Conclusions of Law

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with Land Management Code Section 15-7.1-3(B) *Classification of Subdivision*, Section 15-7.1-6 *Final Subdivision Plat*, Chapter 15-3 *Off-Street Parking*, Chapter 15-2.13 *Residential Development (RD) District*, Chapter 15-2.21, and *Sensitive Land Overlay (SLO) Zone.*
3. No Public Street, Right-of-Way, or Easement is vacated or amended.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

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Planning Department

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, the Conditions of Approval, and the amended CC&Rs, if required, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2038 or email lillian.zollinger@parkcity.gov.

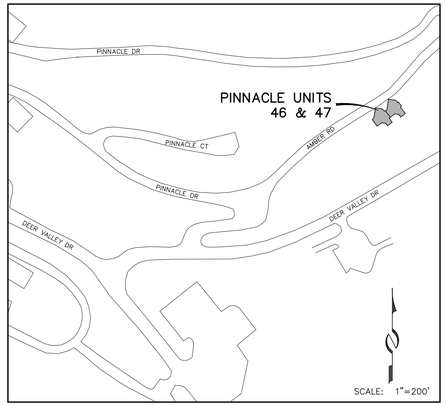
Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Lillian Zollinger, Project Planner

Attachment 1 - Proposed Plat

DRAFT



VICINITY MAP

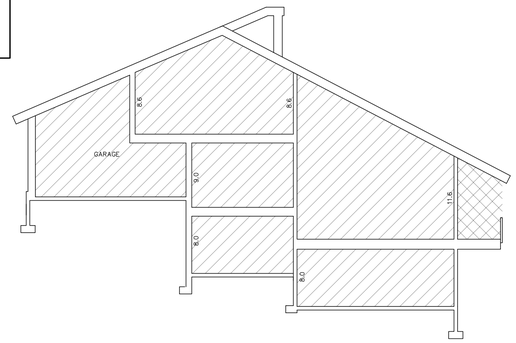
SQUARE FOOTAGE TABLE

UNIT	SQUARE FOOTAGE
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47	3719

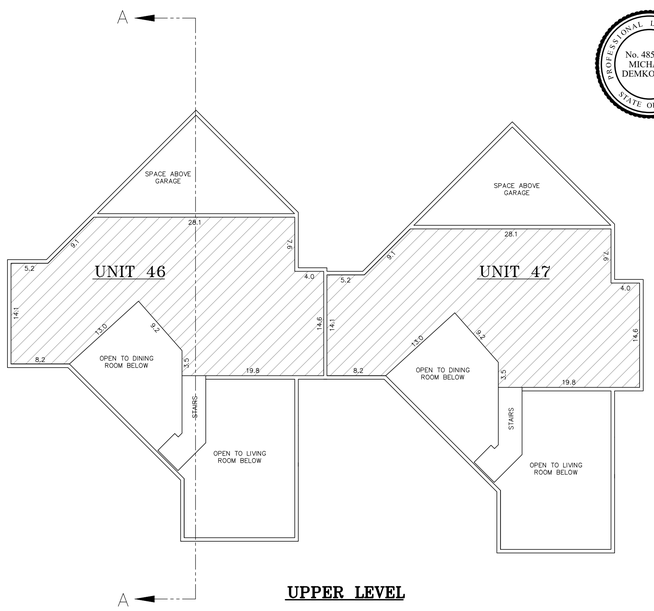
OWNERSHIP DESIGNATIONS

- PRIVATE OWNERSHIP
- COMMON OWNERSHIP
- LIMITED COMMON OWNERSHIP

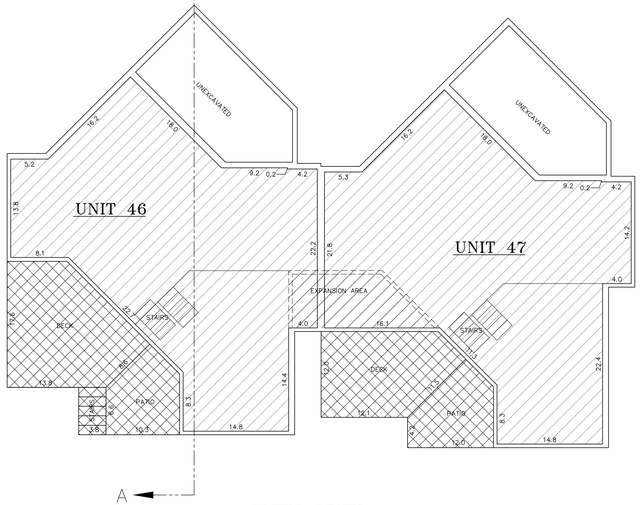
NOTE: AREAS AFFECTED BY THIS PLAT AMENDMENT ARE SHOWN WITH BOLDER HATCHING



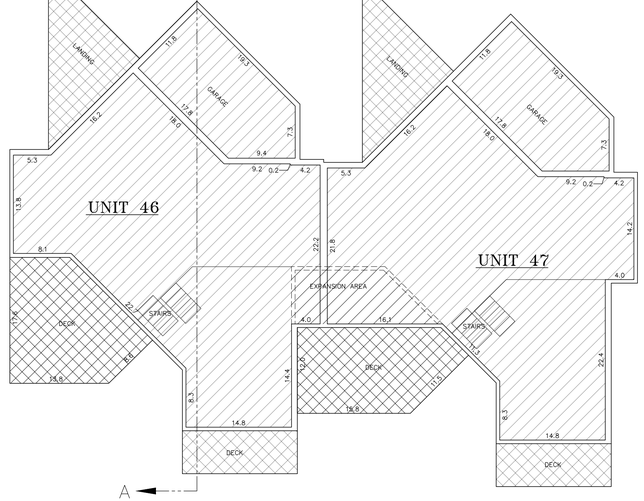
SECTION A-A



UPPER LEVEL



LOWER LEVEL



MAIN LEVEL

10' 0 10' 20'
1" = 10'

NOTES

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated _____, and on file with the Planning Department (PL-26-_____).
2. The dimensions of the private spaces and square footage calculations are based on the Second Supplemental Record of Survey Map of the Pinnacle Condominiums at Deer Valley and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the units will be as constructed.
3. This Plat Amendment represents an addition that connects Unit 46 to Unit 47 on the Lower and Main Levels, while keeping them as individual units and expands the Private Ownership and Limited Common Ownership of the Main and Lower Levels. No changes are taking place on the Upper Level.
4. All conditions of approval of The Pinnacle Condominiums at Deer Valley, recorded December 28. 1984, as Entry No. 228750 shall continue to apply and remain in full force and effect.
5. This plat amendment adds 104 square feet to the Lower Level and 104 square feet to the Main Level of Unit 47. This amendment also adds 32 square feet to the Lower Level and 32 square feet to the Main Level of Unit 46. The amended square footage of Units 46 & 47 was derived by adding the expansion areas to the existing square footage of 3511 as shown on The Pinnacle Condominiums at Deer Valley, recorded December 28. 1984, as Entry No. 228750 and rounding to the nearest whole square foot.
6. Unit 46 is located at 1456 Amber Road and Unit 47 is located at 1470 Amber Road Park City, Utah.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I certify that I have verified all measurements. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as THE PINNACLE AT DEER VALLEY UNITS 46 & 47 AMENDED.

LEGAL DESCRIPTION

Unit No. 46 & Unit No. 47, contained within the SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, a Utah Expandable Condominium Project, as the same is identified in the Record of Survey Map recorded in Summit County, Utah, as Entry No. 228750, and in the Declaration of Covenants, Conditions and Restrictions and Bylaws of the Pinnacle at Deer Valley, recorded in Summit County, Utah, on December 15, 1982, as Entry No. 199264, in Book M242, at Page 486, of the official records, and all amendments thereto.

TOGETHER WITH: (a) The undivided ownership interest in said Condominium Project's Common Areas and Facilities which is appurtenant to said Unit, (the referenced Declaration of Condominium providing for periodic alteration both in the magnitude of said undivided ownership interest and in the composition of the Common Areas and Facilities to which said interest relates); (b) The exclusive right to use and enjoy each of the Limited Common Areas which is appurtenant to said Unit, and (c) The non-exclusive right to use and enjoy the Common Areas and Facilities included in said Condominium Project (as said Project may hereafter be expanded) in accordance with the aforesaid Declaration and Survey Map (as said Declaration and Map may hereafter be amended or supplemented) and the Utah Condominium Ownership Act.

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Pinnacle at Deer Valley Condominiums Homeowners' Association Inc., having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

Pinnacle at Deer Valley Homeowners' Association, Inc.

_____

By: _____

ACKNOWLEDGMENT

State of Utah)
: ss.
County of Summit)

On this _____ day of _____, 2026, personally appeared before me, the undersigned Notary Public, in and for said County and State, _____, being duly sworn, acknowledged to me that he is the president of Pinnacle at Deer Valley Condominium Homeowners' Association, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Pinnacle at Deer Valley Condominium Homeowners' Association acting as a group (under the name of Pinnacle at Deer Valley Condominium Homeowners' Association) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Pinnacle at Deer Valley Condominium Homeowners' Association

_____

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that Jay J. Kestenbaum and Jonathan Talansky, as trustees of The Jay Kestenbaum Descendants Trust, dated December 11, 2012, for the benefit of Jay J. Kestenbaum and Jonathan Talansky, as to Unit 46, and Jay Kestenbaum as to Unit 47 of that certain tract of land known as Pinnacle at Deer Valley, hereby certify that they have caused this plat amendment to be made and hereby consent to the recordation of this plat amendment.

In witness whereof, the undersigned set their hands this _____ day of _____, 2026.

The Jay Kestenbaum Descendants Trust, dated December 11, 2012, for the benefit of Jay J. Kestenbaum and Jonathan Talansky

By: _____
Jay J. Kestenbaum (Trustee)

By: _____
Jonathan Talansky (Trustee)

By: _____
Jay Kestenbaum, Owner of Unit 47

ACKNOWLEDGEMENT

STATE OF _____)
: ss.
COUNTY OF _____)

On this _____ day of _____, 2026, Jay J. Kestenbaum personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is a Trustee of The Jay Kestenbaum Descendants Trust, dated December 11, 2012 and is the owner of Unit 47 and that said document was signed by him on behalf of said Trust by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed THE PINNACLE AT DEER VALLEY UNITS 46 & 47 AMENDED.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

ACKNOWLEDGEMENT

STATE OF _____)
: ss.
COUNTY OF _____)

On this _____ day of _____, 2026, Jonathan Talansky personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is a Trustee of The Jay Kestenbaum Descendants Trust, dated December 11, 2012 and that said document was signed by him on behalf of said Trust by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed THE PINNACLE AT DEER VALLEY UNITS 46 & 47 AMENDED.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

THE PINNACLE AT DEER VALLEY UNITS 46 & 47 AMENDED

A UTAH EXPANDABLE CONDOMINIUM PROJECT LOCATED IN THE NORTHEAST QUARTER OF SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

2/18/2026 JOB NO.: 4-10-25 FILE: X:\Deer Valley\dwg\srv\plat2025\041025-Amending Units 46 & 47_recover.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2026	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026	APPROVED AS TO FORM THIS _____ DAY OF _____, 2026	APPROVED THIS _____ DAY OF _____, 2026	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER
					TIME _____ DATE _____ ENTRY NO. _____

EAST 2218.94'

S 89° 58' 37" W 884.02' ±
NORTHERLY LINE MOOSE NO. 4 (DEED N 89°59' W 1497.10')

N 38°17' W 157.30'

NE COR MOOSE NO. 4
PIPE FILLED W/ CONCRETE

N 38°17' W 129.59'

S 89° 58' 37"E

TIE TO SKI

N 26° W

E 1/4 SEC. 16, T.2S., R.4E., S.L.B.&M. IRON PIPE

NORTH 201.54'

S 89°58'37" W 2630.02' BASIS OF BEARING

S.E. COR. SEC. 16, T.2S., R.4E., S.L.B.&M. IRON PIPE

S 0°01'12" E 429.29'

S 0°0'0" E 376'

S 1°27'10" W 25.00'

S 0°0'0" E 128.02'

S 0°0'0" W 265.00'

S 0°03'00" W 37.48'

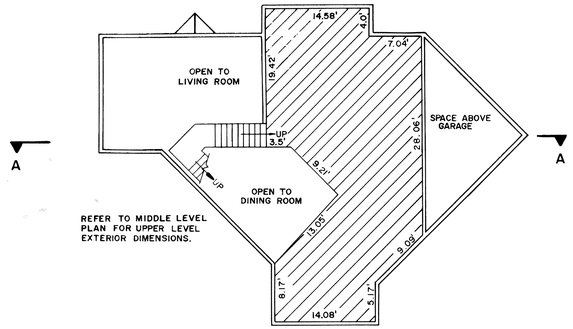
S 4°44'2" W 109.39'

N 81°05'E 51.88'

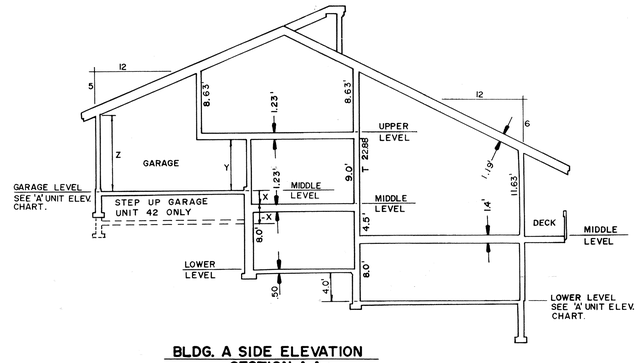
RORD RIGHT-OF-WAY CURVE DATA

CURVE	DELTA	RADIUS	ARC LENGHT
A	5-52-58	772.58	133.21
B	8-17-58	747.58	108.24
C	28-35-00	1030.84	370.33
D	20-35-00	1855.84	379.31
E	18-00-00	538.98	169.29
F	18-00-00	563.98	177.15
G	34-25-00	123.85	74.48
H	34-25-00	148.85	89.41
I	98-43-52	50.00	87.83
J	114-00-00	25.00	49.74
K	73-52-45	50.00	64.47
L	90-00-00	25.00	39.27
M	14-40-00	784.06	188.23
N	14-40-00	673.06	173.83
O	20-50-00	256.76	83.36
P	20-50-00	281.76	102.45
Q	13-30-00	878.42	205.85
R	20-50-00	92.70	81.57
S	11-33-48	628.21	126.76
T	13-24-47	603.21	141.21
U	13-30-00	855.42	210.98
V	36-04-48	163.20	102.77

N 72°25'30" E 174.4'
N 79°15'20" E 229.30'
N 89°51' W 362.4
N 63°31' 50 E 319.64'
N 60°40'30" E 140.4'
C/L 15' SKI, PEDESTRIAN ESMT.
C/L 10' UP&L POWERLINE ESMT. & C/L 15' WIDE SKI, & PEDESTRIAN ESMT.
75.66'
181.4'
181.0'
N 81°00'00" E 181.78'
C/L 10' WIDE UP&L POWERLINE ESMT.
C/L 6' PEDESTRIAN EASEMENT
N 62°09'44" E 60.71'
N 90°E 44.50'
N 85°20'E 40.72'
N 88°08'30" E 120.40'
N 65°44'47" E 106.81'
N 60°44'47" E 72.40'
N 60°45'E 255.00'
N 56°20'E 70.33'
N 56°0'0"W 189.00'
N 56°0'0"W 251.36'
N 34°E 93.87'
SET CORNER
M.H. 16
EXTEND 20' WIDE SANITARY SEWER ESMT. 10' BEYOND MH 16 & MH 24
△ = 0°09'27" R = 7972.00' L = 21.91'
SET CORNER
N 80°06'30" E 277.60'
N 57°10'0" E 193.48'
△ = 2°50'00" R = 7972.00' L = 394.22'
N 82°08'40" E 235.30'
8°5.5
M.H. 15
N 38°30' E 119.30'
N 37°40' E 89.00'
N 32°30' E 38.11'
N 25°30' E 52.01'
N 21°30' E 43.00'
N 13°E 30.36'
N 3°E 15.14'
N 8°30' W 30.36'
N 18°30' W 43.00'
N 28°30' W 52.01'
N 38°30' W 89.00'
N 43°30' W 119.30'
N 46°30' W 104.50'
N 48°44' E 39.0'
N 46°45' E 104.50'
N 42°45' W 68.51'
N 82°55' 22" W
N 85°25' E
N 82°01' E 189.38'
N 89°11' E 159.15'
N 89°21'30" E 157.21'
S 88°57'30" E 187.91'
S 78°40' E 92.19'
S 84°E 53.93'
S 81°12'35" E 32.14'
S 89°41'09" E 317.25'
S 89°41'09" E 29.46'
S 80°20'01" E 46.96'
S 62°30'E 44.50'
S 74°E 44.50'
S 69°E 44.50'
S 62°30'E 44.50'
S 56°30'E 44.50'
S 50°30'E 44.50'
S 44°30'E 44.50'
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S 56°30'W 44.50'
S 62°30'W 44.50'
S 68°30'W 44.50'
S 74°30'W 44.50'
S 80°30'W 44.50'
S 86



BLDG. A UPPER LEVEL

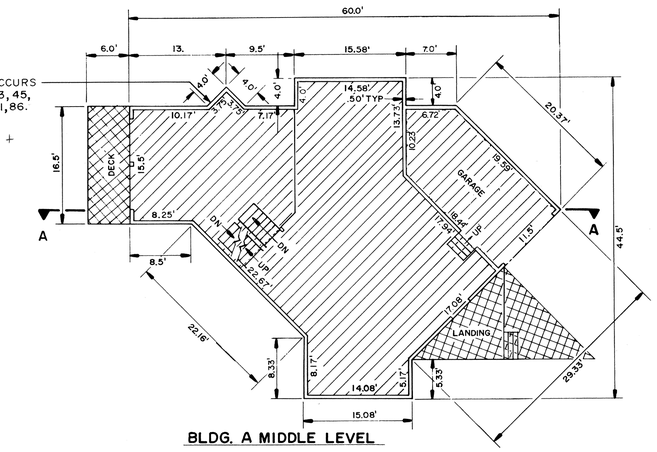


BLDG. A SIDE ELEVATION
SECTION A-A

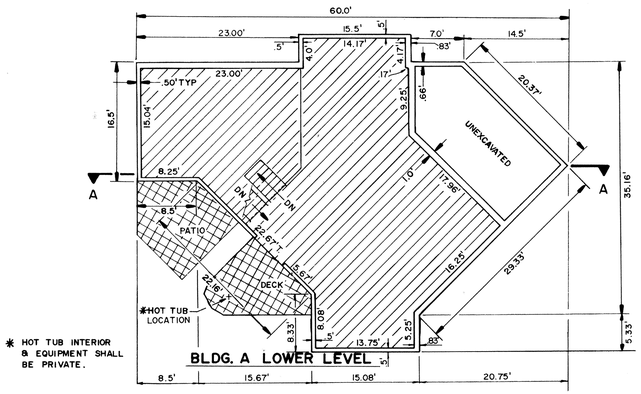
UNIT SQUARE FOOTAGE TABLE

40	3530	53	3511	66	3708	79	3511
41	3530	54	3511	67	3708	80	3530
42	3511	55	3511	68	3708	81	3511
43	3511	56	3530	69	3708	82	3530
44	3511	57	3708	70	3708	83	3511
45	3511	58	3708	71	3708	84	3530
46	3511	59	3708	72	3708	85	3530
47	3511	60	3708	73	3708	86	3511
48	3530	61	3708	74	3708		
49	3511	62	3708	75	3708	NOTE	
50	3530	63	3708	76	3511	A	3511
51	3530	64	3708	77	3511	D	3530
52	3530	65	3708	78	3530	C	3708

NOTE: BAY WINDOW OCCURS IN UNITS 42,43,45, 46,53,54,77,81,86.



BLDG. A MIDDLE LEVEL



BLDG. A LOWER LEVEL

* HOT TUB INTERIOR & EQUIPMENT SHALL BE PRIVATE.

NOTES

1. PLANS AND DIMENSIONS SHOWN ON THIS PLAT WERE COMPILED FROM ARCHITECTURAL DRAWINGS PREPARED BY JOHNSTON AND ASSOCATES, PARK RIDGE, ILLINOIS.
2. INTERIOR DIMENSIONS ARE TO UNFINISHED SURFACES.
3. ALL STRUCTURAL COMPONENTS ARE DESIGNATED AS COMMON AREAS.
4. ALL PHYSICAL FEATURES AND IMPROVEMENTS NOT SHOWN ARE DESIGNATED AS COMMON OWNERSHIP.
5. REFER TO CONDOMINIUM DECLARATION FOR COMPLETE DESCRIPTION OF OWNERSHIP.
6. BENCHMARK: TOP OF FIRE HYDRANT AT INTERSECTION DEER VALLEY NORTH ROAD AND PINNACLE DRIVE. ELEVATION 7128.75
7. PARK CITY MUNICIPAL CORP IS HEREBY GRANTED AN EASEMENT FOR ACCESS TO THE CULINARY WATER SYSTEM AND STORM SEWER FOR THE PURPOSE OF MAINTENANCE AND REPAIR.
8. PARK CITY MUNICIPAL CORP IS HEREBY GRANTED A 20 FOOT EASEMENT 10 FEET EACH SIDE OF EXISTING WATER AND STORM MAINS, AND ON EACH SIDE OF LATERALS TO A POINT AT EACH METER.
9. SNYDERVILLE BASIN SEWER DISTRICT IS HEREBY GRANTED AN EASEMENT FOR ACCESS TO THE SANITARY SEWER FOR THE PURPOSE OF MAINTENANCE AND REPAIR.
10. SNYDERVILLE BASIN SEWER DISTRICT IS HEREBY GRANTED A 20 FOOT EASEMENT 10 FEET EACH SIDE OF EXISTING SANITARY SEWER.

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT I (WE), THE UNDERSIGNED OWNER(S) OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT I (WE) HAVE CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY MAP TO BE PREPARED. I (WE) DO HEREBY CONSENT TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM ACT. I FURTHER CERTIFY THAT BUILDINGS SHOWN ON THIS PLAT, BUT NOT UNDER CONSTRUCTION AT THE TIME THE PLAT IS RECORDED, WILL, WHEN COMPLETED, BE SUBSTANTIALLY AS SHOWN ON THIS PLAT. ALL EASEMENTS SHOWN HEREON ARE HEREBY GRANTED.

R.D.G. ASSOCIATES, A UTAH LIMITED PARTNERSHIP

BY JORMAN CORPORATION, GENERAL PARTNER

BY JOHN M. ROTAN

IT'S VICE PRESIDENT

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Summit

ON THIS 15 DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY John M. Rotan WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE Vice President OF JORMAN CORPORATION, A CORPORATION AND GENERAL PARTNER OF R.D.G ASSOCIATES, A UTAH GENERAL PARTNER OF R.D.G. ASSOCIATES, A UTAH LIMITED PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF R.D.G. ASSOCIATES.

NOTARY PUBLIC

RESIDING IN Park City

MY COMMISSION EXPIRES Feb 25, 1986

NOTARY PUBLIC

UNIT ELEVATIONS

Unit No.	Type	Garage Level	Lower Level	X	Y	Z
40	D-R	7149.5	7137.7	-2.0	11.0	14.68
41	D-R	7151.0	7138.1	-2.0	11.0	14.68
42	A	7152.7	7140.0	-2.0	11.0	14.68
43	A-R	7151.1	7141.2	0.0	9.0	12.68
44	A-R	7156.4	7142.5	0.0	9.0	12.68
45	A	7158.0	7143.1	1.0	8.0	11.68
46	A-R	7159.0	7143.1	2.0	7.0	10.68
47	A-R	7159.5	7143.6	2.0	7.0	10.68
48	D	7160.4	7144.5	2.0	7.0	10.68
49	A-R	7165.5	7141.8	2.0	7.0	10.68
50	D	7157.5	7151.5	2.0	7.0	10.68
51	D-R	7171.5	7155.6	2.0	7.0	10.68
52	D-R	7168.5	7158.6	2.0	7.0	10.68
53	A	7165.5	7145.6	2.0	7.0	10.68
54	A-R	7161.0	7145.1	2.0	7.0	10.68
55	A-R	7158.3	7143.1	0.5	7.7	11.38
56	D	7156.0	7141.6	0.5	8.5	12.18
57	C-R	7157.7	7158.37			
58	C-R	7160.0	7160.52			
59	C-R	7162.3	7162.57			
60	C-R	7172.4	7173.07			
61	C-R	7174.0	7174.57			
62	C-R	7174.8	7175.47			
63	C	7172.5	7178.17			
64	C-R	7178.9	7179.57			
65	C-R	7181.8	7182.47			
66	C	7189.0	7189.67			
67	C-R	7191.2	7191.87			
68	C	7198.6	7199.27			
69	C-R	7200.2	7200.87			
70	C	7209.8	7210.47			
71	C-R	7211.0	7212.27			
72	C-R	7215.0	7215.67			
73	C	7223.8	7224.47			
74	C	7226.7	7227.37			
75	C-R	7228.5	7229.17			
76	A-R	7228.9	7214.1	0.9	8.1	11.78
77	A	7229.8	7211.9	0.0	9.0	12.68
78	D-R	7219.5	7204.1	1.5	7.5	11.18
79	A	7216.0	7200.1	2.0	7.0	10.68
80	D-R	7215.0	7196.1	2.0	7.0	10.68
81	A	7208.5	7193.1	1.5	7.5	11.18
82	D-R	7203.0	7187.1	2.0	7.0	10.68
83	A-R	7200.4	7198.4	2.0	7.0	10.68
84	D-R	7193.5	7177.6	2.0	7.0	10.68
85	D-R	7190.1	7174.1	2.0	7.0	10.68
86	A	7187.7	7171.8	2.0	7.0	10.68

NOTE! R DESIGNATION ABOVE DENOTES MIIROR IMAGE OF UNIT PLAN.

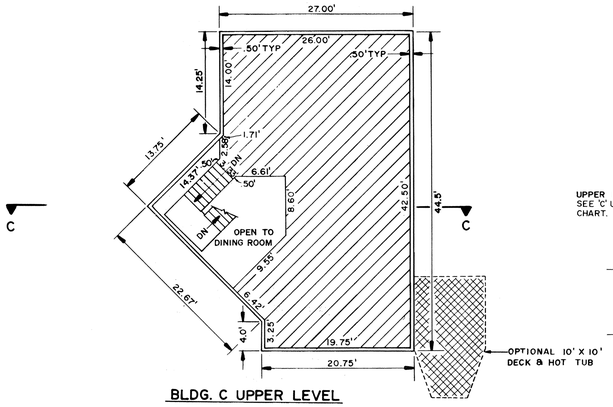
ALLIANCE ENGINEERING, INC.
P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801) 649-9467

LEGEND
COMMON
LIMITED COMMON
PRIVATE

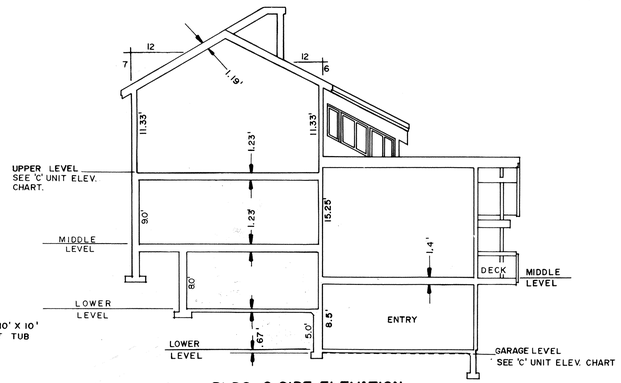
SCALE
0 5 10 15 20 25
1" = 10'

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY
A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

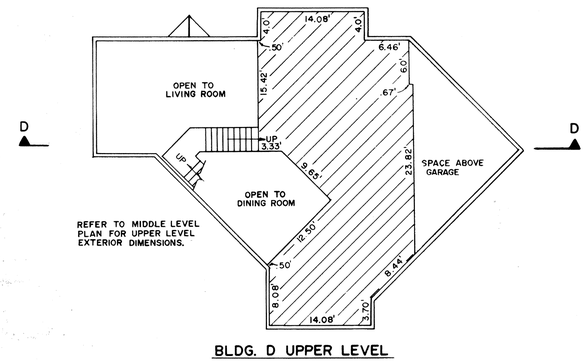
Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF: Western States Title
DATE 12-28-84 TIME 1:00 BOOK PAGE
FEE $28.50
Adam Spring
SUMMIT COUNTY RECORDER



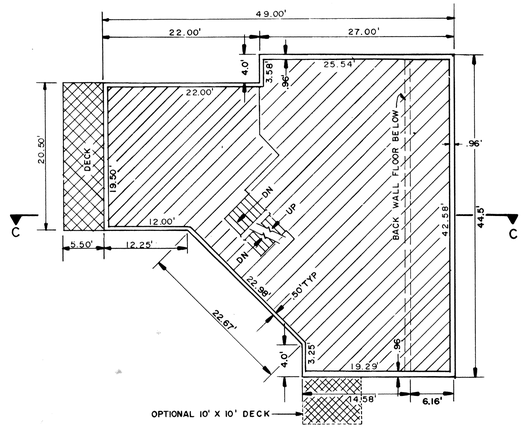
BLDG. C UPPER LEVEL



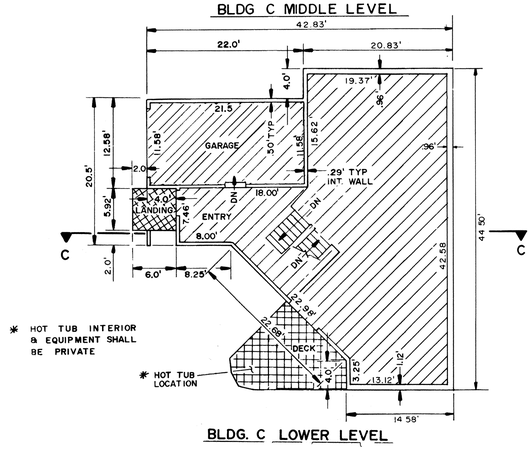
BLDG. C SIDE ELEVATION
SECTION C-C



BLDG. D UPPER LEVEL

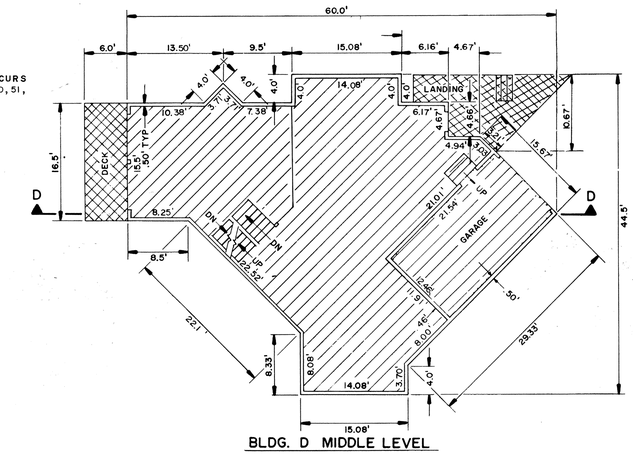


BLDG C MIDDLE LEVEL

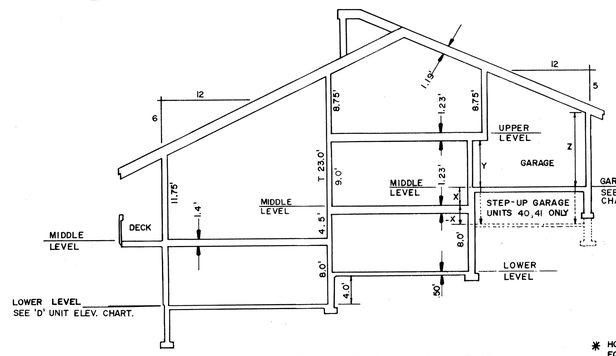


BLDG. C LOWER LEVEL

NOTE: BAY WINDOW OCCURS IN UNITS 40, 48, 50, 51, 56, 78, 82, 84.

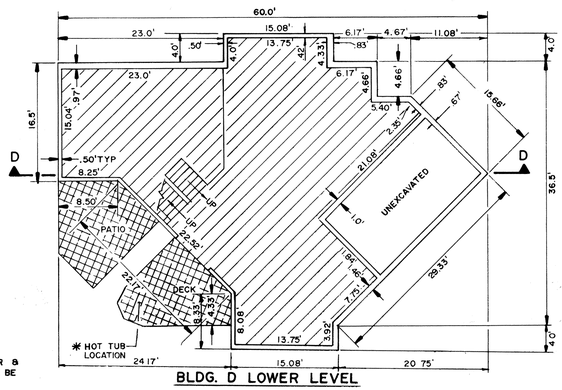


BLDG. D MIDDLE LEVEL



BLDG. D SIDE ELEVATION
SECTION D-D

* HOT TUB INTERIOR & EQUIPMENT SHALL BE PRIVATE.



BLDG. D LOWER LEVEL

ALLIANCE ENGINEERING, INC.

P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801) 649-9467

LEGEND

COMMON
LIMITED COMMON
PRIVATE

SCALE

0 5 10 15 20 25
1" = 10'

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY

A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF:
Western States Title
DATE 12-28-84 TIME 1:06 BOOK PAGE
FEE $ 128.50
Alan Spriggs
SUMMIT COUNTY RECORDER

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 40 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 40 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 40 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 40 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 40 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 41 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 41 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 41 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 41 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 41 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 42 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 42 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 42 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 42 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 42 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 43 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 43 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 43 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 43 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 43 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 44 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 44 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 44 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 44 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 44 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 45 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 45 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 45 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 45 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 45 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 46 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 46 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 46 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 46 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 46 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 47 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 47 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 47 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 47 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 47 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 48 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 48 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 48 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 48 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 48 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 49 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 49 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 49 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 49 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 49 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 50 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 50 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 50 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 50 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 50 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 51 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 51 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 51 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfredi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONNALY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfredi WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 51 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 51 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

ALLIANCE ENGINEERING, INC.

P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801)649-9467

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY
A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF:
Western States Title
DATE 12-28-84 TIME 1:00 BOOK PAGE
FEE $ 128.50 Alan Spriggs
SUMMIT COUNTY RECORDER

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 52 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 52 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 52 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 52 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 52 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 53 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 53 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 53 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 53 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 53 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 54 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 54 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 54 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 54 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 54 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 55 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 55 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 55 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 55 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 55 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 56 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 56 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 56 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 56 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 56 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 57 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 57 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 57 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 57 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 57 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES April 4, 1988

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 58 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 58 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 58 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfeldi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 58 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 58 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 59 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 59 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 59 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 60 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 60 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 60 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 61 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 61 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 61 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 62 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 62 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 62 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 63 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 63 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 63 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfeldi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

ALLIANCE ENGINEERING, INC.

P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801)649-9467

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY
A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

SHEET 5 OF 7

Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF:
Western States Title
DATE 12-28-87 TIME 1:00 BOOK PAGE
FEE $ 129.50 Adam Spangler
SUMMIT COUNTY RECORDER

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 64 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 64 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 64 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 64 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 64 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 65 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 65 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 65 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 66 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 66 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 66 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 66 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 66 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 67 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 67 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 67 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 67 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 67 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 68 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 68 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 68 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 68 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 68 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 69 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 69 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 69 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 69 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 69 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 70 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 70 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 70 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 70 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 70 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD.

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 71 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 71 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 71 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Gimpfedi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 71 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 71 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 72 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 72 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 72 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 73 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 73 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 73 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake City

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 74 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 74 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 74 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 76 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 76 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 76 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Gimpfedi

IT'S

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STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

ALLIANCE ENGINEERING, INC.

P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801)649-9467

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY
A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF:
Western States Title
DATE 12-28-84 TIME 1:00 BOOK ____ PAGE ____
FEE $ 128.50 Adam Spangler
SUMMIT COUNTY RECORDER

SHEET 6 OF 7

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 77 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 77 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 77 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 77 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 77 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 78 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 78 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 78 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 78 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 78 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

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KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 79 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 79 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 79 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

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Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 81 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 81 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 81 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 81 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 81 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 83 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 83 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 83 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 83 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 83 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 84 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 84 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOR WEST- 84 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 84 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 84 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut.

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT HILLTOP WEST- 85 PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. HILLTOP WEST- 85 PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

HILLTOP WEST- 85 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY Albert Ginsfurdi

IT'S

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, Albert Ginsfurdi, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF HILLTOP WEST- 85 PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HILLTOP WEST- 85 PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT DEER VALLEY ~~86~~ PARTNERS, THE OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT IT HAS CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY TO BE PREPARED. DEER VALLEY ~~86~~ PARTNERS HEREBY CONSENTS TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

DEER VALLEY ~~86~~ PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP.

BY John E Jones

IT'S Managing General Partner

ACKNOWLEDGEMENT

STATE OF Utah

COUNTY OF Salt Lake

ON THIS 29th DAY OF May, 1984, PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID COUNTY, John E Jones, WHO AFTER BEING DULY SWORN, DID SAY THAT HE IS THE GENERAL PARTNER OF DEER VALLEY ~~86~~ PARTNERS, AN ILLINOIS GENERAL PARTNERSHIP, AND THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF DEER VALLEY ~~86~~ PARTNERS.

Shanna Lish

NOTARY PUBLIC

RESIDING AT Salt Lake City, Ut

MY COMMISSION EXPIRES 4/4/88

NOTARY PUBLIC SHANNA LISH STATE OF UTAH

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT I HAVE CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY MAP TO BE PREPARED. I DO HEREBY CONSENT TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

Alfred A Fuehrer

ACKNOWLEDGEMENT

STATE OF California

COUNTY OF Orange

ON THIS 8th DAY OF June, 1984 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, Alfred A Fuehrer, THE SIGNER OF THE ABOVE INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HIMSELF.

Sally Z McCann

NOTARY PUBLIC

RESIDING AT Mission Viejo, California

MY COMMISSION EXPIRES June 25, 1986

SALLY Z. McCANN NOTARY PUBLIC - CALIFORNIA ORANGE COUNTY

OWNER'S CERTIFICATE OF CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS THE SECOND SUPPLEMENTAL RECORD OF SURVEY MAP TO THE PINNACLE AT DEER VALLEY, CERTIFY THAT I HAVE CAUSED A SURVEY TO BE MADE AND THIS RECORD OF SURVEY MAP TO BE PREPARED. I DO HEREBY CONSENT TO THE RECORDATION OF THIS SECOND SUPPLEMENTAL RECORD OF SURVEY MAP IN ACCORDANCE WITH THE UTAH CONDOMINIUM OWNERSHIP ACT.

Thomas Jones

ACKNOWLEDGEMENT

STATE OF California

COUNTY OF Los Angeles

ON THIS 8th DAY OF June, 1984 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID STATE AND COUNTY, Thomas Jones, THE SIGNER OF THE ABOVE INSTRUMENT, WHO DULY ACKNOWLEDGED TO ME THAT HE SIGNED THE OWNER'S CERTIFICATE ON THIS PLAT FOR AND ON BEHALF OF HIMSELF.

Linda Griffin

NOTARY PUBLIC

RESIDING AT Glendale, California

MY COMMISSION EXPIRES

OFFICIAL SEAL LINDA GRIFFIN NOTARY PUBLIC - CALIFORNIA LOS ANGELES COUNTY

ALLIANCE ENGINEERING, INC.

P.O. Box 2664
323 Main Street
Park City, Utah 84060
(801)649-9467

SHEET 7 OF 7

SECOND SUPPLEMENTAL
RECORD OF SURVEY MAP OF
THE PINNACLE AT DEER VALLEY

A UTAH EXPANDABLE CONDOMINIUM PROJECT
LOCATED IN SECTION 15, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE LINE & MERIDIAN IN PARK CITY, UTAH.

Entry # 228750 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT RECORDED AND FILED AT THE REQUEST OF:
Western States Title
DATE 12-28-84 TIME 1:00 BOOK PAGE
FEE # 128.50 Alan Spriggs
SUMMIT COUNTY RECORDER



Pinnacle at Deer Valley Units 46 & 47 looking northeasterly



Pinnacle at Deer Valley Units 46 & 47 looking southwesterly



Pinnacle at Deer Valley Units 46 & 47 looking southerly



Pinnacle at Deer Valley Units 46 & 47 looking southwesterly



Pinnacle at Deer Valley Units 46 & 47 looking northwesterly



Pinnacle at Deer Valley Units 46 & 47 looking northeasterly



Pinnacle at Deer Valley Units 46 & 47 looking northwesterly



Pinnacle at Deer Valley Units 46 & 47 looking southeasterly

The Pinnacle at Deer Valley, a Utah Expandable Condominium Project

Confirmation of Owners' Association Vote of Approval

for Amending Units 46 & 47

February 9, 2026

The Second Supplemental Record of Survey Map of The Pinnacle at Deer Valley, a Utah Expandable Condominium Project was recorded December 28, 1984 as Entry No. 228750 in the Summit County Recorder's Office.

This letter is to certify that the members of the Pinnacle Homeowners Association, Inc., a Utah nonprofit corporation, have voted to approve the condominium plat amendment for Units 46 & 47 of The Pinnacle at Deer Valley depicting an addition to connect the two units.

There are **86** units in Pinnacle Condominiums. As of February 9, 2026, at least **59** units have voted to approve the condominium amendment, which satisfies the two-thirds of total homeownership requirement.

Pinnacle Homeowners Association, Inc., a Utah nonprofit corporation

By: _____

Printed Name: Jay Kestenbaum

Title: Owner Units 46 & 47

Notary Public _____ 1/9/26

Commissioned In: NY

Residing In: Nassau County, NY

My commission expires: June 16, 2027

KATHLEEN M. BONFIGLIO
Notary Public, State of New York
No. 01BO5080087
Qualified in Nassau County
Commission Expires June 16, 2027

Planning Commission
Staff Report

Subject: **405 Woodside Avenue**
Application: **PL-25-06511**
Author: **Lillian Zollinger, Planner III**
Jacob Klopfenstein, Planner II
Date: **March 11, 2026**
Type of Item: **Steep Slope Conditional Use Permit**

Recommendation

(I) Review the Steep Slope Conditional Use Permit (SSCUP) at 405 Woodside Avenue, a Significant Historic Structure, (II) conduct a public hearing, and (III) consider approving the SSCUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	405 Woodfield Ave, LLC Jonathan DeGray, Applicant's Representative
Location:	405 Woodside Avenue, a Significant Historic Structure
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Steep Slope Conditional Use Permits.[1]

HDDR	Historic District Design Review
HR-1	Historic Residential - 1
LMC	Land Management Code
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit

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

Summary

405 Woodside Avenue is a Significant Historic Site in the Historic Residential – 1 (HR-1) Zoning District. The Applicant proposes constructing a 5,590-square-foot addition to the Significant Historic Structure.

The Planning Commission initially reviewed the Applicant's proposal on October 8, 2025 (Meeting Packet, Item 5.B; Minutes, p. 14-17). The Commission requested that the

[1] LMC § 15-2.2-6(C)

Applicant make changes to the building massing, volume, and height, and continued the item to a date uncertain.

The Applicant submitted updated plans on February 5, 2026 and February 24, 2026 (see Exhibit B, Applicant's Plans) addressing the Commission's requests. The updates include:

- Decreasing the proposed Building Footprint from 2,460 square feet to 2,392 square feet,
- Decreasing the slope of the driveway from 10.7% to 7%,
- Increasing the length of the driveway from approximately 68 feet, 11 inches to approximately 73 feet, 1 inch,
- Increasing the interior height of the rear addition from approximately 34 feet, 10 inches to approximately 35 feet,
- Lowering the depth of the lowest finished floor height from an elevation of approximately 7,156 feet to approximately 7,154 feet,
- Lowering the height of the highest roof ridge from an elevation of approximately 7,199 feet, 5 inches to an elevation of approximately 7,193 feet,
- Extending a gabled roof overhang approximately 6 feet, 3 inches over the garage and front entrance of the rear addition,
- Increasing the separation between the Historic Structure and the front façade of the proposed rear addition from approximately 7 feet to approximately 10 feet, 6 inches,
- Increasing the horizontal depth of the structure from the frontmost façade of the Historic Structure to the rearmost façade of the rear addition from approximately 82 feet, 4 inches to approximately 83 feet, 6 inches, and
- Reducing the width of the driveway from 11 feet to 10 feet.

Background

On July 21, 2022, the City Council approved Ordinance No. 2022-27 creating the 405 Woodside Avenue Subdivision Plat. 405 Woodside Avenue is a 7,500-square-foot Lot in the HR-1 Zoning District. The Significant Historic Structure is a T/L cottage that was constructed circa 1901 (Historic Site Inventory Form).



Figure 1: 405 Woodside Avenue Significant Historic Structure.



Figure 2: 405 Woodside Avenue highlighted in red by Staff on an excerpt from the Zoning map. The HR-1 Zoning District is indicated in light blue.

405 Woodside Avenue currently contains the Significant Historic Structure, a guest house (to the south), and two sheds. Ordinance No. 2022-27 requires that the guest house and sheds must be removed to construct the proposed addition (see Condition of Approval 18).



Figure 3: 405 Woodside Avenue, viewed from Woodside Avenue.

On October 1, 2025, the Historic Preservation Board reviewed the request to restore the front façade windows and trim, restore the front porch shed roof, replace non-historic siding, lift the Significant Historic Structure to construct a new foundation, and remove a portion of the rear to construct an addition (Meeting Packet, Item 6.B; Minutes, p. 12-16).

In conjunction with the SSCUP, Staff is reviewing a Historic District Design Review (HDDR) application (PL-25-06510) for compliance with LMC § 15-13-2, *Regulations for Historic Residential Sites*.

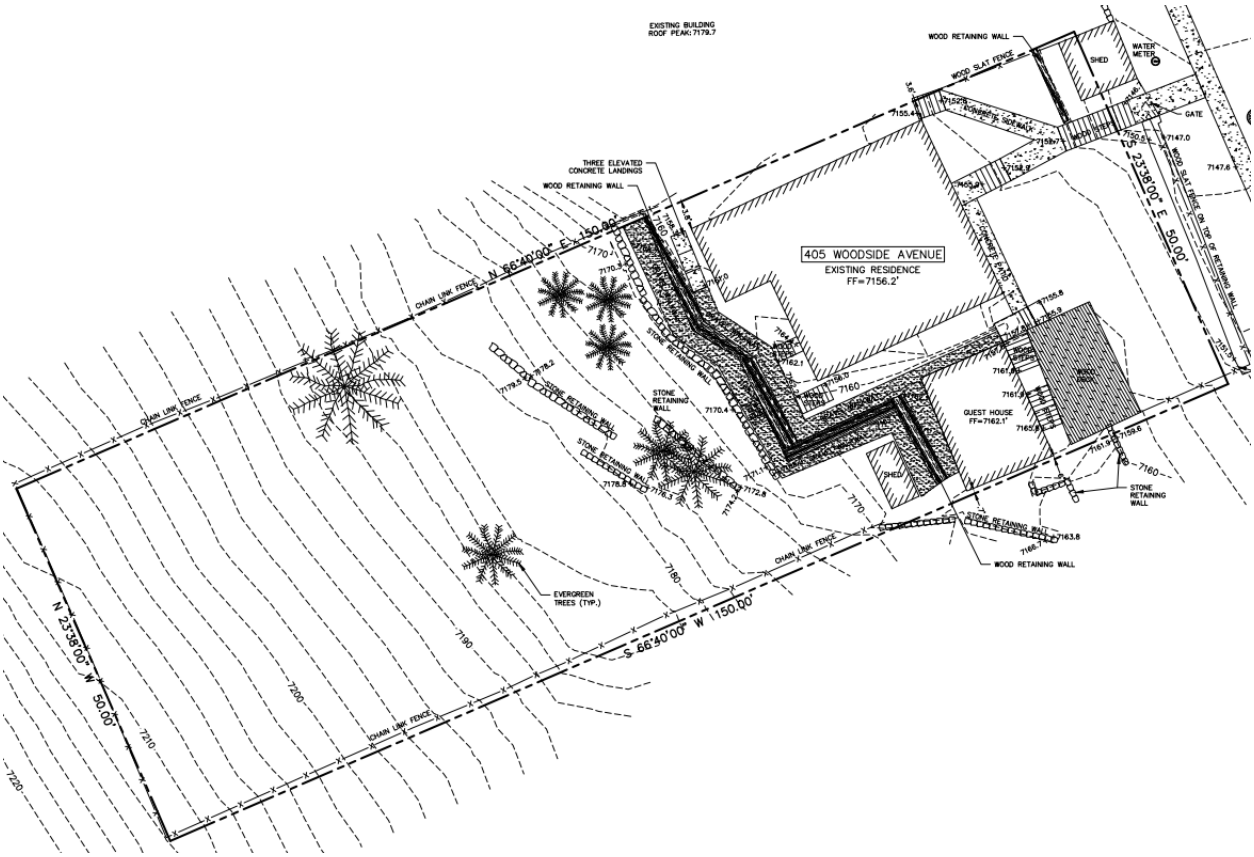


Figure 4: Existing conditions survey of 405 Woodside.

LMC § 15-15-1(A) defines a Steep Slope as "Slope greater than fifteen percent (15%)." LMC § 15-2.2-6 requires the Planning Commission review SSCUPs for construction of any Structure with a Building Footprint in excess of 200 square feet if said Building Footprint is located on or projecting over an existing Slope of 30% or greater within the HR-1 Zoning District. The Historic Structure is located on a relatively flat (15% slope) portion of the Lot. The Lot at the rear increases up to a 50% slope. The Applicant proposes to construct the addition with a footprint greater than 200 square feet on the uphill portion of the Lot, which has an average slope of 45% (see Exhibit B, pg. 3). Therefore, SSCUP review is required.

Analysis

(I) The proposal to construct an addition complies with the HR-1 Zoning District requirements outlined in LMC Chapter 15-2.2.

The Applicant proposes constructing an addition to the Significant Historic Structure to be used as a Single-Family Dwelling (SFD), an Allowed Use in the HR-1 Zoning District.[2]

LMC § 15-2.2-3 outlines Lot and Site requirements for the HR-1 Zoning District, outlined

[2] LMC § 15-2.2-2(A)(1)

in the table below:

Zoning Requirement	Analysis
Minimum Lot Size - 1,875 square feet	**Complies:** 7,500 square feet
Maximum Lot Size – 3,750 square feet	**Complies:** 7,500 square feet The 405 Woodside Avenue Subdivision Plat was approved on July 21, 2022, prior to the Maximum Lot Size being established in the HR-1 Zoning District on October 26, 2023 (Ordinance No. 2023-50). Additionally, pursuant to LMC § 15-2.2-4, Historic Buildings that exceed the maximum Lot Area are valid Non-Complying Structures.
Minimum Lot Width - 25 feet	**Complies:** 50 feet
Maximum Building Footprint – 2,460 square feet [3]	**Complies:** 2,392 square feet
Front and Rear Setbacks - 15 feet each for Lots greater than 100' in depth	**Complies:** 15 feet each LMC § 15-2.2-3(G)(1) allows for walls and retaining walls within the Front Setback that do not exceed 4 feet. The Applicant proposes four concrete retaining walls, all four feet or less, in the Front Setback. **Complies.** LMC § 15-2.2-3(G)(2) allows for uncovered steps leading to the Main Building, not more than four feet in height from Final Grade in the Front Setback. The Applicant proposes uncovered steps less than four feet from Final Grade in the Front Setback. **Complies.** LMC § 15-2.2-3(G)(5) allows for sidewalks and pathways in the Front Setback. The Applicant proposes several sidewalks and pathways in the Front Setback. **Complies.** LMC § 15-2.2-3(G)(6) allows for driveways leading to a Garage in the Front Setback. The Applicant proposes a driveway in the Front Setback. **Complies.** The Applicant proposes a driveway that is 10 feet wide.

[3] MAXIMUM FP = (A/2) x $0.9^{A/1875}$ where FP = maximum Building Footprint and A = Lot Area.

	The Applicant does not propose any Structures in the Rear Setback.
Side Setbacks – 5 feet each for Lots up to 50' in width	**Complies:** 5 feet each The Significant Historic Structure encroaches into the north Side Setback by 3 feet, 4 inches. Pursuant to LMC § 15-2.2-4, Historic Buildings that do not comply with Building Setbacks are valid Non-Complying Structures. **Complies.** On Lots that have a minimum required Side Setback of 5 feet, LMC § 15-2.2-3(J)(1) allows for Bay Windows[4] that are not more than 10 feet wide and do not project more than 2 feet into the Side Setback. The Applicant proposes a Bay Window on the upper level of the rear addition that is 10 feet wide and projects approximately 2 feet into the south Side Setback. **Complies.** LMC § 15-2.2-3(J)(2) allows for chimneys not more than five feet wide and not projecting more than two feet into the Side Setback. The Applicant proposes a 5-foot-wide chimney projecting 1 foot, 8 inches into the north Side Setback. **Complies.** LMC § 15-2.2-3(J)(3) allows for window wells not exceeding IBC requirements extending not more than four feet into the Side Setback. The Applicant proposes three four-foot-wide window wells extending 3 feet, 6 inches into the Side Setback. **Complies.** LMC § 15-2.2-3(J)(4) allows for roof overhangs to extend two feet into the Side Setback. The Applicant proposes a roof overhang that encroaches 2 feet into the north Side Setback. The Applicant also proposes a 2-foot roof overhang in the south Side Setback. LMC § 15-2.2-3(J)(7) allows for walls and retaining walls to extend into the Side Setbacks up to six feet. The Applicant proposes a series of concrete retaining walls in the Side Setbacks, all four feet or less. **Complies.**

LMC § 15-2.2-5 outlines the structure's height requirements, shown in the table below:

[4] LMC Section 15-15-1 defines Bay Window as *"A window or series of windows forming a recess or bay from a room and projecting outward from the wall. A Bay Window does not include a window directly supported by a foundation."*

Zoning Requirement	Analysis
Building Height- 27 feet above Existing Grade	**Complies:** 20 feet, 1 inch
Maximum interior height of 35 feet, measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters	**Complies:** 35 feet (see Fig. 5)
A ten foot (10') minimum horizontal step in the downhill façade is	**Complies:** The Significant Historic Structure is 19 feet, 3 inches above Existing Grade and 28 feet, 10 inches deep. The Significant Historic Structure acts as the stepback for the proposed addition.

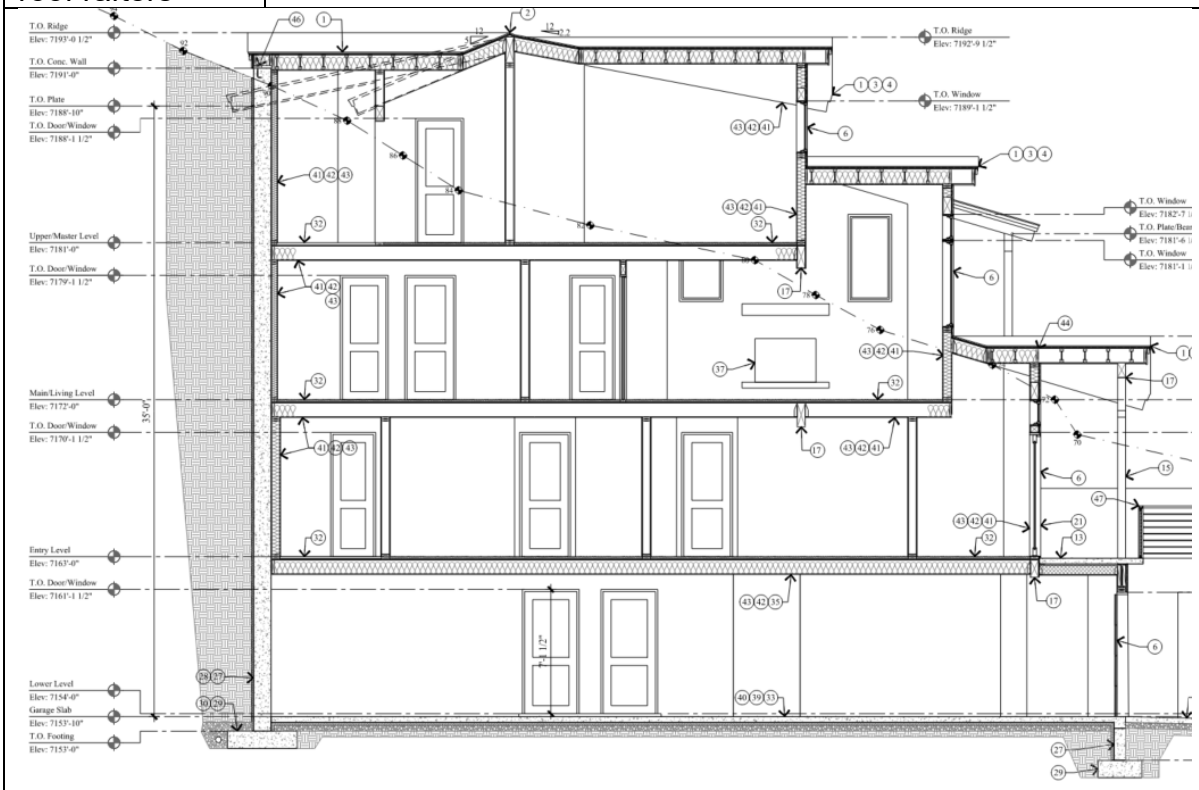
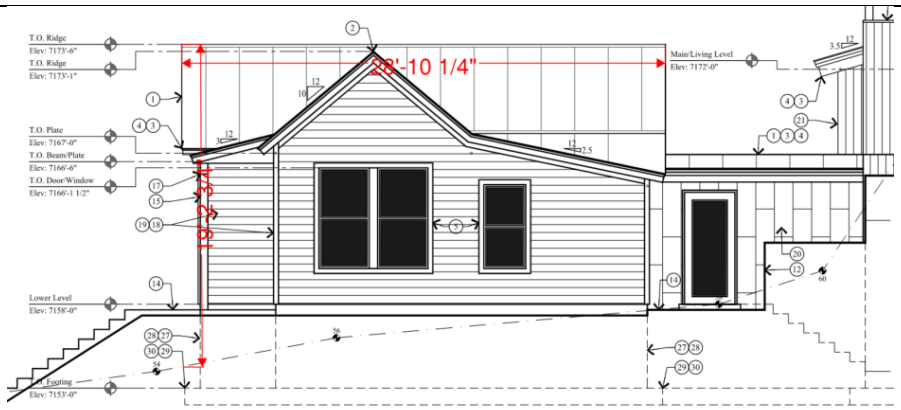


Figure 5: Interior section of the proposed addition showing a 35-foot interior height.

required. The horizontal step shall take place at a maximum height of twenty three feet (23') from where the Building Footprint meets the lowest point of existing Grade.	 *Figure 6: North elevation of 405 Woodside showing the Historic Structure acting as the stepback. Measurements added by Staff.*
Roof Pitch- 7:12 -12:12	**Complies:** LMC § 15-2.2-5(C) states, "The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way." The Significant Historic Structure has a roof pitch of 10:12 that measures 26 feet back as viewed from Woodside Avenue. The 10:12 roof pitch of the Significant Historic Structure is the Contributing Roof Form[5] for the Site. The proposed addition has a Contributing Roof Form of 3.5:12 that measures approximately 13 feet, 4 inches back, as viewed from Woodside Avenue.
Final Grade within 4 feet of Existing Grade	**Complies:** Pursuant to LMC § 15-2.2-5, Final Grade must be within four vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance. The Applicant proposes a Final Grade that is approximately 5 feet, 1 inch above Existing Grade at the garage entrance:

[5] LMC Section 15-15-1 defines Contributing Roof Form as *"The most visually prominent roof form viewed from the primary public right-of-way."*

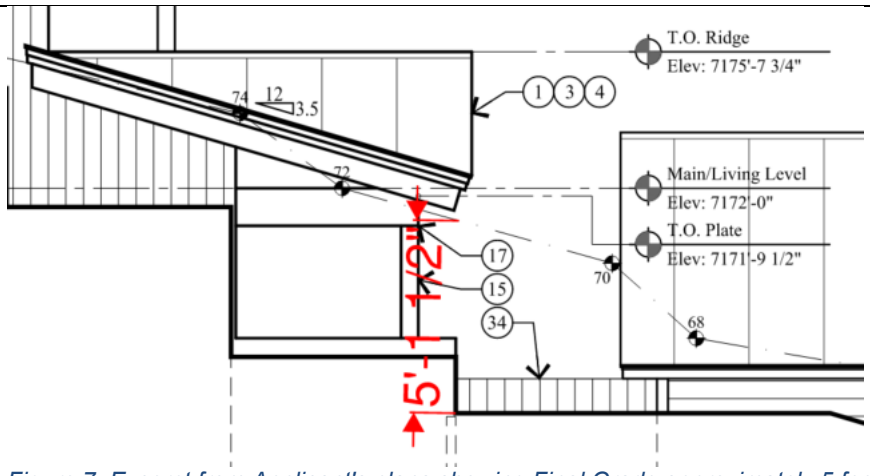


Figure 7: Excerpt from Applicant's plans showing Final Grade approximately 5 feet, 1 inch above Existing Grade at the proposed garage entrance.

Final Grade is proposed to be within four feet of Existing Grade elsewhere on the Site.

(II) The proposal to construct an addition complies with criteria outlined in LMC § 15-2.2-6 *Development on Steep Slopes*.

One of the purposes of the HR -1 Zoning District is to establish review criteria for new Development on Steep Slopes to mitigate impacts to mass and scale and the environment.[6]

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

Development on Steep Slopes must be environmentally sensitive to hillside areas, carefully planned to mitigate adverse effects on neighboring land and improvements, and consistent with the Design Guidelines for Historic Districts.[7]

Since the proposed addition has a footprint greater than 200 square feet and is located on an existing Slope of thirty percent (30%) or greater, the SSCUP application is required, pursuant to § 15-2.2-6(A)(1).

Per LMC § 15-2.2-6, SSCUP applications are subject to the following criteria:

1. ***LOCATION OF DEVELOPMENT*** *– Development is located and designed to reduce visual and environmental impacts of the Structure.*

[6] LMC § 15-2.2-1
[7] LMC § 15-2.2-6

The slope of the Site increases to above a 30% slope near the middle of the Lot. The proposed structures are set at least 40 feet away from the rear of the Lot to avoid additional disturbance of Steep Slopes.

Additionally, the Applicant proposes locating the frontmost façade of the new rear addition approximately 30 feet behind the front façade of the existing guest house at the site.

Fig. 8 below highlights the Historic Structure in blue, the proposed rear addition in green, and the existing guest house (required to be removed) in red:

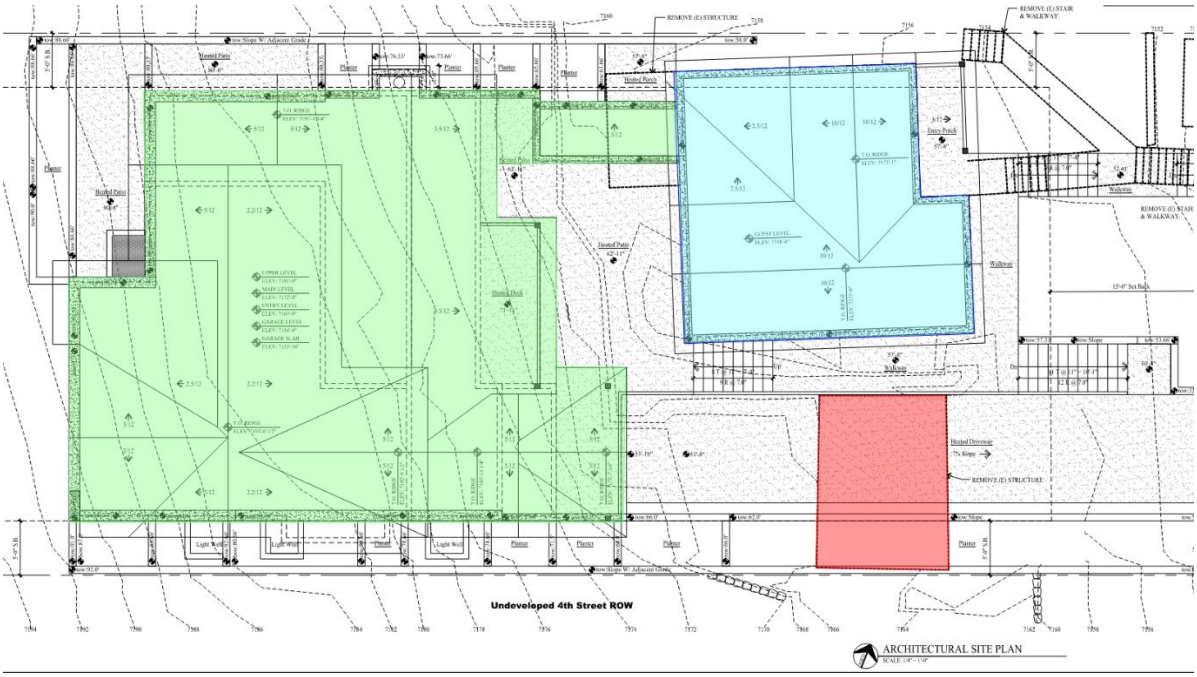


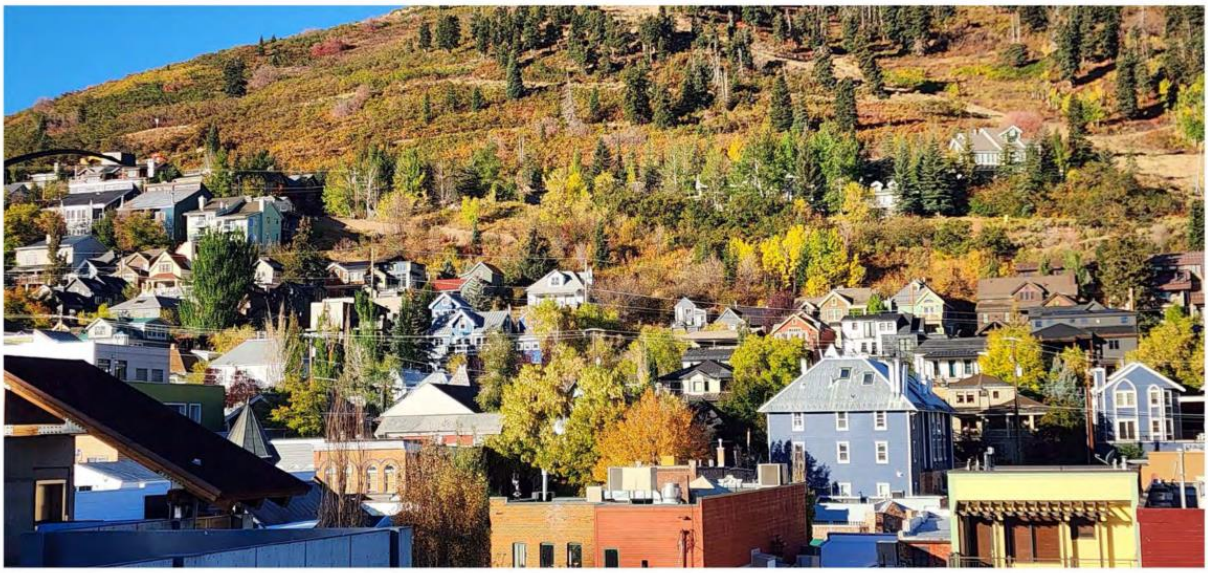
Figure 8: Excerpt from the Applicant's site plan for 405 Woodside showing the Historic structure highlighted in blue, the existing guest house required to be removed in red, and the proposed rear addition and transitional element in green.

2. ***VISUAL ANALYSIS*** *– To determine potential impacts of the proposed Access, and Building mass and design and to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities, a visual analysis of the project from key Vantage Points is required.*

   The Applicant provided panoramic views, streetscape elevations, 3D model from Vantage Points, and renderings shown below.

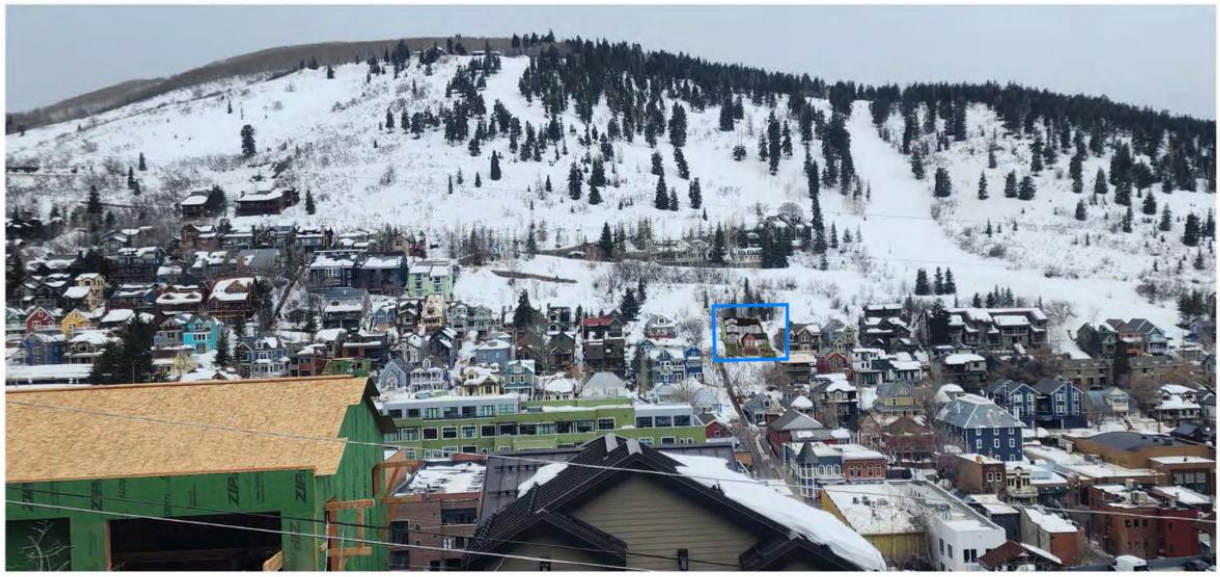


Cross Canyon View 1 Before

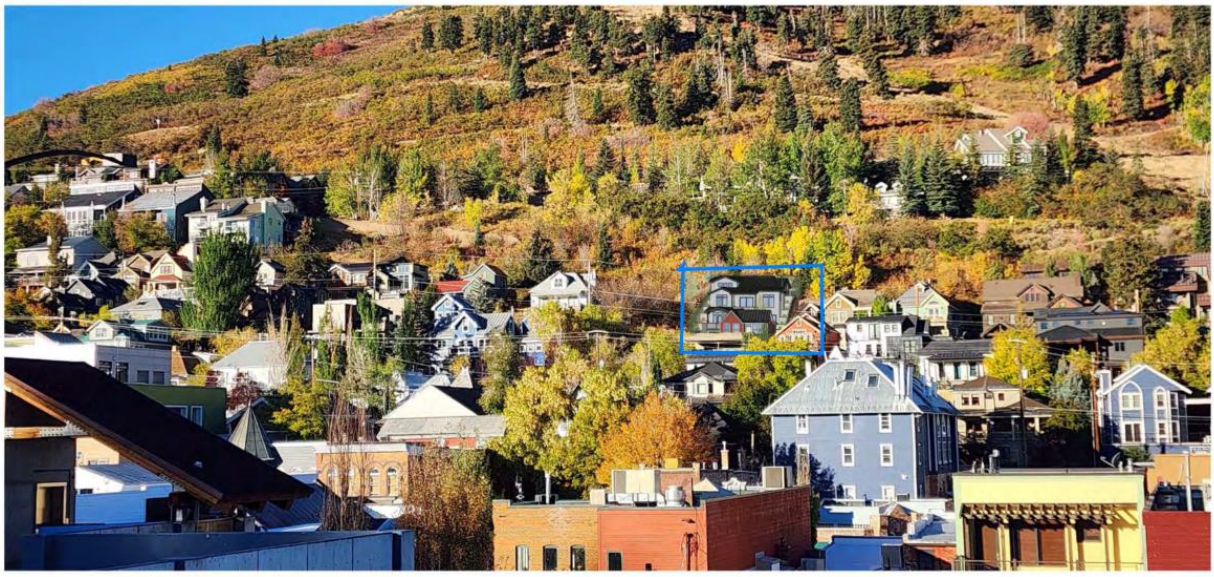


Cross Canyon View 2 Before

Figure 9: Existing cross-canyon panoramic views of 405 Woodside.



Cross Canyon View 1 After



Cross Canyon View 2 After

Figure 10: Panoramic cross-canyon views of 405 Woodside with renderings of the proposed SFD, highlighted in blue.

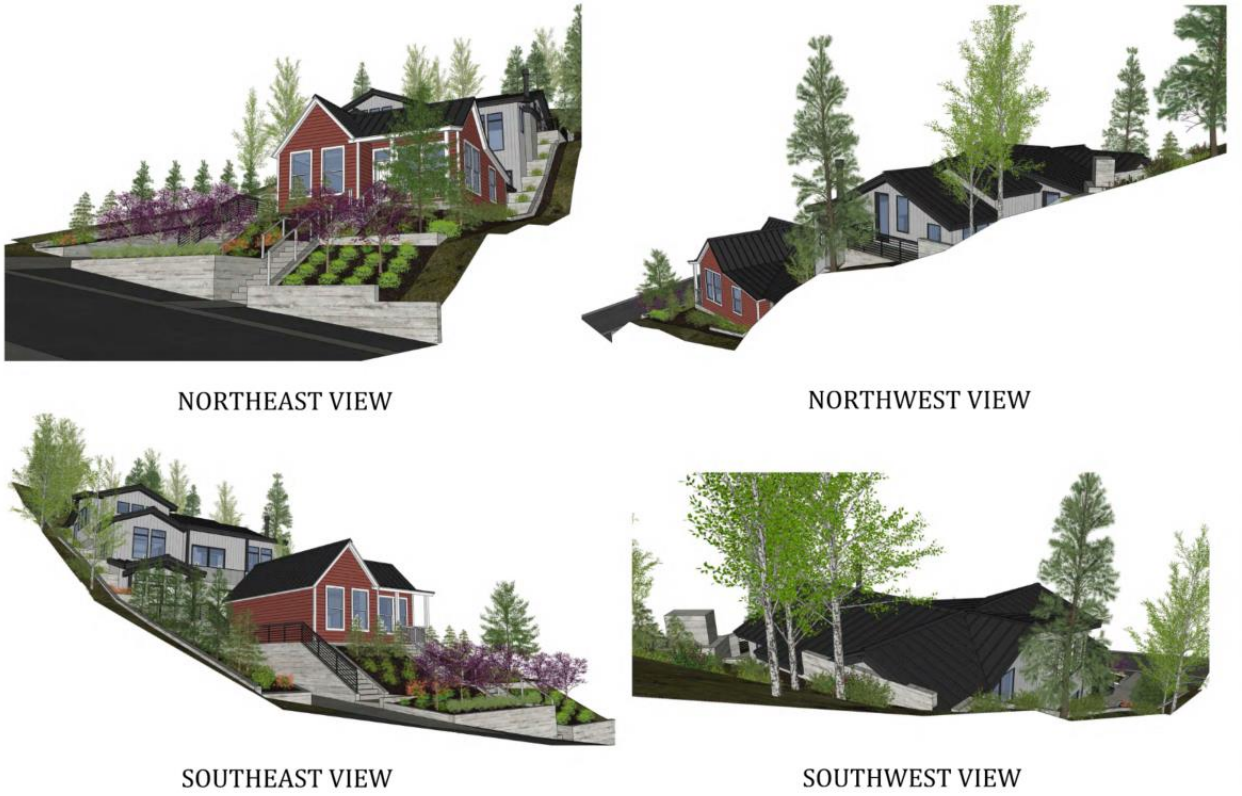


Figure 11: Renderings of the proposed SFD from each corner of the Lot at 405 Woodside.



Figure 12: 3D rendering of the proposed SFD at 405 Woodside Avenue, as viewed from Woodside Avenue.



Figure 13: Streetscape rendering of the proposed SFD at 405 Woodside.

3. ***ACCESS*** *– Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Shared Driveways and Parking Areas, and side Access to garages are strongly encouraged, where feasible.*

   The addition will be accessed to the south side of the Historic Structure, off Woodside Avenue. The driveway will be built on a flatter portion of the Lot and limited to 10 feet in width.

   See Figs. 9-13 above for 3D renderings and streetscape views of the proposed driveway.

4. ***TERRACING*** *– The proposed plans shall include detailed information, including height from Existing Grade, width, and length of all proposed retaining walls. The Applicant shall terrace retaining walls to return to Natural Grade. A Building Permit, including drawings stamped by a licensed engineer, is required for any retaining wall or combination retaining wall with a total or combined height greater than four feet (4') in height. A combination retaining wall is defined as any series of retaining walls in which the horizontal separation between subsequent walls is closer than 1.5:1 compared to the height of the individual walls. If the height of any retaining walls is proposed to be modified by more than twelve inches in height, width, length, or location, the Applicant shall file a modification application with the Planning Department and return to the Planning Commission for review and Final Action. Additionally, modifications of pervious material to impervious material or changes to*

excavation depths require a modification application and Planning Commission review and Final Action.

Two walls on the south side of the site are proposed to slope instead of terrace. The top of the wall adjacent to the driveway starts at an elevation of 7,162 feet, sloping down to an elevation of 7,153 feet at the bottom of the wall near the base of the driveway:



Figure 14: Rendering of 405 Woodside with sloped wall on south side of driveway outlined in red.

The top of the wall along the south Lot line starts at an elevation of 7,192 feet near the southeast corner of the proposed addition and slopes down, following the grade of the Site, to an elevation of 7,153 feet near the southwest corner of the Site:



Figure 15: Rendering of Applicant's proposed changes at 405 Woodside, with sloping retaining wall on the south Lot line outlined in red.

Staff recommends Condition of Approval 20, which requires the applicant to terrace the retaining wall adjacent to the driveway (outlined in Fig. 14) pursuant to the above requirement and to reduce the overall impact of the retaining walls.

Because the proposed retaining wall along the south Lot line (outlined in Fig. 15) slopes with Existing Grade and does not exceed 1 foot above Final Grade, staff does not recommend requiring the Applicant to terrace it.

The Applicant proposes a series of concrete retaining walls elsewhere around the site. All proposed walls are four feet or less from Final Grade to break up the impact of the walls and to help create a Final Grade that is closer to Existing Grade.

5. ***BUILDING LOCATION*** *– Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard*.

   The Applicant proposes an addition to the rear of the Significant Historic Structure that complies with Setbacks, Building Footprint, and Building Height. The addition is set back at least 49 feet from the front Lot line, exceeding the required 15-foot Front Setback. The addition is also set back at least 50 feet from the rear Lot line, exceeding the required 15-foot Rear Setback. The proposed Building Footprint on the Lot is 2,392 square feet – approximately 68 feet less than the maximum allowed Building Footprint. The proposed Building Height is also a maximum of 20 feet, 1

inch above Existing Grade – approximately 6 feet, 11 inches under the maximum allowed Building Height.

The proposed addition also is set back behind the Historic Structure approximately 10 feet, 6 inches to distinguish the Historic Structure and the new construction, but close enough to the front of the Lot that only less Steep Slopes are impacted.

The furthest proposed retaining wall is at least 40 feet from the rear of the Lot and a portion of the rear of the Lot will be left untouched. As illustrated above in Fig. 8, the proposed new addition will be set back approximately 30 feet behind the current location of the existing guest house at the site.

6. ***BUILDING FORM AND SCALE*** *– Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Com patible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Commission may require a garage separate from the main Structure or no garage.*

The proposed addition steps down with the grade of the Lot. As noted above, the height above Final Grade of the proposed addition has been reduced by 6 feet, 5 inches in the Applicant's most recent design revision, and the separation between the Historic Structure and proposed addition has been increased by 1 foot, 2 inches:

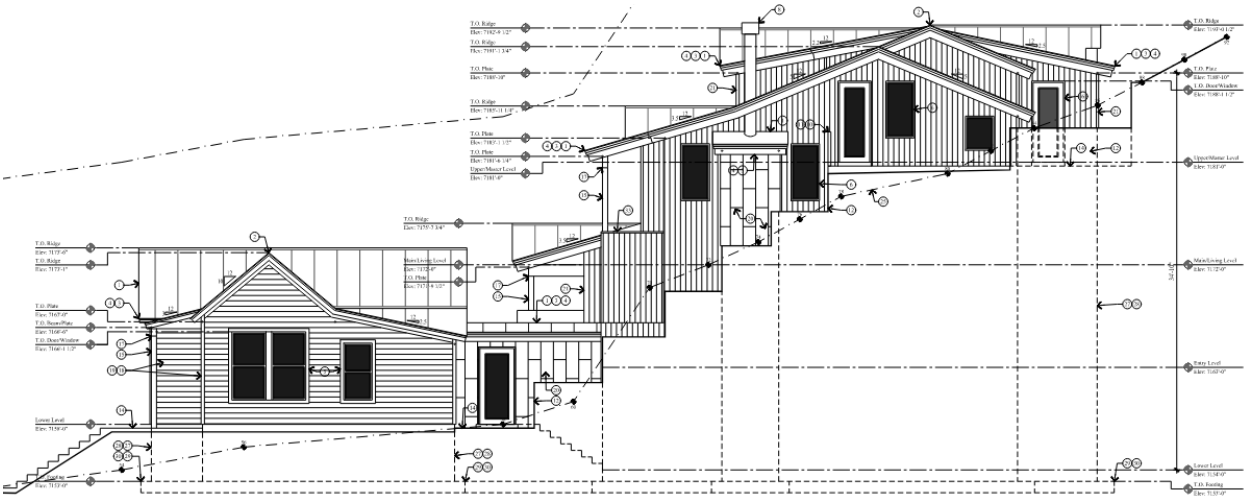


Figure 16: North elevation of the proposed SFD at 405 Woodside.

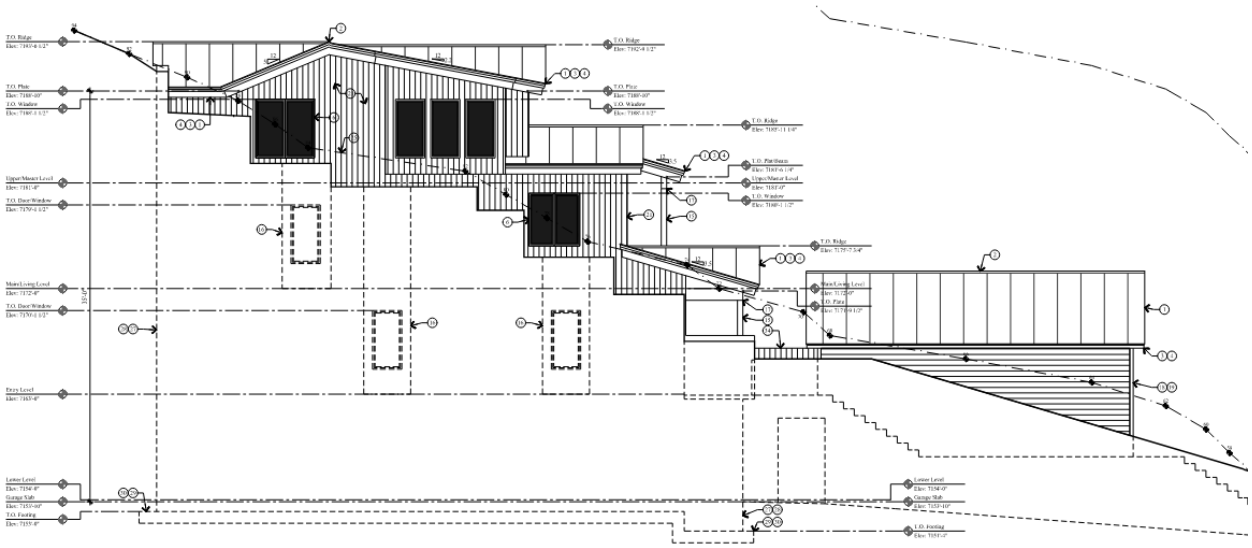


Figure 17: South elevation of the proposed SFD at 405 Woodside.

The mass of the proposed addition has also been broken up to reflect and emphasize the massing of the Significant Historic Structure at the Site.

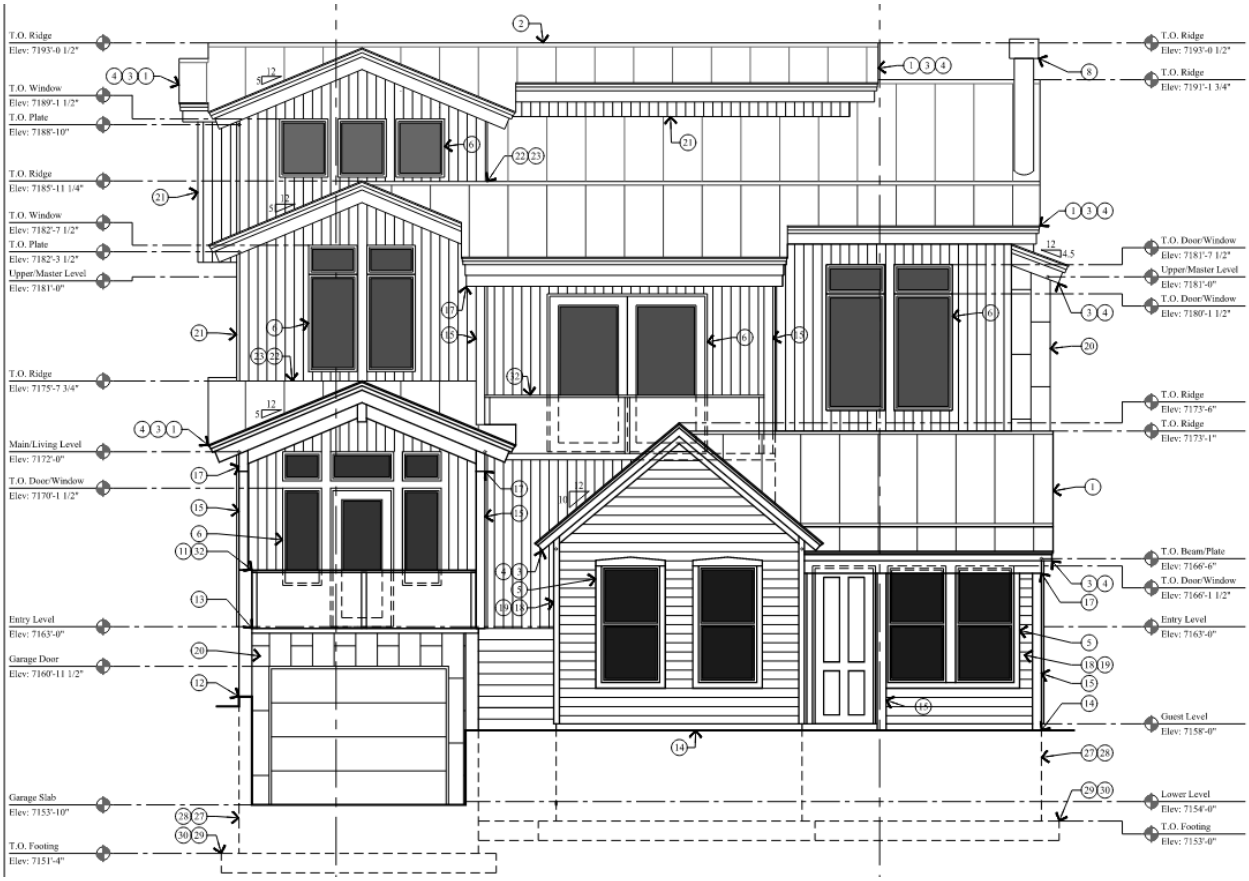


Figure 18: East elevation of the proposed SFD and addition at 405 Woodside.

7. ***SETBACKS –*** *The Planning Commission may require an increase in one or more*

Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.

The proposed addition complies with the HR-1 District Setbacks as outlined above. Because of the Significant Historic Structure, the addition is set back approximately 54 feet from the Front Lot Line and 40 feet from the Rear Lot Line.

8. ***DWELLING VOLUME –*** *The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.*

   The proposed addition complies with Building Height, Setbacks, and other HR-1 District requirements as outlined above. The maximum height of the addition is 20 feet, 1 inch above Final Grade – approximately 6 feet, 11 inches below the maximum allowed Building Height.

   The mass of the Structure has also been broken up to reflect the massing of the Significant Historic Structure, as outlined above and shown in Figs. 9-13.

9. ***BUILDING HEIGHT (STEEP SLOPE)*** *– The Zone Height in HR-1 is 27' for Structures and is restricted as stated above in Section 15-2.2-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.*

   The maximum height of the addition is 20 feet, 1 inch above Final Grade – approximately 6 feet, 11 inches below the maximum allowed Building Height (as shown in Figures 15 and 16). The addition is also proposed in the middle of the Lot to avoid stepping up more of the steeper slopes in the rear of the Lot, and to reduce the visual impact on the hillside.

   The proposed addition massing, to the rear of the Historic Structure, follows the slope of the hillside through the use of structural steps, similar to the adjacent neighborhood structures while maintaining and emphasizing the mass and scale of the Significant Historic Structure when viewed from the street (see Fig. 13).

(III) The proposal to construct an addition complies with criteria outlined in LMC Chapter 15-3, *Off-Street Parking.*

Pursuant to LMC § 15-2.2-4, "[a]dditions to Historic Buildings and/or Structures are exempt from Off-Street parking requirements provided the addition does not create a

Lockout Unit or Accessory Apartment." The Applicant does not propose a Lockout Unit or Accessory Apartment.

LMC § 15-3-6(A) requires two parking spaces for a SFD. LMC § 15-3-4(A)(1) requires a parking space in a single garage of 11 feet wide by 20 feet deep.

The proposed addition will have two tandem parking spaces within the garage. Both spaces are 11 feet wide by 20 feet deep.

(IV) The Development Review Committee reviewed the proposal on August 19, 2025, and requires the following Conditions of Approval.[8]

The Engineering Department requires Condition of Approval 18: "New structures must be reconstructed entirely on the property and out of the Right-of-Way."

The Water Department requires Condition of Approval 19: "Any modification of the area to the rear of the site, near the transmission line, requires coordination with the Water Department to ensure the water line is not undermined."

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on February 25, 2025. The *Park Record* published courtesy notice on February 26, 2025.[9]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

The Planning Commission may:

- Approve the SSCUP;
- Deny the SSCUP and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to date certain.

Exhibits

A: Draft Final Action Letter

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[8] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[9] LMC § 15-1-21

B: Applicant’s Plans and Slope Analysis
C: Geotechnical Report

Planning Department

March 11, 2026

Jonathan DeGray

CC: 405 Woodfield Ave LLC

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	405 Woodside Avenue
Zoning District:	Historic Residential - 1
Application:	Steep Slope Conditional Use Permit
Project Number:	PL-25-06511
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 11, 2026
Project Summary:	The Applicant Proposes to Construct a Rear Addition to a Significant Historic Site in the Historic Residential-1 Zoning District.

Action Taken

On March 11, 2026, the Planning Commission conducted a public hearing and approved the Steep Slope Conditional Use Permit (SSCUP) for a rear addition on a Significant Historic Structure in the Historic Residential-1 Zoning District according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Procedural History

1. 405 Woodside Avenue is a Significant Historic Structure and part of the 405 Woodside Avenue Subdivision Plat.
2. 405 Woodside Avenue is a 7,500-square-foot Lot in the Historic Residential-1 (HR-1) Zoning District.
3. The Applicant proposes to Lift the Significant Historic Structure to construct a new foundation and rear addition on a Steep Slope.
4. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-25-06510).

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Findings of Fact

1. The addition is proposed on an existing Slope of 45% over an excess of 200 square feet and, therefore, a SSCUP application is required.
2. The minimum Lot size in the HR-1 Zoning District is 1,875 square feet. The Lot is 7,500 square feet.
3. The maximum Lot size in the HR-1 Zoning District is 3,750 square feet. The Lot is 7,500 square feet.
    a. The 405 Woodside Avenue Subdivision Plat was approved on July 21, 2022, prior to the Maximum Lot Size being established in the HR-1 Zoning District on October 26, 2023 (Ordinance No. 2023-50).
    b. Pursuant to Land Management Code (LMC) Section 15-2.2-4, Historic Building that exceed the maximum Lot size are valid Non-Complying Structures.
4. The minimum Lot width in the HR-1 Zoning District is 25 feet. The Lot is 50 feet in width.
5. The maximum building footprint in the HR-1 Zoning District for a Lot that is 7,500 square feet is 2,460 square feet. The total Building Footprint including the Significant Historic Structure and proposed addition is 2,392 square feet.
6. Minimum Front and Rear Setbacks for Lots greater than 100 feet in depth in the HR-1 Zoning District are 15 feet each.
    a. Pursuant to LMC Section 15-2.2-4, Significant Historic Structures that do not comply with Building Setbacks are valid Non-Complying Structures.
    b. The Applicant proposes a 49-foot Front Setback and 34-foot Rear Setback for the addition to the Significant Historic Structure.
7. Minimum Side Setbacks for Lots up to 50 feet in width are five feet each in the HR-1 Zoning District.
    a. The proposed addition meets a five-foot Side Setback for each side.
8. The maximum building height is 27 feet from Existing Grade in the HR-1 Zoning District. The proposed maximum building height is 20 feet, 1 inch above Existing Grade.
    a. Pursuant to LMC § 15-2.2-5, Final Grade must be within four vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance. The Applicant proposes a Final Grade that is approximately 5 feet, 1 inch above Existing Grade at the garage entrance. Final Grade is proposed to be within four feet of Existing Grade elsewhere on the Site.

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9. The HR-1 Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The Significant Historic Structure is 17 feet, 5 inches above Existing Grade and measures 28 feet, 10 inches back. The Significant Historic Structure acts as the stepback for the proposed addition.
10. Structures cannot exceed 35 feet from the lowest floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HR-1 Zoning District. The proposal has an interior height of 35 feet.
11. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HR-1 Zoning District and occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. The Significant Historic Structure has a roof pitch of 10:12 that measures 26 feet back as viewed from Woodside Avenue. The proposed addition has a Contributing Roof Form of 7:12 that measures 27 feet back, as viewed from Woodside Avenue.
12. The proposal is designed to step within the steeply sloped Lot:
    a. The slope of the Site increases to above a 30% slope near the middle of the Lot. The proposed structures are set at least 40 feet away from the rear of the Lot to avoid additional disturbance of Steep Slopes.
    b. To evaluate compatibility, the Applicant provided panoramic views, streetscape elevations, 3D model from Vantage Points, and renderings.
    c. The addition will be accessed to the south side of the Historic Structure, off Woodside Avenue. The driveway will be built on a flatter portion of the Lot and limited to 10 feet in width.
    d. The Applicant proposes many concrete retaining walls around the site. All proposed walls are four feet or less from Final Grade to break up the height of the walls and to help create a Final Grade that is closer to Existing Grade. Two walls on the southern end of the site are proposed to slope instead of terrace. Condition of Approval 20 requires the Applicant to update the project plans to terrace one of the walls.
    e. The Applicant proposes an addition to the rear of the Significant Historic Structure that complies with Setbacks, Footprint, and Height as outlined above. The addition is set back at least 49 feet from the front Lot line, exceeding the required 15-foot Front Setback. The addition is also set back at least 50 feet from the rear Lot line, exceeding the required 15-foot Rear Setback. The proposed Building Footprint on the Lot is 2,392 square feet – approximately 68 feet less than the maximum allowed Building Footprint. The

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proposed Building Height is also a maximum of 20 feet, 1 inch above Existing Grade – approximately 6 feet, 11 inches under the maximum allowed Building Height. The proposed new addition will be set back approximately 30 feet behind the current location of the existing guest house at the site.

f. The proposed addition steps with the grade of the Lot. The mass of the structure has also been broken up to reflect the massing of the Significant Historic Structure.
g. The proposed addition is compliant with Setbacks. Because of the Significant Historic Structure, the addition is set back 54 feet from the Front Lot Line and 40 feet from the Rear Lot Line.
h. The maximum height of the addition is 20 feet, 1 inch above Final Grade – approximately 6 feet, 11 inches below the maximum allowed Building Height .

13. Pursuant to LMC Section 15-2.2-4, Significant Historic Sites are exempt from Off-Street Parking requirements. Though Off-Street Parking is not required for the Site, the Applicant proposes two tandem parking spaces in the garage of the addition. Both spaces are 11 feet wide by 20 feet deep.

Conclusions of Law

1. The proposal, as conditioned, complies with the LMC requirements pursuant to Chapter 15-2.2 *Historic Residential – 1 (HR-1) District*.
2. The proposal, as conditioned, complies with the LMC requirements pursuant to Chapter 15-2.2-6 *Development on Steep Slopes in the HR-1 District*.

Conditions of Approval

1. Final building plans and construction details shall reflect compliance with the plans reviewed March 11, 2026, by the Planning Commission, pending design modifications required for Historic District Design Review compliance. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The Applicant shall obtain approval of a Historic District Design Review prior to submitting a Building Permit application.
3. If the Applicant does not obtain a complete building permit within one year of the date of this approval, this SSCUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.

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4. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
5. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
6. Residential fire sprinklers are required for all new or renovation construction on this Lot, per requirements of the Building Department.
7. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
8. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state. The Final Grade shall be within four feet of Existing Grade.
9. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
10. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
11. All outdoor lighting must be down-directed, fully shielded, with bulbs 3000 degree Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
12. Construction waste should be diverted from the landfill and recycled when possible.
13. The Applicant shall submit a final geotechnical report and slope stability prior to submitting a building permit, subject to Engineering and Building Department approval.
14. The Applicant shall provide soil stabilization and drainage details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

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15. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to Engineering and Building Department approval.
16. Retaining walls shall not exceed the height approved as part of this SSCUP without modifying the SSCUP. Additional retaining walls, not approved under this SSCUP, require Planning Commission review and approval prior to construction.
17. The Applicant shall obtain an Encroachment Agreement for driveway access with the Engineering Department.
18. Per requirements of Ordinance No. 2022-27, the guest house and sheds on the northeastern side must be removed. New structures must be reconstructed entirely on the property and out of the Right-of-Way.
19. Any modification of the area to the rear of the site, near the transmission line, requires coordination with the Water Department to ensure the water line is not undermined.
20. The Applicant shall update the project plans to terrace the retaining wall adjacent to the driveway to the south pursuant to LMC Section 15-2.2-6(C)(4) instead of sloping the wall.

Final Action by the Planning Commission may be appealed pursuant to LMC 15-1-18.

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2037 or email or jacob.klopfenstein@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Jacob Klopfenstein, Planner II

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NICHOLAS RESIDENCE

HISTORIC DISTRICT DESIGN REVIEW

405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

CONSULTANTS

CIVIL ENGINEERING
ALLIANCE ENGINEERING, INC.
323 MAIN STREET, P.O. BOX 2664
PARK CITY, UTAH 84032
TEL. 435-649-9467
MICHAEL DEMKOWICZ
EMAIL: michael@alliance-engr.com
CONNOR DINSMORE

LANDSCAPE ARCHITECT
BOCKHOLT
750 KEARNS BOULEVARD, STE. 230
PARK CITY, UTAH 84060
TEL. 435-233-6853
EMAIL: sethbockholtla.com

LEGEND

BRICK & STONE
EARTH
CONCRETE
CONCRETE MASONRY UNIT
STEEL (LARGE SCALE)
RIGID INSULATION
ROUGH WOOD
BLOCKING
ALUMINUM (LARGE SCALE)
GRAVEL
FINISHED WOOD
BATT OR BLOWN INSULATION
PLASTER, SAND, GROUT, MORTAR
STEEL (SMALL SCALE)
BITUMINOUS PAVING
PLYWOOD
GYPSUM BOARD

OFFICE 103 — ROOM NAME / ROOM NUMBER
FLOOR, POINT ELEV.
CENTER LINE
ROUND, DIA.
CHANNEL
ANGLE
DETAIL
SECTION CUT, DETAIL
BUILDING SECTION
KEYED NOTES
WINDOW TYPE
DOOR NUMBER
REVISION
INTERIOR WALL ELEV.
WALL TYPE

CODE ANALYSIS

APPLICABLE CODES

2021 IRC	2021 IBC
2021 IPC	2021 IMC
2020 NEC	2021 IFGC
2021 IECC RES.	2021 IFC
2021 IECC COM.	2021 IEBC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION

AREA CALCULATIONS (S/F)

FLOOR AREA	Existing Footprint	Historic Footprint	NEW	TOTAL
LOWER LEVEL			577	577
GUEST HOUSE	735	611	-124	611
ENTRY LEVEL			1567	1567
MAIN LEVEL			1423	1423
UPPER LEVEL			839	839
TOTAL				5017
GARAGE	1184			
LOT AREA	7499.8			
ALLOWABLE FOOTPRINT	2460			
PROPOSED FOOTPRINT	2392			

INDEX TO DRAWINGS

#	SHEET #	SHEET DESCRIPTION
1	Aa	COVER SHEET
		SURVEY
2	1 of 1	BOUNDRY SURVEY / TOPO
3	1 of 1	TREE SURVEY
4	1 of 1	SLOPE ANALYSIS
		LANDSCAPE ARCHITECT
5	L-01	OVERALL PLANTING PLAN
6	L-02	FRONTYARD ENLARGED PLANTING PLAN
7	L-03	BACKYARD ENLARGED PLANTING PLAN
8	L-04	LANDSCAPE NOTES AND DETAILS
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9	3D 1	3D MODEL VIEWS
10	3D 2	3D MODEL VIEWS
11	3D 3	STREET SCAPES AND CROSS CANYON VIEW
12	3D 4	CROSS CANYON VIEWS
13	AB.1	AS-BUILTS
14	A0.1	ARCHITECTURAL SITE PLAN - SCALE: 1/8" = 1'-0"
15	A0.2	ARCHITECTURAL SITE PLAN - SCALE: 1/4" = 1'-0"
16	A1.1	LOWER LEVEL / GARAGE LEVEL PLAN
17	A1.2	ENTRY LEVEL PLAN, LOW ROOF PLAN
18	A1.3	MAIN / LIVING LEVEL PLAN, MID ROOF PLAN
19	A1.4	UPPER / MASTER LEVEL PLAN, UPPER ROOF PLAN
20	A1.5	HIGH ROOF PLAN
21	A2.1	NORTH ELEVATION
22	A2.2	SOUTH ELEVATION
23	A2.3	EAST AND WEST ELEVATIONS
24	A3.1	BUILDING SECTION
25	A3.2	BUILDING SECTION
26	A4.1	ARCHITECTURAL NOTES AND DETAILS
27	A4.2	ROOF FLASHING DETAILS
28	A5.1	DOOR, WINDOW AND ROOM SCHEDULES

ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	PR.	PAIR
ACOUST.	ACOUSTICAL	FND	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANF'R	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTRICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	OF.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPN'G	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2021 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

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Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
COVER SHEET

REVISIONS:

DATE:
JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
Aa

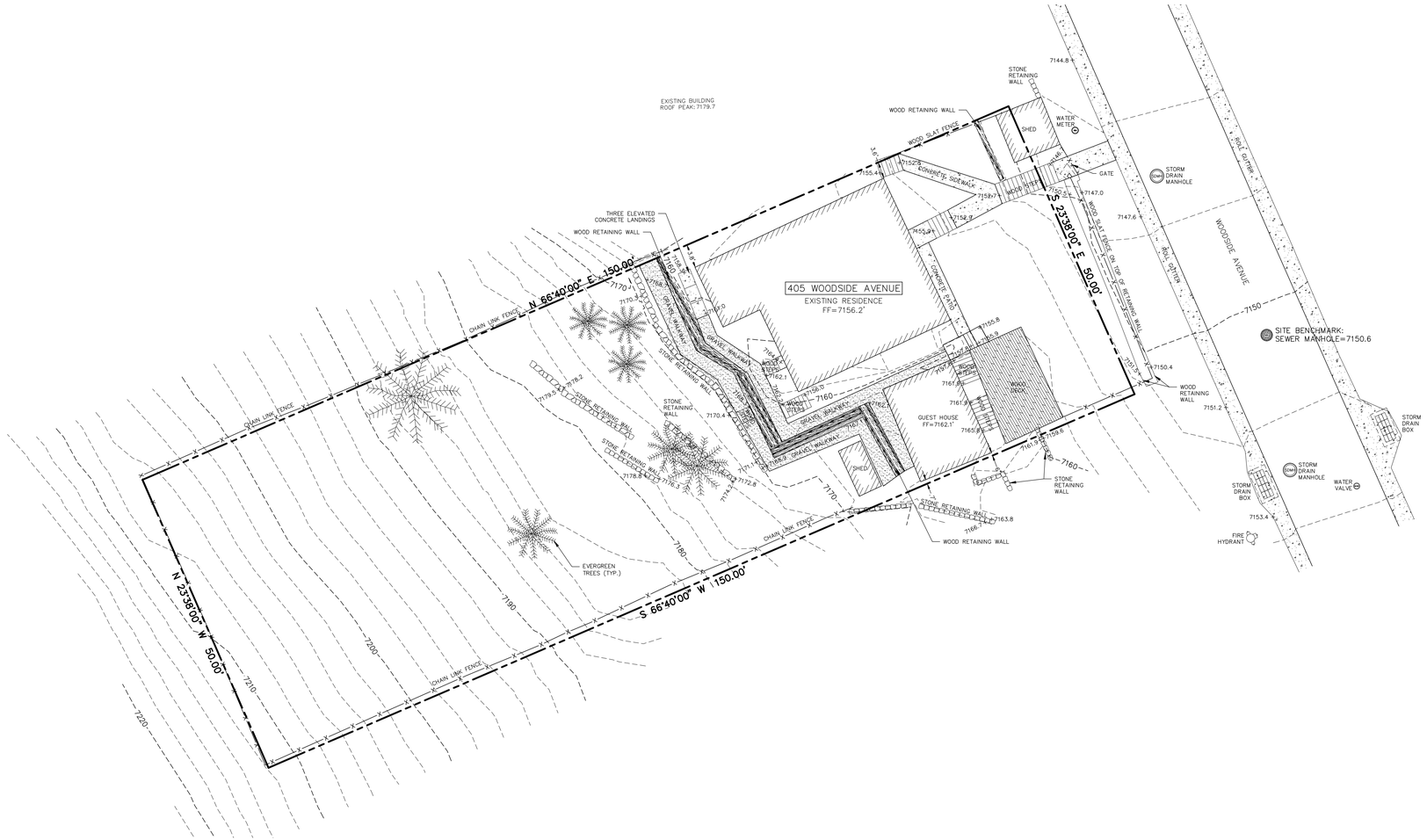
SURVEYOR'S CERTIFICATE

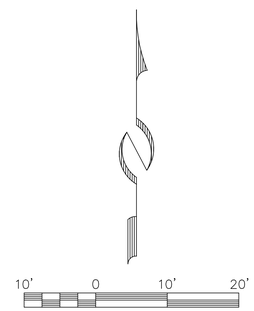
I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
02/10/2022
STATE OF UTAH

NOTES

1. Site Benchmark: Sewer Manhole=7150.6'
2. Date of survey: January 19, 2022
3. Property location: Section 16, T2S, R4E, Salt Lake Base & Meridian
4. The architect is responsible for verifying building setbacks, zoning requirements and building heights.





(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
BRAYLON ROSE

DATE: 2/10/22

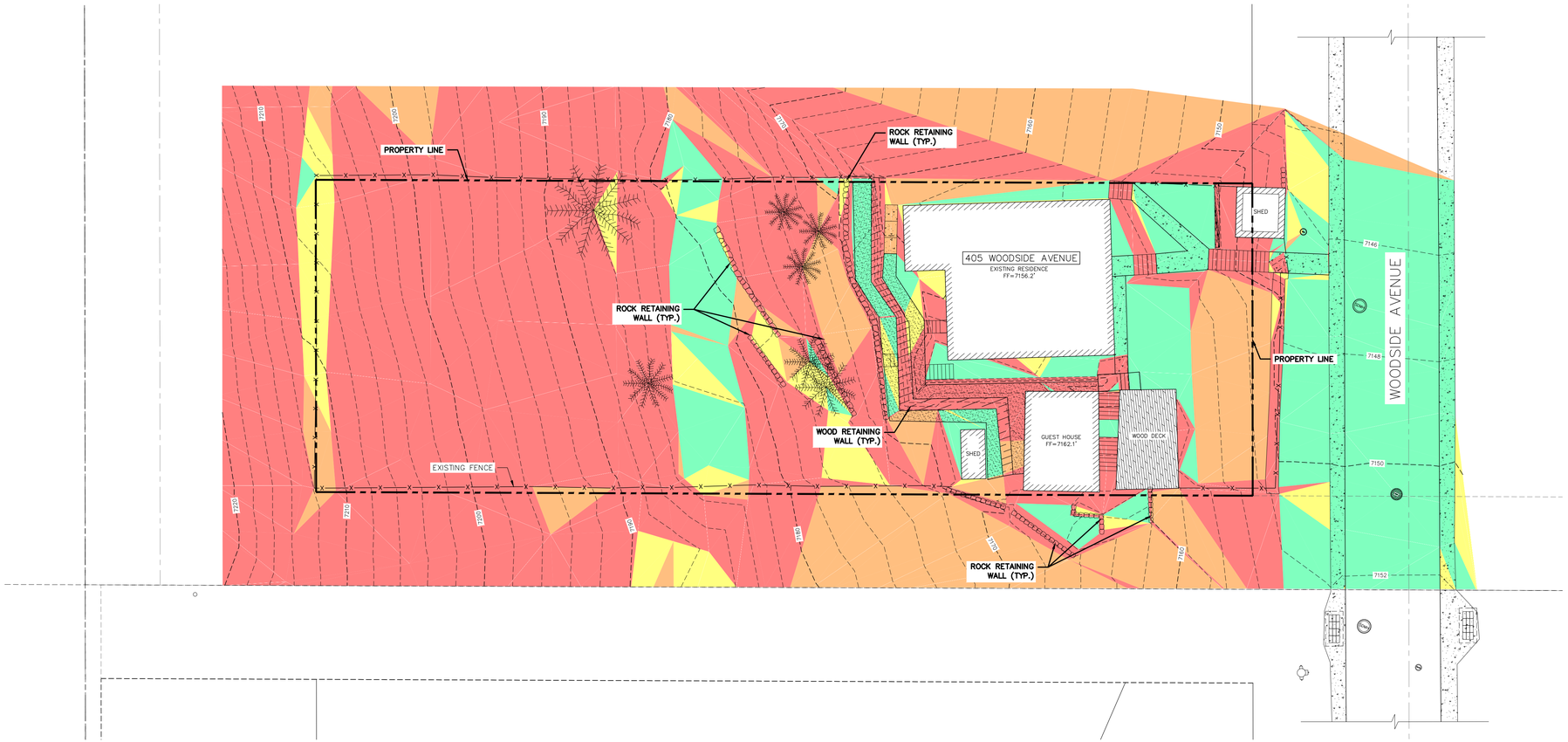
EXISTING CONDITIONS & TOPOGRAPHIC MAP
405 WOODSIDE AVENUE
ADJACENT TO BLK 30, PARK CITY SURVEY

FOR: CHUCK BERRIOCHOA
JOB NO.: 14-11-21
FILE: X:\ParkCitySurvey\dwg\srv\srvy2021\141121- 405 Woodside.dwg

SHEET 1 **OF** 1

LEGEND

- ESS — EXISTING SEWER
- EW — EXISTING WATER
- ESD — EXISTING STORM DRAIN
- EOHP — EXISTING OVERHEAD POWER
- EG — EXISTING GAS
- ET — EXISTING TELECOMM
- EP — EXISTING POWER
- EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN GRATES
- EXISTING ELECTRICAL BOXES
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE



KEY

- SLOPE = AVERAGE (0%–15% MAX)
- SLOPE = MODERATELY STEEP (15%–30% MAX)
- SLOPE = STEEP (30%–40% MAX)
- SLOPE = VERY STEEP (40% AND MORE)

NOTES:

1. TOPOGRAPHY & BOUNDARY SURVEY WAS PROVIDED BY ALLIANCE ENGINEERING.
2. EXISTING BUILDINGS, VEGETATION AND NATURAL SLOPE PATTERNS HAVE BEEN PRESERVED IN THE SLOPE ANALYSIS.
3. CONTRACTOR TO CONTACT GEOTECHNIAL ENGINEER FOR SOIL ANALYSIS TESTING.

NORTH

10' 0 10' 20'

SCALE: 1"=10"

Know what's below. Call 811 before you dig.
BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.
www.bluestakes.org
1-800-662-4111

CAUTION: NOTICE TO CONTRACTOR

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLAN IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

	DESCRIPTION
	DATE

SLOPE ANALYSIS

405 WOODSIDE AVENUE
PARK CITY, UTAH

ALLIANCE ENGINEERING
P.O. BOX 2864 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY: JEVAUGHN RICHARDSON	09/19/25
DESIGNED BY: CONNOR DINSMORE	09/19/25
CHECKED BY: CONNOR DINSMORE	09/19/25
PROJECT No.:	14-11-21

SEAL

PROFESSIONAL ENGINEER
No. 12275305
MARTIN CONNOR DINSMORE
09/19/25
STATE OF UTAH

SHEET
1 OF 1

X:\ParkCitySurvey\dwg\srv\srvy2021\141121- 405 Woodside\141121- Slope Analysis 405 Woodside.dwg

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PLANT SCHEDULE

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
TREES			
	5	ABIES LASIOCARPA / SUBALPINE FIR	B & B
	1	ACER GRANDIDENTATUM JFS KW13AGRA / HIGH PEAKS BIGTOOTH MAPLE	B & B
	5	MALUS X ADSTRINGENS 'DURLAWRENCE' COURAGEOUS / ROSY BLOOM FLOWERING CRABAPPLE	B & B
SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS			
	8,540 SF	NATIVE SEED MIX / GREAT BASIN CABIN SEED MIX	SEED

WILDLAND URBAN INTERFACE CODE COMPLIANCE

THIS PROJECT SHALL CONFORM TO THE UTAH WILDLAND-URBAN INTERFACE CODE AS ADOPTED BY PARK CITY MUNICIPAL AND SET FORTH IN SECTION 11-21

SEE ARCHITECTS STATEMENT AND DRAWINGS FOR INFORMATION ON HOW THIS PROJECTS COMPLIES WITH 603.4.3 REQUIREMENTS

THIS PROJECT COMPLIES WITH 1-3 OF IMMEDIATE ZONE AS SET FORTH IN 603.5.2.1

THIS PROJECT COMPLIES WITH 1-8 OF INTERMEDIATE ZONE AS SET FORTH IN 603.5.2.2

THIS PROJECT COMPLIES WITH 1-2 OF EXTENDED IGNITION ZONE AS SET FORTH IN 603.5.2.3

EXISTING TREE INVENTORY

EXISTING CONIFER EXISTING CONIFER TO REMAIN PROTECT IN PLACE (PIP)	5
EXISTING DECIDUOUS EXISTING DECIDUOUS TREE TO REMAIN PROTECT IN PLACE (PIP)	10

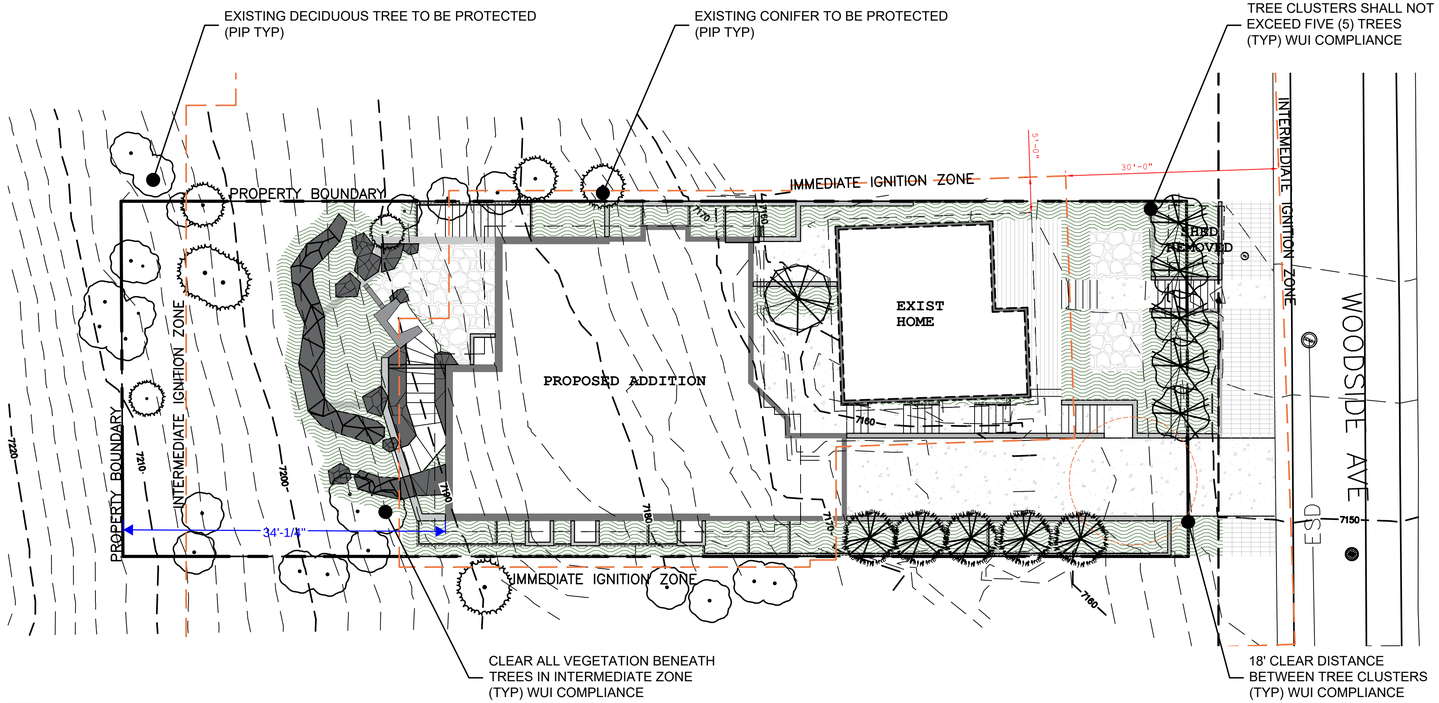
PLANTING NOTES

1. All planting areas shall receive a minimum of four (4) inches of imported topsoil in seeded areas and twelve (12) inches in planters/planting beds. All topsoil used on this project shall meet the following criteria:
   A. pH 5.5 - 8.0
   B. EC (electrical conductivity) <2.0 mmhos/cm
   C. SAR (sodium absorption ratio)<3.0
   D. % OM (percent organic matter) 5%
   E. Texture (particle size per USDA classification):
   I. Sand:<70%
   II. Silt:<70%
   III. Clay:<30%
   IV. Stone Fragments (gravels or any soil particle Greater than two (2) mm in size):<5% (by volume)
   V. Rocks > 1.5" None

In addition, the topsoil shall be fertile, friable, natural loam and shall be capable of sustaining vigorous plant growth. It shall be free of stones, lumps, clods of hard earth, plants or their roots, sticks, and other extraneous matter. The topsoil shall contain neither noxious weeds nor their seeds. It shall not be used for planting operations while in a frozen or muddy condition. An appropriate fertilizer may be used to provide needed nutrients for healthy and vigorous plant growth. Follow recommendation of topsoil report.

2. This project includes hydroseeding which shall conform to the following general standards:
   A. Wood fiber mulch shall be Echofiber or Conwed or equal, that is virgin wood fiber, free of growth--or germination--inhibiting substances. The mulch shall be air dried with not more than fifteen (15) percent moisture by weight. The total organic weight shall be a minimum of ninety eight (98) percent. Inorganic ash content shall be 0.7±0.2 percent. Water holding capacity shall be 1000G/100G (oven dried weight). The pH range shall be 4.0 - 6.0. The fiber length shall meet the following:
      I. Fifty percent shall be at least 0.15 inches in length or longer.
      II. Fifty percent shall be retained on the twenty eight (28) mesh.
   B. The seed mix shall be as specified on the plans. Provide written certification that the seed conforms to state seed law and is in compliance with State Department of Agriculture regulations.
   C. The tackifier shall be M-Binder or Plantego or equal.
   D. Application rates shall be as follows:
   I. Wood fiber:50 pounds (min.)/1,000 SF
   II. Seed mix (see plans): 7 pounds/1,000 SF typ.)
   III. Tackifier: 100 pounds/Acre
   IV. Fertilizer: 7 - 8 pounds/1,000 SF
   V. Water : 92 gallons/1,000 SF

3. Throughout the course of planting, excess and waste materials as well as excavated subsoil shall be continuously and promptly removed. All areas shall be kept clear and all reasonable precautions taken to avoid damage to existing structures, plants, and grass. When planting has been completed in an area, it shall be thoroughly cleaned of all debris, rubbish, subsoil, and waste materials. These shall be removed from the property and disposed of legally. All planting tools shall also be put away.



OVERALL PLANTING PLAN

0 8 16 24 feet
1/8" = 1'-0"

NORTH

405 WOODSIDE AVE
PARK CITY UT 84060
JK & ALLI

BOCKHOLT INC.

FILE:
PROJ. # :2404
DRAWN BY: SB
DESIGN BY: SETH BOCKHOLT
CHECKED BY: SB
LAST UPDATED: 3/27/25

ONE INCH

AT FULL SIZE IF NOT ONE INCH, SCALE ACCORDINGLY

PLANTING PLAN

Bockholt™

LANDSCAPE ARCHITECT
750 KEARNS BLVD STE 230
PARK CITY UT. 84060
OFFICE: 435.233.6853
EMAIL: SETH@BOCKHOLTLA.C(

PRELIMINARY PLANS
NOT FOR CONSTRUCTION

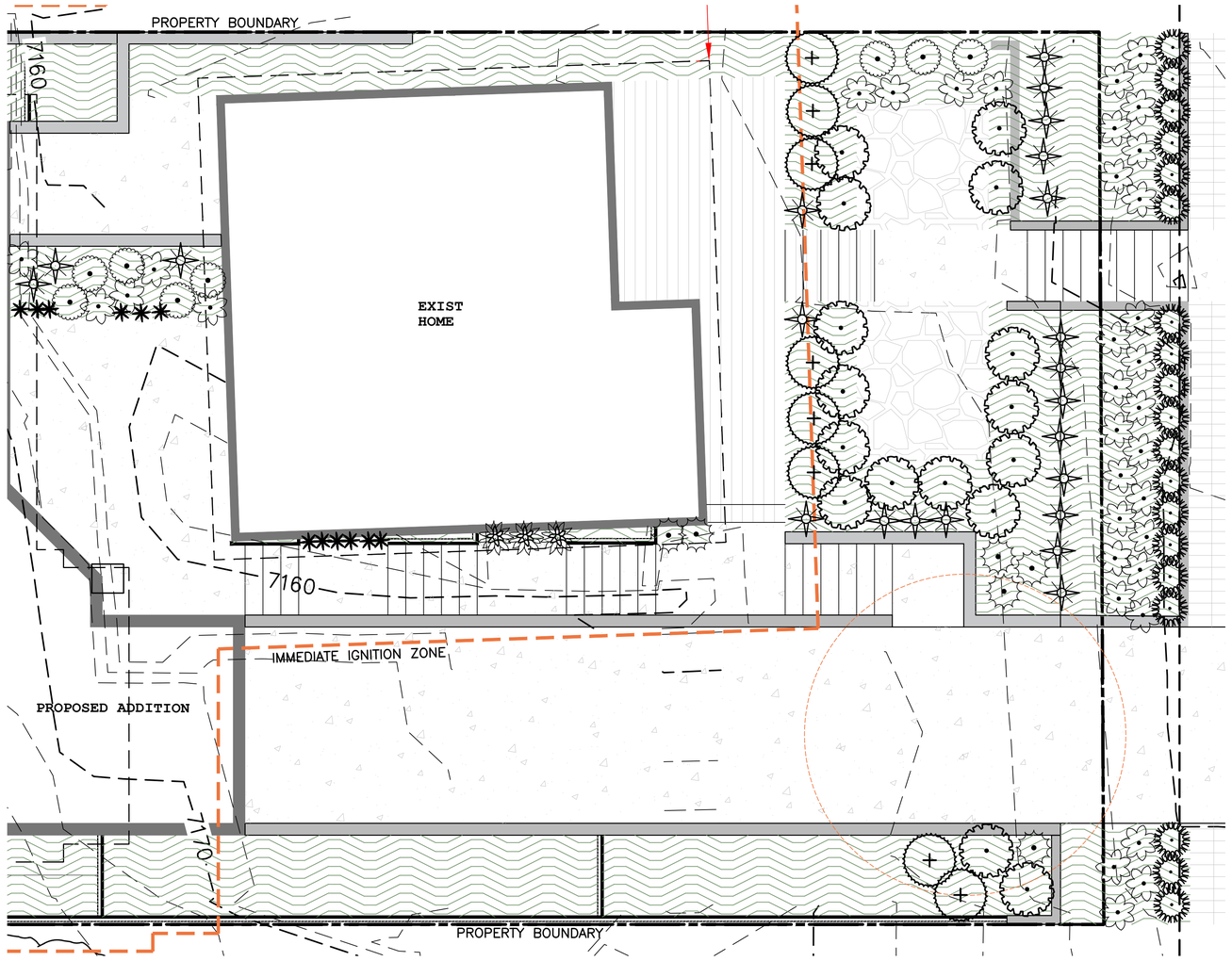
L-01

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PLANT SCHEDULE FRONT YARD

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
SHRUBS			
	8	PINUS MUGO `ENCI` / SWISS MOUNTAIN PINE	5 GAL
	20	PINUS MUGO PUMILIO / DWARF MUGO PINE	5 GAL
	16	RIBES ALPINUM `GREEN MOUND` / GREEN MOUND ALPINE CURRANT	5 GAL
PERENNIALS			
	8	ALCHEMILLA MOLLIS / LADY'S MANTLE	2 GAL
	35	MELAMPODIUM LEUCANTHUM / BLACKFOOT DAISY	2 GAL
	6	PENSTEMON BARBATUS / BEARDLIP PENSTEMON	2 GAL
	22	RATIBIDA COLUMNIFERA 'MEXICAN HAT' / PRAIRIE CONEFLOWER	2 GAL
	12	SEMPERVIVUM TECTORUM / HEN-AND-CHICKS	4" POT
	3	VERBASCUM THAPSUS / COMMON MULLEIN	2 GAL

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS			
	970 SF	NATIVE SEED MIX / GREAT BASIN CABIN SEED MIX	SEED



FRONTYARD ENLARGED PLANTING PLAN

0 4 8 12 feet
1/4" = 1'-0"

NORTH

JK & ALLI

405 WOODSIDE AVE
PARK CITY UT 84060

BOCKHOLT INC.

FILE:
PROJ. # :2404
DRAWN BY: SB
DESIGN BY: SETH BOCKHOLT
CHECKED BY: SB
LAST UPDATED: 3/27/25

ONE INCH

AT FULL SIZE IF NOT ONE INCH, SCALE ACCORDINGLY

PLANTING PLAN

Bockholt™

LANDSCAPE ARCHITECT
750 KEARNS BLVD STE 230
PARK CITY UT. 84060
OFFICE: 435.233.6853
EMAIL: SETH@BOCKHOLTLA.C(

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

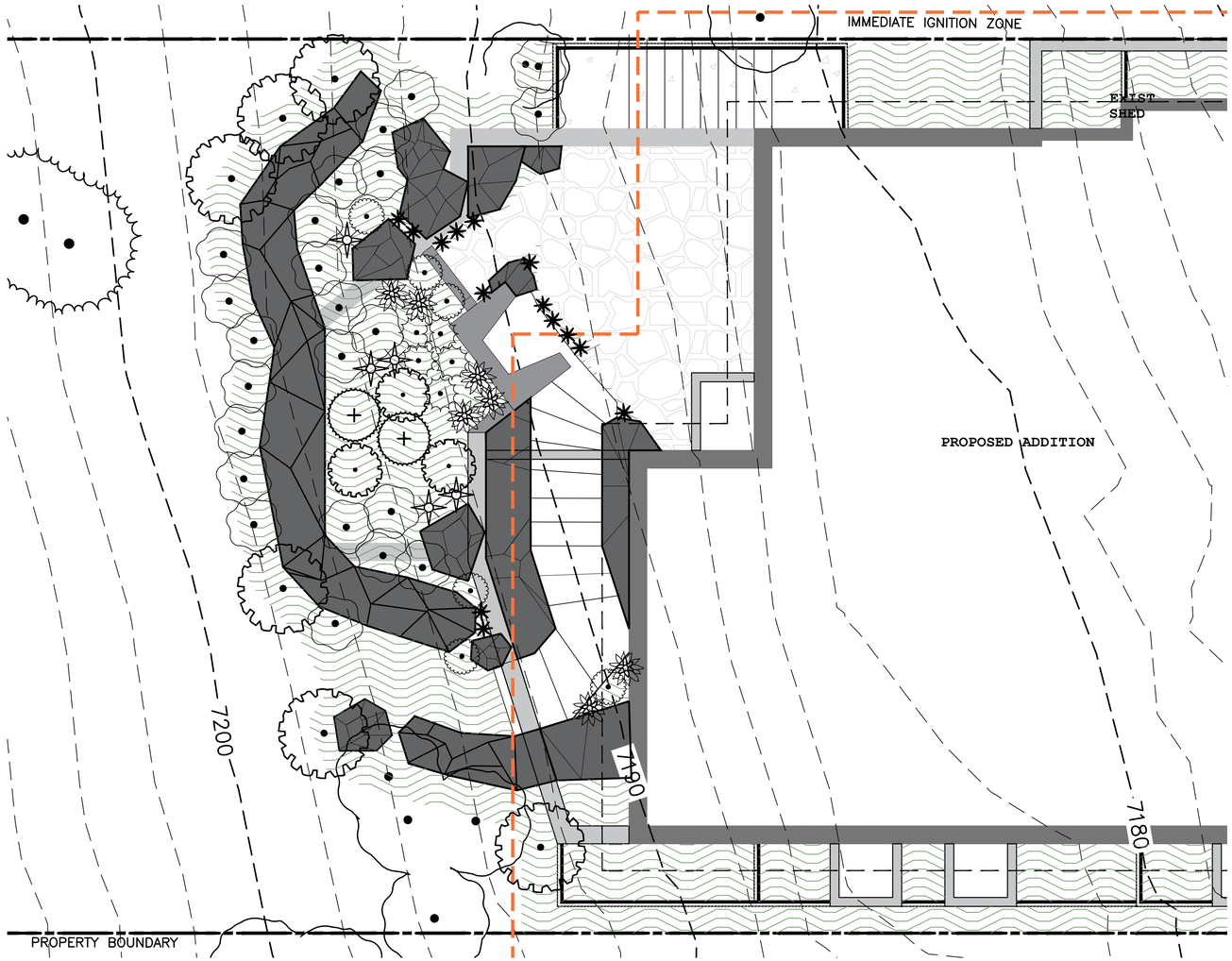
L-02

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PLANT SCHEDULE BACK YARD

SYMBOL	QTY	BOTANICAL / COMMON NAME	SIZE
SHRUBS			
	23	MAHONIA REPENS / CREEPING MAHONIA	5 GAL
	2	PINUS MUGO `ENCI` / SWISS MOUNTAIN PINE	5 GAL
	3	RIBES ALPINUM `GREEN MOUND` / GREEN MOUND ALPINE CURRANT	5 GAL
	6	ROSA WOODSII / WOODS' ROSE	5 GAL
PERENNIALS			
	6	ALCHEMILLA MOLLIS / LADY'S MANTLE	2 GAL
	5	PENSTEMON BARBATUS / BEARDLIP PENSTEMON	2 GAL
	5	RATIBIDA COLUMNIFERA 'MEXICAN HAT' / PRAIRIE CONEFLOWER	2 GAL
	14	SEMPERVIVUM TECTORUM / HEN-AND-CHICKS	4" POT
	7	VERBASCUM THAPSUS / COMMON MULLEIN	2 GAL

SYMBOL	QTY	BOTANICAL / COMMON NAME	CONT
GROUND COVERS			
	552 SF	NATIVE SEED MIX / GREAT BASIN CABIN SEED MIX	SEED



BACKYARD ENLARGED PLANTING PLAN

0 4 8 12 feet
1/4" = 1'-0"

NORTH

JK & ALLI

405 WOODSIDE AVE
PARK CITY UT 84060

BOCKHOLT INC.

FILE:
PROJ. # :2404
DRAWN BY: SB
DESIGN BY: SETH BOCKHOLT
CHECKED BY: SB
LAST UPDATED: 3/27/25

ONE INCH

AT FULL SIZE IF NOT ONE INCH, SCALE ACCORDINGLY

PLANTING PLAN

Bockholt™

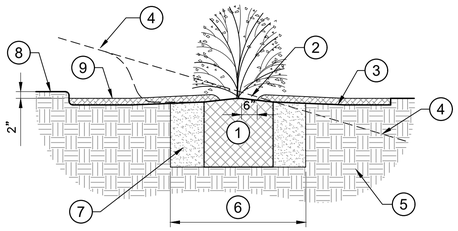
LANDSCAPE ARCHITECT
750 KEARNS BLVD STE 230
PARK CITY UT. 84060
OFFICE: 435.233.6853
EMAIL: SETH@BOCKHOLTLA.C(

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

L-03

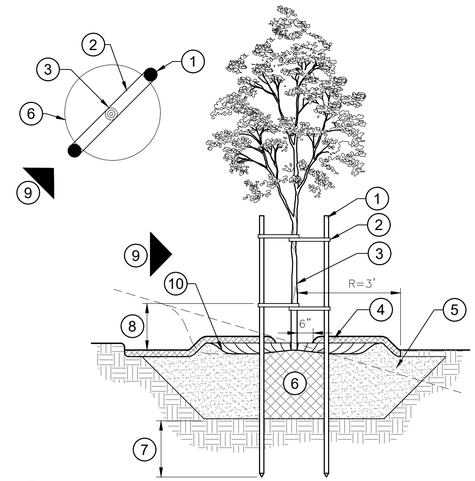
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1. ROOT BALL
2. CROWN - AT FINISHED GRADE
3. FINISHED GRADE
4. FINISHED GRADE AT SLOPE (WHERE OCCURS)
5. UNDISTURBED SOIL
6. 2X ROOTBALL DIA. MIN.
7. BACKFILL MIX (SEE PLANTING NOTES)
8. TOP OF PAVING (WHERE APPLICABLE)
9. 3" LAYER OF MULCH

1 PERENNIAL/SHRUB PLANTING

NTS

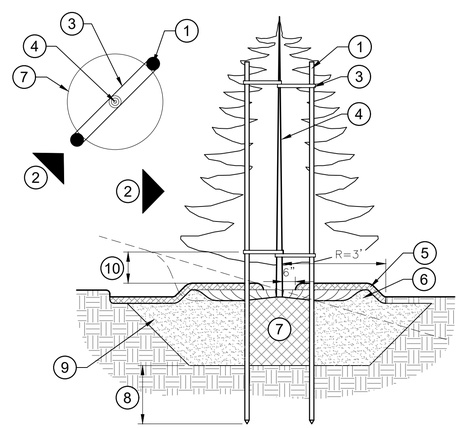


1. 2" DIA. OR 2" x 2" SQ. x 10' STRAIGHT WOODEN STAKE (2 REQUIRED)
2. V.I.T. CINCH-TIE VINYL TREE TIE (2 PER STAKE, LENGTH AS REQUIRED). SECURE TO STAKE W/ GALV. NAIL. 1 PER TIE
3. TREE TRUNK
4. 3" LAYER MULCH AROUND EACH TREE (3' RADIUS CIRCLE WHEN IN TURF)
5. SEE TREE/SHRUB PLANTING DETAIL
6. ROOT BALL
7. 24" MIN.
8. 6" MAX.
9. PREVAILING WIND DIRECTION
10. WATERING BASIN - SEE TREE/SHRUB PLANTING DETAIL

NOTE: STAKES SHALL BE REMOVED AFTER COMPLETE GROWING SEASON.

2 DECIDUOUS TREE STAKING W/ WATERING BASIN

NTS



1. 2" DIA. OR 2"X2" SQ. X 10' STRAIGHT WOODEN STAKE (2 REQUIRED)
2. PREVAILING WIND DIRECTION
3. V.I.T. CINCH-TIE VINYL TREE TIE (2 PER STAKE, LENGTH AS REQUIRED). SECURE TO STAKE W/ GALV. NAIL. 1 PER TIE
4. TREE TRUNK
5. 3" LAYER SHREDDED BARK MULCH AROUND EACH TREE (3' RADIUS CIRCLE WHEN IN TURF)
6. WATERING BASIN - SEE TREE/SHRUB PLANTING DETAIL
7. ROOTBALL
8. 24" MIN
9. SEE TREE/SHRUB PLANTING DETAIL
10. 18" MAX.

NOTE: STAKES SHALL BE REMOVED AFTER ONE COMPLETE GROWING SEASON.

3 EVERGREEN TREE STAKING W/ WATERING BASIN

NTS

PLANTING NOTES (CONTINUED)

4. Substantial Completion shall be defined as the complete installation of all plant materials, staking, mulching, and other work on the project in its entirety. Substantial completion shall not be given on designated portions of a project.
   A. At substantial completion of all planting work outlined in these plans, the Contractor shall contact the Landscape Architect to arrange for a walk through to verify that all aspects of the work have been completed. Work must be fully completed (except for final clean-up) according to all plans, notes, and specifications and exhibit professional workmanship.
   B. Notice by the Contractor shall be given, in writing, at least three (3) days in advance to the Landscape Architect so that proper scheduling can be made for those who are to attend.
   C. At the appointed time, an inspection of all plant materials, including staking and mulching, shall be made. A list of uncompleted items (punch list) shall be generated by the Landscape Architect and distributed to the Contractor and other involved parties within three (3) days of the substantial completion inspection. Each item on the punch list shall be corrected before the project will be approved and accepted.
5. The maintenance/establishment period shall begin one (1) day after the substantial completion inspection. The Contractor shall complete all punch list items during this period, as well as maintain and operate the entire irrigation system. The Contractor shall maintain all plantings until they are fully established. Seeded areas shall be considered fully established when vegetation comes in uniform and thick, with no bare or thin spots, and roots have begun to spread and knit together. No weeds shall be allowed in the revegetated areas. The maintenance and establishment shall be a minimum period of sixty (60) days and shall take place during the growing season defined as April 15th through October 15th. Should the maintenance and establishment period not be fully complete prior to October 15th, the balance of the time shall be carried over and start up again on April 15th. Should mild winter weather allow the continuance of work beyond October 15th, the contractor, owner, and landscape architect may mutually agree if these dates can be adjusted along with specific requirements to do so. The maintenance work required shall include but not be limited to the following:
   A. Appropriate watering of all plant materials.
   B. Weeding and removal of all weeds from groundcover and planting areas.
   C. Replacement of any dead, dying, or damaged trees, shrubs, perennials, or groundcover.
   D. Filling and replanting of any low areas which may cause standing water.
   E. Adjusting of sprinkler head heights and watering patterns.
   F. Filling and re-compaction of eroded areas, along with any required re-seeding and/or replanting.
   G. The turf grass shall be mowed when the blades reach three (3) inches tall and maintained to a minimum height of two (2) inches. No more than one third (1/3) of the blade shall be removed per cutting. The cutting frequency shall be once every five (5) to seven (7) days depending upon turf grass height and growth rate.
   H. Weekly removal of all trash, litter, clippings, and all foreign debris.
   I. At thirty (30) days after planting, a balanced fertilizer (16-16-16) shall be applied to the turf grass areas at a rate of one half (½) pound of nitrogen per one thousand (1,000) square feet.
   J. At intervals of thirty (30) days after the first application of fertilizer to the turf grass, apply a balanced fertilizer (16-16-16) at a rate of one half (½) pound of nitrogen per one thousand (1,000) square feet until the turf grass is established.
6. A final inspection shall be held prior to the end of the maintenance period to ensure that all punch list items have been completed and the entire project is ready for acceptance by the Owner. Upon satisfaction that the Contractor has completed all punch list items, the irrigation system is fully and completely functional, and the required As-Built drawings and maintenance manuals have been submitted, the Owner shall accept the project. An official letter of final acceptance shall be prepared and issued to the Contractor by the Landscape Architect. Upon the issuance of this letter, the Owner shall assume full responsibility for the project, and the guarantee period shall begin.
7. Upon final acceptance of the project as being properly installed, the Contractor shall guarantee the plant materials as follows:
   A. All shrubs and groundcovers shall be guaranteed by the Contractor as to growth and health for a period of sixty (60) days after completion of the maintenance period and final acceptance.
   B. All trees shall be guaranteed by the Contractor to live and grow in an acceptable upright position for a period of one (1) year after completion of the maintenance period and final acceptance.
   C. Any tree with 30% dead or missing canopy, shall be replaced as part of this plant guarantee.
8. The Contractor shall, within fifteen (15) days after receiving written notification by Owner's representative, remove and replace all guaranteed plant materials which die or become unhealthy or appear to be in a badly impaired condition at any time during the guarantee period. Any plants that settle below or rise above the desired finished grade shall also be reset to the proper grade.
   A. All replacements shall be plants of the same kind, size, and quality as originally specified in the "plant list" and they shall be furnished, planted, staked, and maintained as specified herein at no additional cost to the owner.
   B. The Contractor will not be responsible for plants destroyed or lost due to occupancy of the project, vandalism on the part of others, or improper maintenance or lack thereof.

JK & ALLI

405 WOODSIDE AVE
PARK CITY UT 84060

BOCKHOLT INC.

FILE:
PROJ. # :2404
DRAWN BY: SB
DESIGN BY: SETH BOCKHOLT
CHECKED BY: SB
LAST UPDATED: 10/2/25

ONE INCH

AT FULL SIZE IF NOT ONE INCH, SCALE ACCORDINGLY

Bockholt™

LANDSCAPE ARCHITECT
750 KEARNS BLVD STE 230.
PARK CITY UT. 84060
OFFICE: 435.233.6853
EMAIL: SETH@BOCKHOLTLA.COM

PRELIMINARY PLANS

NOT FOR CONSTRUCTION

L-04

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NORTHEAST VIEW



NORTHWEST VIEW



SOUTHEAST VIEW



SOUTHWEST VIEW

Jonathan DeGray
Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
3D MODEL VIEWS

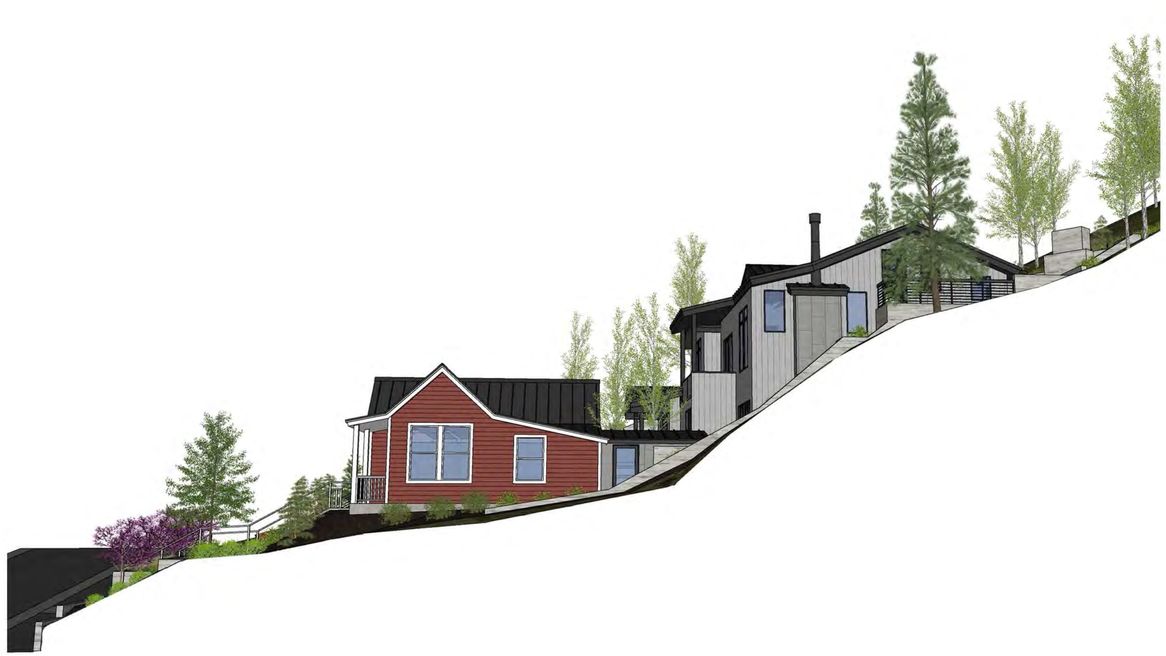
REVISIONS:

DATE:
February 2, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
3D 1

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NORTH VIEW



SOUTH VIEW



EAST VIEW

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Architect
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SHEET DESCRIPTION:
3D MODEL VIEWS

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February 2, 2026

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2410-01

SHEET NUMBER:
3D 2



Streetscape Before



Streetscape After

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PROJECT DESCRIPTION:
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SHEET DESCRIPTION:
STREETSCAPES

REVISIONS:

DATE:
February 2, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
3D 3

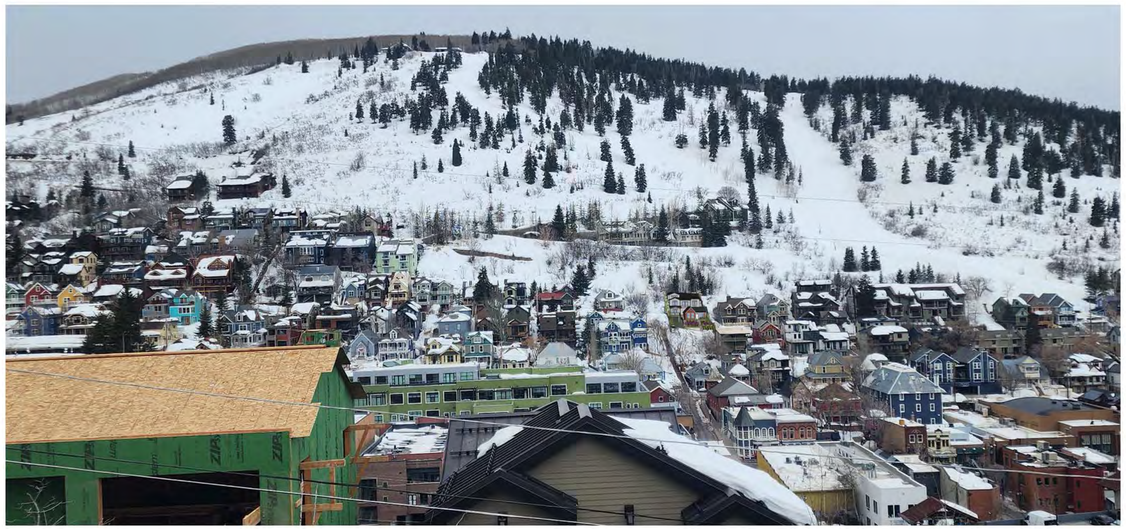
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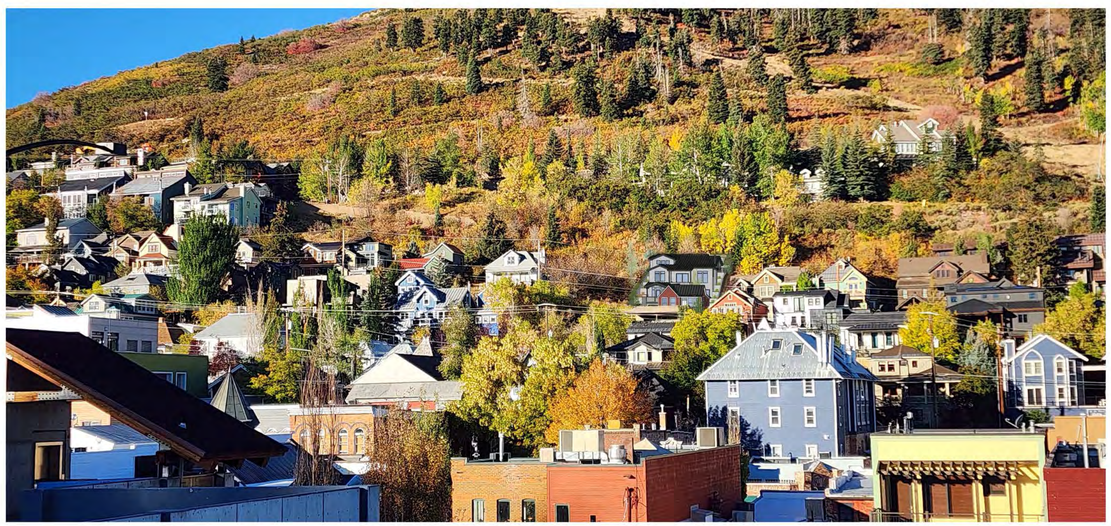
Cross Canyon View 1 Before



Cross Canyon View 2 Before



Cross Canyon View 1 After



Cross Canyon View 2 After

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HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
CROSS CANYON VIEWS

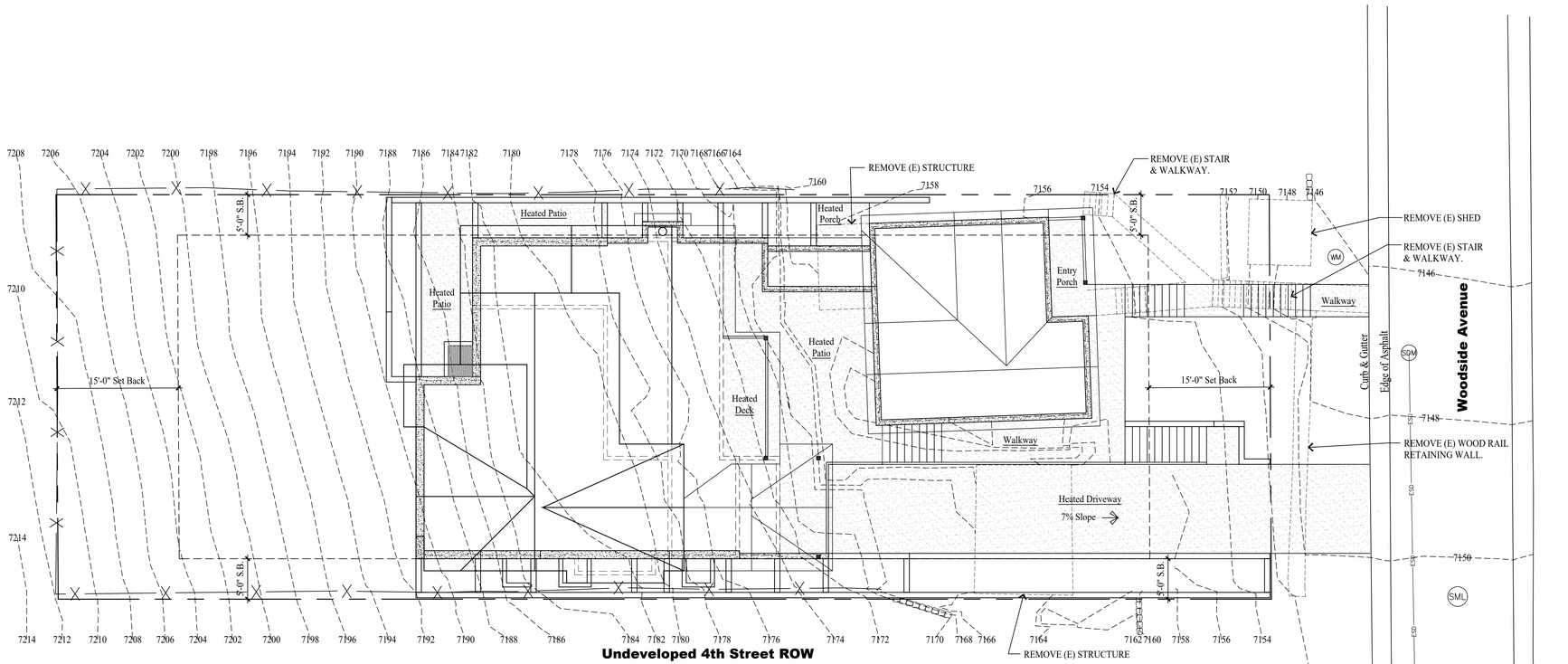
REVISIONS:

DATE:
February 2, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
3D 4

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ARCHITECTURAL SITE PLAN
SCALE: 1/8" = 1'-0"

GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- WML — WATER MANHOLE LID
- SML — SEWER MANHOLE LID
- M — ELECTRIC METER BOX
- GAS — GAS METER
- W — WATER VALVE
- WM — WATER METER
- SDM — STORM DRAIN MANHOLE
- POWER POLE
- STREET LIGHT
- DATUM ELEVATION
- FIRE HYDRANT
- T — TELECOM BOX
- E — ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- ASSUMED CONTOUR LINE
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- X — FENCE LINE
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- ESD — EXISTING STORM DRAIN LINE

0' 5' 10' 15' 20'
GRAPHIC SCALE

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NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN
SCALE: 1/8" = 1'-0"

REVISIONS:

DATE:
JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A0.1

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LEGEND

- WMU — WATER MANHOLE LID
- SMU — SEWER MANHOLE LID
- M — ELECTRIC METER BOX
- GAS — GAS METER
- W — WATER VALVE
- WM — WATER METER
- SDM — STORM DRAIN MANHOLE
- LOD FENCE
- SURFACE DRAINAGE FLOW
- ASSUMED CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- —X— FENCE LINE
- —WL— WATER LINE
- —SL— SEWER LINE
- —GL— GAS LINE

GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

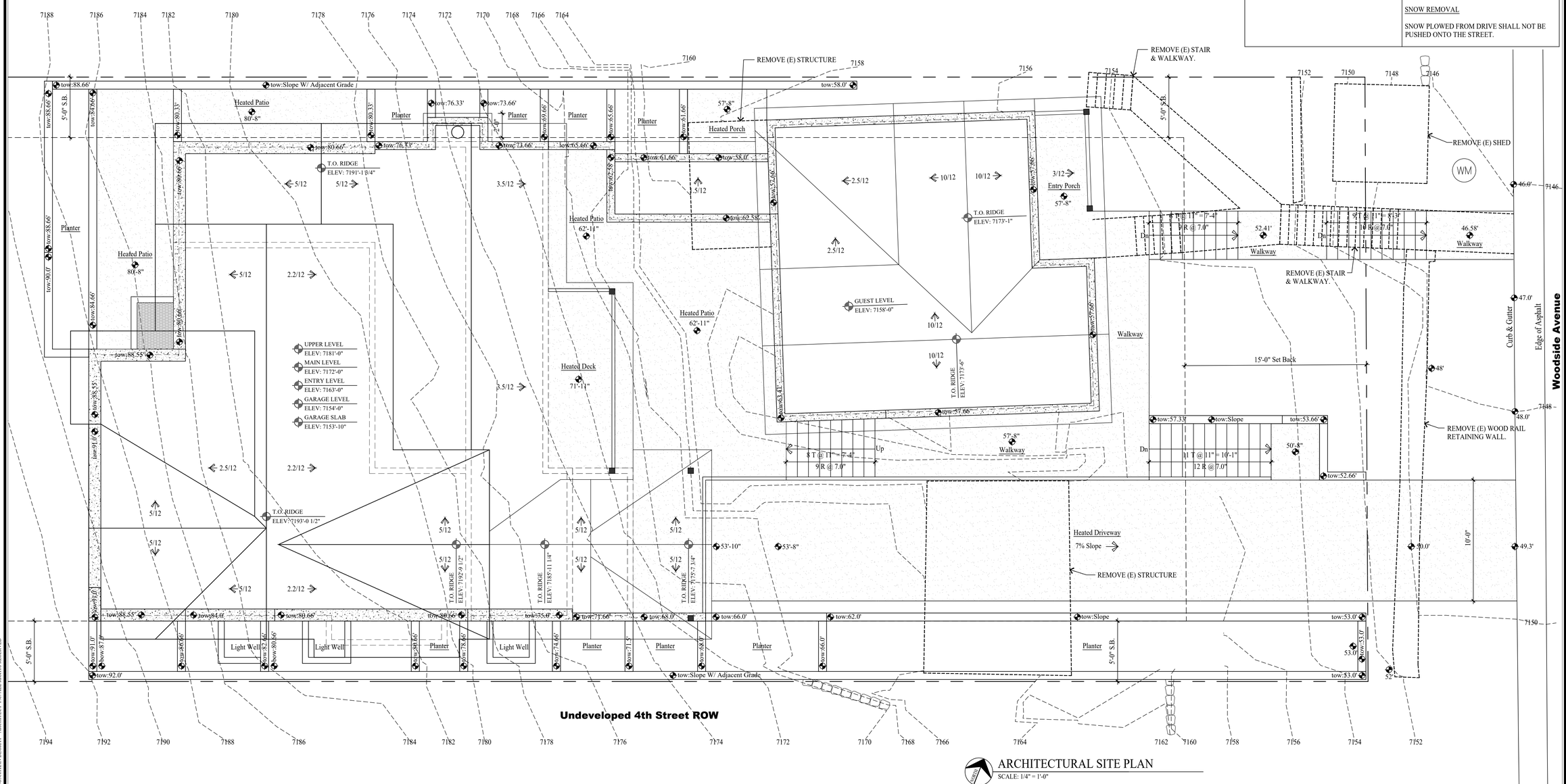
1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.



ARCHITECTURAL SITE PLAN
SCALE: 1/4" = 1'-0"

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405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN
SCALE: 1/4" = 1'-0"

REVISIONS:

DATE:
FEBRAURY 24, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A0.2

NOTE:
SEE SHEET A4.2 FOR TYPICAL ROOF FLASHING DETAILS.

NOTE:
1'-6" TYPICAL ROOF OVERHANG U.N.O.

KEY NOTES

23. ELEVATOR SHAFT TO BE 1 HOUR FIRE WALL: APPLY 5/8" TYPE X GYP. BOARD TO THE EXTERIOR SIDE OF SHAFT AND 5/8" FIRECODE CORE GYP. BOARD TO THE INSIDE OF SHAFT.
24. 42" WIDE WOOD BURNING FIREPLACE. FRAME ON 10" PLATFORM.
25. DAVINCI 6020 LEFT SIDE GLASS DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. APPROVED FOR SLEEPING AREAS. ANSI Z21.50-2014.
26. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
27. HEAVY DUTY 18"x18" FLOOR DRAIN W/ FLOOR LEVEL CLEANOUT. TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
28. PROPERTY LINE.
29. SET BACK LINE.
30. CLASS A CHIMNEY PIPE W/ SPARK ARRESTOR.
31. 36" HIGH GUARD WALL: 2x4 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP ON BOTH SIDES.
32. 48" HIGH GUARD WALL: 2x6 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP.
13. HEATED DECK: 4"-6" CONCRETE SLAB SLOPED TO DRAIN .25% ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.
14. 4" HEATED CONCRETE PORCH / PATIO / STAIRS / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
15. 6x6 TIMBER COLUMN - STAIN/PAINT.
16. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS. ALUMINUM GRATE OVER CONCRETE WINDOW WELL TO BE HINGED FOR EGRESS ACCESS. SEE DETAIL SHEET A4.1.
17. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
18. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
19. CRAWL SPACE: PROVIDE 18"x24" MIN. ACCESS OPENING THROUGH FLOOR. 6 MIL VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
20. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
21. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
22. DASHED LINES INDICATES WALL/BEAM ABOVE.
1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA @ NEW HOUSE AND 1x6 FASCIA @ HISTORIC HOUSE - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. GUTTERS AND DOWNSPOUTS TO TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
6. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. BYLIN SNOWMELT SYSTEM AT ALL EAVES AND VALLEYS - TYP. SEE SHEET A4.2.
7. ROOF CRICKET / OVERBUILD. CONTRACTOR TO FIELD VERIFY HIEGHT AND LOCATION.
8. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ FLAT METAL PANEL INFILL W/ 3x3 VERTICAL TUBE STEEL POSTS.
9. SKY LIGHT W/ INSULATED GLASS - SEE WINDOW SCHEDULE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
11. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
12. CONCRETE RETAINING WALL.

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

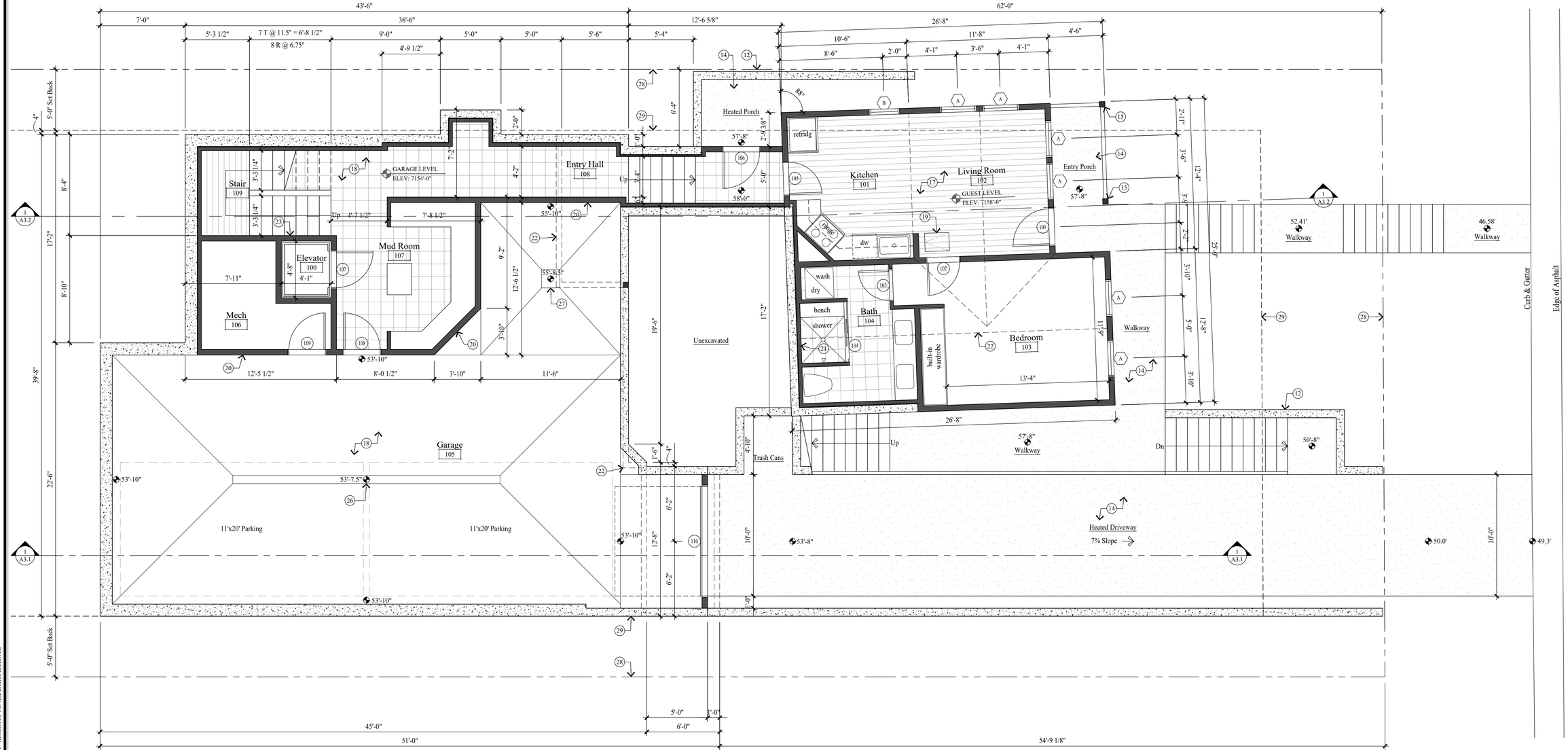
1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. AND 7 1/4" LVL FRAMING U.N.O. W/ 7" CLOSED CELL FOAM INSULATION R-38 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

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LOWER/GARAGE LEVEL PLAN
SCALE: 1/4" = 1'-0"

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JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED

Jonathan DeGray
Architect
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PROJECT DESCRIPTION:
NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LOWER/GARAGE LEVEL PLAN

REVISIONS:

DATE:
FEBRAURY 24, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A1.1

NOTE:
SEE SHEET A4.2 FOR TYPICAL ROOF FLASHING DETAILS.

NOTE:
1'-6" TYPICAL ROOF OVERHANG U.N.O.

KEY NOTES

23. ELEVATOR SHAFT TO BE 1 HOUR FIRE WALL: APPLY 5/8" TYPE X GYP. BOARD TO THE EXTERIOR SIDE OF SHAFT AND 5/8" FIRECODE CORE GYP. BOARD TO THE INSIDE OF SHAFT.
24. 42" WIDE WOOD BURNING FIREPLACE. FRAME ON 10" PLATFORM.
25. DAVINCI 6020 LEFT SIDE GLASS DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. APPROVED FOR SLEEPING AREAS. ANSI Z21.50-2014.
26. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
27. HEAVY DUTY 18"x18" FLOOR DRAIN W/ FLOOR LEVEL CLEANOUT. TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
28. PROPERTY LINE.
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30. CLASS A CHIMNEY PIPE W/ SPARK ARRESTOR.
31. 36" HIGH GUARD WALL: 2x4 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP ON BOTH SIDES.
32. 48" HIGH GUARD WALL: 2x6 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP.
13. HEATED DECK: 4"-6" CONCRETE SLAB SLOPED TO DRAIN .25% ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.
14. 4" HEATED CONCRETE PORCH / PATIO / STAIRS / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
15. 6x6 TIMBER COLUMN - STAIN/PAINT.
16. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS. ALUMINUM GRATE OVER CONCRETE WINDOW WELL TO BE HINGED FOR EGRESS ACCESS. SEE DETAIL SHEET A4.1.
17. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
18. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
19. CRAWL SPACE: PROVIDE 18"x24" MIN. ACCESS OPENING THROUGH FLOOR. 6 MIL VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
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22. DASHED LINES INDICATES WALL/BEAM ABOVE.
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2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA @ NEW HOUSE AND 1x6 FASCIA @ HISTORIC HOUSE - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
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12. CONCRETE RETAINING WALL.

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

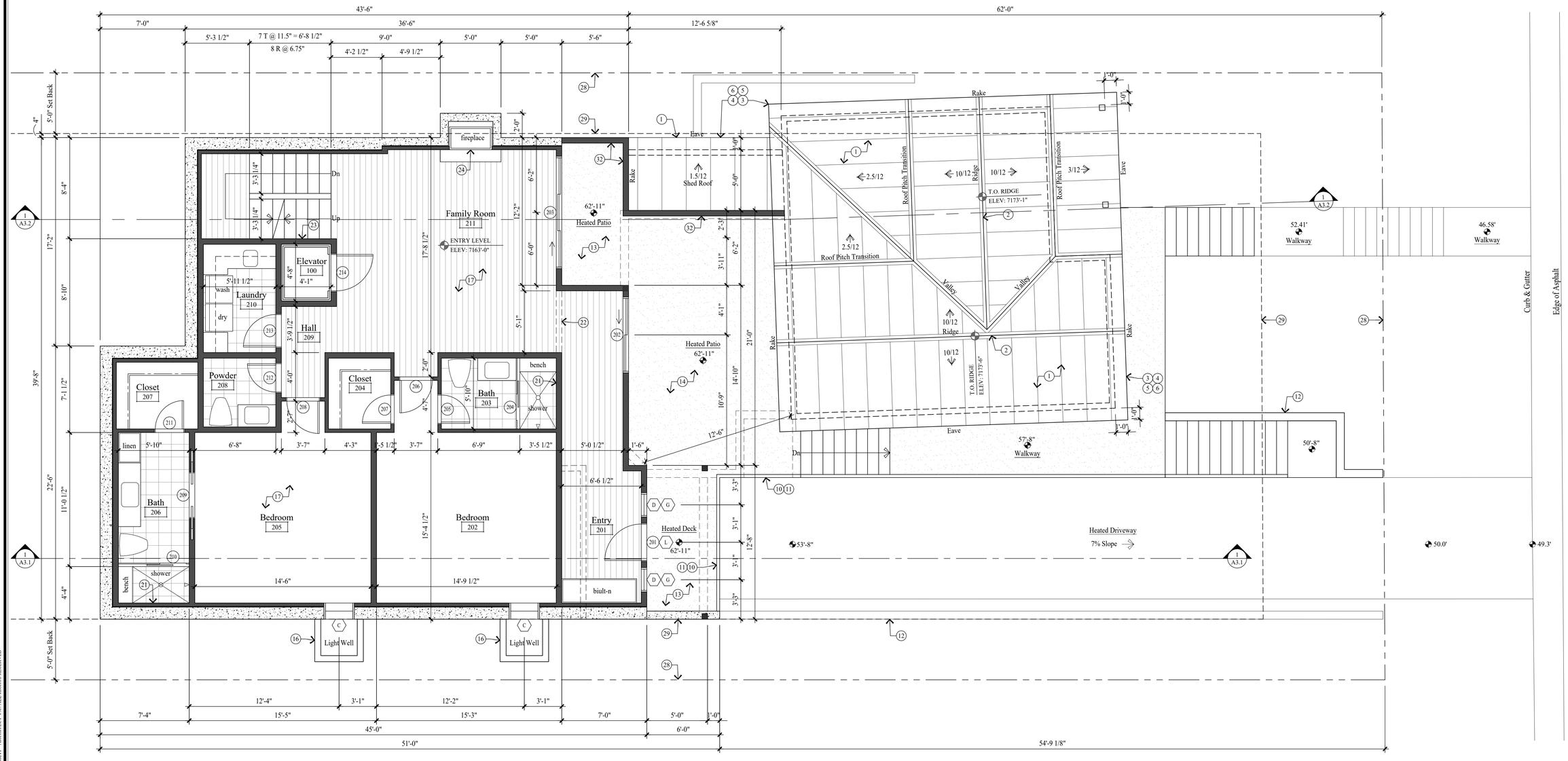
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ENTRY LEVEL PLAN, LOW ROOF PLAN
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Jonathan DeGray
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NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ENTRY LEVEL PLAN
LOW ROOF PLAN

REVISIONS:

DATE:
FEBRAURY 24, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A1.2

NOTE:
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NOTE:
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GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

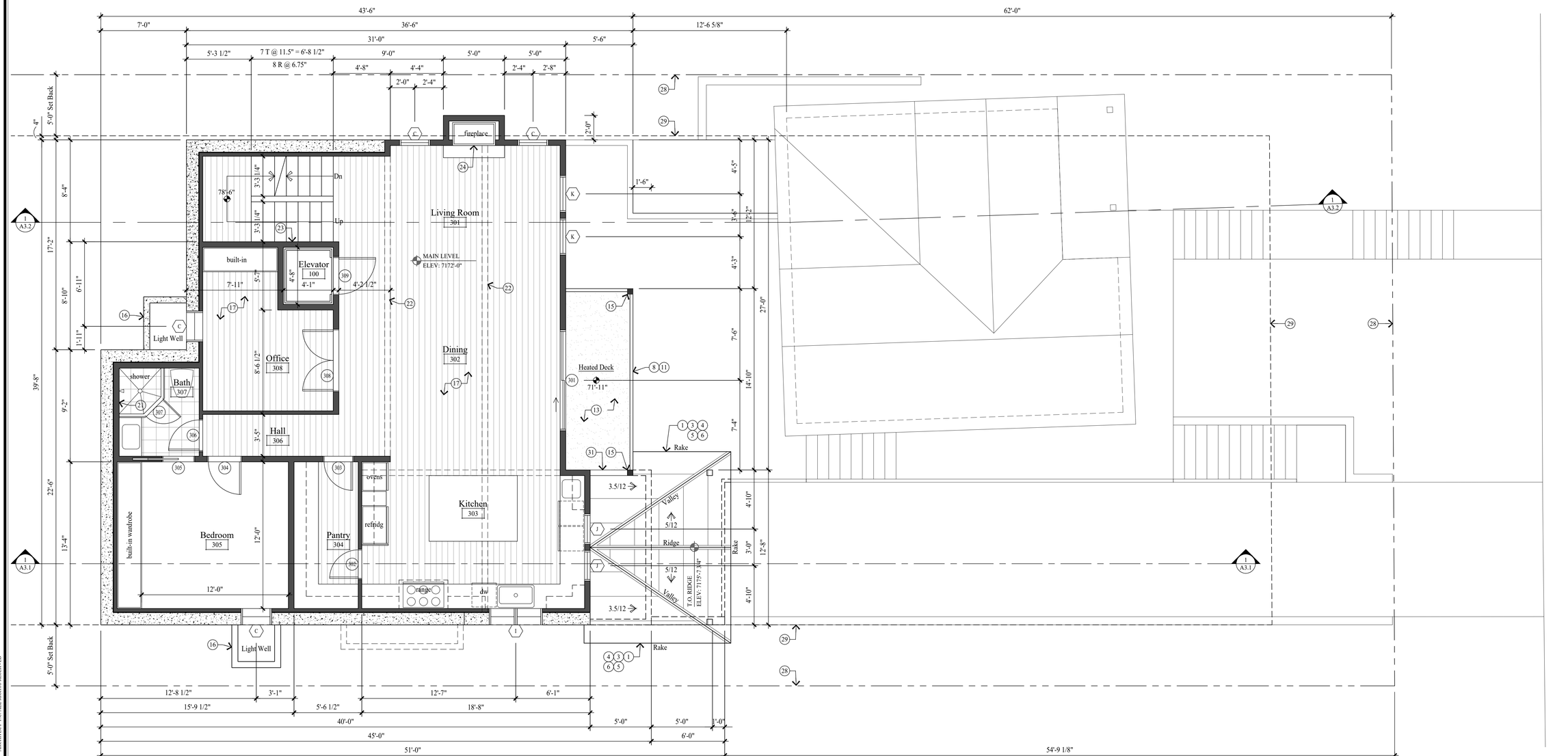
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MAIN/LIVING LEVEL PLAN, MID ROOF PLAN
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PROJECT DESCRIPTION:
NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
MAIN/LIVING LEVEL PLAN
MID ROOF PLAN

REVISIONS:

DATE:
JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A1.3

NOTE:
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NOTE:
1'-6" TYPICAL ROOF OVERHANG U.N.O.

KEY NOTES

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GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

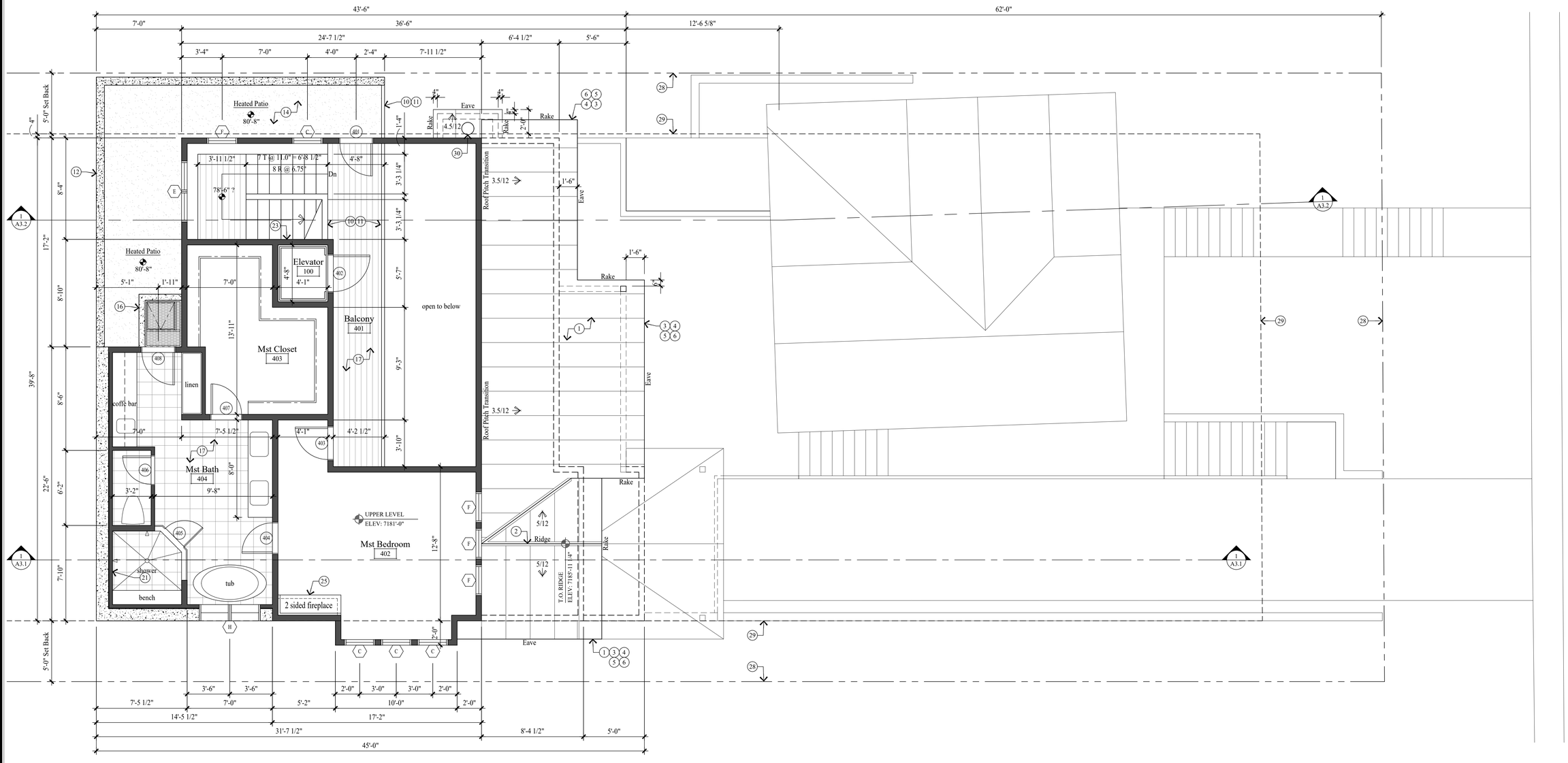
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UPPER/MASTER LEVEL PLAN, UPPER ROOF PLAN
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UPPER ROOF PLAN

REVISIONS:

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PROJECT NUMBER:
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SHEET NUMBER:
A1.4

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25. DAVINCI 6020 LEFT SIDE GLASS DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. APPROVED FOR SLEEPING AREAS. ANSI Z21.50-2014.
26. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
27. HEAVY DUTY 18"x18" FLOOR DRAIN W/ FLOOR LEVEL CLEANOUT. TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
28. PROPERTY LINE.
29. SET BACK LINE.
30. CLASS A CHIMNEY PIPE W/ SPARK ARRESTOR.
31. 36" HIGH GUARD WALL: 2x4 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP ON BOTH SIDES.
32. 48" HIGH GUARD WALL: 2x6 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP.
13. HEATED DECK: 4"-6" CONCRETE SLAB SLOPED TO DRAIN .25% ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.
14. 4" HEATED CONCRETE PORCH / PATIO / STAIRS / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
15. 6x6 TIMBER COLUMN - STAIN/PAINT.
16. 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS. ALUMINUM GRATE OVER CONCRETE WINDOW WELL TO BE HINGED FOR EGRESS ACCESS. SEE DETAIL SHEET A4.1.
17. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
18. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
19. CRAWL SPACE: PROVIDE 18"x24" MIN. ACCESS OPENING THROUGH FLOOR. 6 MIL VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
20. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
21. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
22. DASHED LINES INDICATES WALL/BEAM ABOVE.
1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA @ NEW HOUSE AND 1x6 FASCIA @ HISTORIC HOUSE - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. GUTTERS AND DOWNSPOUTS TO TIE INTO GRAVEL SUMP OR STORM DRAIN SYSTEM.
6. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. BYLIN SNOWMELT SYSTEM AT ALL EAVES AND VALLEYS - TYP. SEE SHEET A4.2.
7. ROOF CRICKET / OVERBUILD. CONTRACTOR TO FIELD VERIFY HIEGHT AND LOCATION.
8. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ FLAT METAL PANEL INFILL W/ 3x3 VERTICAL TUBE STEEL POSTS.
9. SKY LIGHT W/ INSULATED GLASS - SEE WINDOW SCHEDULE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
11. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
12. CONCRETE RETAINING WALL.

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

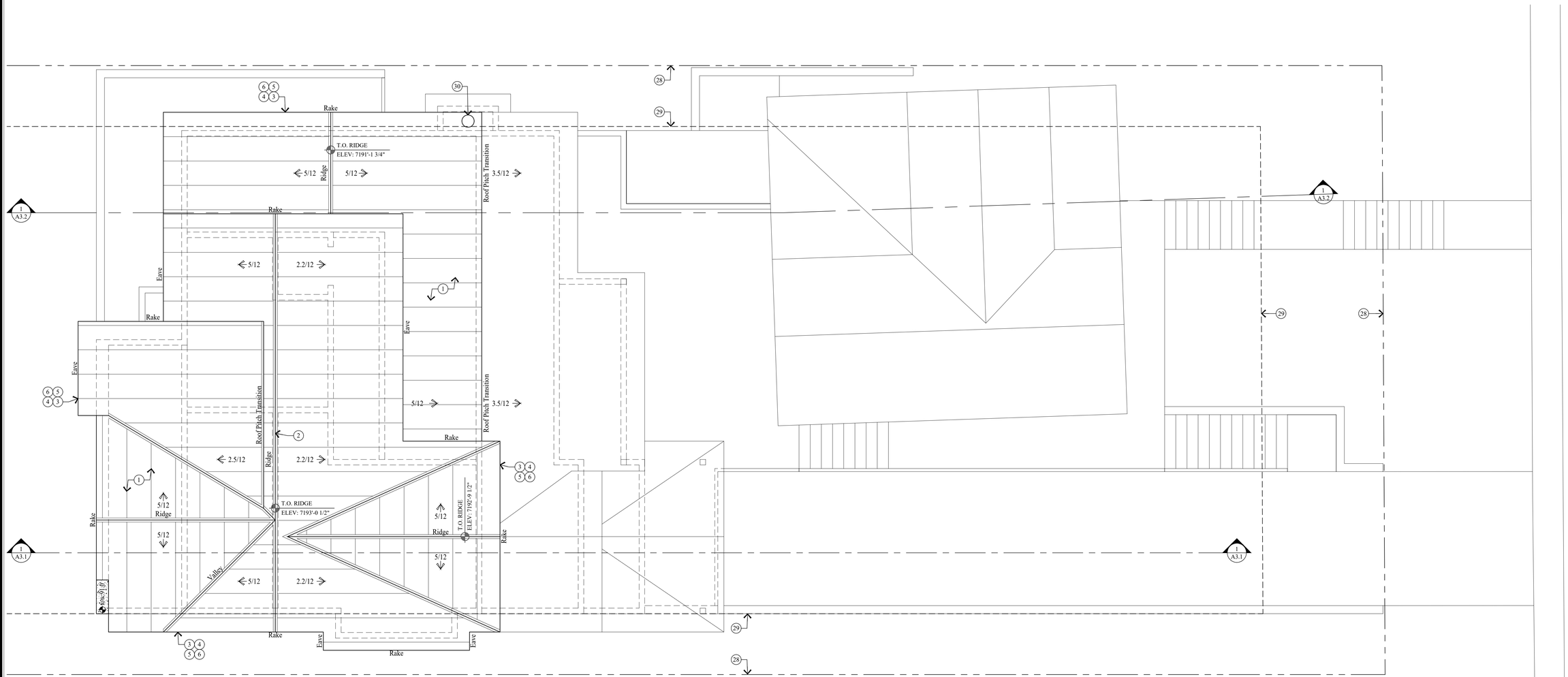
1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. AND 7 1/4" LVL FRAMING U.N.O. W/ 7" CLOSED CELL FOAM INSULATION R-38 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH.



HIGH ROOF PLAN
SCALE: 1/4" = 1'-0"

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405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
HIGH ROOF PLAN

REVISIONS:

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JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A1.5

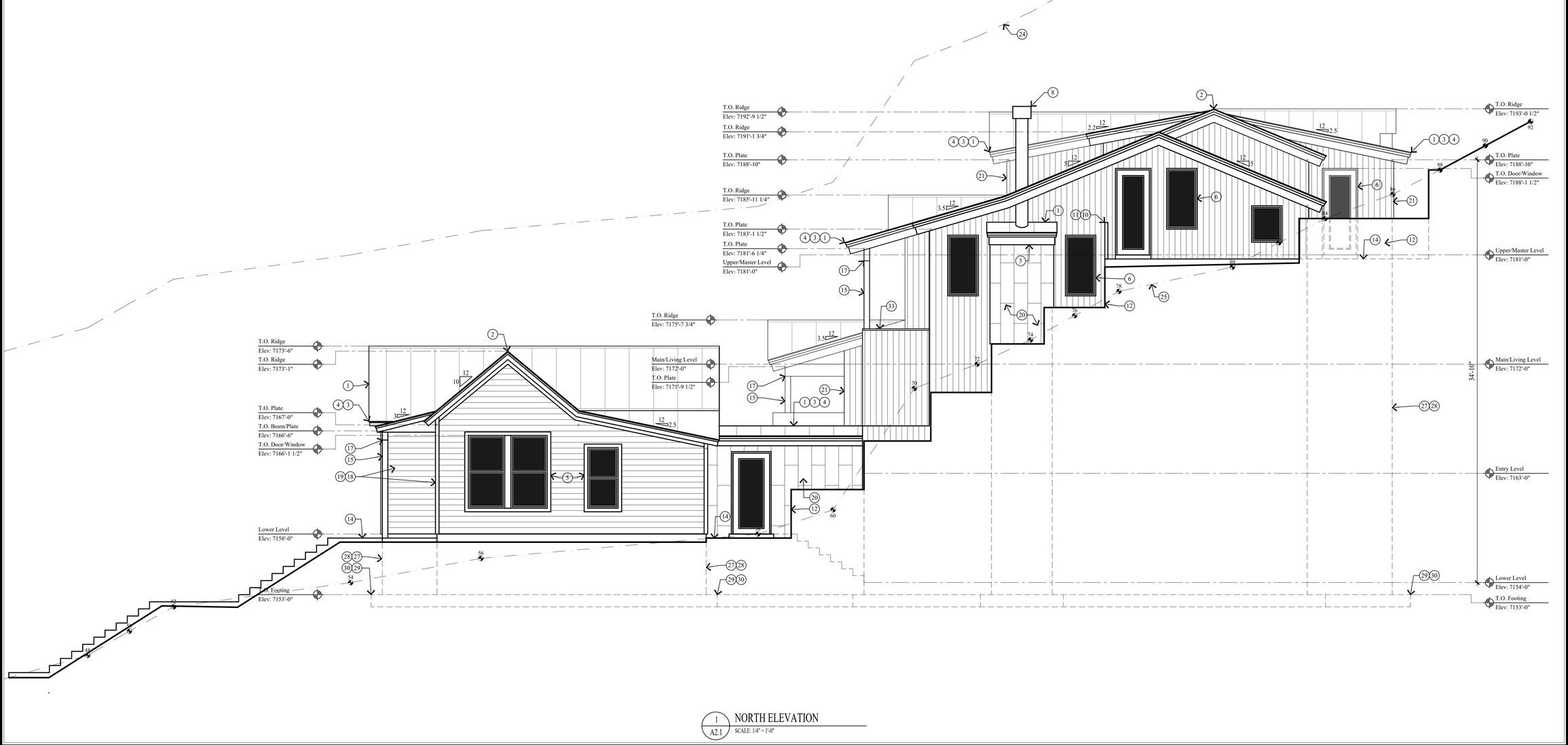
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KEY NOTES

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30. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN SYSTEM.
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17. STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.
18. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAIN/PAINT.
19. 1x6 CEDAR HORIZONTAL LAP SIDING - PAINT/STAIN OPAQUE FINISH ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
20. FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
21. 1x6 CEDAR VERTICAL T&G THIN LINE SIDING - STAIN/PAINT ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
22. FLASHING AND COUNTER FLASHING - TYPICAL.
23. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
24. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
25. EXISTING GRADE LINE.
26. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
27. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
28. DRAINAGE MATT ON WATERPROOF MEMBRANE

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1 / A2.1 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

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405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
NORTH ELEVATION

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FEBRAURY 24, 2026

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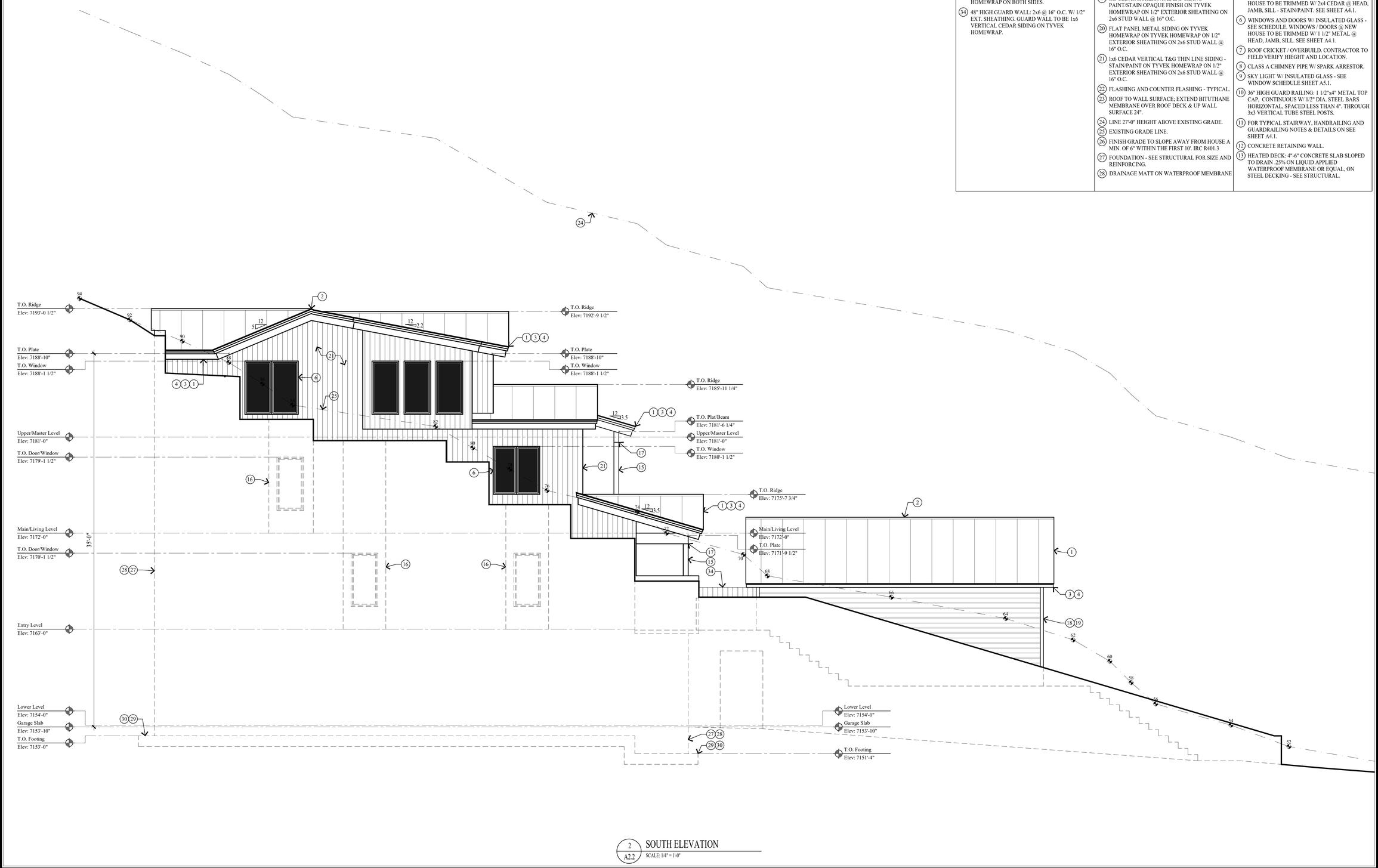
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2 / A2.2 SOUTH ELEVATION
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SHEET DESCRIPTION:
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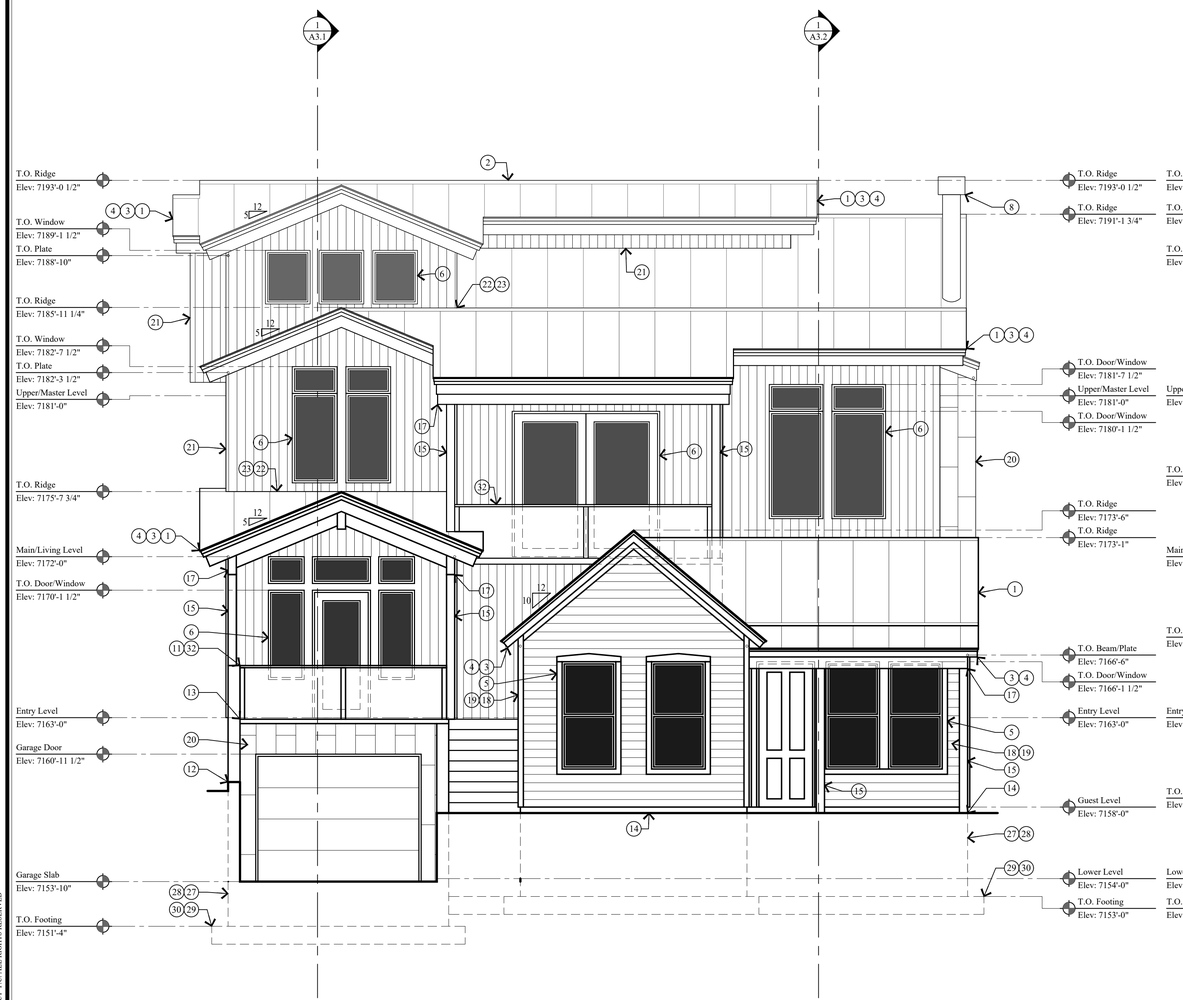
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KEY NOTES

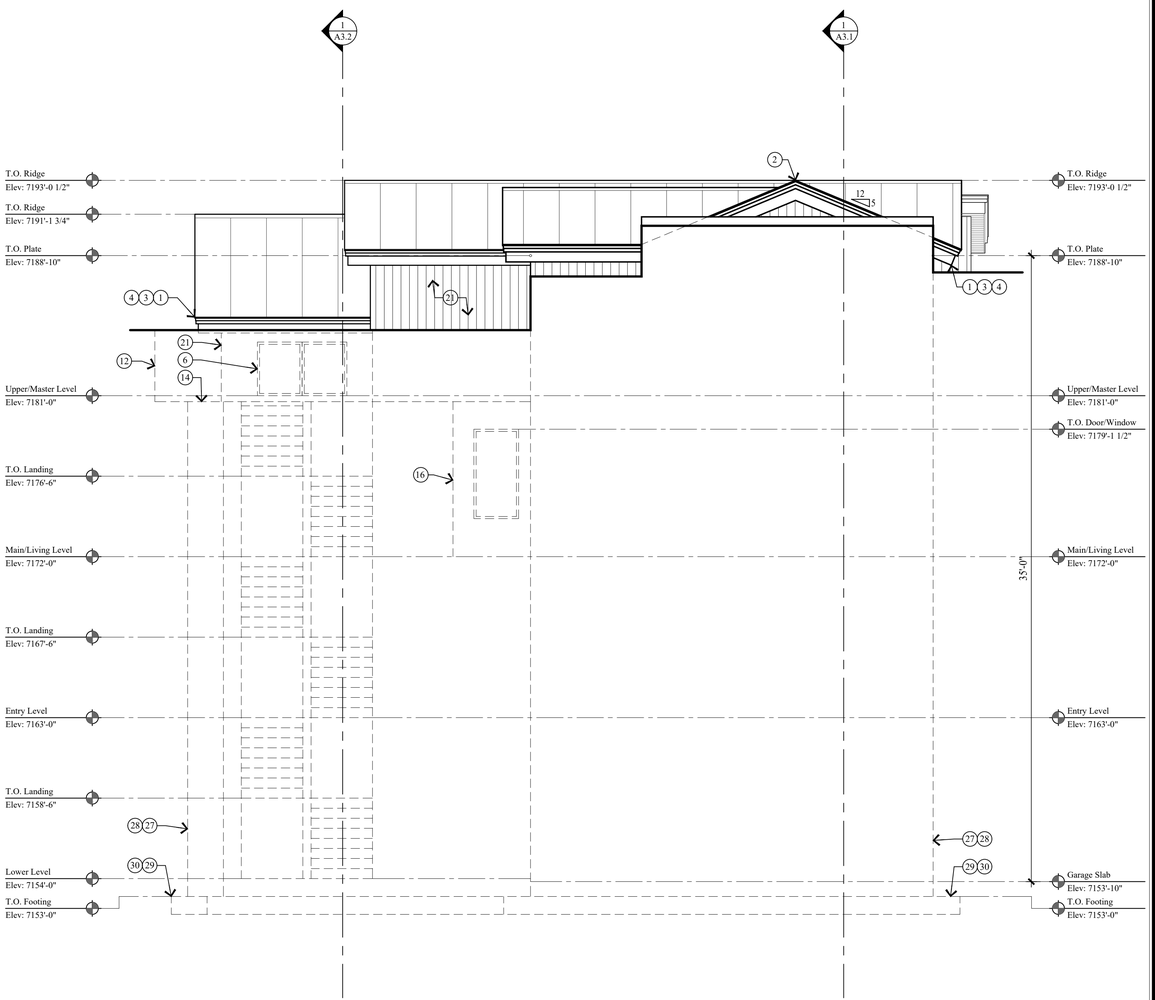
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1 A2.3 EAST ELEVATION
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2 A2.3 WEST ELEVATION
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EAST AND WEST ELEVATIONS

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KEY NOTES

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(46) TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.

(47) 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ FLAT METAL PANEL INFILL W/ 3x3 VERTICAL TUBE STEEL POSTS.

(48) 48" HIGH GUARD WALL: 2x6 @ 16" O.C. W/ 1/2" EXT. SHEATHING. GUARD WALL TO BE 1x6 VERTICAL CEDAR SIDING ON TYVEK HOMEWRAP.

(29) FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.

(30) FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN SYSTEM.

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(16) 6" CONCRETE WINDOW WELL W/ EGRESS LADDER. SEE STRUCTURAL FOR DETAILS. ALUMINUM GRATE OVER CONCRETE WINDOW WELL TO BE HINGED FOR EGRESS ACCESS. SEE DETAIL SHEET A4.1.

(17) STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.

(18) 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAIN/PAINT.

(19) 1x6 CEDAR HORIZONTAL LAP SIDING - PAINT/STAIN OPAQUE FINISH ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.

(20) FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.

(21) 1x6 CEDAR VERTICAL T&G THIN LINE SIDING - STAIN/PAINT ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.

(22) FLASHING AND COUNTER FLASHING - TYPICAL.

(23) ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".

(24) LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.

(25) EXISTING GRADE LINE.

(26) FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3

(27) FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.

(28) DRAINAGE MATT ON WATERPROOF MEMBRANE

(1) CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.

(2) MEATAL RIDGE VENT.

(3) 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA @ NEW HOUSE AND 1x6 FASCIA @ HISTORIC HOUSE - STAIN/PAINT.

(4) 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.

(5) WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULE. WINDOWS / DOORS @ HISTORIC HOUSE TO BE TRIMMED W/ 2x4 CEDAR @ HEAD, JAMB, SILL - STAIN/PAINT. SEE SHEET A4.1.

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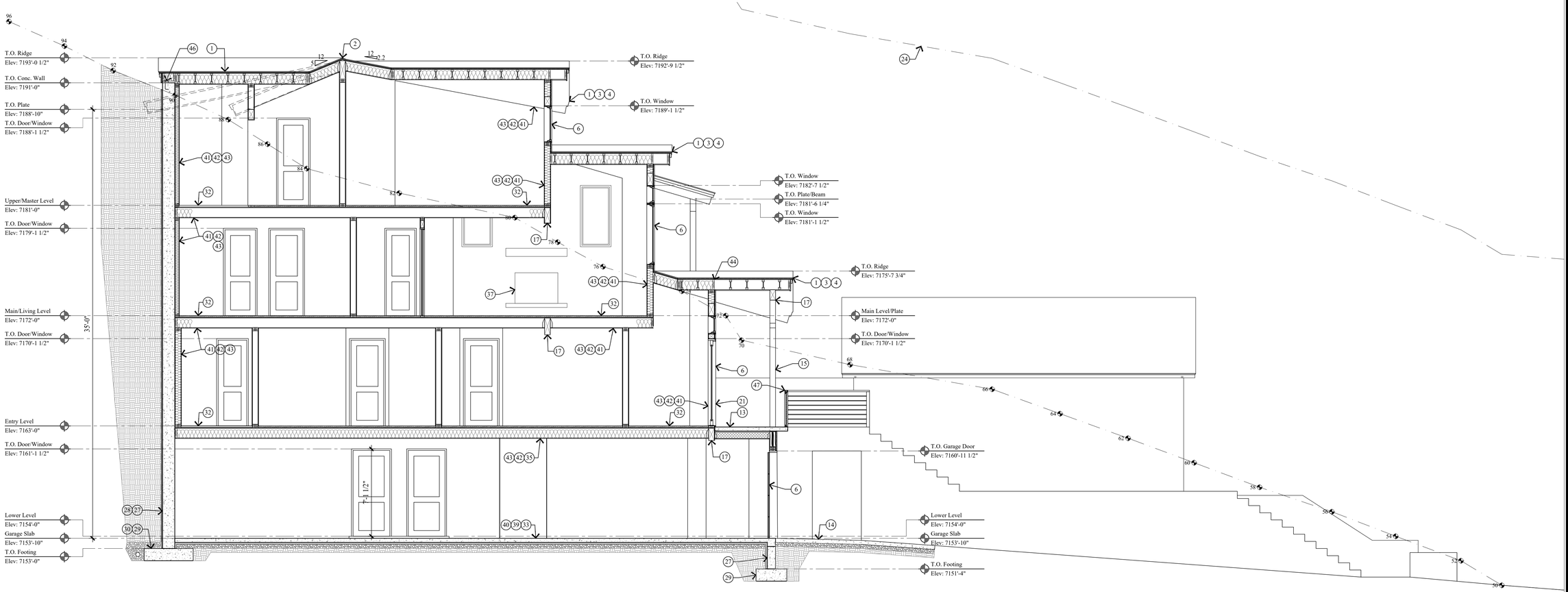
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(11) FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.

(12) CONCRETE RETAINING WALL.

(13) HEATED DECK- 4"-6" CONCRETE SLAB SLOPED TO DRAIN .25% ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON STEEL DECKING - SEE STRUCTURAL.



1 / A3.1 BUILDING SECTION
SCALE: 1/4" = 1'-0"

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JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED

Jonathan DeGray
Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

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HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BUILDING SECTION

REVISIONS:

DATE:
JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

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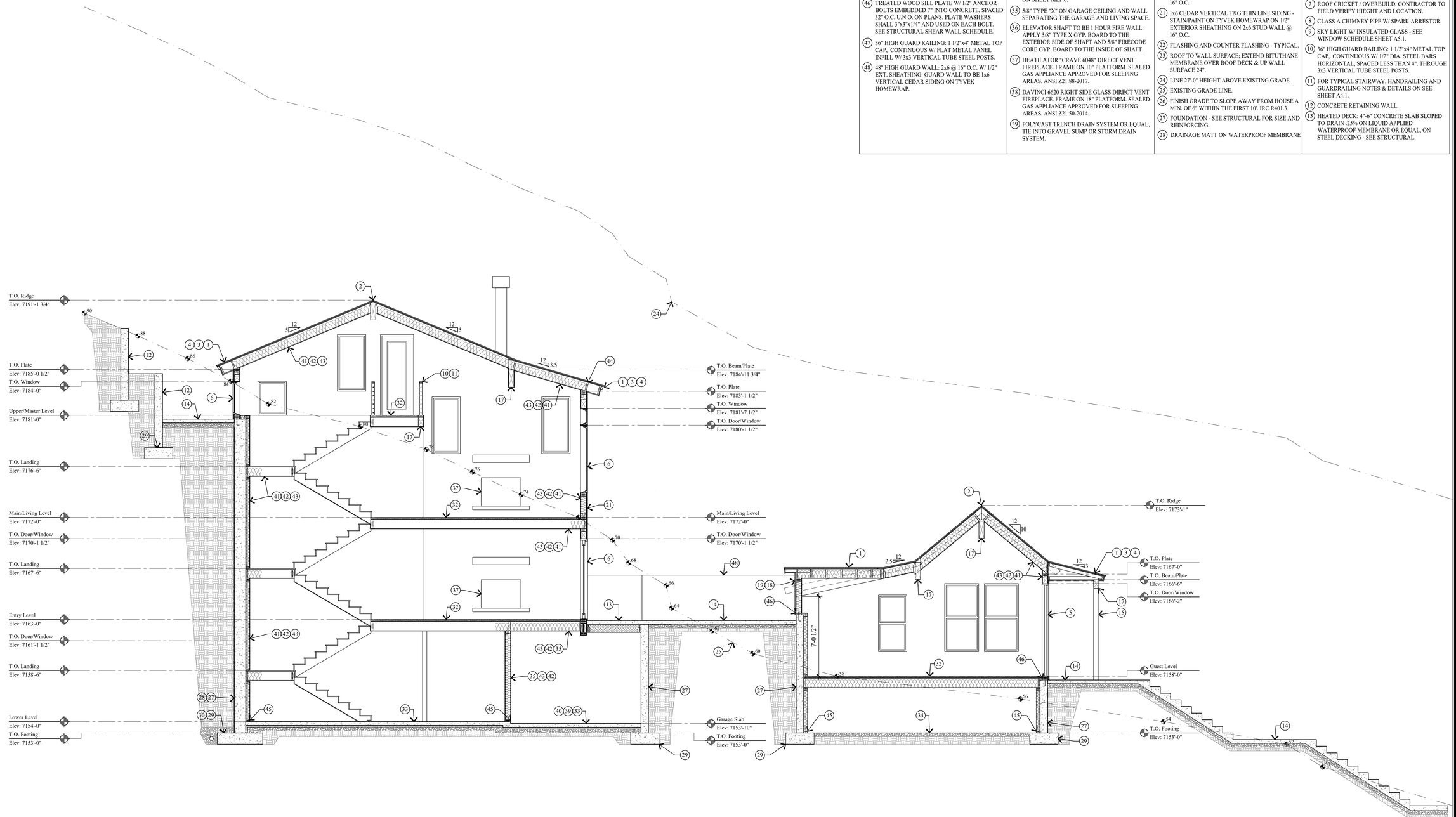
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ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	FLOOR MAT'L	FLOOR BASE	WALLS NORTH	WALLS EAST	WALLS SOUTH	WALLS WEST	CEILING HEIGHT	CEILING MAT'L	REMARKS
LOWER / GARAGE LEVEL										
100	ELEVATOR	CONCRETE		GYP	GYP	GYP	GYP	37-11"/37-2"	GYP	5/8" TYPE X GYPSUM BOARD
101	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
102	LIVING	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
103	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
104	BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
105	GARAGE	CONCRETE	WOOD	GYP	GYP		GYP	VARIES	GYP	5/8" TYPE X GYPSUM BOARD
106	MECH	CONCRETE	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
107	MUD ROOM	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
108	ENTRY HALL	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
109	STAIR	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
ENTRY LEVEL										
201	ENTRY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
202	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
203	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
204	CLOSET	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
205	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
206	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
207	CLOSET	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
208	POWDER	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
209	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
210	LAUNDRY	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
211	FAMILY ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
MAIN / LIVING LEVEL										
301	LIVING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
302	DINING	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
303	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
304	PANTRY	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
305	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
306	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
307	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
308	OFFICE	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
UPPER / MASTER LEVEL										
401	BALCONY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
402	MST BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
403	MST CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
404	MST BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	

DOOR SCHEDULE

MARK (1)	TYPE	SIZE WIDTH	SIZE HEIGHT	SIZE THICK.	DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME FINISH	HDWR TYPE	REMARKS
LOWER / GARAGE LEVEL										
101	ENTRY	3'-0"	8'-0"	1 3/4"	WOOD/GLASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	WEATHER STRIP - THRESHOLD - SEE ELEV
102	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
103	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
104	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SLIDER
105	ENTRY	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	WEATHER STRIP - THRESHOLD
106	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD
107	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
108	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
109	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
110	OVERHEAD DOOR	9'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	GARAGE	AUTO DOOR OPENER
ENTRY LEVEL										
201	ENTRY	3'-0"	7'-0"	1 3/4"	WOOD/GLASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	FULL LITE - INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV
202	PATIO	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
203	PATIO	9'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(3) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
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212	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
213	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
214	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
MAIN / LIVING LEVEL										
301	PATIO	8'-0"	8'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 4'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
302	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
303	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
304	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
305	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
306	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
307	SHOWER	2'-0"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
308	FRENCH	5'-0"	7'-0"	1 3/4"	WOOD/GLASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	(2) 2'-6" DOORS - TEMP
309	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
UPPER / MASTER LEVEL										
401	FRENCH	2'-8"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
402	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
403	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
404	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
405	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
406	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
407	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
408	FRENCH	2'-8"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.

DOOR NOTES

1. ALL DOOR OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. ALL DOORS TO BE 1 3/4" SOLID CORE UNLESS NOTED OTHERWISE.

3. ALL SHOWER DOORS AND GLASS SHOWER ENCLOSURES SHALL BE TEMPERED GLASS. IRC SECTION R308.3 AND R308.4

4. FRENCH/PATIO/TERRACE/NANNA DOORS TO BE SUPPLIED BY WINDOW MANUFACTURE TO HAVE A U-VALUE OF .31 MINIMUM.

5. AUTOMATIC GARAGE DOOR OPENERS SHALL BE TESTED IN ACCORDANCE WITH UL325. - IRC 309.4.

6. NO MORE THAN 30% OF GLASS IN GARAGE DOORS.

WINDOW SCHEDULE

MARK (1)	SIZE WIDTH	SIZE HEIGHT	TYPE	FRAME MAT'L	EXTERIOR FINISH	INTERIOR FINISH	GLAZING	REMARKS
A	3'-0"	6'-0"	DOUBLE HUNG	WOOD	STAIN / PAINT	STAIN & VARNISH	INSULATED - LOW E	
B	2'-6"	5'-0"	DOUBLE HUNG	WOOD	STAIN / PAINT	STAIN & VARNISH	INSULATED - LOW E	
C	2'-6"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
D	2'-0"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
E	5'-0"	3'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 3'-0" CASEMENT MULLED - SEE ELEVATION
F	2'-6"	3'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
G	2'-0"	1'-6"	TRANSOM	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
H	5'-0"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 5'-0" CASEMENT MULLED - SEE ELEVATION
I	4'-4"	4'-6"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-2" x 4'-6" CASEMENT MULLED - SEE ELEVATION
J	2'-6"	6'-6"	CASEMENT/TRANSOM	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	2'-6" x 5'-0" CASEMENT MULLED TO 2'-6" x 1'-6" TRANSOM - SEE ELEVATION
K	3'-0"	7'-6"	CASEMENT/TRANSOM	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	3'-0" x 6'-0" CASEMENT MULLED TO 3'-0" x 1'-6" TRANSOM - SEE ELEVATION
L	3'-3"	1'-6"	TRANSOM	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	

WINDOW NOTES

1. ALL WINDOWS OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. GLAZING IN HAZARDOUS LOCATION IS REQUIRED TO BE GLAZED WITH SAFETY MATERIAL. IRC SECTION R308.3 AND R308.4.

3. ALL WINDOWS IN BATHROOMS MUST BE TEMPERED GLASS

4. TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARC OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FEET STAIRS. OR GLAZING WITHIN 5 FEET OF SPAS OR POOLS, CERTAIN FIXED PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT. IRC R308

5. EGRESS WINDOWS: FINISH SILL HT. MIN 44" FROM FLOOR MIN. CLEAR OPENING OF 5.7 S/F MIN NET CLEAR OPENING 20" WIDTH AND 24" HT.

6. ALL WINDOWS TO HAVE A MIN. U-VALUE OF .31

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PROJECT DESCRIPTION:
NICHOLAS RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
405 WOODSIDE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
DOOR, WINDOW AND ROOM SCHEDULES

REVISIONS:

DATE:
JANUARRY 19, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
A5.1

Applied GeoTech

PRELIMINARY GEOTECHNICAL INVESTIGATION

NICHOLS RESIDENCE

405 WOODSIDE AVENUE
PARK CITY, UTAH

PREPARED FOR:

JK NICHOLAS
405 WOODSIDE AVENUE
PARK CITY, UTAH 84060

EMAIL: JKNICH66@GMAIL.COM

PROJECT NO. 1250035 **JANUARY 31, 2025**

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FIGURE

SITE PLAN FIGURE 1

EXECUTIVE SUMMARY

1. A building addition is planned to be constructed for the Nichols residence located at 405 Woodside Avenue in Park City, Utah. The building addition is planned to be constructed behind (on the west side) of an existing residence. The building addition is planned to consist of a four-level structure. The lower, entry, main and upper floor levels are planned at elevations of 7,156, 7,165, 7,174 and 7,183 feet, respectively. We have assumed that structural loads for the residence will consist of wall loads less than 5 kips per lineal foot and column loads less than 60 kips.

2. It is difficult to access the property due to snow, the residence and a steep slope on the property. An engineer from AGEC visited the property on January 24, 2025. Based on our observations at the site and previous experience in the area, we have assumed that the subsurface material at the site consists of topsoil overlying clayey gravel. Some clay layers may be encountered. Fill will likely be encountered above the natural soil in the east portion of the property near the road.

   An engineer from AGEC should observe the foundation excavation for the residence at the time of construction to determine if subsurface conditions are similar to what have been assumed.

3. The proposed residence may be supported on spread footings bearing on at least 3 feet of undisturbed natural clayey gravel or on at least 3 feet of compacted structural fill that extends down to the undisturbed natural soil.

   Footings bearing on at least 3 feet of undisturbed clayey gravel or at least 3 feet of compacted structural fill extending down to the undisturbed natural soil may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

4. With the steep slope on the property and the proposed depth of excavation, we anticipate it will be necessary to construct shoring for portions of the foundation excavation. Recommendations for shoring design are included in the report.

5. Based on previous experience in the area, there is a potential for subsurface water to flow through more permeable layers of the subsurface materials in a perched condition. A subsurface drain should be constructed around the below-grade portion of the residence.

6. Geotechnical information related to the building foundation, subgrade preparation, compaction and materials is included in the report.

SCOPE

This report presents the results of a preliminary geotechnical investigation for a building addition for the Nichols residence. The residence is located at 405 Woodside Avenue in Park City, Utah. The report presents the conditions observed at the time of our site visit.

Subsurface conditions have been assumed based on previous experience in the area and based on observations at the site. The assumed subsurface conditions were used for our engineering analysis and to develop recommendations for the proposed building addition foundation. AGEC should be requested to visit the site during construction to determine if subsurface conditions are similar to what have been assumed.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the assumed subsurface conditions. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

An engineer from AGEC visited the site on January 24, 2025 to observe conditions on the property. There was approximately 1 foot of snow on the ground surface during our site visit. The residence consists of a one-story wood-frame building. There is a guest house south of the residence and a shed to the northeast. They consist of one-story wood-frame buildings.

The ground surface on the property slopes steeply up to the west, away from Woodside Avenue. Vegetation consists of landscaped areas around the residence with grass and shrubs. There are trees on the slope west of the residence.

Woodside Avenue, an asphalt-paved road, extends along the east side of the property. There are residences around the property.

ANTICIPATED SUBSURFACE CONDITIONS

It is difficult to access the property due to snow, the residence and a steep slope on the property. An engineer from AGEC visited the property on January 24, 2025. Based on our observations at the site and previous experience in the area, we have assumed that the subsurface material at the site consists of topsoil overlying clayey gravel. Some clay layers may be enocuntered. Fill will likely be encountered above the natural soil in the east portion of the property near the road.

SUBSURFACE WATER

Based on previous experience in the area, we anticipate subsurface water will flow through more permeable layers of the subsurface materials in a perched condition. Typically, subsurface water occurs during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

A building addition is planned to be constructed for the Nichols residence located at 405 Woodside Avenue in Park City, Utah. The building addition is planned to be constructed behind (on the west side) of an existing residence. The building addition is planned to consist of a four-level structure. The lower, entry, main and upper floor levels are planned at elevations of 7,156, 7,165, 7,174 and 7,183 feet, respectively. We have assumed that structural loads for the residence will consist of wall loads less than 5 kips per lineal foot and column loads less than 60 kips.

If the assumed construction or building loads are significantly different from those described above, we should be notified so that we can reevaluate our recommendations.

RECOMMENDATIONS

Assuming the subsurface conditions consist of clayey gravel and possibly clay layers and the proposed construction is as described above, the following recommendations are given:

A. Site Grading

Available construction plans indicate that site grading for the residence will consist of a cut of up to approximately 40 feet.

1. Temporary Excavation Slopes

   Temporary unretained excavation slopes in the fill may be constructed at 1½ horizontal to 1 vertical or flatter. We should be requested to observe the excavation slopes at the time of construction.

   The excavator is responsible to provide safe working conditions around temporary excavation slopes.

2. Long-term Slopes

   Long-term unretained slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill,

the subgrade should be prepared by removing the topsoil, unsuitable fill, debris and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats or other methods.

3. Shoring

With the planned depth of excavation and the steep slopes on the property, we anticipate it will be necessary to construct shoring. We anticipate shoring would likely consist of soil nails with a shotcrete face.

Shoring should be designed to retain the load of the soil, along with any surcharge and other loading conditions located above and adjacent to the excavation. The amount of lateral movement of the shoring and its potential impact on adjacent structures and utilities should be considered in the design.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to commencement of the excavation.

4. Subgrade Preparation

Prior to placing fill, unsuitable fill, topsoil, organic material, and other deleterious materials should be removed from the area of the proposed building addition, concrete flatwork and driveway. Properly compacted structural fill may be placed in these areas, if needed.

5. Excavation

We anticipate that excavation at the site can be accomplished using heavy-duty excavation equipment. Increased difficulty should be expected for confined excavations such as for utility trenches.

Care should be taken to not disturb the soil to remain below the proposed residence.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and the soil. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

Fill Location	Recommendation
Below Footings	Non-expansive granular soil Passing No. 200 Sieve <35% Liquid Limit < 30% Maximum size 4 inches
Below Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve <5% Maximum size 2 inches
Below Floor Slabs (Deeper than 4 inches)	Non-expansive granular soil Passing No. 200 Sieve <50% Liquid Limit <30% Maximum size 4 inches

b. On-Site Materials

The clayey gravel may be considered for use as structural fill below footings if it meets the criteria presented in the table above. Material larger than 4 inches in size should be removed from the clayey gravel prior to use as fill.

Clay, if encountered, is not considered suitable for use as structural fill below footings or below floor slabs. The clay should be removed from the site.

Topsoil, organic material, oversize material and other deleterious material should be removed from the materials described above that will be used as structural fill, utility trench backfill and below concrete flatwork.

c. Moisture Conditioning

Depending on the moisture content of the soil at the time of construction, the soil may require wetting or drying prior to use as fill. Drying of the soil may not be practical during cold or wet times of the year.

7. Compaction

Compaction of fill placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

Fill Location	Compaction
Below Foundations	≥ 95%
Below Concrete Flatwork	≥ 90%
Foundation Wall Backfill	≥ 90%
Utility Trench Backfill (Outside building area)	≥ 90%
Landscaping	≥ 85%

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

8. Drainage

The ground surface surrounding the proposed residence should be sloped to drain away from the residence in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.

B. Foundations

1. Bearing Material

The proposed residence may be supported on spread footings bearing on at least 3 feet of undisturbed natural clayey gravel or on at least 3 feet of compacted structural fill that extends down to the undisturbed natural soil.

Structural fill placed below foundations should extend out away from the edge of the footings at least a distance equal to the depth of fill beneath the footings.

Topsoil, organic material, unsuitable fill and other deleterious materials should be removed from the area of the proposed residence.

2. Bearing Pressure

Footings bearing on at least 3 feet of undisturbed clayey gravel or at least 3 feet of compacted structural fill extending down to the undisturbed natural soil may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

3. Settlement

We estimate that total and differential settlement will be less than ½ inch for footings supported on the undisturbed natural gravel or on compacted structural fill extending down to the undisturbed natural soil.

Care should be taken to minimize the disturbance of the natural soil to remain below footings so that settlement can be maintained within tolerable limits. Loose soil in the base of the foundation excavation should be removed or be properly compacted.

4. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

5. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

6. Foundation Base

The base of foundation excavations should be cleared of loose or deleterious material prior to fill or concrete placement.

7. Construction Observation

An engineer from AGEC should be requested to observe footing excavations prior to structural fill or concrete placement. The subsurface conditions should be observed at the time of foundation excavation.

C. Concrete Slab-on-Grade

1. Slab Support

Concrete slabs may be supported on the undisturbed natural soil or on compacted structural fill extending down to the undisturbed natural soil. Topsoil, organics, and other deleterious material should be removed from proposed floor slab areas.

2. Underslab Sand and/or Gravel

A 4-inch layer of free-draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the floor slab for ease of construction and to promote even curing of the floor slab concrete.

D. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for spread footings is controlled by sliding resistance between the footing and the foundation material. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may be considered for lateral resistance design.

2. Foundation Walls and Retaining Structures

The following equivalent fluid weights are given for design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed assume that granular structural fill or broken down bedrock are used as foundation wall backfill.

Slope of Ground Surface Adjacent Wall	Active	At-Rest	Passive
Level	40 pcf	55 pcf	300 pcf
2H:1V	75 pcf	160 pcf	---

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 18 pcf for the active condition, increased by 3 pcf for the at-rest condition and decreased by 18 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above for active and passive pressures assume mobilization of the soil to achieve the assumed soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

E. Seismic Design Considerations

1. Building Code Parameters

Listed below is a summary of the site parameters that may be used with the 2021 International Building Code:

Description	Value
Site Class	C[1]
S_s - MCE_R ground motion (period=0.2s)	0.58g
S_1 - MCE_R ground motion (period=1.0s)	0.21g
F_a - Site amplification factor at 0.2s	1.27
F_v - Site amplification factor at 1.0s	1.5
PGA - MCE_G peak ground acceleration	0.26g
PGA_M - Site modified peak ground acceleration	0.31g

[1]Site Class C was selected based on our experience and understanding of the geology in the area.

2. Potential Seismic Sources

No active faults are mapped as being located on the property. The Wasatch fault is considered the closest potentially active fault to the site and is located approximately 16 miles to the west (Utah Geological Survey, 2025).

3. Liquefaction

Based on our experience in the area, liquefaction is not a potential hazard at the site.

F. Water Soluble Sulfates

Based on previous experience in the area and published literature, the natural soil and bedrock in the area generally possesses a negligible sulfate attack potential on concrete. No special cement type would be required for concrete placed in contact with the soil and bedrock for such conditions. Other conditions may dictate the type of cement to be used for the project.

G. Subsurface Drain

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below grade portion of the residence. The subsurface drain system should consist of at least the following items:

1. The subsurface drain system should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the residence. The gravel should extend up foundation walls to within 3 feet of the finished ground surface adjacent the foundation wall. A geotextile drain could be considered for the portion of the drain which extends up the foundation wall.

2. The flow line of the pipe should be placed at least 14 inches below the finished floor level and should slope to a sump or outlet where water can be removed by pumping or by gravity flow. Sump pumps should have sufficient capacity to remove the anticipated volume of water that may occur.

3. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1 horizontal to 1 vertical so as not to disturb the soil below the residence.

4. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.

5. Consideration should be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

H. Additional Services

It is important that AGEC be involved during design and construction of the project. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient and help reduce the risk to the design team and the owner.

We recommend that at least the following additional services be provided:

1. Attend a preconstruction meeting with the contractor and architect to discuss the planned construction and the information presented in this report.
2. Evaluate temporary excavation slopes at the time of construction.
3. Review the shoring design and observe shoring construction.
4. Observe the foundation excavation for the residence.
5. Observe fill placement and compaction during construction.

LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from a visit to the site and our experience in the area. Variations in the subsurface conditions will not become evident until exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

APPLIED GEOTECH



Scott D. Anderson, P.E.

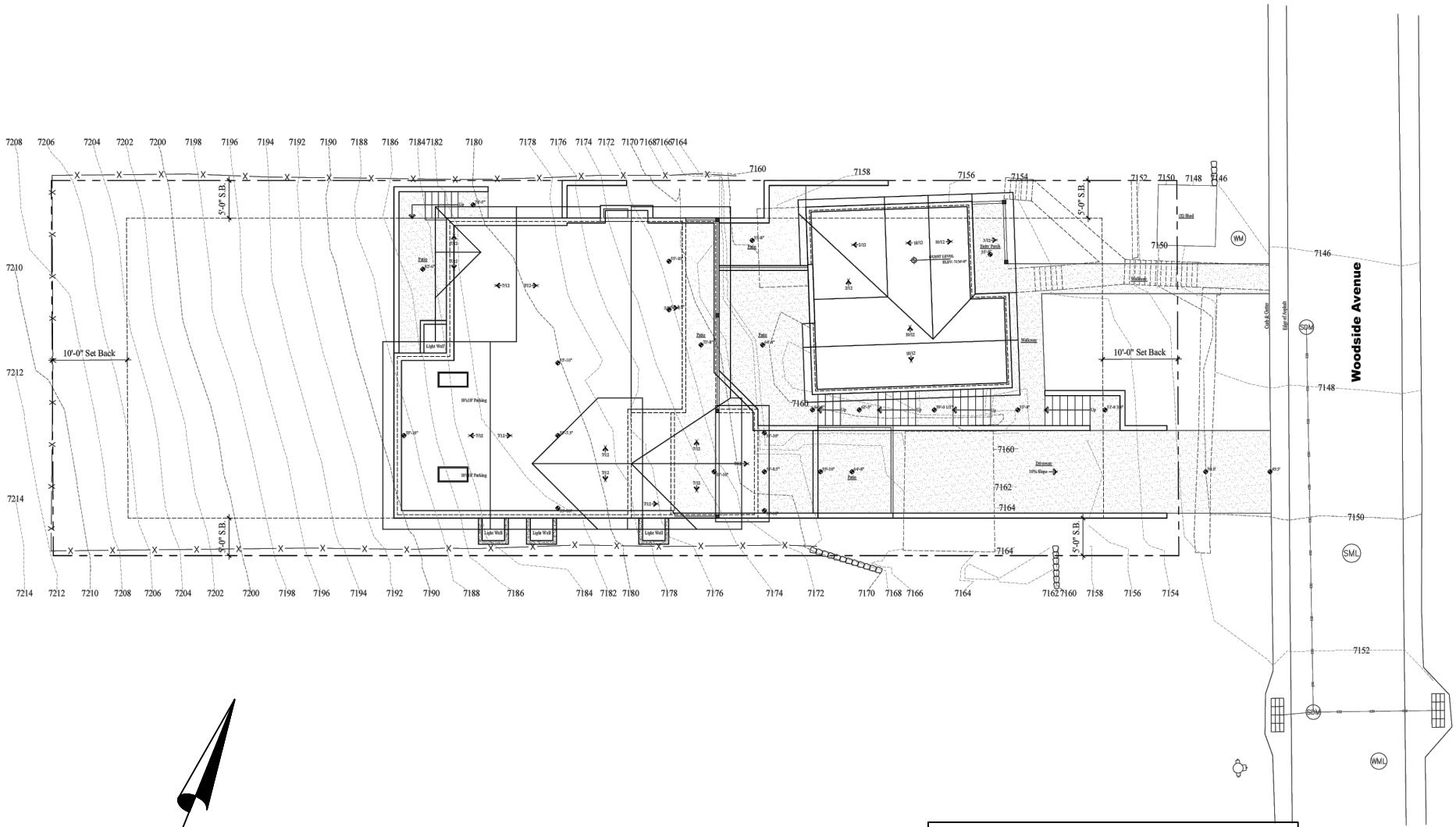
Reviewed by Douglas R. Hawkes, P.E., P.G.

SDA/rs

REFERENCES

International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

Utah Geological Survey, 2025; Utah Quaternary Fault and Fold Database, http://geology.utah.gov/resources/data-databases/qfaults/ accessed January 30, 2025.



0 20 40 feet
Approximate Scale

PROPOSED BUILDING ADDITION
NICHOLS RESIDENCE
405 WOODSIDE AVENUE
PARK CITY, UTAH

1250035	AGEC	Site Plan	Figure 1

Planning Commission
Staff Report

Subject: **6453 Silver Lake Drive**
Application: **PL-24-06225**
Author: **Jacob Klopfenstein, Planner II**
Date: **March 11, 2026**
Type of Item: **Plat Amendment**

Recommendation

(I) Review the Plat Amendment for 6453 Silver Lake Drive.
(II) Conduct a public hearing.
(III) Consider approving the Plat Amendment , but limited to reflect existing conditions, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Elizabeth Allen Megan Blosser, Applicant Representative
Location:	6453 Silver Lake Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Single-Family Dwellings, Ski Trail Easement
Reason for Review:	The Planning Commission reviews and takes Final Action on Plat Amendments.[1]

LMC	Land Management Code
MPD	Master Planned Development
RD	Residential Development
SFD	Single-Family Dwelling
SLO	Sensitive Land Overlay

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

Summary

The Applicant proposes a Plat Amendment to increase the area of disturbance for the 17,408-square-foot (0.4-acre) Lot from 2,919 square feet to 4,769 square feet (an increase of 1,850 square feet) to reflect built conditions and to accommodate a 1,876-square-foot addition to the Single-Family Dwelling (SFD) (see Figure 1 below).

[1] LMC § 15-1-8.

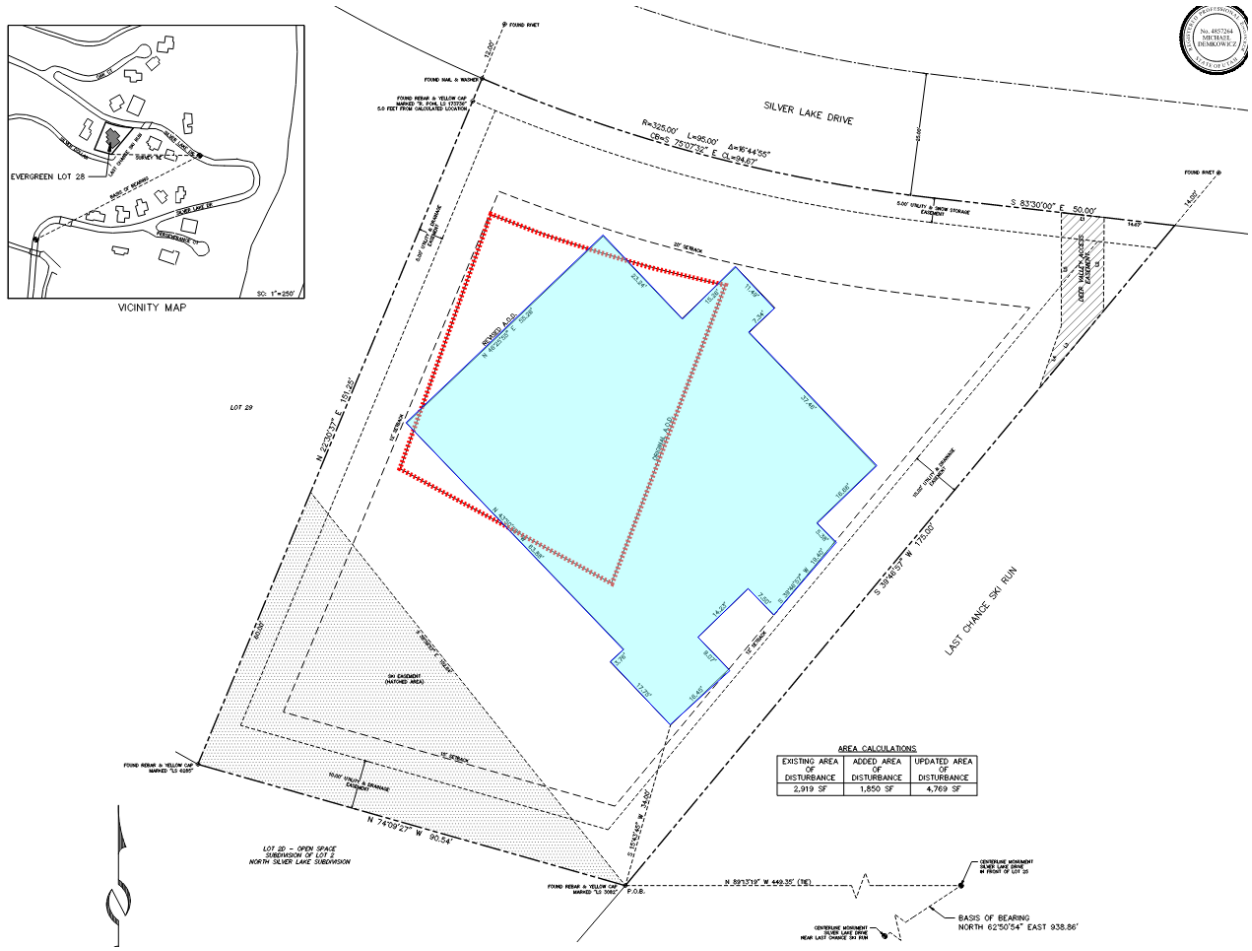


Figure 1: Applicant's proposed Plat Amendment for 6453 Silver Lake Drive. The area hatched in red outlines the originally platted 2,919-square-foot area of disturbance. The area shaded in blue represents the applicant's proposed 4,769-square-foot expanded area of disturbance.

The existing SFD at the Site has a Building Footprint of approximately 3,003 square feet, which exceeds the platted 2,919-square-foot area of disturbance. The Applicant proposes a 1,850-square-foot expansion of the area of disturbance and a potential future Building Footprint of up to 4,769 square feet within the proposed expanded area of disturbance.

The table below details the proposed changes between the platted area of disturbance, proposed area of disturbance, existing SFD, and proposed expanded SFD. Please also see Figures 1 and 6, which illustrate the proposed changes.

Area	***Existing Conditions***	***Proposed Conditions***	***Change***
Area of disturbance	2,919 square feet	4,769 square feet	1,850-square-foot increase (63%)
Size of SFD	3,003 square feet	4,769 square feet	1,766-square-foot increase (59%)

Background

The Applicant submitted the Plat Amendment application on August 5, 2024 and originally proposed a larger expansion of both the platted area of disturbance and the SFD.

The Applicant's new representative, listed above, submitted revised application materials on February 18, 2026:

- A revised proposed plat (see Attachment 1) proposing a 1,850-square-foot expansion to the platted area of disturbance and granting a ski access easement to Deer Valley Resort on the northeast portion of the lot,
- An additional exhibit with information regarding the original Building Height of the SFD (Exhibit B),
- A revised landscaping plan (Exhibit C),
- A summary of an arborist's visit to the site (Exhibit D), and
- An additional exhibit with analysis regarding slopes on the site (Exhibit F).

Application History

The Planning Commission initially reviewed the Applicant's proposal on November 13, 2024 (Packet, Item 5.D.; Minutes p. 15-19), requested additional exhibits, and continued the item to February 12, 2025 at the Applicant's request.

The Planning Commission reviewed the Applicant's proposal again on June 11, 2025 (Meeting Packet, Item 6.D; Minutes, p. 25-31) and continued the discussion to a date uncertain.



Figure 2: Front view of 6453 Silver Lake Drive.

Evergreen Subdivision
6453 Silver Lake Drive is Lot 28 in the Evergreen Subdivision and is within the Deer Valley Master Planned Development (MPD). The SFD was constructed in 1991 and was approved to be built outside the platted area of disturbance shown on the Evergreen Subdivision First Amended Plat recorded in May 1988 (Summit County Recorder Entry No. 290308).

The Evergreen Subdivision First Amended Plat created 36 Single-Family Lots. The First Amended Plat establishes an area of disturbance for each Lot. Lot 28 (6453 Silver Lake Drive) includes an area of disturbance measuring approximately 50 feet wide and 55 feet long in the northwest portion of the Lot, a total of approximately 2,919 square feet. A portion of the area of disturbance, measuring approximately 50 feet wide and 25 feet long, is within the 25-foot Front Setback (indicated by the cross-hatched area in the image below).

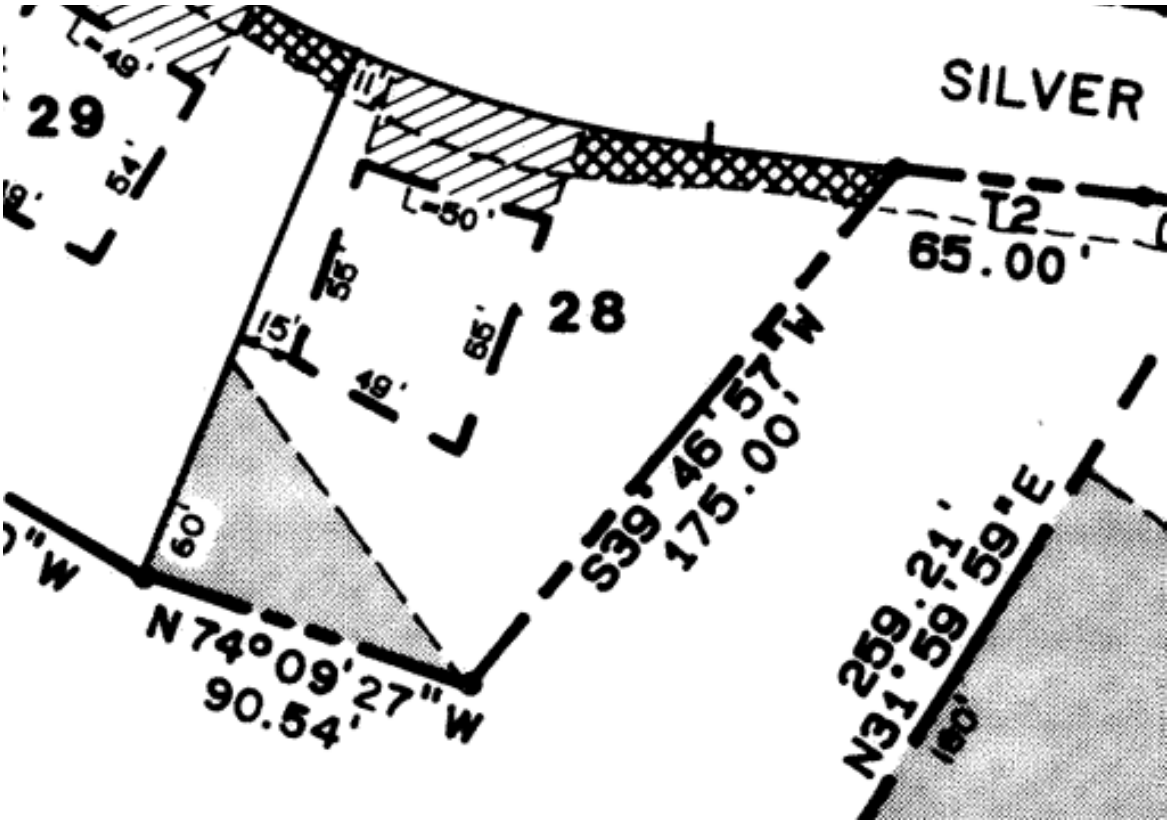


Figure 3: Excerpt from Evergreen Subdivision First Amended Plat showing area of disturbance on Lot 28 in the northwest portion of the Lot.

In June 1990, the City issued Building Permit #90-5116 for the SFD at 6453 Silver Lake Drive with a modified Building Permit #91-6008 issued in August 1991. Both permits approved construction of the SFD outside the platted area of disturbance.

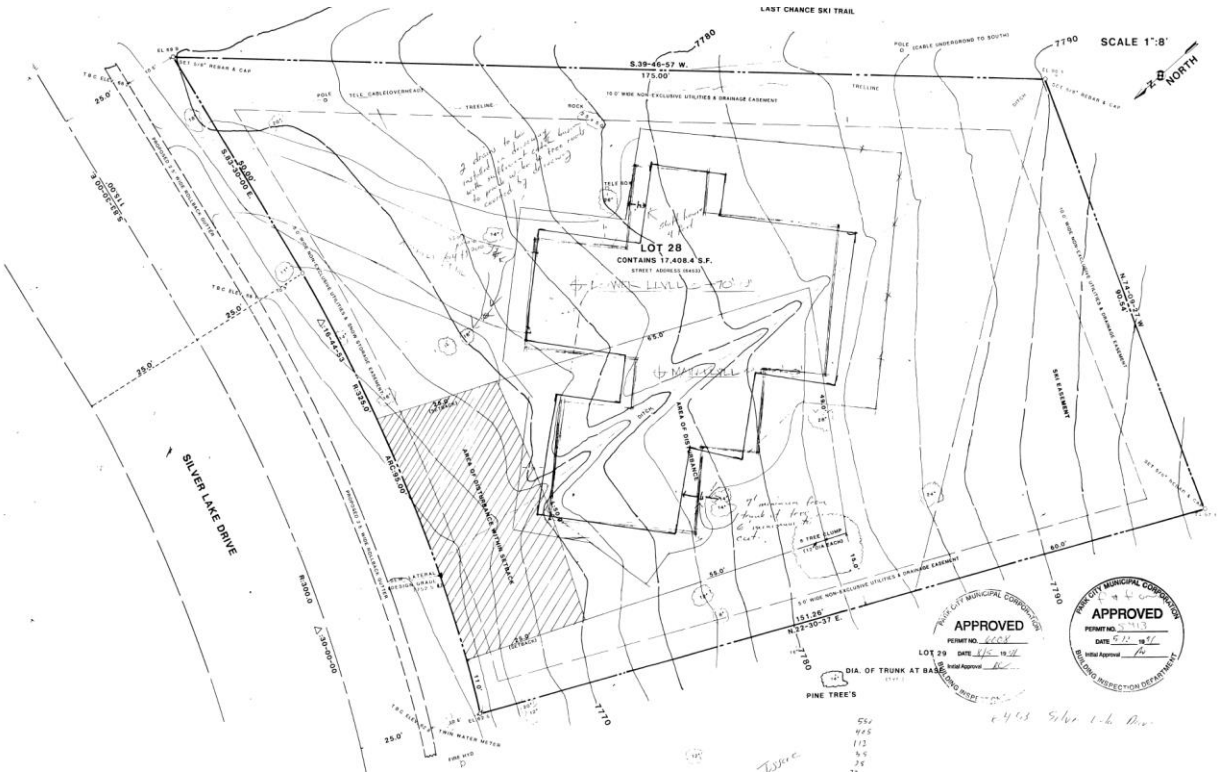


Figure 4: Excerpt from Building Permit #91-6008 approving construction of the SFD at 6453 Silver Lake Drive outside the platted area of disturbance.

Building Permit records do not indicate why the SFD was approved outside the platted area of disturbance. However, instructions written on Permit #90-5116 required retention of multiple existing trees on the property.

Permit #90-5116 highlights several areas where trees were marked for retention:

- Two areas of trees on the west side of the SFD (highlighted in Figure 5 in yellow) are not listed on the Applicant's existing conditions submittal (see June 11, 2025 Planning Commission Meeting Packet, Exhibit I, p. 6) and were removed at some point.
- Two areas of trees on the east side of the SFD (highlighted in Figure 5 in green) remain and would be impacted by the proposed expansion to the area of disturbance.
- An area of trees on the northwest portion of the Lot and an area on the north side of the SFD (highlighted in Figure 5 in blue) would not be impacted by the proposed expansion to the area of disturbance.



Figure 5: Notes written on Building Permit #90-5116 require retention of existing trees on the property at 6453 Silver Lake Drive. Trees highlighted in yellow were not listed on the Applicant's existing conditions submittal and were removed at some point. Trees highlighted in green remain at the site and would be impacted by the proposed expansion of the area of disturbance. Trees highlighted in blue remain at the site and would not be impacted by the applicant's proposal.

An arborist completed a report for the Site (Exhibit E) on September 11, 2024 and concluded that the stand of trees located at the Site are showing signs of great health, with no abnormal pests or diseases present. The arborist noted that the trees were in their adequate natural growing environment.

The Applicant submitted a revised landscaping plan proposing to remove four trees on the northeast portion of the Lot and replace the trees like-for-like elsewhere on the Lot:

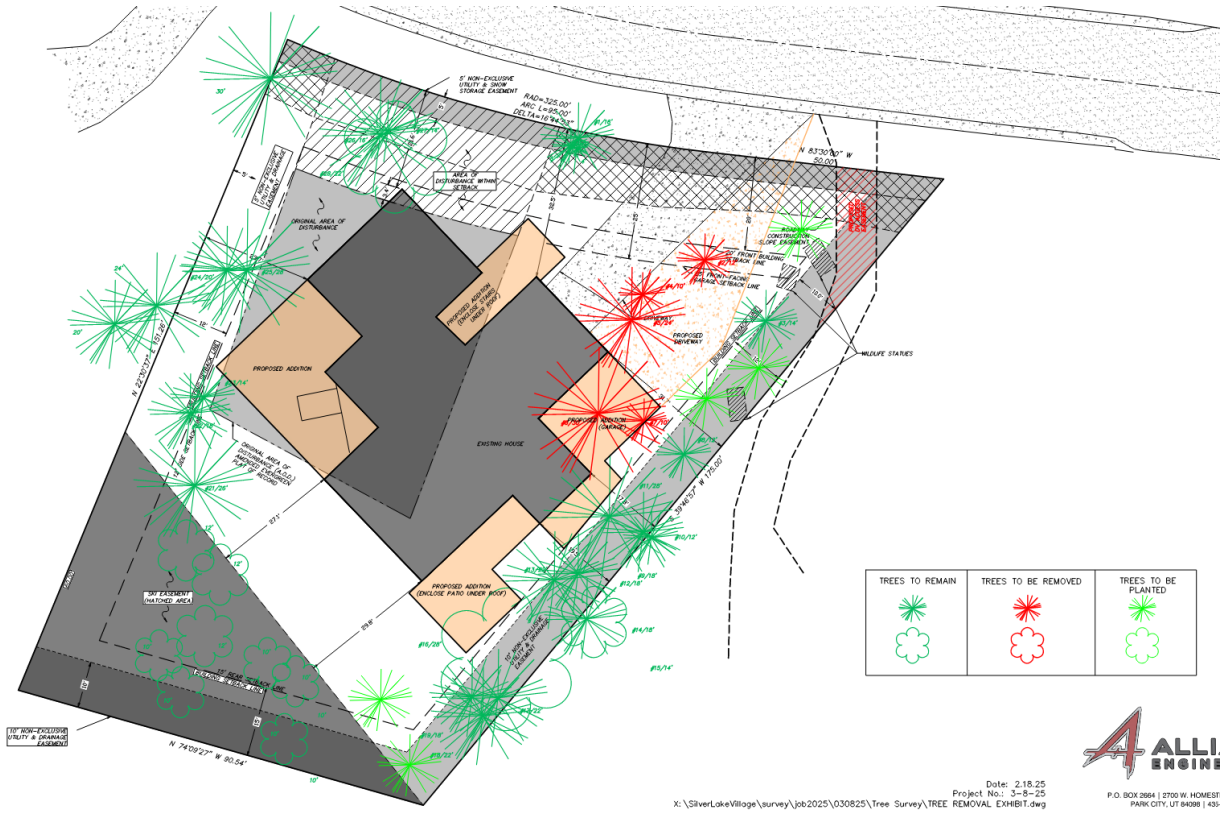


Figure 6: Applicant's revised landscaping plan showing trees proposed to be removed (marked in red), trees proposed to be planted at the site (marked in bright green), and trees proposed to remain at the site (marked in dark green).

The Applicant noted that an arborist visited the Site and evaluated the proposed tree removal. The arborist determined that the health and structural condition of at least one of the trees proposed to be removed (see Fig. 6 above) presented an elevated fire risk to the existing residence. Please see Exhibit D for the Applicant's site visit report including this information from the arborist.

At least four other Lots in the Evergreen Subdivision completed Plat Amendments to expand the areas of disturbance.

In 2024, the Planning Commission granted a 6,810-square-foot increase to the area of disturbance for 7008 Silver Lake Drive, Lot 2 of the Evergreen Subdivision (Meeting Packet, Item 6.E; Meeting Minutes, p. 19-26), to reflect existing conditions and accommodate a 585-square-foot addition to the existing SFD. At the time of the approval, the existing SFD on the Lot was a maximum height of 33 feet above Existing Grade with a 6:12 roof pitch and complied with the RD District Building Height requirements, pursuant to LMC § 15-2.13-4.

In 2020, the City Council approved Ordinance No. 2020-07 to allow a 540-square-foot expansion to the area of disturbance for 7058 Silver Lake Drive, Lot 1 of the Evergreen Subdivision (City Council Meeting Packet, Item VI-3; Meeting Minutes, p. 7). Ordinance No. 2020-07 indicated that the maximum density for the Lot would be determined by

height restrictions outlined in the LMC.

In 2002, the Council approved Ordinance No. 02-06 authorizing a Plat Amendment for 6538 Silver Lake Drive, Lot 23 of the Evergreen Subdivision, to remove a ski easement that went through the middle of the Lot.

In 1994, the Council approved Ordinance No. 94-42 for a Plat Amendment at 6715 Silver Lake Drive, Lot 15 of the Evergreen Subdivision. The ordinance expanded the area of disturbance by approximately 997 square feet.

Plat Amendments have also been recorded for Lots 6, 10, 16, 17, and 20 of the Evergreen Subdivision. However, these Plat Amendments did not amend the areas of disturbance for the Lots.

Please see the June 11, 2025 Staff Report for more details on the Evergreen Subdivision.

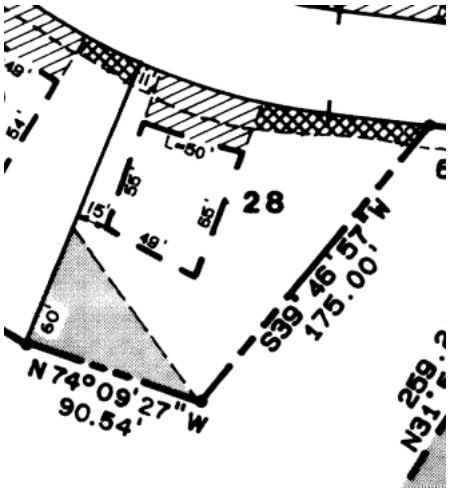
Analysis

(I) The Plat Amendment proposal, as conditioned, complies with the requirements of the Residential Development (RD) Zoning District.

Pursuant to LMC § 15-2.13-2(A), SFDs are an allowed use in the RD Zoning District.

Pursuant to LMC § 15-2.13-3 and LMC § 15-2.13-4, the following Lot and Site Requirements and Building Height standards apply:

Requirement	Analysis of Proposal
Front Setback: 20 feet required, 25 feet for front-facing garages for Single-Family and Duplex Dwellings	**Complies:** The existing SFD maintains a minimum 21.6-foot Setback from the Front Property Line. The existing front-facing garage maintains a 32-foot, 6-inch Setback from the Front Property Line. **Condition of Approval recommended:** Staff recommends Condition of Approval 1 requiring a plat note stating that new construction shall comply with RD Zoning District Lot and Site Requirements.
Side Setback: 12 feet required	**Complies:** The existing SFD maintains an 18-foot Setback on the east side of the Lot and a 24-foot Setback on the west side of the Lot. The proposed area of disturbance maintains a 12-foot Side Setback on each side of the Lot.

Rear Setback: 15 feet required	**Complies:** The existing SFD maintains a minimum 45-foot Setback from the Rear Property Line. The proposed area of disturbance maintains a minimum 34-foot Rear Setback and does not include development within an existing ski easement.  *Excerpt from the Evergreen Subdivision First Amended Plat showing the ski easement on Lot 28 (6453 Silver Lake Drive) shaded in gray.*

Building Height

The maximum Building Height for the RD Zone is 28 feet from Existing Grade, or 33 feet from Existing Grade with a roof pitch of 4:12 or greater.

The existing SFD is approximately 39 feet, 8 inches from Existing Grade and includes a roof pitch of 5:12. This exceeds the maximum allowable Building Height in the RD Zoning District but was approved through Building Permits #90-5116 in June 1990 and #91-6008 in August 1991. Plans for Building Permit #91-6008 proposed a maximum Building Height of approximately 41 feet, 5 inches.

The height standard for the RD Zone in the March 15, 1990 LMC was 28 feet from natural grade.

LMC § 15-15-1 currently defines Natural Grade as *"The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."*

The Height Provisions of the 1990 LMC indicate that height was measured from Natural Grade to the midpoint between the lowest point of the eaves/cornice and the ridge for gabled roofs (the SFD at 6453 Silver Lake Drive has a gabled roof with a 5:12 pitch):

The Applicant provided an exhibit (see Exhibit B) that estimates Natural Grade by using topographic survey contours listed on a site plan in Building Permit #90-5116 and updating those contours using the North American Vertical Datum of 1988 (NAVD88), which is the modern survey industry standard data set, according to the Applicant.

The Applicant notes that the contours on the plans in Building Permit #90-5116 utilized the North American Vertical Datum of 1927 (NAVD27), which is an older survey data set. There is approximately 4 feet of difference between the NAVD27 and NAVD88 data sets, according to the Applicant.

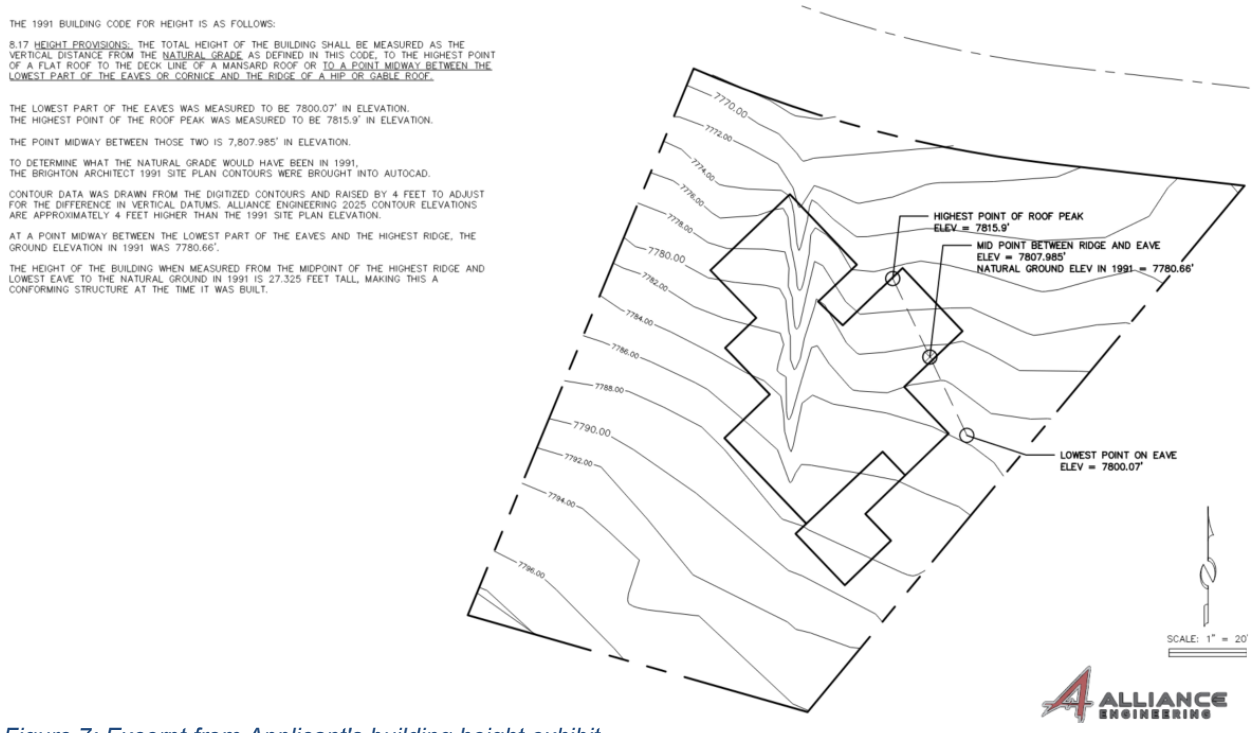


Figure 7: Excerpt from Applicant's building height exhibit.

Staff does not find that the Applicant's exhibit is an accurate estimation of Natural Grade, which is the grade prior to any development in the area, including topography and grading changes for roads, utilities, and other elements of the subdivision. The Applicant did not provide a topographic survey of the Site that predates development in the area that would determine Natural Grade. There are no other records establishing or interpolating Natural Grade for this Site.

Based on the Applicant's existing conditions submittal, staff estimates the vertical distance from Existing Grade to a midway point between the highest ridge and the

eaves of the roof to be 36-37 feet. This still puts the height of the existing SFD above the 28-foot height limit, which was in effect in 1990 and remains the RD zone height standard today. The gabled roof's 5:12 pitch may allow the roof of the existing SFD to extend five feet above the RD zone's maximum height; however, the roof exceeds that height.

LMC § 15-15-1 defines Non-Complying Structure as a structure that legally existed before its current zoning designation and, because of subsequent zoning changes, does not conform to the zoning regulation's Setback, Height restrictions, or other regulations that govern the Structure.

Please see the June 11, 2025 Staff Report for more details and analysis on Building Height. Because a building height for 6453 Silver Lake Drive that did not comply with the zoning district height requirements was approved in error or by miscalculations resulting from erroneous information submitted with Building Permit #91-6008, the structure did not legally exist before its current zoning designation. Therefore, 6453 Silver Lake Drive does not fit the definition of Non-Complying Structure and does not qualify for any exemptions or exceptions outlined in LMC Chapter 15-9, *Non-Conforming Uses And Non-Complying Structures*.

Staff recommends Condition of Approval 2 requiring that the portions of the SFD that exceed the RD Zoning District Building Height shall not be enlarged and that new construction comply with the RD Zoning District Building Height regulations.

(II) The Deer Valley Resort 12th Amended MPD governs the site, and the density limitations of the Sensitive Land Overlay (SLO) outlined in LMC Chapter 15-2.21 do not apply to the Site.

6453 Silver Lake Drive is within the SLO, and LMC § 15-2.21-3(A) requires applicants proposing development within the SLO to submit a sensitive lands analysis. However, the Deer Valley Resort 12th Amended MPD Permit Section E states that the density limitations of the SLO do not apply to Lots within the MPD because MPDs approved prior to the implementation of the SLO are considered vested in terms of density.

The Deer Valley MPD also states that site planning standards can be applied to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation, and building design standards do apply.

The area adjacent to the southwest corner of the existing SFD is a Very Steep Slope with a grade of 40% or more, according to the Applicant's slope analysis (Exhibit F). The proposed addition to the existing SFD would encroach into the Very Steep Slope area (see Fig. 8 below).

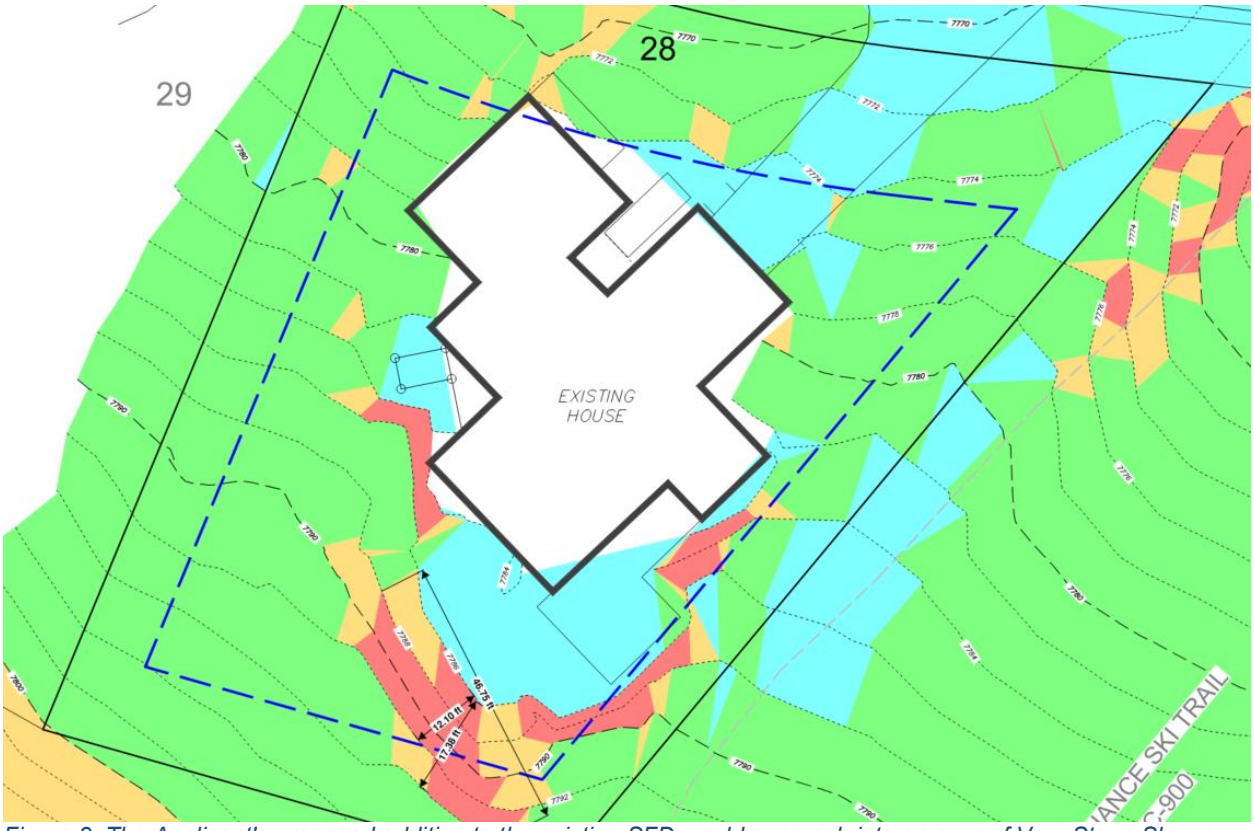


Figure 8: The Applicant's proposed addition to the existing SFD would encroach into an area of Very Steep Slopes adjacent to the southwest corner of the SFD, shaded in red in the above image.

Please see the June 11, 2025 Staff Report for more details and analysis on the Deer Valley Resort 12th Amended MPD and the SLO.

Staff recommends the following:

- Condition of Approval 2 requiring that new construction shall comply with the Residential Development Zoning District Building Height regulations,
- Condition of Approval 3 requiring all future construction to comply with the platted area of disturbance, and
- Condition of Approval 4 requiring any vegetation disturbed by construction to be replaced on site and requiring the Applicant to seek Forestry Board approval if replacement on-site is not possible.

(III) The property includes easements that will not be impacted by the proposed Plat Amendment.

The southwest corner of the Lot at 6453 Silver Lake Drive includes a ski easement for the Deer Valley Last Chance trail. The Applicant does not seek any changes to the ski easement.

Condition of Approval 7 prohibits any encroachments within the ski easement and any construction impacts to the ski easement.

The Lot also includes a 5-foot non-exclusive utility and drainage easement on the side Lot lines, as well as a 5-foot non-exclusive utility and snow storage easement along the Front Property Line. The Applicant's proposed plat does not propose any changes to these easements.

The Applicant also proposes granting a new ski access easement to Deer Valley Resort in the northeast corner of the Lot (see Fig. 8 below). The proposed ski access easement is within the Front and Side Setbacks and the proposed area of disturbance does not encroach into the proposed ski easement.

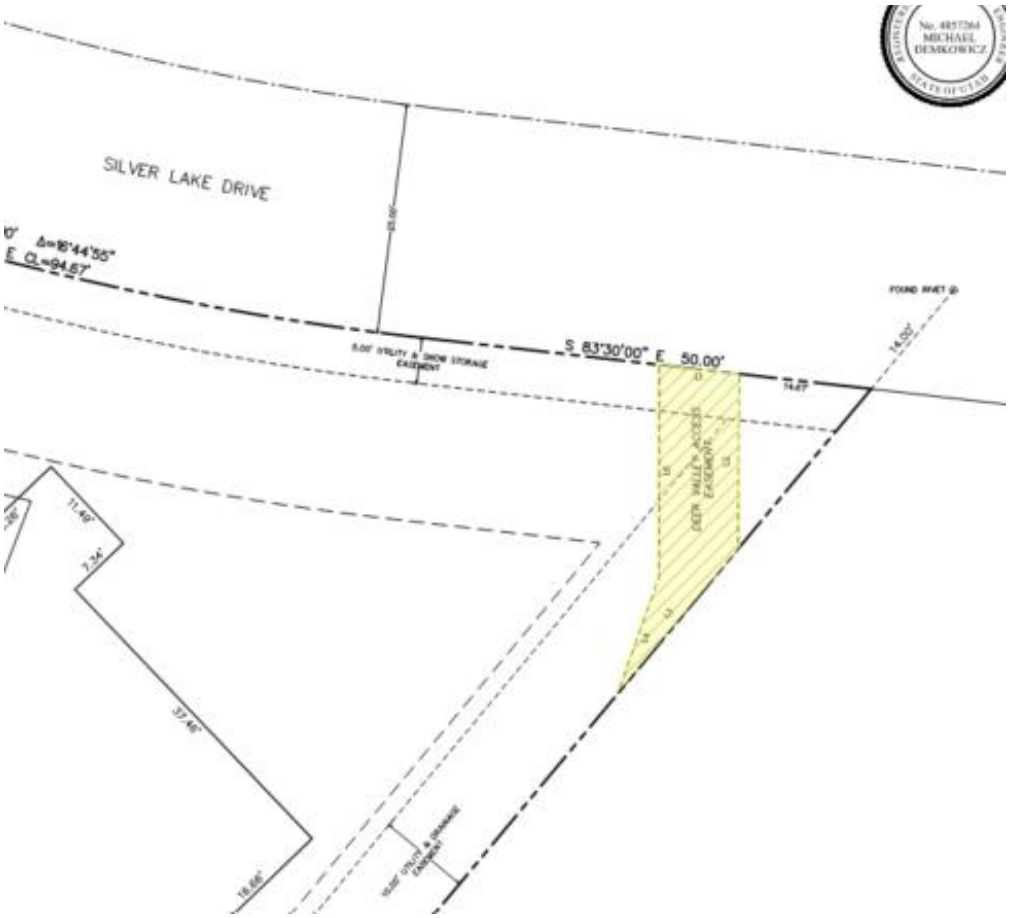


Figure 9: Excerpt from Applicant's proposed plat (Attachment 1) showing proposed Deer Valley ski access easement, highlighted in yellow.

Existing approval records for the Evergreen Subdivision indicate that the subdivision was designed to accommodate ski-in/ski-out development, and the limits of disturbance on the Lots in the subdivision were designed to minimize conflicts with ski trails. Though the proposed expanded area of disturbance on Lot 28 (6453 Silver Lake Drive) would not encroach into any ski easements or trails, the Lot is immediately adjacent to the Deer Valley Last Chance ski trail, which abuts the Lot on the east side.

(IV) The Planning Commission must make a finding of Good Cause to approve the proposed Plat Amendment.

LMC § 15-7.1-6(C) requires the Planning Commission to find Good Cause to approve a Plat Amendment.

LMC § 15-15-1 defines Good Cause as "Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community."

No public street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment.

Staff finds Good Cause to approve the Plat Amendment to reflect existing (built) conditions on the Lot. Amending the area of disturbance to reflect existing conditions promotes best planning practices by establishing an accurate record of the current Uses of the Site.

The Applicant requests the Planning Commission find Good Cause to increase the platted area of disturbance by 1,850 square feet to allow for an addition to the SFD.

Staff does not find Good Cause to approve the Plat Amendment to expand the platted area of disturbance beyond the built conditions of the Site to accommodate the Applicant's proposed addition to the SFD.

Although the non-conforming height of the existing SFD was approved through Building Permit #91-6008, expanding the area of disturbance to accommodate the proposed addition to the SFD does not resolve the non-conforming height of the existing SFD or mitigate the potential negative impacts of the non-conforming height. See Analysis Section I above for further discussion regarding Building Height.

The proposed future addition to the SFD would require removing existing trees on the northeast portion of the Lot to accommodate a new garage. Building Permit #90-5116 required retention of these trees at the site (see areas noted in green in Figure 5 in the Background section above). As noted above, the original arborist's report for the site (Exhibit E) concluded that the trees on the site are showing signs of great health and no abnormal pests or disease.

However, the Applicant submitted a summary of a site visit with an arborist in which they claim the arborist "determined that the health and structural condition of the trees marked for removal present an elevated risk to the existing residence" (see Exhibit D). The Applicant noted that the arborist did not prepare an official arborist report following the site visit, but said at least one of the trees proposed to be removed presented an elevated fire risk to the existing SFD.

The proposed expansion to the area of disturbance is not consistent with the apparent vegetation protection goals of the building permits that originally approved the SFD on the Lot. The proposed expansion to the existing SFD also encroaches into an area of Very Steep Slopes with a grade of 40% or greater (see Fig. 8 above).

Although several Plat Amendments have been approved to expand areas of disturbance on other Lots within the Evergreen Subdivision, as noted in the Background section above, three of those four Plat Amendments expanded the areas of disturbance by less than 1,000 square feet. There is no evidence that any of the four previous Plat Amendments approved an expansion to the area of disturbance for an existing SFD that exceeded Building Height requirements.

Staff finds that the proposed plat amendment to accommodate the addition to the existing SFD does not meet the standard of Good Cause because it does not provide public amenities or benefits, does not resolve existing issues or non-conformities, and does not promote best planning practices. The expanded area of disturbance also does not preserve the character of the neighborhood because it would conflict with the vegetation protection goals of the Evergreen Subdivision as discussed above in Analysis Section III.

Staff recommends Condition of Approval 8 requiring the Applicant to revise the area of disturbance designated on the proposed plat to reflect existing conditions at the Site only prior to recordation.

(V) The Development Review Committee reviewed the proposal on September 3, 2024, and did not require Conditions of Approval.[2]

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on February 26, 2026. The *Park Record* published courtesy notice on February 26, 2026.[3]

Public Input

Staff did not receive any public input at the time this report was published.

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[2] The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Enbridge Gas, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).
[3] LMC § 15-1-21

Alternatives

The Planning Commission may:

- Approve the Plat Amendment to amend the platted area of disturbance to reflect existing conditions;
- Approve the Plat Amendment to amend the platted area of disturbance to reflect existing conditions and to accommodate the proposed addition to the SFD;
- Deny the Plat Amendment and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain or uncertain.

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plat
B: Applicant's Building Height Analysis
C: Applicant's Landscaping and Vegetation Plan
D: Applicant's Site Visit Summary
E: Arborist Report
F: Slope Analysis

Please see the June 11, 2025 meeting packet for additional materials and exhibits regarding this application.

Planning Department

March 11, 2026

Megan Blosser

CC: Elizabeth Allen

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	6453 Silver Lake Drive
Zoning District:	Residential Development (RD)
Application:	Plat Amendment
Project Number:	PL-24-06225
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	March 11, 2026
Project Summary:	The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential Development Zoning District.

Action Taken

On March 11, 2026, the Planning Commission conducted a public hearing and approved the Plat Amendment for 6453 Silver Lake Drive to amend the area of disturbance to reflect built conditions according to the following findings of fact, conclusions of law, and conditions of approval.

Procedural History

1. 6453 Silver Lake Drive is a Single-Family Dwelling (SFD) and is Lot 28 in the Evergreen Subdivision, which is within the Deer Valley Master Planned Development (MPD).
2. The Evergreen Subdivision First Amended Plat was recorded in May 1988 and established an area of disturbance for each Lot in the subdivision. Lot 28 includes an area of disturbance measuring approximately 50 feet wide and 55 feet long in the northwest portion of the Lot. A portion of this area of disturbance,

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measuring approximately 50 feet wide and 25 feet long, is within the 25-foot Front Setback.

3. The SFD at 6453 Silver Lake Drive was approved through Building Permits #90-5116 in June 1990 and #91-6008 in August 1991. Both permits approved construction of the SFD outside the platted area of disturbance.
4. The Planning Commission reviewed the Applicant's proposal on November 13, 2024 and continued the item to February 12, 2025 at the Applicant's request.
5. The Planning Commission reviewed the Applicant's proposal on June 11, 2025 and continued the discussion to a date uncertain.

Findings of Fact

1. The Applicant proposes a Plat Amendment to increase the platted area of disturbance on the Lot from 2,919 square feet to 4,769 square feet (an increase of 1,850 square feet) to reflect built conditions on the lot and to accommodate a 1,766-square-foot addition to the SFD.
2. There is not Good Cause to grant the Plat Amendment to accommodate the proposed SFD addition due to the existing building's noncompliant height.
3. The Plat Amendment proposal, as conditioned, complies with the requirements of the Residential Development (RD) Zoning District.
    a. Pursuant to LMC § 15-2.13-2(A), Single-Family Dwellings are an allowed use within the RD Zoning District. No minimum or maximum home sizes are designated in the RD Zoning District.
    b. A minimum 20-foot Front Setback is required in the RD Zoning District.
        i. The existing SFD maintains a minimum 21.6-foot Setback from the Front Property Line.
        ii. The existing front-facing garage maintains a 32-foot, 6-inch Setback from the Front Property Line.
        iii. Condition of Approval 1 requires new construction to comply with Residential Development Zoning District Lot and Site Requirements.
    c. A minimum 12-foot Side Setback is required in the RD Zoning District.
        i. The existing SFD maintains an 18-foot Setback on the east side of the Lot and a 24-foot Setback on the west side of the Lot.
    d. A minimum 15-foot Rear Setback is required in the RD Zoning District.
        i. The existing SFD maintains a minimum 45-foot Setback from the Rear Property Line.

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e. The maximum Building Height within the RD Zoning District is 28 feet from Existing Grade, or 33 feet from Existing Grade with a roof pitch of 4:12 or greater.
    i. The existing SFD is approximately 39 feet, 8 inches from Existing Grade and includes a roof pitch of 5:12. This height exceeds the maximum allowable Building Height in the RD Zoning District but was approved through Building Permits #90-5116 in June 1990 and #91-6008 in August 1991. Plans for Building Permit #91-6008 proposed a maximum Building Height of approximately 41 feet, 5 inches.
    ii. The height standard for the RD Zone in the March 15, 1990 LMC was 28 feet from natural grade.
        1. LMC § 15-15-1 currently defines Natural Grade as "The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."
    iii. The Height Provisions of the 1990 LMC indicate that height was measured from Natural Grade to the midpoint between the lowest point of the eaves/cornice and the ridge for gabled roofs.
        1. The SFD at 6453 Silver Lake Drive has a gabled roof with a 5:12 pitch.
    iv. The Applicant did not provide a topographic survey of the Site that predates development in the area that would determine Natural Grade. There are no other records establishing or interpolating Natural Grade for this Site.
        1. Based on the Applicant's existing conditions submittal, staff estimates the vertical distance from Existing Grade to a midway point between the highest ridge and the eaves of the roof to be 36-37 feet. This still puts the height of the existing

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SFD above the 28-foot height limit, which was in effect in 1990 and remains the RD zone height standard today. The gabled roof's 5:12 pitch may allow the roof of the existing SFD to extend five feet above the RD zone's maximum height; however, the roof exceeds that height.

4. The Deer Valley Resort 12th Amended MPD governs the site, and the density limitations of the Sensitive Land Overlay (SLO) outlined in LMC Chapter 15-2.21 do not apply to the Site.
    a. 6453 Silver Lake Drive is within the SLO, and LMC § 15-2.21-3(A) requires applicants proposing development within the SLO to submit a sensitive lands analysis.
    b. The Deer Valley Resort 12th Amended Master Planned Development Permit, Section E, states that the density limitations of the SLO do not apply to Lots within the MPD because MPDs approved prior to the implementation of the SLO are considered vested in terms of density.
    c. The Deer Valley MPD states that site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation, and building design standards do apply, pursuant to Section E of the Deer Valley Resort 12th Amended Master Planned Development Permit.
        i. The Applicant does not propose reducing vested density. The existing SFD at 6453 Silver Lake Drive is proposed to remain.
        ii. Future construction must comply with the platted area of disturbance.
        iii. Any vegetation disturbed by construction must be replaced on site, and the Applicant must seek Forestry Board approval if replacement on-site is not possible.
        iv. New construction must comply with all requirements of Land Management Code Chapter 15-2.13 Residential Development Zoning District.
        v. Portions of the SFD that exceed Residential Development Zoning District Building Height shall not be enlarged and new construction shall comply with the Residential Development Zoning District Building Height regulations.
5. No public street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment. The Applicant does not seek any changes to the ski

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easement at the southwest corner of the Lot for the Deer Valley Last Chance trail.

6. There is Good Cause to approve the Plat Amendment to amend the platted area of disturbance to reflect existing (built) conditions on the Lot. Amending the area of disturbance to reflect existing conditions promotes best planning practices by establishing an accurate record of the current Uses of the Site.
7. There is not Good Cause to approve the Plat Amendment to amend the platted area of disturbance beyond the built conditions to accommodate the Applicant's proposed addition to the SFD.
    a. The proposed expanded area of disturbance does not resolve the non-conforming height of the existing structure or mitigate the potential negative impacts of the non-conforming height.
    b. The proposed future addition to the SFD would require removing existing trees on the northeast portion of the Lot. Building Permit #90-5116 required retention of these trees at the site. The proposed expansion to the area of disturbance is not consistent with the apparent vegetation protection goals of the building permits that originally approved the SFD on the Lot. The September 11, 2024 arborist's report for the site concluded that the trees on the site are showing signs of great health and no abnormal pests or disease.
    c. Existing approval records for the Evergreen Subdivision indicate that the subdivision was designed to accommodate ski-in/ski-out development, and the limits of disturbance on the Lots in the subdivision were designed to minimize conflicts with ski trails. Though the proposed expanded area of disturbance on Lot 28 (6453 Silver Lake Drive) would not encroach into any ski easements or trails, the Lot is immediately adjacent to the Deer Valley Last Chance ski trail, which abuts the Lot on the east side.
    d. Condition of Approval 8 requires the Applicant to revise the area of disturbance designated on the proposed plat to reflect existing conditions at the Site only prior to recordation.
8. The Development Review Committee reviewed the proposal on September 3, 2024 and did not require Conditions of Approval.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because it amends the area of disturbance to reflect built conditions.

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2. The Plat Amendment complies, as conditioned, with the Land Management Code, including LMC Chapter 15-2.13 Residential Development (RD) District, Chapter 15-2.13 Sensitive Land Overlay Zone (SLO) Regulations as it pertains to properties within the Deer Valley Master Planned Development, and § 15-7.1-3(B) Classification Of Subdivision – Plat Amendment.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Applicant shall add a plat note to the proposed plat stating that new construction shall comply with all requirements of Land Management Code Chapter 15-2.13 Residential Development Zoning District.
2. The portions of the Single-Family Dwelling that exceed Residential Development Zoning District Building Height shall not be enlarged. New construction shall comply with the Residential Development Zoning District Building Height regulations.
3. All future construction on the Site shall comply with the platted area of disturbance.
4. Any vegetation disturbed by construction shall be replaced on site. The Applicant shall seek Forestry Board approval if replacement of vegetation on-site is not possible.
5. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
6. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
7. Encroachments within the ski easement on the southwest corner of the Lot are prohibited. The ski easement shall not be impacted by any future construction.
8. The Applicant shall revise the area of disturbance designated on the proposed plat to reflect built/existing conditions at the Site only prior to recordation.

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Planning Department

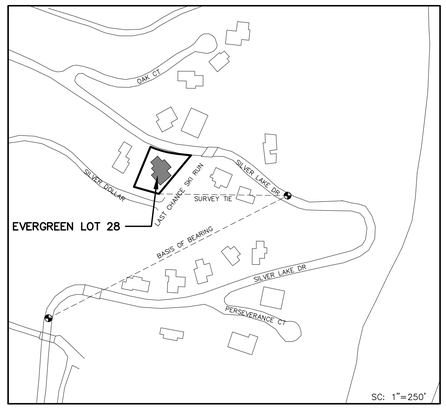
If you have questions or concerns regarding this Final Action Letter, please call (385) 481-2037 or email jacob.klopfenstein@parkcity.gov.

Sincerely,

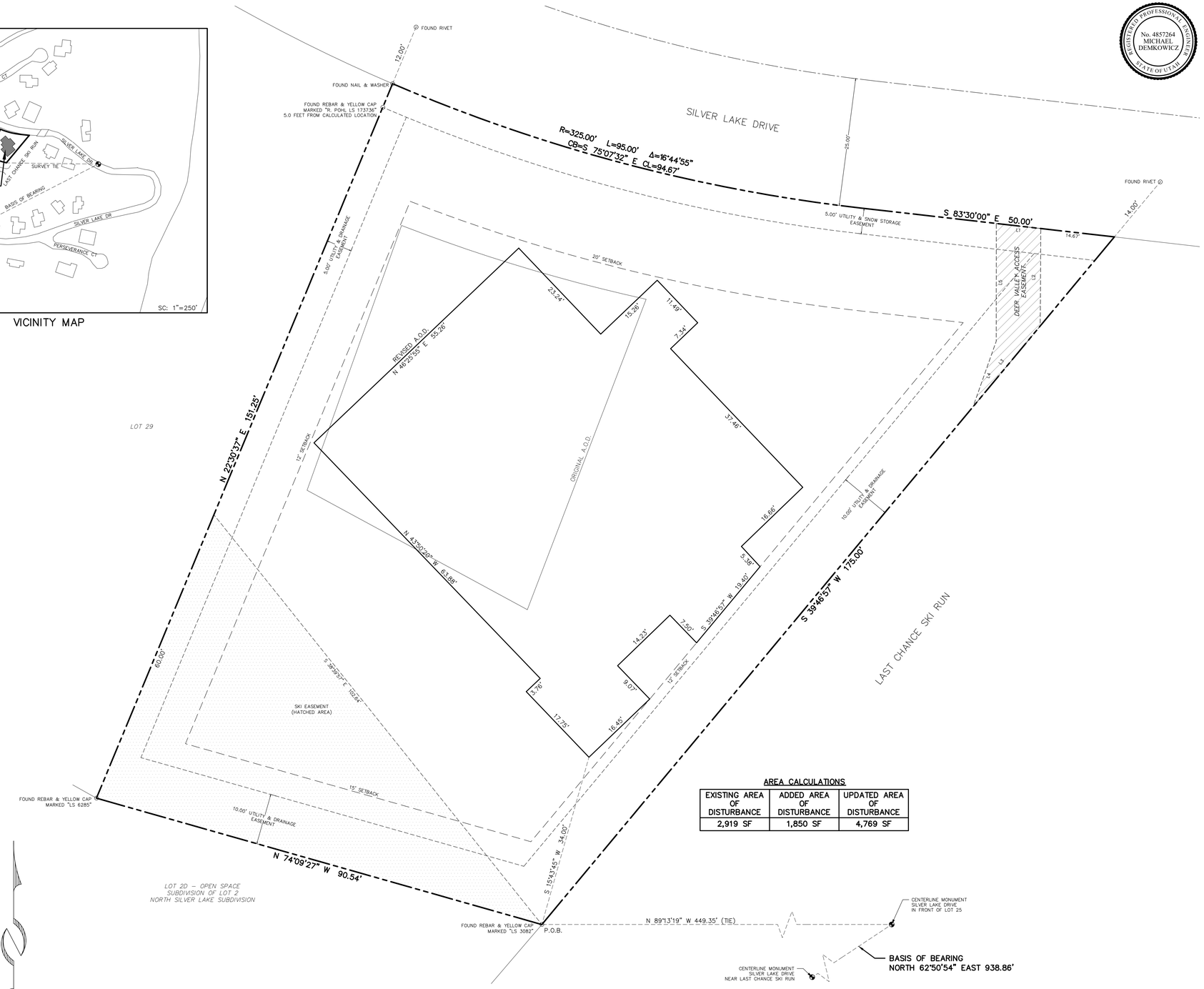
Christin Van Dine, Chair
Planning Commission

CC: Jacob Klopfenstein

DRAFT



VICINITY MAP



REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

SURVEYORS CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that by authority of the owners I have made a survey of Unit 4, and have amended said Unit as shown hereon, in accordance with the provisions of the Utah Condominium Ownership Act, hereafter to be known as EVERGREEN LOT 28 THIRD AMENDED PLAT.

LEGAL DESCRIPTION

LOT 28 OF THE AMENDED EVERGREEN SUBDIVISION, ON FILE AND OF RECORD AT THE SUMMIT COUNTY, UTAH RECORDER'S OFFICE, AND HEREAFTER TO BE KNOWN AS "EVERGREEN LOT 28 THIRD AMENDED PLAT".

CONTAINS 17, 408 SQUARE FEET OR 0.40 ACRES.

OWNER'S CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that, Elizabeth Allen, also known as Elizabeth McCaleb Allen, the undersigned owners of the herein described tract of land, to be known hereafter as EVERGREEN LOT 28 THIRD AMENDED PLAT, do hereby certify that I have caused this plat to be prepared, and does hereby consent to the recordation of this plat.

In witness whereof, the undersigned set her hand this _____ day of _____, 2026.

By:_____
Elizabeth Allen

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____ 2026, Elizabeth Allen, personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, that he acknowledged to me that she executed the EVERGREEN LOT 28 THIRD AMENDED PLAT.

_____
A Notary Public commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No: _____

NOTES

1. This plat is subject to the Conditions of Approval in the Final Action Letter dated _____, 2026, and on file with the Planning Department (PL-24-_____).
2. The address of Lot 28 is 6453 Silver Lake Drive.
3. This plat amendment amends the shape of the Area of Disturbance and adds 1,850 square feet to the Area of Disturbance for Lot 28 to reflect what was actually built on the lot, and to allow for an addition to the existing structure.
4. See the Amended Plat of Evergreen, recorded May 17, 1988 as Entry No. 290308 in the Summit County Recorder's Office.
5. See Record of Survey S-11651.

AREA CALCULATIONS

EXISTING AREA OF DISTURBANCE	ADDED AREA OF DISTURBANCE	UPDATED AREA OF DISTURBANCE
2,919 SF	1,850 SF	4,769 SF

EVERGREEN LOT 28 THIRD AMENDED

LOCATED IN THE NORTHWEST QUARTER OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

2/2/2025 JOB NO.: 3-8-25 FILE: X:\SilverLakeVillage\dwg\srv\plat2025\030825 Allen Residence.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2026
BY _____

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2026
BY _____
PARK CITY ATTORNEY

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THE ____
DAY OF _____, 2026
BY _____
CHAIR

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY
OF _____, 2026
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
_____ _____
FEE RECORDER
TIME _____ DATE _____ ENTRY NO. _____

BUILDING HEIGHT COMPLIANCE EXHIBIT

LOT 28 EVERGREEN - ALLEN RESIDENCE

THE 1991 BUILDING CODE FOR HEIGHT IS AS FOLLOWS:

8.17 HEIGHT PROVISIONS: THE TOTAL HEIGHT OF THE BUILDING SHALL BE MEASURED AS THE VERTICAL DISTANCE FROM THE NATURAL GRADE AS DEFINED IN THIS CODE, TO THE HIGHEST POINT OF A FLAT ROOF TO THE DECK LINE OF A MANSARD ROOF OR TO A POINT MIDWAY BETWEEN THE LOWEST PART OF THE EAVES OR CORNICE AND THE RIDGE OF A HIP OR GABLE ROOF.

THE LOWEST PART OF THE EAVES WAS MEASURED TO BE 7800.07' IN ELEVATION.
THE HIGHEST POINT OF THE ROOF PEAK WAS MEASURED TO BE 7815.9' IN ELEVATION.

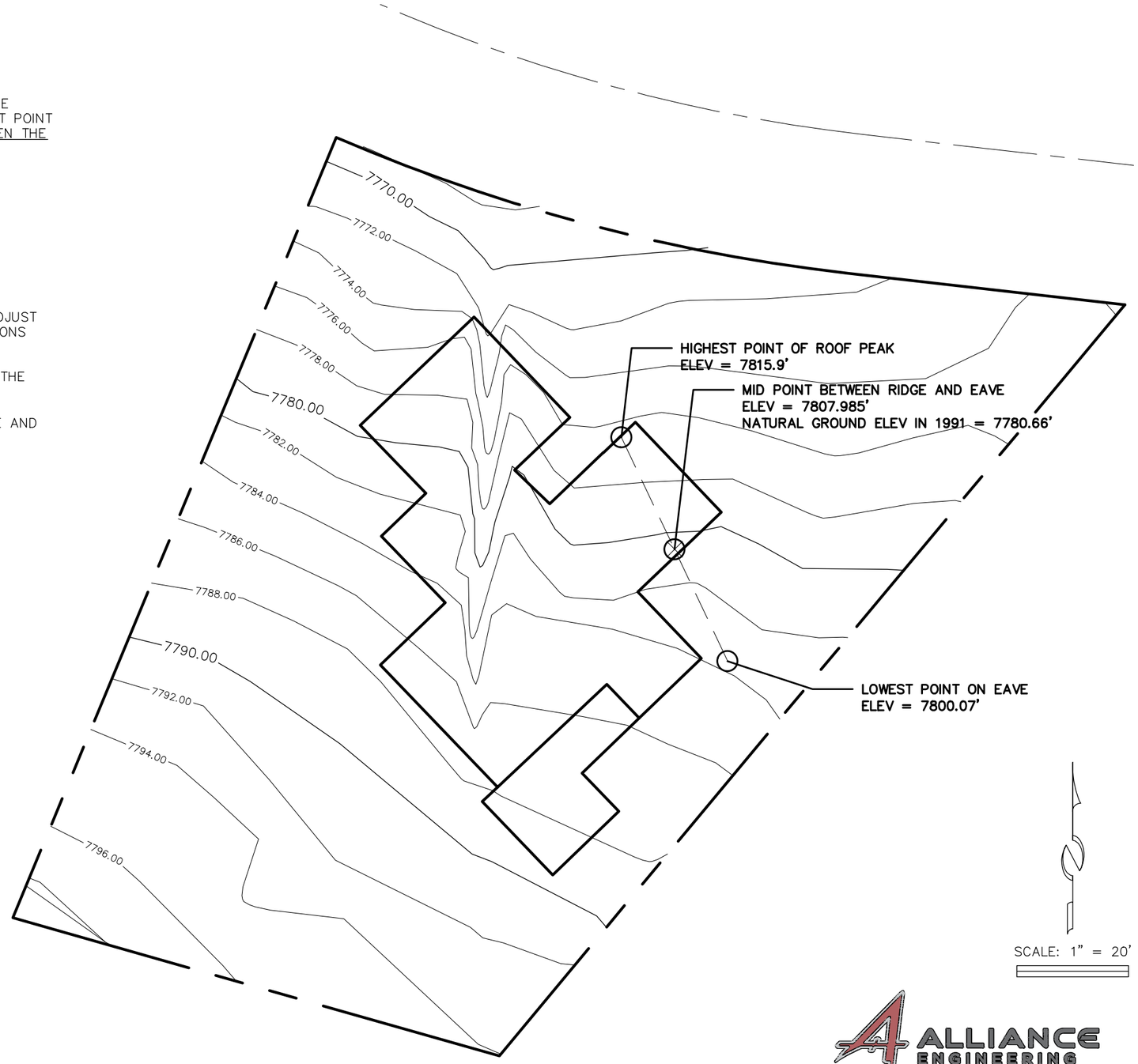
THE POINT MIDWAY BETWEEN THOSE TWO IS 7,807.985' IN ELEVATION.

TO DETERMINE WHAT THE NATURAL GRADE WOULD HAVE BEEN IN 1991,
THE BRIGHTON ARCHITECT 1991 SITE PLAN CONTOURS WERE BROUGHT INTO AUTOCAD.

CONTOUR DATA WAS DRAWN FROM THE DIGITIZED CONTOURS AND RAISED BY 4 FEET TO ADJUST FOR THE DIFFERENCE IN VERTICAL DATUMS. ALLIANCE ENGINEERING 2025 CONTOUR ELEVATIONS ARE APPROXIMATELY 4 FEET HIGHER THAN THE 1991 SITE PLAN ELEVATION.

AT A POINT MIDWAY BETWEEN THE LOWEST PART OF THE EAVES AND THE HIGHEST RIDGE, THE GROUND ELEVATION IN 1991 WAS 7780.66'.

THE HEIGHT OF THE BUILDING WHEN MEASURED FROM THE MIDPOINT OF THE HIGHEST RIDGE AND LOWEST EAVE TO THE NATURAL GROUND IN 1991 IS 27.325 FEET TALL, MAKING THIS A CONFORMING STRUCTURE AT THE TIME IT WAS BUILT.



SCALE: 1" = 20'

ALLIANCE ENGINEERING

Date: 9.23.2025
Project No.: 3-8-25
X:\SilverLakeVillage\survey\job2025\030825\ae historic slope exhibit -UPDATED.dwg

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

ALLEN RESIDENCE

PROPOSED LANDSCAPE EXHIBIT



TREES TO REMAIN	TREES TO BE REMOVED	TREES TO BE PLANTED

SCALE: 1" = 20'

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

Date: 2.18.25
Project No.: 3-8-25
X:\SilverLakeVillage\survey\job2025\030825\Tree Survey\TREE REMOVAL EXHIBIT.dwg

Site Visit Report
Property Address: 6453 Silver Lake Drive, Park City, UT 84060
Prepared by: Alliance Engineering, Inc.

Purpose of Visit:
Alliance Engineering, Inc. conducted a site visit to the residence located at 6453 Silver Lake Drive in Park City, Utah, for the purpose of evaluating tree removal in support of planned home improvements. The assessment was performed in coordination with Certified Arborist Patricia Xavier of Low Stump Tree Service.

Findings:
Upon inspection, it was determined that the health and structural condition of the trees marked for removal present an elevated risk to the existing residence. Based on this assessment, removal is justified. Where site conditions allow, the removed trees may be replaced with appropriately sized species such as White Fir or Douglas Fir, approximately 16 feet in height.

Municipal Code:
Park City Municipal Code §15-5-5(N)(4)(i)(4) states, "Significant Vegetation preservation shall be prioritized, but **where applicable, Significant Vegetation may be removed or replaced** to comply with Firewise Landscaping and/or Defensible Space regulations in Chapter 11-21 Utah Wildland-Urban Interface Code as approved by the Planning Director and Forestry Board.

Compliance Requirements:
All tree removal and replanting activities, as well as the overall project scope, must comply with the standards set forth in Park City Municipal Code § 11-21-1, the Wildland Urban Interface (WUI) Code, as amended in June 2020.

Low Stump Tree Service
3560 Beaver Creek Rd
Kamas, UT 84036

Patricia Xavier
Certified Arborist UT-4670A
Certified in Tree Risk Assessment

Evergreen Lot 28
6453 Silver Lake Dr
Park City, UT 84060

Arborist Consultation: Sensitive Lands Overlay

Assignment: To provide notes in regards to the current and future health of trees on requested property to coincide with Sensitive Lands Overlay (SLO) required for permitting process. This will include the following:

- Species present
- Percentage of species and maturity levels
- Present pest and disease
- Future potential pest and disease
- Future stressors on tree landscape based on construction
- Any other requested information on a case by case basis

Species of Trees on Property

Deciduous

1. Quaking Aspen (*Populus tremuloides)*
2. Bigtooth Maple *(Acer grandidentatum Nutt.)*

Conifer

3. White Fir (*Abies concolor*) *Pseudotsuga menziesii Franco)*
4. Douglas Fir (*Pseudotsuga menziesii Franco*)

Percentage Breakdown and Maturity Levels (28 Marked Trees in LOD)
(this is approximate and can change overtime based on germination and new growth)

1. Conifer: (89%)
    a. 20/25 are White Fir species and 5/25 are Douglas firs. Located on all aspects of the property
    b. Very few landscaped trees appear to be planted, if so they were chosen based on the surrounding forest and stuck with native species.
    c. Diameter ranges from 6”-29”
    d. Largest trees (2) measure at 29” diameter

2. Deciduous: (11%)
    a. Quaking Aspen
        i. 3/28 trees marked are aspens ranging from 5”-14” diameter
    b. Bigtooth Maple
        i. No maples are counted as significant trees as they are all young and under 1” in diameter

Pest and Disease

1. Present
    a. It is important to note that the stand of trees located on this property are showing signs of great health and no abnormal pest and disease is present. This is likely due to the fact that they are in their adequate natural growing environment.
    b. Cytospora canker is a fungal disease that affects aspens and it is rare if this is not present. There are small signs of cytospora canker, but below average.
    c. No signs of pest and disease present to the naked eye on any conifer. On the northern side of the property the conifers have had physical damage by way of plow or other equipment. All appear to have properly sealed off wounds and therefore any further damage/decay.
2. Future
    a. It is impotant to note that under the perfect conditions and growing environment, any tree has the ability to fight off pests and disease. It is when a tree is under stress, whether it be drought or caused by human disturbance, that pest and disease has the ability to enter and diminish the health of the tree.
    b. Deciduous:
        i. Cytospora canker: can increase if trees are damaged as it likes to infect open wounds
        ii. Leaf scorch: if water sources are cut off to trees during construction may affect the trees levels of water intake, affecting the leaves
        iii. Other pests and disease that aspen are at risk of are: leaf miners, twig gall, oystershell scale, aspen borer, iron chlorosis, tent caterpillar, aspen leaf spot, and truck/root rot.
    c. Conifer:
        i. Bark beetles can be treated annually or biannually depending on treatment route and can be done as a preventative treatment for any conifer as they all can be affected.
        ii. Cytospora canker is increasing in presence in the conifer population both native and landscaped
        iii. White fir:
            1. Balsam Woolly adelgid: this is a pest presenting problem in our subalpine fir tree stands and it is said that white fir can be a host as well, but more tolerant. This is not a major concern.
        iv. Douglas Fir

1. Douglas Fir Beetle: most common beetle to be found and can be preventively treated.

Construction Stress

** Trees can take 5-10 years to show signs of previous construction stress, so immediate reaction may not be a factor here as much as long term issues.

1. Soil Compaction:
    a. As construction works throughout the property, the foot traffic, equipment and anything else that is used will pose a risk to causing some significant soil compaction within the drip lines of the trees.
    b. Best way to avoid soil compaction is to create a critical root zone for the most important trees and limit any entrance into that area through fencing
2. Physical Damage
    a. As equipment is carried throughout the property there is risk to trunk damage to any tree. This is not guaranteed to happen, but in the case it does, it allows an entryway for pests and disease at the site of damage.
    b. Root damage as roots are not as deep as people assume (within the top 4-8” of soil) and can easily be damaged with construction equipment, compromising the tree.

Signed:



Date: 9/11/24

SLOPES ANALYSIS MAP

LOT 28 OF THE AMENDED PLAT OF EVERGREEN
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE SLOPES PLUS THE EXISTING CONDITIONS.

CONTOURS SHOWN HEREON ARE AT 2' INTERVALS, WITH MAJOR CONTOURS AT 10' INTERVALS.

SURVEY COMPLETED 06/17/2024.

VERTICAL DATUM:
THE ELEVATION DATUM FOR THIS 2024 FIELD SURVEY IS USING THE SAME ASSUMED ELEVATION DATUM AS SURVEY S-7606, RECORDED 09/25/2012. THE REASON TO HOLD THIS ASSUMED DATUM IS TO MATCH THE ELEVATIONS OF THE EXISTING HOUSE AND LOT GROUND ELEVATIONS FROM THAT 2012 SURVEY.

FOR COMPARISON, HERE IS THE DIFFERENCE ON THE BENCHMARK SANITARY SEWER MANHOLE RIM.

SANITARY SEWER MANHOLE RIM ELEVATION	LOT 28 (2012 SURVEY) NAVD88 DATUM	NAVD88 DATUM DIFFERENCE
	7766.4'	7764.8'
		1.6'

NAVD 88 (NORTH AMERICAN VERTICAL DATUM)
VERTICAL N.G.S. BENCHMARK MONUMENT USED: CHISELED SQUARE 3.
PID LO0236
SUMMIT COUNTY, UTAH
USGS QUAD "PARK CITY EAST" (1955)
NAVD 88 ELEVATION (ORTHO): 6563.44'
THIS BENCHMARK IS ALONG THE RAIL TRAIL AND LIES WITHIN SUMMIT COUNTY PARCEL ID SS-64-A.

NORTH

GRAPHIC SCALE
10 5 0 5 10
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

SLOPES LEGEND
- 0-15%
- 15-30%
- 30-40%
- 40% OR GREATER

SILVER LAKE DRIVE
(A PUBLIC ROAD)

28

29

EXISTING HOUSE

46.75 ft
12.10 ft
17.38 ft

LAST CHANCE SKI TRAIL
PC-900

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

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THE INFORMATION CONTAINED HEREON CANNOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE EXPRESSED WRITTEN PERMISSION OF PARK CITY SURVEYING.

SURVEYED BY: MN/AW
DRAFTED BY: MN
CHECKED BY: AW
DATE: AUGUST 05, 2024

SLOPES ANALYSIS MAP
LOT 28
AMENDED PLAT OF EVERGREEN SUBDIVISION

DWG: EVERGREEN 28 SLOPES - 4 ZONES.dwg

FOR: ELIZABETH ALLEN

SHEET 1 OF 2