



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
April 8, 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>

SITE VISIT 4:00 PM

Site Visit – The Planning Commission Will Conduct a Site Visit at 209 and 215 Norfolk Avenue to Review the Shared Proposed Driveway Scheduled for a Work Session.

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 March 11, 2026

2.B. Consideration to Approve the Planning Commission Meeting Minutes from March 25, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. WORK SESSION

5.A. **Land Management Code Amendments** – The Planning Commission Will Conduct a Work Session Regarding Updates to the Transportation Impact Study Guidelines and Potential Code Amendments Regarding Transportation Demand Management and Parking. PL-25-06513 (45 mins.)

5.B. **209 and 215 Norfolk Avenue – Plat Amendment and Steep Slope Conditional Use Permits** – The Planning Commission Will Conduct a Work Session on the Proposed Single-Family Dwellings on Steep Slopes in the Historic Residential - 1 Zoning District to Provide Input on Access and Steep Slope Conditional Use Permit Criteria. PL-24-06189 (30 mins.)

6. REGULAR AGENDA

6.A. **2026 Park City Municipal Standards and Specifications Update** – The Planning Commission Will Review Updates to the Park City Municipal Standards and Specifications Based on the Approval and Implementation of the 2026 Updates to the Utah APWA Standards and Specifications. GI-26-00595 (15 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council Consideration on May 7, 2026

- 6.B. **830 Empire Avenue – Plat Amendment** – The Applicant Seeks a Plat Amendment to Create a 1,721-Square-Foot Lot for a Landmark Historic Site in the Historic Residential -1 Zoning District. PL-25-06587 (20 mins.)
(A) Public Hearing; (B) Action
- 6.C. **8200 Royal Street #10 – Plat Amendment** – The Applicant Proposes to Enclose a 73-Square-Foot Portion of a Main Level Deck for Private Ownership and Create a 380-Square-Foot Loft Area within the Existing Structure in the Residential Development Zoning District. PL-26-06846 (15 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
MARCH 11, 2026**

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Grant Tilson, John Frontero, Rick Shand, Seth Beal

EX OFFICIO: Rebecca Ward, Planning Director; Conor Campobasso, Senior Transportation Planner; Tim Sanderson, Transportation Director; Mark Harrington, Senior City Attorney; Jaron Ehlers, Planner I; Alec Barton, Senior Planner; Lillian Zollinger, Planner III; Jacob Klopfenstein, Planner II

1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners are present with the exception of Commissioner Henry Sigg.

2. MINUTES APPROVAL

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

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from February 25, 2026. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

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

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

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

A. Transportation Planning Update.

Senior Transportation Planner, Conor Campobasso, and Transportation Director, Tim Sanderson, shared transportation updates with the Planning Commission. Presentation materials titled “Re-Create 248 - Planning Commission Update” were reviewed. Planner Compabasso explained that the City is looking at transit improvements along the 248 corridor and into the downtown area. This includes Bonanza Drive and Deer Valley Drive all the way to the Old Town Transit Center. He reported that 248 has been studied for a while to determine how to get people out east into town as efficiently as possible while still being mindful about the amount of disruption. The City Council decided to move forward with a transit project. The goal is to have it implemented before the 2034 Olympic Games, but this is not a project specifically planned for the future Olympic Games.

Planner Compabasso shared information about the evaluation process. The idea was to start with an evaluation of several different options, such as rail and BRT. However, there were discussions throughout the process about tunnels, one-way loops, and commuter rail. There were several transportation modes studied during this process. He reported that Pre-Screening took place, which was followed by a Level 1 Initial Evaluation, a Level 2 Detailed Evaluation, and a Locally Preferred Alternative.

The Level 1 Alternatives Evaluated included three modes and two alignments. Planner Compabasso reported that one of the alignments was the Rail Trail Alignment. There was feedback received from the public, and there was also an internal analysis conducted. It was determined that this alignment would not be feasible, so it was eliminated. The three modes that moved forward were: Exclusive Bus Lane, Light Rail, and Automated Guideway Transit (Monorail). Those modes were evaluated and ultimately, the Exclusive Bus Lane and Light Rail moved forward. The Level 2 Evaluation looked at the two modes to see which scored highest. That information was then brought to the City Council on January 20, 2025, and the decision was to move forward with Side Running Bus Lanes.

Planner Compabasso reported that the Side Running Bus Lanes will use some easement areas and there will also be some land use changes related to the park and ride. The Planning Commission will be involved in this process, so the intention is to provide updates as much as possible. He shared an image that represents a typical section of the bus lanes, which there is a desire to implement. Timeline information was provided. Planner Compabasso explained that the Re-Create 248 Transit Study is almost complete. After this phase, there will be the Environmental Study and Preliminary Design phase, which will take approximately 24 months. The goal is to have construction done before 2034.

Information about the park and ride was provided. Planner Compabasso reported that the locally preferred alternative has impacted the park and ride discussions. In addition, the Deer Valley agreement with the City related to park and ride improvements has moved things forward. In August 2025, the City Council decided to evaluate a two-location concept, which included Gordo and Richardson Flat. The City Council made a decision to move forward with the Gordo site as the first phase. This decision was made for a variety of reasons, including the fact that environmental work needs to be done at Richardson Flat. The City owns the Gordo property; there are utilities running next to it already, and there is direct access. Planner Compabasso shared information about the costs associated with the work. Projects are being merged together, so there is one transit solution for the east-west connection. This looks good when funding requests are made.

Commissioner Frontero expressed appreciation for the updates provided by Staff. He asked that there be quarterly updates shared so the Planning Commission is aware of work that is moving forward. Transportation is a priority, and it is important for the community to see that there are plans in place. Commissioner Frontero believed Option 1 made sense, but asked for additional information about Option 2. Planner Compabasso explained that it is a secondary option. If it were pursued now, there would be an expansion to Option 1 at a later date. Director Sanderson shared additional information about the recommendation for Gordo to be included in the first phase. There are a lot of unknowns at Richardson Flat at this time. When there is a better understanding of what is happening there, an appropriate solution can be determined.

Commissioner Frontero asked about the number of parking stalls anticipated at Gordo. Planner Compabasso reported that the lowest that Staff would like to see there is 250 stalls. The highest number that has been discussed is 900. 250 is the lowest amount desired for a capture lot in the area. The 900 parking stalls have to do with the Deer Valley agreement, as there is some language that mentions 450 stalls dedicated to Deer Valley use and another 450 stalls for park and ride offset. Different options will be presented to the City Council. Ultimately, the City Council will make a decision about the final number.

Commissioner Rick Shand wanted to know more about the capacity at Richardson Flat. Planner Compabasso reported that it is approximately 750 stalls, 100 of which is dedicated to the Montage. It is being used on a daily basis, and the maximum capacity has only been reached once this past year. There are higher numbers of parked vehicles out there each year. There is a desire to have a more convenient park and ride area, which is the reason that the Gordo site has been contemplated. Commissioner Shand agreed that Gordo would be more convenient. He believed that when buses pick up people at Richardson Flat, the stops are Snow Park, Park City Mountain Resort, and the Transit Center. Planner Compabasso confirmed that in the winter, those are the stops. In the summer, it takes passengers to Old Town, where connections can be made to the resorts.

B. 1750 Kearns Boulevard – Modification to a 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.

Planner I, Jaron Ehlers, presented the Staff Report and explained that this Work Session item is related to 1750 Kearns Boulevard. He reported that the applicant representative, J.D. Simmons, is attending the meeting as well as a representative from Fehr & Peers. There is a proposal to modify a Conditional Use Permit (“CUP”) that the Planning Commission approved in June 2025. There was a Condition of Approval that mentioned an approved emergency access lane that would be limited to emergency access. If the School District wanted to use that lane for school bus use, there would need to be a Modification to a CUP pursued. The applicant recently applied for that modification.

Planner Ehlers reported that there is no public hearing on the Modification to a CUP request at this time. Members of the public can submit comments to planning@parkcity.gov. There will be a future public hearing, which will be noticed at a later date. All public input that Staff received prior to this meeting has been forwarded to the Planning Commission and will be included in the next Meeting Materials Packet.

There are 17 CUP criteria in the Land Management Code (“LMC”). The criteria related to traffic, vehicular circulation, and transportation were shared with the Commission:

- Traffic considerations, including capacity of the existing streets in the area;
- Emergency vehicle access;
- Internal vehicular and pedestrian circulation system;
- Noise, vibrations, odors, steam, or other mechanical factors that might affect people and property off-site;
- Reviewed for consistency with goals and objectives of the Park City General Plan.

Planner Ehlers shared an aerial image that shows the school and other developments in the area. The yellow oval indicates the approximate location of the emergency lane and the proposed bus lane. There are red lines on Lucky John Drive and Monitor Drive to show the proposed bus circulation. Another image indicated the potential location of vehicle control gates, which would provide access to emergency vehicles and buses.

In April 2025, the Planning Commission voted to approve the CUP. Revised plans were submitted, and the Commission approved a Revised CUP in June 2025. As mentioned, there is Condition of Approval #15, which limits the emergency vehicle lane to emergency vehicles only. It included language about the modification process. In September 2025, the School District applied for a Modification to a CUP and submitted a Traffic Study. The

City hired a third-party consultant who reviewed the study and provided comments. Those comments were reviewed by the School District and its consultant. A revised study was submitted, which was also reviewed by the third-party consultant.

Planner Ehlers shared additional information about the Traffic Impact Study ("TIS") and the proposal. He reported that the TIS included a possible Phase 3, but this phase has not been proposed to the City at this time and would need to come to the Planning Commission as a separate CUP. He reiterated that Phase 3 is not being evaluated. As for the buses, there would be up to 18 buses from 2:25 p.m. to 2:35 p.m. The Traffic Study counted westbound vehicles on Lucky John Drive that were turning south onto Monitor Drive. Planner Ehlers reported that there were 39 westbound vehicles between 2:15 p.m. and 2:30 p.m. and 41 westbound vehicles between 2:30 p.m. and 2:45 p.m.

The Police Department and Engineering Department shared comments about the current situation. The main concern has to do with eastbound turns onto Kearns Boulevard. This involves turning across multiple lanes of traffic, and sometimes personnel has to be sent out to usher the buses through. It is a situation the Police and Engineering Departments have been evaluating and there is an analysis in the Meeting Materials Packet. The School District has proposed potential mitigations. The proposal is to use the emergency vehicle lane for buses only in the afternoon. In addition, vehicle control gates are proposed so only emergency vehicles and school buses will be allowed to enter.

There are certain recommendations included in the TIS, such as dedicated turn lanes. At this time, the City and Utah Department of Transportation ("UDOT") are not considering any road widening outside Re-Create 248. There was also a suggestion to link the school buses into the same priority signal system that the City bus system uses. Another recommendation is to reduce the number of staff and student parking permits that the School District issues to allow for parking where there is permission to do so. That would help address the parking situation, but it would not necessarily address the traffic situation. Another recommendation was to improve on-site bicycle and active transportation facilities. That would assist with the parking, but it is unclear what impact that would have on the traffic. Planner Ehlers shared Staff recommendations:

- Increase student and staff ridership on the City transit system;
- Evaluate a connection to the Comstock Drive traffic light to facilitate left turns onto Kearns Boulevard for buses.

Staff has several questions for the Planning Commission, which include 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 mitigates impacts?

- Are there additional measures not proposed that the Commission would like Staff and the applicant to evaluate?

The applicant representative shared clarifying information with the Planning Commission. It would be pick up only, so the buses would still come in off of Kearns Boulevard and enter into the lane between Dozier Field and the high school. It is not suggested that this be used daily, but when there are heavy traffic flows. Currently, when there is heavy traffic, the buses block the lanes in order to leave. Chair Van Dine appreciated the clarification. She pointed out that traffic on Fridays tends to be different because school is out earlier. She does not believe the TIS accounted for this. It was reported that a TIS generally looks at when the land use will have the largest impact on adjacent streets. The study looked at the peak hour of the adjacent street and when the land use would have the biggest impact on that street. The worst-case scenario has been analyzed in the TIS.

There was discussion about the proposed route. Chair Van Dine did not believe anything would turn right on Monitor Drive and then into Park Meadows to access 248 on the back side. This was confirmed. Commissioner Grant Tilson asked if all 18 buses would use this route. It was confirmed that when the route is utilized, there would be 18 total buses.

Commissioner Shand reported that of the 18 buses, nine need to go west on 248 and nine need to make a left-hand turn and go east. In the Meeting Materials Packet, it mentions a turn lane on Lucky John Drive and an additional turn lane on Monitor Drive. He asked if there had been consideration about the intersection at the light. The Fehr & Peers representative reported that the TIS was based on a Phase 3 development, which meant there would be additional traffic added to Lucky John Drive beyond the buses. There was additional traffic considered in the TIS that is not being addressed at this time. The recommendations in the TIS are intended to mitigate impacts beyond the 18 buses.

The Commission discussed the way buses leave the school currently. It was clarified that buses inch their way out, and when there is an opportunity, the buses leave all at once. It presents an unsafe condition for the bus drivers and those around the buses. It was added that it is a State Road, which means the Park City Police Department officers do not want to be in the right-of-way, as the Highway Patrol has jurisdiction in that area.

There was a meeting with UDOT to discuss the TIS. There was a discussion about a signal, but given the proximity to the Bonanza light, the spacing is difficult. There are challenges because of the amount of traffic on the road and the queues. Commissioner Shand understands the work that has gone into this proposal, but he is having a difficult time rationalizing what has been presented so that nine buses can make a left-hand turn.

Commissioner Seth Beal had a question about the measurement of cars. It looks like cars were measured at Lucky John Drive and Monitor Drive. He is more concerned about the intersection with 248. The stop sign is not the problem, but the problem is getting onto 248. He did not see an analysis that would make him comfortable with the proposal.

Commissioner Beal wanted to understand why the buses are not being routed to the existing light that has historically been used for buses. Information about Phase 3 was shared. When the district developed its Master Plan, there was a Phase 3, which is where the existing ballfields are now. That would be turned into parking, and there would be some additional work done to the high school. There is an interconnection between the high school and Comstock Drive. That is the preferred route, but it is an extensive phase. The last time it was priced out, it would cost approximately \$90 million. It is a goal being worked toward, but what is proposed is an interim solution until that is realized.

Commissioner Beal believed the road connection could be done for far less than the \$90 million, as that includes all of the other work in the phase. It was clarified that there would need to be engineering done to determine the cost for only the road connection. Commissioner Beal likes that the facilities are being improved and he likes the plans, but he has concerns about what has been proposed, given the existing traffic issues. Chair Van Dine pointed out that what has been proposed is considered an interim solution. This is something that can be done immediately to address existing safety issues in the area. The proposal is only for 30 minutes, and it would not occur every day of the week. Commissioner Beal thought the proposal would simply create different safety issues.

The Commission further discussed the proposal. Commissioner Beal thought the proposal could shift the problem elsewhere. He would like to see ways to solve the entire problem rather than simply being an interim solution. Information about the intersection at Lucky John Drive and Monitor Drive was shared. It was noted that it was one of 10 intersections that were analyzed. On Page 6 of the Staff Report is Table 1, which shows all of those intersections and what the impact would be. It was reiterated that this assumes Phase 3, where there would be much more traffic being added to the area.

Commissioner Frontero asked that Figure 1 be shared with the Planning Commission. Currently, a bus pulls out and blocks traffic so the other 17 buses can leave, and then the last bus leaves behind them. It takes approximately five minutes for the buses to leave. It sounds like this proposal is intended to solve a current problem that lasts for five minutes. He asked how many days a year this problem happens. It was reported that there is some uncertainty about how often it occurs, but it does not happen every day.

Commissioner Frontero estimated that this is a five-minute problem that happens around four days a week. He does not believe the current proposal makes sense, as it would be preferable for the buses to get to 248 as quickly as possible. It makes sense to have additional discussions with UDOT about a signal, despite the spacing concerns. It would be possible to activate that light only when the school buses need to leave. The Commission was informed that there has not been support from UDOT for that, but there is support for the interim solution that has been proposed. Commissioner Frontero reiterated that he does not support the current proposal. He suggested that there be another discussion with UDOT where a well-defined plan is shared with them.

Commissioner Tilson agreed with the comments from other Commissioners. He mentioned the TIS mitigation recommendations. One is to reduce the number of staff and student parking permits. He did not believe it should be made more difficult for staff and students to get to and from the school. While he appreciates the softer approach that is mentioned later on, which mentions encouraging more carpooling and having parking priority for carpool vehicles, reducing the parking permits for staff and students would place the burden on people who live in Park City and need to get to school. It was noted that a lot of the proposed mitigation measures are based on Phase 3 conditions. Transportation Demand Management ("TDM") strategy information was provided.

Planner Ehlers asked if the Commission would like to answer any of the questions posed before moving on to the next Work Session item on the agenda. He summarized the Work Session discussion. At this time, the Commission does not appear to support the current proposal. More information should be brought to the Commission in the future, and more effort should be put into the Comstock Drive option. Some members of the Commission thought UDOT should be approached again. The Commission also expressed a desire for more information about how this will interact with the existing intersection.

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.

Senior Planner, Alec Barton, presented the Staff Report and explained that this Work Session item relates to LMC Amendments for Swimming Pools and Hot Tubs. He explained that there is no definition in the LMC for either a swimming pool or a hot tub, and there is no clear permitting threshold established in the code. Staff is guided by an internal interim policy that determines when something requires a CUP and needs to come to the Planning Commission for review and approval, and when something can be handled at the Staff level. A related challenge is that there is no specific criterion for the Commission to rely on during a review of a swimming pool or hot tub. Planner Barton explained that the proposed amendments would address deficiencies in the code.

There is an opportunity to establish clear definitions for both a swimming pool and a hot tub and to update the Zoning Districts where these uses are allowed. In the case of swimming pools, it would be a CUP, and in the case of hot tubs, it would be an allowed use. The amendments would establish specific review criteria for the Commission to use. Planner Barton explained that the amendments would support the General Plan goals of maintaining a small-town feel and mountain community character, specifically in the Historic Districts. The amendments also relate to initiatives that support water reduction and sustainability efforts. The proposed definition for a swimming pool was shared as follows:

- 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% of the lot area, whichever is less.

Planner Barton clarified that the proposed amendments relate to swimming pools and hot tubs associated with single-family homes. These amendments do not relate to swimming pools in condominium projects or apartment complexes. Within the last several years, the Planning Commission has approved several CUPs for swimming pools. Planner Barton shared a table with the Commission and reported that only one of the pools exceeded the 800 square foot threshold that is proposed in this definition. He reported that the table illustrates what a lot in several Park City neighborhoods would be permitted to have. The proposed definition of a hot tub was shared with the Planning Commission:

- 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.

There are in-ground custom hot tubs that have been permitted, including more recently, but the trend has shifted toward prefabricated hot tubs. Planner Barton shared a table with sample size information from three major manufacturers. The 72 square foot threshold is based on the largest model hot tubs. He explained that a hot tub that size would accommodate between seven and 10 individuals. Most of the prefabricated models would be considered a hot tub and would be an allowed use under this definition.

Planner Barton reported that there is also an update proposed to the existing definition of Private Recreation Facilities. The proposed language is as follows:

- Recreation Facilities operated on private property and were not open to the general public, including Recreation Facilities such as swimming pools, tennis courts, outdoor pickleball courts, and similar facilities for use by owners and guests for a condominium project or private recreational use.

Planner Barton posed the following questions to the Planning Commission:

- Are the proposed definitions for swimming pool and hot tub appropriate?
- Is there additional information that should be included in these definitions?

Commissioner Shand felt that 72 square feet for a hot tub was appropriate for administrative approval. Anything larger than that should require a CUP. As far as the definition and dimensions of a swimming pool, 800 square feet would still allow someone to have a lap pool. He expressed support for what has been proposed. Planner Barton

confirmed that anything larger than 72 square feet would need to be reviewed by the Commission. Commissioner Frontero finds the square footages to be appropriate.

Commissioner Beal stated that the square footages make sense, but asked about the depth requirements. He wanted to understand the purpose of the references to 18 inches. Planner Barton offered to check with the Building Team, but his understanding is that this is based on Building Code requirements. 18 inches is the standard in other cities. The goal is not to require permits for a temporary pool structure that would be set up in a yard, such as a splash pool for children. He offered to share additional information in the future.

Planner Barton reported that the next set of updates are related to the Zoning Districts where these uses would be permitted, either as an allowed use or a conditional use. The proposal is that a swimming pool will come to the Commission and require a CUP. A hot tub is proposed to be an allowed use in most of the Zoning Districts. Currently, the Protected Open Space ("POS") Zoning District and Public Use Transition ("PUT") Zoning District prohibits Private Recreation Facilities. Staff recommends that these uses be prohibited in the two zoning districts. The following questions were asked:

- 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?

Commissioner Tilson wondered why the swimming pool is a CUP as opposed to an allowed use. Planner Barton explained that some General Plan goals are related to community character, reduction in water use, and helping achieve sustainability goals. Based on the interim policy in place, swimming pools are already brought to the Planning Commission for a CUP. This would formalize the process that is already in place.

Planning Director, Rebecca Ward, added that for a hot tub, where it is an allowed use, the property owner would submit a Building Permit. In the case of a swimming pool application where a CUP is needed, there would be public notice provided to adjacent property owners. Through the CUP criteria, the Planning Commission can look at neighborhood context, noise, fencing, and screening. There would be a higher level of review for compatibility, as a swimming pool is more impactful than a smaller hot tub. Commissioner Frontero expressed support for the Zoning District language proposed.

Planner Barton reported that the final set of proposed updates relates to criteria that could be established for the Planning Commission review of swimming pools. There are already adopted standards related to noise, but there could be additional considerations with these facilities at nightly rentals. It is possible to look at the existing off-street parking requirements, as the existing requirement may not reflect the actual demand for swimming pools. There could be an opportunity to reduce that requirement.

It is possible to clarify that maintenance vehicles that are servicing pools must be in an off-street parking space to avoid impacting City streets, particularly in Old Town and other districts where there are physical constraints. Planner Barton noted that it is also possible to work with the Snyderville Basin Water Reclamation District to establish drainage requirements for swimming pools and hot tubs. In addition, the Planning Commission could look into specific considerations in Historic Districts, such as screening. This could mitigate impacts on neighborhood character. The Commission can also evaluate whether swimming pools and hot tubs are appropriate on rooftop decks within Historic Districts.

Planner Barton shared a final set of questions with the Planning Commission:

- 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 CUPs?
- 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?

Commissioner Frontero does not believe it is necessary to regulate indoor swimming pools. He has not seen an indoor swimming pool come to the Planning Commission for consideration. Director Ward pointed out that there could be some additional clarification made to the language. If there is an indoor swimming pool, then the review is handled through the Building Permit process. The proposed amendments are intended to mitigate the impacts of swimming pools and hot tubs when those are outdoor uses.

Commissioner Shand agreed with Commissioner Frontero. There is no desire to regulate indoor swimming pools. As for the other questions, swimming pools have come to the Planning Commission before, and parking, noise, and screening have all been evaluated. He supported the existing criteria. Commissioner Beal echoed those comments. It is possible to handle concerns through the CUP process, with the exception of parking requirements. There was an issue somewhat recently where the swimming pool required far more parking spots than needed. It would make sense to require fewer parking spots.

Commissioner Tilson does not find it necessary to regulate indoor swimming pools. The additional criteria, as written by Staff, address the mitigation needed. Chair Van Dine echoed those comments. Planner Barton thanked the Planning Commission for providing feedback. He reported that the amendments will be discussed again in the future.

The Planning Commission took a short break before moving into the Regular Session.

6. REGULAR SESSION

- A. 685, 695, 705, 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.

Planner Barton presented the Staff Report and explained that this is a Condominium Plat Amendment application for 685, 695, 705, and 725 Saddle View Way. After publication of the Staff Report and Draft Final Action Letter, a request was received from the applicant for a minor modification to the Plat Amendment. He will present the proposed amendments to the application as well as the modified Draft Final Action Letter.

Background information about Saddle Condominiums was shared. Planner Barton reported that the original plat was recorded in 1981. The four units the Planning Commission will review during this meeting include Units 6, 7, 8, and 10. These are three-level units that originally had the same layout and dimensions, every 3,102 square feet. Last year, the Commission reviewed and approved a Plat Amendment for 318 square foot additions to Units 6 and 9. Unit 6 is being considered again by the Commission, and Units 7, 8, and 10 were being considered for an amendment for the first time.

Planner Barton shared images with the Commission and explained that the proposed addition on the left is what is in the Staff Report. The illustration on the right is what is proposed under the modified Plat Amendment. The area proposed for renovation is a crawl space under level two. That crawl space extends approximately two linear feet further back than what was originally understood. The applicants would like to convert all of that area into private ownership. For Units 7, 8, and 10, this increases the proposed addition to 391 square feet. Unit 6, which was already amended last year, has a smaller addition of 73 square feet, but it results in the same measurement, 3,493 square feet.

The proposed modifications increase the size of the additions by approximately 54 square feet. Planner Barton shared additional images to compare what was included in the Staff Report and what was later proposed. Another image was shared with the Commission.

Planner Barton reported that the additions are contained within the existing building footprint and are not visible from the exterior. Staff finds that the proposal complies with the Residential Development Zoning District requirements. The proposed amendments, including the modification, do not increase off-street parking requirements. There is Good Cause for the Plat Amendment, because it does not involve any exterior changes, is not visible from the public right-of-way, and is within the existing building footprint.

The Draft Final Action Letter was reviewed. Planner Barton reported that there are some proposed changes to accommodate the modifications. Most of the changes relate to the

square footages that are mentioned, but there is also another Condition of Approval recommended. Staff recommended the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the modified Draft Final Action Letter. He noted that Megan Blosser with Alliance Engineering can answer questions.

Commissioner Shand mentioned Figure 1 in the Meeting Materials Packet and asked if this shows the existing foundation that goes all the way down to the footing. This was confirmed. Ms. Blosser explained that it is because of Unit 9 that there was an awareness of the space available. Unit 9 will stick with the old amendment, but everyone else would like to go to the back foundation wall now that there is an awareness of how far back it is. Commissioner Shand asked about the intended use. Ms. Blosser believed there would be a television room and a bathroom. There were no additional questions.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Frontero noted that this is a 16-unit condominium project. He asked if there will be similar applications in the future. Ms. Blosser reported that there could be future applications, because there are still other units in the building that have not pursued this. However, the neighbors have coordinated with one another, so there is an awareness of what is currently being requested. The intention was to include as many condominium owners in this Condominium Plat Amendment application as possible.

MOTION: Commissioner Frontero moved to APPROVE the Condominium Plat Amendment for the Saddle Condominiums Phase One Plat, amending Units 6, 7, 8, and 10, according to the following, as amended:

Procedural History:

1. Saddle Condominiums Phase One is a 16-Unit Condominium project in the Residential Development (RD) Zoning District.
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 391-square-foot addition to the first floor of Units 7, 8, and 10, and a 73-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 3,493 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. On March 10, 2026, the Saddle Condominiums HOA President provided a letter certifying that the HOA approved the proposed modifications to the plat submitted after publication of the Staff Report and Draft Final Action Letter. Condition of Approval #4 requires the Applicant to provide notarized documentation of the HOA vote approving the modifications within 30 days of Plat Amendment approval.
5. 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.

6. The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.
 - 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.
7. 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.

8. 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.
4. Within 30 days of approval, the Applicant shall provide notarized documentation of the Saddle Condominiums HOA vote approving the proposed modifications to the plat submitted after publication of the Staff Report and Draft Final Action Letter.

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

- B. 1456 and 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.

Planner III, Lillian Zollinger, presented the Staff Report and explained that this is a Condominium Plat Amendment for 1456 and 1470 Amber Road. She reported that 1456 and 1470 Amber Road are both part of The Pinnacle at Deer Valley. 1456 is Unit 46 and 1470 is Unit 47. Both units fall within the Residential Development Zoning District and are inside the Sensitive Land Overlay. The applicant proposes the following:

- Add 32 square feet to the lower level and 32 square feet to the main level of Unit 46 as private space;
- 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;
- 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).

Commissioner Shand asked about Unit 46. He wanted to know if the 32 square feet would increase the footprint, which was confirmed. Planner Zollinger shared an image of the existing conditions. The decks were built differently from what was platted, so the Plat Amendment is looking to correct how the decks were built. She reviewed an image that outlines the proposed work. There are three levels and no changes are proposed to the upper level, but to the main and lower levels. The decks on the left side are proposed to be recorded as they were built, which is different than the original recorded plat. The middle portion has proposed changes. Commissioner Shand asked if there were two property owners involved in this. It was clarified that there is only one property owner.

Ms. Blosser reported that the purpose of the amendment is to connect the two units. The units will still be separate, but the intention is to add a door between them. Commissioner Tilson asked about the lower deck that is not highlighted. He wanted to know if that will remain the same as it is currently. It was reported that the deck area will be redone.

Commissioner Frontero noted that there are two units with one owner. He asked if the units are proposed to be combined, which was denied. Michael Stoker from Stoker Architecture, Inc. introduced himself to the Commission. The green section shown will

not be accessible from Unit 46, so it is essentially a deck for Unit 47. Commissioner Frontero wondered what would happen if the current owner decided to sell one of the units. It was clarified that Unit 46 has separate decks. If the owner decides to sell one or both units, there will not be a situation where someone does not have deck access.

Planner Zollinger reported that the proposal complies with the Residential Development and Sensitive Land Overlay requirements as well as the parking requirements. There is also Good Cause for this application. One of the Conditions of Approval was shared:

- 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.

Staff recommends the Commission review the Condominium Plat Amendment, conduct a public hearing, and consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

MOTION: Commissioner Frontero moved to APPROVE the Condominium Plat Amendment for The Pinnacle at Deer Valley, amending Units 46 and 47, according to the following:

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).
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).
3. On February 9, 2026, 68.6% of the Pinnacle Units voted in favor of the proposed Plat Amendment.
 4. Land Management Code (LMC) Chapter 15-2.13 outlines Lot and Site Requirements for the RD Zoning District:
 - a. Maximum Density - Three Units/Acre
 - i. 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
 - i. 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
 - i. 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.
 5. 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 3,511 square feet to 3,719 square feet. The proposed addition does not increase the parking requirement for either Unit.
 6. 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.

7. 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.
8. 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.

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.

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

- 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.

Planner II, Jacob Klopfenstein, presented the Staff Report and explained that this is a Steep Slope Conditional Use Permit (“SSCUP”) for 405 Woodside Avenue. He reported that this is a Significant Historic Structure located in the Historic Residential – 1 Zoning District. The applicant is proposing an addition to the existing Significant Historic Structure. The rear of the site has an average slope of 45%, so a SSCUP is required.

The Planning Commission previously reviewed this in October 2025 and requested some changes, mostly involving the massing of the building and the height. The applicant submitted some revised plans last month addressing Commissioner concerns. The width, slope, and length of the driveway was reduced, the interior and exterior building heights were reduced, and the separation between the existing historic structure and the proposed rear addition was increased. An image of the existing conditions was shared.

As conditioned, this proposal complies with setbacks, building footprint, and building height regulations for the Zoning District. It also complies with off-street parking requirements. The Site Plan shows the Significant Historic Structure in blue, the rear addition and transitional element in green, and the existing guest house in red. Planner Klopfenstein clarified that the existing guest house is proposed to be removed.

The proposal complies with the SSCUP requirements, including the location of development, visual analysis, access, terracing, building location, building form and scale, setbacks, dwelling volume, and building height. Renderings of different views were

shared, including the northeast view, northwest view, southeast view, and southwest view. The applicant also provided a streetscape rendering for the Commission.

Planner Klopfenstein reviewed several Conditions of Approval included in the Draft Final Action Letter. Condition of Approval #16 limits the height of retaining walls and requires Planning Commission approval if there are additional retaining walls proposed in the future. There is also a condition that requires an Encroachment Agreement for the driveway access. Additionally, there is a condition that requires the guest house and shed to be removed. There are other conditions related to modifications. Commissioner Frontero asked for additional information about the Encroachment Agreement. Planner Klopfenstein reported that it is a typical requirement the Engineering Department requires.

Staff recommended the Planning Commission review the SSCUP, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter. It was noted that the applicant representative, Jonathan DeGray, is present at the Planning Commission Meeting. Director Ward shared clarifying information about the Encroachment Agreement. The reason it is required is because Woodside Avenue is not built where it is platted. To make that connection to the proposed home, the applicant will need to build a driveway in platted right-of-way. The Encroachment Agreement is needed for access.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Mr. DeGray explained that the previous Planning Commission comments were taken into consideration. The driveway was dropped so the addition is lower than the main house. There was also work done with Staff on the mass, scale, and placement of windows. Chair Van Dine expressed appreciation for the changes that were made. What has been presented is an improvement over what was reviewed previously by the Commission. Commissioner Frontero also appreciated the adjustments that were made.

MOTION: Commissioner Frontero moved to APPROVE the Steep Slope Conditional Use Permit at 405 Woodside Avenue, according to the following:

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).

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.
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 setback 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 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.
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.
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

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

- 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.

Planner Klopfenstein presented the Staff Report and explained that this is a Plat Amendment for 6453 Silver Lake Drive. The applicant is proposing a Plat Amendment to expand the area of disturbance for the 17,408 square foot lot. The increase would be from 2,919 square feet to 4,769 square feet. This is an increase of 1,850 square feet. The Plat Amendment would reflect existing conditions and accommodate an expansion to the existing single-family dwelling on the lot. The existing home was constructed in 1991, but it was constructed outside of the originally platted area of disturbance.

The Planning Commission reviewed this previously in November 2024 and June 2025. It was continued during both of those meetings. With the current proposal, the applicant representative has submitted additional revised materials. This includes the following:

- Revised proposed plat (Attachment 1) seeking a smaller expansion of the area of disturbance and granting a ski easement to Deer Valley Resort;
- Building height exhibit (Exhibit B);
- Revised Landscaping Plan (Exhibit C);
- Arborist site visit summary (Exhibit D);
- Additional slope analysis exhibit (Exhibit F).

Planner Klopfenstein shared an image of the proposed plat. The originally platted area of disturbance is outlined in red and the blue section is the proposed expanded area of disturbance. The expanded area would reflect the existing conditions of the single-family dwelling that is on the lot as well as an 1,850 square foot addition. An image of the existing home was shared with the Planning Commission. Information about the building height was provided. He reported that the existing single-family dwelling is approximately 39 feet above existing grade and exceeds the Residential Development Zone height limit of 28 feet above existing grade. When this home was built in 1991, the limitation on height was 28 feet above natural grade, rather than existing grade. Natural grade refers to the grade prior to any development activity or any manmade disturbance on the lot.

The applicant provided an additional building height exhibit using more modernized surveying data to estimate the grade in 1991. There is a difference of approximately 4

feet between that survey data and the survey data that was used in 1991. Planning Staff still does not find that the building height exhibit is an accurate estimation of natural grade, because the definition of natural grade refers to the topography before any disturbance. The applicant has not provided a survey of the site that predates any development or disturbance in the area or any other records that could establish natural grade at the site.

The Planning Commission must make a finding of Good Cause to approve a Plat Amendment. Planner Klopfenstein shared the definition of Good Cause with the Commission. Staff finds Good Cause to approve the Plat Amendment to reflect existing conditions on the lot, as this promotes best planning practices by establishing an accurate record of the site. However, Staff does not find Good Cause to expand the platted area of disturbance beyond the built conditions to accommodate the proposed addition. This is because there are no public amenities or benefits provided, it does not resolve existing issues or non-conformities, and it does not promote best planning practices.

Several Conditions of Approval were reviewed. Planner Klopfenstein reported that Condition of Approval #1 would require a Plat Note stating that all construction shall comply with the Residential Development Zoning District requirements. Condition of Approval #2 would prohibit enlargement of portions of the existing single-family dwelling that exceed building height. Condition of Approval #8 would require the applicant to revise the area of disturbance on the proposed plat to reflect the existing conditions at the site prior to recordation. There are other Conditions of Approval in the Draft Final Action Letter related to future construction, vegetation, recordation timelines, and easements.

Staff recommends reviewing the Plat Amendment, conducting a public hearing, and considering approving the Plat Amendment, but limiting the approval to a reflection of the existing conditions. This decision would be based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter.

The applicant representatives, Justin Keys and Megan Blosser, introduced themselves to the Commission. It was noted that the applicant is also attending the meeting virtually. Mr. Keys explained that this is a Plat Amendment request for 6453 Silver Lake Drive. Several modifications have been made since the last Commission discussion about this property. He asked to discuss the proper measurement of building height over time. This home was originally constructed in 1991, and at that time, building height was measured differently. Alliance Engineering determined the natural grade at the time of construction.

Ms. Blosser reported that she determined natural grade two different ways. She digitized the contours from the 1989 survey that was done as part of the original permit. On Page 5 of the permit is an Existing Conditions Map from before the house was built. She has digitized the contours and it was determined that based on the 1991 Building Code and how height was supposed to be measured, it was 27.325 feet. She submitted another exhibit to interpolate natural grade. For this, the survey data from 1989 was not relied on, but there was a survey conducted of the oldest trees on the site. Those trees were shown

on the original Building Permits back in 1991. Those areas have never been disturbed and are accurate enough to determine what natural grade was. Using the same definition from back then, the height is just over 27 feet, at 27.535 feet. Both the Existing Conditions Map and the survey resulted in a similar building height determination.

Ms. Blosser reported that it is the opinion of Alliance Engineering that the building was in compliance at the time it was built. That is the reason it was stamped, signed, and approved by Park City back then. It was not approved in 1991 by error, but because the measurements were done differently than they are now. Commissioner Shand wanted to know why the building height is being discussed when the Planning Commission is being asked to adjust the area of disturbance to the as-built conditions. Senior City Attorney, Mark Harrington, explained that the application proposes a further expansion.

Commissioner Frontero noted that the area of disturbance could be expanded to encompass the as-built condition, which is what has been recommended by Staff. It is also possible to consider a larger expansion to allow for a future addition to the home.

Commissioner Shand would rather see a plan to expand the home before contemplating an expanded area of disturbance. Commissioner Frontero believed Staff is recommending the Planning Commission deny an expansion of the area of disturbance for the new expansion due to a lack of Good Cause. Planner Klopfenstein clarified that the Staff recommendation is to correct the record of the existing home, which was built outside the originally platted area of disturbance. Staff finds Good Cause to approve the Plat Amendment to reflect existing conditions and match what is built on the lot.

Commissioner Shand wanted to know how Staff feels about the applicant's request to further expand the area of disturbance. He asked if that is premature, given that there is uncertainty about what a future addition would look like. Planner Klopfenstein reported that the applicant has provided some details about what the addition would look like. Exhibit C, the Landscaping Plan that was submitted, shows the proposed addition. The applicant's request is twofold: adjust the area of disturbance to reflect what is built on the lot and expand the area of disturbance to allow for an addition to the existing home.

Exhibit C was reviewed by the Planning Commission. The existing home is shaded in dark gray, and the proposed addition areas are outlined in orange. The originally platted area of disturbance is shown in light gray. This exhibit also illustrates how the existing home was built outside of the platted area of disturbance. Commissioner Frontero believed the Staff recommendation is for the Commission to consider an area of disturbance that encompasses the current home, so the existing conditions are reflected. This was confirmed. He believed Staff is suggesting a denial of the additional area of disturbance that is shown in orange on the exhibit. Planner Klopfenstein confirmed this.

Mr. Keys reported that the City did not make an error in 1991. The code at the time was applied to this property. He shared the plans that were approved and stamped by Park

City Municipal back in 1991. There was a new area of excavation disturbance written on the plans. At the time, there did not need to be a Plat Amendment to change the area of disturbance, but the Homeowners Association (“HOA”) had to approve it. Director Ward asked if reconfiguration or expansion was allowed. Mr. Keys believed the process allowed for both reconfiguration and expansion, as that is what happened in many cases.

Director Ward asked how the topography on the submitted exhibit compares with the topography that was shown at the time of the Building Permit. Ms. Blosser referenced one of the exhibits and reported that the ground is still relative to the house. Nothing has been raised or lowered. She shared information about the process to collect data. Director Ward asked if there was a reference to the Residential Development regulations during the evaluation. Mr. Keys confirmed this. Alliance Engineering has looked at this and sought to determine the natural grade. He relied on the Alliance Engineering analysis.

Commissioner Beal does not believe it is possible to simply accept that Park City got it right back in 1991. He is interested in hearing more from Director Ward about the code at the time. Commissioner Shand believed the reason the Commission is talking about height now is that this will come into play when the addition is considered. Mr. Keys noted that it makes a difference whether this is a legal non-conforming use or a non-conforming use. If it is a legal non-conforming use, then it can stay in place and the height does not need to be reduced. It is also possible to pursue the desired addition.

Commissioner Beal asked if there is agreement with the statement in the Staff Report that there is no topographical survey of the site that predates the development. Ms. Blosser disagreed with that statement because the topographical map is shown in the approved plans. She shared a submission that shows the natural grade contours. There was discussion about the natural grade and the Alliance Engineering determination. Ms. Blosser reiterated that the exhibit she created shows what the natural grade would have been. The trees are the best evidence of what the natural grade was before development.

Mr. Keys reported that the first Staff Report measured height under the current version of the code, which he disagreed with. The next Staff Report appeared to agree with him that it must be based on the way building height was measured at the time the house was constructed. He thought there was agreement about how to measure height under the 1991 code and is confused that there does not seem to be agreement about that now. Director Ward explained that there was agreement that, regardless of how it is measured, it exceeds height. Mr. Keys clarified that he does not agree with that statement.

There was additional discussion about the measurements used. Ms. Blosser reported that the Staff measurements are based on how measurements would be done today, rather than how measurements were done back in 1991. Commissioner Beal asked what the 1991 measurement would be based on. Ms. Blosser read the following language:

“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, the deck line of a mansard roof, or to the point midway between the lowest part of the eaves and the ridge of a hip or gable.” The zoning language was next reviewed by the Planning Commission.

Director Ward stated that regardless of how height is measured, Staff finds that this exceeds the height. The Planning Commission can still find Good Cause for the Plat Amendment expansion, as the addition can comply with the current measurement for height. As outlined in previous Staff Reports, it is recommended that there be consideration of the steep slopes and the existing vegetation. Mr. Keys asked about the Staff conclusion related to height. Director Ward reported that regardless of how it is measured, there will still be a structure that is over the height. Ms. Blosser explained that the argument being made is that this is a legally non-conforming structure based on the data. Everything new that is envisioned for the site will comply with the current standards.

Attorney Harrington reported that Staff did not previously find the definition for legal non-conforming was met. There is legal right to apply to the Planning Director through a separate process to obtain that determination, but the Planning Commission cannot make a determination of a legally non-conforming use separately. If the applicant would like that determination, there can be a separate application process pursued. Mr. Keys stated that it is possible to pursue that application, but he expressed concerns about the language in the Staff Report. He pointed out that there have been Conditions of Approval drafted under the assumption that this is not a legal non-conforming use. Attorney Harrington reiterated that there is a formal process that can be pursued for that determination. Mr. Keys asked that the Conditions of Approval be removed, as those are not relevant. It does not make sense to punish the applicant over a determination that has not been made. He reiterated his concerns about the proposed conditions.

Mr. Keys asked to discuss Good Cause and some of the other issues mentioned. The Staff Report indicates that there is a desire to expand into steep slopes, but that is not accurate. Ms. Blosser reported that the area that is being called a steep slope is not natural ground and is part of what was disturbed when the original house was built. Even if it was natural ground, LMC 15-2.21-4(A) includes the following language:

- As used herein, an Area of Very Steep Slopes must cover a topographic Area at least twenty-five feet (25') vertically, upslope or downslope, and fifty feet (50') horizontally in any direction to be subject to this prohibition.

The steep slope areas have been dimensioned and are smaller than 25 x 50 feet. Mr. Keys does not believe there is a steep slope concern in this area. Looking back at the old plans, it is clear that these are manmade and it was a result of placing the house in that particular location. There are no naturally occurring steep slopes on this property.

Commissioner Shand noted that it appears the steep slopes are outside of the existing envelope, which was confirmed. He had a question about the Draft Final Action Letter and referenced Condition of Approval #8 and Condition of Approval #3. Commissioner Shand is leaning toward approving the area of disturbance to reflect the as-built condition.

Mr. Harrington clarified that Conditions of Approval #3 and #8 do not contradict one another. Mr. Keys next shared an image that illustrates the proposed expansion. The white area is the existing footprint of the home. The blue areas are the areas that are already disturbed, so there is a roof overhang in those locations. The peach-colored areas are additions that are not currently disturbed. Mr. Keys further reviewed the image and explained that the request has been substantially reduced. There was additional discussion about the image shown and the location of the existing home.

Commissioner Tilson asked about the purpose of the ski easement. Mr. Keys reported that Deer Valley currently uses an area for maintenance access, but there is no easement on the plan. There was communication with Deer Valley about an easement as part of this process. He noted that Good Cause exists for this Plat Amendment because it will preserve and replace vegetation, correct an existing non-conformity, add an easement reflecting actual use, add off-street parking, and improve site safety and accessibility.

Commissioner Frontero asked if there was language in an earlier plat that mentioned certain trees would not be removed. Mr. Keys does not recall any language like that. However, the language generally encourages trees to remain as much as possible.

Director Ward reported that in the 1991 Building Permit, there were handwritten notes about trees that would be preserved on the review. Planner Klopfenstein explained that this is illustrated in Figure 5 of the Staff Report. All of the trees highlighted in this image were required to be retained, but some of them no longer exist at the site. The trees shown in yellow no longer exist at the site and were removed at some point. The trees highlighted in blue remain at the site, but would not be impacted by the proposed expansion of the area of disturbance. The trees in green are still at the site and would be impacted by the expansion. Commissioner Frontero appreciated the clarification.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Beal believed the Commission needs to consider whether there is Good Cause for amending this to the as-built conditions. He believes there is support for this. As for whether there is Good Cause to expand the area of disturbance to allow an addition, he is not persuaded at this point. Commissioner Frontero felt similar. He is open to reviewing additional submittals, but would like to see the applicant apply for the legal non-conforming determination. There can be further discussion once that is known.

Commissioner Shand is supportive of the current recommendation from Staff to approve an area of disturbance that reflects existing conditions. He would like to see a more detailed application for the addition. At that point, the height can be further discussed.

Commissioner Tilson expressed support for amending the plat to reflect existing conditions. When it comes to expanding the area of disturbance, the trees need to be taken into consideration with the design. He would need more information about the actual structure before considering approval. The ski easement provides some level of Good Cause and also reflects the existing use. He is open to seeing additional submittals.

MOTION: Commissioner Shand moved to CONTINUE the Plat Amendment at 6453 Silver Lake Drive to a date uncertain. Commissioner Frontero seconded the motion. The motion passed with the unanimous consent of the Commission.

7. ADJOURNMENT

The Planning Commission Meeting adjourned at approximately 8:25 p.m.



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

COMMISSIONERS IN ATTENDANCE: Christin Van Dine (Chair), Henry Sigg, John Frontero, Rick Shand, Grant Tilson

EX OFFICIO: Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Lillian Zollinger, Planner III; Nan Larsen, Senior Planner; Mark Harrington, Senior City Attorney; Elissa Martin, Project Planning Manager

1. ROLL CALL

Chair Christin Van Dine called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners are present with the exception of Commissioner Seth Beal.

There was a Site Visit earlier in the day at Park City Mountain Resort, where some Commissioners and members of the public were in attendance. A recording of the visit will be available shortly for those who were unable to attend the Site Visit in person.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

A. General Plan Implementation and Planning Commission Liaisons.

Planning Director, Rebecca Ward, reported that there are several Board and Planning Commission terms that will end in the near future. There is currently an application process open. Those interested can submit applications until April 8, 2026.

Senior Planner, Alec Barton, thanked the Planning Commission for their work, as there was a review of the General Plan over four Work Sessions. Based on those discussions, priorities for implementation were recommended. In February, the City Council reviewed the recommended priorities from the Commission and voiced their support. Over the next year, Staff will return to the Planning Commission with recommended updates to the Land Management Code ("LMC") based on the identified priorities. Staff requests a Commissioner to serve as a liaison for each of the categories identified as priorities.

Chair Van Dine noted that it would make sense for each Commissioner to be a liaison for one item. There was discussion about the liaisons and the following was determined:

- Open Space Preservation – Christin Van Dine;
- Affordable Housing – Rick Shand;
- Community Character – Henry Sigg;
- Transportation – John Frontero;
- Sustainability – Seth Beal; and
- Emerging Technology – Grant Tilson.

3. PUBLIC COMMUNICATIONS

Chair Van Dine informed those present that there will not be public hearings held on the Work Session items. However, those items will come back in the future as Regular Agenda items and public comments can be shared at that time. Those interested in submitting public comments on an item can do so at the email: planning@parkcity.gov.

There were no public communications.

4. WORK SESSION

- A. Park City Mountain – Conditional Use Permits** – The Planning Commission will Review Park City Mountain's Proposal to Upgrade the Silverlode and Eagle Lifts in the Recreation and Open Space Zoning District and Sensitive Land Overlay. Silverlode, PL-26-06820; Eagle, PL-26-06821.

Planner III, Lillian Zollinger, and Senior Planner, Nan Larsen, explained that the first Work Session item relates to Conditional Use Permits (“CUP”) at Park City Mountain Resort. This has to do with upgrades to the Silverlode and Eagle lifts. Earlier this morning, members of City Staff, Planning Commission, and Staff from Park City Mountain Resort conducted a Site Visit. There was a recording completed, which will be available by the end of the week. In the meantime, public comments can be sent to planning@parkcity.gov. All of the comments received prior to publication of the Meeting Materials Packet have been included. Comments submitted after that time have been forwarded to the Commission for consideration. Staff will notice all future public hearings.

There are two CUP applications for lift upgrades. The first CUP is to replace the Silverlode six-passenger lift with an eight-passenger lift. The proposal is to maintain the same alignment. The second CUP is to remove the existing Eagle and Eaglet lifts and replace it with a six-passenger lift in a new alignment. The goal of the Work Session is to review the criteria of the Recreation and Open Space (“ROS”) Zoning District as well as the CUP, Sensitive Land Overlay (“SLO”), and Ski Lift and Tramway criteria.

This site is located in the ROS Zoning District. As currently proposed, the ski lift upgrades comply with setbacks as well as height. The ski lift towers comply with the 2022 Planning Director Height Exception, which is included as an exhibit in the Meeting Materials Packet. Images were provided by the applicant to illustrate the location of the proposed lifts.

There are 17 criteria for a CUP and those details are outlined in the Staff Report. The Development Review Committee reviewed the proposal and found there were no substantive issues. The criteria regarding parking, traffic, and transportation will be reviewed at a future meeting when the project returns to the Planning Commission.

Planner Larsen shared information about the SLO. Both the Silverlode and Eagle lifts are within the SLO and the applicant submitted a Sensitive Land Analysis and other materials. The Slope Analysis indicated that no Very Steep Slopes are disturbed with construction and the construction is located at least 48 feet from Very Steep Slopes. The applicant plans also address revegetation of disturbed areas as well as temporary and permanent erosion control. There are two mitigating conditions recommended by Staff, which are listed in the Staff Report. The conditions will ensure revegetation and erosion control.

There was a Ridgeline Analysis provided by the applicant. The Silverlode top terminal is below the ridgeline, but still within a Ridge Line Area buffer. Planner Larsen reported that the proposed changes will not increase the level of encroachment into the buffer area. The top terminal is minimally visible from Park Meadows Country Club and the Park City Hospital vantage points. The proposed Eagle lift is also below a ridgeline and within a Ridge Line Area buffer. This is true for both the existing Eagle and Eaglet lifts. The proposed Eagle lift will consolidate the two top terminal encroachments into one. She noted that the top terminal is minimally visible from certain vantage points in Park City.

The LMC prohibits disturbance within 50 feet of a wetland or stream corridor, but no wetlands or streams will be impacted by the proposal. The applicant also submitted a Wildlife Habitat Report and Staff recommends seven Conditions of Approval to mitigate wildlife impacts. The Silverlode lift follows the existing alignment, which reduces impacts to new areas of disturbance. It limits new disturbance to the bottom terminal accessory building. The Forestry Board reviewed the proposal and requires three Conditions of Approval. Those conditions have to do with reducing fire fuels in an amount equal to the clearing required for the proposed lift upgrades, as well as the removal of dead and dying vegetation for improved defensible space near the Crescent Ridge Condominiums.

The location of the ski lift requires compliance with 12 criteria outlined in the LMC for passenger tramways and ski base facilities. Planner Larsen reiterated that parking, traffic, and transportation will be reviewed when the project returns to the Commission.

The Park City Mountain Resort team introduced themselves to the Planning Commission. Vice President and Chief Operating Officer of Park City Mountain, Deirdra Walsh, commented that it was nice to see the commissioners on the mountain earlier in the day. Vice President of Mountain Operations, Chris Ingham, and Director of Mountain Planning, Zach Perdue, are also present at the Planning Commission Meeting. Ms. Walsh explained that context will be provided for the upgrades of the Silverlode and Eagle lifts.

There is an ongoing commitment to improve the guest experience at the resort. The proposed Eagle project is to replace the current Eagle and Eaglet lifts with a high-speed, six-passenger detachable lift with a new mid-station. This project is intended to improve circulation, provide more options, and reduce wait times. The proposed Silverlode project is to replace the six-passenger lift with an eight-passenger lift. This will reduce wait times at one of the most popular parts of the mountain. Ms. Walsh informed the Planning Commission that these projects will improve guest circulation in and around the mountain.

The resort values inclusivity, belonging, connection, exploration, and fun. Park City Mountain is passionate about introducing people to a beloved sport and creating lasting memories for guests. Ms. Walsh explained that there is also a desire to be a steward. This is done by supporting organizations, initiatives, and projects that share similar values. Ensuring that Park City Mountain is a leader in accessibility is important, so there are partnerships with the National Ability Center, Youth Sports Alliance, SOS Outreach, and the Make-A-Wish Foundation. As for environmental stewardship, this is demonstrated through ongoing investments in sustainability and protection of the mountain environment. There are partnerships with the Mountain Trails Foundation, Summit Land Conservancy, Swaner EcoCenter, and Recycle Utah. There is also a commitment to a Zero Net Operating Footprint by 2030. In addition, there are community partnerships and work is done with the City, County, Chamber, transit partners, local businesses, and local non-profit partners in order to achieve broader community goals.

Investing in the mountain is important to Park City Mountain Resort. There have been substantial long-term capital investments made since 2015. It is estimated that the investment is approximately \$171 million since 2015. This includes many projects, such as investments in lift infrastructure, expanding and constructing restaurants, improvements in snow making, and improvements to the arrival experience. Investments are made intentionally to ensure reliability, modernization, and accessibility.

Ms. Walsh shared information about the arrival experience. There is a Parking Management Plan that is working well. The plan was developed in cooperation with the City in anticipation of these lifts back in 2022. The resort has remained committed to the plan. She noted that the overall flow has improved, congestion at peak times has been reduced, and a more predictable arrival experience has been created for guests.

Ms. Walsh emphasized the commitment to stakeholder outreach. There has been engagement with a variety of community members, including adjacent property owners, resort employees, base area businesses, and the general public. This was done through meetings and a public open house. There is a commitment to continuing this outreach throughout the review process. She asked team members to continue the presentation.

Mr. Ingham explained that he is the Vice President of Mountain Operations at Park City Mountain. He provided information about his work background and reported that there is familiarity with flow, circulation, and the core operations of the resort. Mr. Perdue stated

that he will review the planning and design framework for the CUP applications. At a high level, both of these projects represent lifecycle lift replacements within established lift corridors. The upgrades are designed to improve circulation and distribution of the existing guests, moving people more efficiently through the ski area. It will reduce congestion at key nodes and balance use across the mountain. The improvements do not expand skiable terrain, but focus on modernizing the existing infrastructure.

Unlike in 2022, there are no concurrent base area redevelopments proposed. Another key difference is that these applications are being filed separately, whereas in 2022, the applications were filed together under a single application. The projects are now before the Planning Commission as two separate CUP applications. The applications will be evaluated under the provisions of the LMC and will be reviewed for consistency with the General Plan. As for the Silverlode replacement project, there is now a maintenance support component included. This will be located at the bottom terminal. It is an operational improvement that will allow employees to more efficiently service lift carriers during the season, which improves reliability and increases employee safety.

Mr. Perdue explained that these projects are the most effective way to address consistent feedback received from guests, employees, and the broader community. From an operational standpoint, there continues to be sustained demand seen at key lifts. While the permitting approach has evolved and there were some targeted refinements made, the core need and benefit of the projects have remained the same. He reiterated that there is a need to improve circulation, reduce wait times, and create a positive experience.

The primary objective is to modernize the aging lift infrastructure while improving operational reliability and skier circulation within the existing ski area. Mr. Perdue reported that the Eagle lift was installed in 1993, the Eaglet lift was installed in 1995, and the Silverlode lift was installed in 1996. Over time, lift technology and operational standards have evolved. Lift replacement cycles are an important part of maintaining a safe, efficient, and reliable mountain transportation system. These projects will replace older lift technology with modern detachable lift systems. These newer systems offer improved reliability, better loading and unloading, and increased uphill capacity. Both lift replacements are designed to improve the way guests move through the mountain.

Mr. Perdue explained that none of the proposed projects expand skiable terrain or introduce a new base access point. The lifts remain confined to the established lift corridors and continue to serve the terrain that already exists. The proposal is for infrastructure upgrades within the existing operational footprint of the ski area rather than expansion projects. The resort has been contemplating these lift replacements for nearly 30 years as part of long-range resort planning. The Mountain Upgrade Plan anticipated ongoing modernization of the lift infrastructure as the ski area evolved over time.

The CUP process allows the Planning Commission to evaluate the projects against the standards contained within the LMC. As part of the review, the projects have been

reviewed for alignment with the General Plan. These projects support several key objectives in the General Plan, including modernization of recreational infrastructure, continued support for recreation based operations that are central to the economy, and implementation of responsible environmental mitigation practices during construction.

Mr. Perdue discussed the environmental considerations. Both lift replacements have been planned and designed to minimize environmental impacts to the greatest degree practical. Since the projects occur within established lift corridors, the disturbance footprint is limited. There are no anticipated impacts to streams or wetlands and there are no permanent impacts to wildlife habitat or migration corridors. The vegetation removal is expected to be minimal and confined to areas that are already maintained for lift operations. The impacts will be mitigated at a 1:1 ratio. During construction, erosion control measures will be implemented to stabilize slopes and prevent sediment loss.

Information about the Eagle lift replacement project was shared. Mr. Perdue reported that the Eagle project will replace the existing Eagle and Eaglet lifts, both of which are fixed-grip chairlifts. The proposal is to replace it with a modern six-passenger high-speed detachable lift. This will not create a new base access point, but will continue to serve the existing base area. He explained that the replacement will modernize aging infrastructure that has been in service for over three decades. The new detachable system will improve operational reliability and resiliency, particularly during variable weather conditions. From a circulation standpoint, the Eagle replacement will improve how guests move from the Mountain Village base area to the mid and upper portions of the mountain. Additional information about circulation was shared with the Commission.

A key design feature of this project is the inclusion of a mid-station unload. In addition to helping reduce congestion at base area lifts, the mid-station provides an important operational benefit. Mr. Perdue explained that it allows guests to access terrain that is appropriate for the beginner and lower intermediate skier and rider ability levels.

The replacement lift is approximately 5,800 feet long and rises approximately 1,600 vertical feet. It will transport guests from the lower to the upper terminal in under six minutes. The new lower terminal will be located approximately 150 feet downhill from the current Lower Eagle terminal location and is roughly four feet lower in elevation. The slight repositioning will improve loading operations and aligns with the surrounding skier circulation. The upper terminal will be positioned just uphill of the existing King Con terminal at an elevation of approximately 8,526 feet. In terms of capacity, the new lift is a significant upgrade. The current Eagle transports passengers uphill at a rate of 1,200 passengers per hour, but the proposal will result in an uphill capacity of 2,800 per hour.

The upper and lower terminals are both approximately 30 feet wide by 70 feet long and are roughly 25 feet in height. Mr. Perdue reported that the replacement lift will include 15 towers with an average height of approximately 40 feet. In accordance with the LMC, the towers will have a matte, non-reflective, galvanized finished. He noted that the lift will

also include a mid-station location, which is located approximately 2,600 feet above the bottom terminal. It will have an elevation of 7,440 feet. Guests traveling to that mid-station should reach that point in approximately two and a half minutes. The mid-station will create a smoother learning progression and instill confidence in beginner guests.

The environmental impacts associated with the Eagle project remain confined to the existing lift corridors for the Eagle and Eaglet lifts. The surface disturbance is estimated to be less than 5 acres in total, primarily associated with the new terminal locations and tower installations. There will be some additional surface disturbance associated with the removal of the Eagle and Eaglet lift infrastructure, but the direct surface disturbance amounts to less than a quarter acre for those components. The replacement lift corridor will be cleared to a 60-foot safety envelope, which is consistent with modern lift safety standards and is compliant with the Utah Passenger Ropeway Safety Committee requirements. Most of this clearing occurs on the upper portions of the mountain, resulting in approximately 3.7 acres of vegetation clearing. There is an additional 1.8 acres of clearing that occurs around the mid-station area. This clearing is to allow guests to unload at the mid-station and then safely merge into the existing ski terrain. In total, the project results in approximately 5.5 acres of vegetation clearing. There are no anticipated impacts to streams or wetlands, but there is an existing culvert that conveys water. The culvert will not be impacted during lift installation and will remain protected.

Information about the Silverlode lift replacement was shared. Mr. Perdue reported that the Silverlode project will replace the existing six-passenger detachable chairlift with a modern eight-passenger detachable lift. This replacement will occur within the same alignment as the existing lift and will continue to operate within the established lift corridor. The purpose of the project is to improve mid-mountain circulation and reduce wait times at one of the most important distribution points on the mountain. Silverlode functions as a central hub within the ski area and connects guests to the more popular terrain.

In addition to the lift replacement, the project introduces a small operational maintenance component that will be located near the bottom terminal location. This is a dedicated operational space that is intended to support in-season carrier service and routine lift operations. The proposed Silverlode lift will be approximately 5,275 feet in length and will rise approximately 1,300 vertical feet. It will transport riders from the lower terminal to the upper terminal in under six minutes. The uphill capacity will increase from the existing 3,000 passengers per hour to 3,600 passengers per hour, which will allow the lift to more effectively move guests through the central circulation point and reduce times during peak periods. Both terminals measure approximately 40 feet wide by 80 feet long and are approximately 25 feet high. There is a slightly larger footprint with these terminals.

The replacement lift will include 14 towers with an average height of 44 feet, which is consistent with the existing towers on the site. Mr. Perdue reported that the towers will feature a matte, non-reflective, galvanized finish to reduce visual reflectivity. The maintenance component will be located near the bottom terminal of Silverlode. This

building is approximately 1,800 square feet, measuring roughly 24 feet wide and 75 feet long, with 28 feet in height. This is not a guest serving facility, and it will not include retail, food service, or any other public use. It will allow the lift maintenance teams to operate more efficiently. This will improve operational reliability and enhance employee safety.

The environmental impacts associated with the Silverlode replacement project are limited and confined to areas that are already developed. The new surface disturbance is estimated to be less than a quarter acre in total, primarily within the existing terminal areas as well as at existing and proposed tower locations along the lift corridor. Mr. Perdue explained that the existing tower locations will be removed and restored to a natural state following construction. There are no anticipated impacts to streams or wetlands associated with this replacement project. There is an existing culvert, but that culvert will remain in place and will not be impacted by the proposed construction activities.

Mr. Perdue reported that the lift corridor will widen slightly from approximately 60 feet to 70 feet in order to meet modern lift safety standards and comply with the Utah Passenger Ropeway Safety Committee requirements. That widening results in less than one acre of additional vegetation clearing. He emphasized that vegetation removal for both projects will be mitigated at a 1:1 ratio. Since these projects occur within established lift corridors, environmental impacts are limited with standard construction mitigation practices. The Eagle and Silverlode replacements represent upgrades to existing ski areas and will improve circulation and reliability. This will enhance the guest experience.

Commissioner Rick Shand thanked the applicants for hosting the Planning Commission during the Site Visit. He noted that during the Site Visit, it was stated that the maintenance building would serve other lifts as well. Since the maintenance building will service other lifts, he asked if there is another location where it could be placed. Mr. Perdue clarified that there is a benefit to having it immediately adjacent to the lift. Typically, when a maintenance facility is installed, it is directly connected to a lift. When there is a detached building approach, the chair needs to be broken down, key components need to be separated, and those components need to be transported from one place to another.

Commissioner Henry Sigg asked if there would be hours of operation for the maintenance facility. He wanted to know if it would be used for after-hours operation or if it would be active during resort operations. Commissioner Sigg also wanted to know if there is a Circulation Plan for resort transportation vehicles to the maintenance facility. Mr. Perdue reported that the facility will enable the resort to maintain productivity while being available for response. This will limit the amount of transport that needs to occur for maintenance.

Commissioner Sigg wanted to know if there are concerns about skier and maintenance vehicle conflicts. He also wanted to know if there is a circulation protocol in place. Mr. Perdue reported that there is already management for vehicle movement on the mountain. Commissioner Grant Tilson asked for clarification about the color of the lift towers. The Staff Report mentions that these will be black, but more recent lifts installed

at Park City Mountain have unpainted towers. It was clarified that consistent with the LMC, there will be a matte, non-reflective, galvanized finish on the lift towers. Commissioner Tilson asked that the Staff Report be updated to remove the reference to black. Planner Zollinger offered to double check what is proposed and required.

Commissioner John Frontero stated that the Site Visit was helpful. For the Silverlode lift, he wanted to know if the towers will be changed out. Mr. Perdue stated there will be a replacement of the towers and the foundation locations, but the alignment will remain.

Planner Larsen posed the following questions to the Planning Commission:

- Is additional information needed for the Planning Commission evaluation of the CUP criteria?
- Is additional information needed for the Planning Commission evaluation of the SLO?
- Is additional information needed for the Planning Commission evaluation of the Passenger Tramways and Ski Base Facilities criteria?

Commissioner Frontero noted that future meetings will address different items, such as transportation. The current conversation is focused on the CUP and SLO criteria. He does not have any further requests regarding the evaluation of the SLO. However, he would like to better understand the Silverlode tower replacement and the amount of disturbance that it will create. Commissioner Frontero asked about the capacities of the different lifts. In the submitted narrative, the applicant makes a statement that the capacity will not increase, but that does not seem to be the case. He asked for clarification in the submitted materials. Director Ward clarified that with the CUP process and Planning Commission review, there are 17 criteria in the CUP code. For a ski lift, there is an additional section of code that will apply with another 12 criteria. All of those are outlined in the Staff Report, but she wanted to know if additional information is needed.

Commissioner Tilson finds that the application is complete. He noted that the Site Visit earlier in the day was informative. There is no additional information he needs for the CUP or SLO at this time. There will need to be a future discussion about transportation. He pointed out that there will be a public hearing held in the future and that might raise additional questions. Chair Van Dine reported that this item will return to the Commission.

B. Land Management Code Amendments – Telecommunications Facilities and Emerging Technologies – The Planning Commission Will Review and Provide Input on Proposed Updates to the Land Management Code for Telecommunications Facilities and Emerging Technologies. PL-26-06844.

Planner Barton reported that the second Work Session item is related to LMC Amendments for Telecommunications Facilities and Emerging Technologies. In October

2025, the Planning Commission recommended updating the regulations for Telecommunications Facilities. In February 2026, the City Council voiced support for the recommended priorities from the Planning Commission. Planner Barton discussed Technology Strategy 4A: Support the integration of Smart City Infrastructure and technology that supports energy efficiency and renewables. The action item is as follows:

- Ensure the City's use and regulations accommodate emerging technologies, including small wireless facilities and smart infrastructure.

Information about the existing conditions was shared. LMC Section 15-4-14 was last updated almost 25 years ago. There are limited design requirements for telecommunications facilities and no co-location requirements. More recently, the City adopted Small Wireless Facilities Design Standards for facilities in public rights-of-way. These require co-location unless the applicant is able to demonstrate that it is not feasible to co-locate that infrastructure. There are also detailed design standards, but this only applies to infrastructure located in City rights-of-way. There could be an opportunity to adopt similar standards for telecommunications facilities on private property.

Planning Intern, Chandler McNelis, has looked at telecommunications regulations in communities throughout the United States. She presented her research on smart wireless infrastructure to the Commission. Smart wireless infrastructure supports:

- Economic vitality;
- Public safety and emergency response;
- Tourism and seasonal populations;
- AI-enabled and data-driven systems; and
- Long-term resilience.

Connectivity is becoming essential for infrastructure, and planning for it now ensures long-term resilience rather than reactive decision-making in the future. Intern McNelis reported that this effort directly aligns with the General Plan, especially when it comes to preserving community character. Infrastructure like this can impact neighborhood identity and the pedestrian experience. The American Planning Association emphasized that resilient cities integrate emerging technologies into existing community values rather than treating them as separate systems. Intern McNelis explained that the question is how to support technology while still protecting what makes Park City unique.

The telecommunications code was last updated in 2002. This predates small wireless facilities, distributed antenna systems, and smart city technology. As a result, the code does not fully address how these newer systems should be designed or where these systems should be located. This creates a risk of inconsistent and reactive infrastructure placement. Intern McNelis shared several different case studies with the Commission.

In Napa, California, the approach emphasizes co-location on existing structures, color matching and concealment, and careful placement within the right-of-way. Intern McNelis explained that infrastructure can be functional while still reinforcing community aesthetics.

Another case study is Jackson, Wyoming, which is relevant, because it is a mountain resort community. Their regulations prioritized scenic preservation, camouflaging and blending with the surrounding environment, and minimizing impacts on the pedestrian experience. In Savannah, Georgia, there is a more regulatory approach through a formal permitting system. There are specific permits for small wireless facilities, with height limits in historic and residential areas. There is also strong right-of-way oversight. The next case study was Alexandria, Virginia, which integrates wireless infrastructure into historic district planning. Their strategies include stealth installations, underground conduit planning, coordination with historic review boards, and long-term infrastructure planning.

Commissioner Shand asked for clarification about the terms used. Intern McNelis explained that small wireless facility is a broad term used to describe mobile communication antennas throughout cities. "Small" does not necessarily refer to the amount of data, because some are built to send and receive large amounts of data.

Commissioner Shand wanted to know who owns the equipment. Intern McNelis explained that it varies. If something is on a private development, it could be built and executed by a private entity, but when in the right-of-way, the City has some ownership.

There were several best practices seen throughout the different case studies:

- Design-based standards;
- Co-location requirements;
- Stealth and concealment techniques;
- Right-of-way coordination; and
- Early review process.

Based on the research conducted, Intern McNelis shared policy direction for Park City:

- Design-Based Standards:
 - Equipment size limits;
 - Color-matching requirements;
 - Screening and shrouding;
 - Prohibit exposed cabling.
- Co-Location Requirements:
 - Require demonstration of infeasibility;
 - Prioritize existing infrastructure;
 - Spacing requirements.
- Conduit and Right-of-Way Planning:
 - Install conduit during roadway projects;

- Coordinate with Capital Improvement Plans;
 - Encourage shared trenching.
- Early Development Review Committee Review:
 - Scenic and gateway districts;
 - Historic districts;
 - Design checklist for applicants.

Commissioner Frontero asked for additional clarity about co-location. Intern McNelis reported that co-location is a data center service where businesses are able to rent physical space from a third-party provider to house their networking systems. Commissioner Frontero believed this means the location could be used by multiple people, which would result in less infrastructure needing to be built. Intern McNelis confirmed this and explained that there would be shared infrastructure costs.

Intern McNelis reported that addressing this in the General Plan will provide a policy foundation for future updates. It will allow Park City to be proactive instead of reactive, align infrastructure with long-term goals, and ensure consistency in the decision making process. She explained that the recommended policy direction is intended to balance innovation and connectivity with the preservation of Park City's character. Planner Barton noted that some questions were drafted to guide the Commission discussion:

- Telecommunications Facilities currently require a CUP in most Zoning Districts. Are there additional criteria the Planning Commission should consider when reviewing applications for Telecommunications Facilities? Are there Zoning Districts where the review could be streamlined through a Staff level review?
- In addition to the design-based standards outlined in the memo, are there additional items the Planning Commission recommends Staff evaluate to mitigate the visual impacts of Telecommunications Facilities and ensure compatibility with the unique characteristics of each Zoning District?

Commissioner Sigg asked if the discussion primarily has to do with institutional telecommunications facilities rather than something a private individual would like to do. Planner Barton explained that regardless of who the applicant is, whether it is institutional or private, there would be design standards to ensure the neighborhood character is protected. In the last several years, the Planning Department has received applications for large macro cell towers with significant visual impacts. The goal is to identify policies or standards that could regulate facilities, encourage co-location, and integrate into existing infrastructure where possible. Director Ward confirmed that there have been applications for 70 foot towers within existing neighborhoods. During a future Planning Commission Meeting, she will provide a summary of what is currently in the code.

Commissioner Shand asked that there be size examples shared with the Planning Commission for context. Chair Van Dine thought it would be beneficial to see some direct comparisons between the LMC and the case study that was done in Jackson, Wyoming.

Commissioner Tilson wanted to know if there is a way to balance the size of the telecommunication facilities with the benefit that would be provided to the community. Consideration of the community benefit could be incorporated into the review process.

Planner Barton reported that there was a review with the Development Review Committee. During that review, it was noted that the visual impacts might be more significant in certain areas. There could potentially be different standards depending on the location of the proposed infrastructure. Planner Barton shared some examples of the emerging technologies that the Planning Department has been looking into:

- Drone delivery services and delivery robots;
- Robotaxi services;
- Advanced air mobility vehicles;
- Vehicle-to-home charging systems;
- Innovative architectural materials;
- Sustainable small-scale electrical generation infrastructure; and
- Artificial intelligence.

There are certain opportunities for the Planning Commission to consider, such as:

- Compliance with State and Federal laws;
- Facilitation of development to reduce costs; and
- Implementation of appropriate regulations to protect the community.

The Planning Commission can consider potential impacts to the CUP criteria. The Master Planned Development (“MPD”) process can also be considered. Planner Barton pointed out that off-street parking demand could change with some of these technologies. There are visual impacts to consider as well as site planning considerations, architectural design guidelines, and setback and open space areas. The Commission could consider the impacts of emerging technologies in the context of a proposed subdivision as well.

Commissioner Frontero noted that technology changes quickly. He encouraged a flexible code that anticipates a reasonable pace of technological advancements. Chair Van Dine appreciates that Staff has looked into this to see what is needed moving forward.

5. REGULAR SESSION

- A. 1009 Norfolk Avenue – Conditional Use Permit** – The Applicant Seeks to Construct a Basement Addition Within the Existing Foundation and Side Setback of a Significant Historic Site in the Historic Residential - 1 Zoning District. PL-26-06838.

Project Planning Manager, Elissa Martin, presented the Staff Report and explained that this is a CUP application for 1009 Norfolk Avenue. She reported that 1009 Norfolk

Avenue is a Significant Historic Site in the Historic Residential - 1 Zoning District. The historic hall-parlor home was constructed circa 1911 during the Mature Mining Era. It was clarified that the concrete block garage was added between 1940 and 1995.

The existing historic structure encroaches onto the adjacent property 1 foot 1 inch across the southeast shared lot line. The non-historic addition at the rear of the building encroaches onto the adjacent property across the rear shared lot line. The garage addition encroaches into the front setback. In addition, the foundation encroaches on the rear and side setbacks. There are a lot of encroachments, but that is not uncommon with a historic site. Manager Martin reported that the applicant proposes a remodel:

- Excavate crawl space and construct basement;
- Replace foundation;
- Remove non-historic structure at rear;
- Convert attic to habitable space and reconstruct roof; and
- Install window well on basement level.

Historic buildings that do not comply with the building footprint, height, and setbacks are valid non-complying structures, pursuant to LMC 15-2.2-4. This section of code requires additions to comply with the building footprint and setbacks unless the Planning Commission grants an exception. The exception requirements include the following:

- Approval of CUP;
- Scale of addition is compatible with Historic Structure;
- Addition complies with all other provisions of this chapter; and
- Addition complies with Design Guidelines for Historic Sites:
 - Complies with LMC 15-13-2(B)(5)(a) - Regulations for a Basement Addition Without a Garage.

Manager Martin reported that the project complies with the Historic Residential – 1 Zoning District requirements. While the proposed basement addition does enlarge the structure in terms of square footage, the building footprint is not altered. As a result, the proposal does not increase the non-compliance of the historic structure. The basement addition requires excavation and will increase the internal height of the structure, adding approximately 9 feet. This will bring the total internal height to 27 feet, measured from the lowest floor plane to the point of the highest wall top plate. This meets the Historic Residential – 1 maximum internal building height of 35 feet. The external building height is not increased with the addition. The proposal complies with the CUP criteria, and there are no unmitigated impacts. Historic buildings are exempt from off-street parking requirements, so no additional parking is required as a result of the basement addition.

Staff recommends that the Planning Commission review the CUP to construct a basement addition within the historic building footprint of 1009 Norfolk Avenue, a Significant Historic Structure that encroaches into the required setbacks. The

recommendation is to conduct a public hearing and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter. The applicant representative is attending the meeting on Zoom.

The applicant representative, Jonathan DeGray, clarified that the current building occupies most of the site. The current basement occupies approximately 50 feet of the existing 75 feet. He explained that, beyond renovating the foundation of the building, the request is for the last 25 feet. There is general agreement with the Staff Report.

Commissioner Shand asked if the garage on the site would remain, which was confirmed. Mr. DeGray reported that it is occupying a space under the existing historic home, but part of the garage protrudes from the house. Commissioner Sigg noted that there were Encroachment Agreements mentioned in the Staff Report. It stated that those are required, but have not been obtained. Additionally, the Historic District Design Review ("HDDR") has not been received. Manager Martin reported that the HDDR process is still underway. Work has been done to review the full scope of the project. After this approval, that will be addressed. Many of the items are internal and do not impact the exterior of the building. The Encroachment Agreements are with neighbors and the City. Those would be required prior to Building Permit submittal. Mr. DeGray clarified that his client has been in discussion with the neighbors, and there is confidence about moving forward. The applicant, Jessica Cottey, introduced herself to the Commission and reported that there have been discussions with neighbors about this proposal over the last few years.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was closed.

Commissioner Frontero asked to discuss Figure 4 in the Staff Report. He wanted to know what the dark black line represents. Manager Martin explained that the black line represents final grade. Commissioner Frontero asked what the shaded teal section represents. Manager Martin clarified that it represents the basement addition after the crawl space has been excavated. Mr. DeGray reiterated that it is only the rear 25 feet that is still crawl space. Commissioner Frontero wanted to know if the part that is currently crawl space has a dirt floor. Mr. DeGray clarified that it is finished basement storage, but he added that the current foundation is not code-compliant and needs to be replaced.

MOTION: Commissioner Shand moved to APPROVE the Conditional Use Permit at 1009 Norfolk Avenue, according to the following:

Findings of Fact:

1. 1009 Norfolk Avenue is a Significant Historic Site in the Historic Residential - 1 (HR-1) Zoning District.

2. The Historic hall-parlor type home, was constructed c.1911 during the Mature Mining Era and a concrete block garage with a roof patio was constructed between c. 1940 and 1995.
3. According to the Historic Site Form for the property, while there have been alterations to the Structure over time, the building retains its essential historical form.
4. The Historic Structure encroaches onto the adjacent property 1 foot, 1 inch across the southeast shared Lot line; the foundation encroaches into the Rear and Side Setbacks, and the garage addition encroaches into the Front Setback; a non-Historic addition at the rear of the building encroaches onto the adjacent property across the rear Lot line.
5. Pursuant to Land Management Code (LMC) § 15-2.2-4, *Existing Historic Buildings And/or Structures*, Significant Historic Sites that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures.
6. The Applicant submitted a Historic District Design Review (HDDR) Pre-Application to:
 - Remove non-historic structure at the rear of the home that extends onto the neighbor's property.
 - Excavate the crawl space and convert to habitable space within the existing foundation (which encroaches in the Side Setback as well as onto adjacent property).
 - Remove a portion of the rear foundation wall to install a window well.
 - Replace the existing foundation with a compliant foundation.
 - Reconstruct the entry porch as part of foundation reconstruction.
 - Reframe the roof (from the interior) and convert attic to habitable space; replace the roofing material like for like.
 - Reconstruct the existing chimney in its current location using the existing brick as much as possible.
 - Install three flush-mount sky lights on the north slope of the existing roof.
 - Install two flush-mount smaller sky lights on the south elevation and two more on the flat roof.
 - Replace the non-historic windows and doors.
7. In accordance with LMC § 15-2.2-4, additions must comply with Building Setbacks, Building Footprint, driveway location standards and Building

Height, unless an exception is approved by the Planning Commission pursuant to LMC § 15-2.2-4(A), which states:

EXCEPTION. In order to achieve new construction consistent with the Design Guidelines for Historic Districts and Historic Sites, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings and/or Structures, including detached Garages:

- a) *Upon approval of a Conditional Use Permit, and*
 - b) *When the scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure, and*
 - c) *When the addition complies with all other provisions of this Chapter, and*
 - d) *When the addition complies with the adopted Building and Fire Codes, and*
 - e) *When the addition complies with the Design Guidelines for Historic Districts and Historic Sites.*
8. On February 24, 2026, the Applicant submitted a CUP application for the proposed conversion of the crawl space to a basement addition within the existing foundation of the valid Non-Complying Historic Structure.
9. The full scope of work is being evaluated through a HDDR Pre-Application, which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.
10. LMC Chapter 15-2.2 Historic Residential – 1 Zoning District Regulations requires the following:

SETBACKS:

- a) 1009 Norfolk Avenue is a 25-foot-wide by 75-foot-deep Lot; LMC § 15-2.2-3(F) requires 10-foot Front and Rear Setbacks for Lots that are 75 feet in depth or less, for a combined total Setback of 20 feet; the required Side Setbacks for the 25-foot-wide Lot are three feet each for a total combined Setback of 6 feet; LMC § 15-2.2-3 requires that the Setbacks must be open and free of any Structure.
- b) The proposed addition within the existing Historic foundation encroaches into the 3-foot southeast Side Setback and the 10-foot Rear Setback. While the existing Historic Structure's foundation encroaches into the north Side Setback, the proposed basement addition is outside the 3-foot north Side Setback.
- c) There are no proposed changes to the existing garage, which encroaches into the Front Setback.
- d) The HDDR Pre-Application scope of work includes removing the non-Historic rear addition that encroaches into the neighboring property and

installing a window well for emergency egress, which is allowed to encroach into the Rear Setback, per LMC § 15-2.2-3(H) Rear Setback Exceptions.

BUILDING FOOTPRINT:

- e) The HR-1 maximum Building Footprint for the 1,875-square-foot Lot is 1,519 square feet. The existing Building Footprint of the Historic Structure, including the non-Historic Garage, is 1,524 square feet, which exceeds the maximum Building Footprint by five feet (not including the non-Historic rear addition, which is planned to be demolished).
- f) According to LMC § 15-2.2-4, the Significant Historic Structure is a valid Non-Complying Structure.
- g) The proposed plans follow the Historic Building Footprint of the existing Historic Structure. While the proposed basement addition enlarges the Non-Compliant Structure, it does not increase the Building Footprint and therefore, the addition does not increase the existing Non-Compliance of the Structure pursuant to LMC § 15-9-6 *Non-Complying Structures*, which states that “any Non-Complying Structure may be repaired, maintained, altered, or enlarged, provided that such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure.”

BUILDING HEIGHT:

- h) The basement addition will require excavation and will increase the internal height of the Structure, adding approximately 9 feet, bringing the total internal height to 27 feet, measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters, which meets the HR-1 maximum internal Building Height of 35 feet, pursuant to LMC § 15-2.2-5 *Building Height*.

11. LMC § 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures* requires the following:

- a. The proposal complies with LMC § 15-1-10(E) *Conditional Use Permit Criteria* (see below).
- b. The scale of the addition is Compatible with the Historic Structure; the scale of the addition is Compatible with the Historic Structure because it is not visible from the exterior. The proposed addition will not increase the external height of the Significant Historic Structure nor will it increase the Building Footprint

- c. The addition complies with all other provisions of this Chapter, as provided in the Analysis in the Staff Report, which is incorporated herein.
 - d. The addition complies with the adopted Building and Fire Codes; the Building Department and Fire Marshal require Conditions of Approval (below).
 - e. The addition complies with the Design Guidelines for Historic Districts and Historic Sites; the full scope of work is being evaluated through a HDDR Pre-Application (PL-25-06690), which requires compliance with LMC Chapter 15-13-2 *Regulations for Historic Residential Sites*.
12. LMC § 15-1-10(E) *Conditional Use Permit Criteria* requires the following:
- a. **Size and Location of the Site: No unmitigated impacts**
 - i. *The requested exception to the Rear and southeast Side Setback for the basement addition does not alter the size or location of the site. The proposed basement addition is to be located within the same Building Footprint as the existing Structure.*
 - b. **Traffic considerations including capacity of the existing Streets in the Area: No unmitigated impacts**
 - i. *The proposed basement addition will not impact the traffic or capacity of the existing Streets.*
 - c. **Utility capacity, including Storm Water run-off: No unmitigated impacts**
 - i. *On March 17, 2026, the DRC reviewed the proposed basement addition and confirmed utility capacity. The Engineering Department requires review of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards prior to Building Permit issuance.*
 - d. **Emergency vehicle Access: No unmitigated impacts**
 - i. *On March 17, 2026, the Park City Fire District reviewed the proposal and determined the proposed basement addition will not impact emergency vehicle access.*
 - e. **Location and amount of off-Street parking: No unmitigated impacts**
 - i. *LMC § 15-3-6(A) requires two parking spaces for a SFD. 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 proposed basement*

addition does not create a Lockout Unit or Accessory Apartment.

- f. **Internal vehicular and pedestrian circulation system: No unmitigated impacts**
 - i. *The proposed basement addition does not impact vehicular or pedestrian circulation.*
- g. **Fencing, Screening, and landscaping to separate the Use from adjoining Uses: No unmitigated impacts**
 - i. *The proposed basement addition encroaches into the 10-foot Rear and 3-foot southeast Side Setback and is adjacent to the neighboring property. The proposed addition is within the same Building Footprint as the existing Historic Structure and will not further encroach into the Side Setback or be located closer to the adjacent property. The addition is not visible from adjacent properties.*
- 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 proposed basement addition is subordinate to the Historic Structure. It is located under the existing Historic Footprint and is not visible from adjacent properties or the primary public right-of-way.*
- i. **Usable Open Space: No unmitigated impacts**
 - i. *The proposed basement addition is located within the same Building Footprint as the Historic Structure. There are no changes in usable open space.*
- j. **Signs and lighting: Condition of Approval recommended**
 - i. *There are no signs or lighting proposed as part of this application.*
- k. **Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing: No unmitigated impacts.**
 - i. *The proposed basement addition is subordinate to the Historic Structure. A Condition of Approval requires that the addition and any new construction on site comply with LMC § 15-13-2 Regulations for Historic Residential Sites.*
- l. **Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site: No unmitigated impacts**
 - i. *There are no impacts from noise, odors, steam or other such factors from this proposal.*
- m. **Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas: No unmitigated impacts**

- i. There are no impacts on delivery, unloading zones, or screening of trash as part of this application.*
- 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. The proposed basement addition is associated with the Primary Structure. Nightly Rentals are allowed in the HR-1 Zoning District subject to business license approval and compliance with Municipal Code of Park City § 4-5-3 Regulation of Nightly Rentals.*
- o. **Within and Adjoining Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, Steep Slopes: No unmitigated impacts**
 - i. The proposed basement addition is not within any of the above areas.*
- 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.**
 - i. The proposed basement addition is consistent with Focus Area, Sense of Community, Action item listed under Strategy 2A of the 2025 General Plan: Encourage the design of new development that is compatible with the scale, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.*

Conclusions of Law:

1. The proposal complies with the LMC requirements in Chapter 15-2.2 *Historic Residential - 1 (HR-1) Zoning District.*
2. The proposal complies with LMC Section 15-2.2-4(A) *Exceptions for Existing Historic Buildings and/or Structures.*
3. The proposal complies with the criteria outlined in LMC § 15-1-10(E) *Conditional Use Permit Criteria.*
4. The Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation.
5. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed March 25, 2026, by the Planning Commission, pending design modifications required for HDDR 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 basement addition shall comply with LMC § 15-13-2, *Regulations for Historic Residential Sites*; the Applicant shall receive approval of an HDDR prior to submitting a Building Permit application.
3. If the Applicant does not obtain a Building Permit within one year of the date of this approval, this CUP 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.
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, in 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. A geotechnical soils report indicating site stability and temporary shoring and drainage must be submitted to the City and approved by the Building and Engineering Departments prior to Building Permit issuance.
7. 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; the Historic Site shall be returned to original grade following construction of a new foundation.
8. An Encroachment Agreement and Access Agreement must be obtained by the homeowner and the applicable neighboring properties prior to Building Permit submittal.
9. All lot grading, utility installations, public improvements, and drainage plans are subject to Engineering Department review for compliance with City standards prior to Building Permit issuance.

10. Residential fire sprinklers are required for the existing and new construction on this lot, per requirements of the Park City Fire District.
11. The Water Department and Snyderville Basin Water Reclamation District require a utility plan to be submitted to their respective departments, detailing existing and proposed water and sewer infrastructure; additional impact fees may be applicable.
12. The Engineering Department requires an encroachment agreement for the garage and front deck over the garage that encroaches into the public ROW.

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

6. ADJOURNMENT

Chair Van Dine reported that a majority of the Commission will meet former Commissioner, Bill Johnson, at the No Name Saloon & Grill to celebrate his service.

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

The meeting adjourned at approximately 7:06 p.m.

Planning Commission Staff Report



Subject: Transportation Impact Study Guidelines and Transportation Demand Management
Application: PL-25-06513
Authors: Jacob Klopfenstein, Planner II
Alec Barton, Senior Planner
Date: April 8, 2026
Type of Item: Work Session – Land Management Code Amendments

Recommendation

Staff recommends the Planning Commission review and provide input on:

- (I) Proposed updates to the [2023 Transportation Impact Study \(TIS\) Guidelines](#) and the establishment of Transportation Demand Management criteria in the Land Management Code (LMC), and
- (II) Proposed updates to the Land Management Code to implement [General Plan](#) strategies regarding parking.

Description

Applicant: Park City Municipal Corporation
John Robertson, City Engineer

Location: Citywide

Zoning District: All

Reason for Review: The Planning Commission reviews and makes recommendations to City Council regarding Land Management Code Amendments.¹

AMPD	Affordable Master Planned Development
CUP	Conditional Use Permit
LMC	Land Management Code
MPD	Master Planned Development
TDM	Transportation Demand Management
TIS	Transportation Impact Study

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC [§ 15-15-1](#).

Summary

Traffic Impact Studies and Transportation Demand Management

Traffic generated from new developments or redevelopments is a major component of a project review for the Planning Commission.

¹ LMC [§ 15-1-8](#)

The Challenge – Prior to 2023, there were no City-specified standards for Applicant's Transportation Impact Study (TIS) submittals, and some did not take into consideration Park City's unique peak traffic patterns. In 2023, the City adopted TIS Guidelines for consistent submittals.

The Opportunity – This project updates the TIS Guidelines and establishes Transportation Demand Management (TDM) strategies to provide Applicants and the Planning Commission with consistent and measurable criteria to address transportation concerns and to establish annual reporting and flexibility for future modifications as needed.

Additionally, one strategy for traffic management is evaluation of parking to ensure opportunities for shared parking are evaluated as part of project reviews and that excess parking is not required. LMC [Chapter 15-3](#) includes Off-Street Parking requirements for new developments and redevelopments. Parking requirements are designed to “ensure adequate and not excessive parking” is provided for a development.²

The [General Plan](#) calls for updates to parking requirements in the LMC to:

- Prohibit separate leasing of parking spaces for non-intended uses.
- Replace minimum parking requirements with maximum parking allowances.
- Consider incentives to allow flexibility to replace excess surface parking with infrastructure supporting multi-modal transportation options like transit, bicyclists, and pedestrians.

Background

Traffic Impact Studies and Transportation Demand Management

On August 27, 2025, the Commission conducted an initial work session to discuss the updated TIS and TDM processes ([Meeting Packet](#), Item 5.B; [Minutes](#), p. 12-16). Please see the August 27, 2025, Work Session Staff Report for additional background. The Planning Commission:

- Expressed support for updating the TIS and adopting TDM standards.
- Questioned the effectiveness of pay in-lieu mitigation strategies and requested additional information.
- Asserted the need for a mechanism to determine the effectiveness of a TDM strategy and to make needed updates to a development's TIS/TDM when one or more land uses within the development changes.
- Identified updates to the TIS and adoption of TDM standards as a place to start, not the end goal.
- Expressed support for incorporating objective TDM standards into applicable LMC Sections. Sections of the LMC that may require updates are outlined in the August 27, 2025 Work Session [Staff Report](#) Analysis Section I, p. 4-7.

² LMC [§ 15-3-1\(B\)](#)

- Highlighted the importance of a TIS/TDM code that is easy to manage and amend.

On January 14, 2026, the Commission conducted a work session to review a TDM Toolbox establishing a step-by-step workflow for assessing traffic impacts and requiring transportation elements to offset new trips generated by new developments and redevelopments ([Meeting Packet](#), Item 5.A; [Minutes](#), p. 2-7). The Planning Commission:

- Affirmed interest in developments employing strategies to reduce vehicle trips rather than making a cash contribution to meet the requirements of the TDM toolbox.
- Expressed support for reducing TDM requirements for projects that exceed the City's requirements for inclusionary housing.
- Offered mixed views about reducing the trip mitigation requirement for developments within priority development areas or zoning districts.
- Identified the need for an objective framework with clear, predictable requirements while allowing flexibility to accommodate creative approaches.
- Requested to review the complete list of TDM strategies in the toolbox.

WCG, with consultation from City staff across multiple meetings, continued refining the TDM Toolbox following the January Planning Commission meeting (Exhibit A, *Draft TDM Toolbox*).

Projects that generate more than 10 peak-hour trips would be required to use the TDM Toolbox. The Toolbox aggregates the proposed Uses for the project, such as the number of residential units, number of hotel rooms, amount of square footage reserved for commercial spaces, and other items. Using the aggregate of Uses, the Toolbox calculates the number of peak-hour trips the project is expected to generate based on the ITE [Trip Generation Manual](#).

Developers must earn credits toward offsetting at least 50% of the trips generated by the project. The Toolbox also provides an opportunity for potential incentives to encourage developers to earn 100% credit toward offsetting the trips generated by the project.

Developers can earn credits in a variety of ways by implementing TDM strategies and interventions under the following categories:

- Site Design and Layout: Developers could implement active street design, design elements for biking, walking, and transit, and other built environment elements.
- Site Programs: Developers could provide a car share or bike share program for the development, provide on-site Child Care, enter into shared parking agreements with nearby property owners, provide shuttle services to and from off-site parking areas, or implement other programs to reduce vehicle trips.
- On- and Off-Site Features/Infrastructure: Developers could implement features or infrastructure at the site of the development or elsewhere that would benefit the community, such as activating streetscapes, enhancing crosswalks, or enhancing transit stops.

- Custom/Site-Specific TDM features, Programs, or Elements: If a developer proposes using a TDM strategy not otherwise listed in the toolbox, Staff would coordinate with the developer to determine if the strategy is appropriate and assign a level of credit, if applicable, to the strategy, to be presented to the Planning Commission for final review and approval.

As developers fill out the Toolbox and indicate how they are providing elements from the above categories, the Toolbox assesses the level of application for the element, from none, low, medium, high, and extensive. The Toolbox then assigns a credit amount the developer earns by providing the TDM strategy or elements at the proposed levels of application. The credits must add up to at least 50%, and the Toolbox could provide incentives to encourage developers to earn 100% credit toward offsetting the trips generated by the project.

The Toolbox is designed to encourage and incentivize a variety of TDM strategies and interventions to create projects that have a well-rounded package of transportation options for people coming and going from the site. The Toolbox is also designed to work toward creating a robust transportation network for the City as a whole.

WCG implemented changes to the Toolbox based on the Commission's feedback from the January 14, 2026 Work Session, including:

- Increasing the credit amount possible for implementing an airport shuttle.
- Diversifying the Toolbox options to encourage developers to implement a variety of TDM options and strategies, rather than investing in one single option, to earn the required credits. For example, the Toolbox will not allow developers to simply propose 50 benches on the site and earn the required number of credits – they must choose a broader variety of TDM strategies.

At the January Work Session, Commissioners asked to review TDM tools in other communities that the consultant team and City staff used to inform development of the TDM Toolbox. Please see Exhibit B, *Peer City Best Practices and Recommendations Memo*, for an overview of similar TDM tools in comparable communities, including Aspen, Colorado, Bellingham, Washington, Fort Collins, Colorado, Big Bear Lake, California, Watertown, Massachusetts, Austin, Texas, and South Burlington, Vermont.

WCG and Staff are now seeking Planning Commission feedback on the updated TDM tool as we look ahead to potential adoption of the tool through an LMC amendment.

Parking Updates

On December 10, 2025, the Commission reviewed current initiatives and potential LMC parking updates:

- Updating the Off-Street Parking requirements to prohibit separate leasing of parking spaces.
- Replacing parking minimums with parking maximums.
- Allowing flexibility to replace excess surface parking with infrastructure supporting transit, bicyclists, and pedestrians ([Meeting Packet](#), Item 6.B;

[Minutes](#), p. 33).

On February 26, 2026, the City Council voiced support for the Commission's recommended priorities ([Meeting Packet](#), Work Session Item 5; [Minutes](#), p. 4).

Analysis

(I) Staff recommends the Land Management Code be updated to align with the Transportation Impact Study and to establish Transportation Demand Management criteria.

LMC [§ 15-1-2](#) states the LMC is “designed, enacted, restated and reorganized to implement the goals and policies of the Park City General Plan,” with one of its purposes “to provide for well-planned commercial and residential centers, **safe and efficient traffic and pedestrian circulation**, preservation of night skies and efficient delivery of municipal services” (emphasis added).³

Since 1985, the LMC [§ 15-1-10\(E\)](#) has required the Planning Commission to review “traffic considerations including capacity of existing Streets in the Area” when evaluating a Conditional Use Permit. Additionally, LMC [§ 15-6-6](#) requires the Planning Commission to find that traffic is addressed and mitigated before approving a Master Planned Development.

There are opportunities to update the LMC to align with the requirement for certain developments to prepare a TIS and implement TDM strategies outlined below:

(A) Section 15-3-7 *Parking In Master Planned Developments and Conditional Use Permits*

LMC [§ 15-3-7](#) allows the Planning Commission to reduce the parking requirement for Master Planned Developments (MPDs) and Conditional Use Permits (CUPs) to prevent excessive parking and pavement. Staff recommends updating this section of code:

- A. In Master Planned Developments and in review of Conditional Use permits, the initial parking requirement is determined by referring to the requirements for the Use and the underlying zone. The Planning Commission may, upon review of an Applicant's Transportation Impact Study or Transportation Demand Management Plan, reduce this initial parking requirement to prevent excessive parking and paving. ~~The Applicant must prove by a parking study that the proposed parking is adequate.~~ The parking study Planning Commission must analyze ~~whether~~:
1. Whether parking Uses will overlap,
 2. Whether commercial spaces within the project will serve those residing within the project rather than the general public, and

³ LMC [§ 15-1-2\(F\)](#)

3. ~~or~~ Other factors that support the conclusion that the project will generate less parking than this Code would otherwise require.
- B. Master Planned Developments with a parking demand of eight (8) or fewer Parking Spaces may not reduce required parking under any circumstance.
- C. See Section 15-3-3 and Chapter 15-6 for Parking Area Landscaping Requirements for MPDs.

(B) Section 15-6-5(E) Master Planned Development Requirements, Off-Street Parking

LMC [§ 15-6-5\(E\)](#) regulates Off-Street Parking in MPDs and requires that the number of Off-Street Parking Spaces in an MPD must not be less than the requirements of the LMC, with some exceptions. Staff recommends updating this Section:

OFF-STREET PARKING.

1. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a ~~Parking analysis~~ Transportation Impact Study or Transportation Demand Management Plan submitted by the Applicant at the time of Master Planned Development submittal. The ~~Parking analysis~~ Planning Commission shall ~~contain, at a minimum,~~ consider the following information:
 - a. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
 - b. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
 - c. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
 - d. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
 - e. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
 - f. Provisions for overflow Parking during peak periods.
 - g. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

The Planning Department shall review the ~~Parking analysis~~ Transportation Demand Management Plan and provide a recommendation to the Commission. The Commission shall make a finding during review of the Master Planned Development as to whether ~~or not~~ the ~~Parking analysis~~ Transportation Demand

Management Plan supports a determination to increase or decrease the required number of Parking Spaces.

(C) Section 15-6.1-9 Affordable Master Planned Developments, Parking

LMC [§ 15-6.1-9](#) regulates Parking in Affordable Master Planned Developments (AMPDs) and allows Applicants to request the Planning Commission reduce the parking requirements outlined in LMC [§ 15-3-6](#). Staff recommends updating this section of code:

- A. Affordable Master Planned Developments shall comply with Chapter 15-3, Off-Street Parking.
- B. The Applicant may request that the Planning Commission reduce the parking required by Section 15-3-6, Parking Ratio Requirements For Specific Land Use Categories. To request a parking reduction, the Applicant must:
 1. Demonstrate that parking reductions materially increase the feasibility of the proposed Affordable Master Planned Development;
 2. Fund and submit a ~~parking and traffic~~ Transportation Impact Study or Transportation Demand Management Plan. The City will complete a third-party review of the submitted study at the Applicant's expense completed by a third party selected by the City; and
 3. Demonstrate that the proposed Affordable Master Planned Development sufficiently addresses the parking demand for the project.

(II) Staff prepared potential parking code amendments to address the Planning Commission's General Plan priority recommendations, which were supported by the City Council.

On December 10, 2025, the Planning Commission recommended the City Council consider updating Off-Street Parking requirements to:

- Prohibit separate leasing of parking spaces.
- Replace minimum parking requirements with maximum parking allowances.
- Establish incentives for existing developments to allow flexibility to replace excess surface parking with other uses that activate the space for pedestrians and transit users ([Meeting Packet](#), Item 6.B; [Minutes](#), p. 33).

On February 26, 2026, the City Council voiced support for the Commission's recommended priorities ([Meeting Packet](#), Work Session Item 5; [Minutes](#), p. 4).

(A) Prohibit Separate Leasing of Parking Spaces for Non-Intended Uses

Apps and online platforms like Neighbor and SpotHero allow users to rent parking spaces on a short- or long-term basis. In resort communities where parking is at a premium, property owners may lease parking spaces intended for other uses, resulting in a shortage of parking availability as intended and contributing to traffic congestion. Staff recommends updating LMC [§ 15-3-2 Requirement](#) to clarify that separate leasing of required Off-Street parking spaces is prohibited:

- A. An Applicant shall provide required Off-Street parking with adequate provisions for independent ingress and egress by automobiles and other motorized vehicles, required Electric Vehicle Charging Station Infrastructure, and Electric Vehicle Charging Station installations at the time a Building is erected or enlarged.
- B. If any land, Structure, or Use is changed to create more Off-Street parking demand, the Owner must provide such additional Off-Street parking and required Electric Vehicle Charging Station Infrastructure and installation for the new Use.
- C. Required parking must be on-Site unless the Planning Commission allows such parking on adjacent or nearby deed restricted Lots.
- D. Off-street parking required for approved Uses shall not be separately leased for Off-Site or alternate Uses unless specifically approved by the Planning Commission.

(B) Replace Minimum Parking Requirements with Maximum Parking Allowances

The General Plan recommends robust action to prioritize parking access for non-single occupancy vehicle modes:

Transportation Strategy 4A – Use parking pricing and policy updates to support mode shift goals, reduce vehicle congestion, and prioritize access for residents and high-occupancy travel.

Action: Update the Land Management Code to include parking maximums instead of parking minimums.

While completing research in support of the proposed Bonanza Park Mixed Use District LMC amendments, [staff reported](#) on nearly 100 cities in the United States and Canada that had done away with minimum parking requirements since the onset of the COVID-19 pandemic, either in specific neighborhoods or citywide. The list of cities, including comparable resort or mountain communities, eliminating parking minimums continues to grow:

Resort Community	Date Parking Minimums Were Eliminated	Notes
Bend, Oregon	January 18, 2023	"[C]ostly government parking mandates...drive up the price of housing and increase our reliance on vehicles," Mayor Melanie Kebler said, noting Bend's policy change would "free up land and resources for housing" and help the city address climate change. ⁴
Boulder, Colorado	August 23, 2025	Boulder's decision to do away with parking minimums for all land uses was informed by peak hour studies of more than 16,000 parking spaces at 50 sites throughout the city showing underutilization of all lots – as low as 38% at mixed-use sites and around 50% for office, lodging, and retail sites. ⁵

⁴ City of Bend. (2023, January 19). *City council eliminates parking minimums*. <https://bendoregon.gov/news/city-council-eliminates-parking-minimums/>

⁵ City of Boulder. (accessed March 23, 2026). *Access management and parking strategy code & policy updates*. <https://bouldercolorado.gov/projects/access-management-and-parking-strategy-code-policy->

Missoula, Montana	February 2, 2026	Missoula became the first city in Montana to eliminate parking requirements for all new development. ⁶
Sandpoint, Idaho	2009	On September 15, 2025, the City Council voted to expand the downtown area where non-residential buildings are not subject to minimum parking requirements. ⁷
Santa Fe, New Mexico	November 19, 2025	Santa Fe exempted its entire Business Capital District from all parking minimums except for accessible parking spots. ⁸

The American Planning Association’s [2024 Trend Report for Planners](#) notes that at least 40 jurisdictions have abolished or reduced parking minimums citywide, while more than 1,400 have eliminated parking requirements in certain neighborhoods. Reducing parking requirements directly contributes to solutions for two problems vexing many American cities: traffic congestion and housing affordability.

Concurrently with updating the General Plan, the City evaluated potential LMC amendments to create greater opportunities to reduce trips in single-occupant vehicles. Lisa Wise Consulting prepared a [Recommended Amendments Report](#)⁹ with parking updates:

- Reducing parking ratios for residential and non-residential uses
- Instituting parking maximums or allowing for additional parking reductions when a use is close to transit or other designated zones
- Allowing off-site parking and shared parking strategies to reduce on-site parking
- Identifying a menu of Transportation Demand Management strategies for new developments

The report recommends implementing a maximum parking allowance of 125% of the minimum required parking for most newly constructed developments within one-quarter mile of a transit stop:

[updates](#)

⁶ Smith, G. (2026, January 29). Council votes to remove all parking requirements for new Missoula developments. *The Missoulian*. https://missoulian.com/news/local/government-politics/article_0d28f878-e6a0-44ba-ab73-a73398e71ff2.html?utm_campaign=snd-autopilot&utm_medium=social&utm_source=facebook_Missoulian&fbclid=IwY2xjawQpAMdleHRuA2FibQIxMQBicmlkETfYQ1BlcjVtMIIESjM0Wmk4c3J0YwZhcHBfaWQQMjlyMDM5MTc4ODIwMDg5MgABHln9dtF8rYOf9U14Rz5d_SOLd1BvARkj6E_p8gRGjVKPNwD6VZeZXphiguUH_aem_AnmakUAx1YSFXEz9zK5omA

⁷ Freeman, J. (2025, September 20). City expands downtown parking exempt zone. *Bonner County Daily Bee*. <https://bonnercountydailybee.com/news/2025/sep/20/city-expands-downtown-parking-exempt-zone/>

⁸ Julig, C. (2025, November 25). Santa Fe leaders hope changes to parking regulations promote affordability, walkability. *Santa Fe New Mexican*. https://www.santafenewmexican.com/news/local_news/santa-fe-leaders-hope-changes-to-parking-regulations-promote-affordability-walkability/article_bab7579b-3a25-435a-9426-f08aba8091a9.html

⁹ Select “Lisa Wise Consulting Final Report” under Documents

No more than one hundred and twenty five percent (125%) of the minimum required parking may be provided for newly constructed non-residential, mixed-use, or Multi-Unit Dwelling developments of ten (10) or more units when the new development is within a one-quarter (¼) mile of a transit stop. When the parking requirement is zero Parking Spaces, a maximum of five (5) Parking Spaces may be provided. The maximum parking limit does not apply to public parking facilities, park-and-ride lots, shared parking areas, or any City facilities. Exceptions to the maximum parking limit may be approved by the Planning Commission if found to be consistent with Section 15-3-1 and to further the City's goals for reducing single-occupancy vehicle trips.

Staff is researching maximum parking allowances in comparable communities for best practices and will return with recommendations for a future work session. Staff requests the Planning Commission please evaluate the following:

What considerations should staff, the Planning Commission, and the City Council evaluate in the transition from minimum parking requirements to maximum parking allowances as envisioned by the General Plan?

(C) Consider Incentives for Existing Developments to Allow Flexibility to Replace Excess Surface Parking with Sidewalk and Trail Easements, Transit Improvements, Uses That Activate the Space, and Publicly Accessible or Green Community Outdoor Spaces.

The draft Bonanza Park Mixed Use District (BPMX) allows an applicant to request the Planning Commission approve a CUP to replace surface parking with infrastructure supporting transit, bicyclists, and pedestrians:

- 182 G. **EXISTING DEVELOPMENT CONNECTIVITY IMPROVEMENT INCENTIVES.** To
183 enhance Bonanza Park Connectivity Improvements within existing
184 Developments, Applicants may submit a parking study showing that parking
185 exceeds demand or request a parking reduction and submit a Transportation
186 Demand Management Plan pursuant to Section 15-2.27-9 to reduce single-
187 occupancy vehicles coming to the site. For existing Development Connectivity
188 Improvements, Applicants may request Planning Commission review of a
189 Conditional Use Permit to:

- 190 1. Replace existing parking to accommodate perpetual public access
- 191 easements for sidewalk, trail, and signature trail improvements outlined in
- 192 the Bonanza Park Small Area Plan.
- 193 2. Replace existing parking to accommodate easements for the installation of
- 194 transit improvements including a Major Transit Stop or Public Transit
- 195 Amenity Area.
- 196 3. Replace existing parking with uses that improve or activate the space for
- 197 those who arrive by transit, on foot, or by bike.
- 198 4. Convert surface-level parking into a Green Community Space or Publicly
- 199 Accessible Outdoor Space.

The Planning Commission could consider a similar CUP process in other Zoning Districts to allow the replacement of excess surface parking with community-centric uses and active transportation infrastructure. Staff requests the Planning Commission please evaluate the following:

Are there other Zoning Districts where a CUP process allowing an applicant to replace surface parking with connectivity improvements is appropriate?

Department Review

The Planning, Executive, and Engineering Departments, as well as the City Attorney's Office, reviewed this report.

Exhibits

A: Draft Transportation Demand Management Toolbox

B: Peer City Best Practices and Recommendations Memo

Required from all Projects:

TDM Plan Coordinator / Administrator
Participate in annual survey
Distribute annual TDM information
Monitoring / Reporting

Show Only Applicable
Rows in TDM ToolClear Contents - This
CANNOT be Undone!Show All Rows
in TDM Tool

Developer View

Create Custom
TDM Plan Outline

Plus credits totaling 0 from menu below:

Menu Category	Brief Description	Level of Application	Credits	
Site Design & Layout			Low %	High %
SDL 1: Active street level land uses	Ground-level land uses open to the public fronting to a street-facing sidewalk	None	5%	5%
SDL 2: Site designed for transit, walking, bike access	Layout and site design supportive of walk, bike, or transit access	None	5%	15%
SDL 3: Provide perpetual public access easement for sidewalk, trail, signature trail, or grade separated crossing	Easement along roadway frontage for planned / future bike-ped facilities	None	3%	10%
SDL 4: Provision for future sidewalk or trail connection to / through adjacent properties	Direct bike-ped connections to adjacent lots	None	1%	3%
SDL 5: Pedestrian Directness Factor	Direct pedestrian connections from building entrances to the pedestrian network	None	1%	7%
SDL 6: Site access consolidation	Reduce the number of access points from the site to the public road network	None	3%	3%
SDL 7: Complimentary on-site amenities	Features within the development that reduce external trips	None	1%	5%
SDL 8: Centralized delivery of goods for multi-tenant facilities	Consolidated service vehicle access	None	2%	2%
Site Programs			Low %	High %
SP 1: Car share program	Car share program on- or near site	None	1%	10%
SP 2: Bike share program	Bike share program on- or near site	None	1%	3%
SP 3: Transit incentives	Benefits provided to residents / guests / employees who travel via transit modes	None	1%	7%
SP 4: Parking reduction / parking below required minimum	Incentive to limit parking spaces and reduce vehicle travel to site	None	1%	10%
SP 5: Parking above required minimum	Disincentive to increase parking spaces and encourage vehicle travel to site	None	-20%	-20%
SP 6: Parking management / shared parking	Parking management practices to reduce vehicle demand to site	None	2%	10%
SP 7: Employee parking cash out	Employee incentives to reduce vehicle demand to site	None	2%	10%
SP 8: Unbundle residential parking	Onsite parking is an additional monthly cost in rental agreement	None	5%	5%
SP 9: Alternative work schedules / flex time / telecommuting	Modifications to standard work days / shift periods to reduce peak hour travel demand	None	1%	3%
SP 10: On-site childcare	Service available to on-site caregivers to reduce external peak hour trips	None	5%	5%
SP 11: Service vehicle / delivery vehicle management	Management of service vehicles to reduce external peak hour trips and sustainable delivery methods	None	5%	10%
SP 12: Shuttle service	Dedicated or shared shuttle service for residents, guests, contractors, and/or employees	None	3%	25%
On- and/or Off-Site Features / Infrastructure			Low %	High %
FI 1: Activated internal streetscape	Enhanced elements within the site to increase comfort and convenience for people walking and biking	None	1%	3%
FI 2: Activated public road streetscape	Enhanced elements within the public ROW to increase comfort and convenience for people walking and biking	None	1%	3%
FI 3: Enhanced crosswalk elements	Features to improve pedestrian safety and comfort at crossing locations	None	2%	8%
FI 4: Construct segment of sidewalk, trail, or signature trail	New or substantially improved bicycle and pedestrian network	None	5%	15%
FI 5: Pedestrian amenities	Features to make the pedestrian environment more comfortable and inviting	None	2%	20%
FI 6: Transit stop amenities	Features to make the transit environment more comfortable and inviting	None	2%	15%
FI 7: End-of-trip bicycle facilities	Features to make the bicycle environment more comfortable and inviting	None	1%	20%
Custom / Site Specific TDM Features, Programs, and / or Elements				
C 1: Coordinate with City Staff			0%	0

Date: 29 May 2025
To: Park City Engineering Department
From: Corey Mack, PE, PTOE, Consultant Transportation Engineer
Subject: TIS Guidelines Update: Peer City Best Practices and Recommendations

Wall Consultant Group (WCG) is supporting Park City in developing updated Transportation Impact Study (TIS) guidelines. Park City roadways and intersections operate at or over capacity during peak hours and during peak seasons with little opportunity for increases in vehicle capacity (for example, through additional vehicle travel lanes). TIS's prepared under the current TIS Guidelines, with its focus on traditional vehicle operations metrics at critical intersections, consistently confirm this reality yet do not provide developers, City staff, and local officials clear guidance on how to mitigate vehicular traffic impacts. The goal of the updated TIS guidelines is to provide a clear and consistent methodology to support continued investment and development in the City while also providing mechanisms to reduce, mitigate, and minimize vehicular traffic impacts and incentivize projects that offer transportation choices to reduce the overall impact of vehicular traffic within the community.

Related to vehicle capacity analyses, the traditional TIS methodology generally includes:

- Estimating the trip generation of a proposed development,
- Analyzing peak hour roadway capacity at certain intersections with and without the proposed project,
- Reporting average control delay and Level of Service (LOS), and
- Comparing the reported LOS to an acceptable threshold.

This traditional TIS methodology has known limitations, including:

- A focus on vehicle delay and operations with little to no consideration of pedestrian, bicycle, transit or other travel.
- Mitigation reliant on increasing roadway capacity, resulting in wider roads, induced travel, and impacts to non-motorized vehicle travel.
- No clear guidance on managing impacts to existing, built-out, overcapacity roadways and infrastructure.

This memorandum documents and summarizes innovative TIS practices from professional organizations, peer cities and regulatory agencies addressing similar issues, compared to the current Park City TIS Guidelines.

CURRENT PARK CITY TIS GUIDELINES

The current Park City TIS Guidelines generally recommend the following methodology:

1. Prepare a project scoping memo to document the proposed project and expected TIS parameters
2. Conduct an analysis subject to the following considerations:
 - TIS requirement threshold: 25 weekday AM or PM peak hour trips
 - Minimum study area: five main intersections, plus controlled approaches receiving 20 or more weekday peak hour trips
 - Study Time Period: winter season Friday AM and PM peak hours
 - Study Time Horizon: existing / current year, opening year, opening year + 10
 - Analysis Metrics: delay and LOS, 50th and 95th percentile queues
 - Analysis Standard: LOS D or better

UDOT TIS GUIDELINES

The UDOT Traffic Impact Study Guide, applicable to all projects requiring a conditional access permit, is generally prepared under the following methodology:

1. Conduct a preapplication meeting to determine required level or waiver of the TIS
2. Scope and study requirements based on estimated daily traffic generation:
 - Level 1: <100 AADT
 - Level 2: 100-2,999 AADT
 - Level 3: 3,000 – 10,000 AADT
 - Level 4: >10,000 AADT
3. Study area:
 - Level 1 and 2: access points within access category distance from property boundary
 - Level 3: intersections within ½ mile
 - Level 4: intersections impacted by more than 500 peak hour trips
4. Capacity and congestion analysis (LOS study) only required for Level 3 and 4 studies
 - Study Time Period: average weekday AM and PM peak hours (subject to approval by Region Engineer)
 - Study Time Horizon: existing, project opening year, and opening year + 20
 - Analysis standards: LOS D or better

MULTIMODAL TRANSPORTATION IMPACT ANALYSIS FOR SITE DEVELOPMENT

The Institute of Transportation Engineers has prepared the Multimodal Transportation Impact Analysis for Site Development (MTIASD), dated January 2023, as an industry guideline for preparing transportation impact studies. The MTIASD has been developed to reflect the industry shift in defining transportation challenges and solutions. The MTIASD integrates traditional vehicle capacity techniques with recommendations on quantifying and addressing impacts of vehicle traffic and land use development on bicycle, pedestrian, and transit travel, plus the applicability of transportation demand management (TDM) policies, features, and practices.

Generally, the MTIASD recommends that each jurisdiction determine their own quality of service (QOS, as opposed to LOS) metrics and thresholds based on the community's goals and standards. In this way, some communities may be more willing to accept a traditionally unacceptable vehicle LOS during the peak hour, recognizing that peak hour capacity constraints are typically short duration, most travel occurs outside of the peak hour, and capacity improvements are often in conflict with bicycle, pedestrian, and transit improvements.

ALTERNATIVE METRICS

A variety of alternative metrics have been developed and are considered in various jurisdictions in evaluating transportation impacts of a proposed land use development. These alternative metrics include:

Multimodal Level of Service (MMLOS). Several jurisdictions have requirements for level of service assessments and minimum thresholds for bicycle, pedestrian, or transit users. Similar to vehicle LOS, these MMLOS standards are a qualitative measure of the perceived travel experience by each mode.

Travel Time. Several jurisdictions include maximum increases in travel time through the study area, typically used as a supporting metric if LOS standards cannot be maintained.

24-Hour Analysis. Several jurisdictions have cited results of 24-hour travel analyses as justification for reduced LOS standards in peak hours.

Vehicle Miles Traveled (VMT). VMT analyses are required for all TIS submittals in California. VMT analysis relates the proposed land uses to the travel behaviors of surrounding land uses, typically utilizing a travel demand model to estimate the origin, destination and travel mode for all trips to and from a proposed development. A VMT analysis is typically employed to evaluate the overall travel associated with a project relative to existing travel patterns, incentivizing infill development and transportation demand management strategies. VMT analyses are typically labor and time intensive, both for the practitioner and the reviewing agency. Most VMT analyses require a reduction in the average VMT per service population (residents, employees, guests) below a future threshold. However, since the proposed projects generally increase the service population, the total travel and related congestion may still increase.

Person Throughput. Similar to MMLOS, person throughput is an estimate of the overall transportation network's capacity, including sidewalks, shared use paths, bike lanes, transit service, and other travel modes not captured by traditional vehicle analyses. This concept is

often applied to justify the impact and effectiveness of transportation demand management strategies related to investment in transit, bicycle and pedestrian infrastructure.

LIMITATIONS OF LOCAL TIS REQUIREMENTS

Regardless of the local requirements for a TIS, alternative metrics for analysis or standards of service, minimum implementation of transportation demand management strategies, and associated mitigation, the Utah Department of Transportation (UDOT) will continue to require their standard TIS format, analysis, and standards of service for projects accessing state highways. Outside of the Park City municipal boundary, the city's TIS guidelines and incentives have no jurisdiction. Nevertheless, implementation of local standards would remain in effect within Park City boundaries for any more stringent standards such as minimum implementation of TDM features. Similarly, local TIS requirements and standards of service may be implemented for projects and / or intersections not under UDOT jurisdiction or below their threshold for LOS analysis.

To address regional transportation impacts local to Park City, the city should continue to work with UDOT, Summit County, and neighboring jurisdictions to:

- Develop consistent land use development and permit regulations that recognize the impact of regional travel patterns.
- Plan for and develop infrastructure capacity improvements and regional TDM strategies (transit, park and ride / intercept lots, etc.).

PEER AGENCY AND CITY TIS GUIDELINES

In recognition of the limitations of LOS analyses and roadway capacity constraints, several communities and regulatory authorities have enacted alternative analysis procedures and / or regulations to replace or supplement traditional transportation impact metrics codified in their local TIS¹ Guidelines. Unique elements are ***bold italicized***.

¹ A transportation impact study (TIS), traffic impact study, traffic impact analysis, or other similar term refers to land use development supporting documentation required by local jurisdictions to document and analyze the expected transportation impacts of a proposed project. Each jurisdiction refers to this documentation with its own local vernacular. For this study, the terms are interchangeable.

Aspen CO

The City of Aspen (Colorado) has a tiered traffic impact analysis (TIA) requirement based on location and scale of the proposed development. Both tiers of TIA are required to offset the estimated new trips with either pedestrian, bicycle, and transit infrastructure investment or TDM programs.

The Aspen TIA methodology includes:

1. Determine level of study:
 - a. Exempt: ≤500 SF commercial, ≤1 dwelling unit, or ≤2 lodge units
 - b. Minor Development (Level One TIA): **All development “inside the roundabout”²**; certain prioritized land uses (affordable housing, public facility, etc.) and small-scale developments “outside the roundabout”.
 - c. Major Development (Level Two TIA): larger scale developments outside the roundabout.
2. All projects must complete the **TDM / MMLOS Toolkit** to offset all proposed new trips with a combination of direct trip credits from infrastructure or percentage decreases from TDM programs. If all trips cannot reasonably be offset, a **fee in lieu of offset of \$6,000 per trip** may be applied. Must include a TDM monitoring and reporting plan.
3. Major Developments must also prepare a traditional capacity analysis:
 - a. Study area: ½ mile (a larger area may be required TBD)
 - b. Study Time Period: peak summer/winter season weekday AM and PM peak hours (Friday or Saturday if required TBD)
 - c. Study Time Horizon: existing / current year, future year (if required/TBD)
 - d. Analysis Metrics: delay and LOS; transit LOS
 - e. Analysis Standard: LOS C or better; if existing is less than C, does not decrease further
 - f. **Significant impacts, as determined by table, must first be mitigated through application of MMLOS and TDM features.**

² Due to their unique geography within a canyon and limited access into the main village, Aspen includes a geographic boundary in determining the required level of study. “Inside the roundabout” refers to the main village area. The primary route to access the main village area travels through the CO-82 & Castel Creek Rd / Maroon Creek Rd Roundabout. By including relaxed standards to all development within the main village area, the TIS guidelines are incentivizing infill development (subject to zoning regulations).

Vermont Agency of Transportation (VTrans) VT

The VTrans TIS requirement is applicable to all projects in the state under statewide land use development and transportation impact fee legislation. The TIS guidelines include the ability to reduce the estimated external vehicle trips through application of TDM policies, including infrastructure. The scale of the reduction is variable based on the surrounding land use context of project.

The VTrans TIS methodology includes:

1. TIS requirement threshold: 75 or more peak hour trips
2. Estimated external vehicle trips may be reduced by TDM features, including a table of typical features with trip reduction percentages applicable based on land use; **the trip reduction percentages are variable** based on the land use context adjacent to the project area. The defined percentages lead to consistent application.
3. Minimum study area: site driveways and any intersection receiving 75 or more peak hour trips
4. Study Time Period: weekday AM and PM peak hours, adjusted to 30th highest hour (design hour volume, DHV)
5. Study Time Horizon: project opening year, opening year + 5
6. Analysis Metrics: delay and LOS, 95th percentile queues
7. Analysis Standard: LOS C / D or better depending on rural / urban context

The statewide transportation impact fee legislation assesses an impact fee to projects generating vehicle trips that travel through identified impact-fee generating projects. The number of vehicle trips can be reduced through the application of TDM features. The applicable fee-generating projects is determined based on distance from the proposed project; the distance is tiered based on the estimated number of project generated trips. Finally, the impact fee may be reduced if the project is located within a designated downtown, village center, or growth area.

Bellingham WA

The City of Bellingham (Washington) assesses a transportation impact fee on all projects and requires a TIA for projects generating 50 trips in the peak hour. The impact fee is based on the Multimodal Transportation Concurrency Program requiring estimate of **person-trips** and includes reductions in the fee based on project location (incentivizing infill) and voluntary TDM programs.

The Bellingham TIA methodology includes:

1. Project scoping communication to establish study requirements and geographic area
2. TIA requirement threshold: 50 or more peak hour trips
3. Minimum study area: Determined in scoping communication

4. Study Time Period: weekday AM and PM peak hours
5. Analysis Metrics: delay, LOS, and v/c
6. Analysis Standard: LOS C preferred, at least LOS D; “significant impact” requiring mitigation occurs at LOS D or higher with 5 new vehicle trips.

Larimer County / Fort Collins CO

The Larimer County (Colorado) has a tiered and location-based requirement for TISs. The various tiers and locations have unique thresholds for study area extent and acceptable standards.

The Larimer County TIS methodology includes:

1. Prepare a project scoping memo to document the proposed project and expected TIS parameters
2. TIS requirement thresholds:
 - <20 peak hour trips / <200 daily trips: no study
 - 20-50 peak hour trips / 200-500 daily trips: Transportation Memorandum
 - 51-100 peak hour trips / 501-1,000 daily trips: Intermediate TIS
 - 101+ peak hour trips / 1,001+ daily trips: full TIS
3. Minimum study area: variable based on TIS tier
4. Study Time Period: weekday AM and PM peak hours
5. Study Time Horizon: existing / current year, project opening year +1, opening year + 20
6. Analysis Metrics: delay and LOS
7. Analysis Standard: LOS D or better; ***LOS E acceptable in Fort Collins mixed use / downtown areas***

California Environmental Quality Act (CEQA) VMT Requirement

The State of California updated the California Environmental Quality Act (CEQA) requiring all transportation impact studies to address vehicle miles traveled (VMT) for infrastructure projects, allowing local jurisdictions to also consider traditional capacity metrics. VMT estimates typically start with traditional vehicle trip generation estimates, then use regional models and other estimating algorithms to convert vehicle trips to person-trips accounting for mixed use neighborhoods, travel mode, and trip length. The intent of the VMT analysis is to reduce the average future year VMT per service population (resident, employee, guest, etc.) below targets. The VMT process incentivizes mixed use, dense, infill development near transit. The approach and targets used by local jurisdictions vary:

- The City of San Jose worked with a consultant to develop a ***spreadsheet tool***³ that references the proposed development's parcel and estimates the existing average and target VMT per service population for the location under development. By entering the proposed land use development program (limited to residential and office land use types), the tool estimates the proposed project's average VMT per service population relative to the target VMT and provides a suite of TDM options to reduce the VMT to within the target. The tool appears to be locked / protected and proprietary to the consultant.
- The Tahoe Regional Planning Agency (TRPA), spanning the California-Nevada boundary, has developed a similar ***web-based app***⁴ to estimate the VMT of a proposed development based on proposed land use, project location, and TDM mitigation strategies.

Big Bear Lake CA

In addition to the CEQA VMT requirement with local VMT targets, Big Bear Lake (California) requires a more traditional local transportation analysis (LTA):

1. Tiered LTA requirement thresholds:
 - 50-100 peak hour trips: focused TIA
 - 101+ peak hour trips: full LTA
2. Minimum study area: intersections receiving 50+ peak hour trips
3. Study Time Period: typically weekday AM and PM peak hours
4. Study Time Horizon: existing / current year, project opening year, horizon year (if required)
5. Analysis Metrics: delay and LOS
6. Analysis Standard: LOS D or better; ***peak weekends allowed at LOS E; existing intersections operating at LOS E / F allowed if delay increases by less than 2 / 1 second.***

Watertown MA

The City of Watertown (Massachusetts) has enacted a TDM requirement to assist the city achieve reductions in single occupant vehicle mode use. To achieve this goal, the city requires ***all proposed projects to implement a minimum suite of TDM features***. The city has developed a list of TDM features and assigned a point value to each feature. Every proposed project must implement a combination of features with a total point value of at least 14.

³ <https://www.sanjoseca.gov/your-government/departments-offices/transportation/policies/vehicle-miles-traveled-metric>

⁴ trpa.shinyapps.io/PIA_Tool/

Austin TX

In Austin (Texas), in addition to a tiered TIA requirement based on the location and scale of the proposed project, projects generating more than 2,000 daily trips must achieve a **minimum number of TDM programs** based on a point based system. TDM features are assigned a point value, and the required points are tiered based on location and scale of the proposed project.

The TIA guidelines **allow for LOS E and F** to be considered acceptable based on the constraints of the adjacent transportation system. However, in these situations, the TDM requirement may be applied to smaller scale developments.

South Burlington VT

In addition to TIS requirements, the City of South Burlington (Vermont) has implemented a **tiered, minimum TDM trip reduction percentage requirement** based on the scale of the project. The city has identified a suite of TDM programs and features and assigned a trip reduction percentage to each feature; the combined effect of multiple features is cumulative. Projects generating between 25 and 75 peak hour trips are required to reduce trips by at least 5%; projects generating over 75 peak hour trips are required to reduce trips by at least 14%. If the project is unable to provide the required TDM features, the project may pay a **fee in lieu of the reduction of \$10,000** per unmet percentage point.

For projects generating more than 75 trips, a TIS is required:

1. TIS requirement threshold: 75 peak hour trips
2. Minimum study area: site driveways and any intersection receiving 75 or more peak hour trips
3. Study Time Period: weekday AM and PM peak hours, adjusted to 30th highest hour (design hour volume, DHV)
4. Study Time Horizon: project opening year, opening year + 5
5. Analysis Metrics: delay and LOS, v/c, 95th percentile queues
6. Analysis Standard: tiered based on location:
 - **LOS E, v/c 0.9 in urban areas**
 - LOS D, v/c 0.85 in rural areas
 - **Development acceptable in existing LOS E / F areas if average travel time does not increase by +10%, v/c does not increase by more than 0.03 and is less than 1.0**
7. **Tiered priority of mitigation**, first with improving internal capture and TDM opportunities before capital / infrastructure improvements.

Summary

The following trends were identified from the peer city review:

1. The scope, scale, and requirements of a TIS is often tiered based on location and scale of the proposed project.
2. Many capacity-constrained communities have developed requirements for TDM features.
3. Many communities have recognized that LOS D is not reasonable during peak hours and understand that the capacity improvements required for LOS D may negatively impact non-vehicle modes comfort and safety.

RECOMMENDATIONS FOR PARK CITY TIS GUIDELINES

The recommended modifications to the Park City TIS Guidelines are outlined in the following table:

	Current TIS Guideline Requirement	Proposed TIS Guideline Requirement	Explanation
Scoping Memo	Required	No change	Documents base trip generation
TDM Requirement	None	Require TDM elements following Aspen model: • Reduce total trips based on cumulative percentage of TDM programs • Offset remaining trips by infrastructure investment • Any remaining trips must pay a fee in lieu • TDM monitoring plan	Requires developers to increase their consideration and implementation of TDM programs If a project mitigates all trips (prior to fee in lieu), no further analysis required

DRAFT

	Current TIS Guideline Requirement	Proposed TIS Guideline Requirement	Explanation
TIS Requirement Threshold	25 weekday AM or PM peak hour trips	Tiered: Tier I: 5-25 peak hour trips Tier II: 26-75 peak hour trips Tier III: >75 peak hour trips	Tiered threshold to lower the burden of analysis while still requiring TDM features / mitigation for most projects Consider: a geographic area that requires only Tier I study regardless of size to incentive infill (still subject to zoning)
Minimum Study Area	Five main intersections, plus controlled approaches receiving 20 or more weekday peak hour trips	Based on tier: Tier I – no study, TDM only Tier II – intersections receiving 25 or more peak hour trips Tier III – Tier II + five main intersections	Coordinate threshold for TIS with threshold for study area Removed requirement to study main intersections from mid-tier in recognition of minimal impact plus support investment in TDM
Study Time Period	Winter season Friday AM and PM peak hours	No change	
Study Time Horizon	Existing / current year, project opening year, opening year + 10	No change	
Analysis Metrics	delay and LOS, 50 th and 95 th percentile queues	No change	
Analysis Standard	LOS D or better	LOS E or better Allow projects to move forward with existing LOS F with reasonable conditions Alternate: change study time period to weekday AM and PM, or non-winter peaks	Recognize peak periods in peak seasons are not expected to operate with minimal delays Allows development in existing failed locations provided they meet TDM goals

CONFORMANCE WITH PARK CITY PLANNING EFFORTS

Park City Vision is a strategic plan guiding long term community actions. *Vision* identified transportation issues as a critical component to the long term success of the community, focusing on providing a multimodal transportation network and offering car-optional lifestyles to residents, employees, and visitors. Building on *Park City Vision*, *Park City Forward* is the citywide transportation planning effort to prioritize transportation projects and strategies to address existing and future conditions. The plan focuses on multimodal opportunities, including transit, bicycle and pedestrian connections, and park and ride, intercept, and satellite parking.

The recommended TIS Guidelines Update offers the opportunity to leverage private investment and development to meet the goals stated in *Vision* and *Forward*. The typical suite of TDM strategies supports multimodal transportation access. Less focus on capacity and congestion eliminates onerous and often unattainable vehicle-focused metrics, pushing development pressures outside Park City where the City has no control of the related mitigation. By including TDM investment as a requirement for future development and reducing the focus on vehicle capacity, the community can task private investment to meet the City's goals while incentivizing continued growth.

In addition, *Park City Forward* includes a phased priority project list, ranging from specific capital projects and transportation services to coordinated programs and guiding policies. A selection specific, tangible projects, such as intersections identified in "AT02 – Pedestrian Crossing Improvements" may be defined with a trip value commiserate with the infrastructure investment to be included as a TDM trip offset.

Planning Commission Staff Report



Subject: 209 and 215 Norfolk Avenue
Application: PL-24-06189
Authors: Meredith Covey, Planner II
Jacob Klopfenstien, Planner II
Date: April 8, 2026
Type of Item: Work Session

Recommendation

Conduct a work session on the Applicant's proposed Single-Family Dwellings at 209 and 215 Norfolk Avenue on Steep Slopes in the Historic Residential - 1 Zoning District and provide input on driveway access and Steep Slope Conditional Use Permit (SSCUP) criteria.

Description

Applicant: Douglas Ogilvy
Jonathan DeGray

Location: 209 and 215 Norfolk Avenue

Zoning District: Historic Residential – 1 Zoning District

Adjacent Land Uses: Residential

HR-1 Historic Residential – 1
LMC Land Management Code
ROW Right-of-Way
SSCUP Steep Slope Conditional Use Permit

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC [§ 15-15-1](#).

Background

Parcel No. PC-718 is a vacant 7,508-square-foot parcel comprised of Lots 20, 21, 22, and 23 of Block 78 Millsite Reservation to Park City. While the parcel includes four separate Lots, it is under one ownership.



Image 1: Parcel No. PC-718 highlighted in yellow. The HR-1 Zoning District is shown in light blue.

In 2024, the Applicant applied to create two Lots—a 3,741.82-square-foot Lot (215 Norfolk Avenue) and a 3,750-square-foot Lot (209 Norfolk Avenue)—from the four Lots in the Historic Residential – 1 (HR-1) Zoning District.



Image 3: Norfolk Avenue is highlighted in yellow showing the split between Upper Norfolk and Norfolk Avenues due to steep slopes. Base map is from the Summit County Parcel Viewer. Image highlighted by staff.

The Applicant evaluated access to the two proposed Lots to minimize impacts to Steep Slopes and, based on Planning and Engineering's recommendation, proposes a shared driveway from Upper Norfolk Avenue. The Applicant also proposes widening the portion of Upper Norfolk from where it splits from Norfolk Avenue to the shared access for 209 and 215 Norfolk Avenue and heating Upper Norfolk Avenue to the northern boundary of 233 Norfolk Avenue.



Image 4: South entryway to Upper Norfolk Avenue viewed from Norfolk Avenue.

Analysis

(I) This work session is an introduction to the proposed shared driveway access for early Planning Commission feedback and input since the designs for the new Single-Family Dwellings are contingent on driveway access. There are limited potential driveway options to access the proposed 209 and 215 Norfolk Avenue Lots on Upper Norfolk Avenue.

Access is one of the criteria the Planning Commission evaluates as part of a SSCUP. LMC [§ 15-2.1-6\(C\)\(3\)](#) establishes the following:

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.*

To minimize Grading of the natural topography and to evaluate a shared driveway, the Applicant has been coordinating with the Engineering Department for the proposed access and Right-of-Way (ROW) improvements to Upper Norfolk Avenue. At the City Engineer's request, the Applicant will widen Upper Norfolk Avenue to 20 feet to better meet safe width requirements for not only 209 and 215 Norfolk Avenue, but the additional properties that rely on Upper Norfolk Avenue for access.



Image 5: 209 and 215 Norfolk are outlined in red. The Norfolk Avenue right of way is outlined in green. Upper Norfolk Avenue is highlighted in Orange. A private driveway in the unbuilt ROW is highlighted in pink. Figure created by staff.

In addition to widening the narrow Upper Norfolk Avenue to 20 feet, due to consideration of steep slopes and the future design of the SFDs, the Applicant has explored several potential driveway accesses to 209 and 215 Norfolk Avenue. The first iteration included a shared driveway with the property owners of 201 Norfolk Avenue within platted but unbuilt ROW. In 2019, the property owners of 201 Norfolk Avenue entered into an encroachment agreement with the City to construct a private driveway within platted but unbuilt ROW to access their property (Entry No. 01117432; Exhibit F). The Applicant's proposal was to extend this private driveway within platted but unbuilt ROW to access 209 and 215 Norfolk Avenue. This iteration includes a four-foot retaining wall between the driveway accessing 209 Norfolk and Upper Norfolk Avenue and would have utilized the existing driveway constructed within the ROW to avoid constructing new access over Steep Slopes. Total disturbance of the first iteration both in the ROW and the property boundary of 209 and 215 Norfolk, excluding the widening of Upper Norfolk Avenue, would have totaled 1,128 square feet.

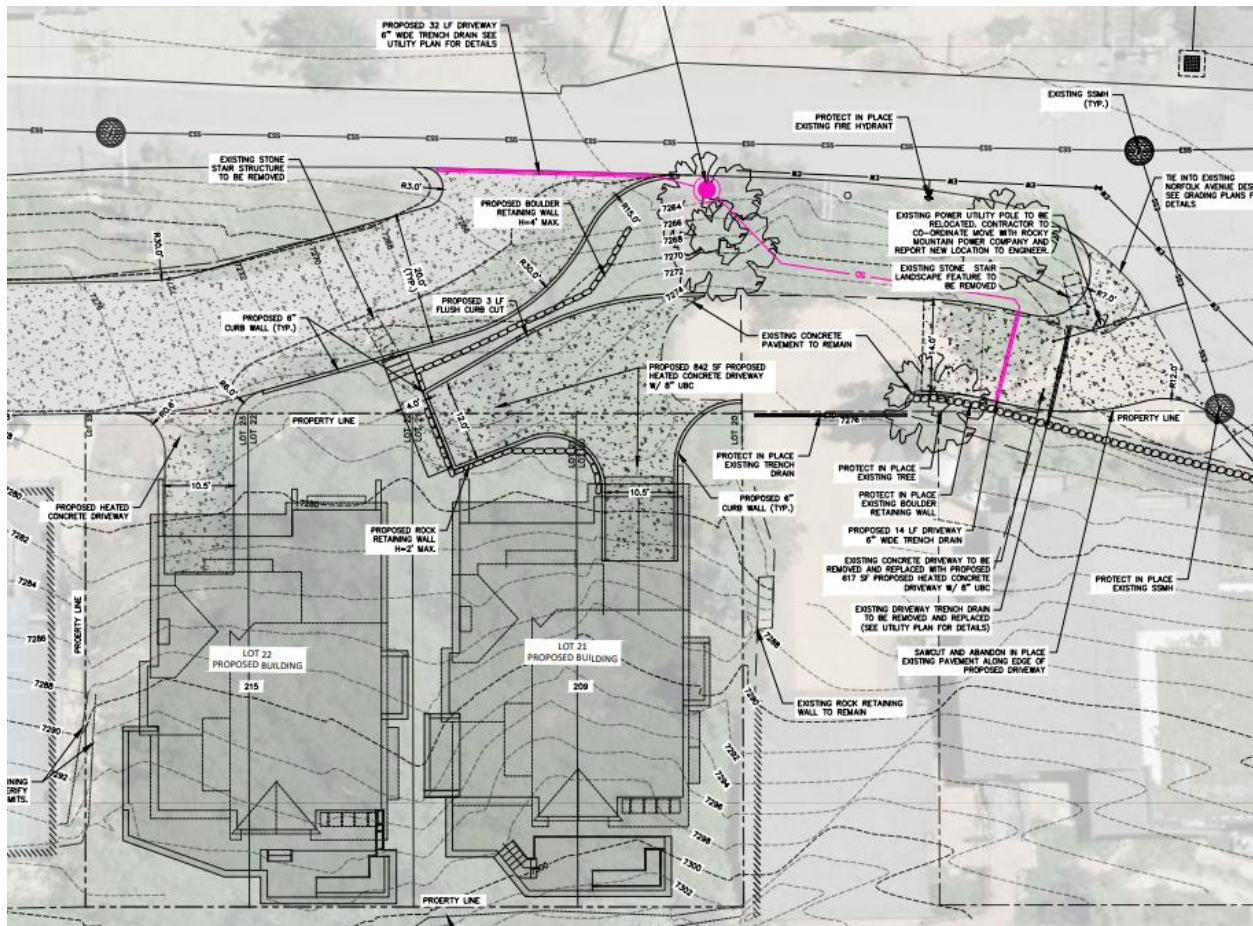


Image 6: First iteration of access which included two separate driveways, one access point from Upper Norfolk Avenue and one shared access utilizing a private driveway in the unbuilt ROW.

The Applicant then revised their plans to access 209 and 215 Norfolk Avenue from Upper Norfolk Avenue with two separate driveway connections to the properties. This iteration included a four-foot retaining wall along the widened Upper Norfolk Avenue as well as a two-foot six-inch retaining wall along the driveway used to access 209 Norfolk. In this iteration the driveway for 209 Norfolk was proposed to tie into the driveway used to access 201 Norfolk within the ROW. The total site disturbance for the proposed driveways, excluding the widening of Upper Norfolk Avenue was to be approximately 1,379 square feet. This iteration would have created two driveways crossing Steep Slopes.

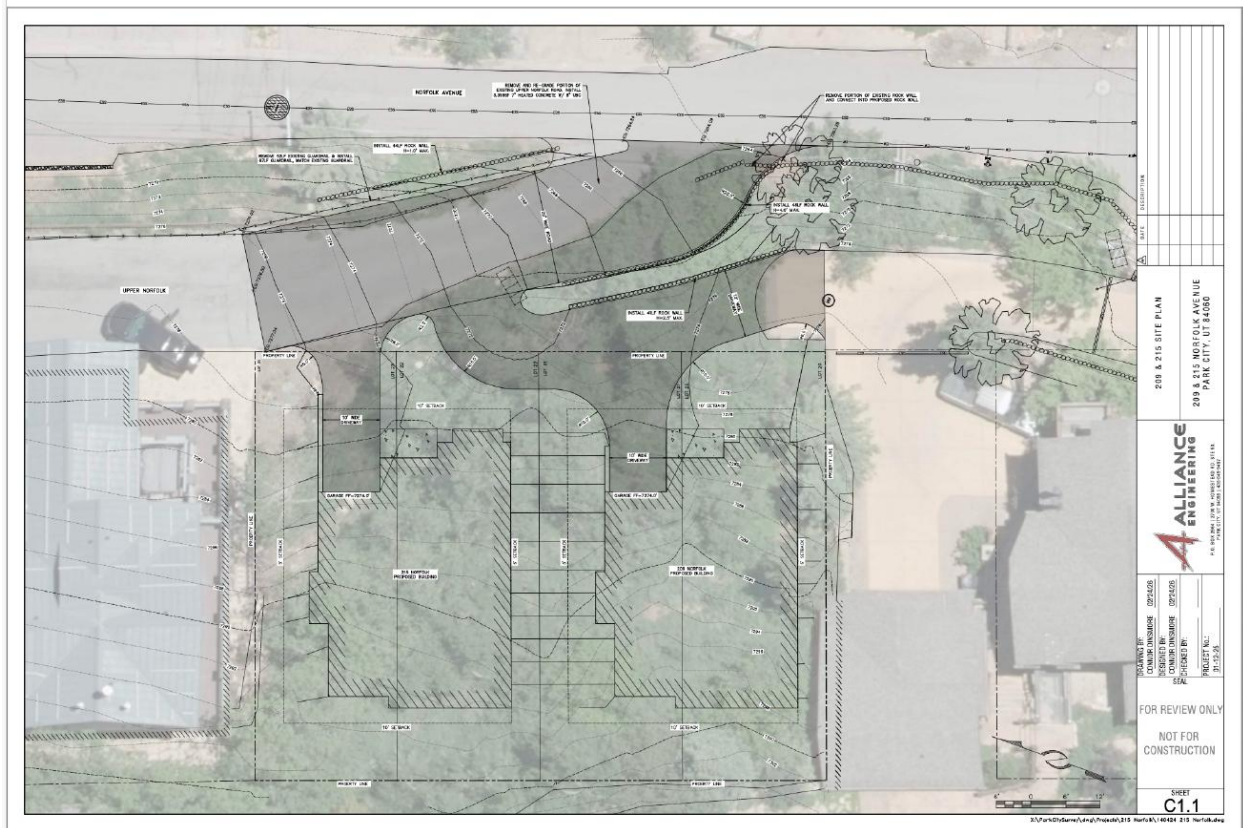


Image 7: Second iteration of access which included two separate access ways from Upper Norfolk Avenue. This iteration included a tie into the private driveway at 201 Norfolk Avenue which is in the ROW.

After several meetings with Planning and Engineering staff, the Applicant now proposes a shared driveway off Upper Norfolk Avenue for 209 and 215 Norfolk Avenue with a portion of the driveway to be constructed in the platted but unbuilt ROW. A portion of the driveway is proposed to be located on both 209 and 215 Norfolk with an access easement to be recorded on the plat to allow the owners of 209 and 215 Norfolk to use the shared driveways should the properties be sold to separate ownership. This iteration includes a four-foot retaining wall proposed to run alongside the widened Upper Norfolk Avenue. The Applicant also proposes a retaining wall running alongside the shared driveway that increases from one foot to three feet six inches. The proposed driveway would cross Slopes over 14 percent. The total site disturbance, excluding the widening of Upper Norfolk Avenue is approximately 1,212 square feet.

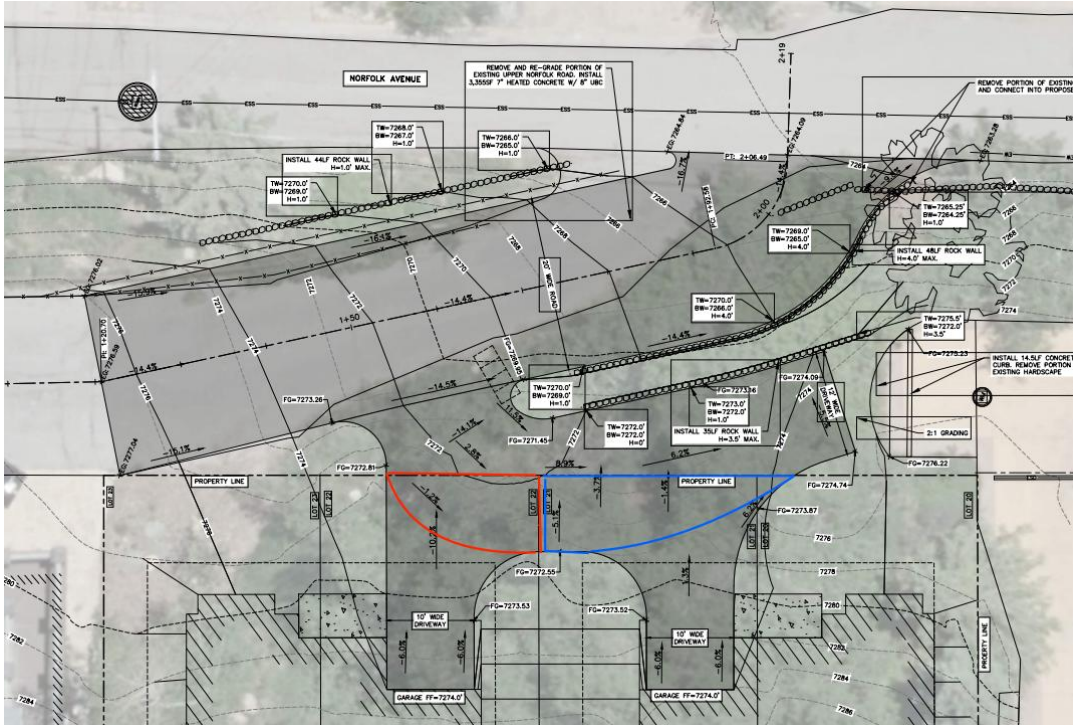


Image 8: The Applicant's proposed access and improvements to Upper Norfolk Avenue. The portion of the access to be included in the access easement on the plat is highlighted in red (215 Norfolk) and blue (209 Norfolk).

Pursuant to LMC [§ 15-3-3\(A\)\(4\)](#), driveways must not exceed a 14% slope and the Applicants final plans must comply with this limitation.

The proposed shared access off Upper Norfolk Avenue concentrates the disturbance to the ROW and create a shared access which is compliant with the LMC access criteria for Steep Slopes in LMC [§ 15-2.1-6\(C\)\(3\)](#). The proposed plans minimize the disturbance and necessitate only one accessway crossing Steep Slopes. The first iteration would have resulted in a large turnaround area being constructed within the ROW. The third iteration situates the turnaround for both Lots in a shared configuration primarily outside of the ROW. Staff recommends the third iteration based on the impacts to Steep Slopes, the concentration of site disturbance, and the minimization of impact within the ROW.

(II) Steep Slope Conditional Use Permit Review

Pursuant to LMC [§ 15-2.2-6](#), a SSCUP reviewed by the Planning Commission is required in the HR-1 Zoning District 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.

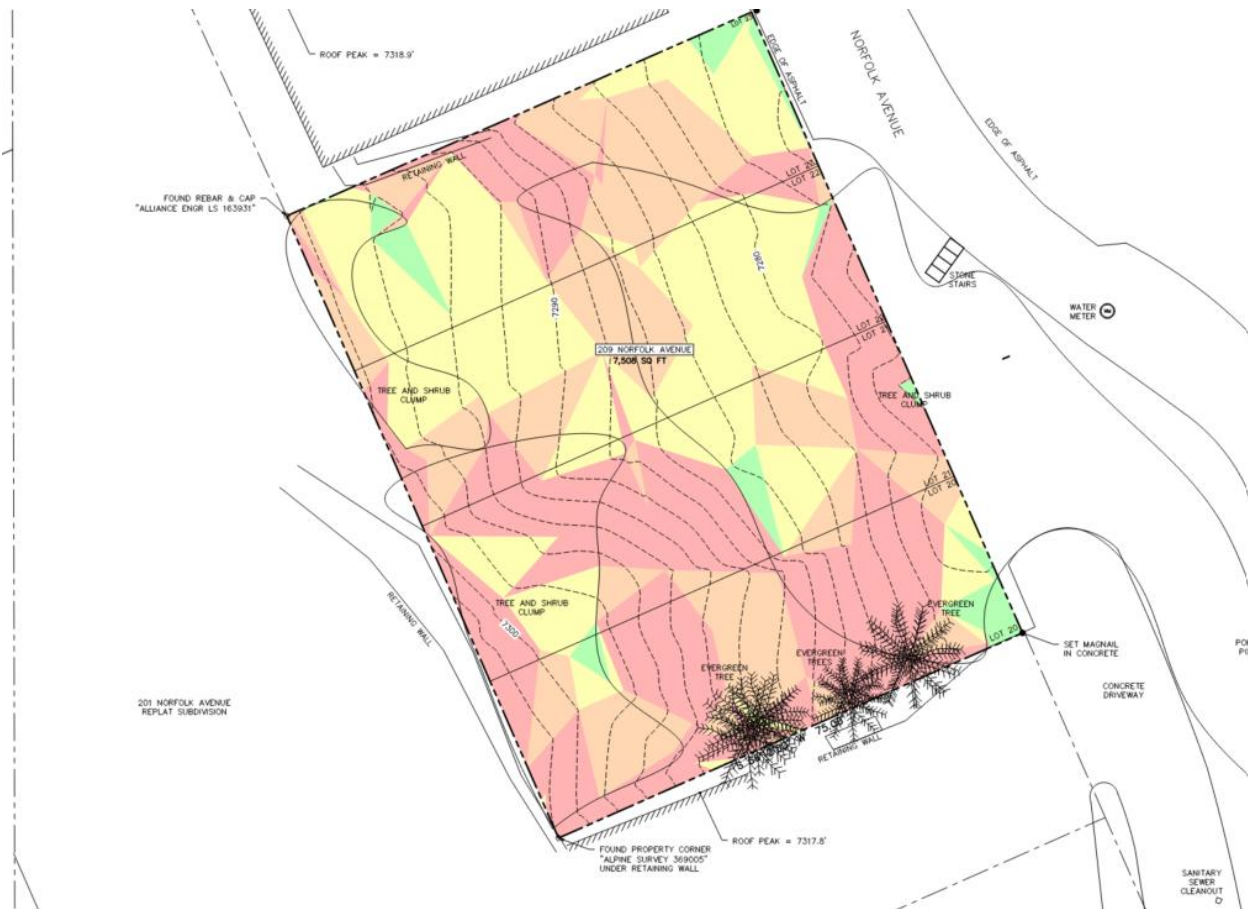


Image 9: Steep Slope analysis provided by the Applicant.

The Applicant proposes two SFDs at 209 and 215 Norfolk Avenue on areas of Steep and Very Steep Slopes. Staff's initial analysis regarding the SSCUP criteria outlined in LMC [§ 15-2.2-6\(B\)](#) is below. The Applicant seeks Planning Commission feedback on the proposal's compliance with the criteria.

1. LOCATION OF DEVELOPMENT. *Development is located and designed to reduce visual and environmental impacts of the Structure.*

The proposed SFDs at 209 and 215 Norfolk Avenue are located within the proposed Building Pads.¹ Both Lots contain areas of Very Steep Slopes that exceed 40%. See the areas highlighted in red in Image 9 above.

The Applicant proposes a bay/box window that encroaches approximately 3 feet into the south Side Setback for 209 Norfolk (see yellow-shaded area in Image 10 below). Staff recommends eliminating setback exceptions for bay/box windows to reduce the massing of the proposed SFDs.

¹ LMC [§ 15-15-1](#) defines Building Pad as "the exclusive Area, as defined by the Setbacks, in which the entire Building Footprint may be located."

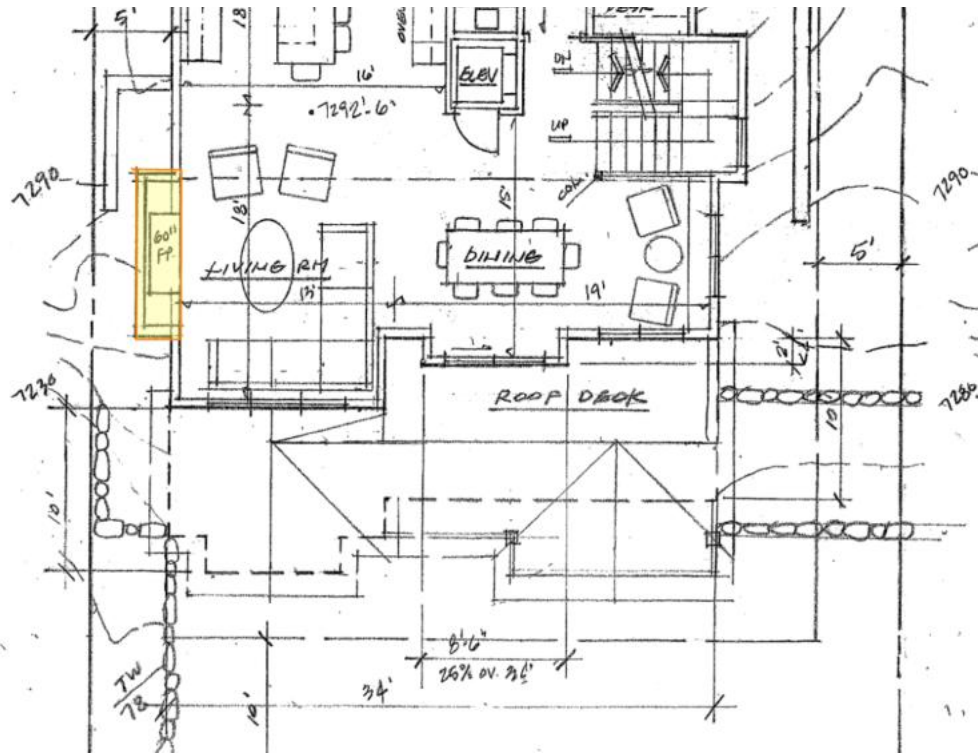


Image 10: Excerpt from Applicant's proposed plans showing box window (highlighted in yellow) encroaching approximately 3 feet into the south Side Setback at the 209 Norfolk site.

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 must provide the Planning Department with:
 1. Four panoramic views of existing property showing the site from the perimeter of the property from 90-degree compass intervals (camera facing toward site). Four panoramic views showing the neighborhood taken from the perimeter of the property at 90-degree compass intervals (camera facing away from site). One aerial photograph placing the subject in a neighborhood context.
 2. Streetscape elevation – including 100 feet on either side of the property along the project side of the street to indicate accurate height, width, and building or all proposed work in relation to existing surrounding and adjacent buildings, drawn at minimum 1/8 inch scale. If access to properties is limited, a photographic streetscape is allowed.
 3. A 3D massing model illustrating the proposed project from designated Vantage Points (see Planning Staff to review and establish Vantage Points for the Application).
 4. A rendering that superimposes the proposed project on a photo of the site and streetscape.

The Applicant provided the visual analysis items. Please see Exhibits G – I.

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.

See Analysis Section I.

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.

The Applicant proposes a series of retaining walls for the proposed SFDs that are terraced.

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.

See Analysis Section I.

6. **BUILDING FORM AND SCALE.** Where Building masses orient against the Lot's existing contours, the Structures must be stepped back with the Grade and broken into a series of individual smaller components that are Compatible 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 Applicant proposes two SFDs that roughly step with the Existing Grade on the Lots.

LMC [§ 15-2.2-5](#) establishes a maximum 27-foot Building Height in the HR-1 District. Both homes are under height. The Applicant's preliminary plans indicate the proposed height of the SFD at 209 Norfolk is approximately 3 feet, 6 inches below the maximum allowed Building Height, and the proposed height of the SFD at 215 Norfolk is approximately 2 feet below the maximum allowed Building Height.

The Applicant proposes garages on the lower level of each SFD that are set back behind the front door entrances of each SFD, which is required pursuant to LMC [§ 15-13-8\(B\)\(6\)](#).

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 Lots at 209 and 215 Norfolk are approximately 75 feet deep and 50 feet wide. LMC [§ 15-2.2-3\(F\)](#) outlines minimum 10-foot Front and Rear Setbacks for Lots up to 75 feet deep in the HR-1 district. LMC [§ 15-2.2-3\(I\)](#) outlines minimum 5-foot required Side Setbacks for Lots up to 50 feet wide in the HR-1 District.

The Applicant proposes SFDs on each Lot that are within the proposed Building Pads. The front and rear façades of each proposed SFD are varied and are set back behind the facades of existing Structures on adjacent Lots, so the wall effect of the proposed SFDs is minimal.

The Applicant proposes a bay/box window that encroaches approximately 3 feet into the 5-foot south Side Setback for 209 Norfolk (see yellow-shaded area in Image 10 above). Staff recommends eliminating setback exceptions for bay/box windows to reduce the massing of the proposed SFDs.

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 Applicant proposes SFDs on each Lot that are under the 27-foot exterior Building Height limit as outlined above.

Also as outlined above, the Lots at 209 and 215 Norfolk are approximately 75 feet deep and 50 feet wide. LMC [§ 15-2.2-3\(F\)](#) outlines minimum 10-foot Front and Rear Setbacks for Lots up to 75 feet deep in the HR-1 Zoning District and LMC [§ 15-2.2-3\(I\)](#) outlines minimum 5-foot required Side Setbacks for Lots up to 50 feet wide in the HR-1 District.

The proposed SFD at 209 Norfolk is set back approximately 13 feet, 7 inches from the Front Lot Line, exceeding the minimum required 10-foot Front Setback and is set back

approximately 9 feet, 10 inches from the north Side Lot Line, exceeding the minimum 5-foot required Side Setback. The proposed SFD is also set back approximately 12 feet, 8 inches from the Rear Lot Line, exceeding the minimum required 10-foot Rear Setback.

<i>Setback</i>	<i>Required</i>	<i>Proposed</i>
Rear	10 feet	12 feet 8 inches
Front	10 feet	13 feet 7 inches
Side (north)	5 feet	9 feet 10 inches
Side (south)	5 feet	5 feet

The proposed SFD at 215 Norfolk is set back approximately 13 feet, 7 inches from the Front Lot Line, exceeding the minimum required 10-foot Front Setback and is set back approximately 9 feet, 10 inches from the north Side Lot Line, exceeding the minimum 5-foot required Side Setback. The proposed SFD is also set back approximately 12 feet, 8 inches from the Rear Lot Line, exceeding the minimum required 10-foot Rear Setback.

<i>Setback</i>	<i>Required</i>	<i>Proposed</i>
Rear	10 feet	12 feet 8 inches
Front	10 feet	13 feet 7 inches
Side (north)	5 feet	9 feet 10 inches
Side (south)	5 feet	5 feet

As outlined above, staff recommends eliminating setback exceptions for bay/box windows to reduce the massing of the proposed SFDs.

9. ***BUILDING HEIGHT (STEEP SLOPE).*** *The Zone Height in the HR-1 District is twenty-seven feet (27') 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.*

Both proposed SFDs are below the Building Height allowance for the HR-1 Zoning District. LMC [§ 15-2.2-5](#) establishes a maximum 27-foot Building Height, and LMC [§ 15-2.2-5\(A\)](#) establishes a maximum 35-foot interior height limit in the HR-1 District. The Applicant proposes a maximum exterior Building Height of approximately 26 feet and a maximum interior height of approximately 35 feet for 209 Norfolk. The Applicant proposes a maximum exterior Building Height of approximately 25 feet and a maximum interior height of approximately 35 feet for 215 Norfolk.

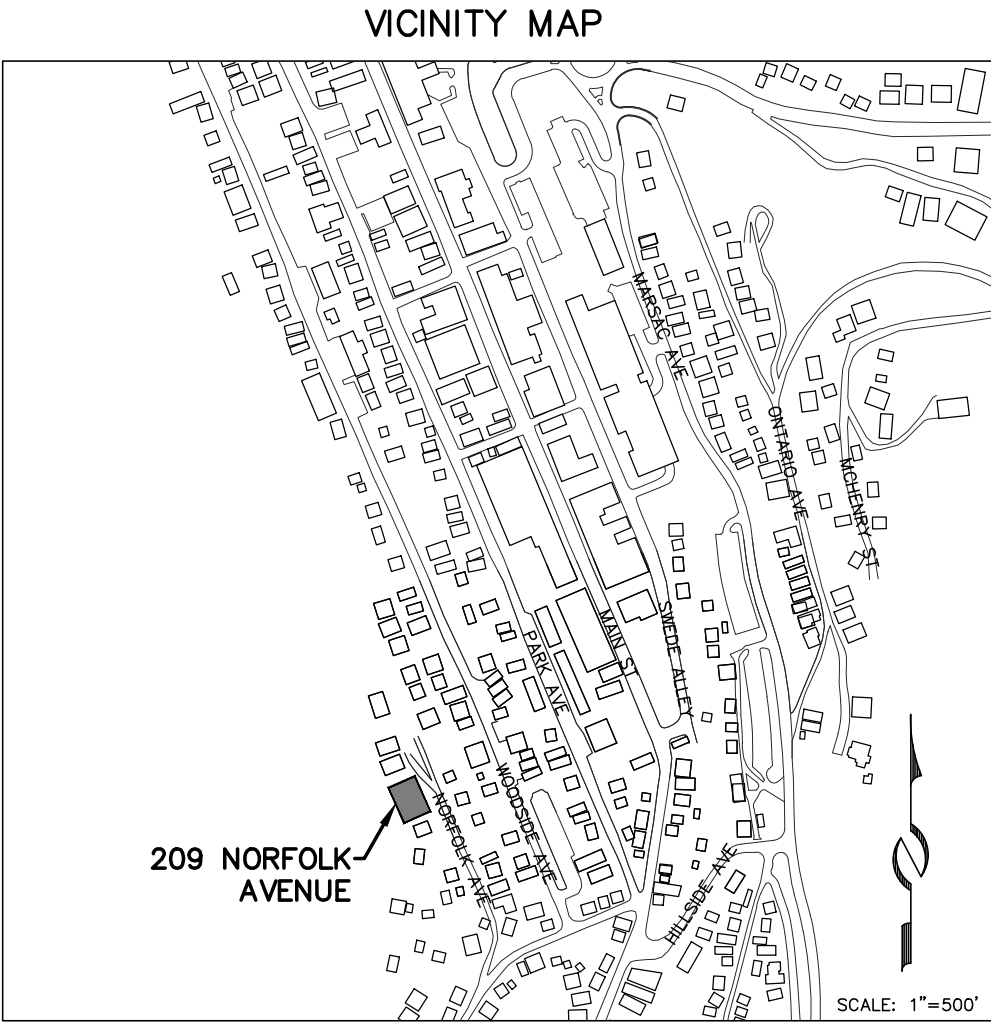
Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Exhibits

A: Proposed Plat

B: Proposed Access
C: 215 Norfolk Proposed Plans
D: 209 Norfolk Proposed Plans
E: Steep Slope Analysis
F: 201 Norfolk Avenue Encroachment Agreement
G: Cross-Canyon Views
H: 209 Norfolk Avenue 3D Model Views
I: 209 Norfolk Avenue 3D Model Views



FOUND STREET CENTERLINE MONUMENT AT THE INTERSECTION OF PARK AVENUE & 9TH STREET

FOUND STREET CENTERLINE MONUMENT AT THE INTERSECTION OF PARK AVENUE & 4TH STREET



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 referenced a record of survey map of the existing property boundaries in accordance with Section 17-73-504 and have verified the boundary locations and have placed monuments as represented on the plot. I do further certify that by authority of the owners, I have prepared this subdivision plat in accordance with section 10-20-803, a two lot subdivision of the property described hereon, hereafter to be known as 209 NORFOLK AVENUE PLAT AMENDMENT.

LEGAL DESCRIPTION

Lots 20, 21, 22 and 23 Block 78 Millsite Reservation to Park City, according to the official plat thereof on file and of record in the Office of the Summit County Recorder.

The above lots being described as follows:

Beginning at a point that is South 07°41'08" West 817.61 feet from the street monument at the intersection of Park Avenue and Fourth Street, said point being on the westerly right-of-way of Norfolk Avenue, Subdivision No. 1 of Millsite Reservation; Park City Survey said point also being the southeasterly corner of Tyrone F Pike Replat, recorded August 10, 1999, as Entry No. 546152 in the Office of the Recorder, Summit County, Utah; and running thence coincident with said westerly right-of-way South 23°38'00" East 99.78 feet to a corner of 201 Norfolk Avenue Subdivision 1st Amended, recorded December 19, 2007, as Entry No. 832928 in the Office of the Recorder, Summit County, Utah; thence coincident with said 201 Norfolk Avenue Subdivision the following two (2) courses: 1) South 66°12'00" West 75.00 feet; thence 2) North 23°38'00" West 100.00 feet to the southwesterly corner of said Tyrone F. Pike Replat; thence coincident with the south boundary of Tyrone F. Pike Replat North 66°22'00" East 75.00 feet to the point of beginning.

Contains 0.17 acres.

OWNER'S DEDICATION & CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this subdivision plat amendment.

VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company

By: _____
Russell Harris (Manager)

ACKNOWLEDGMENT

State of _____)
County of _____) ss

On this _____ day of _____, 2024, Russell Harris 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 manager of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, and that he signed the above Consent to Record for and on behalf of VALLEY CREEK FAMILY FARM, LLC, a Utah limited liability company, and that he acknowledged to me that he executed 209 NORFOLK AVENUE PLAT AMENDMENT.

By: _____
Notary Public

A Notary Public Commissioned in _____

Printed Name _____

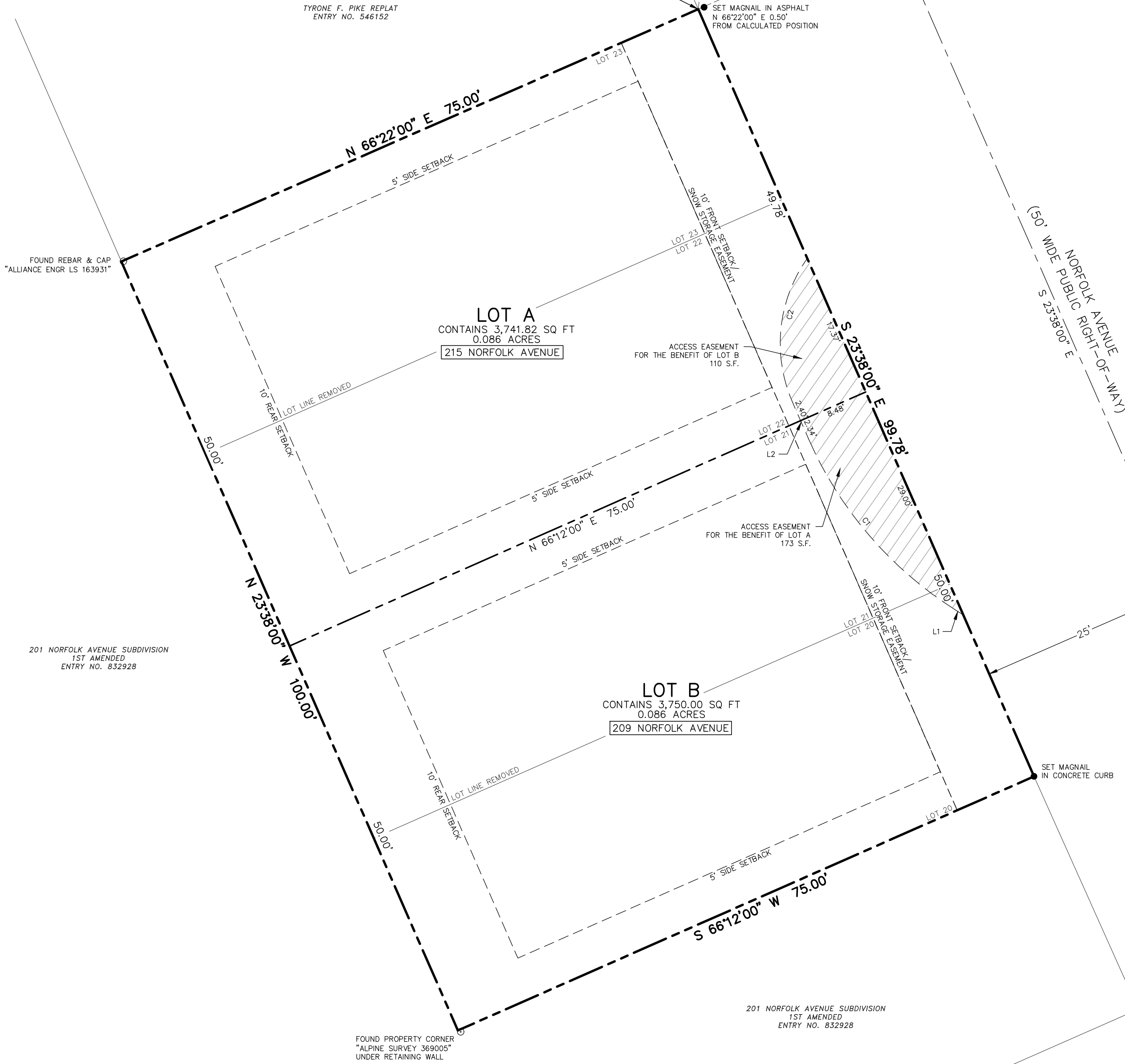
Residing in: _____

My commission expires: _____

Commission No.: _____

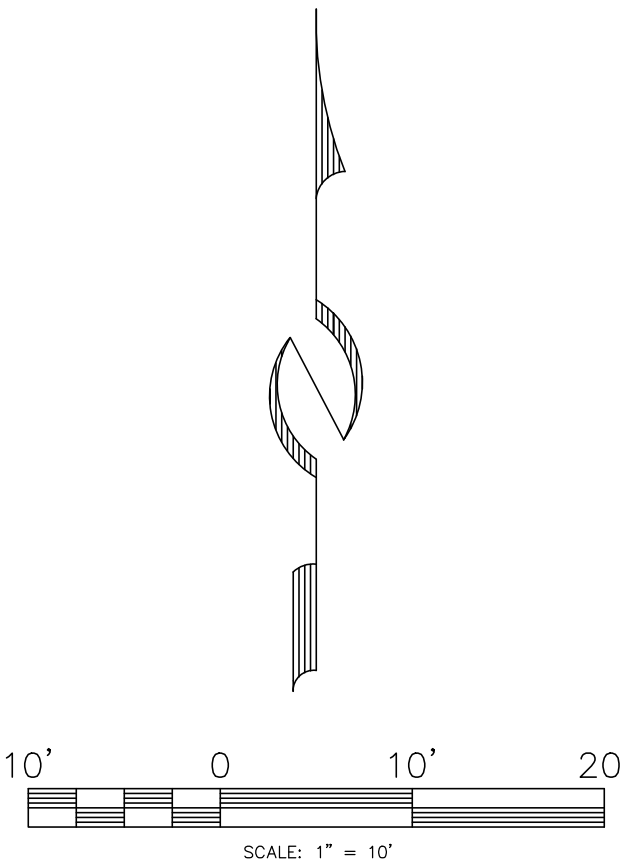
NOTES

- This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated the _____ day of _____, 2026, and on file with the Planning Department (PL-26-_____).
- Fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
- See Record of Survey S-0011918 on file with the Summit County Surveyor's Office.



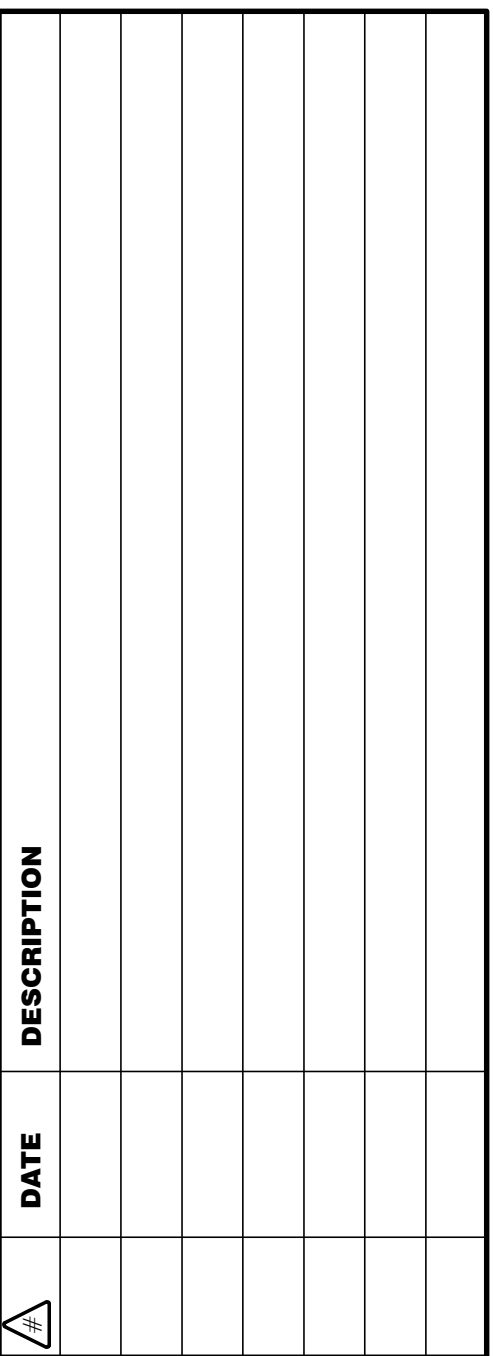
209 NORFOLK AVENUE PLAT AMENDMENT

WITHIN BLOCK 78, MILLSITE RESERVATION,
LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SHEET 1 OF 1

435-649-9467 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 THE _____ 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 ENTRY NUMBER: _____ STATE OF UTAH, COUNTY OF SUMMIT DATE: _____ TIME: _____ FEE PAID: _____ RECORDED AND FILED AT THE REQUEST OF: _____ COUNTY RECORDER: _____
--	--	--	--	--	--	--



**209 & 215 NORFOLK AVENUE
PARK CITY, UT 84060**



DRAWING BY: _____

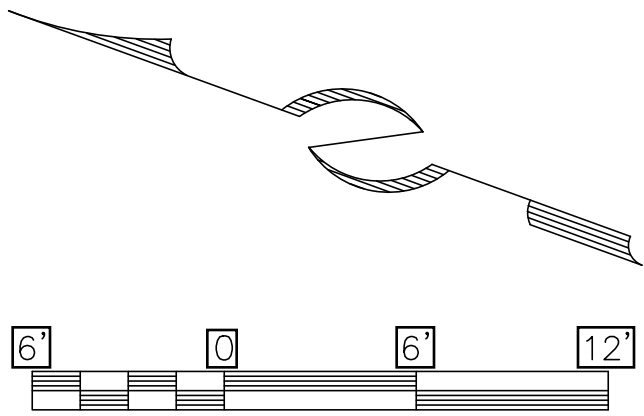
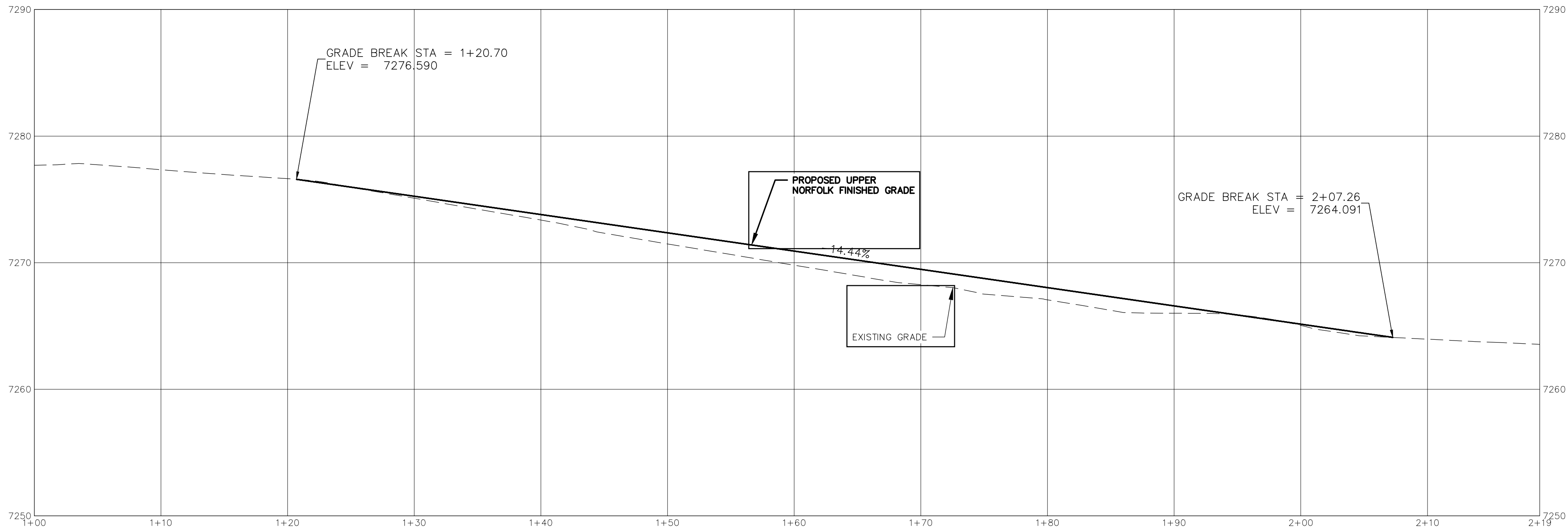
DESIGNED BY: _____ 03/16/26
CONNOR DINSMORE

CHECKED BY: _____

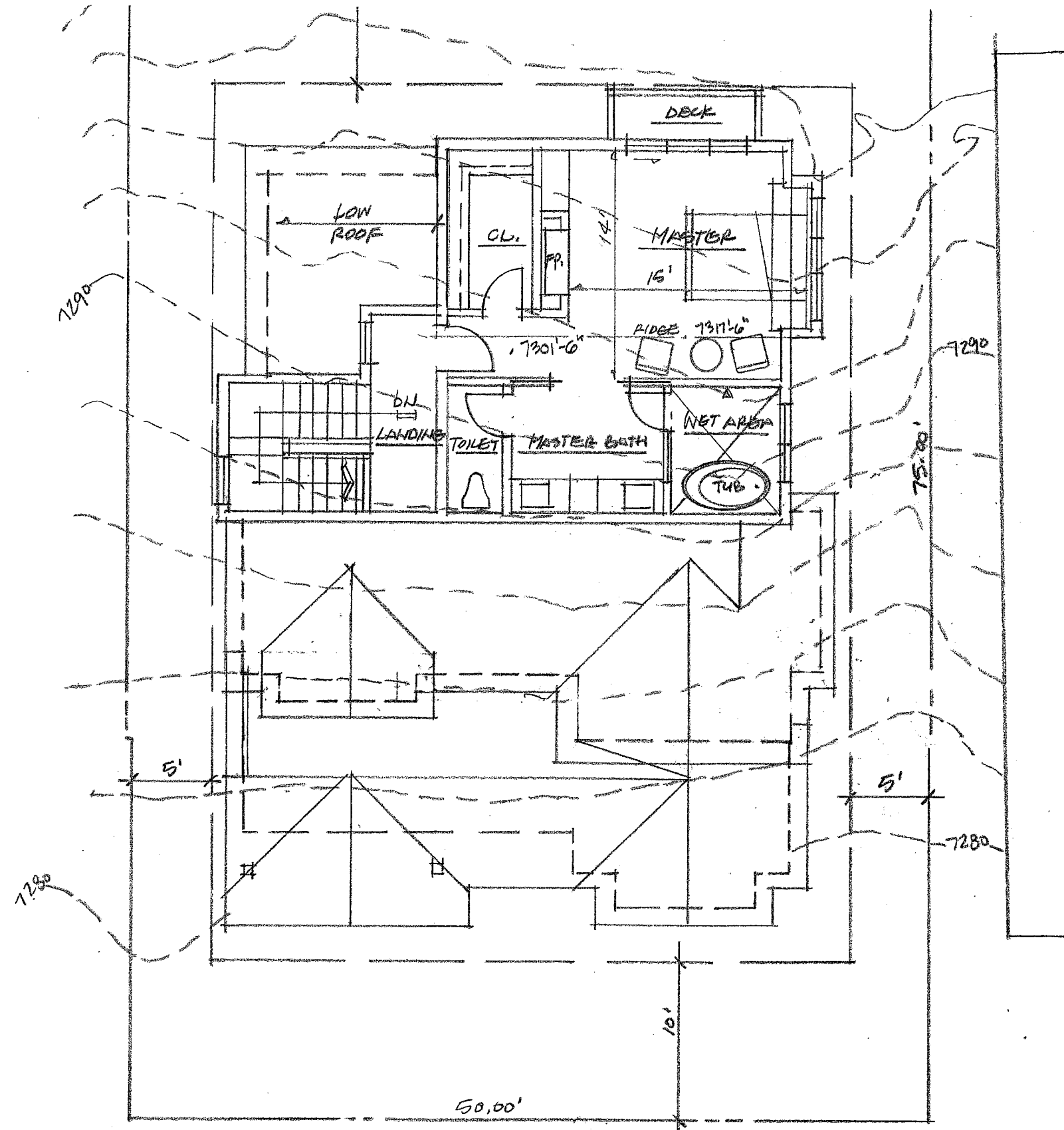
PROJECT No.: _____
01-12-25

**NOT FOR
CONSTRUCTION**

SHEET
C3.0

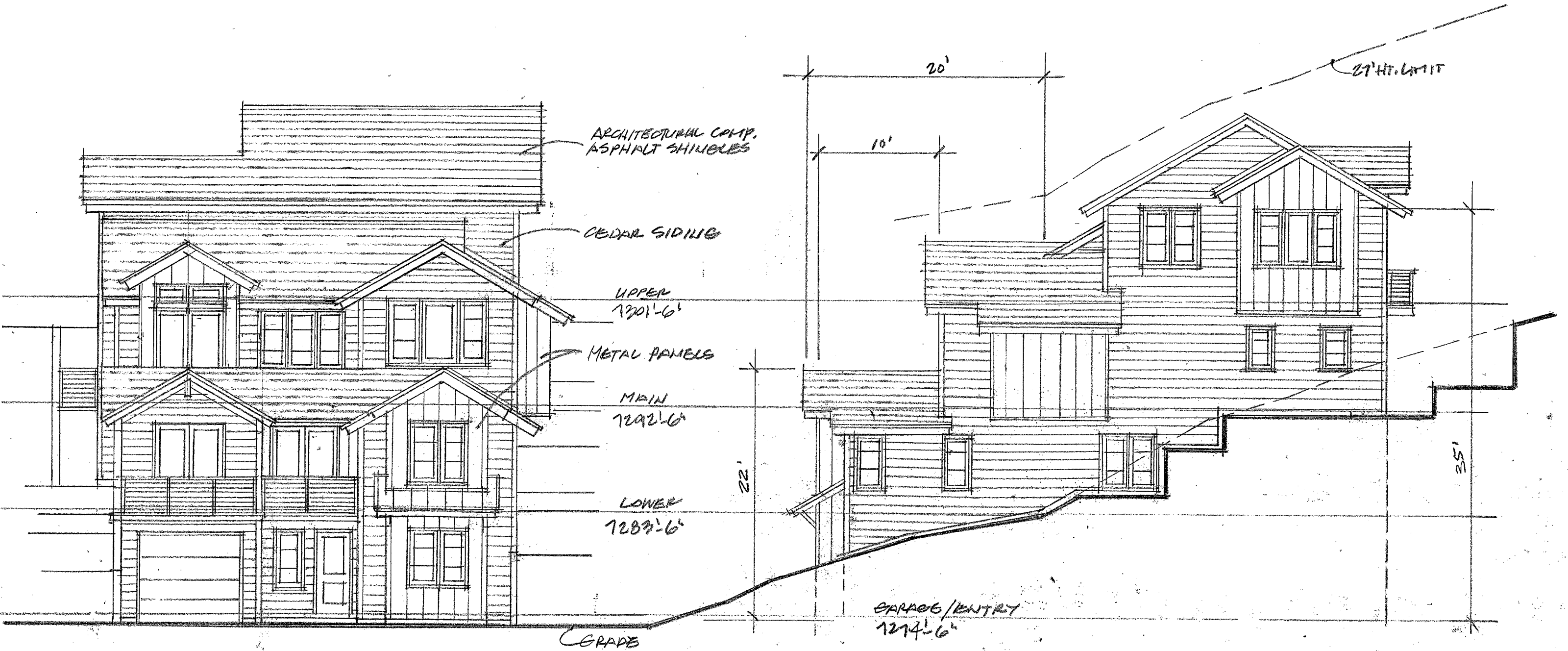






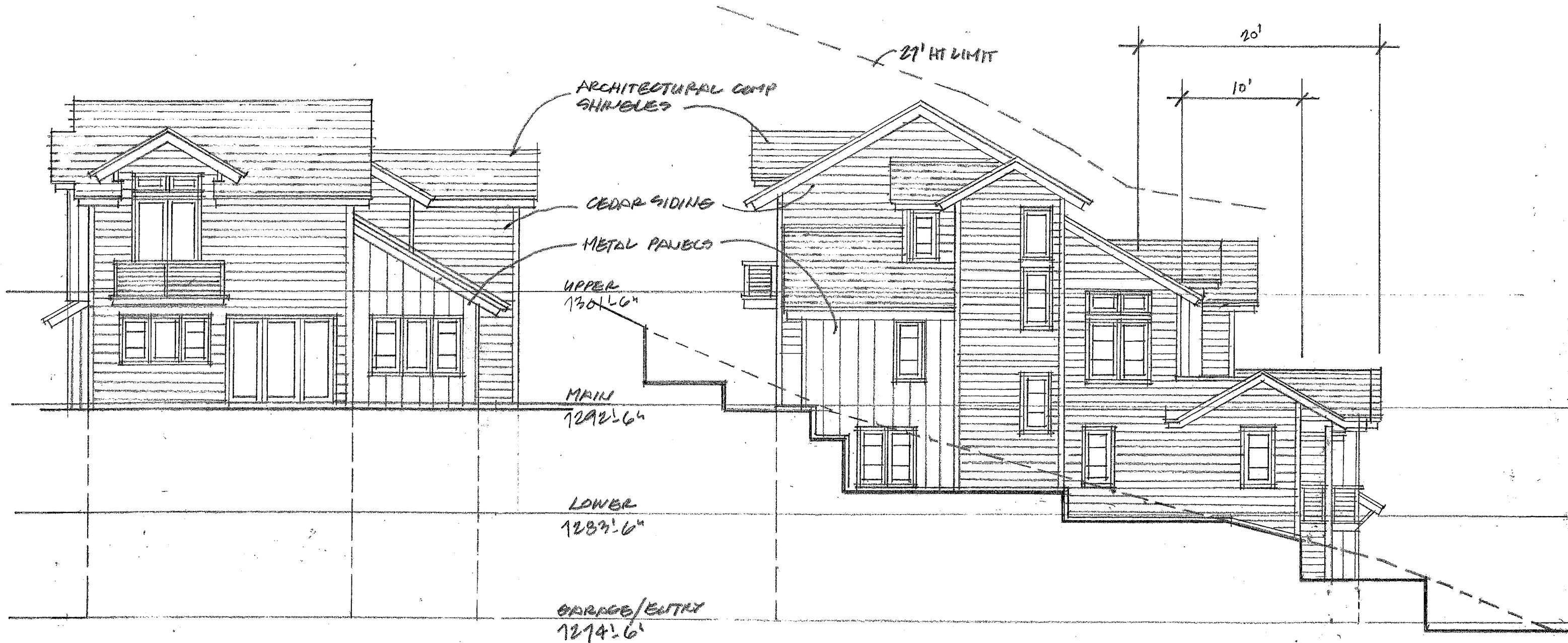
UPPER LVL.
215 UPPER NORFOLK AVE.

1/8" 4.



EAST
1/8"

NORTH
1/8"
DIS UPPER NORFOLK



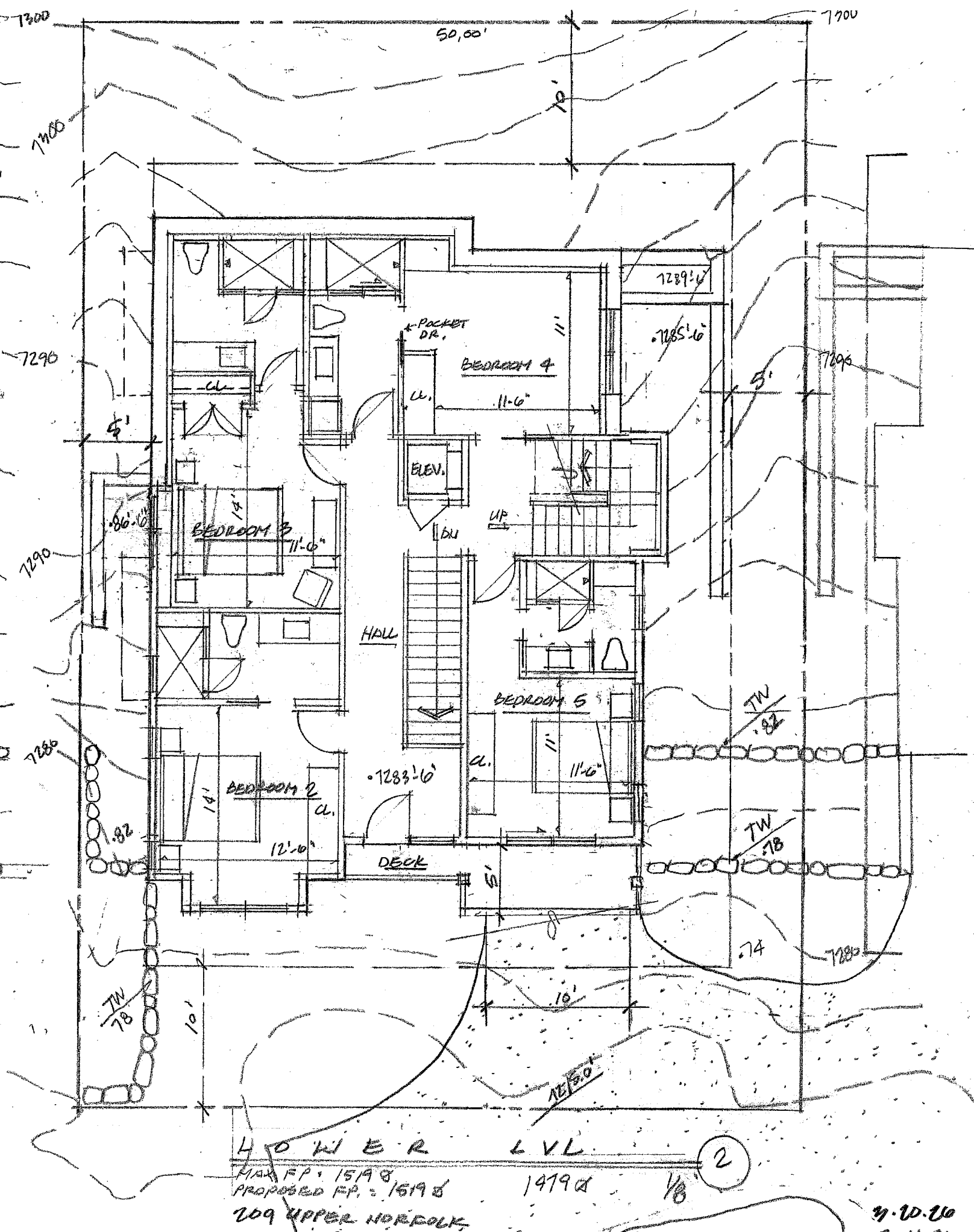
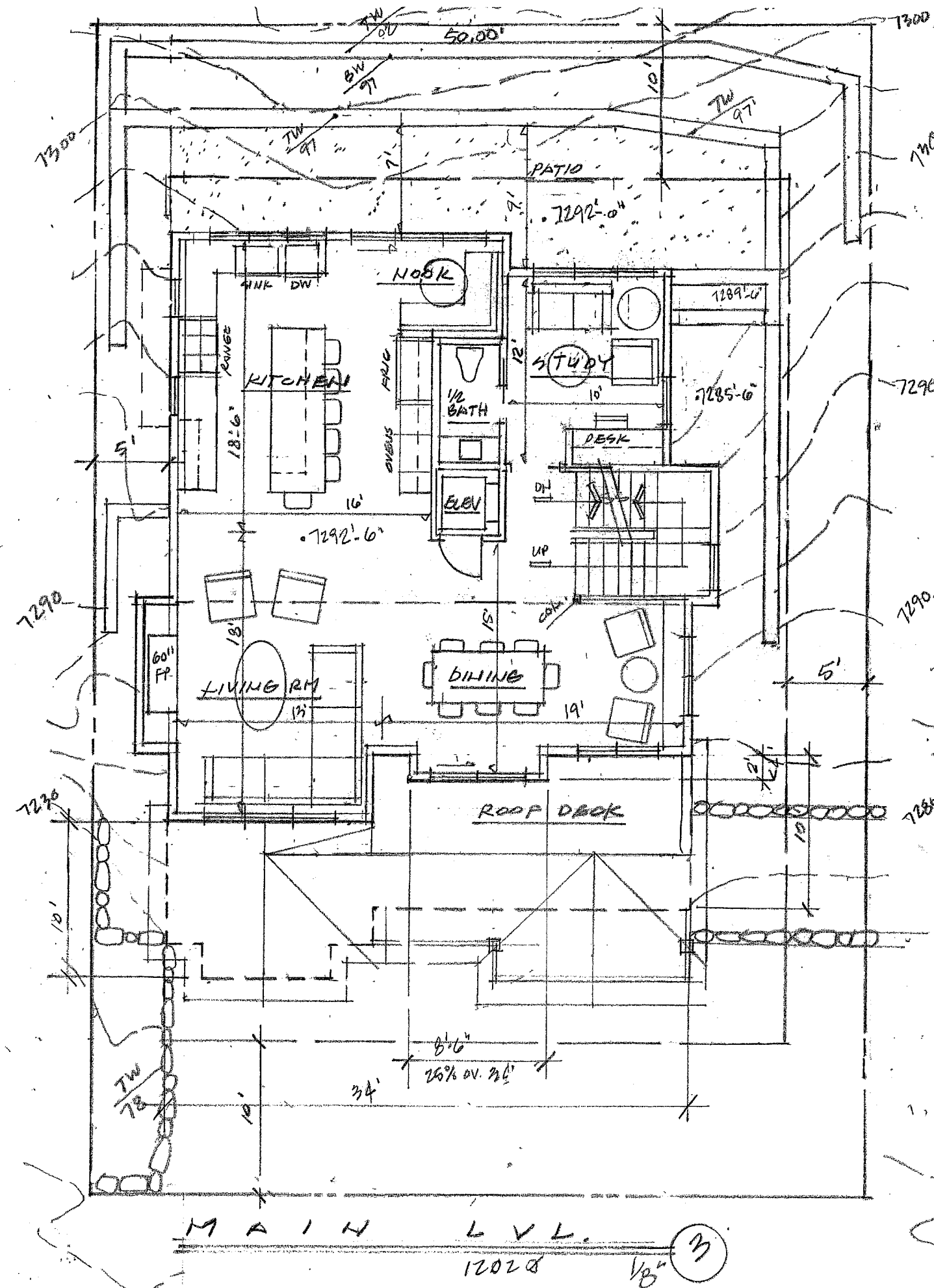
WEST

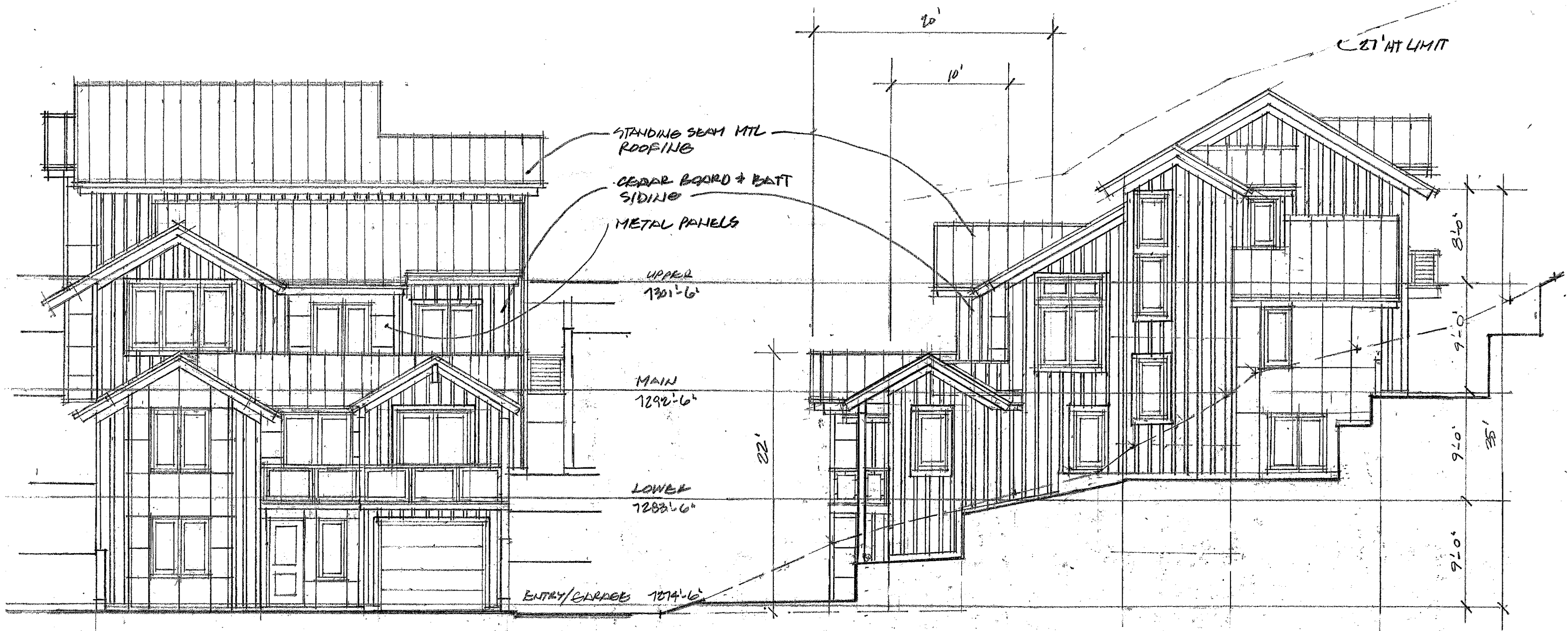
1/8"

SOUTH

215 UPPER NORFOLK

1/8"





E A S T

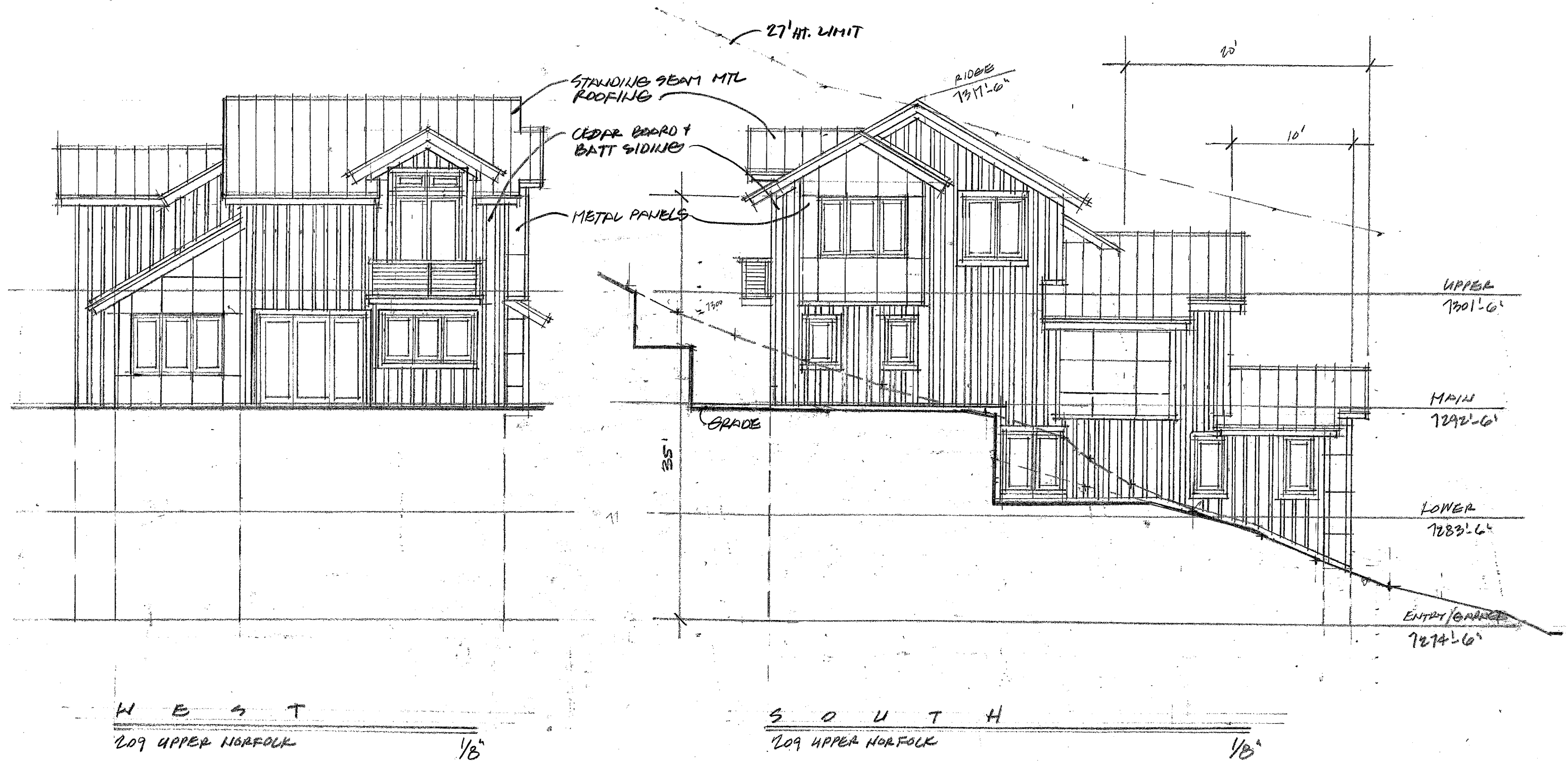
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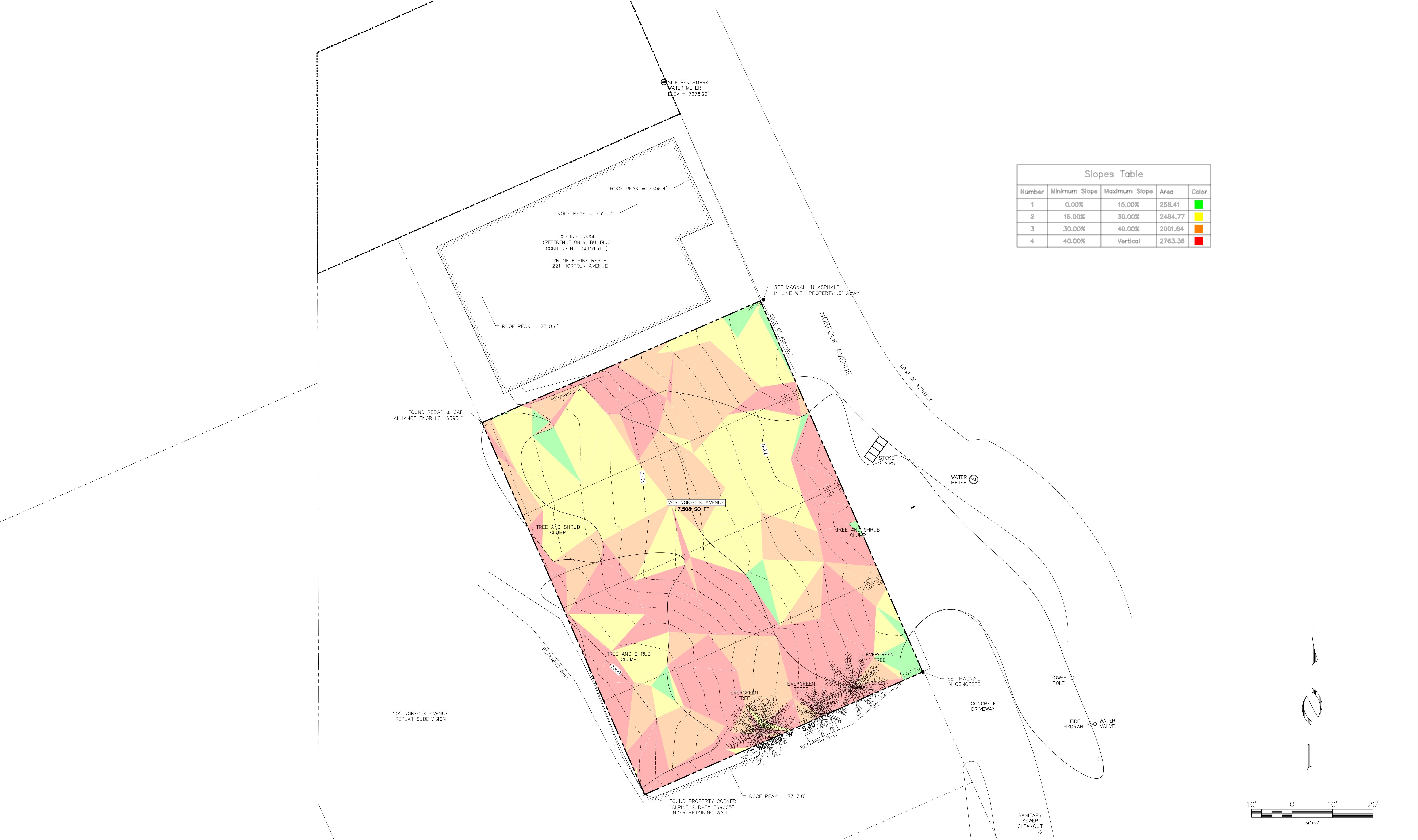
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N O R T H

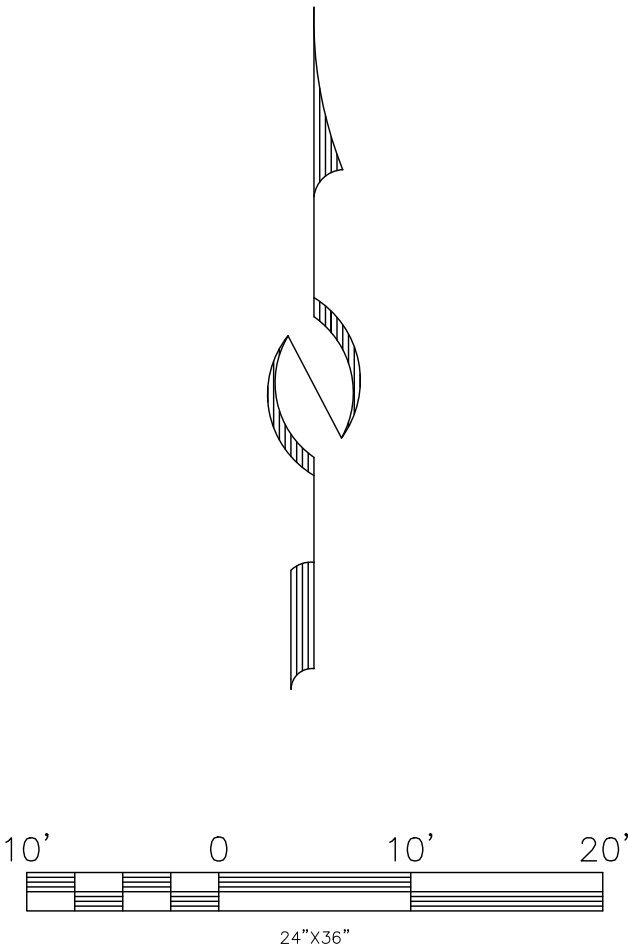
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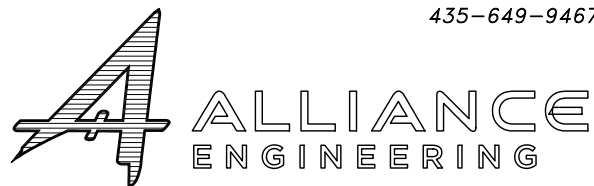
1/8"





Slopes Table				
Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	15.00%	258.41	Green
2	15.00%	30.00%	2484.77	Yellow
3	30.00%	40.00%	2001.64	Orange
4	40.00%	Vertical	2763.36	Red





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

STAFF:
CONNOR DINSMORE
MEGAN BLOSSER

DATE: 12/09/2025

EXISTING CONDITIONS SLOPE MAP
209 NORFOLK AVENUE
PARK CITY, UTAH

FOR: DOUG OGILVY
JOB NO.: 14-4-24
FILE: X:\ParkCitySurvey\dwg\src\topo2024\14-4-24 209 Norfolk\140424 209 Norfolk.dwg

SHEET
1
OF
1

When recorded please return to:
Park City Municipal Corporation
Attn: City Engineer
PO Box 1480
Park City UT 84060

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

ENCROACHMENT PERMIT

201 NORFOLK AVE (street address)

THIS AGREEMENT is made by and between PARK CITY MUNICIPAL CORPORATION (City) and ERIC HERMANN (Owner(s)) to set forth the terms and conditions under which the City will permit the Owner to build, maintain, and use certain improvements within the City property and right-of-way at 201 NORFOLK (street address), Park City, Utah. Subject to the following terms and conditions of this agreement, Owner shall have the right to construct and maintain DRIVEWAY within the City right-of-way of SAMPSON AVE (street name).

1. This encroachment agreement shall be appurtenant to the following described property:
201-NR-SUB-1-1AM / 201 NORFOLK AVE SUBDIVISION
Parcel # Lot# (Norfolk Avenue Subdivision)
Office Use: Verify Ownership through Summit County Tax Records

This agreement is not transferable to other property, but is freely transferable with the title to this lot. The license and conditions as stated in the agreement, are binding on the successors in title or interest of Owner(s).

2. The improvements permitted within the street right-of-way shall consist of HEATED DRIVEWAY. Attach a scaled drawing, labeled as ATTACHMENT 'A', showing the improvements and the location of all related elements, on 8 1/2 "x 11" or 11"x 17" paper. No modifications to the improvements may be made without prior written permission from Park City Municipal Corporation.

3. The City may, at some future date, elect to make improvements to SAMPSON (street name) at this location and widen the streets to full width of the right-of-way and City property and/or to install utilities (or allow such installation by franchised utilities). To the extent that any improvements or utility work requires the removal, relocation, replacement, and/or destruction of the improvements the Owner(s) may have been using within the City property right-of-way, the Owner(s) waives any right to compensation for the loss of improvements and loss of the use of the street right-of-way and/or change in the grade and elevation of the street. This waiver of compensation, in the event the improvements are removed for any reason whatsoever in the sole determination of Park City, is the consideration given for the granting of this encroachment permit.

4. Prior to installing City improvements in, along or adjacent to the street or installing utilities in a manner that will require the removal or relocation of the improvements, the City will endeavor to give the Owner(s) sixty (60) days notice, in which time the Owner(s) shall make adjustments and remodel the improvements as necessary to accommodate the changes in the street width, utilities, and-or grade at the Owner(s) cost. Park City and its franchised utilities will attempt to save as much of the Owner(s) improvements as possible but in no way guarantees any salvage value whatsoever.

5. No permanent right, title, or interest of any kind shall vest in the Owner(s) in the street right-of-way by virtue of this agreement. The property interest hereby created is a revocable license, and not an easement or other perpetual interest. No interest shall be perfected under the doctrines of adverse possession, prescription, or other similar doctrines of law based on adverse use, as the use hereby permitted is entirely permissive in nature.

6. The Owner(s) or his/her successor shall maintain the improvements in a good state of repair at all times, and upon notice from the City, will repair any damaged, weakened, or failed sections. The Owner(s) agree(s) to hold the City harmless and indemnify the City for any and all claims which might arise from third parties, who are injured as a result of the Owner's use of the right-of-way for private purposes, or from the failure of the Owner's improvements.

7. This agreement shall be in effect until the license is revoked by the City. Revocation shall be effected by the City regarding a notice of revocation with the Summit County Recorder and sending notice to Owner or the Owner's successor.

ENTRY NO. 01117432

09/09/2019 09:33:24 AM B: 2527 P: 0827

Encroachment PAGE 1/3

RHONDA FRANCIS, SUMMIT COUNTY RECORDER

FEE 0.00 BY PARK CITY MUNICIPAL CORP



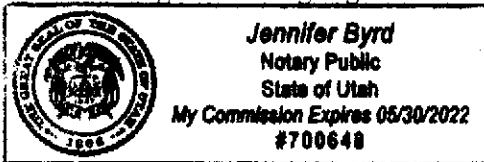
PARK CITY MUNICIPAL CORPORATION

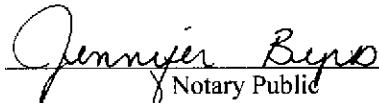
DATED this 5TH day of September, 2019


Engineer

STATE OF UTAH)
 SS
COUNTY OF SUMMIT)

On the 5th day of September, 2019, Ryan Taylor personally appeared before me Jennifer Byrd who, being first duly sworn and upon oath, and in full recognition of the penalty for perjury in the State of Utah, did acknowledged to me that she/he is the Owner(s) of the property or, if the Owner(s) is a Corporation, that she/he is an authorized representative of the Corporation, and that she/he signed the foregoing instrument on their behalf.




Notary Public

PROPERTY OWNER



*Owner's Signature

PO Box 1027
Mailing Address
Park City 84060

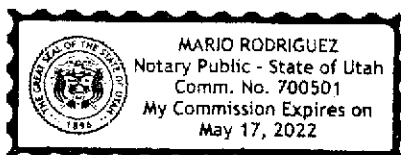
Eric R. Hermann
Owner's Name (Printed)

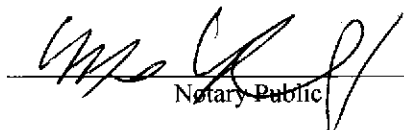
914 309 5909
email address or phone number

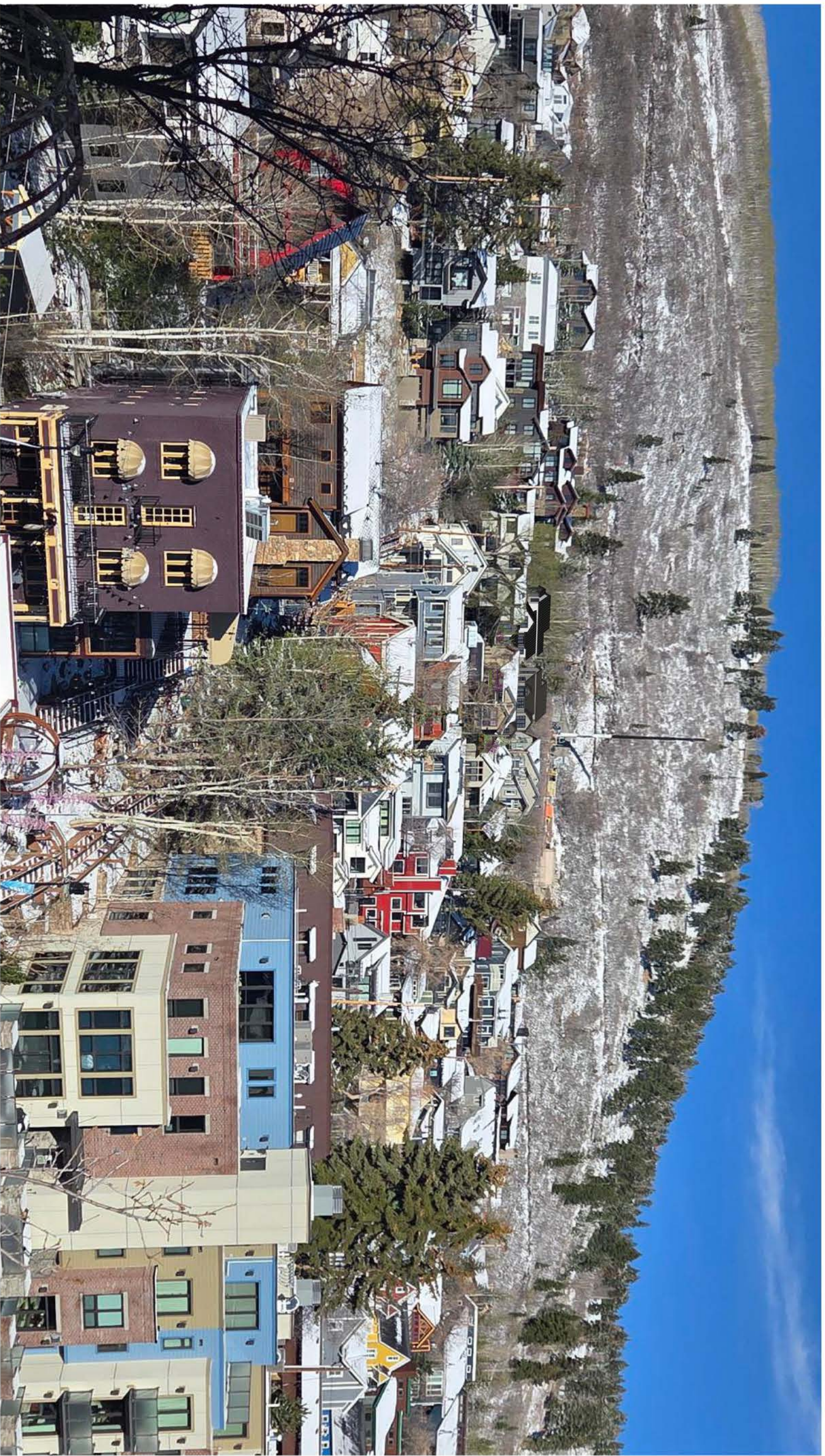
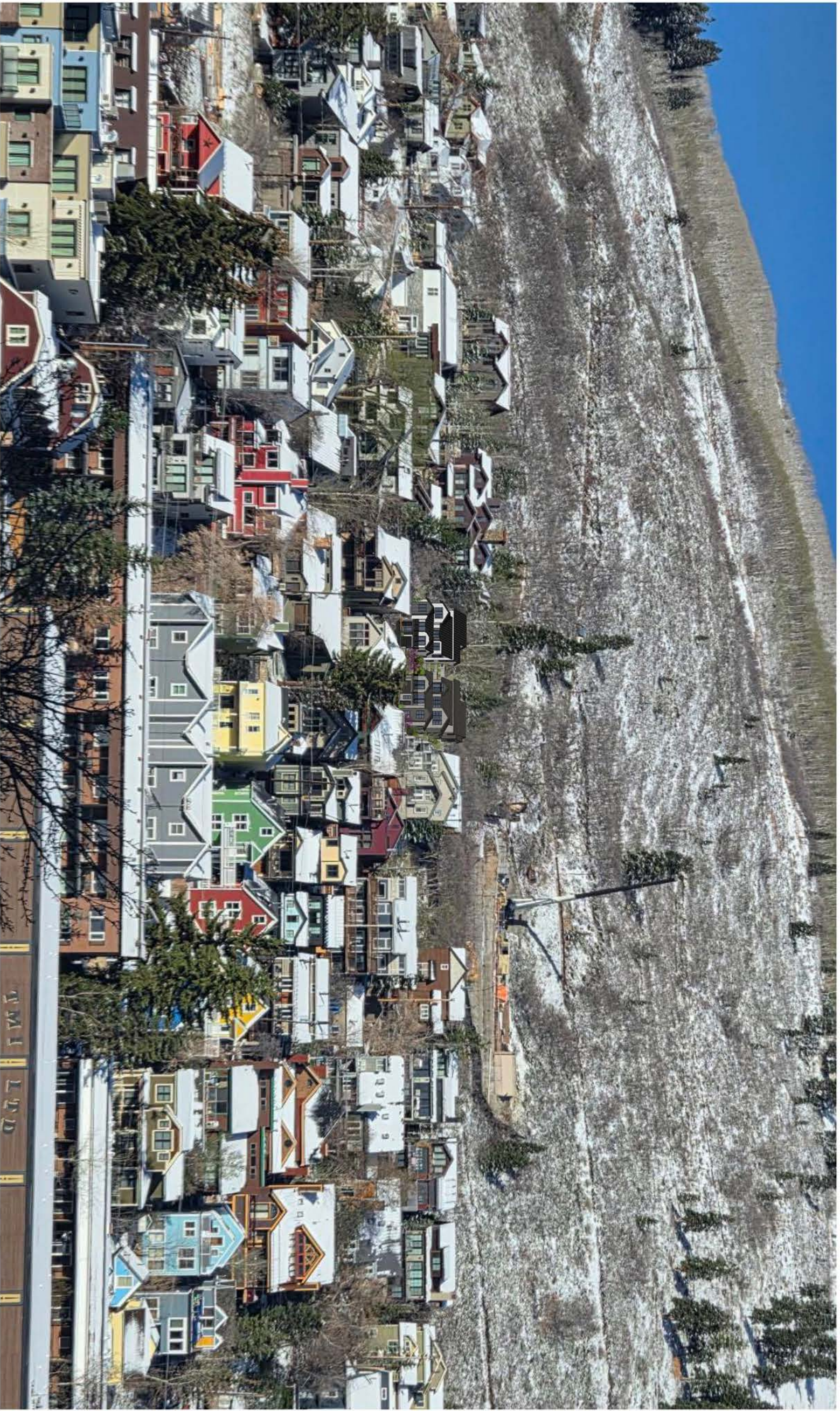
***If doing business as an LLC proof must be provided that the signatory can sign for the LLC**

STATE OF UTAH)
 SS
COUNTY OF SUMMIT)

On the 29 day of August, 2019, Eric Hermann personally appeared before me Mario Rodriguez who, being first duly sworn and upon oath, and in full recognition of the penalty for perjury in the State of Utah, did acknowledged to me that she/he is the Owner(s) of the property or, if the Owner(s) is a Corporation, that she/he is an authorized representative of the Corporation, and that she/he signed the foregoing instrument on their behalf.




Notary Public

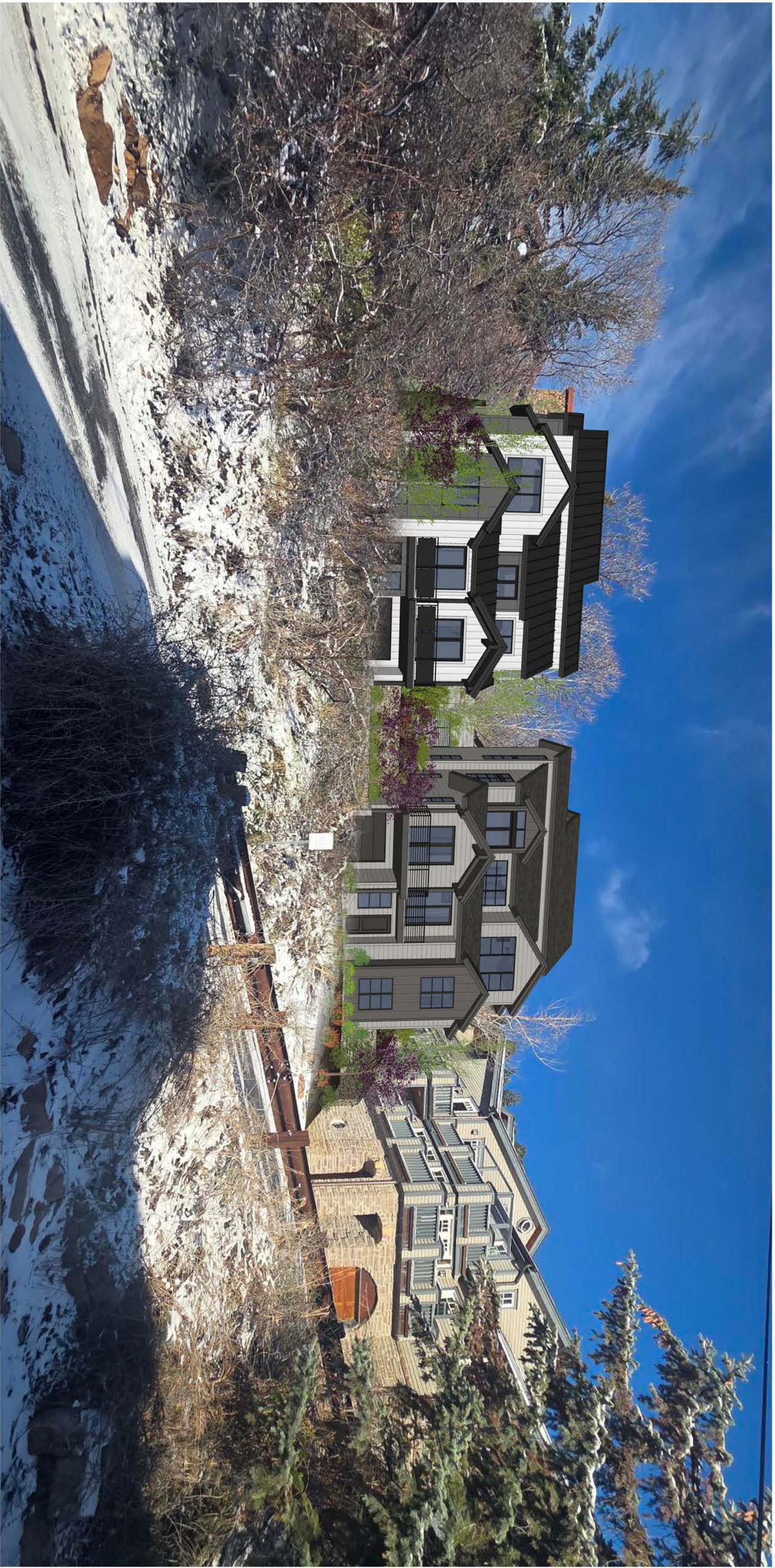


Cross Canyon View

VIEW FROM ONTARIO AVE.

Cross Canyon 2

VIEW FROM SANDRIDGE AVE.



Streetscape

VIEW FROM UPPER NORFOLK AVE.



NORTH



SOUTH



EAST



WEST

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY. ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY. ARCHITECT P.C. VOLATILES WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED

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:
209 UPPER NORFOLK AVENUE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVENUE PARK CITY UT 84060

SHEET DESCRIPTION:
3D MODEL VIEWS
REVISIONS:

DATE:
April 2, 2026
PROJECT NUMBER:
SHEET NUMBER:



NORTHEAST



NORTHWEST



SOUTHEAST



SOUTHWEST

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JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED

PROJECT DESCRIPTION:

209 UPPER NORFOLK AVE
HISTORIC DISTRICT DESIGN REVIEW

209 UPPER NORFOLK AVENUE PARK CITY UT 84060

SHEET DESCRIPTION:

3D MODEL VIEWS

REVISIONS:

DATE:

PROJECT NUMBER:
April 2, 2026

SHEET NUMBER:

3D 2
Page 118 of 401

Jonathan DeGray
A r c h i t e c t

P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degarayarch@qwestoffice.net

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JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED



NORTH



SOUTH



EAST



WEST

JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED
THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.



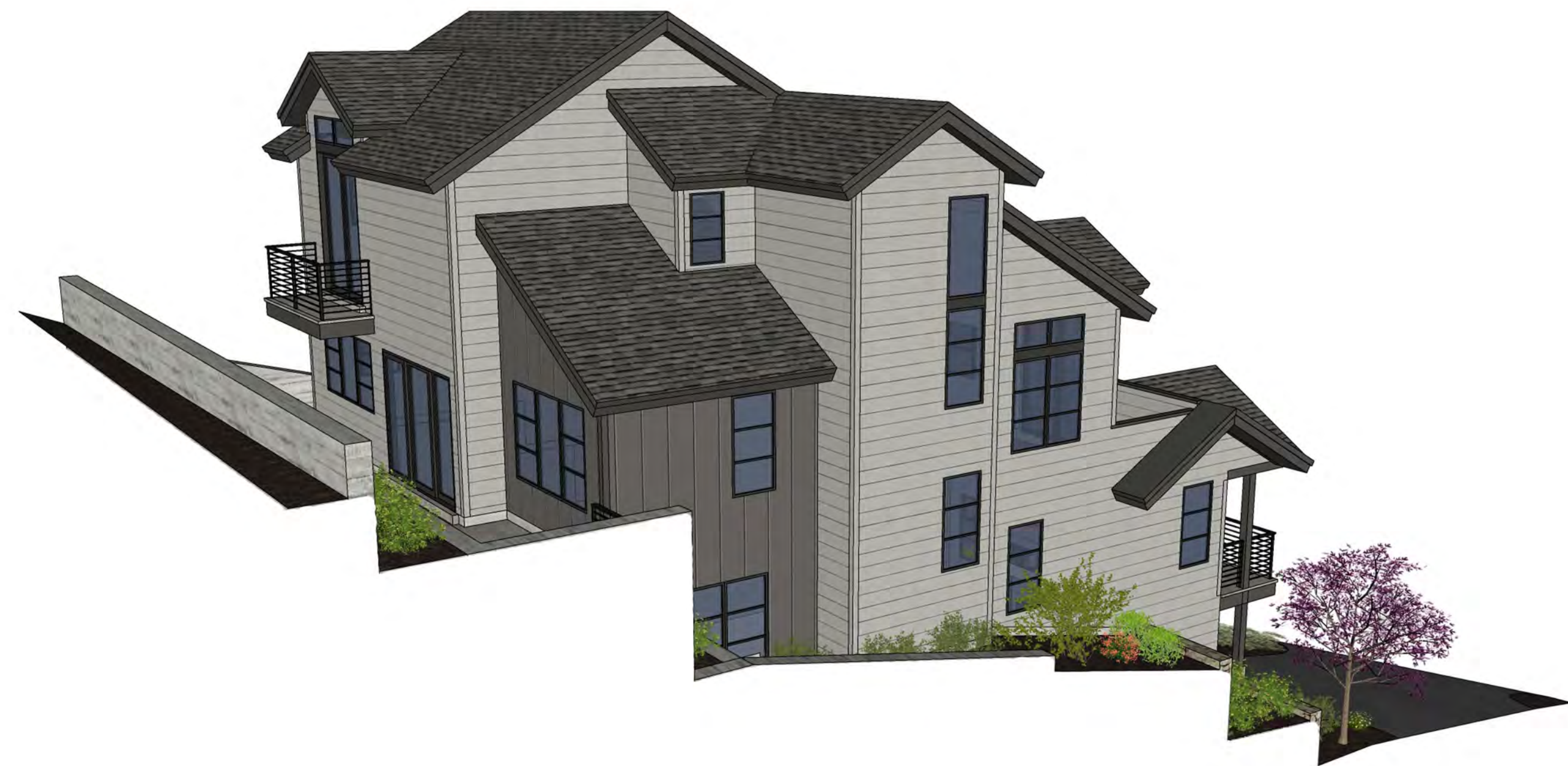
NORTHEAST



NORTHWEST



SOUTHEAST



SOUTHWEST



Planning Commission Staff Report

Subject: 2026 Update to the Park City Supplemental Standard Plans and Specifications
Authors: William Popp, John Robertson, P.E., City Engineer
Department: Engineering
Date: April 8, 2026

Recommendation

Consider forwarding a recommendation to the City Council regarding an Ordinance adopting the most current version of the American Public Works Association (APWA) Utah Chapter standard plans and specifications, and the Park City 2026 Supplemental Standard Plans and Specifications (2026 Supplemental Standards) pursuant to the Land Use, Development and Management Act found in Title 10, Chapter 9a, of the Utah Code (commonly referred to as LUDMA). These will be used as the standards/guidelines for the design and construction of projects, including private development, within existing and future public rights-of-way.

Background

The City Engineer maintains a set of specifications and plans to set the standards, general guidelines, and requirements for the design and construction of infrastructure, including private development work that occurs within existing and future rights-of-way. These standards aim to set quality and consistency standards in materials and construction methods. These standards, combined with inspections, increase the longevity and functionality of public improvements and help to reduce long-term maintenance costs. In addition, standard specifications provide contractual language to guide the behavior and relationship between contractors and the City during construction activities.

The APWA standards were created to provide uniform construction practices throughout Utah, standard requirements for supplying and installing materials and systems, and to present industry consensus on uniform organization and sequencing of specifications. These are commonly adopted across Utah and enable Park City to establish consistency of construction materials and practices. Due to Park City's unique location, challenges, and characteristics, however, supplementing the APWA standards with the Park City Supplemental Standard Plans and Specifications was necessary. The Park City Supplemental Standard Plans and Specifications were created to address these unique conditions and compile City specific standards (such as water and street standards) into one document on the City's website for consistency and easy reference. In 2024, it had been nearly a decade since the previous Park City Supplemental Standard Plans and Specifications had been revised. The Engineering department in cooperation with other City Departments made a significant revision to bring the Supplemental Standards up to date with current codes and requirements. In an effort to ensure the Supplemental Standards continue to align with current codes and any new

changes that come up within the City or construction material availability or technologies, the Engineering department makes yearly, more minor updates. City Council adopted the most recent revision, the 2025 Supplemental Standards as well as the APWA Utah Chapter standard plans and specifications on June 12, 2025. Since the last update in 2025, one of the major changes is that APWA Utah Chapter adopted the [2026 APWA Utah Manual of Standard Plans and Specifications](#). We updated the current 2026 Supplemental Standards to accommodate the revisions that were made in the 2026 APWA Standards. Over the past year we have also made additional minor changes, such as revising some materials specifications like untreated base course to accommodate for materials availability locally, adding estimate unit prices for common construction items to aid in creating accurate construction inspection fees and improvement completion assurances, and including more detailed information regarding crosswalk installation and guidelines. We had inconsistencies throughout the City on our crosswalks, so we developed the [Park City Crosswalk Treatment Guidelines](#) which are referenced in the newest Supplemental Standards to improve consistency in application and installation of crosswalks throughout the City.

LUDMA authorizes and governs land use and zoning regulations by cities. Because the APWA and the 2026 Supplemental Standards detail and define various aspects of development, they fall under the requirements of LUDMA. Thus, for formal adoption of the APWA and the 2026 Supplemental Standards, the regulations of Utah Code Title 10, Chapter 9a must be followed, including proper written notice, public hearing, positive recommendation from Planning Commission, and eventual adoption by the City Council. If the Planning Commission provides a positive recommendation, Engineering intends to seek adoption by ordinance from the City Council during the City Council meeting on May 7th, 2026.

Exhibit

A 2026 Park City Supplemental Standard Plans & Specifications



2026 Supplemental Standard Plans & Specifications

ADOPTED BY PARK CITY COUNCIL XXXX XX, 2026

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100.03	General Improvement Requirements & Design Guidelines

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205.5	Street Structural Details
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	1-C: Concrete Band at Granite Curb Section
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Attachment A

2025 Public Water Field Observation Guidelines
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DIVISION 100 ADMINISTRATIVE & GENERAL REQUIREMENTS

100.01 Introduction to Park City Engineering Standards

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Explanation of adopted engineering standard plans and specifications for construction improvements occurring within Park City right-of-way or properties. Park City Engineering Standards includes the most current versions of the:
- Park City Supplemental Standard Plans and Specifications (SSPS)
 - American Public Works Association Utah Chapter Manuals of Standard Plans and Specifications (UAPWA)

1.2 STANDARDS EXPLAINED

- A. Park City Municipal Corporation (PCMC) has adopted the most current versions of the UAPWA Manuals of Standard Plans and Standard Specifications, including approved amendments.
- B. These SSPS are intended to provide supplemental information to the most current version of the UAPWA.
- C. The Utah Manual of Uniform Traffic Control Devices (MUTCD) is adopted in its current edition at the time of permit approval.
- D. Technical Specifications produced by industrial or trade associations that are referred to in this document (ASTM, AASHTO, ANSI, etc.) are adopted as their most current version. Upon approval by the City Engineer or Designee, these Technical Specifications may be modified or deleted by appropriate notes identified on Approved Drawings.
- E. Drawings and specifications must additionally conform to Park City Municipal Code which can be found at the following link:
<https://parkcity.municipalcodeonline.com/book?type=ordinances#name=Preface>
- F. For standard specifications and drawings for sanitary sewer systems, Park City defers to Snyderville Basin Water Reclamation District (SBWRD). All sewer design and construction shall conform to the latest SBWRD requirements which can be found at: <https://www.sbwrduut.gov/new-connections/standards-and-specifications>
- G. Park City Water has developed standards different from the APWA that have been accepted by the Utah Division of Drinking Water. All Water system design and construction shall conform to Park City Water Standards contained herein.
- H. All public improvements constructed in the Park City's right-of-way, on Park City property, or facilities intended to be operated or maintained at any time by Park City are required to comply with these standards. Engineering standards are also applicable to private development site design, and all new development and redevelopment projects are required to adhere to these standards.
- I. Design Exceptions (DE) to specific standards must be approved in writing by the City Engineer or Designee. A request for a DE must be submitted to the City Engineer's Office. It will include documentation explaining why the standard cannot be reasonably met and thus justification for exception as well as the proposed modification. No exceptions will be granted that have a negative impact on public health, safety, or welfare. Examples of justification for approval include the following:
- The cost to obtain the standard significantly exceeds the expected benefit.
 - Required work to meet the standard is outside the scope of the project or could be better addressed by a future project.
 - Topography or other geographic conditions impose an undue hardship that cannot otherwise be mitigated.

Plan approval by the City Engineer or Designee does not grant or imply a waiver from standards unless noted explicitly by the City Engineer or Designee at the time of approval. Approval of a DE by the City Engineer or Designee can only be approved for work occurring within PCMC right-of-way. The City Engineer or Designee cannot approve a DE that occurs within the jurisdiction of another agency.

PART 2	PRODUCTS	Not Used
PART 3	EXECUTION	Not Used
		END OF SECTION

100.02 Standards for Construction

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Park City Engineering has adopted the most current edition of the UAPWA Manual of Standard Plans and Manual of Standard Specifications, with the following exceptions.

1.2 APWA STANDARD DRAWING EXCEPTIONS

- A. Drawing exceptions:
- 205.1 Only type A curb is allowed
 - 238 Detectable warning surface –
 - Type P – Allowable on Main St and within Historic District
 - Type R – Not Allowed
 - Type T – Allowable everywhere: Material shall be Cast Iron
- B. Delete the following standard details, which are not permitted within Park City:
- 205.2 Curb and Gutter Type B
 - 205.3 Curb and Gutter Type H, HB30-7
 - 209 Curbs
 - 213 Waterway Transition Structure
 - 221.1 Flare Driveway Approach Type A
 - 221.2 Flare Driveway Approach Type B
 - 222 Saw-Cut Driveway Approach
 - 225 Open Driveway Approach
 - 229.1 Bridge Driveway Approach
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 - 232.1 Patterned Concrete Park Strip
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 - 241 Parking Meter Post
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 - 303 44" Frame and Cover for Cleanout box type A
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 - 309.1 47 3/4" Vane Grate and Frame
 - 310 48" Grate and Frame
 - 320 Debris Grate Inlet
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 - 322 Curb Face Outlet box
 - 331.2 Cleanout box Type B
 - 331.3 Cleanout Box Type C
 - 332 Precast box
 - 335 Adjust reinforced concrete deck to grade
 - 341.2 Pipe pass through base
 - 360.2 Raise frame to grade—plastic form
 - 372 Area drain
 - Part 4 All Sanitary Sewer requirements
 - Part 5 All Culinary Water requirements
- C. Amend the following standard drawings:
- 231 Sidewalk – Add Wire Mesh as per 231 Sidewalk below
 - 315.1 Single Grate – Use bicycle safe grate and frame (STD. DWG. 309.2)
 - 315.2 Double Grate – Use bicycle safe grate and frame (STD. DWG. 309.2)

- 341.1 Precast Manhole – Add 12” of sediment storage as shown in APWA Standard Drawing – Plan 316 Combination catch basin and cleanout box
- D. Add the following guide as standard drawing:
881 Park City Stair Standards

1.3 APWA STANDARD SPECIFICATION EXCEPTIONS

- A. Park City has adopted APWA 32 12 05. The standard asphalt mix design, unless approved otherwise, shall be per section 1.1.A.4(3) Roadway Structural Section.
- B. Delete the following sections in their entirety:
- 33 01 00 Water Distribution and Transmission
 - 33 11 11 Relocate Water Meters and Fire Hydrants
 - 33 12 16 Water Valves
 - 33 12 19 Hydrants
 - 33 12 33 Water Meter
 - 33 13 00 Disinfection
 - 33 16 13 Water Tank
 - 33 31 00 Sanitary Sewerage Systems

1.4 ENGINEER’S ESTIMATE UNIT PRICES

- A. The following table is provided as the City’s standard installed-cost reference for miscellaneous construction activities. When a developer does not submit their own construction cost estimate—required for calculating both the Construction Inspection Fees and the Improvement Completion Assurances—the City may rely on this table to establish the Engineer’s estimated costs.

ITEM	MEASUREMENT	UNIT COST
Silt Fence	LF	\$4.50
Revegetation	SY	\$4.60
Clear and Grub	SY	\$3.00
Removal of Gutter	LF	\$12.40
Placement of Gutter	LF	\$90.00
Removal of Asphalt	SF	\$10.00
Placement of Asphalt	SF	\$18.00
Removal of Cross Street Gutter	SF	\$15.50
Placement of Cross Street Gutter	SF	\$99.40
Removal of Sidewalk	SF	\$9.00
Placement of Sidewalk	SF	\$34.50
Paint	GALLON	\$33.50
Painted Symbols	EA	\$132.00
ADA Ramp	EA	\$4,630.00
Catch Basin	EA	\$3,450.00
Untreated Base	CY	\$53.00
Granular Borrow	CY	\$63.00
Excavation of Trench	CF	\$3.50
Excavation of Trench in Soils District	CF	\$10.10
Flow Fill of Trenching	CF	\$10.10

Installation of Waterline (Up to 4" Diameter)	LF	\$115.00
Installation of Waterline (6"-12" Diameter)	LF	\$173.00
ITEM	MEASUREMENT	UNIT COST
Installation of Water Meter Vault (Up to Vault for 1.5" Meter	EA	\$6,325.00
Installation of Water Meter Vault (Vault for 2"-4" Meter)	EA	\$8,625.00
Installation of Fire Hydrant	EA	\$11,500.00
Valve Collaring (Including Raising and Concreting)	EA	\$575.00
Installation of Valves (Up to 6")	EA	\$2,875.00
12" SD Pipe	LF	\$93.00
18" SD Pipe	LF	\$106.00
24" SD Pipe	LF	\$120.00
36" SD Pipe	LF	\$153.00
48" SD Pipe	LF	\$232.00
12" Concrete Pipe	LF	\$139.00
18" Concrete Pipe	LF	\$159.00
24" Concrete Pipe	LF	\$179.00
36" Concrete Pipe	LF	\$232.00
48" Concrete Pipe	LF	\$351.00
12"-18" End Section	EA	\$1,093.00
24"-36" End Section	EA	\$1,294.00
42"+ End Section	EA	\$1,610.00
Rip-Rap	CY	\$184.00
Retaining Wall	SF	\$106.00

PART 2	PRODUCTS	Not Used
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PART 3	EXECUTION	Not Used
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END OF SECTION

100.03 GENERAL IMPROVEMENT REQUIREMENTS & DESIGN GUIDELINES

PART 1 GENERAL

1.1 SECTION INCLUDES

Requirements for one-year warranty period, road-cut restrictions, improvement requirements, and general design guidelines related to roadway/construction improvements.

A. One-Year Warranty Period:

If within one year after completion any work is found to be defective, the contractor or developer shall promptly, without cost to the City, either correct such defective work or remove it from the site and replace it with non-defective work. If the contractor or developer do not promptly comply, or in an emergency where delay would cause serious risk of loss, injury or damage, the City may have the defective work corrected or the rejected work removed and replaced, and all direct and indirect costs of such removal and replacement, including compensation for additional professional services, shall be collected by the City in the manner most convenient to the City from the developer and contractor. Whatever sharing of cost may be agreed upon between the developer and contractor is strictly a private matter between the developer and the contractor.

B. Road-Cut Requirements and Restrictions:

Any cuts shall be performed with a saw or pneumatic tool to provide a straight, neat construction line. Cuts and edges of pavement patches must not be longitudinally aligned within the wheel path of the travel way. All cuts will require a repair in accordance with APWA Section 255 – Bituminous pavement T-patch. These conditions will be met unless otherwise approved by the City Engineer or Designee.

Any street cuts, asphalt paving or street patching operations shall only occur between April 15th and October 15th; when the surface temperature, upon which asphalt paving is to be placed, is at least fifty (50) degrees F and when the wind chill factor has not fallen below thirty (30) degrees F, unless otherwise approved by the City Engineer or Designee.

Between October 15th and April 15th, non-essential street cuts, asphalt paving, and street patching operations shall only be permitted by written authorization from the City Engineer or Designee and then only when conditions established by a proper review indicate that such placements are in the best interest of the City and the public. These conditions may include but are not limited to anticipated weather conditions showing temperatures above thirty-two (32) degrees F for the day of placement and an additional three (3) days after placement, no snow being predicted within this same time period, the anticipated project schedule being of minimal imposition, and good cause for the requirement of work during the time period of road cut prohibition rather than the work occurring after April 15.

Any asphalt placed after October 15 and before April 15 will be considered temporary, to be replaced under suitable conditions in accordance with APWA Section 255 – Bituminous pavement T-patch unless otherwise approved by the City Engineer or Designee.

Newly built roads, or roads which have been reconstructed, repaved, or overlaid shall not be cut into within three years of construction unless granted an exception by the City Engineer or Designee. Roads which have been slurry-sealed shall not be cut into within one year of placement unless granted an exception by the City Engineer or Designee. Any cut which has been granted an exception will require a repair in accordance with APWA Section 255 –

Bituminous pavement T-patch that spans the full width of the road to be paid for by the owner/contractor.

Essential road cuts are defined as road cuts required for emergency repairs to infrastructure and utilities which, if left untouched, have the potential to cause significant property damage or risk to safety.

C. **Concrete Cuts:**

Cuts through concrete (e.g. sidewalk, curb and gutter, rolled gutter) require full panel replacement. Concrete section must be replaced from joint to joint. No partial section replacements will be allowable unless by approval by the City Engineer or Designee.

D. **Required Improvements:**

The following improvements are required unless waived by the City Engineer or Designee on the basis of site conditions which make these improvements unnecessary. The design of the improvements will vary depending on site conditions but should be in alignment with Park City's Adopted Transportation Plans, and other similar planning documents adopted by the City that may cover the site or adjoining public properties. Unless otherwise stipulated all improvements shall be designed and built to the standards as adopted in this document, as required per the Park City Municipal Code and as required by other generally-accepted engineering standards.

1. Curb and gutter, culverts, inlet boxes, and other drainage improvements reasonably necessary to provide proper drainage in accordance with good engineering practices and the Park City Master Storm Drainage Plan.
2. Proper grading and drainage in conformance with Park City Municipal code Section 13-5-3 Long-Term Storm Water Management.
3. Wherever possible open channels shall be preserved for all major drainages shown on the Master Storm Drainage Plan. Culverting of these channels is not allowed unless approved by the City Engineer and Public Utilities Director or their designees. Landscaping and revegetation to stabilize soils may be required.
4. All roads shall be constructed of an all-weather surface such as asphalt or concrete. Pavements shall be designed on a site-specific basis by a registered professional civil engineer. Refer to Division 200.01.1.2.B Roadway Structural Section of these Supplemental Specifications and Division 32 Exterior Improvements of the most current UAPWA Specifications for all pavement design and construction requirements.
5. Both public and private streets shall be built in accordance with all provisions in this and other adopted Park City Code Documents. Streets should be designed using cross-sections shown in the Park City Municipal Library of Recommended Roadway Cross Sections. Due to right-of-way dimensional constraints within the City the recommended cross sections may not be applicable to all projects. If project constraints make the preapproved cross-sections infeasible, the City Engineer or Designee may grant exceptions on a case-by-case basis.

6. Projects which would create an unreasonable traffic impact, either for construction or for permanent access, whether by vehicles, bicycles, or pedestrians on any City street shall be required to structurally and/or geometrically improve those streets in a manner as determined by the City Engineer or Designee. These improvements will be required such that the improved street is structurally and geometrically capable of carrying both the temporary and permanent increases in traffic when analyzed by generally accepted engineering methods.
7. A study of geological hazards by a geologist or soils engineer may be required to be submitted for all sites unless City Staff specifically omits the requirement. Cuts and fills on each site shall be balanced to minimize hauling.
8. If a site is adjacent to a street identified within the Streets Master Plan as requiring additional right-of-way, the site may be required to dedicate right-of-way for public streets in accordance with the Streets Master Plan.
9. Sidewalks and/or pedestrian pathways, including all necessary ADA improvements, may be required to be installed in accordance with Park City's Adopted Transportation Plans or as required to serve the proposed project.
10. Trails may be required to be installed. If so, they shall be installed in accordance with the most current version of the Park City Trails Master Plan. Trails shall be constructed to meet the International Mountain Biking Association guidelines. Should a development establish trails, trail easements shall be dedicated on the plat and recorded with Summit County. Easements shall be established as listed:
 - a. Typical backcountry trail easements require a minimum of 10' in width and may require a professional trail designer to locate the trail appropriately in terms of grades and topography.
 - b. Neighborhood Trail easements may vary depending on the intent but typically range from 10-25' in width and should provide efficient and logical connections within and through a development.
 - c. Multi-use pathway easements typically require a minimum of 20' in width and should provide efficient and logical connections to existing facilities or destinations.
11. Streetlights, street signs, and traffic signs and markers. Operation and maintenance of streetlights is a City responsibility only when the light is at the intersection of two City streets. Street name signs shall be in accordance with Standard Drawings 239.1 and 293.2. Traffic signs and traffic markers (including but not limited to stop signs and pavement striping) shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD). Streetlights shall be in accordance with UAPWA standards and specifications.
12. Fire hydrants are required at 500-foot intervals measured along public ways or walks or drives which are to be snow-plowed. All water mains serving a hydrant shall be a

minimum of eight-inch diameter. Each hydrant shall have an auxiliary gate valve located flanged to the tee on the water main.

13. All products and materials for public utilities shall be “MADE IN THE USA”. Steel and iron material products such as pipe, fittings, valves, manhole, meter vault, inlet box and valve box castings shall be “MELTED & MANUFACTURED IN THE USA”. If an item is not possible to source “MADE IN THE USA”, the developer/contractor may apply for an exception from the City Engineer or Designee with proof that a reasonable sourcing effort was made to comply with the “MADE IN THE USA” requirement.
14. A metallic tracer wire and high-visibility utility warning tape shall be placed over all underground utility lines.
15. All utilities and meter locations must be shown on submitted plans, including water and sewer laterals, power and phone cables, gas lines, and cable TV. Whenever a proposed project will alter, extend, or abandon sanitary sewer mains, all sewer construction shall be done according to standards established by Snyderville Basin Water Reclamation District (S.B.W.R.D.).
16. Sewer improvements as required by the S.B.W.R.D., including excess capacity as agreed upon between S.B.W.R.D. and the developer. Backfill over sewer lines in City streets or on City property shall be in accordance with these Specifications.
17. All connections to the City water system shall be inspected and metered unless otherwise approved by the City Engineer and Public Utilities Director or their Designees. All connections 4 inches in diameter or larger shall also be provided with a valve at the tee or property line and in other locations subject to the approval of the City Engineer and Public Works Director or their Designees. All connections, piping, and appurtenances on the consumer's side of the water meter or beyond a point 5 feet outside of the public right-of-way are to be owned and maintained privately, not by Park City, unless the infrastructure is dedicated to and accepted by the City. Any large addition to the water system, such as a new condominium project or subdivision, may also be required to install a master meter.
18. Infrastructure including, but not limited to, utility piping, poles, equipment, etc. that has been abandoned should be removed upon abandonment unless otherwise approved by the City Engineer or Designee.
19. A letter from each appropriate impacted utility company approving all utilities, including modification or protection but not limited to water and sewer laterals, power and phone cables, gas lines and cable TV can be required by the City Engineer or Designee prior to Park City approval. All utilities shall be placed underground unless otherwise approved by the City Engineer or Designee.
20. Water system improvements necessary to keep Park City's water storage and distribution system fully in accordance with recommendations from the Insurance

Services Office and Utah State Board of Health regulations. Improvements required include but are not limited to: reservoirs and appurtenances, including excess capacity as need to provide efficient long-term system operation, pressure reducing stations, pump stations, valves, air release valve vaults, meter vaults, water distribution lines, telemetry, and computer modeling by Park City or the consulting engineer of the City's choice as necessary to determine the impacts of a proposed development on the City water system. The City Engineer or Designee may require manhole-size valve vaults as per Std. Dwg. 709 at any valve. A completely-detailed design of each pump house will be required; scope of review includes but is not limited to exterior design and safety issues such as kill switches, ground faulting, and panel locations (2 feet off floor minimum). Pumps and motors shall have a minimum of 75% wire-to-water efficiency unless otherwise approved by City Engineer and Public Works Director or their Designees. To simplify parts inventories, water systems equipment manufacturers shall be as follows: pumps shall be manufactured by Aurora; motors by U.S. Electrical Motor; starters by Dayton; boxes and panels by Square D; chlorinators by Fischer and Porter; pump control valves by Cla-Val.

21. Locate transformers and pedestals outside of the right-of-way and within public utility easements. If the facilities cannot be located outside of the right-of-way shield may be required
22. Any staging area must be identified if requested by the City Engineer or Designee. Site survey information including detailed horizontal and vertical information relating to existing and future items may be required by the City Engineer or Designee.
23. Bus shelters, with an estimated value of \$6,000.00 each, are required for major developments along bus routes. If a bus shelter is provided, the developer's architect is required to use logos and signage in the design of the shelter but is encouraged to incorporate project design themes and features into the design of the shelter.
24. Snow storage sites and snow storage easements adequate to serve all plowed spaces within and adjacent to the developments. Snow which could be shed from roofs shall be adequately accommodated to eliminate the possibility of snow and ice falling on access ways to buildings.
25. Permanent survey controls such as brass cap measurements shall be set by a licensed professional land surveyor for all new developments.
26. As-built record drawings showing the as-built location of all public improvements. All subsurface improvements shall be tied to permanent surface improvements (e.g. survey monuments).

PART 2 PRODUCTS

Not Used

PART 3 EXECUTION

Not Used

END OF SECTION

DIVISION 200 STREETS

200.01 Roadway Standards

PART 1 GENERAL

1.1 GENERAL ROAD DESIGN STANDARDS

These standards shall be applicable to all developments/construction in Park City:

A. Roadway Design

1.1.A.1 Roadway Cross Slopes

The purpose of sloping on roadway cross sections is to provide a mechanism to direct water off the traveled way.

1. The standard cross slope to be used for new construction on a traveled way for all types of surfaces **shall be 2 percent**.
2. For resurfacing or widening (only when necessary to match existing cross slope), the minimum **shall be 1.5 percent and the maximum shall be 3 percent**.
3. On unpaved roadway surfaces, including gravel and penetration treated earth the cross slope **shall be 2.5 percent to 5.0 percent**.

1.1.A.2 Roadway Grade Requirements

1. Roadway **shall have a maximum grade of 10%**. Segments less than 250 ft. in length with a maximum grade of 12.5% may be acceptable with City Engineer or Designee and Fire Marshall approval.

1.1.A.3 Roadway Element Width Requirements

1. All roadway design elements shall have minimum widths in compliance with the following table.

TRANSPORTATION ELEMENT	PARK CITY STANDARD MINIMUM WIDTH [FT]	MINIMUM WIDTH [FT] (ONLY APPLICABLE WITH CITY ENGINEER'S APPROVAL)
Roadways		
Shoulder	4	2
Transit Shoulder	12	10
Parking Shoulder	9	7
Lane (Speed Limit <30MPH)	11	10
Transit Lane	11	11
On-Street Buffer between Travel Lane and Bike Lane	4	4
Bicycle Lane	5	4
Pedestrian Ways		
Sidewalk	6	4
Multi-Use Path	12	10
Back Country Trail	4	2
Natural Surface Pathway	10	10

2. Full roadway design sections shall be in conformance with all adopted code standards.

1.1.A.4 Roadway Structural Section

1. Table 1 below is minimum allowed material thicknesses for the various roadway geometric cross sections. The actual structural section shall be based on the volume of traffic and site specific soils engineering recommendations that shall be provided to the City Engineer's office for review and approval prior to permit issuance.

Table 1. Minimum Roadway Structural Section Requirements

Roadway Section	Minimum Asphalt Thickness (in)	Minimum Commercial Roadbase Thickness (in)	Minimum CBR
Local Road - Non-old Town	4	9	70
Local Road - Old Town	4	9	70
Minor Residential Collector	4	9	70
Major Residential Collector	4	9	70
Commercial Collector	5	10	70
Non-UDOT Arterial	5	10	70
Pedestrian Section			
Multi-Use Path	4	8	70

2. Park City has adopted APWA 32 12 05. The standard asphalt mix design, unless approved otherwise, shall be a 3/8" maximum nominal aggregate size Superpave mix with PG 58-28 / 50Nd or other approved binder grade with a 15% maximum RAP content. The City Engineer or Public Works Director may approve alternates.
3. Park City has adopted APWA 32 11 23. The standard untreated base course (UTBC), unless approved otherwise, shall be Type 1 and meet UDOT Specification 02721. The City Engineer or Public Works Director may approve alternatives.
4. All curb, gutter, and sidewalk shall be concrete and installed per adopted APWA Standard Plans Part 2 – Roadway.
 - i. Class 4000, APWA Section 03 30 04
Design and Installation Standards
APWA Section 32 13 13 2.1
6.5 bag Cement Content
6% Air Entrainment
4"-6" Slump
5. Machine Formed Concrete Placement – May be used upon the approval of the City Engineer and shall comply with all requirements of APWA Section 03 30 04 Class 4000, except as modified herein.
 - Target Slump 0 to 2 inches
 - Maximum aggregate size may be restricted (typically ≤ 1)

- Air entrainment 5 – 7%
- Equipment: Self-propelled slipform machine that consolidates concrete by internal vibration and produces the specified cross-section to required tolerances.

B. Construction Season

See 100.03 General Improvement Requirements and Design Guidelines Section 1.1-B Road-Cut Restrictions.

Any street cuts, asphalt paving or street patching operations shall only occur between April 15th and October 15th; when the surface temperature, upon which asphalt concrete is to be placed, is at least fifty (50) degrees F and/or when the wind chill factor has not fallen below thirty (30) degrees F, unless otherwise approved by the City Engineer or Designee.

C. Traffic Control

All construction activities shall minimize obstruction of vehicles, bicycles, or pedestrian traffic and prevent damage to completed work. In this regard, the Permittee shall keep the proper City Authorities continuously informed as to the location(s) of these operations.

Should construction activities partially or wholly obstruct a lane of travel (e.g. if traffic is unable to pass the work zone without entering the opposing lane of traffic) or will obstruct a sidewalk, it is required to obtain a Permit for a Closure of City Streets or Closure of City Sidewalks through the City Engineer's office prior to beginning the work. The application for the permit shall include a traffic control plan that conforms to the Utah Manual of Uniform Traffic Control Devices (MUTCD)

Contact the City Engineer's office to apply for a Permit for authorization of Closure of City Streets or City Sidewalks.

In order that the effect to both the flow of traffic and damage to the new work is minimized, the permittee shall, at all times, provide approved traffic control measures (e.g. barricades, lights, flaggers and other traffic control devices) in accordance with their approved, MUTCD conforming traffic control plan and permit for closure of city streets/sidewalks and as may be required by law. All barricades needed overnight shall be lit in accordance with MUTCD.

All necessary personnel and/or devices, including any additional as directed by the City Engineer's office, shall be provided solely at the permittee's expense.

No City street or road shall be closed to vehicular traffic without first obtaining a Road Closure Permit from the City Engineer's office and prior notification to affected emergency response authorities. If a road is closed without a Permit, the Contractor shall pay a fee in accordance with the Park City Municipal Code Fee Schedule Section 1.3.4 Road Closure Permit.

D. Right of Way: Grades Behind Gutter/Edge of Asphalt

When landscaping or excavating on City property or the City Right-Of-Way, the following conditions shall apply:

- a. The change in grade within the first five (5) feet behind the back of curb (BOC), or edge of asphalt (if there is no curb or gutter), shall not exceed six (6) inches plus or minus from the BOC grade elevation. The change in grade between five (5) feet and ten (10) feet

behind the BOC, or edge of asphalt (if there is no curb or gutter), shall not exceed three (3) feet plus or minus from the BOC grade elevation.

- b. Approval from City Officials is required prior to doing work on City Property. A permit may be required. Contact the City Engineer's Office for Permit requirements and/or Approval.

E. **Snowmelt Systems**

Surface runoff originating from snowmelt systems shall meet all criteria set forth in Section 13-5 Regulation And Enforcement of Storm Water Discharges Associated With Post-Construction Activities. Portions of snowmelt systems located over utility easements require a separate mechanical zone. Additionally, the utility provider may require a permanent utility encroachment that includes indemnification for the utility provider.

Proposed snowmelt systems located on a public right-of-way require Engineering Department approval. All snowmelt systems within or adjacent to the City Right-of-Way shall not drain to an unheated portion of sidewalk, hardscape, or roadway. All snowmelt systems in the ROW require a Work in the Right of Way permit and recordation of a permanent encroachment agreement. Additionally, these systems will need to have a separate mechanical zone for the ROW. If the City or associated utility provider needs to improve the ROW or access subsurface utilities, and the associated construction requires removal of a snowmelt system, then the property owner will be responsible for the replacement/ restoration of the system.

F. **Plates (Steel/Rubber) Placed at Driveway Entrances**

Steel plates or rubber inserts (both hereby known as “driveway plates”) placed at the bottom of driveways are not allowed. During new construction, driveway plates are prohibited to be installed. If a building permit is issued for work on an existing property that has an existing driveway plate, the driveway plate shall be removed prior to the final inspection.

Driveway plates can become hazardous projectiles if caught by snowplows and they can damage private property and public infrastructure and equipment. They can collect or stop debris creating street sweeping difficulties. The rubber inserts often obstruct the flow of storm water preventing proper system functionality.

If a driveway plate is thought to be necessary at a given location, an applicant may apply for City Engineer’s or Designee’s authorization of the driveway plate. If the City Engineer or Designee deems the driveway plate necessary and authorizes the driveway plate, the applicant must record an Encroachment Agreement for the placement (or continued presence) of a driveway plate in the City’s right-of-way.

G. **Crosswalks**

Crosswalks shall be installed per MUTCD Section 3C.03, but must, at a minimum, include the following improvements for visibility unless otherwise approved by the City Engineer or Designee:

- See Park City Crosswalk Treatment Guidelines for installation requirements <https://parkcity.gov/departments/transportation-planning/transportation-plans/crosswalk-treatment-guidelines>
- Ladder Striping per MUTCD Section 3C.07.
 - Exceptions:
 - If the crosswalk is within the school zone it should be marked with Longitudinal Bar Striping per MUTCD Section 3C.06.
 - Artistic crosswalk striping composed of repeating patterns may be accepted by the City Engineer or Designee for significant locations.

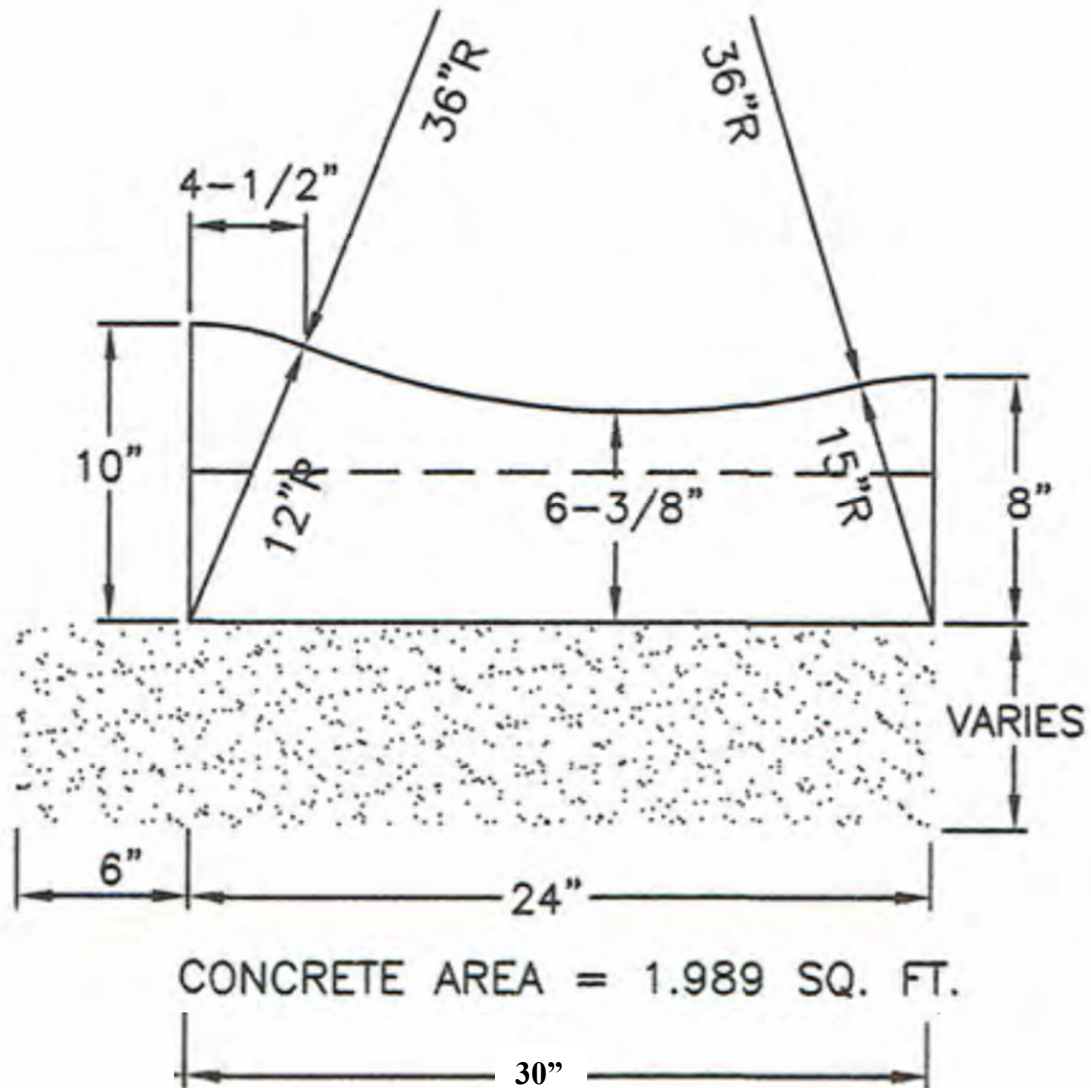
- Crosswalk transverse and longitudinal lines shall each be 18 inches wide.
- MUTCD Compliant Pedestrian Crosswalk Signage
- ADA Compliant Ramps including Cast-Iron Tactile Warning Surfaces

H. **Speed bumps or speed humps**

The placement of speed bumps or humps in the City roadway rights of way require approval by the City Engineer and are not recommended, in general, for placement within City roadway rights of way. They pose problems for snow removal. Thus, for safety and liability reasons these facilities require special approval by the City Engineer prior to their installation. The City recommends that other traffic calming measures be considered before the placement of speed bumps/humps.

PART 2	PRODUCTS	Not Used
PART 3	EXECUTION	Not Used
		END OF SECTION

200.02 Standard Roadway Drawings



Type G

30" Gutter to be used when repairing existing or when determined in new project design.



PARK CITY MUNICIPAL CORPORATION
ENGINEERING

DATE

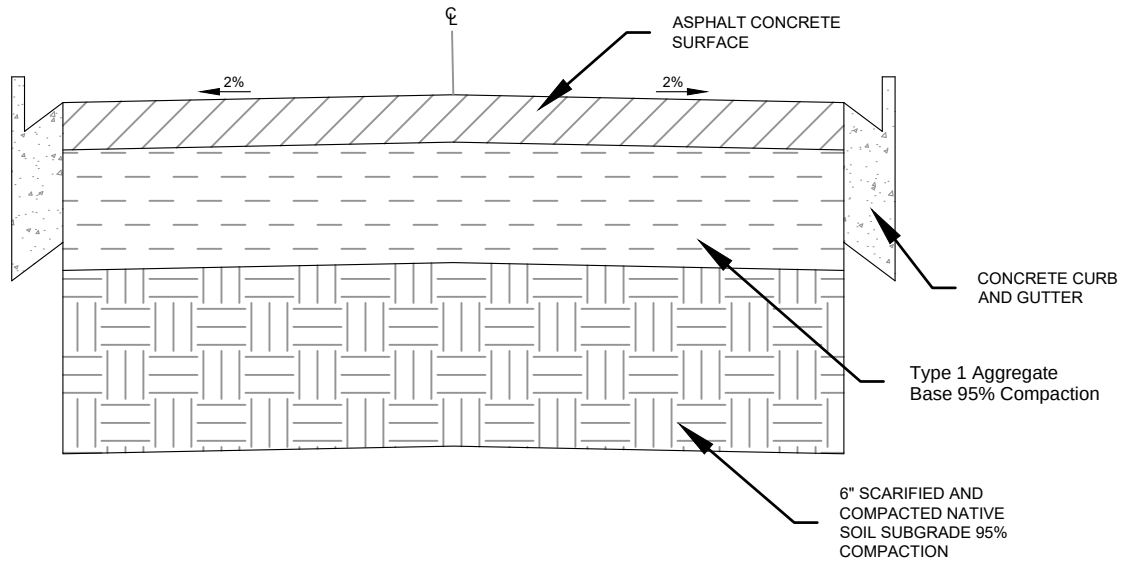
6/2026

REV.

Curb Type G

STD. PLAN

205.4



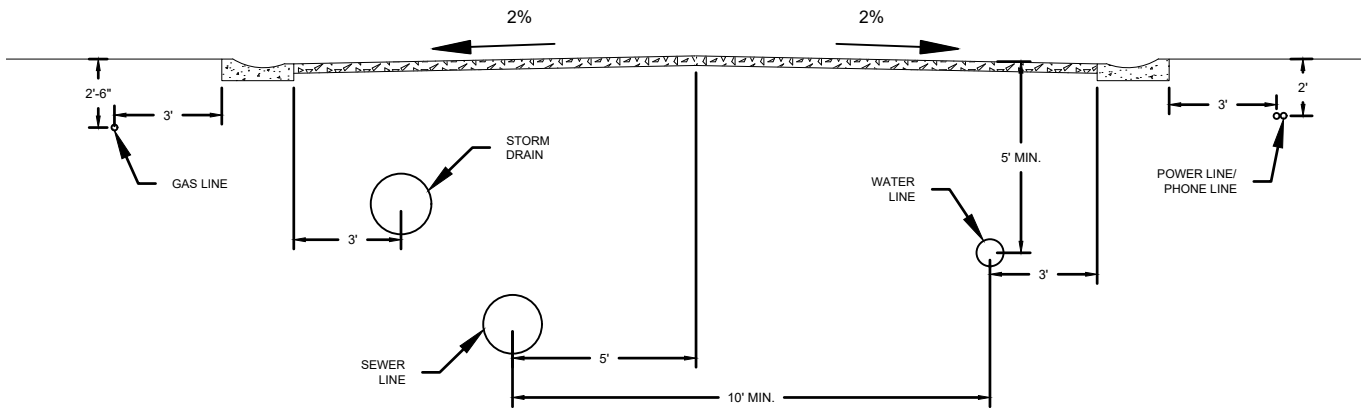
TYPICAL STREET STRUCTURAL CROSS SECTION
N.T.S.

Roadway Section	Minimum Asphalt Thickness (in)	Minimum Commercial Roadbase Thickness (in)	Minimum CBR
Local Road - Non-old Town	4	9	70
Local Road - Old Town	4	9	70
Minor Residential Collector	4	9	70
Major Residential Collector	4	9	70
Commercial Collector	5	10	70
Non-UDOT Arterial	5	10	70
Pedestrian Section			
Multi-Use Path	4	8	70

NOTES:

1. ALL STREET STRUCTURAL PAVEMENT SECTIONS SHALL BE BASED ON A MINIMUM CBR VALUE OF 70.
2. STREET STRUCTURAL PAVEMENT SECTION CALCULATIONS SHALL BE SUBMITTED TO & APPROVED BY THE CITY ENGINEER.
3. A SAFETY FACTOR OF 0.2 SHALL BE APPLIED IN PAVEMENT CALCULATIONS.
4. SOILD TEST DATA USED IN THE DESIGN CALCULATIONS SHALL BE FURNISHED BY A SOILS TESTING LABORATORY REPORT TO BE SIGNED AND SEALED BY A UT REGISTERED CIVIL ENGINEER.

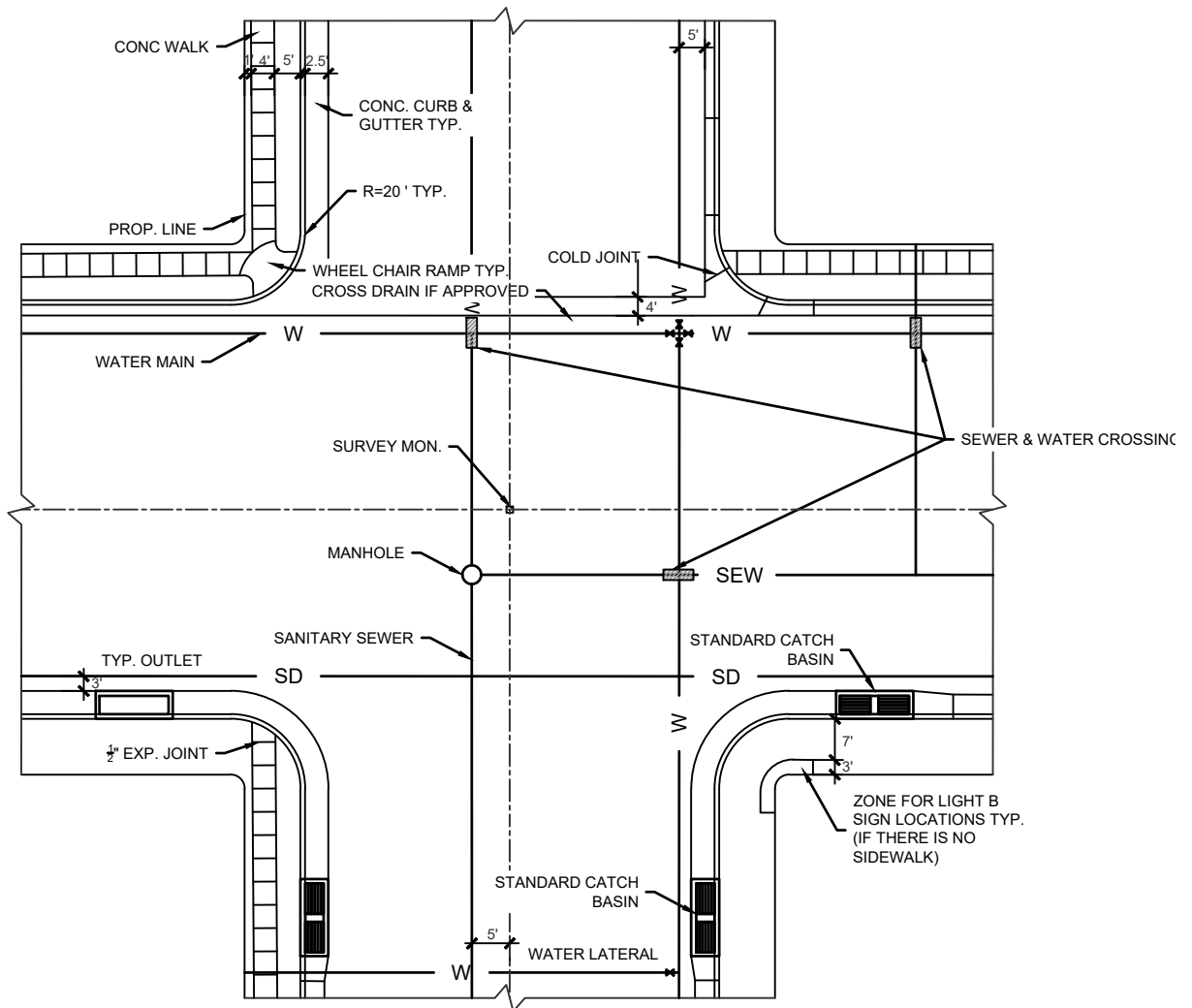
	DATE	STREET STRUCTURAL DETAILS	STD. PLAN
	8/2020		205.5
	REV.		



NOTE:

1. WATER LINE TO BE LOCATED ON THE NORTH AND EAST SIDE OF STREETS.
2. GAS LINE TO BE LOCATED ON THE SOUTH AND WEST SIDE OF STREETS OR WHERE DESIGNATED BY THE CITY ENGINEER AND/OR THE DIRECTOR OF PUBLIC WORKS.
3. PAVEMENT SECTION TO BE DESIGNED BY A PROFESSIONAL CIVIL ENGINEER.

	DATE	TYPICAL STREET SECTION FOR UTILITIES	STD. PLAN
	8/2020		
	REV.		208



NOTE:

1. SANITARY SEWER LINES MAY VARY FROM THE LOCATION SHOWN. IN NO CASE SHALL THE SANITARY SEWER OR LATERAL BE PLACED LESS THAN 10 FEET FROM A PARALLELING POTABLE WATER LINE (INCLUDING SERVICE LINES). ALL SEWER LINES AND MANHOLES SHALL BE INSTALLED AT A MINIMUM OF 4 FEET FROM THE EDGE OF ALL CURB AND GUTTER WHEREVER POSSIBLE. SANITARY SEWER SHALL BE INSTALLED ON THE DOWNHILL SIDE OF THE STREET.
2. WHEN A SANITARY SEWER AND A WATER LINE CROSS, THE TOP OF THE SANITARY SEWER SHALL BE NO LESS THAN 18 INCHES BELOW THE BOTTOM OF THE WATER LINE.
3. WATER VALVES AND FIRE HYDRANTS SHALL BE LOCATED AS APPROVED BY THE CITY (5 FOOT MINIMUM SEPARATION BETWEEN WATER LINE AND ANY OTHER UTILITY).
4. NO WATER LINE SMALLER THAN 8-INCH DIAMETER SHALL BE INSTALLED WITHOUT APPROVAL OF THE CITY ENGINEER. NO WATER CONNECTION SHALL BE MADE WITHOUT APPROVAL OF THE PUBLIC WORKS DIRECTOR.
5. SIDEWALK ON BOTH SIDES OF THE STREET MAY BE REQUIRED BY THE CITY.



DATE

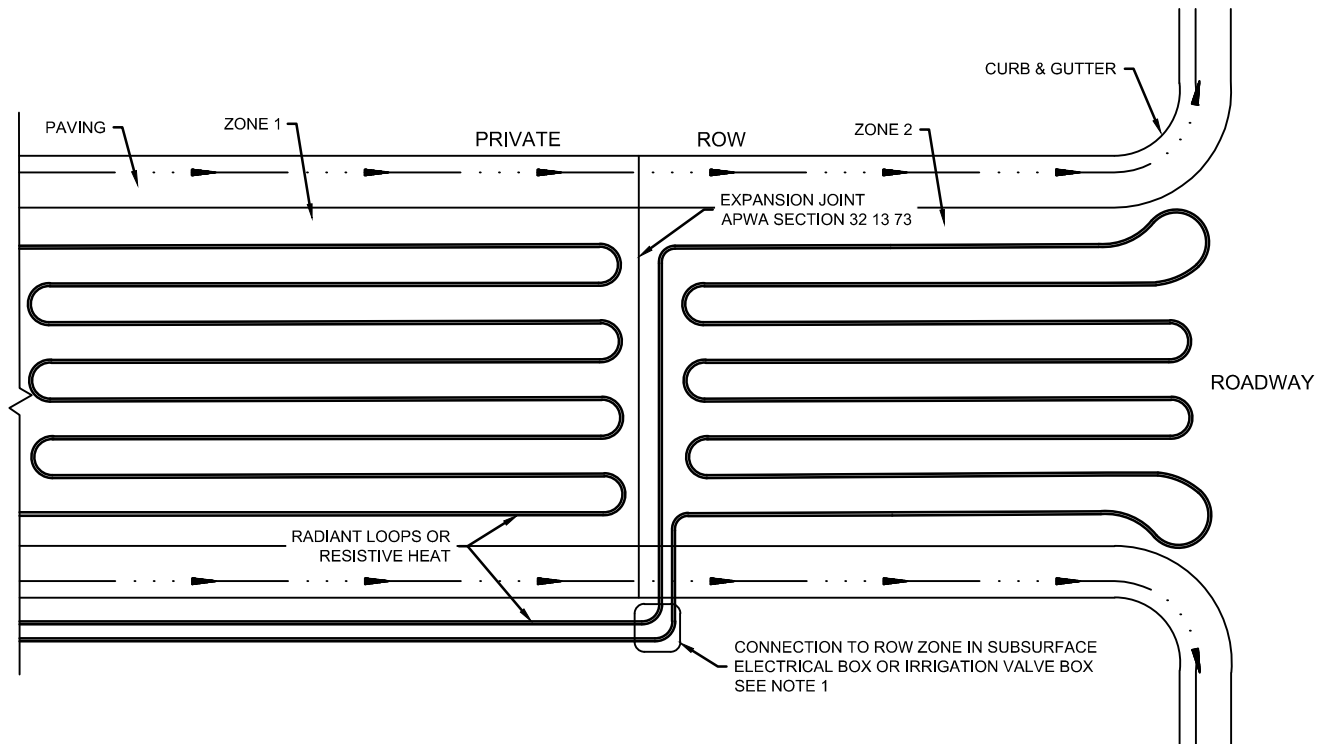
8/2020

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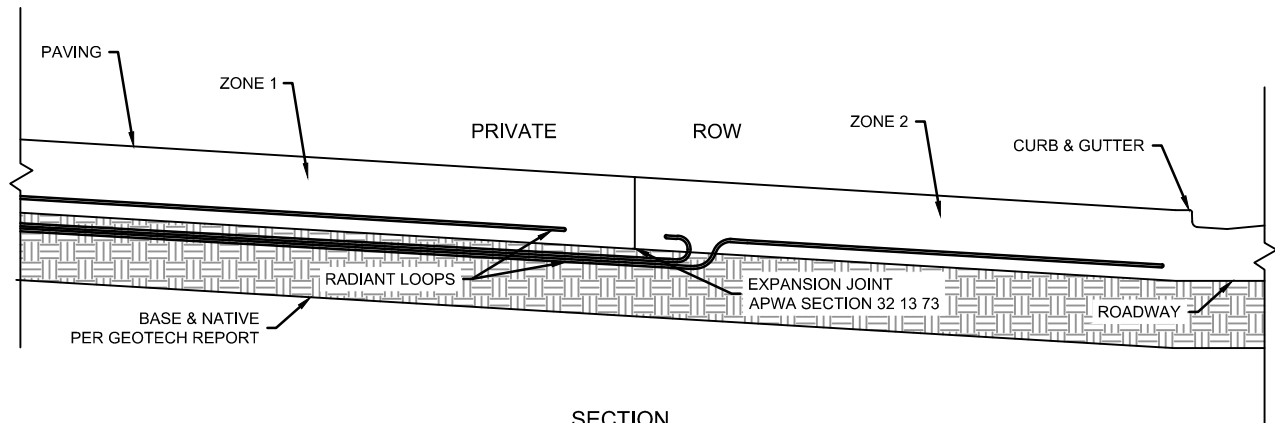
TYPICAL INTERSECTION LOCATIONS OF UTILITES

STD. PLAN

210



PERSPECTIVE VIEW



SECTION

NOTES:

1. REFER TO APWA STANDARD PLAN 731 FOR THE JUNCTION BOX, OR USE AN EQUAL ELECTRICAL CONNECTION THAT COMPLIES WITH LOCAL CODE.
2. THE HEATED PORTION OF A DRIVEWAY WITHIN THE ROW SHALL BE POWERED BY A SEPARATE ZONE THAT CAN BE SHUT OFF OR REPAIRED WITHOUT DAMAGE OR INTERRUPTIONS TO THE REMAINDER OF THE SYSTEM.
3. THE CONNECTION TO THE ROW ZONE SHALL INCLUDE A JUNCTION BOX LOCATED OUTSIDE OF THE PAVED AREA WHERE THE ROW ZONE CAN BE SHUT OFF OR REROUTED IN CASE OF DAMAGE.
4. A CONSTRUCTION JOINT/BREAK IN PAVEMENT SHALL BE CONSTRUCTED ALONG THE ROW LINE, BETWEEN HEATED ZONES, TO FACILITATE REMOVAL OF PAVEMENT IN THE ROW WITHOUT DAMAGE TO THE REMAINING DRIVEWAY.

NOT TO SCALE



DATE

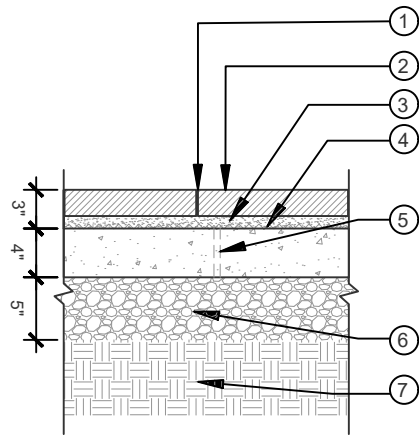
11/2020

REV.

HEATED PAVEMENT

STD. PLAN

217



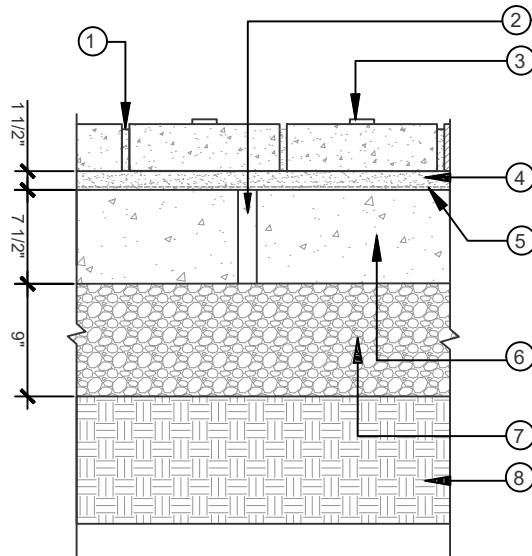
- ① BUTT JOINT. TYP. (POLYMERIC SAND)
- ② GRANITE STONE PAVER (2" X 12" X 12")
- ③ SAND SETTING BED: 1/2" MIN. & 1" MAX
- ④ GEOTEXTILE FABRIC; SEE SPECS
- ⑤ CONC. SLAB WITH 1/2" DIA. WEEP HOLES @ 18" O.C. GRID.
- ⑥ 95% COMPACTED BASE COURSE (75% FRACTURED FACE STONE)
- ⑦ 95% COMPACTED UNDISTURBED SUBGRADE

SECTION

NOTE:
1. TRANSITIONS TO ADJACENT PAVING MATERIALS ARE TO BE FLUSH.

1 GRANITE STONE PAVER - SECTION

NTS



- ① 1/16" SAND JOINT, TYP.
- ② 1" DIA. WEEP HOLE @ 18" O.C. GRID
- ③ TRUNCATED DOME 4"x8" PACIFIC CLAY COLOR: DARK IRON SPOT
- ④ SAND SETTING BED; 1/2" MINIMUM AND 1" MAXIMUM SAND THICKNESS
- ⑤ FILTER FABRIC; SEE SPECS
- ⑥ CONCRETE PAVING-TYPE 1
- ⑦ UNTREATED BASE COURSE
- ⑧ 95% COMPACTED/UNDISTURBED SUBGRADE

SECTION

NOTE:
1. ANY PAVERS THAT ARE CUT TO FIT MUST BE AT LEAST 1/2 THE ORIGINAL 4"x8" PAVER.

2 TRUNCATED DOME BRICK PAVING

NTS



DATE

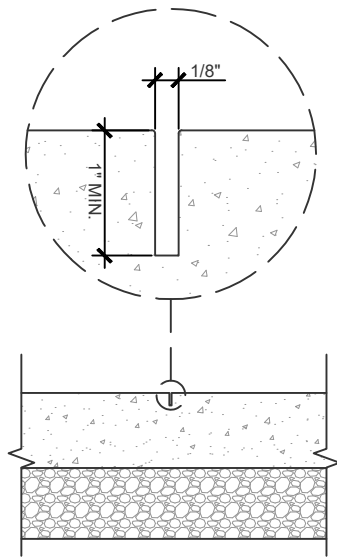
3/2020

REV.

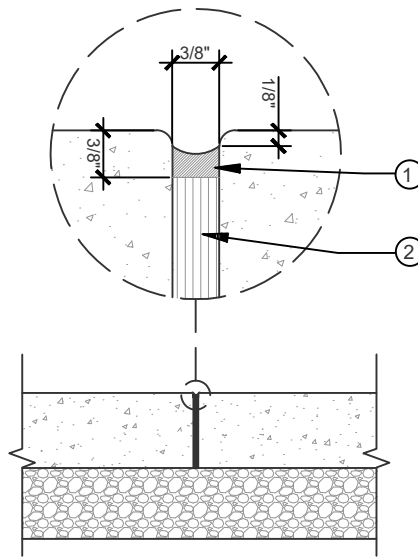
MAIN STREET SIDEWALK DETAILS

STD. PLAN

230.1-A



SAW-CUT CONTROL JOINT



EXPANSION JOINT (E.J.)

- ① SEALANT AT ALL EXPOSED E.J. AND AT EXISTING STRUCTURES
- ② NON-EXTRUDED, BITUMINOUS TYPE RESILIENT FILLER

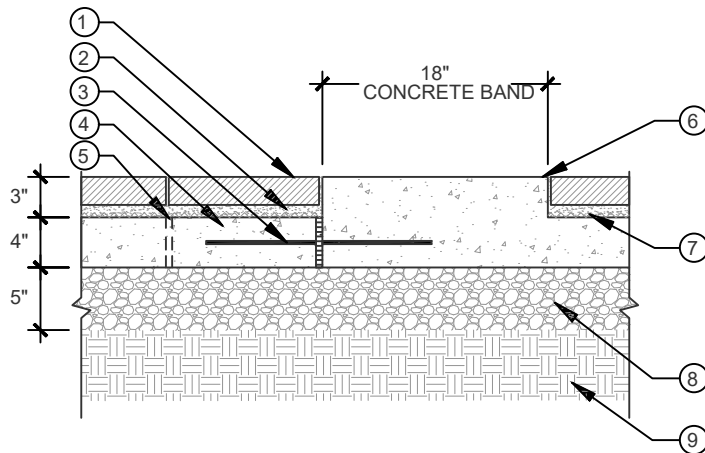
NOTE:

1. SUB-SLAB TO RECEIVE EXPANSION AND CONTROL JOINTS. ALIGN WITH JOINTS AS SHOWN ON PLAN FOR BANDING.

3

CONCRETE PAVING CONTROL JOINTS

NTS



- ① GRANITE STONE PAVER (2" X 12" X 12")
- ② SAND SETTING BED; 1/2" MINIMUM AND 1" MAXIMUM SAND THICKNESS
- ③ 1/2" EXP. JT. MAT'L. 12" x 18" STEEL DOWEL W/ SLEEVE 24" O.C.
- ④ CONCRETE BASE
- ⑤ 1" DIA. WEEP HOLE @ 18" O.C. GRID
- ⑥ CONCRETE BANDING FLUSH WITH BRICK PAVERS, MEDIUM BROOM FINISH
- ⑦ FILTER FABRIC; SEE SPECS
- ⑧ 95% COMPACTED BASE COURSE (75% FRACTURED FACE)
- ⑨ UNDISTURBED SUBGRADE OR 95% COMPACTION

4

CONCRETE BAND BETWEEN GRANITE PAVERS SECTION

SCALE: 1" = 1'



DATE

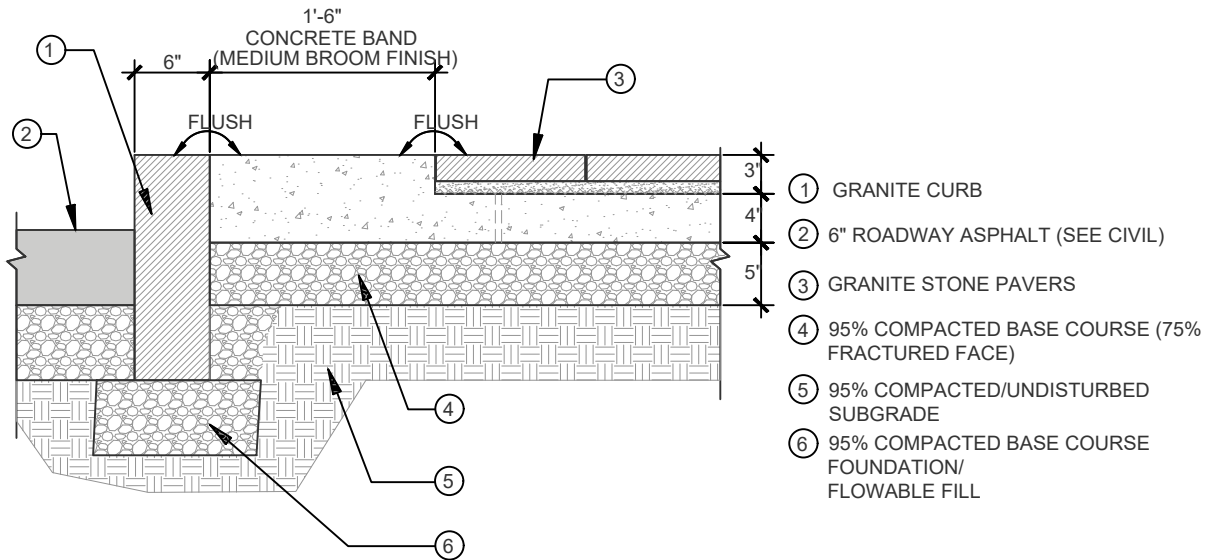
3/2020

REV.

MAIN STREET SIDEWALK DETAILS

STD. PLAN

230.1-B



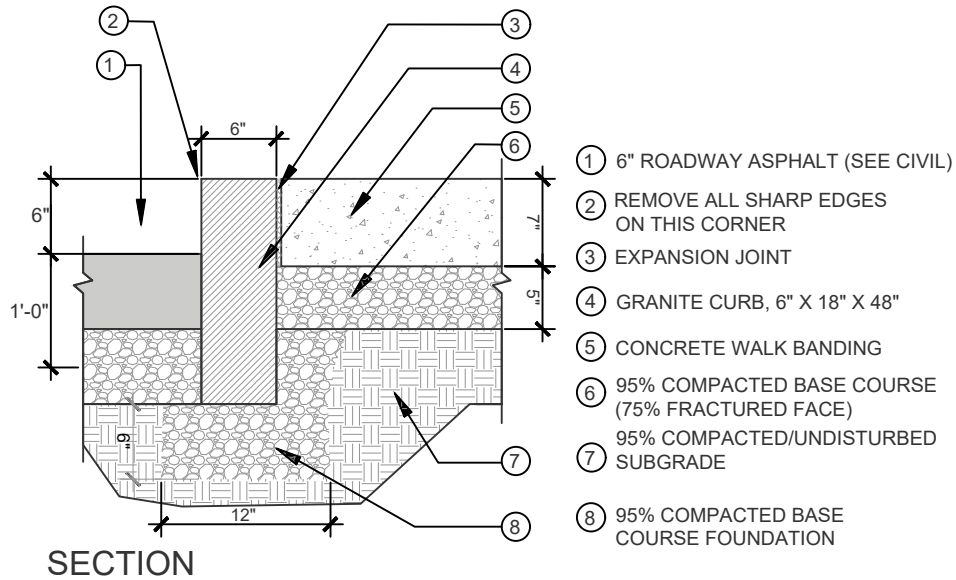
SECTION

NOTE:

1. CONTRACTORS OPTION TO FILL ALL VOIDS WITH FLOWABLE FILL. PROVIDE COSTS FOR OWNER APPROVAL.

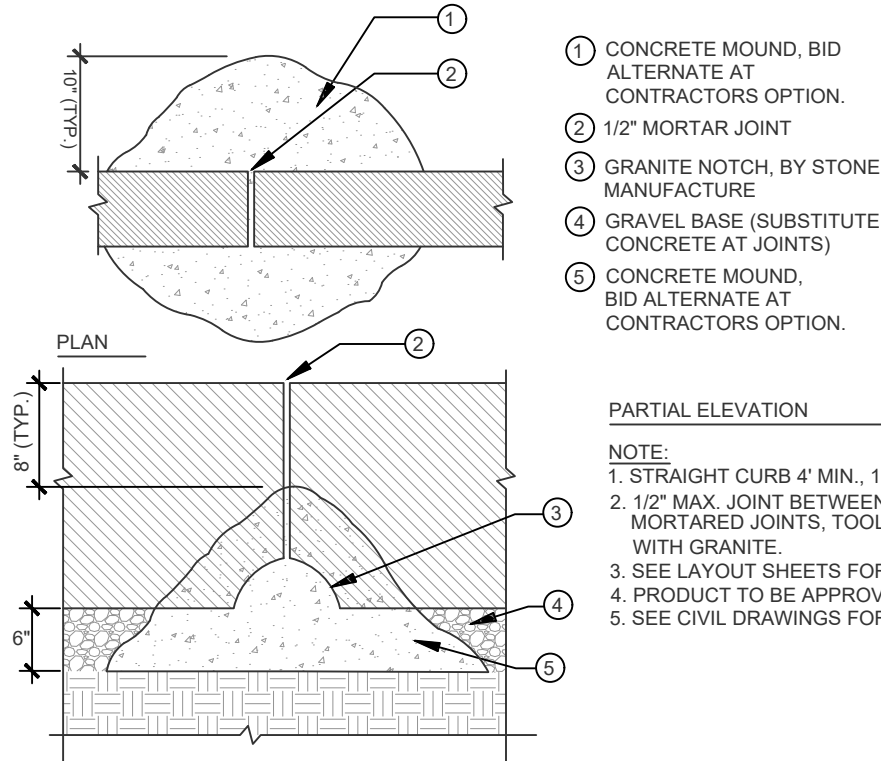
5 CONCRETE BAND AT GRANITE CURB SECTION
NTS

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.1-C
	REV.		



MATERIAL:

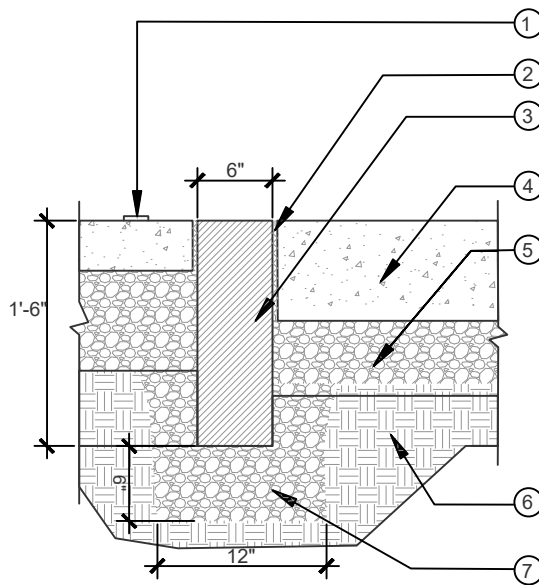
1. STONE FOR GRANITE CURBING SHALL BE HARD AND DURABLE GRANITE OF LIGHT COLOR AND UNIFORM TEXTURE, NEITHER STRATIFIED NOR LAMINATED. IT SHALL BE FREE FROM SEAMS AND EVIDENCE OF WEAKENING OR DISINTEGRATION AND SHALL HAVE GOOD, SMOOTH SPLIT FACES.
2. THE ENDS OF ALL STONES SHALL BE SQUARE WITH THE PLANES OF THE TOP AND FACE, AND SO FINISHED THAT WHEN STONES ARE PLACED END TO END AS CLOSELY AS POSSIBLE, NO SPACE MORE THAN 1/2 INCH SHALL BE SHOWN FOR FULL WIDTH.
3. ALL SHARP EDGES OF STONE TO BE REMOVED FROM CORNER ON STREET SIDE OF CURB.



- NOTE:**
1. STRAIGHT CURB 4' MIN., 10' LENGTH MAX.
 2. 1/2" MAX. JOINT BETWEEN CURB SECTION. MORTARED JOINTS, TOOLED SMOOTH WITH GRANITE.
 3. SEE LAYOUT SHEETS FOR EXCEPTIONS.
 4. PRODUCT TO BE APPROVED BY MOCK UP.
 5. SEE CIVIL DRAWINGS FOR TBC ELEVATIONS.

6 GRANITE CURB - SECTION
NTS

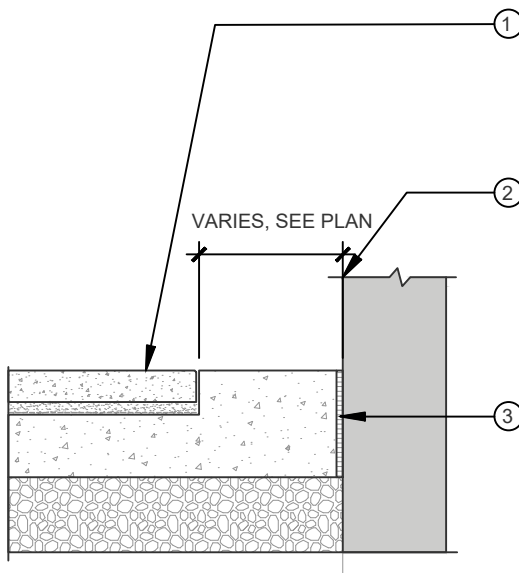
	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.1-D
	REV.		



- ① TRUNCATED DOME BRICK PAVING
- ② EXPANSION JOINT
- ③ GRANITE CURB, 6" X 18" X 48"
INSTALLED FLUSH WITH CONCRETE
- ④ VEHICULAR CONCRETE PAVING
- ⑤ 95% COMPACTED BASE COURSE (75%
FRACTURED FACE)
- ⑥ 95% COMPACTED/UNDISTURBED SUBGRADE
- ⑦ 95% COMPACTED BASE COURSE
FOUNDATION/ FLOWABLE FILL

SECTION

7 GRANITE CURB - AT DRIVEWAY
NTS

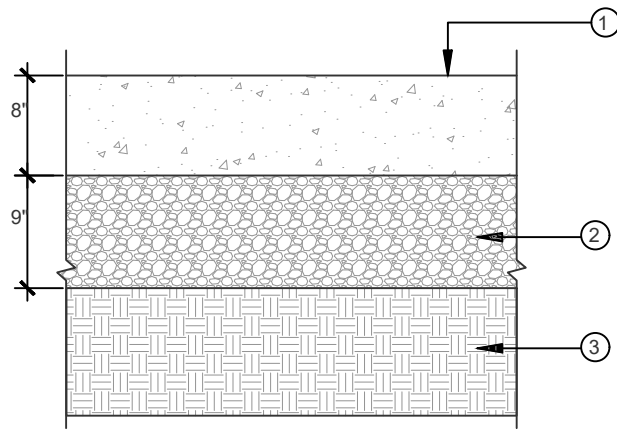


- ① GRANITE STONE PAVERS
- ② BUILDING FACE
- ③ EXPANSION JOINT AT ALL ADJACENT WALLS
AND PAVEMENTS

NOTE:
1. SEE CIVIL DRAWINGS FOR ELEVATIONS AT BUILDING.

8 TRANSITION AT BUILDING
NTS

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.1-E
	REV.		



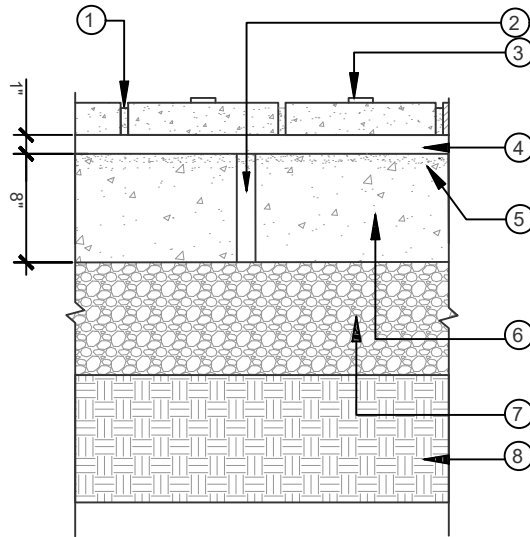
SECTION

NOTE:

1. MEDIUM BROOM FINISH
2. SEE PLAN FOR SCORE AND EXPANSION JOINT LOCATIONS

- ① CONCRETE PAVING (MEDIUM BROOM FINISH)
- ② 95% COMPACTED BASE COURSE (75% FRACTURED FACE)
- ③ 95% COMPACTED/UNDISTURBED SUBGRADE

9 VEHICULAR CONCRETE PAVING
NTS



- ① 1/8" SAND JOINT, TYP.
- ② 1" DIA. WEEP HOLE @ 18" O.C. GRID
- ③ BRICK PAVER - VEHICULAR RATED
- ④ SAND SETTING BED; 1/2" MINIMUM AND 1" MAXIMUM SAND THICKNESS
- ⑤ FILTER FABRIC; SEE SPECS
- ⑥ CONCRETE PAVING
- ⑦ UNTREATED BASE COURSE
- ⑧ 95% COMPACTED/UNDISTURBED SUBGRADE

SECTION

NOTE:

1. ANY PAVERS THAT ARE CUT TO FIT MUST BE AT LEAST 1/2 THE ORIGINAL 4"x8" PAVER SIZE
2. HERRINGBONE PATTERNS IN TRAFFIC AREAS.
3. USE POLYMERIC SAND IN JOINTS.

10 VEHICULAR BRICK PAVING
NTS



DATE

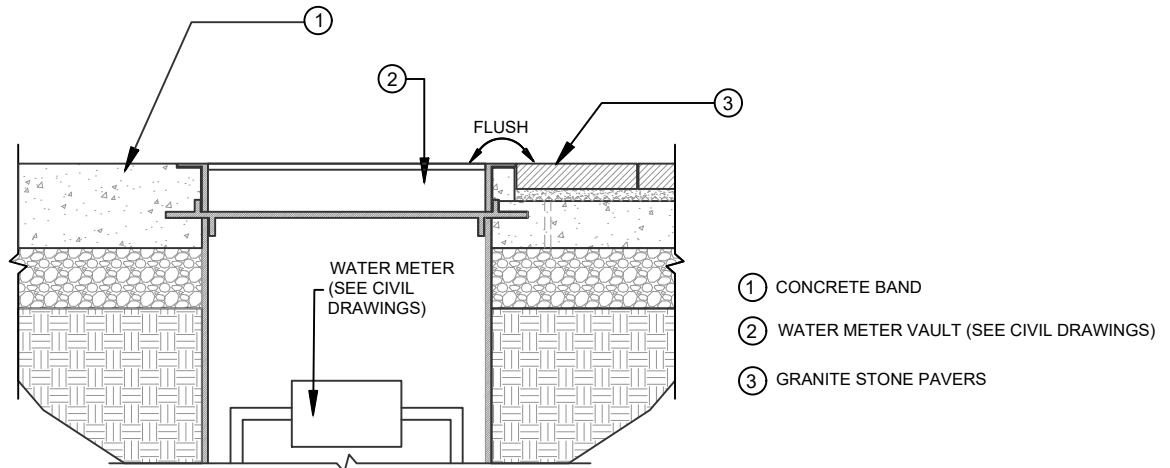
3/2020

REV.

MAIN STREET SIDEWALK DETAILS

STD. PLAN

230.1-F

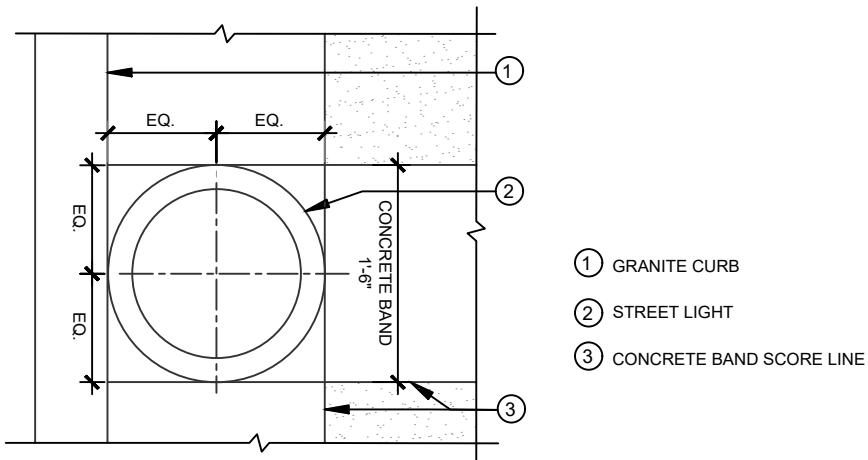


NOTE:
 1. COORDINATE LOCATION IN FIELD WITH CIVIL.
 2. CUT STONE IN FIELD (1/8" MAX. JOINT).
 3. ADJACENT MATERIAL MAY VARY FROM GRANITE TO CONCRETE.
 SEE LAYOUT PLAN FOR CONDITION.

SECTION

1 CONCRETE / GRANITE STONE PAVERS AT WATER METER - SECTION

NTS



NOTE:
 1. STREET LIGHT BASE IS TO BE INSTALLED FLUSH WITH SIDEWALK ON HIGH SIDE. GROUT BOTTOM.
 2. CENTER BASE IN CONCRETE SCORING.
 3. SEE LIGHTING ENGINEERS DRAWING FOR FOOTING SIZE.

2 STREET LIGHT BASE

NTS



DATE

3/2020

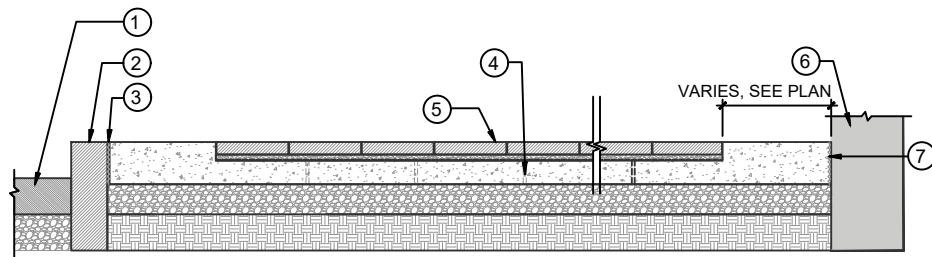
REV.

MAIN STREET SIDEWALK DETAILS

STD. PLAN

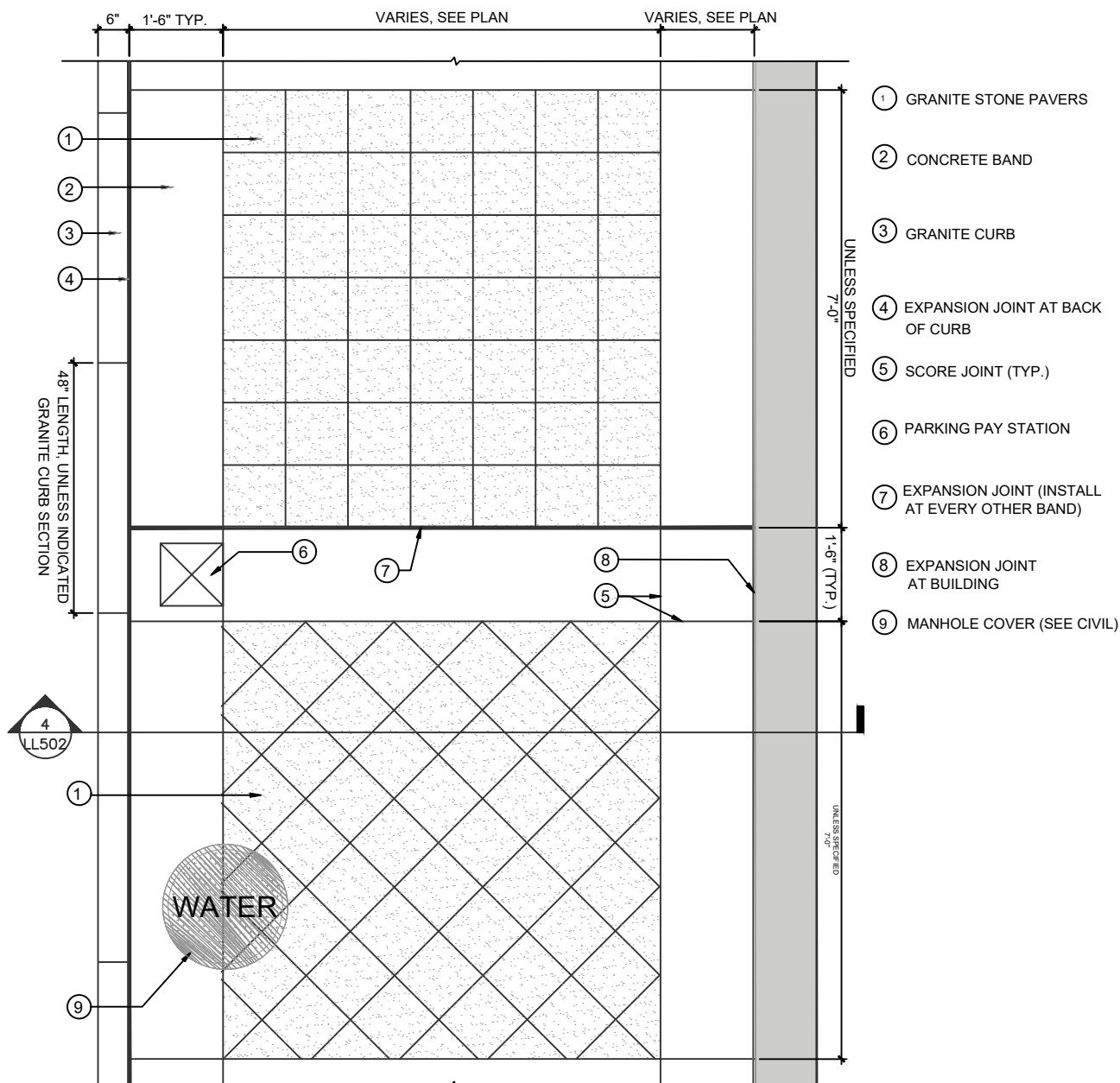
230.2-A

- ① ROADWAY ASPHALT (SEE CIVIL)
- ② GRANITE CURB
- ③ EXPANSION JOINT BEHIND CURB
- ④ CONC. SLAB WITH 1/2" DIA. WEEP HOLES @ 18" O.C. GRID.
- ⑤ GRANITE STONE PAVERS
- ⑥ BUILDING FACE OR ADJACENT STRUCTURE TO BE PROTECTED THROUGHOUT CONSTRUCTION.
- ⑦ EXPANSION JOINT AT BUILDING



③ SIDEWALK SECTION TYP.
NTS

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.2-B
	REV.		



NOTE:

1. SEE LAYOUT PLAN FOR GRANITE PATTERN LOCATION.
2. BEGIN LAYOUT OF GRANITE PATTERN ON NORTH END OF EACH PANEL ON BUILDING SIDE OF WALK.
3. CONTRACTOR TO RAISE ALL UTILITY BOXES IN SIDEWALK TO BE FLUSH WITH NEW SIDEWALK ELEVATIONS, REGARDLESS OF CONDITION SHOWN ON DRAWINGS.
4. ALL BOXES AND LIDS TO BE STEEL OR CONCRETE. NO PLASTIC PERMITTED.
5. CONCRETE FINISH TO BE MEDIUM BROOM, TEXTURE TO RUN PERPENDICULAR TO CURB.
6. INSTALL EXPANSION JOINT ON UPHILL SIDE FOR EVERY OTHER PANE.

4 SIDEWALK PAVING PATTERN - ENLARGEMENT PLAN
NTS



DATE

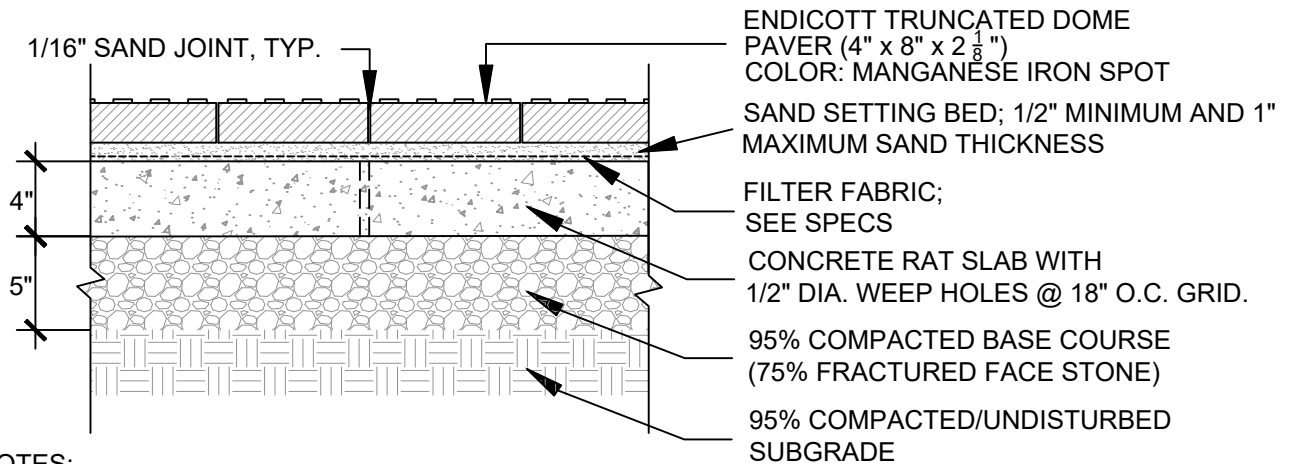
3/2020

REV.

MAIN STREET SIDEWALK DETAILS

STD. PLAN

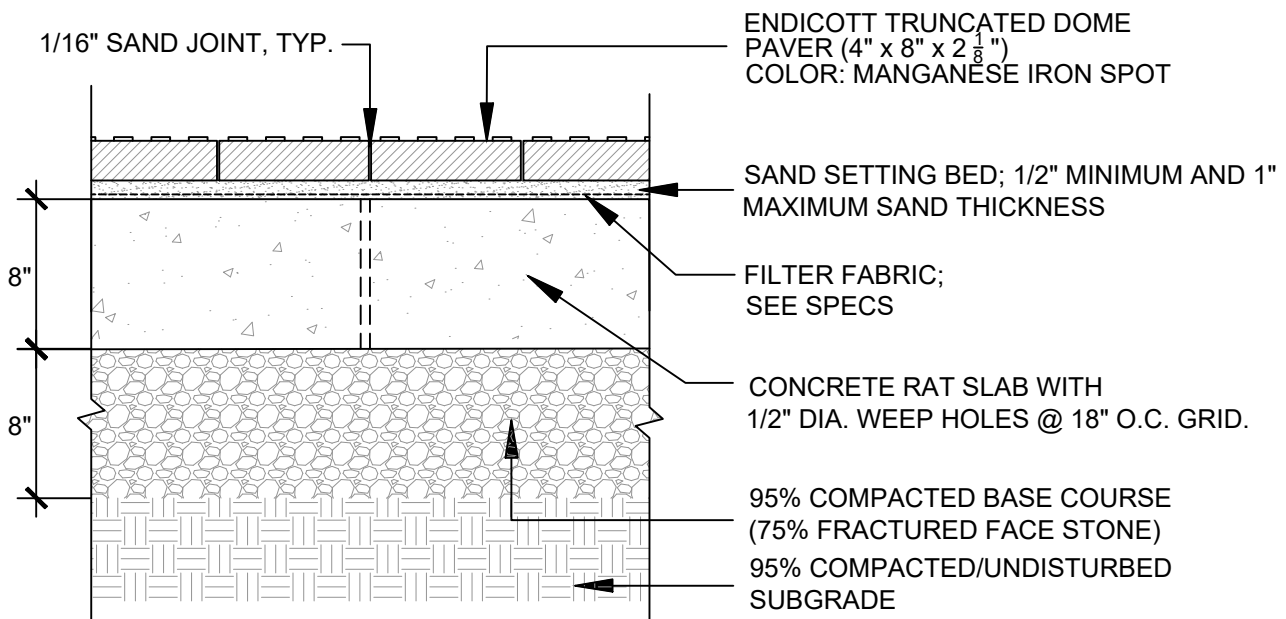
230.2-C



NOTES:

1. ANY PAVERS THAT ARE CUT TO FIT MUST BE AT LEAST 1/2 THE ORIGINAL 4"x8" PAVER

1 PEDESTRIAN TRUNCATED DOME BRICK PAVING - SECTION

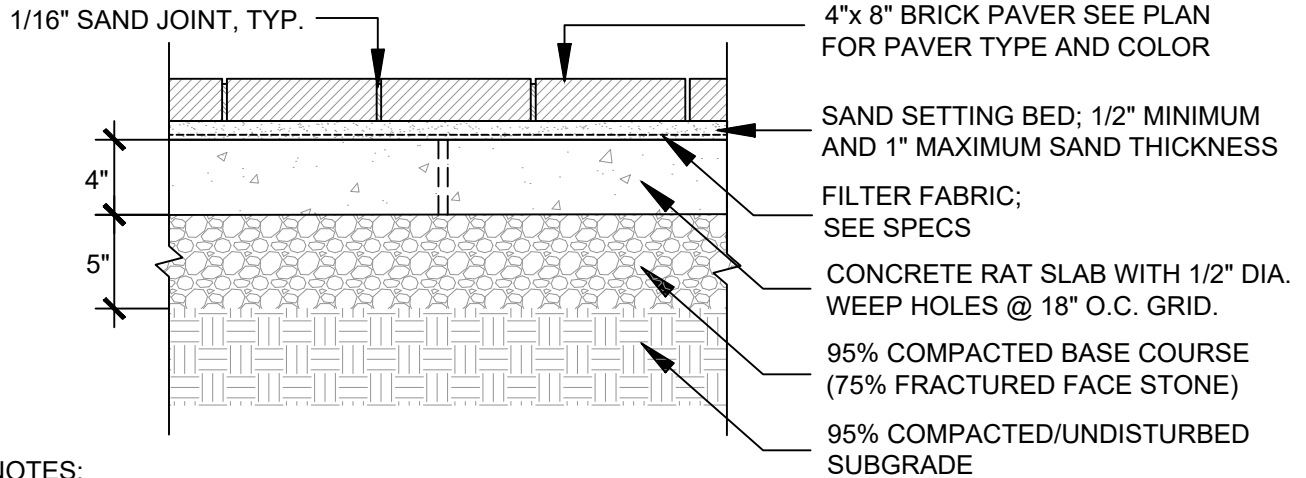


NOTES:

1. ANY PAVERS THAT ARE CUT TO FIT MUST BE AT LEAST 1/2 THE ORIGINAL 4"x8" PAVER

2 VEHICULAR TRUNCATED DOME BRICK PAVING - SECTION
N.T.S.

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.3-A
	REV.		



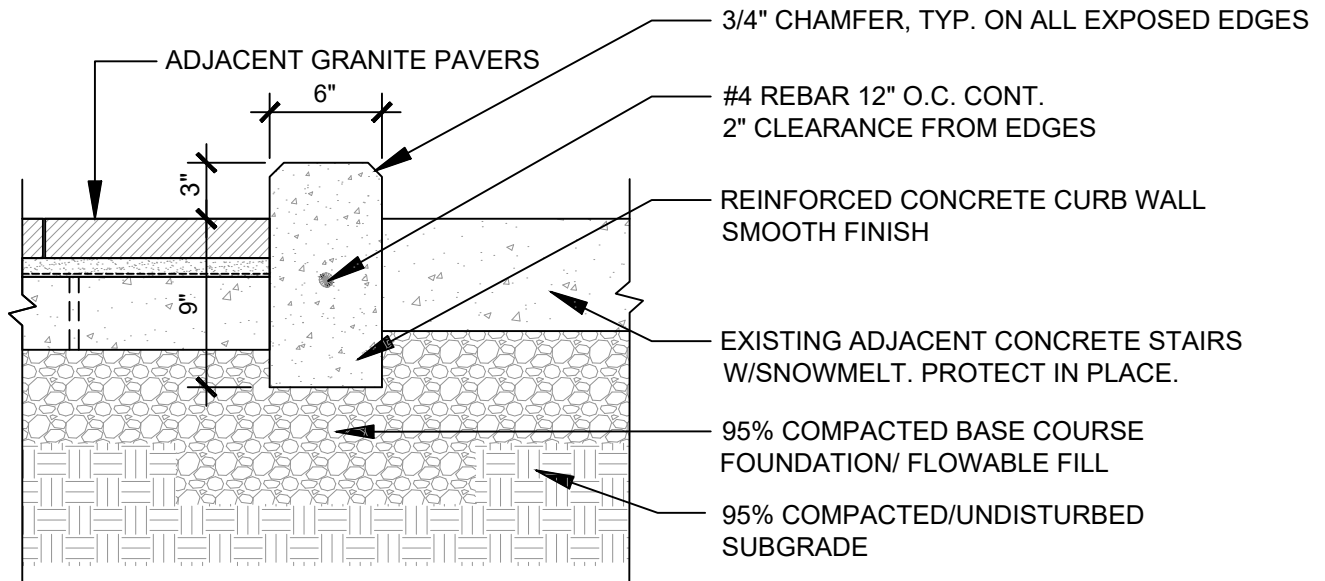
NOTES:

1. ANY PAVERS THAT ARE CUT TO FIT MUST BE AT LEAST 1/2 THE ORIGINAL 4"x8" PAVER.
2. TRANSITIONS TO ADJACENT PAVING MATERIALS ARE TO BE FLUSH.

3

PEDESTRIAN BRICK PAVING - SECTION

N.T.S.



NOTES:

1. EXTRA PRECAUTION IS TO BE TAKEN WITH ADJACENT EXISTING CONCRETE STAIRS TO PROTECT SNOWMELT.
2. SEE CIVIL PLANS FOR FINISH ELEVATIONS.

4

CONCRETE CURB WALL AT STAIRS - SECTION

N.T.S.



DATE

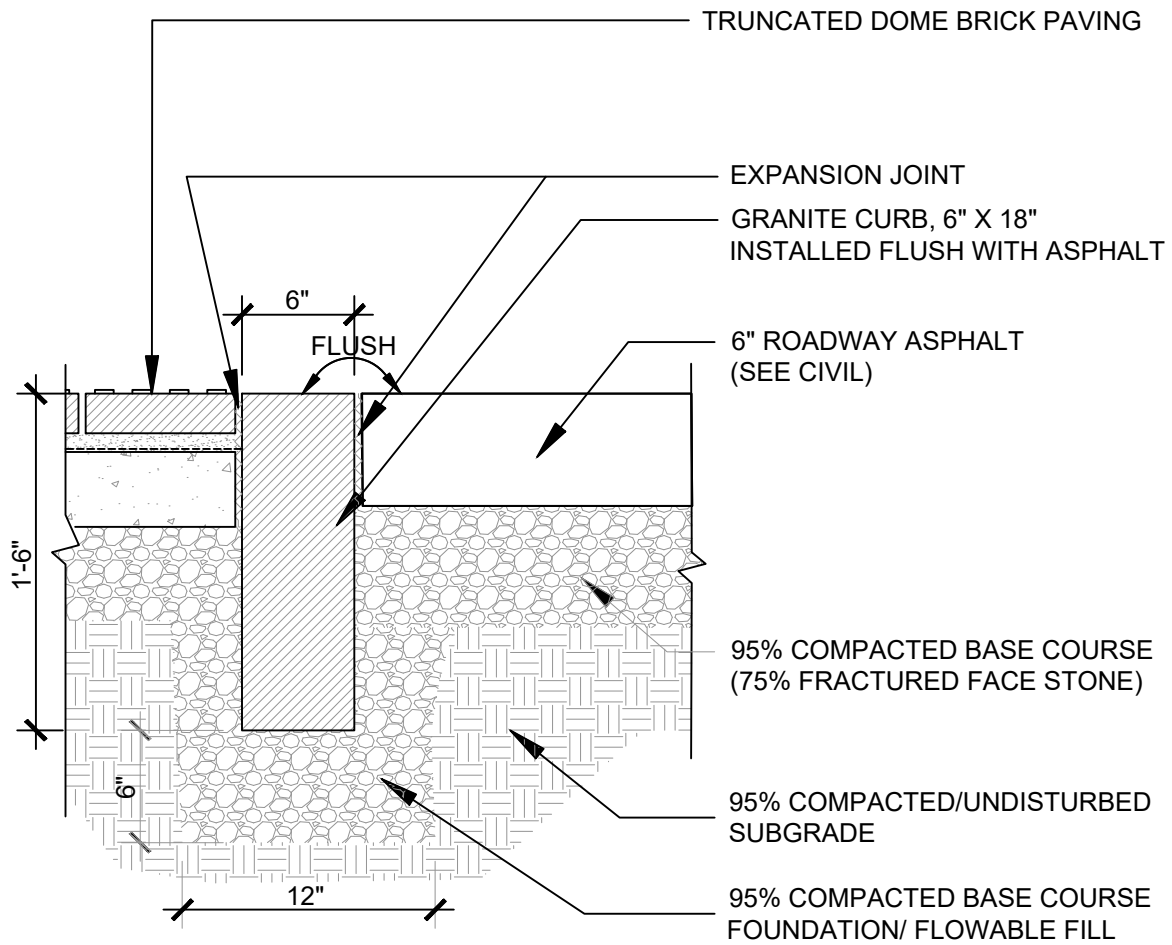
3/2020

REV.

MAIN STREET SIDEWALK DETAILS

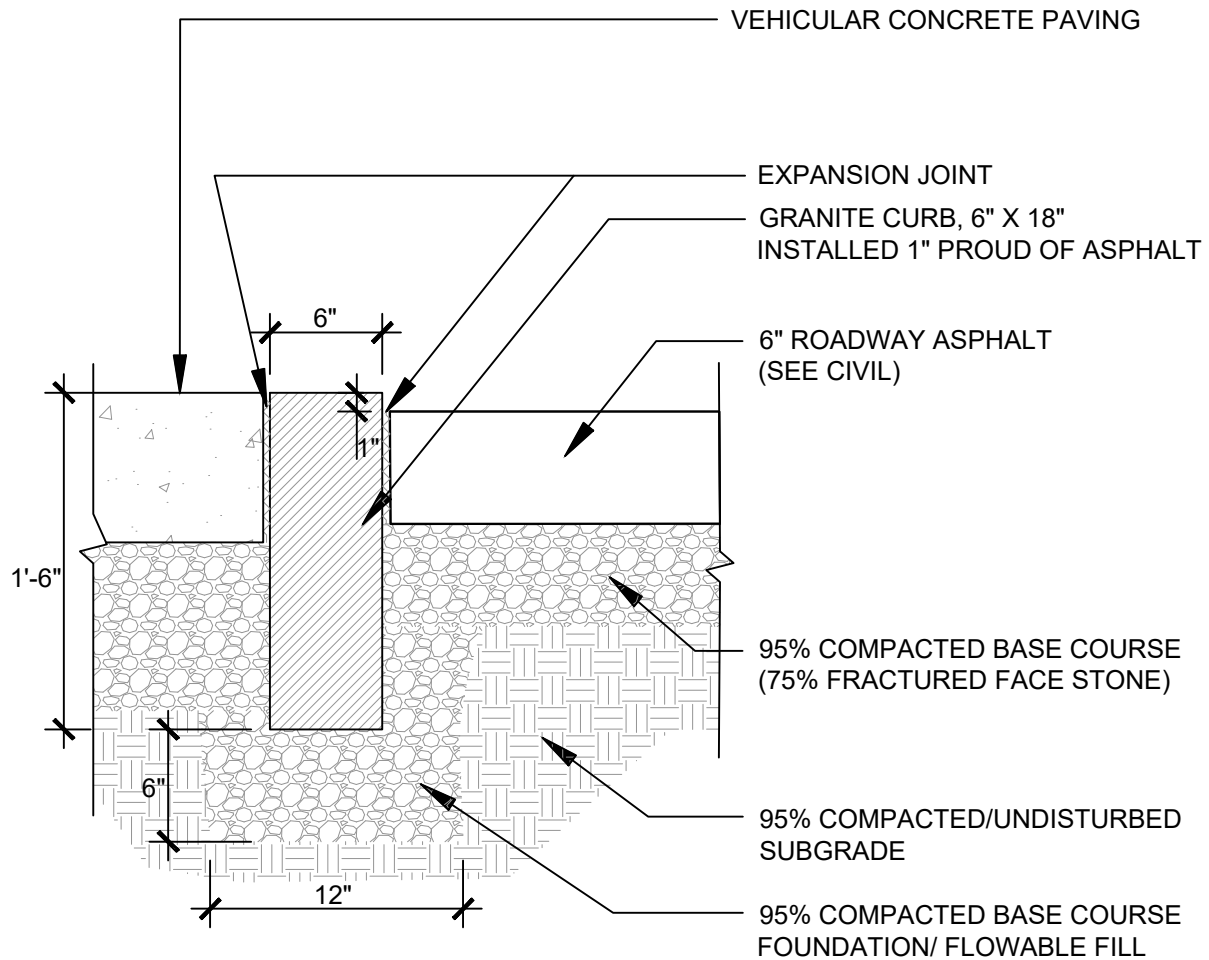
STD. PLAN

230.3-B



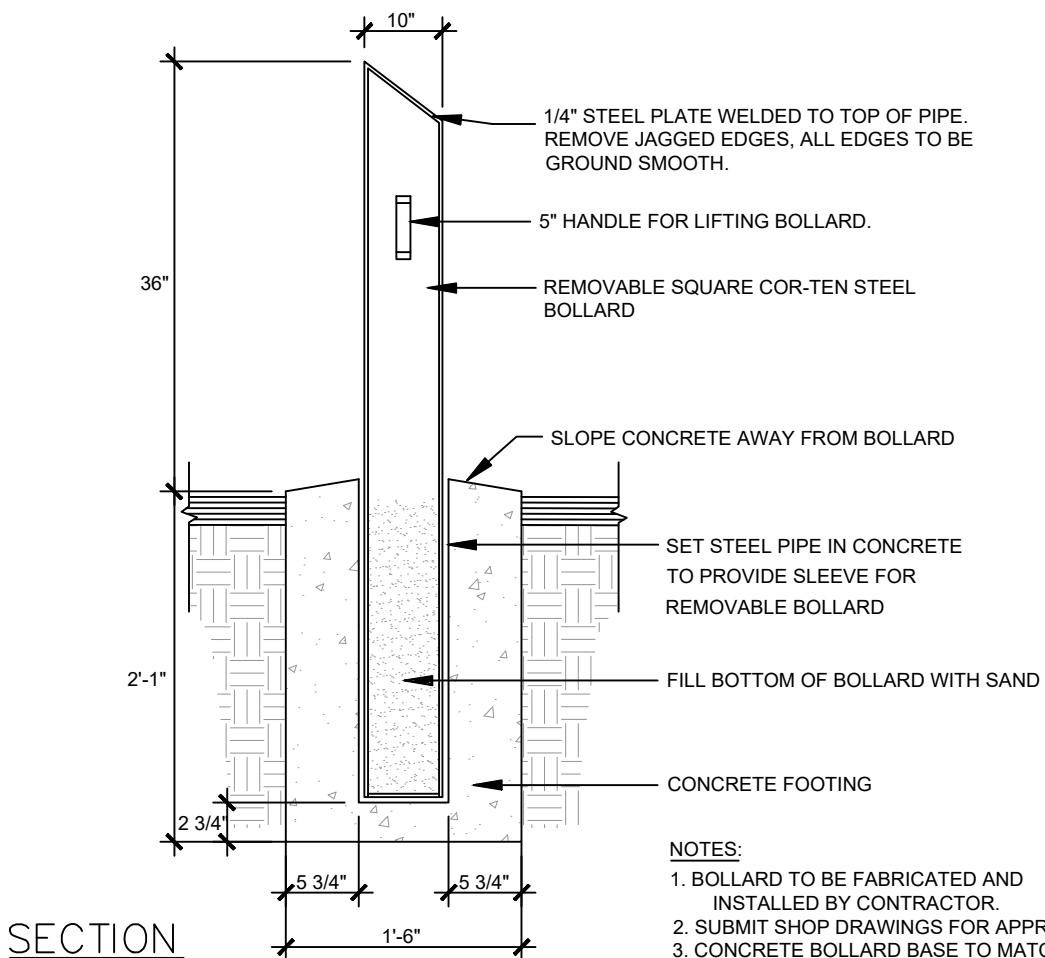
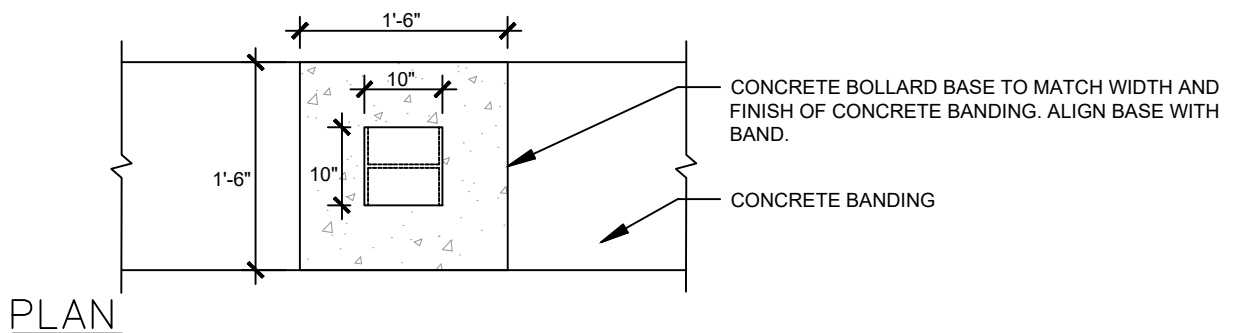
5 GRANITE CURB AT CROSSWALK - SECTION
N.T.S.

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.3-C
	REV.		



6 GRANITE CURB AT DRIVEWAY - SECTION
N.T.S.

	DATE	MAIN STREET SIDEWALK DETAILS	STD. PLAN
	3/2020		230.3-D
	REV.		



NOTES:

1. BOLLARD TO BE FABRICATED AND INSTALLED BY CONTRACTOR.
2. SUBMIT SHOP DRAWINGS FOR APPROVAL.
3. CONCRETE BOLLARD BASE TO MATCH WIDTH AND FINISH OF CONCRETE BANDING. ALIGN BASE WITH BAND.

7 REMOVABLE BOLLARD
N.T.S.



DATE

3/2020

REV.

MAIN STREET SIDEWALK DETAILS

STD. PLAN

230.3-E

Sidewalk

1. GENERAL

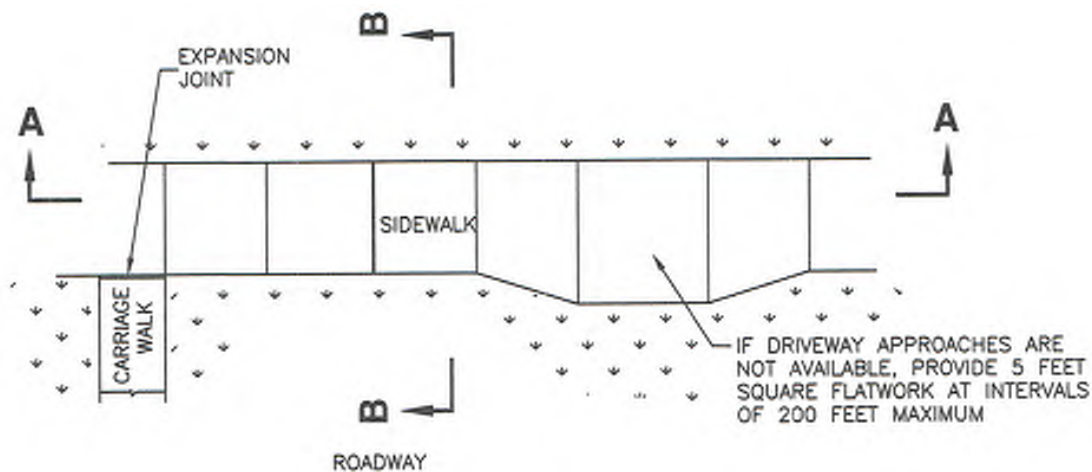
- A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
- B. Additional requirements are specified in APWA Section 32 16 13.

2. PRODUCTS

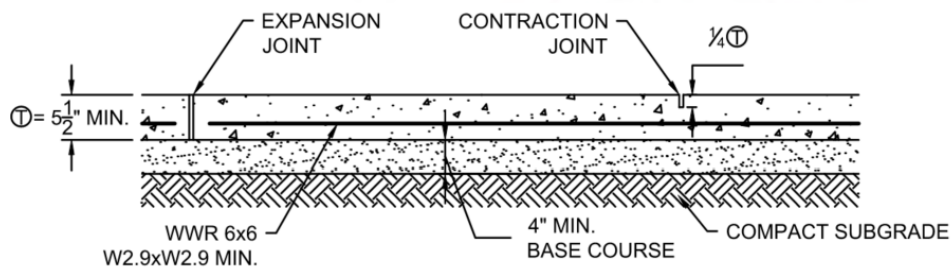
- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
- B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
- C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that 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.



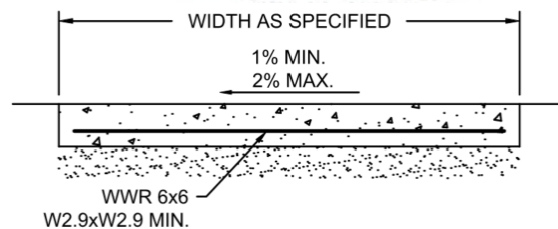
PLAN



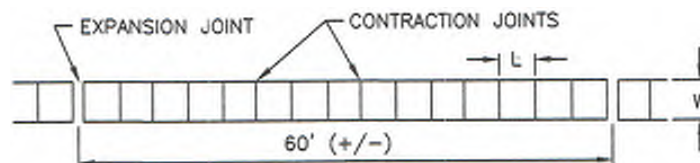
SECTION A-A

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



$$L_{MIN} = W$$

$$L_{MAX} \text{ (in feet)} = 2.5 \times T \text{ (in inches)}$$

OR

$$= 15 \text{ FEET MAX}$$

SIDEWALK JOINT DETAIL



PARK CITY MUNICIPAL CORPORATION
ENGINEERING

DATE

01/24/24

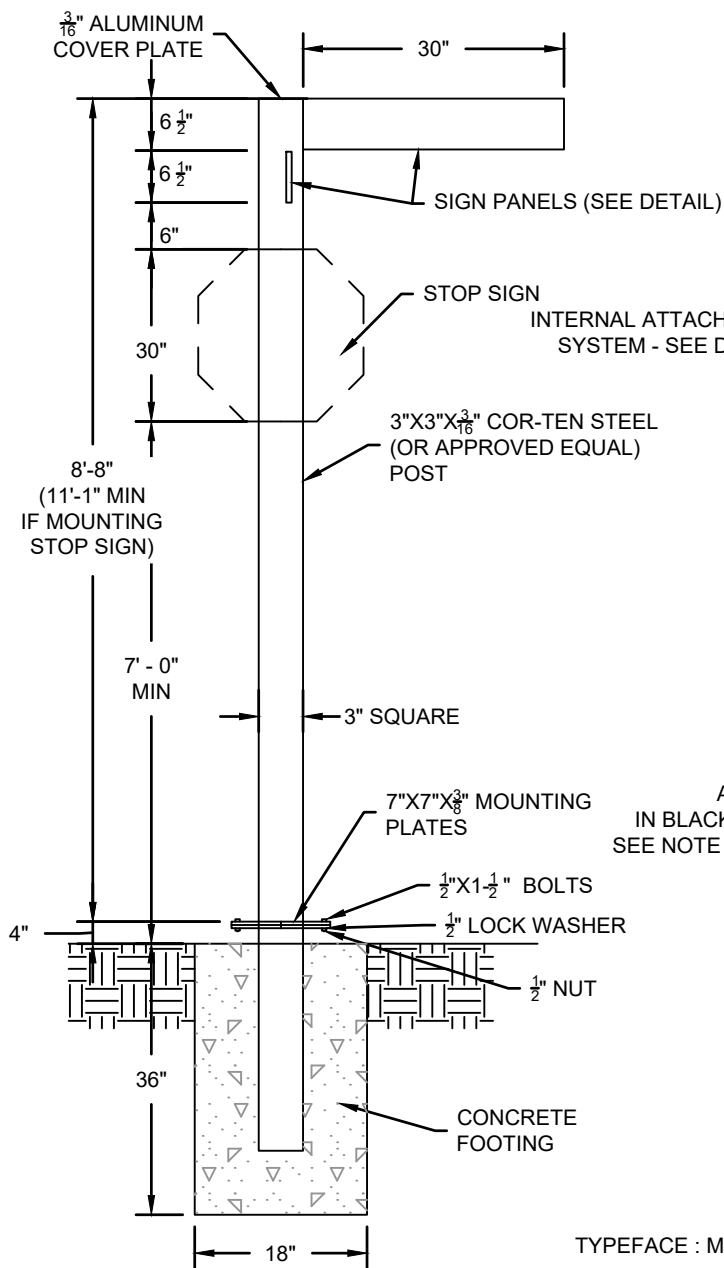
REV.

SIDEWALK

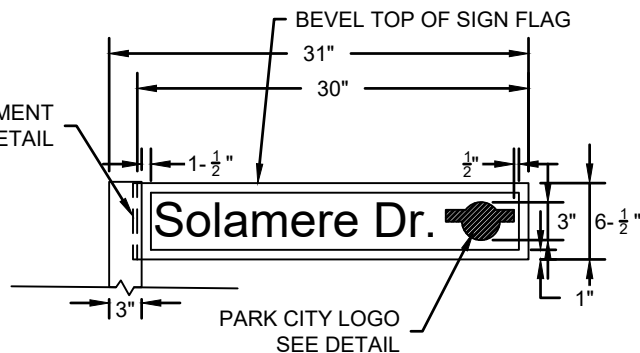
STD. PLAN

231

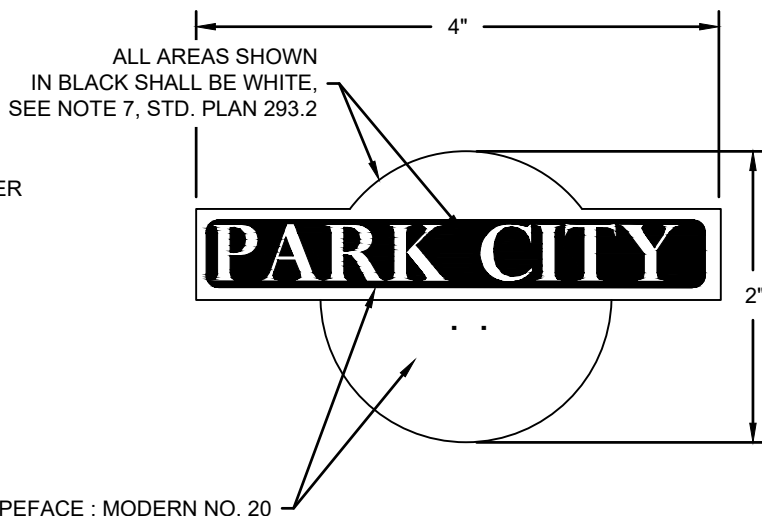
NOTE: SUBJECT TO APPROVAL OF PUBLIC WORKS DIRECTOR, STREET SIGNS AND TRAFFIC CONTROL SIGNS MAY BE MOUNTED ON STREET LIGHT POLE.



STREET SIGN ELEVATION



STREET SIGN FACE DETAIL



PARK CITY LOGO DETAIL

NOT TO SCALE



DATE

3/2020

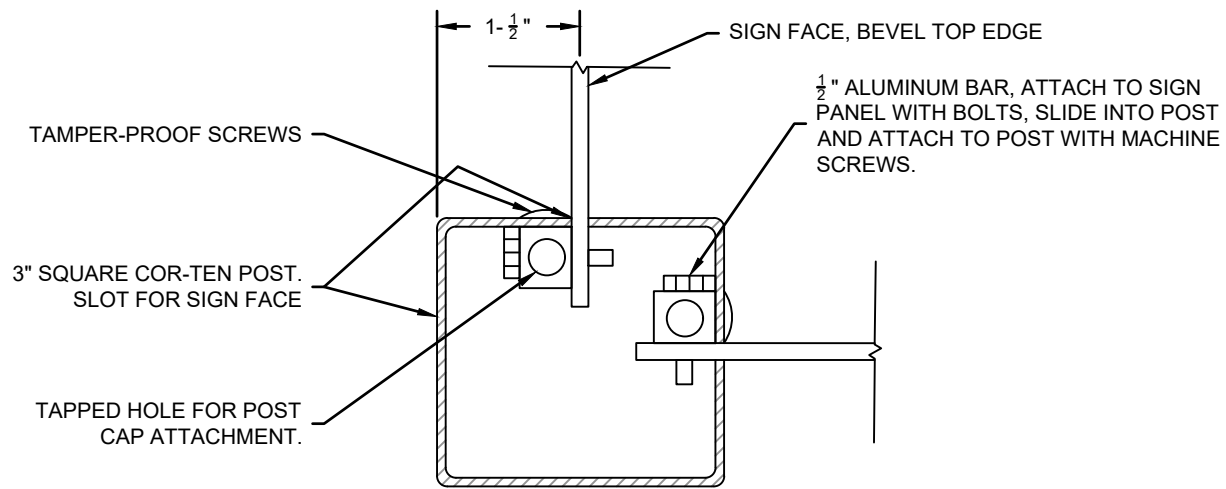
REV.

8/2020

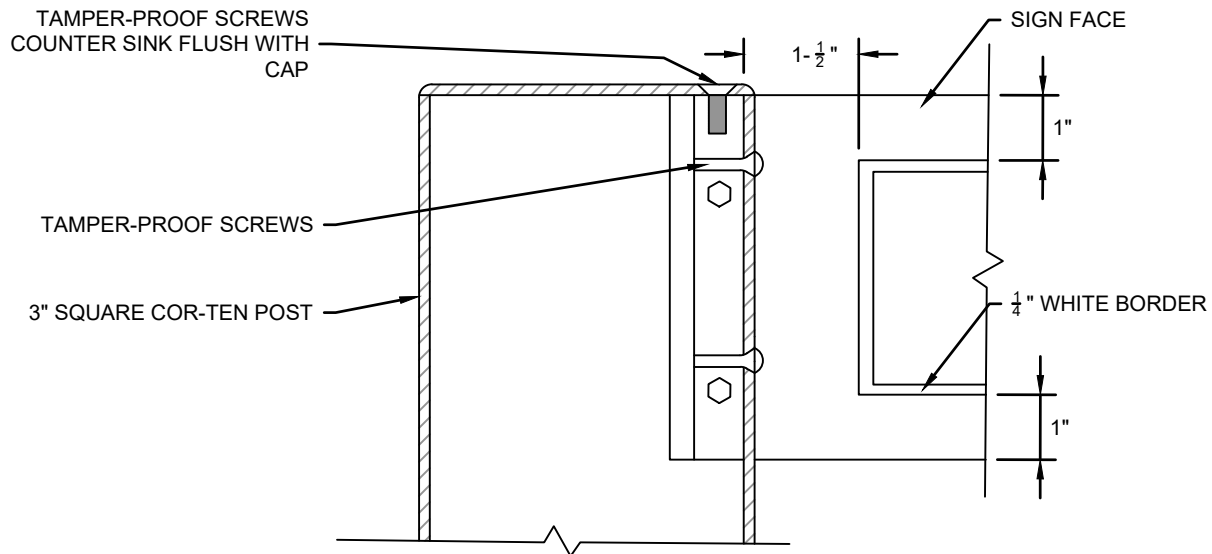
STREET SIGN DETAILS

STD. PLAN

293.1



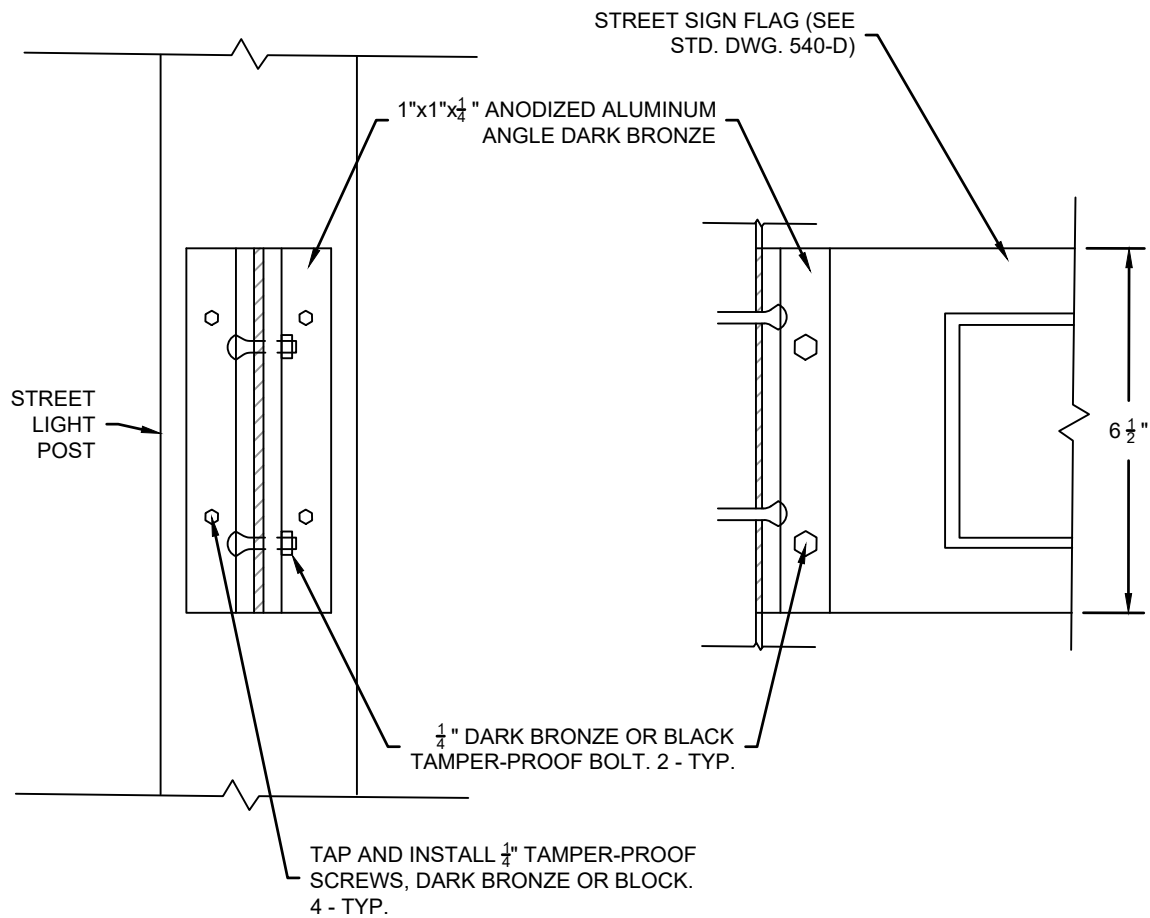
STREET ATTACHMENT SECTION



STREET ATTACHMENT ELEVATION

1. 3"X3"X $\frac{3}{16}$ " COR-TEN STEEL POST.
 2. 3"X3"X $\frac{3}{16}$ " COR-TEN STEEL BASE EMBEDDED IN CONCRETE.
 3. $\frac{1}{4}$ " THICK SIGN PLATES ELECTRO-CHEMICALLY PLATED TO PRODUCE AN ANODIZED HARD COAT FINISH. MOUNT SIGN PLATES IN THE CENTER AND AT RIGHT ANGLES TO THE POST.
 4. THE ATTACHMENT OF THE SIGN PANELS TO THE POST SHALL BE VANDAL-PROOF.
 5. ALL FASTENERS SHALL BE DARK BRONZE TO MATCH THE SIGN FACE.
 6. LETTERING SHALL BE 3" HELVETICA MEDIUM UPPER AND LOWER CASE, REFLECTIVE WHITE SCOTCH-LITE APPLIED TO FACE AND BAKED ON.
 7. THE BORDER AND LOGO SHALL BE APPLIED BY SCREEN PROCESS AND SHALL BE WHITE ENAMEL.
- NOT TO SCALE

	DATE	STREET SIGN DETAILS	STD. PLAN
	3/2020		293.2
	REV.		



NOT TO SCALE



DATE

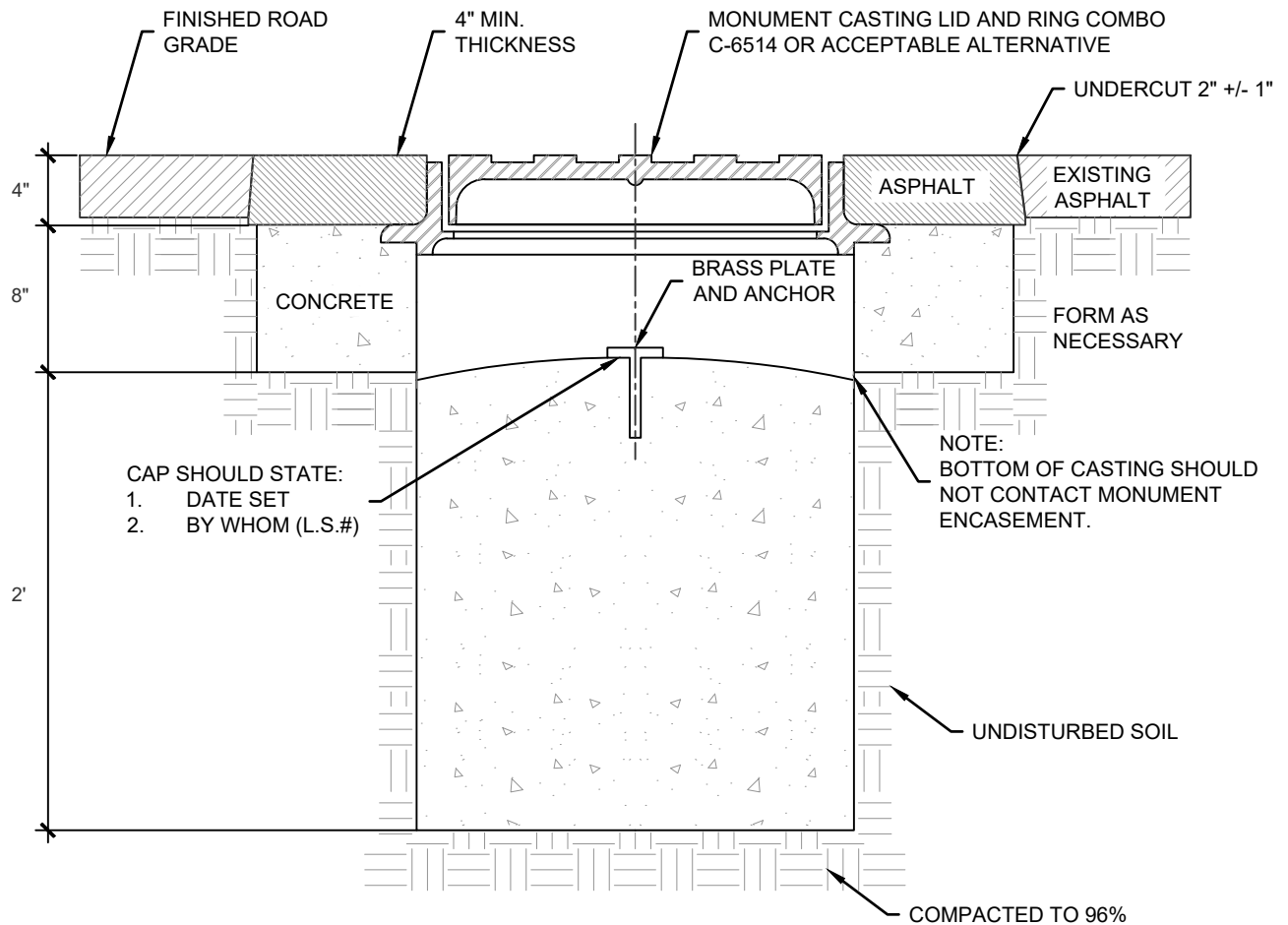
3/2020

REV.

MOUNTING DETAIL FOR SIGN
ON LIGHT POLE

STD. PLAN

294



NOTE:

1. CASTINGS, CAST IRON PIPE, BRASS PLATE AND ANCHOR TO BE FURNISHED AND INSTALLED BY THE DEVELOPER UNDER CITY SUPERVISION.



DATE

8/2020

REV.

STANDARD CITY STREET
MONUMENT

STD. PLAN

295

296.01 Street Lighting Product Specifications

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. K828 Moderne Sr. – LED or approved equal product specifications.

PART 2 PRODUCTS

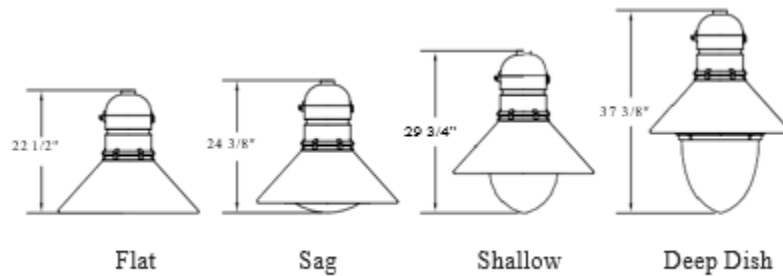
2.1 PRODUCT SPECIFICATIONS

- A. LED ENGINE
1. Light engine shall include an array of 60 or 84 solid state Cree X-Series high power LEDs (light emitting diodes). The emitters shall be mounted to a metal core circuit board using SMT technology. The LEDs and circuit boards shall then be mounted to a high-performance heat sink which is vented to the outside ambient air to provide dynamic airflow for cooling the system.
- B. OPTICS
1. External light control shall consist of high precision refractive lenses mounted above the LED emitter arrays in such a way to achieve optimum uplight control. The lenses shall also control horizontal light distribution so that Type II, III, IV or V IESNA distribution patterns are achieved.
- C. LENS
1. Lens options include: sag glass lens, shallow glass lens, or rippled acrylic deep dish lens. The glass lens shall be made of #9000 clear borosilicate glass (fully annealed). It shall maintain a minimum thickness of 0.3". The deep dish globe shall be molded of rippled acrylic Acrylite Plus Acrylic Polymer, or equivalent, having a minimum thickness of 0.09". The lens is secured by means of a cast A319 aluminum holding ring that is sealed to provide an IP66 Ingress rating. Additionally, a continuous circular gasket rated for 270°F must hold the lens into place within the cast ring assembly and assist in sealing the fixture.
- D. DECORATIVE BODY
1. The luminaire shall consist of a heavy Grade A319 cast aluminum housing that acts as the enclosure for the engine and is of adequate thickness to give structural rigidity. The engine must be affixed to the inside of the housing with stainless steel screws.
 2. The bottom decorative portion of the fixture is comprised of a one-piece spun aluminum alloy with a minimum thickness of 0.09". The spinning is permanently affixed to the cast housing with the use of stainless steel hardware.
- E. PLUMBIZER
1. Mounting options include the KPL10, KPL11, KPL20, KPL21, KPL30, KPL31, KPL40, or approved equals.
- F. DRIVER
1. The LED universal dimmable driver will be class 2 and capable of 120 - 277V or 347 - 480V input voltage, greater than 0.9 power factor, less than 20% total harmonic distortion. The case temperature of the driver can range from -40°C to 70°C. Each LED system comes with a standard surge protection designed to withstand up to 20kV/10kA of transient line surge as per IEEE C62.41.2 C High. An in-line ferrite choke is utilized to provide protection against EFT's. The driver assembly will be mounted on a heavy duty fabricated aluminum bracket to allow complete tool-less maintenance. Dimming capable using 1-10vdc (10% to 100%), 10v PWM, or resistance.
- G. PHOTOMETRICS
1. Fixtures are tested to IESNA LM79 specifications. These reports are typically available upon request.

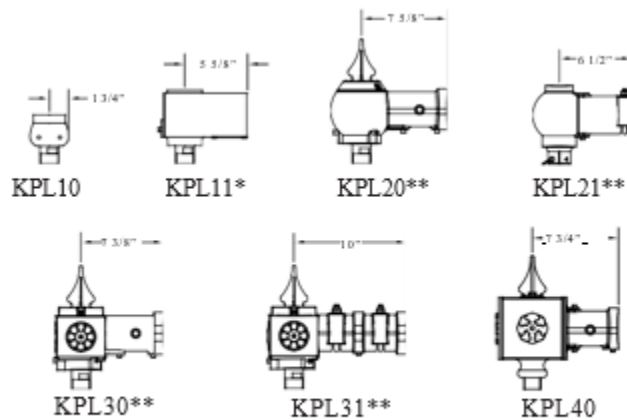
- H. CHROMATICITY
 - 1. High output LED come standard at 3000K & 4000K (+/- 300K) with a minimum nominal 70 CRI.
- I. LUMEN MAINTENANCE
 - 1. Reported (TM21) and Calculated (L70) reports are available upon request with a minimum calculated value of 100,000 hrs.
- J. WIRING
 - 1. All internal wiring and connections shall be completed so that it will be necessary only to attach the incoming supply connectors to Mate-N-Lok connectors or to a terminal block. Mate-N-Lok shall be certified for 600V operation.
 - 2. Internal wire connectors shall be crimp connector only and rated at 1000V and 150°C. All wiring to be CSA certified and/or UL listed, type SFF-2, SEWF-2, or SEW-2
 - 3. No. 14 gauge, 150°C, 600V, and color coded for the required voltage.
- K. THERMALS
 - 1. Fixtures tested to DOE sanctioned standards to determine the maximum in-situ solder-point or junction-point temperatures of the LED emitters. This report is typically available upon request.
- L. FINISH
 - 1. Housing is finished with a 13 step KingCoat™ SuperDurable poly- ester TGIC powder coat. Standard colors include strobe white, brown metal, marina blue, gate gray, Chicago bronze, standard gold, standard black, federal green and rain forest.
- M. MISCELLANEOUS
 - 1. All exterior hardware and fasteners, wholly or partly exposed, shall be stainless steel alloy. All internal fasteners are stainless steel or zinc coated steel. All remaining internal hardware is stainless steel, aluminum alloy, or zinc coated steel.
- N. WARRANTY
 - 1. Luminaire comes with a 7-year limited warranty
- O. CERTIFICATION
 - 1. CSA US Listed
 - 2. Suitable for wet locations ISO 9001
 - 3. IP66
 - 4. ARRA Compliant
 - 5. LM79 / LM80 Compliant
- P. DRIVER INFO
 - 1. >0.9 Power Factor
 - 2. <20% Total Harmonic Distortion 120 - 277V & 347 - 480V
 - 3. -40°C Min. Case Temperature 70°C Max. Case Temperature Surge Protection: ANSI C136.2 extreme level 20kV/10kA Dimming Capable: 1-10vdc
- Q. EPA
 - 1. Flat Lens: 0.97 sq. ft.
 - 2. Sag Lens: 1.02 sq. ft.
 - 3. Shallow Lens: 1.20 sq. ft.
 - 4. Deep Dish Acrylic: 1.52 sq. ft.
 - 5. Deep Dish Glass: 1.52 sq. ft.
- R. FIXTURE WEIGHT
 - 1. Flat Lens: 43 lbs
 - 2. Sag Lens: 51 lbs
 - 3. Shallow Lens: 53 lbs
 - 4. Deep Dish Acrylic: 49 lbs
 - 5. Deep Dish Glass: 49 lbs

2.2 FIXTURE OPTIONS

A. LENS OPTIONS



B. 1. PLUMBIZER/ MOUNTINGS OPTIONS



*Available with PR.7

**Available with PR.7 or finial

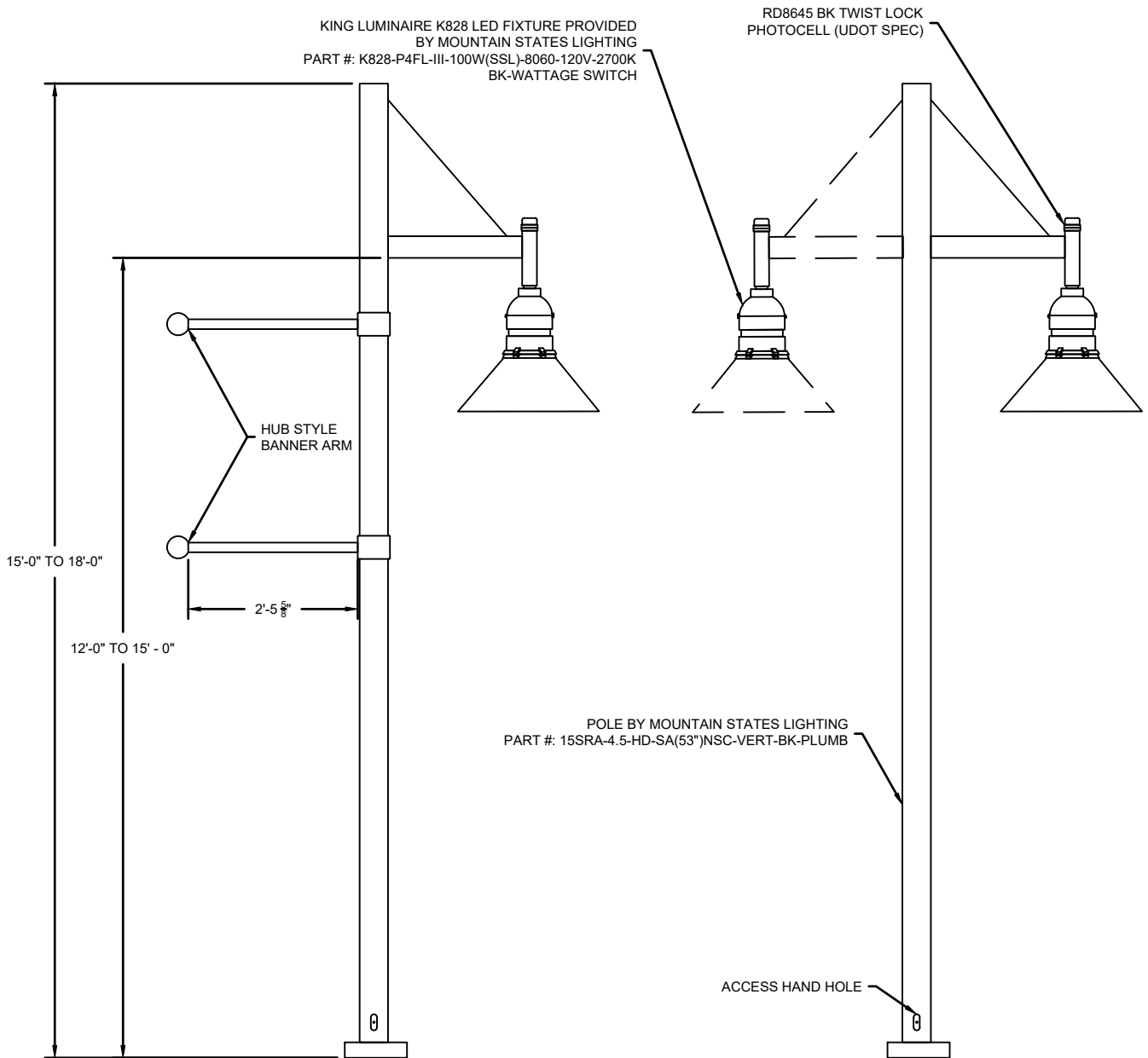
1.

PART 3 EXECUTION

3.1 HOW TO ORDER

LUMINAIRE STYLE	IES LIGHTING CLASSIFICATION	SOURCE	SERIES	LINE VOLTAGE	PLUMBIZER	PAINT COLOR	CCT	WATTAGE SELECTOR	PHOTO CONTROL OPTIONS	OPTICAL OPTIONS
K828 - Moderne Sr. or approved equal	II - Type 2 III - Type 3 IV - Type 4 V - Type 5	SSL - Solid State	8060 (60 emitters, 40 - 120W) 8084 (84 emitters, 150 - 200W)	120V (120-277V) 480V (347-480V)* *Select wattages available within this range, contact King Luminaire. 120V will be provided if blank.	KPL10, KPL11, KPL20 KPL21, KPL30, KPL31, KPL40 *leave blank if not required	GN - Federal Green BE - Blue GY - Gray BN - Brown BK - Black BZ - Bronze *Additional options available on website. BK will be provided if blank.	3K - 3000K 4K - 4000K	WS - Wattage Selector * leave blank if not required	PR - Photo Receptacle, available with KPL11, KPL20, KPL21, KPL30, KPL31 PE - Photo Receptacle, PR and Photo Eye. Available with KPL11, KPL20, KPL21, KPL30, KPL31 PEBC - Photo Electric Buttoncell * leave blank if not required	P4FL - P4 Flat (No Lens) P4SA - P4 Sag Glass Lens P4SH - P4 Shallow Glass Lens P4RAD - P4 Deep Dish Acrylic Lens P4RGD - P4 Deep Dish Glass Lens
K828		(SSL)								

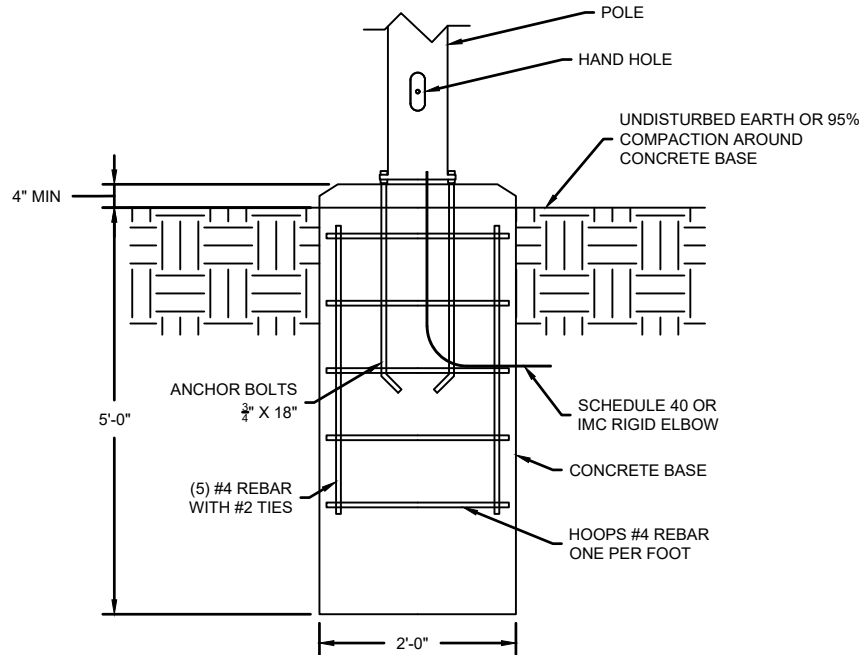
A.



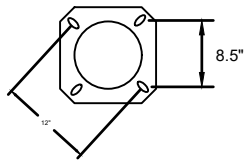
LIGHT POLE ELEVATION

NOT TO SCALE

	DATE	STREET LIGHTING	STD. PLAN
	11/2020		
	REV.		296.1

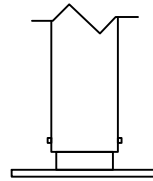


CONCRETE BASE DETAIL



ANCHOR BASE DETAIL

12" BOLT CIRCLE
ANCHOR BOLTS: $\frac{3}{4}$ " X 18" GALV



POLE BASE DETAIL

ALUMINUM POLE IS COMPRESSION FIT
OVER AN 18" GALVANIZED STEEL STUMP
AND SECURED WITH FOUR FASTENERS

NOTES:

1. IF DEPTH CANNOT BE MET, MASS MUST BE EQUIVALENT TO MASS SHOWN.
2. HIGHWAY LIGHTING SYSTEM REQ'D.
3. CONTACT ROCKY MOUNTAIN POWER, MINIMUM OF 30 WORKING DAYS BEFORE POWER IS REQ'D, TO COORDINATE POWER SOURCE LOCATION AND CONNECTION.
4. PROVIDE MIN OF 3 FT OF CABLE SLACK IN EVERY JUNCTION BOX.
5. LIGHT POLES AND LIGHT FIXTURES SHALL CONFORM TO PARK CITY REQUIREMENTS AND BE APPROVED BY THE CITY ENGINEER.
6. EACH STREET LIGHT SHALL HAVE A JUNCTION BOX WITH FUSE.
7. MARK JUNCTION BOX COVERS WITH "STREET LIGHTING".
8. LIGHT POLES SHALL HAVE BASKET HANGERS.

NOT TO SCALE



DATE

11/2020

REV.

STREET LIGHT BASE DETAILS

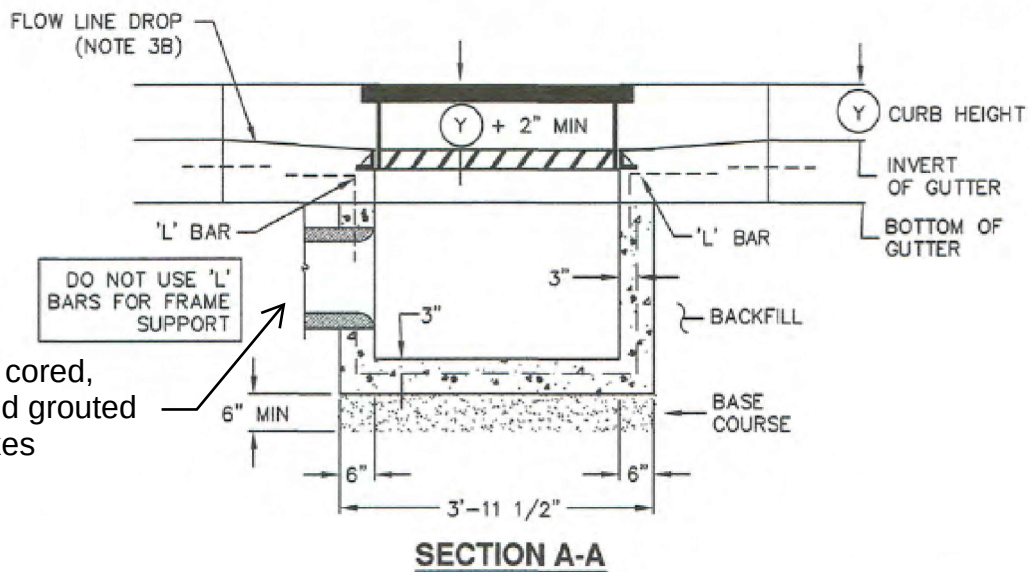
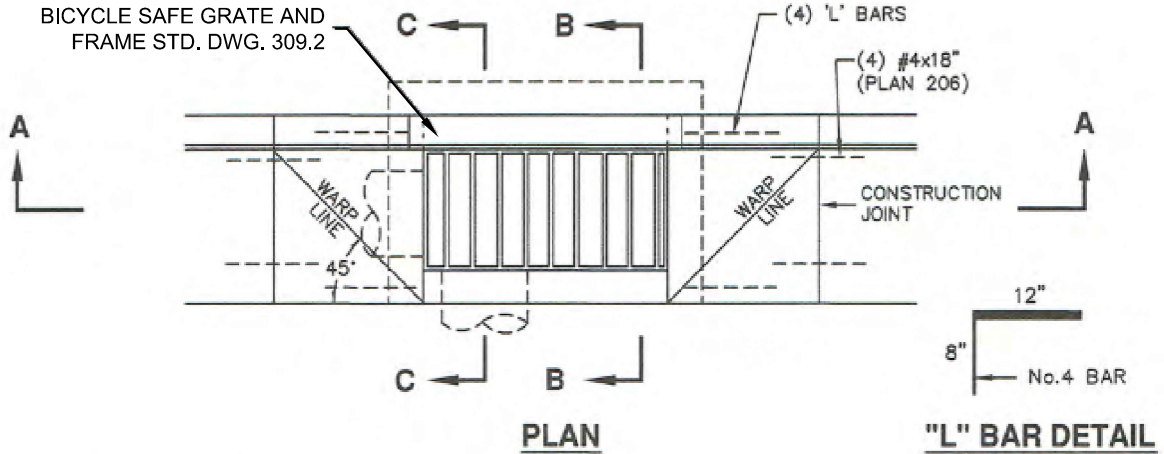
STD. PLAN

296.2

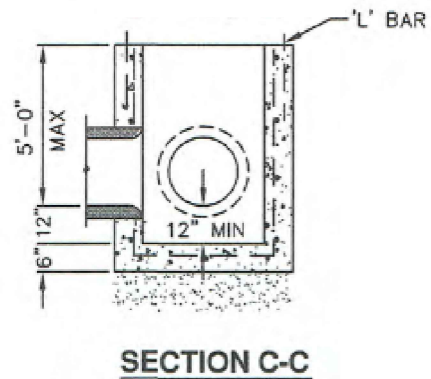
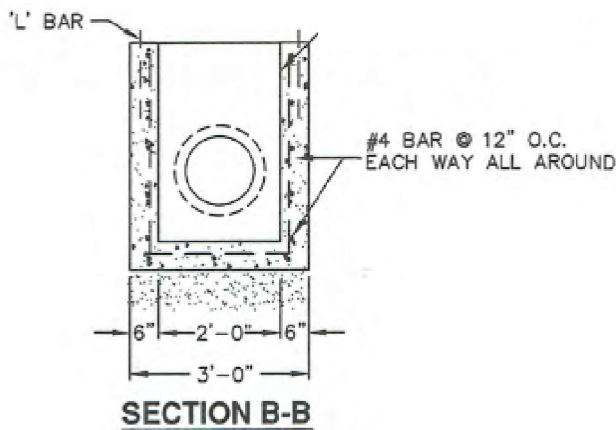
DIVISION 300 STORM DRAIN

SINGLE GRADE

BICYCLE SAFE GRATE AND
FRAME STD. DWG. 309.2



Pipes to be cored,
collared, and grouted
into the boxes



DATE

3/2020

REV.

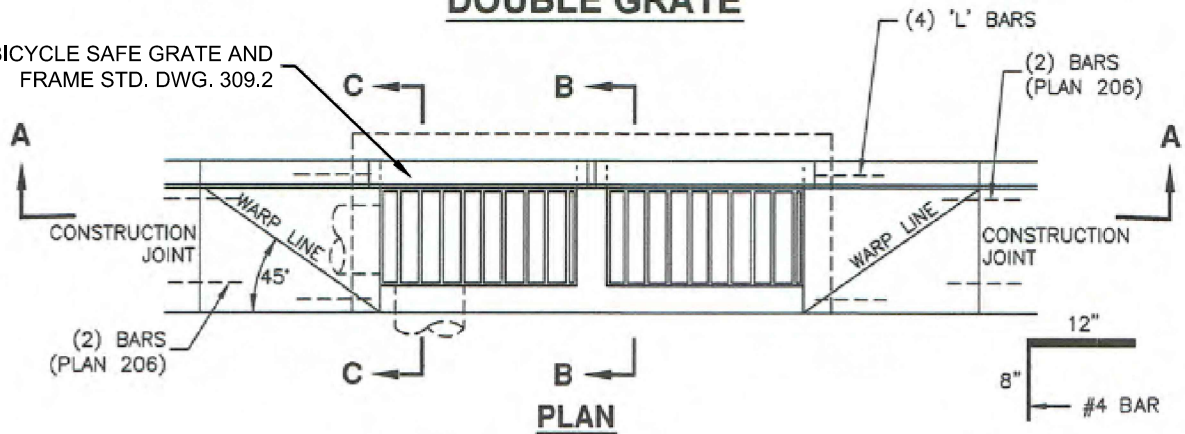
SINGLE GRADE CATCH BASIN

STD. PLAN

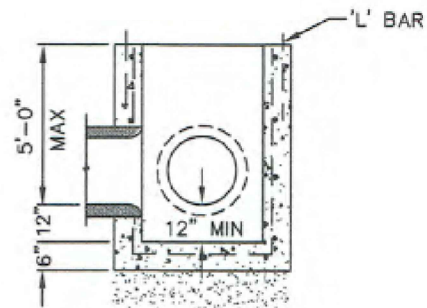
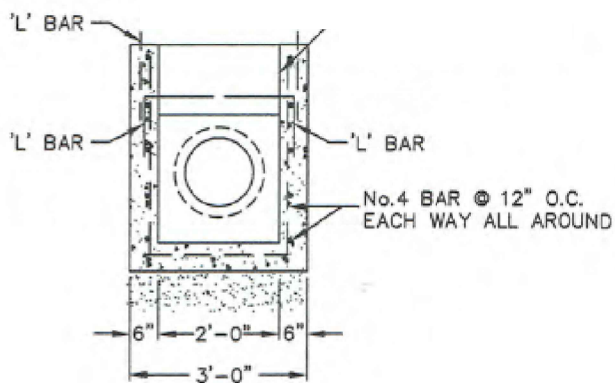
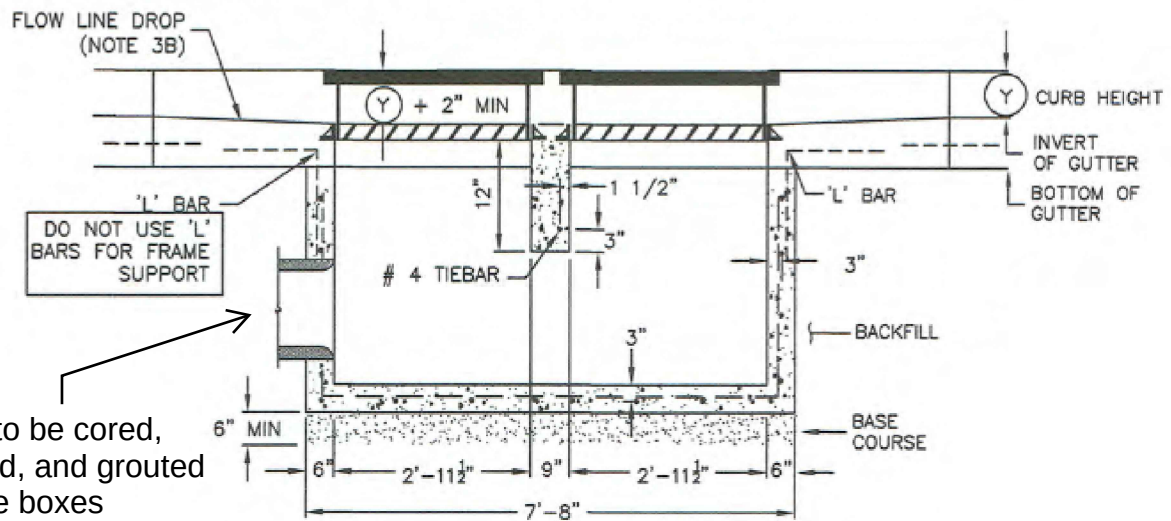
315.1

DOUBLE GRATE

BICYCLE SAFE GRATE AND
FRAME STD. DWG. 309.2



"L" BAR DETAIL



DATE

3/2020

REV.

DOUBLE GRATE CATCH BASIN

STD. PLAN

315.2

PIPE ZONE BACKFILL

1. GENERAL

- A. Install the pipe in the center of the trench.

2. PRODUCTS

- A. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
B. Concrete: APWA Section 03 30 04.
C. 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.
D. Stabilization-Separation Geotextile: Moderate or high at CONTRACTOR's choice, APWA Section 31 05 19.

3. EXECUTION

- A. Excavate the Pipe Zone: Width is measured at the pipe spring line and includes any necessary sheathing. Provide width recommended by pipe manufacturer. Follow manufacturer's recommendations when using trench boxes.
- B. Foundation Stabilization: Obtain ENGINEER's permission before installing common fill. Vibrate to stabilize. Installation of stabilization-separation geotextile will be required to separate backfill material and native subgrade materials if common fill cannot provide a working surface or prevent soils migration.
- C. Bedding: Follow APWA Section 33 05 20 requirements and the following provisions.
- 1) Furnish 3/4" minus washed rock for plastic pipe and 1" minus washed rock for concrete pipe material unless specified otherwise by pipe manufacturer.
 - 2) Maximum lift thickness is 8-inches.
 - 3) Bedding immediately under the pipe should not be compacted, but loosely placed.
 - 4) Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
- D. Pipe Zone: DO NOT USE sewer rock, pea gravel, or recycled RAP aggregate in the pipe zone. Water jetting is NOT allowed.
- 1) Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26 unless pipe manufacturer requires more stringent installation.
 - 2) Submission of quality control compaction test result data developed for the haunch zone may be requested by ENGINEER at any time. CONTRACTOR is to provide results of tests immediately upon request.
- E. Flowable Fill (when required and if allowed by pipe manufacturer):
- 1) Place the controlled low strength material, APWA Section 31 05 15.
 - 2) Prevent pipe flotation by installing in lifts and providing pipe restraints as required by pipe manufacturer.
 - 3) Reset pipe to line and grade if pipe "floats" out of position.



PARK CITY MUNICIPAL CORPORATION
ENGINEERING

DATE

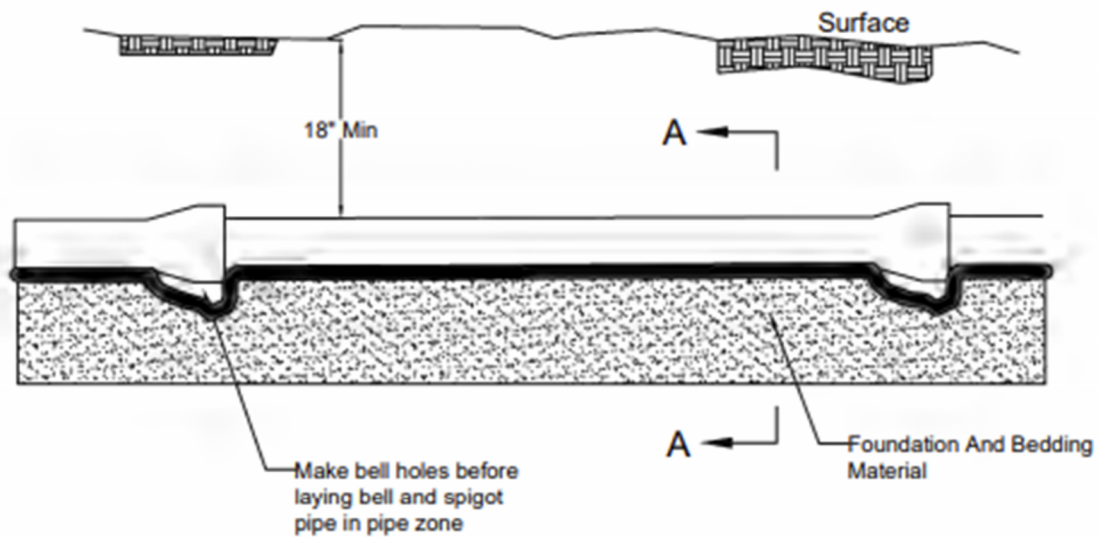
6/2026

REV.

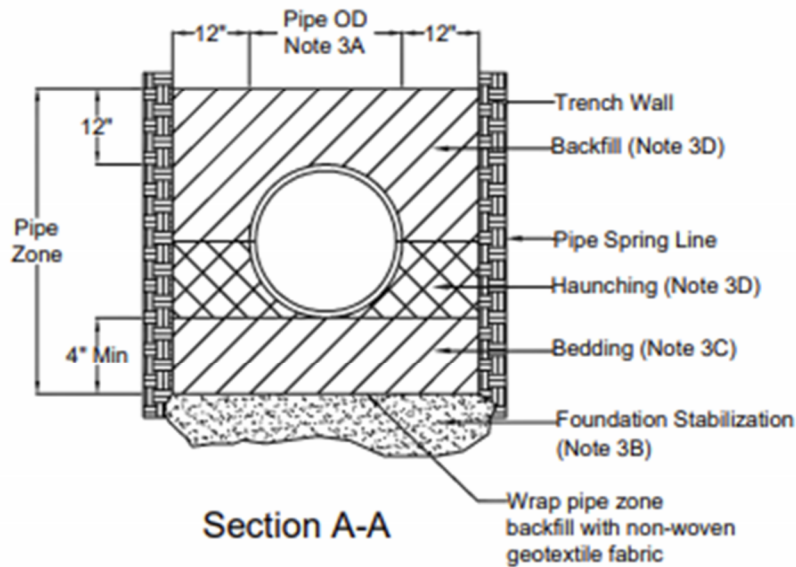
Pipe Zone Backfill

STD. PLAN

382



Elevation View



Section A-A

Installation

Concrete Pipe: Follow ASTM C 1479

*Standard Practice For Installation Of Precast Concrete Sewer, Storm Drain, And Culvert Pipe Using Standard Installations

Plastic Pipe: Follow ASTM D 2321

*Standard Practice For Underground Installation Of Thermoplastic Pipe For Sewers And Other Gravity-flow Applications

Corrugated Metal Pipe: Follow ASTM A 798

*Standard Practice For Installing Factory-made Corrugated Steel Pipe For Sewers And Other Applications



PARK CITY MUNICIPAL CORPORATION
ENGINEERING

DATE

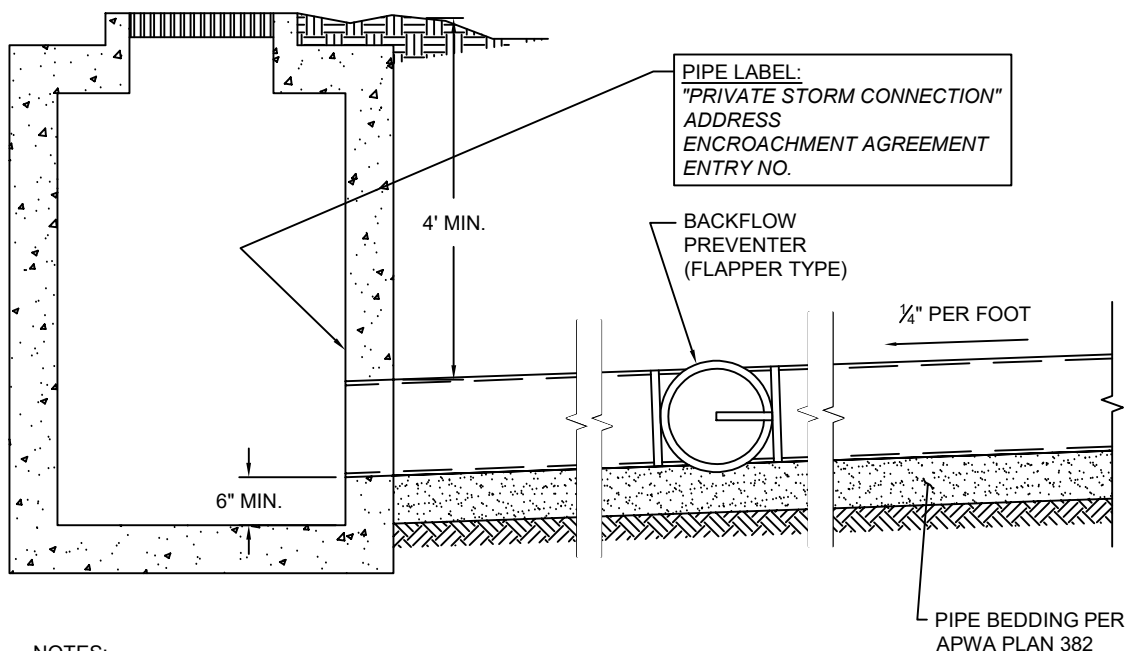
6/2026

REV.

Pipe Zone Backfill

STD. PLAN

382



NOTES:

1. THE CONNECTION TO THE STORM SYSTEM SHALL BE WITNESSED BY INSPECTOR.
2. THE SLOPE OF THE SERVICE SHOULD BE 1/4" PER FOOT (IT SHALL BE NO LESS THAN 1/8").
3. THE LATERAL SHALL HAVE A MINIMUM OF 4' OF COVER TO THE FINISHED GRADE WHERE THE CONNECTION IS MADE TO THE STORM SYSTEM.
4. PIPE SHALL BE CORED AND GROUTED INTO THE CATCH BASIN WITH GROUT PER APWA SPEC. SECTION 03 61 00.
5. THE APPLICANT SHALL RECORD AN ENCROACHMENT AGREEMENT WITH THE CITY. THE CITY IS NOT RESPONSIBLE FOR ANY DAMAGE TO THE PRIVATE PROPERTY RESULTING FROM THIS CONNECTION TO THE STORM SYSTEM.



PARK CITY MUNICIPAL CORPORATION
ENGINEERING

DATE

01/24/24

REV.

PRIVATE CONNECTION TO PUBLIC STORM SYSTEM

STD. PLAN

399

DIVISION 400 UNUSED

DIVISION 500 WATER

WATER STANDARD PLANS

2025

PREFACE

These standard plans incorporate current Water regulations and City water system operation, maintenance, and asset management considerations.

The plan numbering structure of this document follows the same basic structure as the APWA Standard Plans, however, there are some differences. Following is an explanation of the structure of this document:

1. Part 5 – Water Systems. Standard Plan divisions for Water system related details are:
 - Preface, Updates, and Table of Contents
 - Water Notes
 - Fire Hydrants
 - Water Meters
 - Corrosion Protection Systems
 - Piping
 - Thrust Blocks
 - Valves
 - Trenching
 - General
 - Water System Field Observation Guidelines
2. Numbering – A plan number having a suffix of “S” identifies that the plan contains index, legend, detail specific notes, and acceptable manufacturer and parts numbers related to the standard plan.

This document is intended to be altered periodically to ensure that the most current Park City Standards are available for public use. This document will be revised and published on the City’s web site as updates are approved and adopted.

THE FOLLOWING IS A SUMMARY OF CHANGES MADE TO DRAWINGS

2025

500: Updated notification requirements. Added record drawing and geospatial data requirements.

Updated water interruption requirements. Updated backflow and booster pump information.

520: Updated water meter sizing calculations. Updated water main tapping requirements.

523 S: Added double check backflow assembly. Updated approved manufacturers and models.

526 S: Added double check backflow assembly. Updated approved manufacturers and models.

527 & 527 S: Added swing check backflow assembly.

528 & 528 S: Added swing check backflow assembly. Updated backflow information.

547-B: Added DDW exception requirement. Removed looped water line.

572: Added hoop steel size

573-E.3: Updated backpanel requirements.

FIELD OBSERVATION GUIDELINES: Updated AWWA Standards.

*All drawing updates are shown with updated date and revision in title block.

GENERAL WATER NOTES

1. THE FOLLOWING DOCUMENTS ARE INCORPORATED INTO THESE CONTRACT DOCUMENTS BY REFERENCE:
 - a. *PARK CITY DESIGN STANDARDS, CONSTRUCTION SPECIFICATIONS, AND STANDARD DETAILS*
 - b. AMERICAN WATER WORKS ASSOCIATION STANDARDS (AWWA)
 - c. UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER (DDW), R309-550 FACILITY DESIGN AND OPERATION: TRANSMISSION AND DISTRIBUTION PIPELINES
 - d. INTERNATIONAL PLUMBING CODE
2. ALL PIPE, JOINTS, FITTINGS, VALVES, AND FIRE HYDRANTS SHALL CONFORM TO ANSI/NSF STANDARD 61 AND APPLICABLE SECTIONS OF AWWA STANDARDS C104-08 THROUGH C550-05 AND C900-07 THROUGH C950-07. ALL BRASS AND BRONZE PIPE, FITTINGS, AND VALVES SHALL MEET LOW LEAD COMPLIANCE REQUIREMENTS IN ACCORDANCE WITH ANSI/ASTM 371.
3. ALL PRODUCTS AND MATERIALS SHALL BE "MADE IN THE USA", UNLESS SPECIFICALLY APPROVED BY THE PARK CITY WATER DIRECTOR. STEEL AND IRON MATERIAL PRODUCTS SUCH AS PIPE, FITTINGS, VALVES, MANHOLE, METER VAULT, AND VALVE BOX CASTINGS SHALL BE "MELTED & MANUFACTURED IN THE USA". PARK CITY WATER ACKNOWLEDGES THAT CERTAIN SPECIALIZED WATER SYSTEM PRODUCTS INCLUDED IN THE ACCEPTABLE PRODUCTS LIST, SUCH AS HIGHER PRESSURE-RATED VALVES, MAY NOT MEET THE MADE IN USA REQUIREMENT AND ARE IN THE "QUALIFIED" MADE IN USA CATEGORY. THESE PRODUCTS HAVE BEEN PREVIOUSLY REVIEWED AND APPROVED.
4. UTAH DIVISION OF DRINKING WATER (DDW) APPROVALS:
 - a. FOR PROJECTS WITH TRANSMISSION AND/OR DISTRIBUTION LINES OVER 16 INCHES IN DIAMETER AND/OR INCLUDING A WATER BOOSTER STATION OR PRESSURE REDUCING STATION, DDW APPROVALS OUTLINED IN R309-500 MUST BE OBTAINED IN CONJUNCTION WITH SUBMITTAL OF A WATER MASTER PLAN TO THE CITY. FOLLOWING DESIGN REVIEW BY THE CITY AND INCORPORATION OF CITY COMMENTS, THE DESIGN ENGINEER SHALL SUBMIT WATER CONSTRUCTION PLANS TO THE DDW TO OBTAIN APPROVALS. NO WATER CONSTRUCTION SHALL COMMENCE UNTIL ALL REQUIRED DDW APPROVALS HAVE BEEN OBTAINED.
 - b. FOR PROJECTS WITH TRANSMISSION AND/OR DISTRIBUTION LINES OVER 16 INCHES IN DIAMETER AND/OR INCLUDING A WATER BOOSTER STATION OR PRESSURE REDUCING STATION A DDW FINAL OPERATING PERMIT IS REQUIRED PRIOR TO THE CITY OPERATING AND ACCEPTING THE WATER IMPROVEMENTS. FOLLOWING THE CITY'S WATER SYSTEM WALK-THROUGH AND THE CONTRACTOR'S SUBSEQUENT COMPLETION OF PUNCH-LIST ITEMS, THE CITY'S WATER DEPARTMENT WILL SUBMIT AN OPERATING PERMIT REQUEST TO THE DDW. THE FOLLOWING ITEMS ARE REQUIRED FROM THE DEVELOPER FOR THE CITY'S SUBMITTAL:
 - i. FINAL RECORD DRAWINGS AND O&M MANUALS
 - ii. HYDROSTATIC TESTING AND FLUSHING RECORDS (COMPLETED BY THE CITY'S INSPECTOR)
 - iii. ACCEPTABLE BACTERIOLOGICAL TESTING RESULTS
 - iv. CERTIFICATION BY THE (DEVELOPER'S) ENGINEER OF RECORD
5. THE CITY UTILIZES AN ADVANCED METERING INFRASTRUCTURE (AMI) SYSTEM. THE DEVELOPER MAY BE REQUIRED TO CONDUCT A PROPOGATION STUDY AND INSTALL RESULTING RECOMMENDED IMPROVEMENTS TO FACILITATE A CLEAR SIGNAL TO THE PROJECT. REFER TO STANDARD PLAN 520 FOR SPECIFIC METER TRANSMITTER UNIT (MXU) REQUIREMENTS.
6. REFER TO APPLICABLE STANDARD PLANS FOR WATER SYSTEM DETAILS AND REQUIREMENTS
7. EXTERNAL CORROSION PROTECTION SHALL BE INCLUDED ON ALL WATER SYSTEM IMPROVEMENTS, REFERENCE STANDARD PLAN 534 FOR REQUIREMENTS. A SOILS ANALYSIS MAY BE REQUIRED IN CONJUNCTION WITH THE DESIGN OF THE WATER SYSTEM TO DETERMINE THE EXTENT OF CORROSION PROTECTION REQUIRED.
8. REFER TO STANDARD PLAN 520 FOR GENERAL REQUIREMENTS FOR WATER METERS, METER VAULTS, AND WATER SERVICE LINES
9. CITY INSPECTION OF WATER SYSTEM IMPROVEMENTS WILL FOLLOW THE "*WATER SYSTEM FIELD OBSERVATION GUIDELINES*" AND ESTABLISHED CITY POLICIES. CONTRACTOR SHALL PROVIDE NECESSARY ASSISTANCE TO MEET THE GUIDELINE REQUIREMENTS.
10. NOTIFY WATER DEPARTMENT AT LEAST 5 BUSINESS DAYS BEFORE PERFORMING ANY WATER RELATED WORK. ARRANGE A PRECONSTRUCTION CONFERENCE SPECIFIC TO WATER CONSTRUCTION WITH THE CITY ENGINEER AND WATER DEPARTMENT AT LEAST 5 BUSINESS DAYS BEFORE START OF WORK. FOR PROJECTS INVOLVING ONLY SERVICE LINE AND/OR METER VAULT INSTALLATION, AN ON-SITE MEETING WITH THE CITY ENGINEER 48 HOURS PRIOR TO CONSTRUCTION IS ACCEPTABLE.
11. FOR TEMPORARY USE OF EXISTING WATER SYSTEM AND FIRE HYDRANTS TO OBTAIN CONSTRUCTION WATER, REFER TO STANDARD PLAN 531.

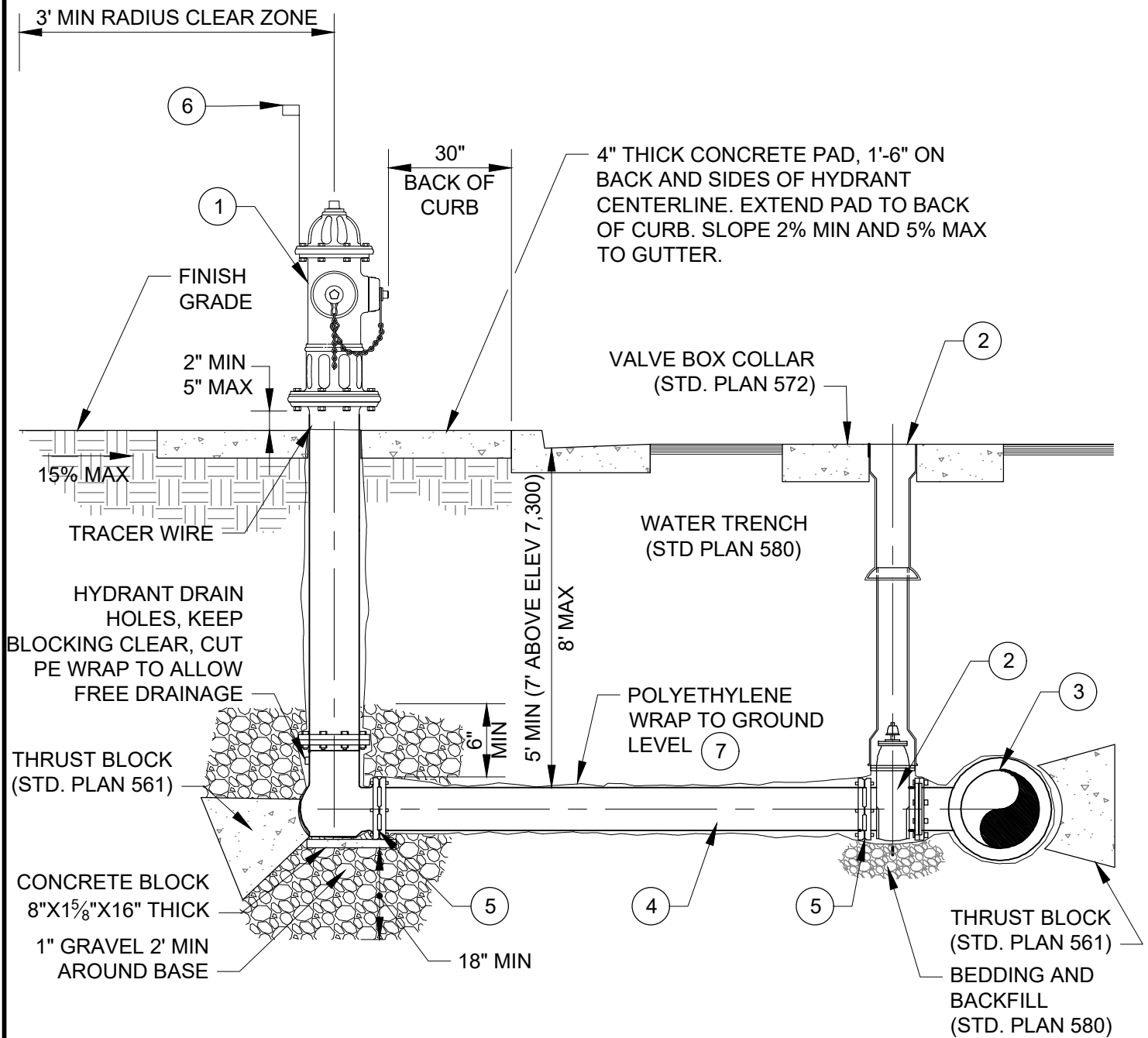
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12. ALL CONSTRUCTION OF WATER SYSTEM SHALL BE CLEARLY STAKED BY THE DEVELOPER'S OR CONTRACTOR'S SURVEYOR. STAKING SHALL INCLUDE ALL BENDS, VALVES, HYDRANTS, SERVICES, METER VAULTS, AND SPECIALS. A MINIMUM OF 50-FOOT STATIONING IS REQUIRED FOR PIPELINE. PROVIDE RECORD DRAWINGS AND GEOSPATIAL DATA OF WATER INFRASTRUCTURE TO THE WATER DEPARTMENT.
13. CHANGES TO THE APPROVED WATER PLANS, INCLUDING PIPE ALIGNMENT, SIZE, AND DEPTH AS WELL AS FITTINGS, VALVES, SERVICES, AND METER VAULT LOCATIONS SHALL BE AUTHORIZED BY THE PUBLIC UTILITIES ENGINEER OR PUBLIC UTILITIES DEPARTMENT PRIOR TO INSTALLATION.
14. WATER SERVICE INTERRUPTION. THE FOLLOWING SHALL BE MET WITH RESPECT TO THE INTERRUPTION OF SERVICE TO CUSTOMERS INCLUDING THE SHUTDOWN OF THE EXISTING WATER SYSTEM:
 - a. CONTRACTOR SHALL NOT OPERATE EXISTING WATER VALVES
 - b. SCHEDULE SERVICE WORK REQUIRING WATER SERVICE INTERRUPTIONS OR SHUTDOWN OF THE EXSTING WATER SYSTEM A MINIMUM OF 96 HOURS IN ADVANCE WITH THE WATER DEPARTMENT (48HR WATER DEPARTMENT REVIEW, AND 48HR NOTIFICATION PERIOD)
 - c. LIMIT INTERRUPTIONS TO OCCUR AND BE COMPLETED ON MONDAY THRU FRIDAY, 9:00 AM TO 4:00 PM. NO INTERRUPTIONS SHALL OCCUR ON WEEKENDS, OR HOLIDAYS.
 - d. CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFICATION TO AFFECTED CUSTOMERS. CONTACT THE WATER DEPARTMENT FOR NOTIFICATION REQUIREMENTS. BE ADVISED THAT ON OCCASION VALVES IN THE EXISTING WATER SYSTEM MAY BE INOPERABLE AND MAY REQUIRE NOTIFICATION OF A LARGER AREA. IF VALVE MAINTENANCE IS REQUIRED, A SHUTDOWN DELAY OF SEVERAL DAYS SHOULD BE EXPECTED.
 - e. FOR WATER SHUTDOWNS LONGER THAN 8 HOURS, CONTRACTOR SHALL SUBMIT A TEMPORARY WATER PLAN TO KEEP ALL CUSTOMERS IN SERVICE. ALL COSTS ASSOCIATED WITH MAINTAINING SERVICE TO AFFECTED CUSTOMERS SHALL BE BORNE BY THE CONTRACTOR
 - f. THE WATER DEPARTMENT RESERVES THE RIGHT TO RESTRICT, MODIFY, OR DENY APPLICATIONS AS NEEDED TO MINIMIZE WATER SERVICE INTERRUPTIONS AND PROTECT PUBLIC HEALTH.
 - g. CONTRACTOR SHALL HAVE ALL PERTINENT PARTS AND MATERIALS ON SITE PRIOR TO SHUTDOWN OF THE WATER SYSTEM BY THE WATER DEPARTMENT
 - h. CONSTRUCTION EXCAVATION MUST BE PREPARED AND THE WATER MAIN EXPOSED PRIOR TO SHUTDOWN OF THE WATER SYSTEM
15. EXPOSE EXISTING WATER PIPES AND VERIFY HORIZONTAL AND VERTICAL LOCATION PRIOR TO INSTALLING NEW IMPROVEMENTS, POTHOLE ANY AND ALL UTILITIES TO ELIMINATE POTENTIAL CONFLICTS
16. THE HORIZONTAL DISTANCE BETWEEN WATER LINES AND SANITARY SEWER LINES SHALL BE AT LEAST 10 FEET. WHERE A WATER MAIN AND SEWER MUST CROSS, THE WATER MAIN SHALL BE AT LEAST 18 INCHES ABOVE THE SEWER LINE. SEPARATION DISTANCES SHALL BE MEASURED EDGE-TO-EDGE (I.E. FROM THE NEAREST EDGES OF THE FACILITIES)
17. IF THE BASIC SEPARATION STANDARDS CANNOT BE MET, AN EXCEPTION TO THE RULE CAN BE APPLIED WITH ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH, IN ACCORDANCE WITH UTAH ADMINISTRATIVE CODE R309-105-6(2)(B).
18. THE OPEN ENDS OF ALL PIPELINES UNDER CONSTRUCTION SHALL BE COVERED AND EFFECTIVELY SEALED AT THE END OF THE DAY'S WORK.
19. PROVIDE ACCESS TO EXISTING MAIN LINE VALVES THROUGHOUT CONSTRUCTION. ALL VALVES MUST BE ACCESSIBLE WITHIN 24 HOURS AFTER PAVING OR COLLAR ADJUSTMENTS.
20. UNDER NO CIRCUMSTANCE SHALL THE PIPE OR ACCESSORIES BE DROPPED INTO THE TRENCH.
21. WHERE JOINING EXISTING ASBESTOS CEMENT PIPE, CUT IN ACCORDANCE WITH OSHA REQUIREMENTS AND DISPOSE OF IN ACCORDANCE WITH APPLICABLE ENVIRONMENTAL REGULATIONS.
22. PROVIDE EXTENSIONS ON VALVE STEM TOPS HAVING OVER 5 FEET BURY. REFER TO STANDARD PLAN 570.
23. INSTALL AIR AND VACUUM VALVES PER STANDARD PLANS 574 AND 575 AT HIGH POINTS (8" DIAMETER PIPE OR LARGER) AS DEEMED NECESSARY BY THE DESIGN ENGINEER AND CITY.
24. THRUST BLOCKING IS REQUIRED ON ALL WATER MAIN AND FIRE LINES. REFER TO STANDARD PLANS 561 AND 562
25. REMOVE AND CORRECT DEFECTIVE WORK WITHIN 24 HOURS FOLLOWING WRITTEN NOTIFICATION BY THE CITY ENGINEER.
26. CONSTRUCT TEMPORARY FLUSHING VALVES/BLOW-OFF PIPING ON THE END OF NEW WATER MAINS AS REQUIRED TO MEET FLUSHING REQUIREMENTS. CONSULT WITH PUBLIC UTILITIES ENGINEER TO DETERMINE ACCEPTABLE LOCATIONS AND SIZING REQUIREMENTS. MINIMUM ACCEPTABLE FLUSHING VELOCITY FOR INITIAL FLUSH IS 3 FEET PER SECOND. DO NOT PERFORM INITIAL FLUSH THROUGH FIRE HYDRANTS WITHOUT APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL INTERNAL COMPONENTS OF FIRE HYDRANT TO BE REMOVED BY CONTRACTOR PRIOR TO INITIAL FLUSHING. CONTRACTOR TO BE RESPONSIBLE FOR REINSTALLATION OF COMPONENTS AND RESPONSIBLE FOR ANY DAMAGES.

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27. ALL TYPES OF INSTALLED PIPE SHALL BE PRESSURE TESTED AND LEAKAGE TESTED IN ACCORDANCE WITH AWWA STANDARD C600-10
28. ALL NEW WATER MAINS OR APPURTENANCES SHALL BE DISINFECTED IN ACCORDANCE WITH AWWA STANDARD C651 OR A METHOD APPROVED BY THE PUBLIC UTILITIES ENGINEER. THE SPECIFICATIONS SHALL INCLUDE DETAILED PROCEDURES FOR THE ADEQUATE FLUSHING, DISINFECTION AND MICROBIOLOGICAL TESTING OF ALL WATER MAINS. ON ALL NEW AND EXTENSIVE DISTRIBUTION SYSTEM CONSTRUCTION, EVIDENCE OF SATISFACTORY DISINFECTION SHALL BE PROVIDED TO THE PUBLIC UTILITIES ENGINEER. SAMPLES FOR COLIFORM ANALYSES SHALL BE COLLECTED AFTER DISINFECTION IS COMPLETE AND THE SYSTEM IS REFILLED WITH DRINKING WATER. A STANDARD HETEROTROPHIC PLATE COUNT IS ADVISABLE. THE USE OF WATER FOR PUBLIC DRINKING WATER PURPOSES SHALL NOT COMMENCE UNTIL THE BACTERIOLOGICAL TESTS INDICATE THE WATER IS FREE FROM CONTAMINATION.
29. DISINFECTING, FLUSHING, AND HYDROSTATIC PLANS SHALL BE SUBMITTED TO THE PUBLIC UTILITIES ENGINEER A MINIMUM OF 5 WORKING DAYS PRIOR TO COMMENCEMENT OF ACTIVITY. CONTRACTOR SHALL NOT OPERATE EXISTING WATER VALVES.
30. BACKFLOW PREVENTION DEVICES MAY BE REQUIRED. IF REQUIRED, THE CITY MAY NOT SET A WATER METER UNTIL AN APPROVED AND TESTED BACKFLOW DEVICE IS INSTALLED AND INSPECTED
31. ALL BACKFLOW PREVENTERS HAVE TO BE TESTED ANNUALLY TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. A VISUAL CHECK OF AIR GAPS IS SUFFICIENT, BUT MECHANICAL BACKFLOW PREVENTERS HAVE TO BE TESTED BY A STATE CERTIFIED BACKFLOW SPECIALIST, WITH PROPERLY CALIBRATED GAUGE EQUIPMENT. TO OBTAIN A LIST OF STATE CERTIFIED TESTERS REFER TO THE UTAH DIVISION OF DRINKING WATER (DDW), CROSS CONNECTION CONTROL & BACKFLOW PREVENTION WEBSITE.
32. FIRE SPRINKLER SYSTEM BOOSTER PUMPS: FIRE SPRINKLER SYSTEM PUMPS, INTEGRAL TO THE FIRE SPRINKLER PIPING, TO MEET FIRE SPRINKLER PRESSURE DESIGN REQUIREMENTS ARE CONSIDERED OUTSIDE THE INTENT OF UTAH DDW REGULATION R309-550-11(3) AND DO NOT REQUIRE APPROVAL OF THE DDW IF THEIR INSTALLATION CONFORMS TO UTAH ADOPTED PLUMBING CODE AND NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 D. PUMPS SHALL BE CONNECTED ON THE BUILDING SIDE OF THE WATER METER VAULT AND SHALL BE APPROVED BY THE CITY ENGINEER AND BUILDING DEPARTMENT. PUMP APPROVAL IS FOR FIRE SPRINKLER SYSTEMS ONLY AND NOT FOR DOMESTIC USE.

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NOTES:

1. REFER TO STD. PLAN 511-S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

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LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	FIRE HYDRANT, DRY BARREL, AWWA C502	MUELLER	SUPER CENTURION 250 3-WAY A-423, 5-1/4 PUMPER NOZZLE, NATIONAL STD. OPERATING NUT (OPENS LEFT) OR EQUAL IF UNAVAILABLE
②	BURIED VALVE AND VALVE BOX (STD. PLAN 570), 6" GATE VALVE, NRS, FLG X MJ, 2" SQ. OPERATING NUT, AWWA C509	MUELLER	SERIES 2360, SST BONNET BOLTS OR EQUAL
③	6" DUCTILE IRON FLANGE TEE (OR TAPPING SEE DETAIL 542), AWWA C110		
④	HYDRANT SERVICE LINE, 6" DIAMETER C900 PVC, DR14, RESTRAINED JOINTS (STD PLAN 540)		
⑤	MECHANICAL JOINT RESTRAINT OR SST TIE ROD / NUT RESTRAINTS	EBBA IRON	MEGALUG SERIES 1100, STD T-BOLTS AND NUTS
⑥	HYDRANT MARKER, HEAVY DUTY FIBERGLASS WITH RED FLAG, TOP MOUNT, 5' LENGTH (STD.), 6' LENGTH (ABOVE 7300' ELEVATION)	POLLARD	REFLECTIVE HYDRANT MARKER MODEL P69161 (STD.) AND P69170 (ABOVE 7300') WITH FLAG MODEL P691801, OR APPROVED EQUAL
⑦	POLYETHYLENE ENCASEMENT, V-BIO ENHANCED POLYETHYLENE ENCASEMENT FILM, AWWA C105 & AWWA C703E METHOD A & C	US PIPE	AWWA C703E METHOD A (4 MIL) AT PIPE AND AWWA C703E METHOD C (10 MIL) AT BOLT-TYPE JOINTS, FITTINGS AND VALVES

DETAIL NOTES

- LOCATE HYDRANT AS SHOWN ON THE APPROVED PLANS
- SET HYDRANT PLUMB WITH PUMPER NOZZLE FACING STREET
- ADJUST TO GRADE WITH MAXIMUM OF ONE (1) HYDRANT BARREL EXTENSION (AWWA C502)
- PROVIDE 316 STAINLESS STEEL BOLTS FOR ANY FLANGES THAT ARE BELOW GRADE INCLUDING BOLTS FOR HYDRANT RISERS. 304 STAINLESS STEEL BOLTS ARE ACCEPTABLE FOR EXPOSED/ABOVE GRADE FLANGES.
- RECOAT DAMAGED OR MARRED HYDRANT COATING AFTER INSTALLATION (UV RESISTANT, HIGH GLOSS, POLYURETHANE ENAMEL COATING, FIRE HYDRANT RED)
- REFER TO SPECIFICATIONS FOR FLUSHING, HYDROSTATIC TESTING, AND DISINFECTING REQUIREMENTS
- APPLY WAX TAPE COATING SYSTEM TO VALVE BONNET BOLTS AND ALL OTHER BURIED BOLTS, NUTS, CONNECTORS, AND COUPLINGS, AWWA C 217. (STD PLAN 534)
- CATHODICALLY PROTECT PIPE AND OR FITTINGS, WHEN EXISTING SOIL CONDITIONS REQUIRE PER SOILS ANALYSIS (STD. PLAN 534)
- HYDRANT DRAINS SHALL NOT BE CONNECTED TO, OR LOCATED WITHIN, 10 FEET OF SANITARY SEWERS. WHERE POSSIBLE, HYDRANT DRAINS SHALL NOT BE LOCATED WITHIN 10 FEET OF STORM DRAINS.



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FIRE HYDRANT

STD. PLAN

511 S

GENERAL REQUIREMENTS – WATER METER, METER VAULT, AND SERVICE LINE

REFER TO SPECIFICATIONS AND STANDARD PLANS FOR DETAILED WATER METER, METER VAULT, AND SERVICE LINE REQUIREMENTS

WATER METER & METER VAULT:

1. WATER METER AND RADIOREAD METER TRANSCEIVER UNIT (MXU) WILL BE PROVIDED BY THE CITY. ALL OTHER COMPONENTS SHALL BE PROVIDED AND INSTALLED BY THE DEVELOPER/BUILDER. PROVIDE 2 WEEKS ADVANCE NOTICE TO THE WATER DEPARTMENT FOR METER SET REQUESTS EXCEEDING FIVE METERS OR METER SIZES GREATER THAN 2 INCHES. APPROPRIATE METER APPLICATION AND PAYMENT OF FEES APPLY BEFORE THE CITY WILL SET A METER.
2. WATER METER SIZE, AND WATER SERVICE LINE SIZE SHALL BE APPROVED BY THE PUBLIC UTILITY ENGINEER PRIOR TO INSTALLATION OF ANY SERVICE LINE, METER VAULT, OR WATER MAIN TAP. APPROVED WATER METER SIZING CALCULATIONS, INCLUDING WATER SERVICE LINE SIZING FROM THE METER TO THE STRUCTURE ARE REQUIRED. A 2" MINIMUM WATER SERVICE SIZE IS REQUIRED FROM THE MAIN LINE.
3. INSTALLATION OF A WATER METER EXCEEDING 2-INCH WILL REQUIRE PUBLIC UTILITIES ENGINEER APPROVAL. THE METER AND VAULT WILL REQUIRE AN APPROVED FLOWRATE AND DEMAND ANALYSIS BY THE DEVELOPER / BUILDER AND A SITE SPECIFIC DESIGN.
4. INSTALLATION OF A WATER SERVICE LINE SIZE FOR A 2" METER AND GREATER WILL REQUIRE PUBLIC UTILITIES ENGINEER APPROVAL. THE SERVICE LINE REQUEST WILL REQUIRE SUBMITTAL OF AN APPROVED FLOWRATE AND DEMAND ANALYSIS BY THE DEVELOPER/BUILDER.
5. USE OF AN INSIDE WATER METER WILL REQUIRE PUBLIC UTILITIES ENGINEER APPROVAL. INSIDE METERS SHALL BE USED ONLY FOR COMMERCIAL OR MULTI-UNIT BUILDINGS SUBJECT TO THE FOLLOWING CONDITIONS:
 - A. UNRESTRICTED ACCESS IS AVAILABLE TO WATER DEPARTMENT PERSONNEL
 - B. THE METER SHALL BE LOCATED IN A SEPARATE MECHANICAL ROOM
 - C. THE METER SHALL BE ASSOCIATED WITH FIRE PROTECTION SPRINKLER SYSTEM (FIRE STACK) PLUMBING
 - D. THE METER REQUIRES A SITE SPECIFIC DESIGN APPROVED BY THE FIRE MARSHAL, THE PARK CITY BUILDING DEPARTMENT, CITY ENGINEER, PUBLIC UTILITIES DEPARTMENT, AND THE PUBLIC UTILITIES WATER RESOURCE MANAGER. LAYOUT SHALL BE CONSISTENT WITH WATER STANDARD PLANS 523, 526, AND 528
 - E. A REMOTE RADIOREAD METER TRANSCEIVER UNIT (MXU) DEVICE SHALL BE INSTALLED AT A LOCATION ACCEPTABLE TO THE WATER DEPARTMENT. REFER TO NOTE 11.
6. METER VAULT LOCATION SHALL BE APPROVED BY THE PUBLIC UTILITIES ENGINEER PRIOR TO INSTALLATION OF ANY SERVICE LINE OR WATER MAIN TAP. MINIMUM REQUIREMENTS AROUND METER VAULT MUST BE MET. NO POWER, IRRIGATION, COMMUNICATION, CABLING, ECT. WITHIN METER VAULT CLEARANCE AREA.
7. LOCATE METER VAULT, WHENEVER POSSIBLE, IN LANDSCAPE AREAS. PLACEMENT WITHIN A PAVED SURFACE, DRIVEWAY OR WALKWAY, REQUIRES WRITTEN APPROVAL PRIOR TO INSTALLATION OF THE SERVICE LINE OR WATER MAIN TAP. THE METER VAULT SHALL BE PLACED AT THE PUBLIC RIGHT OF WAY LINE. IN THE ABSENCE OF A PUBLIC R-O-W LINE, THE METER VAULT SHALL BE LOCATED WITHIN A DEDICATED EASEMENT AND A MAXIMUM OF FIVE FEET BEHIND THE CURB AND GUTTER OR SIDEWALK AS APPLICABLE.
8. EXTEND THE SERVICE LINE STUB ON THE CUSTOMER SIDE TO 5 FEET BEYOND THE METER VAULT WITH METER VAULT CONSTRUCTION. INSTALL END CAP AND MARKER ON SERVICE LINE TERMINATION.
9. LOCATE METER VAULT TO PROVIDE CONVENIENT, SAFE, AND UNINHIBITED ACCESS FROM A PUBLIC ROW OR WATER EASEMENT. NO FENCES SHALL BE LOCATED BETWEEN THE ROW/EASEMENT LINE AND THE METER VAULT. NO OBSTRUCTIONS OR UTILITIES SHALL BE LOCATED WITHIN 3 FEET OF THE OUTSIDE WALL OF THE METER VAULT. NO BUSHES, SHRUBS, OR PLANTS SHALL BE WITHIN 2 FEET OF THE METER LID AND NO TREES SHALL BE PLANTED SUCH THAT THE DRIP LINE AT MATURITY WILL BE WITHIN 3 FEET OF THE METER LID.

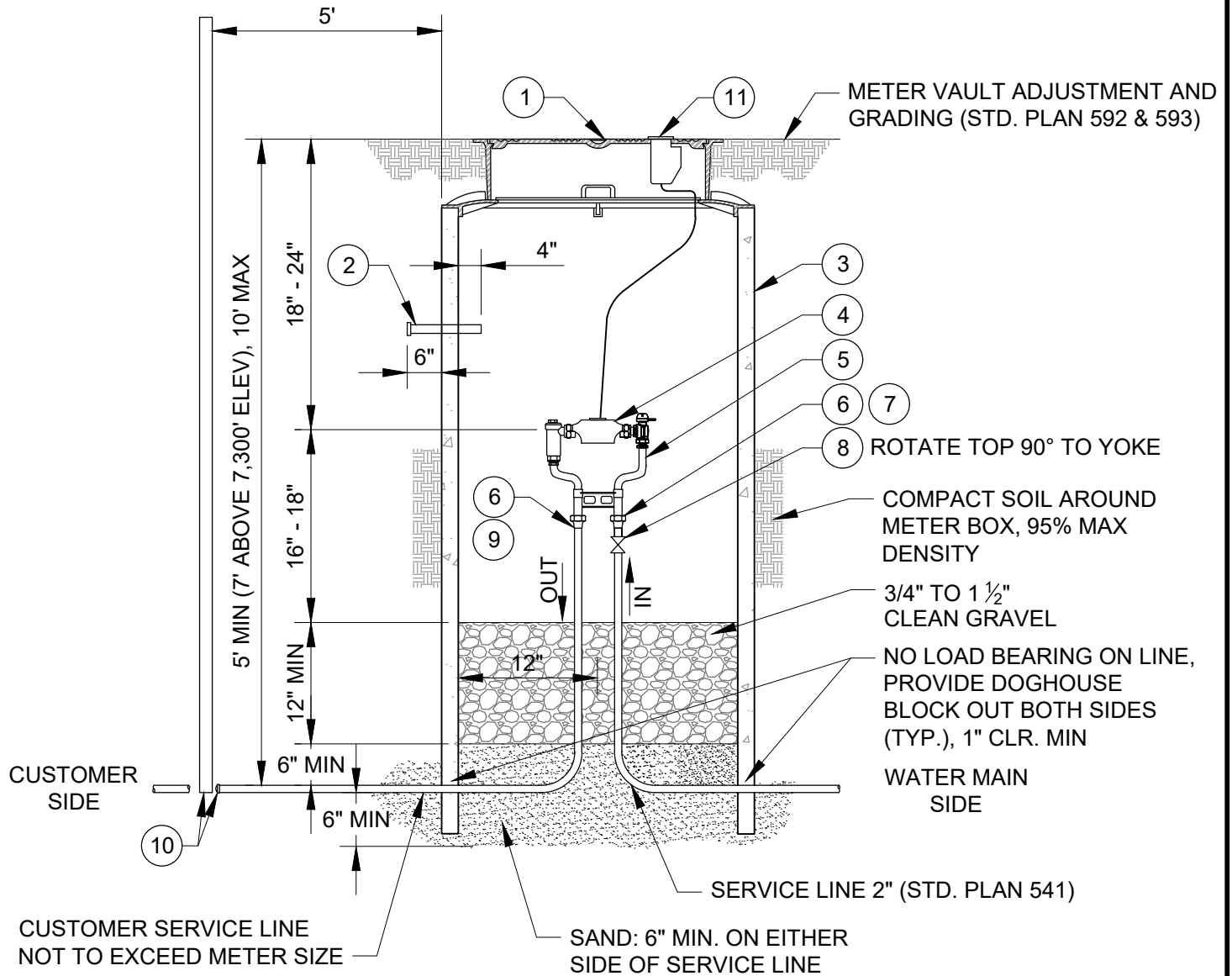
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10. SET METER VAULT SET FLUSH WITH THE FINAL LANDSCAPE OR PAVEMENT GRADE. IF THE GROUND IS NOT TO FINAL GRADE AT THE TIME OF THE METER INSTALLATION OR INSPECTION, ADJUST METER VAULT WHEN FINAL GRADE IS ESTABLISHED AND ADJUST THE METER SETTER TO MEET REQUIRED VAULT DIMENSIONS. REFERENCE STANDARD PLANS 592 AND 593 FOR METER VAULT GRADING REQUIREMENTS.
11. IN MOST CASES THE METER TRANSCEIVER UNIT (MXU) DEVICE WILL MOUNT THROUGH THE METER VAULT LID. IF METER LOCATION DOES NOT PERMIT A CLEAR RELIABLE MXU DEVICE RADIO SIGNAL TO CITY FACILITIES, A REMOTE MXU DEVICE WILL BE REQUIRED. THE REMOTE MXU DEVICE WILL BE INSTALLED BY THE CITY, AT A LOCATION DETERMINED BY THE CITY, AT THE TIME OF THE METER INSPECTION. IN MOST CASES THE REMOTE MXU DEVICE WILL BE INSTALLED ON THE OUTSIDE OF THE BUILDING FACING A PUBLIC STREET. PROVIDE CONDUIT AND SIGNAL WIRE FROM METER VAULT TO REMOTE MXU DEVICE LOCATION, REFERENCE STANDARD PLAN 530. FOR DEVELOPMENT PROJECTS, A SIGNAL PROPAGATION STUDY AND INSTALLATION OF A NEW REPEATER STATION AT THE DEVELOPER'S EXPENSE MAY BE REQUIRED.
12. IF REPLACING METER VAULT, PROTECT EXISTING METER AND MXU DEVICE, TAG OR LEAVE IN VAULT. CONTACT PARK CITY WATER DEPARTMENT PRIOR TO REMOVING OR REPLACING METER.
13. PROTECT METER VAULT AND MXU DEVICE THROUGHOUT CONSTRUCTION.
14. A WATER METER WILL NOT BE SET BY THE CITY UNTIL THE METER VAULT AND SERVICE LINE ARE IN COMPLIANCE WITH THE MOST CURRENT VERSION OF THE ENGINEERING STANDARDS, STANDARD DRAWINGS, AND APPROVED PROJECT DRAWINGS, A METER INSPECTION HAS BEEN PERFORMED AND DEFICIENCIES CORRECTED, AND ALL APPLICABLE FEES PAID.
15. ALL BRASS AND BRONZE PIPE, FITTINGS, AND VALVES SHALL MEET LOW LEAD COMPLIANCE REQUIREMENTS IN ACCORDANCE WITH ANSI/ASTM 371.
16. PROVIDE COMPRESSION STYLE FITTINGS AND VALVES. FLARED STYLE CONNECTIONS ARE NOT ALLOWED.

SERVICE LINE:

1. ROUTE SERVICE LINES AT A 90 DEGREE ANGLE TO THE FRONT PROPERTY/R-O-W/EASEMENT LINE FROM THE WATER MAIN. AVOID ROUTING SERVICE LINES UNDER DRIVEWAYS.
2. MAINTAIN 5 FEET OF HORIZONTAL SEPARATION BETWEEN TAP LOCATION AND UTILITY CROSSINGS.
3. DUCTILE IRON WATER MAIN: MAINTAIN 2 FEET SEPARATION BETWEEN SERVICE LINE TAP AND ALL MAIN LINE FITTINGS, VALVES, PIPE JOINTS, AND OTHER SERVICE TAPS.
4. PVC WATER MAIN: MAINTAIN 3 FEET SEPARATION BETWEEN SERVICE LINE TAP AND ALL MAIN LINE FITTINGS, VALVES, PIPE JOINTS, AND OTHER SERVICE TAPS.
5. WATER SERVICE LINE SHALL BE CONTINUOUS. NO BENDS, FITTINGS, COUPLERS, OR CONNECTIONS, ARE PERMITTED BETWEEN WATER MAIN CORPORATION STOP AND THE METER VAULT CURB VALVE.
6. PROVIDE COMPRESSION STYLE VALVES FITTINGS. FLARED STYLE CONNECTIONS ARE NOT ALLOWED.
7. METER VAULTS AND SERVICE LINES MUST BE INSPECTED BY THE CITY PRIOR TO BACKFILLING, UNLESS SPECIFIC PRIOR APPROVAL IS PROVIDED BY THE CITY.
8. TAPPING NEW CONSTRUCTION WATER MAIN: NOTIFY AND SECURE INSPECTION OF INSTALLATION BY PUBLIC UTILITIES ENGINEER OR WATER DEPARTMENT PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO THE WATER DEPARTMENT.
9. TAPPING EXISTING WATER MAIN: NOTIFY AND SECURE INSPECTION OF INSTALLATION BY PUBLIC UTILITIES ENGINEER OR WATER DEPARTMENT 3 BUSINESS DAYS PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO THE WATER DEPARTMENT.
10. SERVICES LINES LARGER THAN 2-INCH DIAMETER SHALL MEET WATER MAIN REQUIREMENTS.
11. ALL BRASS AND BRONZE PIPE, FITTINGS, AND VALVES SHALL MEET LOW LEAD COMPLIANCE REQUIREMENTS IN ACCORDANCE WITH ANSI/ASTM 371
12. DISINFECT ALL NEW WATER SERVICES AND APPURTENANCES IN ACCORDANCE WITH AWWA STANDARD C651, THE SPECIAL REQUIREMENTS OF THE *PARK CITY DESIGN STANDARDS, CONSTRUCTION SPECIFICATIONS, AND STANDARD DETAILS*, AND THE *PARK CITY WATER SYSTEM FIELD OBSERVATION GUIDELINES*. DISINFECTING, FLUSHING, AND HYDROSTATIC PLANS SHALL BE SUBMITTED TO THE PUBLIC UTILITIES ENGINEER A MINIMUM OF 5 WORKING DAYS PRIOR TO COMMENCEMENT OF ACTIVITY. CONTRACTOR SHALL NOT OPERATE EXISTING WATER VALVES.
13. TRACER WIRE IS REQUIRED FROM WATER MAIN TO METER VAULT.
14. ALL BURIED FITTINGS SHALL BE WAXED TAPED (CORPORATION STOPS, SADDLES, ECT.)
15. NO IRRIGATION CONNECTIONS ARE ALLOWED WITHIN METER VAULT.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	GENERAL REQUIREMENTS WATER METER, METER VAULT AND SERVICE LINE	STD. PLAN
	04/2025		520.2
	REV.		
	3		



NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 521 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

2

3/4" AND 1" SINGLE METER OUTSIDE SETTING

STD. PLAN

521

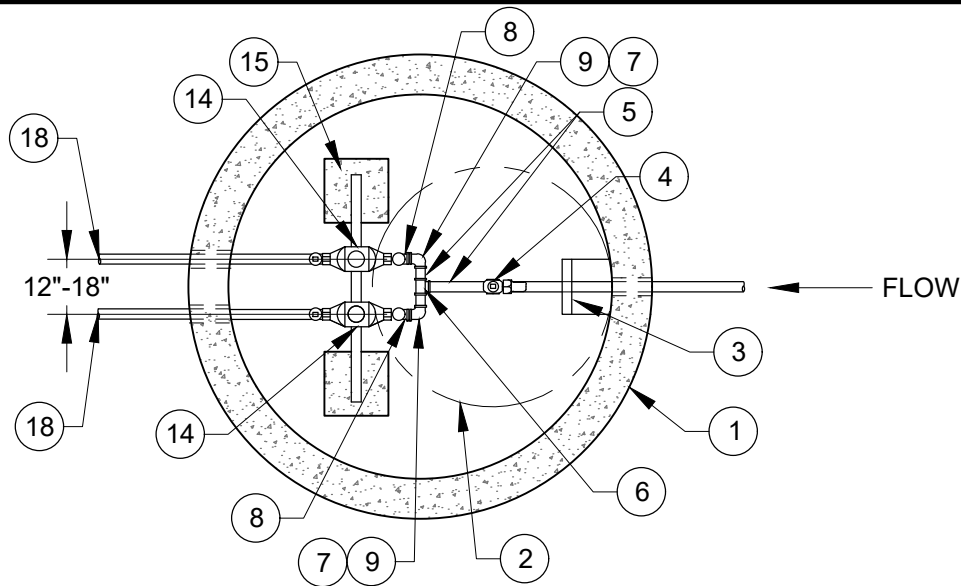
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	METER VAULT FRAME AND COVER (STD. PLAN 529)		
②	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 530)		
③	24" DIAMETER METER VAULT PAVED AREAS: REINF. CONCRETE PIPE LANDSCAPE AREAS: CORRUGATED DUAL-WALL HDPE PIPE	HDPE PIPE: ADS	HDPE: MEGA GREEN N-12, OR APPROVED EQUAL
④	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	iPERL
⑤	3/4" METER YOKE	MUELLER	5/8"x3/4"x9" B2410N-6AN
		FORD	5/8"x3/4" VBHC72-9W-11-33-NL
	1" METER YOKE	MUELLER	1"x12" B2410N-6AN
		FORD	1" VBHC74-12W-11-33-NL
⑥	3/4" OR 1" METER YOKE END CONNECTION	MUELLER	MULTI X M.I.P, H-14223N
		FORD	3/4" OR 1" CLOSE BRASS NIPPLE
⑦	2" X 3/4" OR 1" BRONZE BUSHING		
⑧	2" CURB VALVE, F.I.P. X CTS (INLET)	MUELLER	B-25172N
		FORD	B41-66Q
⑨	CONNECTION, F.I.P. X CTS (OUTLET) SIZE NOT TO EXCEED METER SIZE	MUELLER	
		FORD	
⑩	END CAP AND MARKER, CTS X F.I.P. (OUTLET)	MUELLER	H-15451N AND H-10035N
⑪	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		

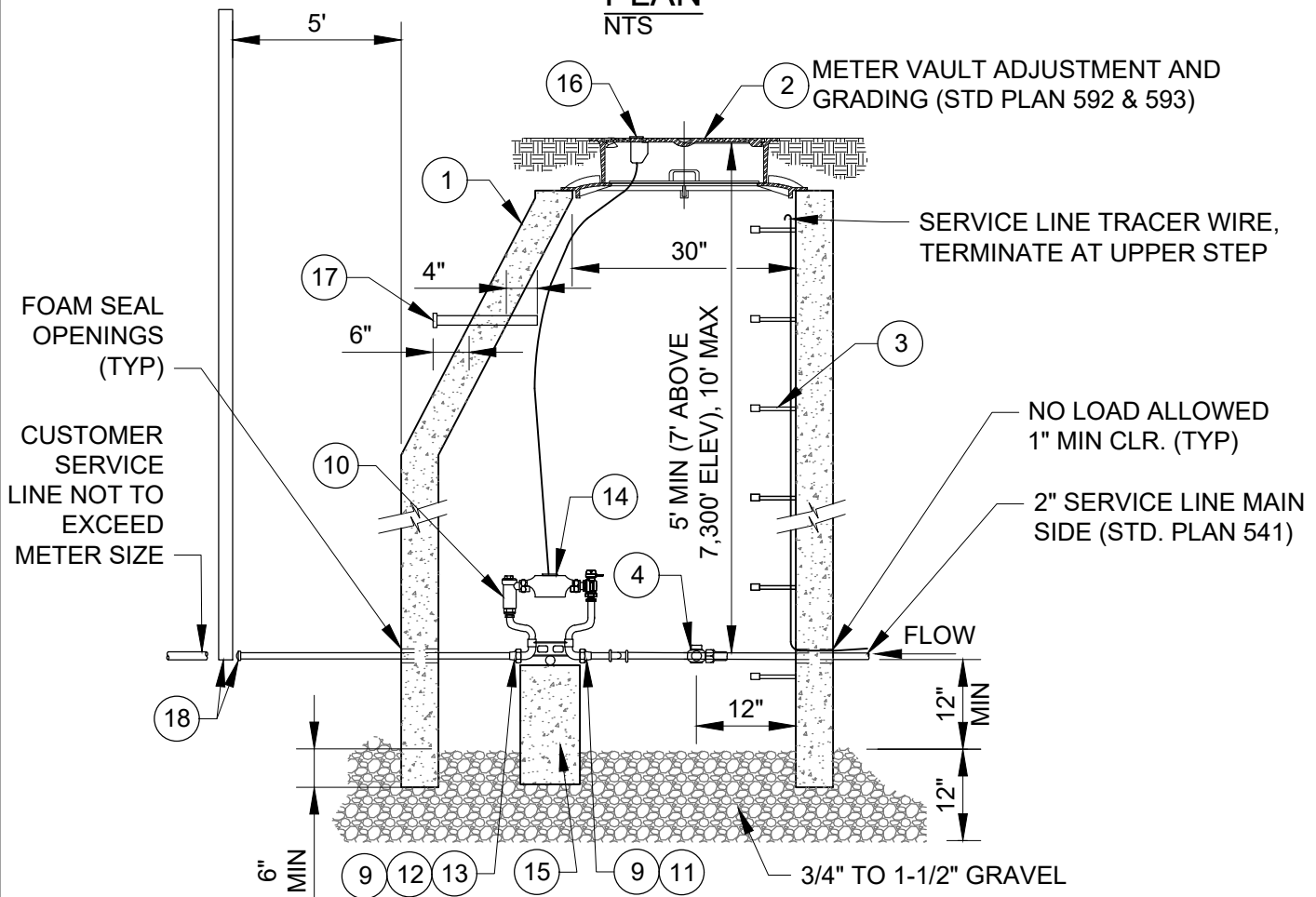
DETAIL NOTES

1. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
2. SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTIONS
3. WAX TAPE ALL BURIED FITTINGS (CORP STOP, SADDLE, ECT.)
4. TRACER WIRE FROM WATER MAIN TO METER VAULT

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	3/4" AND 1" SINGLE METER OUTSIDE SETTING	STD. PLAN
	3/2024		
	REV.		
	2		521 S



PLAN
NTS



SECTION
NTS

NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 522 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

2

**3/4" AND 1" DUAL METERS
OUTSIDE SETTING**

STD. PLAN

522

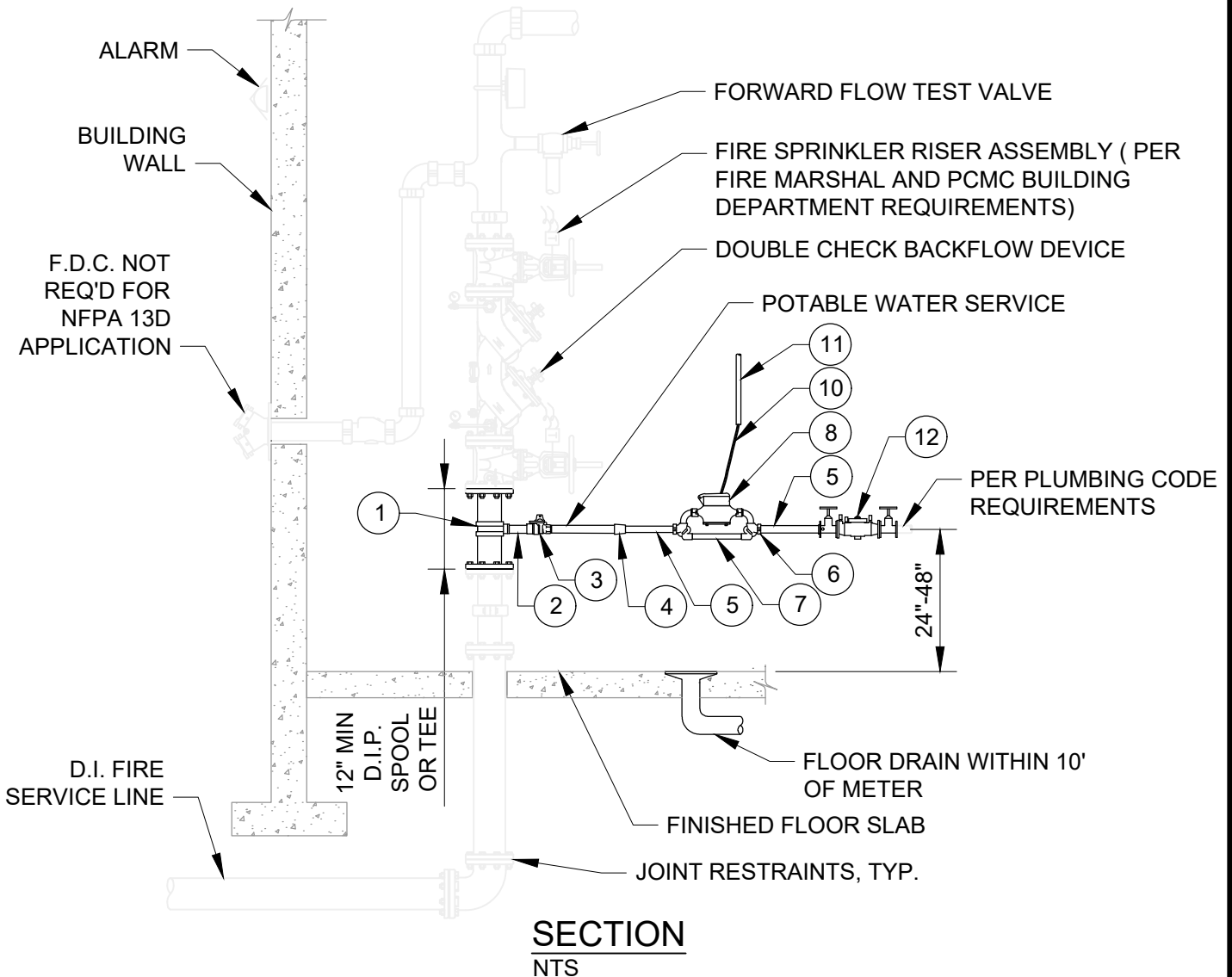
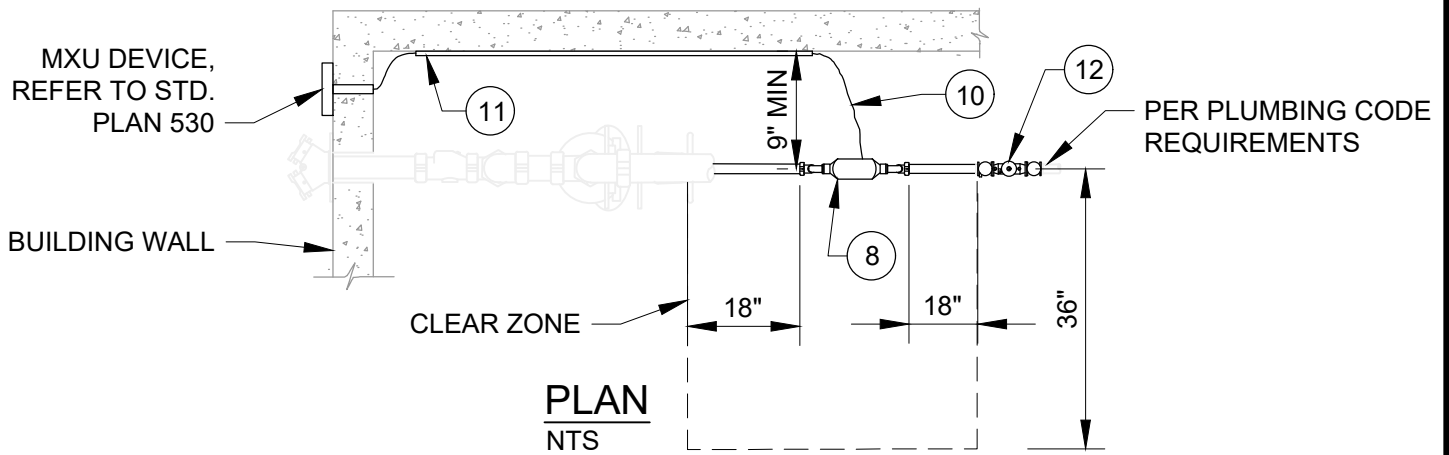
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	5' DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
②	METER VAULT FRAME AND COVER (STD PLAN 529)		
③	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APP'D EQUAL	PS2-PFDF
④	2" CURB VALVE	MUELLER	B-25172N
		FORD	B41-666Q
⑤	2" DIA. BRASS NIPPLE X 6" LENGTH, M.I.P.		
⑥	2" DIA. BRONZE TEE, F.I.P., THREADED		
⑦	2" BRONZE 90° ELBOW, F.I.P., THREADED (2 EA)		
⑧	2" BRASS NIPPLE X 4" LENGTH, M.I.P. (2 EA)		
⑨	BRONZE BELL REDUCER REQ'D (2 EA) 3/4" YOKE: 2" X 3/4" 1" YOKE: 2" X 1" DIA.		
⑩	3/4" METER YOKE (2 EA)	MUELLER	5/8"x3/4"x18" B-2404-6AN
		FORD	5/8"x3/4" VBHC72-18W-11-33-NL
	1" METER YOKE (2 EA)	MUELLER	1"x18" B-2404-6AN
		FORD	1" VBHC74-18W-11-44-NL
⑪	3/4" OR 1" METER YOKE END CONNECTIONS (2 EA)	MUELLER	MULTI X M.I.P., H-14223N
		FORD	3/4" OR 1" CLOSE BRASS NIPPLE
⑫	2" x 3/4" OR 1" BRONZE BUSHING (OUTLET) (2 EA)		
⑬	2" CONNECTION, F.I.P. X CTS (OUTLET) (2 EA)	MUELLER	H-15451N
		FORD	C-14-66-G-NL
⑭	METER, SUPPLIED AND INSTALLED BY PCMC (2 EA)	SENSUS	iPERL
⑮	PIPE SUPPORTS, GALVANIZED PIPE SUPPORT ROD AND (2) 16"x8"x8" CMU BLOCK		
⑯	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑰	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 531)		
⑱	END CAP AND MARKER, CTS X F.I.P. (OUTLET) (2 EA)	MUELLER	H-15451N AND H-10035N

DETAIL NOTES

1. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
2. SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTION
3. USE PIPE DOPE OR TEFLON TAPE ON THREADED FITTINGS
4. WAX TAPE ALL BURIED FITTINGS. TRACER WIRE REQUIRED FROM WATER MAIN TO METER

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	3/4" AND 1" DUAL METERS OUTSIDE SETTING	STD. PLAN
	3/2024		522 S
	REV.		
	2		



NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 523 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	3/4" AND 1" METER INSIDE SETTING	STD. PLAN
	03/2024		
	REV.		
	1		523

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	1" BRONZE SERVICE SADDLE, DOUBLE STRAP	MUELLER	BR2B SERIES, CC THREADS
		FORD	STYLE 202B, CC THREADS
②	1" DIA. BRASS NIPPLE x 2" LENGTH, M.I.P.		
③	1" CURB VALVE, F.I.P. X F.I.P.	MUELLER	B-20283N
④	1" DIA. BRASS NIPPLE x 2" LENGTH, M.I.P. AND BRONZE BELL REDUCER, 1" X 3/4" DIA. (REQ'D FOR 3/4" METER YOKE ONLY)		
⑤	3/4" OR 1" DIA. COPPER PIPING AND FITTINGS, AS REQ'D PER SITE SPECIFIC LAYOUT		
⑥	3/4" OR 1" METER YOKE END CONNECTIONS	MUELLER	MULTI X F.I.P, H-14222N
⑦	3/4" METER YOKE (HORIZONTAL LINE INLET AND OUTLET)	MUELLER	5/8"x3/4" B-2518-2AN
		FORD	5/8"x3/4" LSVBHCR11-233W-NL
	3/4" METER YOKE (VERTICAL INLET AND OUTLET)	MUELLER	5/8"x3/4" B-2448-2AN
		FORD	5/8"X3/4" KHVBHCr-2-NL
	1" METER YOKE (HORIZONTAL LINE INLET AND OUTLET)	MUELLER	1" B-2518-2AN
		FORD	1" LSVBHH11-444W-NL
	1" METER YOKE (VERTICAL INLET AND OUTLET)	MUELLER	1" B-2448-2AN
		FORD	1" KHVBHCR-4-NL
⑧	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	iPEARL
⑨	PIPE SIZE BRASS NIPPLE AND CURB VALVE, F.I.P. X F.I.P.	MUELLER	B-20283N
⑩	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑪	EMT CONDUIT FOR MXU WIRING, AS REQUIRED		
⑫	DOUBLE CHECK BACKFLOW ASSEMBLY		



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

05/2025

REV.

3

**3/4" AND 1" METER
INSIDE SETTING**

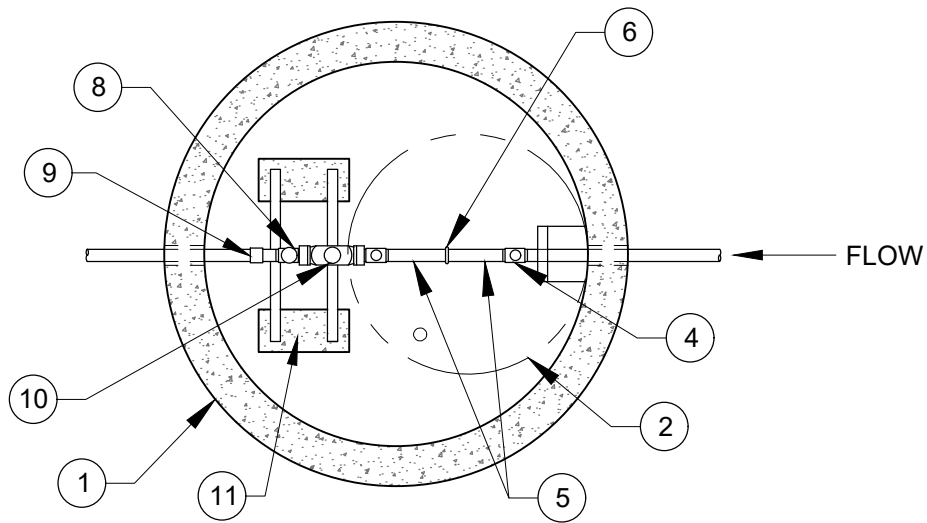
STD. PLAN

523 S.1

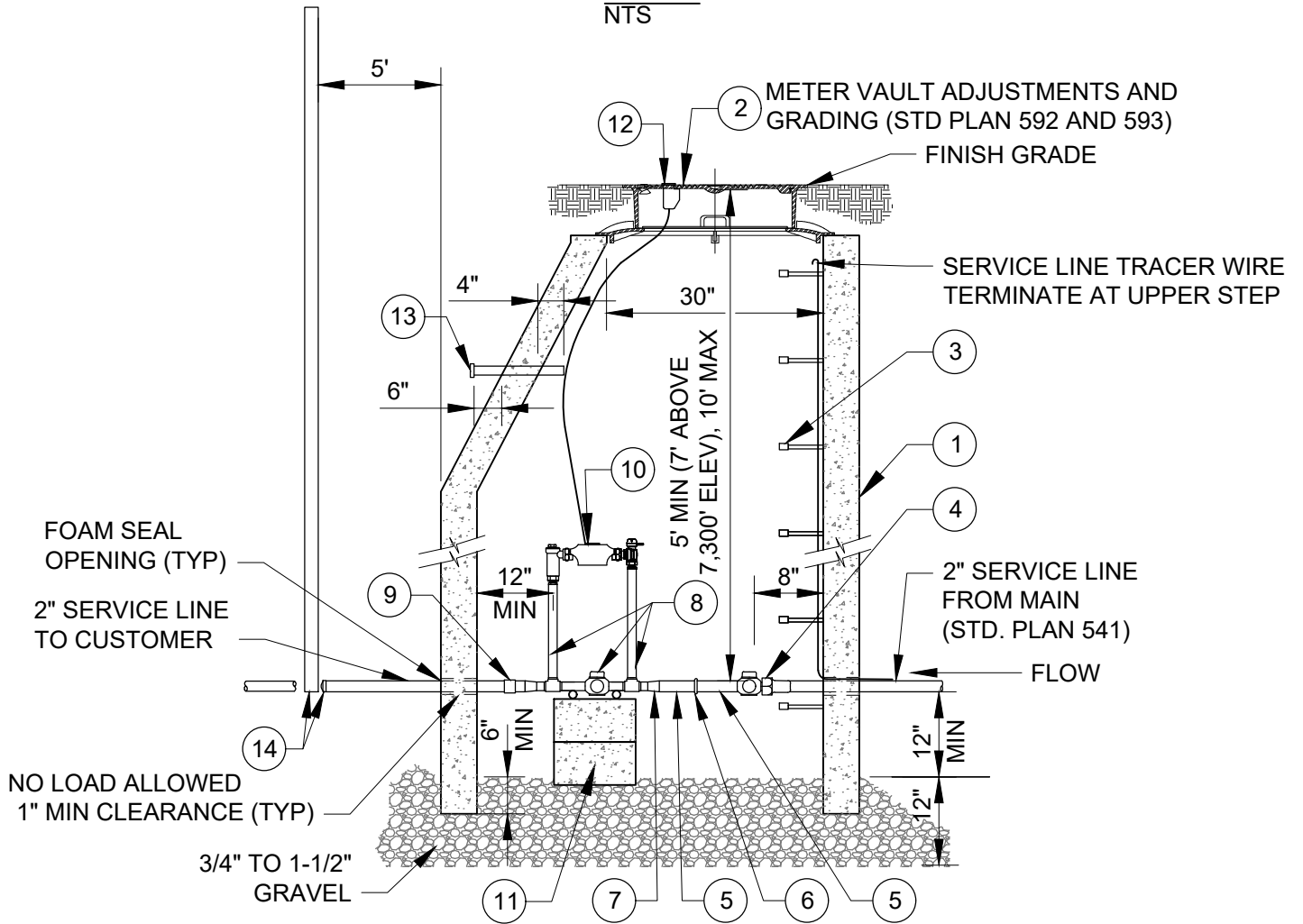
DETAIL NOTES

1. USE OF AN INSIDE WATER METER REQUIRES PUBLIC UTILITIES ENGINEER APPROVAL. REFERENCE WATER STANDARD PLAN 520 FOR APPLICABLE CONDITIONS.
2. FIRE SPRINKLER RISER WITH POTABLE WATER SERVICE: A SITE SPECIFIC DESIGN IS REQUIRED. THE FIRE PROTECTION SPRINKLER SYSTEM AND POTABLE WATER SYSTEM DESIGN SHALL BE APPROVED BY THE FIRE MARSHAL AND THE PARK CITY BUILDING DEPARTMENT. THE POTABLE WATER SERVICE CONNECTION AND METER ASSEMBLY DESIGN SHALL BE APPROVED BY THE PARK CITY BUILDING DEPARTMENT AND THE PUBLIC UTILITIES ENGINEER. DESIGN AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE BUILDING AND PLUMBING CODES.
3. BACKFLOW PREVENTION: PROVIDE A DOUBLE CHECK BACKFLOW ASSEMBLY (DC) ON THE FIRE SPRINKLER RISER ASSEMBLY. REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY (RP) ALLOWED WITH PUBLIC UTILITIES ENGINEER APPROVAL. STYLE TO BE DETERMINED BY THE BUILDING AND WATER DEPARTMENT BASED ON DEGREE OF HAZARD POSED BY FIRE SPRINKLER PROTECTION SYSTEM. BEFORE A CERTIFICATE OF OCCUPANCY CAN BE ISSUED BY THE BUILDING DEPARTMENT, BACKFLOW ASSEMBLY TESTING FOR PROPER OPERATION (PER CITY REQUIREMENTS BY A CERTIFIED TESTER RECOGNIZED BY THE CITY) IS REQUIRED AND A REPORT SUBMITTED.
4. CONNECTIONS TO THE WATER SYSTEM ARE NOT PERMITTED PRIOR TO THE POTABLE WATER METER ASSEMBLY OR THE FIRE SPRINKLER RISER BACKFLOW ASSEMBLY. THIS INCLUDES OUTSIDE IRRIGATION SUPPLY.
5. CLEARANCES: PROVIDE ADEQUATE CLEARANCES FROM FIRE RISER AND AROUND WATER METER ASSEMBLY. MAINTAIN: 9" MINIMUM FROM WALL TO FACE OF POTABLE WATER PIPING
18" CLEAR ON EACH SIDE OF METER ASSEMBLY
36" CLEAR IN FRONT OF METER ASSEMBLY
6. LOCATE METER ASSEMBLY TWO (2) TO FOUR (4) FEET ABOVE THE FLOOR. POSITION METER HORIZONTAL WITH DIAL POINTING UP.
7. PROVIDE ISOLATION (CURB) VALVES AT METER INLET AND OUTLET
8. FOR MULTIPLE METERS PROVIDE A MANIFOLD WITH A MAIN CURB VALVE PRIOR TO THE MANIFOLD AND INDIVIDUAL CURB VALVES LOCATED PRIOR TO AND AFTER METERS.
9. PROVIDE A FLOOR DRAIN IN THE FIRE RISER ROOM WITHIN 10 FEET OF THE WATER METER LOCATION.
10. PROVIDE PIPE LABELS ON THE POTABLE WATER LINE BETWEEN THE FIRE RISER AND THE WATER METER DESIGNATING PIPE AS "POTABLE WATER".
11. PROVIDE PIPE ANCHORAGE TO SUPPORT METER YOKE AND ASSEMBLY INDEPENDENT OF THE POTABLE WATER SUPPLY PIPING AND BUILDING PLUMBING. PROVIDE PIPE STANDS OR UNISTRUT WALL STANDOFFS. DO NOT SUPPORT METER ASSEMBLY FROM OTHER PIPING.
12. PROVIDE A WALL PENETRATION AND CONDUIT FOR REMOTE RADIOREAD METER TRANSEIVER UNIT (MXU) DEVICE(S). COORDINATE ROUTING AND WALL PENETRATION LOCATION WITH THE WATER DEPARTMENT. REFERENCE WATER STANDARD PLANS 520 AND 530.
13. PROVIDE 1/2" EMT CONDUIT AND SUPPORTS FOR MXU SIGNAL WIRE IF DISTANCE TO WALL PENETRATION EXCEEDS 10 FEET
14. INSPECTION: CONTACT THE CITY ENGINEER FOR INSPECTION OF THE POTABLE WATER SYSTEM METER ASSEMBLY INSTALLATION
15. REFER TO STD. PLAN 500 AND THE SPECIFICATIONS FOR FLUSHING, HYDROSTATIC TESTING, AND DISINFECTING REQUIREMENTS

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	3/4" AND 1" METER INSIDE SETTING	STD. PLAN
	05/2025		
	REV.		
	3		523 S.2



PLAN
NTS



SECTION
NTS

NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 524 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

05/2014

REV.

0

**1-1/2" AND 2" SINGLE METER
OUTSIDE SETTING**

STD. PLAN

524

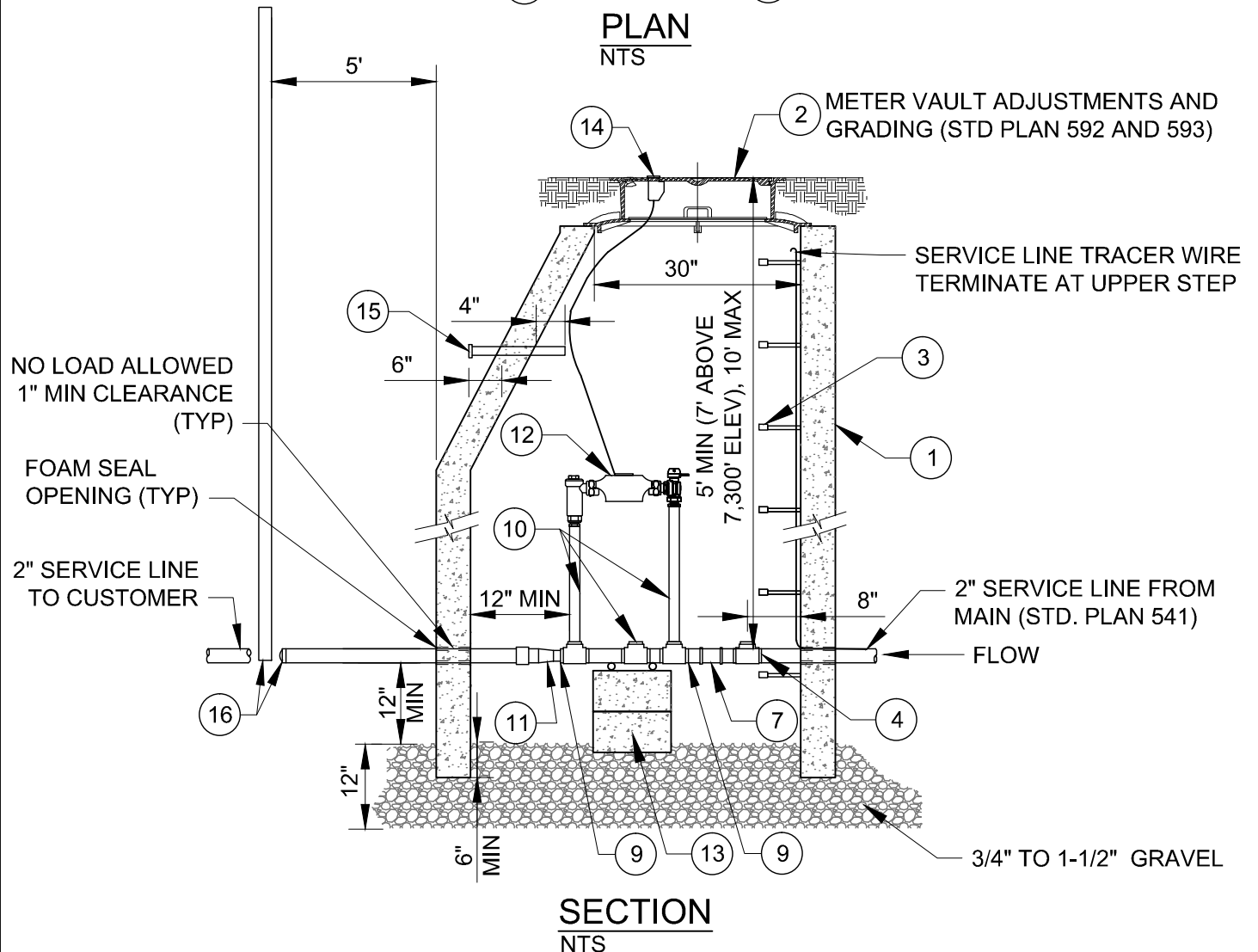
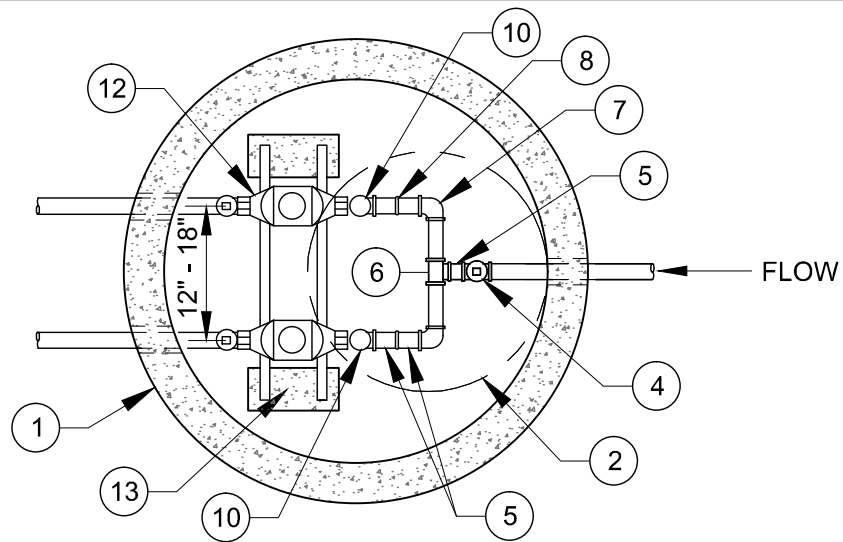
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	5' DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
②	METER VAULT FRAME AND COVER (STD. PLAN 529)		
③	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APPV'D EQ.	PS2-PFDF
④	2" CURB VALVE, F.I.P. x CTS	MUELLER	B-25172N
		FORD	B11-777Q
⑤	2" DIA. BRASS NIPPLE x 4" LENGTH, M.I.P.		
⑥	2" BRONZE UNION, F.I.P., THREADED		
⑦	1-1/2" METER YOKE 2" BRASS NIPPLE x 4" LENGTH, 2" x 1-1/2" BRONZE BELL REDUCER, AND 1-1/2" CLOSE BRASS NIPPLE		
	2" METER YOKE 2" BRASS NIPPLE x 4" LENGTH		
⑧	1-1/2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS IRRIGATION SERVICE: WITHOUT BYPASS <u>METER LAY LENGTH – 13 INCHES</u>	MUELLER	1-1/2"x18" B-1423-2-01N (WITH BYPASS) 1-1/2"x18" B-2422-2N (W/O BYPASS)
		FORD	1-1/2" VBHC76-18B-11-66-NL (WITH BYPASS) 1-1/2" VBHC76-18-11-66-NL (W/O BYPASS)
	2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS IRRIGATION SERVICE: WITHOUT BYPASS <u>METER LAY LENGTH – 17 INCHES</u>	MUELLER	2"x18" B-1423-2-01N (WITH BYPASS) 2"x18" B-2422-2N (W/O BYPASS)
		FORD	2" VBHC77-18B-11-77-NL (WITH BYPASS) 2" VBHC77-18-11-77-NL (W/O BYPASS)
⑨	1-1/2" METER YOKE F.I.P x CTS AND 2" BRASS NIPPLE x 4" LENGTH, 2" x 1-1/2" BRONZE BELL REDUCER, AND 1-1/2" CLOSE BRASS NIPPLE 2" METER YOKE F.I.P x CTS AND 2" BRASS NIPPLE x 4" LENGTH	MUELLER	H-15451N
		FORD	C-14-66-G-NL
⑩	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	OMNI
⑪	PIPE SUPPORTS (4) 16"x8"x8" CMU BLOCK, (2) METER SUPPORT RODS, GALVANIZED		
⑫	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑬	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 531)		
⑭	END CAP AND MARKER, CTS x F.I.P. (OUTLET)		H-15451N AND H-10035N

DETAIL NOTES

1. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
2. SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTIONS

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" AND 2" SINGLE METER OUTSIDE SETTING	STD. PLAN
	03/2024		
	REV.		
	2		524 S



NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 525 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

05/2014

REV.

0

1-1/2" DUAL METERS
OUTSIDE SETTING

STD. PLAN

525

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	5' DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
②	METER VAULT FRAME AND COVER (STD. PLAN 529)		
③	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APPV'D EQ.	PS2-PFDF
④	2" CURB VALVE, F.I.P. x CTS	MUELLER	B-25172N
		FORD	B11-777Q
⑤	2" DIA. BRASS NIPPLE x 3" LENGTH, M.I.P. (5 EA)		
⑥	2" DIA. BRONZE TEE, F.I.P., THREADED		
⑦	2" BRONZE 90° ELBOW, F.I.P., THREADED (2 EA)		
⑧	2" BRONZE UNION, F.I.P., THREADED (2 EA)		
⑨	1-1/2" BRASS NIPPLE x 4" LENGTH, 2" x 1-1/2" BRONZE BELL REDUCER, AND 1-1/2" CLOSE BRASS NIPPLE (2 EA)		
⑩	1-1/2" METER YOKE (2 EA) COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS IRRIGATION SERVICE: WITHOUT BYPASS <u>METER LAY LENGTH – 13 INCHES</u>	MUELLER	1-1/2"x18" B-1423-2-01N (WITH BYPASS) 1-1/2"x18" B-2422N (WITHOUT BYPASS)
		FORD	1-1/2" VBHC76-18B-11-66-NL (WITH BYPASS) 1-1/2" VBHC76-18-11-66-NL (WITHOUT BYPASS)
⑪	2" CONNECTION, F.I.P. x CTS; 2" BRASS NIPPLE x 4" LENGTH; 2"x1-1/2" BRONZE BELL REDUCER; AND 1-1/2" CLOSE BRASS NIPPLE (OUTLET) (2 EA)	MUELLER	H-15451N
		FORD	C-14-66-G-NL
⑫	METER, SUPPLIED AND INSTALLED BY PCMC (2 EA)	SENSUS	OMNI
⑬	PIPE SUPPORTS (4) 16"x8"x8" CMU BLOCK, (2) METER SUPPORT RODS, GALVANIZED		
⑭	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑮	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 531)		
⑯	END CAP AND MARKER, CTS X F.I.P. (OUTLET) (2 EA)		H-15451N AND H-10035N

DETAIL NOTES

1. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
2. SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTIONS



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

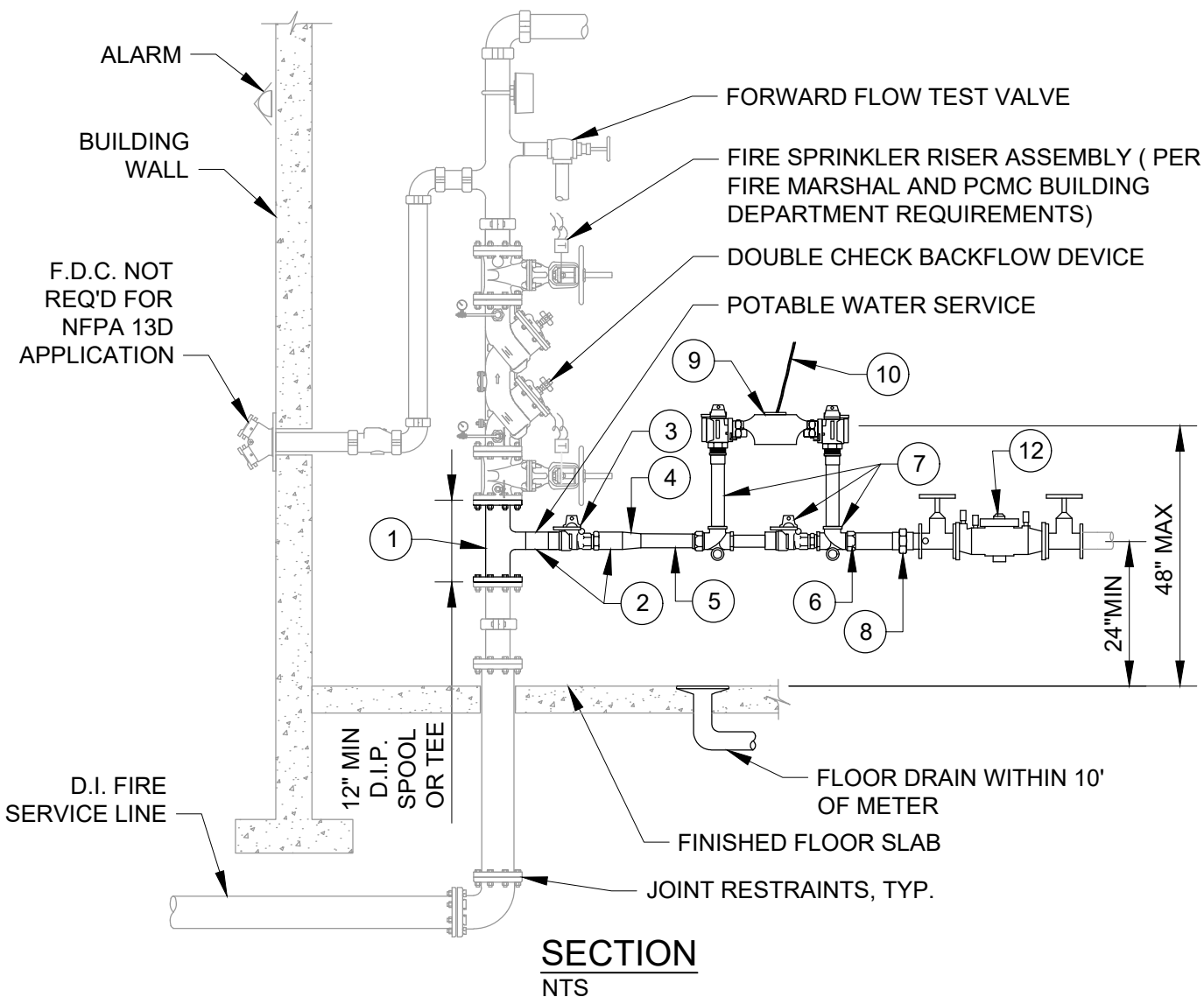
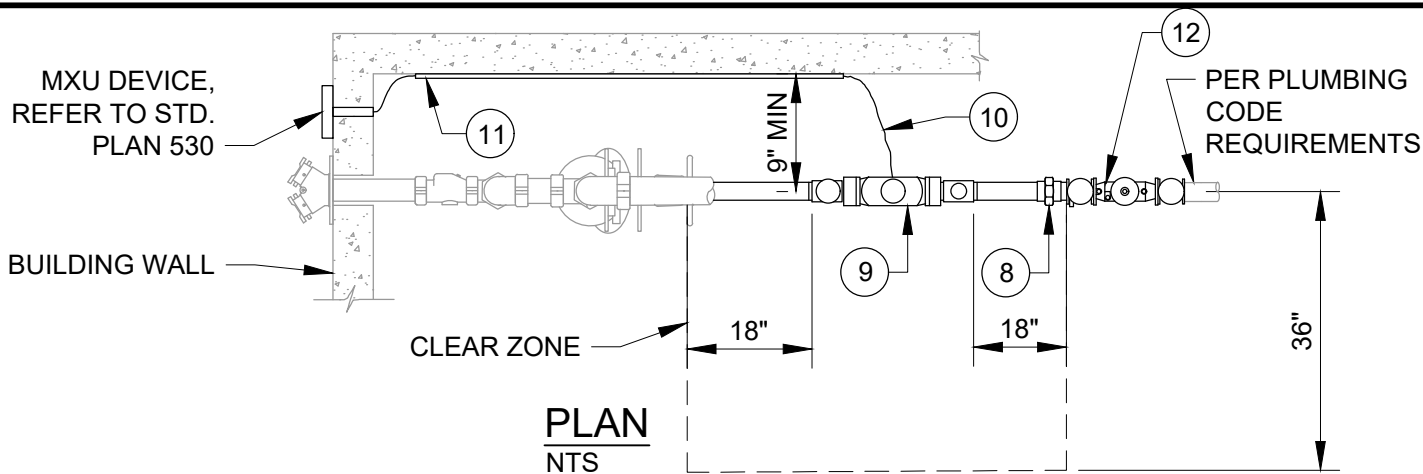
REV.

2

**1-1/2" DUAL METERS
OUTSIDE SETTING**

STD. PLAN

525 S



NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 526 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" AND 2" METER INSIDE SETTING	STD. PLAN
	03/2024		526
	REV.		
	1		

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	DUCTILE IRON TEE OR 2" BRONZE SERVICE SADDLE, DOUBLE STRAP	MUELLER	BR2B SERIES, FIP THDS
		FORD	STYLE 202B, FIP THDS
②	2" DIA. BRASS NIPPLE x 2" LENGTH, M.I.P.		
③	2" CURB VALVE, F.I.P. X F.I.P.	MUELLER	B-20283N
		FORD	B11-777Q
④	2" DIA. BRASS NIPPLE x 2" LENGTH, M.I.P. AND BRONZE BELL REDUCER, 2" X 1-1/2" DIA. (REQ'D FOR 1-1/2" YOKE ONLY)		
⑤	1-1/2" OR 2" DIA. BRASS NIPPLES AND BRASS FITTINGS OR COPPER PIPING AND FITTINGS, AS REQ'D PER SITE SPECIFIC LAYOUT		
⑥	1-1/2" OR 2" METER YOKE END CONNECTIONS	MUELLER	MULTI X F.I.P., H-14222N
⑦	1-1/2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS <u>METER LAY LENGTH – 13 INCHES</u>	MUELLER	1-1/2"x12" B-2423N (WITH BYPASS) 1-1/2"x12" B-2422-00N (WITHOUT BYPASS)
		FORD	1-1/2" VBB76-18B-11-66-NL (WITH BYPASS) 1-1/2" VBB76-18-11-66-NL (WITHOUT BYPASS)
	2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS <u>METER LAY LENGTH – 17 INCHES</u>	MUELLER	2"x12" B-2423N (WITH BYPASS) 2"x12" B-2422-00N (WITHOUT BYPASS)
		FORD	2" VBB77-12B-11-77-NL (WITH BYPASS) 2" VBB77-12-11-77-NL (WITHOUT BYPASS)
⑧	PIPE SIZE BRASS NIPPLE AND BRONZE UNION, F.I.P., THREADED		
⑨	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	OMNI
⑩	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑪	EMT CONDUIT FOR MXU WIRING, AS REQUIRED		
⑫	DOUBLE CHECK BACKFLOW ASSEMBLY		



PARK CITY MUNICIPAL CORPORATION
WATER

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3

**1-1/2" AND 2" METER
INSIDE SETTING**

STD. PLAN

526 S.1

DETAIL NOTES

1. USE OF AN INSIDE WATER METER REQUIRES PUBLIC UTILITIES ENGINEER APPROVAL. REFERENCE WATER STANDARD PLAN 520 FOR APPLICABLE CONDITIONS.
2. FIRE SPRINKLER RISER WITH POTABLE WATER SERVICE: A SITE SPECIFIC DESIGN IS REQUIRED. THE FIRE PROTECTION SPRINKLER SYSTEM AND POTABLE WATER SYSTEM DESIGN SHALL BE APPROVED BY THE FIRE MARSHAL AND THE PARK CITY BUILDING DEPARTMENT. THE POTABLE WATER SERVICE CONNECTION AND METER ASSEMBLY DESIGN SHALL BE APPROVED BY THE PARK CITY BUILDING DEPARTMENT AND THE PUBLIC UTILITIES ENGINEER. DESIGN AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE BUILDING AND PLUMBING CODES.
3. BACKFLOW PREVENTION: PROVIDE A DOUBLE CHECK BACKFLOW ASSEMBLY (DC) ON THE FIRE SPRINKLER RISER ASSEMBLY. REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY (RP) ALLOWED WITH PUBLIC UTILITIES ENGINEER APPROVAL. STYLE TO BE DETERMINED BY THE BUILDING AND WATER DEPARTMENT BASED ON DEGREE OF HAZARD POSED BY FIRE SPRINKLER PROTECTION SYSTEM. BEFORE A CERTIFICATE OF OCCUPANCY CAN BE ISSUED BY THE BUILDING DEPARTMENT, BACKFLOW ASSEMBLY TESTING FOR PROPER OPERATION (PER CITY REQUIREMENTS BY A CERTIFIED TESTER RECOGNIZED BY THE CITY) IS REQUIRED AND A REPORT SUBMITTED.
4. CONNECTIONS TO THE WATER SYSTEM ARE NOT PERMITTED PRIOR TO THE POTABLE WATER METER ASSEMBLY OR THE FIRE SPRINKLER RISER BACKFLOW ASSEMBLY. THIS INCLUDES OUTSIDE IRRIGATION SUPPLY.
5. CLEARANCES: PROVIDE ADEQUATE CLEARANCES FROM FIRE RISER AND AROUND WATER METER ASSEMBLY. MAINTAIN: 9" MINIMUM FROM WALL TO FACE OF POTABLE WATER PIPING
18" CLEAR ON EACH SIDE OF METER ASSEMBLY
36" CLEAR IN FRONT OF METER ASSEMBLY
6. LOCATE METER ASSEMBLY TWO (2) TO FOUR (4) FEET ABOVE THE FLOOR. POSITION METER HORIZONTAL WITH DIAL POINTING UP.
7. PROVIDE ISOLATION (CURB) VALVES AT METER INLET AND OUTLET
8. FOR MULTIPLE METERS PROVIDE A MANIFOLD WITH A MAIN CURB VALVE PRIOR TO THE MANIFOLD AND INDIVIDUAL CURB VALVES LOCATED PRIOR TO AND AFTER METERS.
9. PROVIDE A FLOOR DRAIN IN THE FIRE RISER ROOM WITHIN 10 FEET OF THE WATER METER LOCATION.
10. PROVIDE PIPE LABELS ON THE POTABLE WATER LINE BETWEEN THE FIRE RISER AND THE WATER METER DESIGNATING PIPE AS "POTABLE WATER".
11. PROVIDE PIPE ANCHORAGE TO SUPPORT METER YOKE AND ASSEMBLY INDEPENDENT OF THE POTABLE WATER SUPPLY PIPING AND BUILDING PLUMBING. PROVIDE PIPE STANDS OR UNISTRUT WALL STANDOFFS. DO NOT SUPPORT METER ASSEMBLY FROM OTHER PIPING.
12. PROVIDE A WALL PENETRATION AND CONDUIT FOR REMOTE RADIOREAD METER TRANSEIVER UNIT (MXU) DEVICE(S). COORDINATE ROUTING AND WALL PENETRATION LOCATION WITH THE WATER DEPARTMENT. REFER TO WATER STANDARD PLANS 520 AND 530.
13. PROVIDE 1/2" EMT CONDUIT AND SUPPORTS FOR MXU SIGNAL WIRE IF DISTANCE TO WALL PENETRATION EXCEEDS 10 FEET.
14. INSPECTION: CONTACT THE CITY ENGINEER FOR INSPECTION OF THE POTABLE WATER SYSTEM METER ASSEMBLY INSTALLATION
15. REFER TO STD. PLAN 500 AND THE SPECIFICATIONS FOR FLUSHING, HYDROSTATIC TESTING, AND DISINFECTING REQUIREMENTS

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" AND 2" METER INSIDE SETTING	STD. PLAN
	05/2025		
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	3		526 S.2

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	2" BRONZE SERVICE SADDLE, DOUBLE STRAP	MUELLER	BR2B SERIES, F.I.P. THREADS
		FORD	202B SERIES, F.I.P. THREADS
②	GATE VALVE, PIPE SIZE, NRS, FLANGED, 2" SQ. OPERATING NUT, AWWA C509	MUELLER	SERIES A-2360
		CLOW	MODEL 2639
③	DUCTILE IRON PIPE SPOOL (2), FLG X PE 15"		
④	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	OMNI
⑤	PRECAST CONCRETE VAULT, HS20 RATED		
⑥	2" BRONZE BALL VALVE WITH LOCKING HANDLE, F.I.P., THREADED, 300 PSI RATED	FORD	B11-777Q
⑦	DISMANTLING JOINT	ROMAC	DJ400 OR APPV'D EQUAL
⑧	2" DIA. COPPER 90° ELBOW, SOLDERED, OR BRONZE, F.I.P., THREADED		
⑨	2" DIA. BRONZE UNION, F.I.P., THREADED		
⑩	2" COPPER PIPE, TYPE K, OR BRASS NIPPLE		
⑪	DUCTILE IRON PIPE SPOOL, 15" LENGTH, FLG X FLG		
⑫	DUCTILE IRON PIPE SPOOL, FLG X PE		
⑬	AFTER PIPING INSTALLATION CORE DRILL 6" DIA. HOLE IN VAULT LID DIRECTLY ABOVE GATE VALVES		
⑭	VALVE BOX, FASTEN VALVE BOX TO VAULT WITH TWO EPOXIED ALL-THREAD ROD/NUT OR SST EXP ANCHOR	D & L SUPPLY HILTI	M-8065 AND M-8048 TO M-8053 3/8" DIA. ROD SST 316, OR KWIK BOLT 3 3/8"x3" SS316
⑮	THRUST RESTRAINTS	EBBA IRON	MEGALUG SERIES 1100
⑯	POLYPROPYLENE ENCASED GRADE 60 STL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APPV'D EQUAL	PS2-PFDF
⑰	METER VAULT FRAME AND COVER (STD. PLAN 529)		
⑱	PIPE SUPPORTS, 5 REQ'D (STD. PLAN 533)		
⑲	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑳	SWING CHECK BACKFLOW ASSEMBLY	VAL-MATIC	W/ BACKFLOW ACTUATOR

DETAIL NOTES

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS – METER, METER VAULT, AND SERVICE LINE
2. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
3. SST FASTENERS REQUIRED ON ALL FITTINGS
4. NO BYPASS ALLOWED FOR IRRIGATION METERS
5. NO SERVICE LINE REDUCERS OR BENDS WITHIN 5' OF VAULT
6. COORDINATE METER SIZE AND LENGTH WITH CITY PRIOR TO ORDERING MATERIALS
7. REFER TO STD. PLANS 592 AND 593 FOR MANHOLE ADJUSTMENT AND GRADING REQUIREMENTS
8. FOR 3" METERS A MINIMUM OF 4" PIPE SHALL BE USED AND REDUCED AT METER, ALL OTHER PIPE SIZE SHOULD MATCH METER SIZE.



PARK CITY MUNICIPAL CORPORATION
WATER

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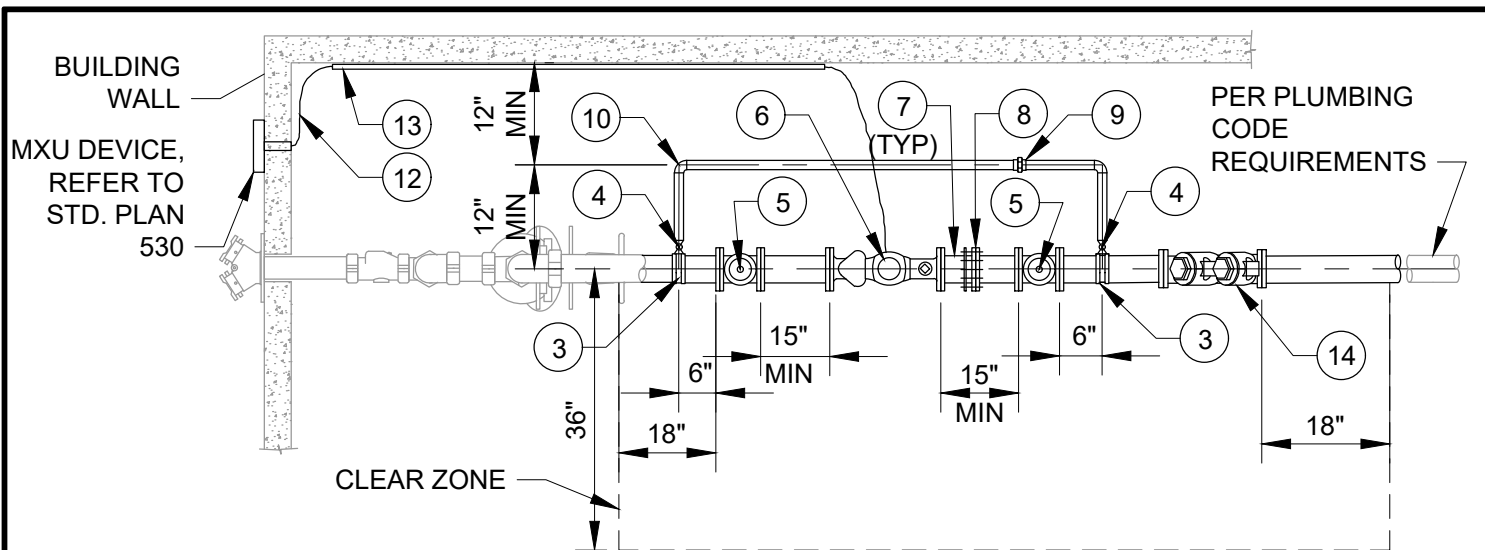
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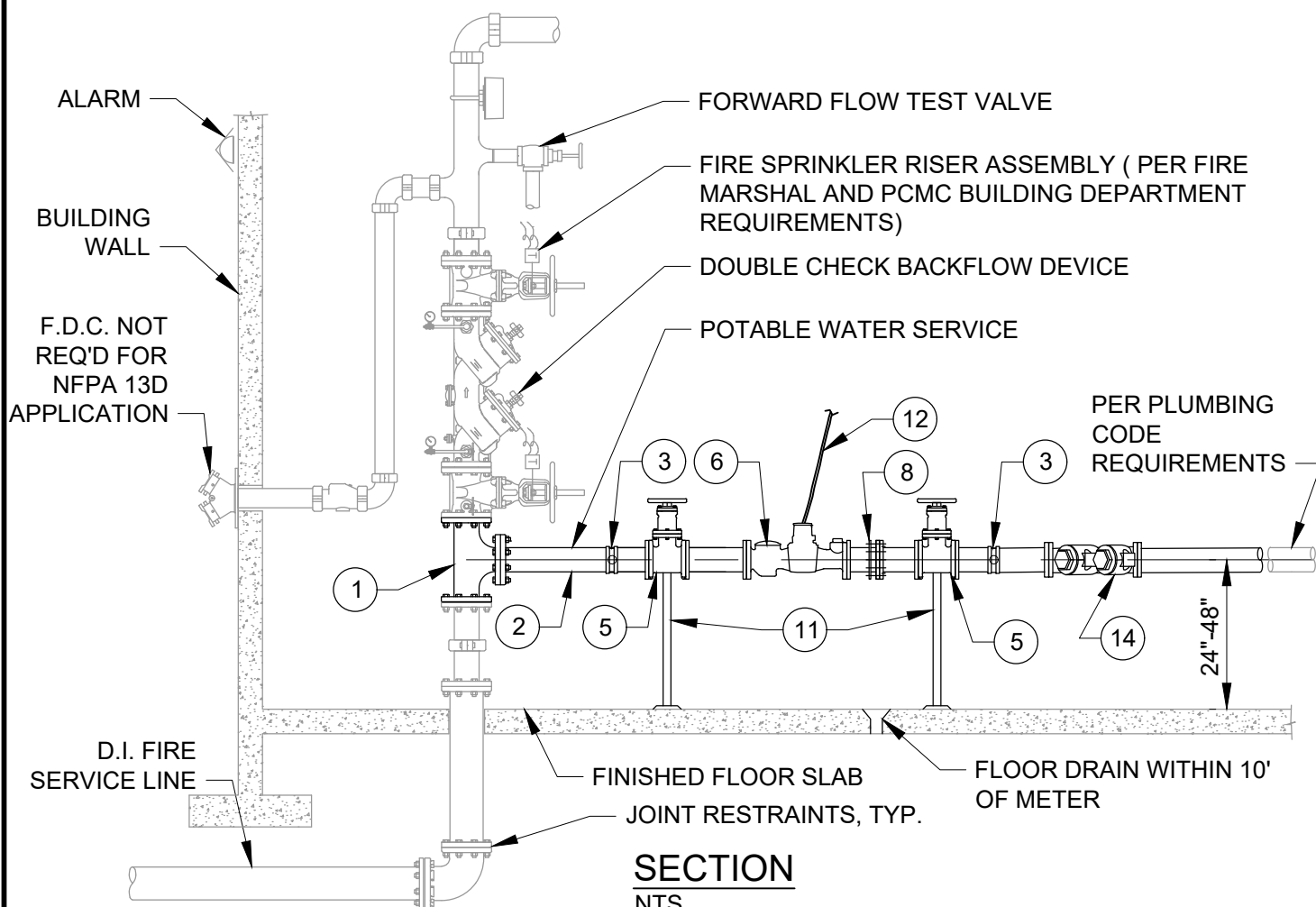
**3" AND LARGER METER
OUTSIDE SETTING**

STD. PLAN

527 S



PLAN
NTS



SECTION
NTS

NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 528 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.



PARK CITY MUNICIPAL CORPORATION
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**3" AND LARGER METER
INSIDE SETTING**

STD. PLAN

528

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	DUCTILE IRON TEE, FLG., PRESSURE CLASS 350, CEMENT-MORTAR LINED, ASPHALTIC INTERIOR COATING, AWWA C150 / C151 / C104	U.S. PIPE PACIFIC STATES	
		U.S. PIPE PACIFIC STATES	
②	DUCTILE IRON PIPE SPOOL, FLG. X FLG., 3" TO 12" DIAMETER, FULL BODY, PRESSURE CLASS 350, CEMENT-MORTAR LINED, ASPHALTIC INTERIOR COATING, AWWA C150 / C151 / C104	U.S. PIPE PACIFIC STATES	
③	2" BRONZE SERVICE SADDLE, DOUBLE STRAP	MUELLER	BR2B SERIES, FIP THDS
		FORD	STYLE 202B, FIP THDS
④	2" BRONZE BALL VALVE WITH LOCKING HANDLE, F.I.P., THREADED, 300 PSI RATED, LEAD FREE	FORD	B11-777Q
⑤	GATE VALVE, PIPE SIZE, NRS WITH HANDWHEEL, FLANGED, 2" SQ. OPERATING NUT, AWWA C509	MUELLER	SERIES A-2360
		CLOW	MODEL 2639
⑥	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	OMNI
⑦	DUCTILE IRON PIPE SPOOL (2), FLG X PE		
⑧	DISMANTLING JOINT, WITH RESTRAINING BOLTS	ROMAC	DJ400 OR APPV'D EQUAL
⑨	2" BRONZE UNION, F.I.P., THREADED, LEAD FREE		
⑩	2" COPPER PIPE, TYPE K, WITH COPPER 90° ELBOW, SOLDERED, OR BRASS NIPPLE BRONZE, F.I.P., WITH THREADED 90° ELBOW (NO GALVANIZED MATERIALS)		
⑪	PIPE SUPPORTS, 2 REQ'D ON MAIN SERVICE LINE AND 2 REQ'D ON BYPASS SERVICE		
⑫	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑬	1/2" EMT CONDUIT FOR MXU WIRING, AS REQUIRED		
⑭	SWING CHECK BACKFLOW ASSEMBLY	VAL-MATIC	W/ BACKFLOW ACTUATOR



PARK CITY MUNICIPAL CORPORATION
WATER

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**3" AND LARGER METER
INSIDE SETTING**

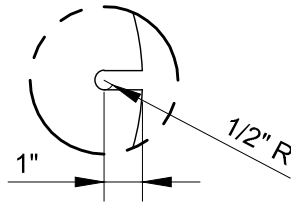
STD. PLAN

528 S.1

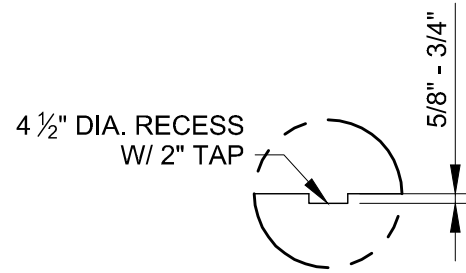
DETAIL NOTES

1. USE OF AN INSIDE WATER METER REQUIRES PUBLIC UTILITIES ENGINEER APPROVAL. REFERENCE WATER STANDARD PLAN 520 FOR APPLICABLE CONDITIONS.
2. FIRE SPRINKLER RISER WITH POTABLE WATER SERVICE: A SITE SPECIFIC DESIGN IS REQUIRED. THE FIRE PROTECTION SPRINKLER SYSTEM AND POTABLE WATER SYSTEM DESIGN SHALL BE APPROVED BY THE FIRE MARSHAL AND THE PARK CITY BUILDING DEPARTMENT. THE POTABLE WATER SERVICE CONNECTION AND METER ASSEMBLY DESIGN SHALL BE APPROVED BY THE PARK CITY BUILDING DEPARTMENT AND THE PUBLIC UTILITIES ENGINEER. DESIGN AND CONSTRUCTION SHALL COMPLY WITH APPLICABLE BUILDING AND PLUMBING CODES.
3. BACKFLOW PREVENTION: PROVIDE A DOUBLE CHECK BACKFLOW ASSEMBLY (DC) ON THE FIRE SPRINKLER RISER ASSEMBLY. REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY (RP) ALLOWED WITH PUBLIC UTILITIES ENGINEER APPROVAL. STYLE TO BE DETERMINED BY THE BUILDING AND WATER DEPARTMENT BASED ON DEGREE OF HAZARD POSED BY FIRE SPRINKLER PROTECTION SYSTEM. BEFORE A CERTIFICATE OF OCCUPANCY CAN BE ISSUED BY THE BUILDING DEPARTMENT, BACKFLOW ASSEMBLY TESTING FOR PROPER OPERATION (PER CITY REQUIREMENTS BY A CERTIFIED TESTER RECOGNIZED BY THE CITY) IS REQUIRED AND A REPORT SUBMITTED.
4. CONNECTIONS TO THE WATER SYSTEM ARE NOT PERMITTED PRIOR TO THE POTABLE WATER METER ASSEMBLY OR THE FIRE SPRINKLER RISER BACKFLOW ASSEMBLY. THIS INCLUDES OUTSIDE IRRIGATION SUPPLY.
5. CLEARANCES: PROVIDE ADEQUATE CLEARANCES FROM FIRE RISER AND AROUND WATER METER ASSEMBLY. MAINTAIN: 9" MINIMUM FROM WALL TO FACE OF POTABLE WATER PIPING
18" CLEAR ON EACH SIDE OF METER ASSEMBLY
36" CLEAR IN FRONT OF METER ASSEMBLY
6. LOCATE METER ASSEMBLY TWO (2) TO FOUR (4) FEET ABOVE THE FLOOR. POSITION METER HORIZONTAL WITH DIAL POINTING UP.
7. VERIFY METER LAY LENGTH WITH WATER DEPARTMENT PRIOR TO INSTALLING PIPING
8. PROVIDE ISOLATION VALVES AT METER INLET AND OUTLET
9. FOR MULTIPLE METERS PROVIDE A MANIFOLD WITH A MAIN VALVE PRIOR TO THE MANIFOLD AND INDIVIDUAL VALVES LOCATED PRIOR TO AND AFTER METERS.
10. PROVIDE A FLOOR DRAIN IN THE FIRE RISER ROOM WITHIN 10 FEET OF THE WATER METER LOCATION.
11. PROVIDE PIPE LABELS ON THE POTABLE WATER LINE BETWEEN THE FIRE RISER AND THE WATER METER DESIGNATING PIPE AS "POTABLE WATER".
12. PROVIDE PIPE ANCHORAGE TO SUPPORT METER ASSEMBLY INDEPENDENT OF THE POTABLE WATER SUPPLY PIPING AND BUILDING PLUMBING. PROVIDE PIPE STANDS OR UNISTRUT WALL STANDOFFS. DO NOT SUPPORT METER ASSEMBLY FROM OTHER PIPING.
13. PROVIDE A WALL PENETRATION AND CONDUIT FOR REMOTE RADIOREAD METER TRANSEIVER UNIT (MXU) DEVICE(S). COORDINATE ROUTING AND WALL PENETRATION LOCATION WITH THE WATER DEPARTMENT. REFERENCE WATER STANDARD PLANS 520 AND 530.
14. PROVIDE 1/2" EMT CONDUIT AND SUPPORTS FOR MXU SIGNAL WIRE IF DISTANCE TO WALL PENETRATION EXCEEDS 10 FEET.
15. INSPECTION: CONTACT THE CITY ENGINEER FOR INSPECTION OF THE POTABLE WATER SYSTEM METER ASSEMBLY INSTALLATION.
16. REFER TO STD. PLAN 500 AND THE SPECIFICATIONS FOR FLUSHING, HYDROSTATIC TESTING, AND DISINFECTING REQUIREMENTS
17. BUILDING OWNER IS RESPONSIBLE TO HAVE THE BACKFLOW PREVENTER FLOW TESTED AND INSPECTED INTERNALLY AT LEAST ONCE PER YEAR, OR MORE AS CONDITIONS WARRANT, IN ACCORDANCE WITH NFPA 13 AND NFPA 25 AND A REPORT SUBMITTED TO THE PARK CITY BUILDING DEPARTMENT

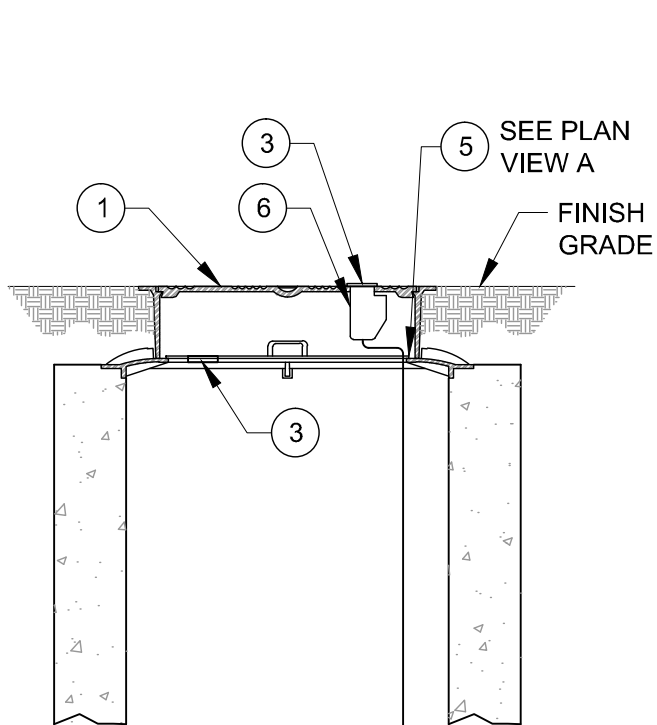
 PARK CITY MUNICIPAL CORPORATION WATER	DATE	3" AND LARGER METER INSIDE SETTING	STD. PLAN
	5/2025		
	REV.		
	2		528 S.2



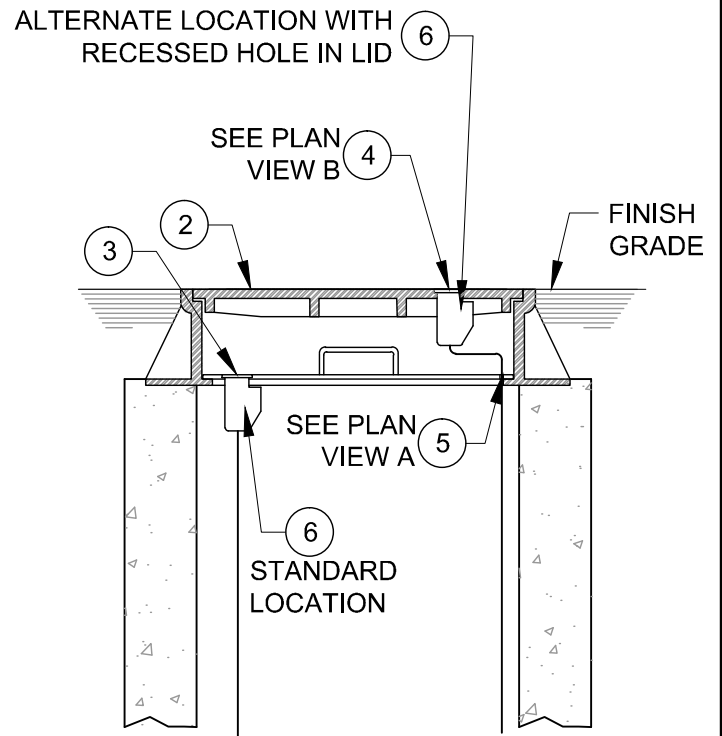
PLAN VIEW A



PLAN VIEW B



LANDSCAPE AREA



PAVEMENT AREA



PARK CITY MUNICIPAL CORPORATION
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METER VAULT FRAME AND COVER / MXU DEVICE LOCATION

STD. PLAN

529

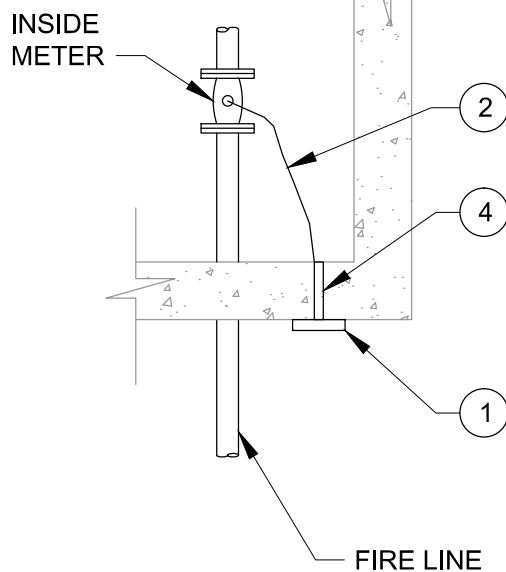
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	METER VAULT FRAME AND COVER, MARKED "WATER"	D&L SUPPLY	L-2320, OR APPROVED EQUAL
②	METER VAULT FRAME AND COVER, TRAFFIC RATED, MARKED "WATER"	D&L SUPPLY	A-1019, OR APPROVED EQUAL
③	2" TAP AND PLUG, REQUIRED	FORD OR APPROVED EQUAL	PLUG: PTP-3-25
④	2" TAP WITH RECESSED PLUG, REQUIRED (PLAN VIEW 'B')		
⑤	NOTCH INNER FROST FREE LID FOR SIGNAL WIRE (PLAN VIEW 'A')		
⑥	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
⑦	METER VAULT, MATERIALS VARY		

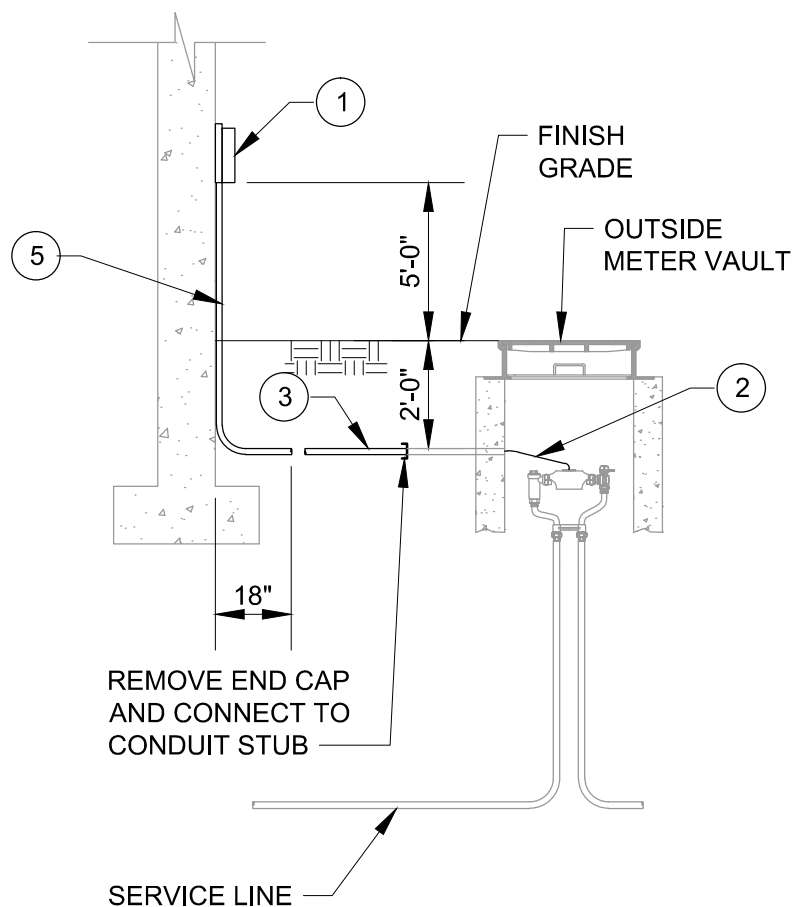
DETAIL NOTES

1. REFER TO STD. PLAN 592 AND 593 FOR METER VAULT ADJUSTMENT AND GRADING REQUIREMENTS
2. PROVIDE TAPS FOR STANDARD AND ALTERNATE MXU LOCATIONS
3. PROVIDE PLUGS FOR ALL OPENINGS
4. REMOVE ALL BURRS FROM TAPS AND NOTCHES
5. REFER TO STD PLAN 530 FOR REMOTE MXU REQUIREMENTS

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	METER VAULT FRAME AND COVER / MXU DEVICE LOCATION	STD. PLAN
	10/2020		
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	1		529 S



INSIDE METER



OUTSIDE METER

LEGEND	
ITEM	DESCRIPTION
①	REMOTE RADIO READ MXU, 6"X6", DEVICE SURFACE MOUNT, BY PCMC
②	MXU SIGNAL WIRE, SUPPLIED AND INSTALLED BY PCMC
③	3/4" PVC NEMA TC-2 CONDUIT BY CUSTOMER
④	WALL PENETRATION, BY CUSTOMER
⑤	3/4" GALVANIZED RIGID STEEL CONDUIT, BY CUSTOMER

NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	REMOTE MXU DEVICE	STD. PLAN
	03/2014		
	REV.		
	0		530

DETAIL NOTES:

1. USE OF A PCMC FIRE HYDRANT FOR OBTAINING CONSTRUCTION WATER REQUIRES A VALID CUSTOMER WATER SERVICE AGREEMENT. THE AGREEMENT CAN BE OBTAINED FROM THE PUBLIC WORKS DEPARTMENT. A DEPOSIT FEE IS REQUIRED.
2. CONTRACTOR (CUSTOMER) IS RESPONSIBLE TO PICK UP THE PCMC PROVIDED HYDRANT METER ASSEMBLY FROM THE PUBLIC WORKS DEPARTMENT. COORDINATE PICK UP 24 HOURS PRIOR TO ARRIVAL.
3. CONTRACTOR SHALL BE RESPONSIBLE TO INSTALL AND NOTIFY THE PARK CITY FIRE SERVICE DISTRICT OFFICE OF THE HYDRANT CONNECTION.
4. FULLY OPEN THE FIRE HYDRANT VALVE PRIOR TO OPERATION. DO NOT USE THE FIRE HYDRANT VALVE FOR THROTTLING, USE THE BACKFLOW ASSEMBLY VALVE. DO NOT CLOSE VALVES ON THE ASSEMBLY OR THE DISCHARGE LINE QUICKLY.
5. CONTRACTOR SHALL PROTECT THE HYDRANT METER ASSEMBLY FROM DAMAGE, THEFT, AND MISUSE.
6. CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL WATER CONSUMPTION.
7. CONTRACTOR SHALL NOTIFY PCMC WATER DEPARTMENT AND REMOVE AND RETURN THE HYDRANT METER ASSEMBLY WHEN HYDRANT USE IS COMPLETE. RELOCATION OF THE HYDRANT METER ASSEMBLY REQUIRES PRIOR NOTIFICATION TO THE WATER DEPARTMENT AND A MODIFICATION TO THE CUSTOMER SERVICE AGREEMENT.
8. CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL DAMAGE TO METER AND HYDRANT WHILE IN USE.



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TEMPORARY HYDRANT METER ASSEMBLY

STD. PLAN

531

PCMC WATER SYSTEM – CORROSION PROTECTION REQUIREMENTS:

PCMC HAS EXPERIENCED EXTERNAL CORROSION OF WATER DISTRIBUTION MATERIALS IN VARYING DEGREES THROUGHOUT THE CITY. TO MAXIMIZE THE LIFE CYCLE OF WATER SYSTEM IMPROVEMENTS, AS IMPACTED BY THE IMMEDIATE SITE CONDITIONS AND THE SELECTION OF MATERIALS, THE CITY HAS IDENTIFIED KEY DESIGN AND CONSTRUCTION REQUIREMENTS.

1. **FOR PROJECTS WITH LESS THAN 300 FEET OF NEW WATER PIPE** AND APPURTENANCES, CORROSION PROTECTION SHALL BE ADDRESSED IN THE FOLLOWING MANNER:
 - a. IN ADDITION TO THE REQUIRED POLYETHYLENE WRAP, APPLY A WAX TAPE COATING SYSTEM TO VALVE BONNET BOLTS, SADDLES, CORP STOPS, STAINLESS REPAIR CLAMPS AND ALL OTHER BURIED BOLTS, NUTS, CONNECTORS, RESTAINER GLAND BOLTS, AND COUPLING HARDWARE, AWWA C217. COATING SYSTEM TO INCLUDE A 4-MIL MINIMUM WAX TAPE PRIMER, FILLER MATERIAL, 45-MIL MINIMUM WAX TAPE AND PROTECTIVE OUTER WRAP. WHEN WAX TAPING A STAINLESS CLAMP THE ENTIRE CLAMP SHOULD BE WRAPPED NOT JUST BOLTS.
 - b. WAX TAPE COATING MATERIALS:
 - i. DENSO NORTH AMERICA DENSO PRIMER, DENSYL TAPE AND/OR MASTIC, DENSO FIBER-WRAP
 - ii. TRENTON PRIMER, #1 WAX-TAPE, AND GUARD-WRAP
 - iii. OR APPROVED EQUAL (SUBMITTAL TO CITY AND WRITTEN APPROVAL REQUIRED PRIOR TO INSTALLATION)
2. **FOR PROJECTS EXCEEDING 300 FEET OF NEW WATER PIPE** AND APPURTENANCES, CORROSION PROTECTION SHALL BE ADDRESSED IN THE FOLLOWING MANNER:
 - a. THE DEVELOPER AND ITS' DESIGN ENGINEER, GEOTECHNICAL ENGINEER, AND CORROSION CONSULTANT SHALL PROVIDE A SITE SPECIFIC "CORROSION STUDY REPORT". THE REPORT SHALL INCORPORATE PROJECT SPECIFIC FINDINGS INTO CORROSION PROTECTION RECOMMENDATIONS FOR THE PROPOSED WATER SYSTEM IMPROVEMENTS. THE REPORT SHALL INCLUDE AT A MINIMUM THE FOLLOWING ITEMS:
 - i. DETAILED INFORMATION ON EXISTING CONDITIONS, SOIL TYPES, CLASSIFICATION, ETC.
 - ii. IDENTIFICATION OF STRAY CURRENT SOURCES AND ANY EXISTING CORROSION PROTECTION SYSTEMS IN THE IMMEDIATE AREA
 - iii. IDENTIFICATION OF ANY POTENTIAL FOR HOT SPOTS OR VARYING SOIL CONDITIONS THAT MAY WARRANT CHANGES TO THE CORROSION PROTECTION PLAN DURING CONSTRUCTION.
 - iv. FIELD SAMPLING AND TESTING RESULTS WITHIN THE PROPOSED PIPE ZONE BASED ON REPRESENTATIVE SAMPLING OF THE DEVELOPMENT AREA CONDITIONS
 - v. SOIL RESISTIVITY TESTING RESULTS IDENTIFYING CORROSIVE SOIL CONDITIONS AND LOCATIONS (WENNER 4-PIN SOIL RESISTIVITY TESTS AND SOIL BOX RESISTIVITY TESTS) AT REPRESENTATIVE PIPE INSTALL DEPTHS
 - vi. LABORATORY ANALYSIS OF SOIL SAMPLES FOR PH, CHLORIDES, SULFATES, TOTAL SALTS, AND CONDUCTIVITY
 - vii. DETERMINATION OF THE NEED FOR CORROSION PROTECTION BASED ON SOIL CORROSIVITY CLASSIFICATION/SOIL RESISTIVITY AND RECOMMENDATION OF SUITABLE PIPE, CONSTRUCTION MATERIALS, PIPE PROTECTION METHOD, PIPE EXTERIOR COATINGS, ETC., BASED ON SITE CORROSIVITY. SEE TABLE BELOW.
 - viii. SPECIFY IF THE INVESTIGATION INCLUDES ONLY THE INITIAL PHASE OR ALL FUTURE PHASES

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	METALLIC PIPE CORROSION PROTECTION	STD. PLAN
	10/2020		534.1
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- b. FOLLOWING PCMC'S RECEIPT AND REVIEW OF THE CORROSION STUDY REPORT, THE DEVELOPER WILL BE NOTIFIED OF THE CITY'S DETERMINATION AS TO REQUIRED PROTECTION OR THE DESIGN TEAM WILL BE REQUESTED TO MEET AND REVIEW THE FINDINGS AND ESTABLISH THE FINAL WATER SYSTEM DESIGN CRITERIA. THE CITY'S REVIEW WILL BE BASED ON THE FOLLOWING TABLE 1:

TABLE 1 - SOIL CORROSIVITY CLASSIFICATION VERSUS SOIL RESISTIVITY

CORROSIVITY	RESISTIVITY, OHM-CM	TREATMENT
EXTREMELY CORROSIVE	LESS THAN 1,000	SITE SPECIFIC DESIGN REQUIRED
VERY CORROSIVE	1,000 TO 3,000	SITE SPECIFIC DESIGN REQUIRED
CORROSIVE	3,000 TO 6,000	NON-METALLIC PIPE – WAX TAPE COATING SYSTEM ON BOLTS & NUTS, ANODE PROTECTED FITTINGS AND VALVES
MODERATELY CORROSIVE	6,000 TO 10,000	NON-METALLIC PIPE - WAX TAPE COATING SYSTEM ON BOLTS AND NUTS ON PIPE, FITTINGS, AND VALVES
MILDLY CORROSIVE	MORE THAN 10,000	WAX TAPE COATING SYSTEM ON BOLTS AND NUTS ON PIPE, FITTINGS, AND VALVES *ALWAYS REQUIRED UNLESS SOILS TESTING IS PROVIDED

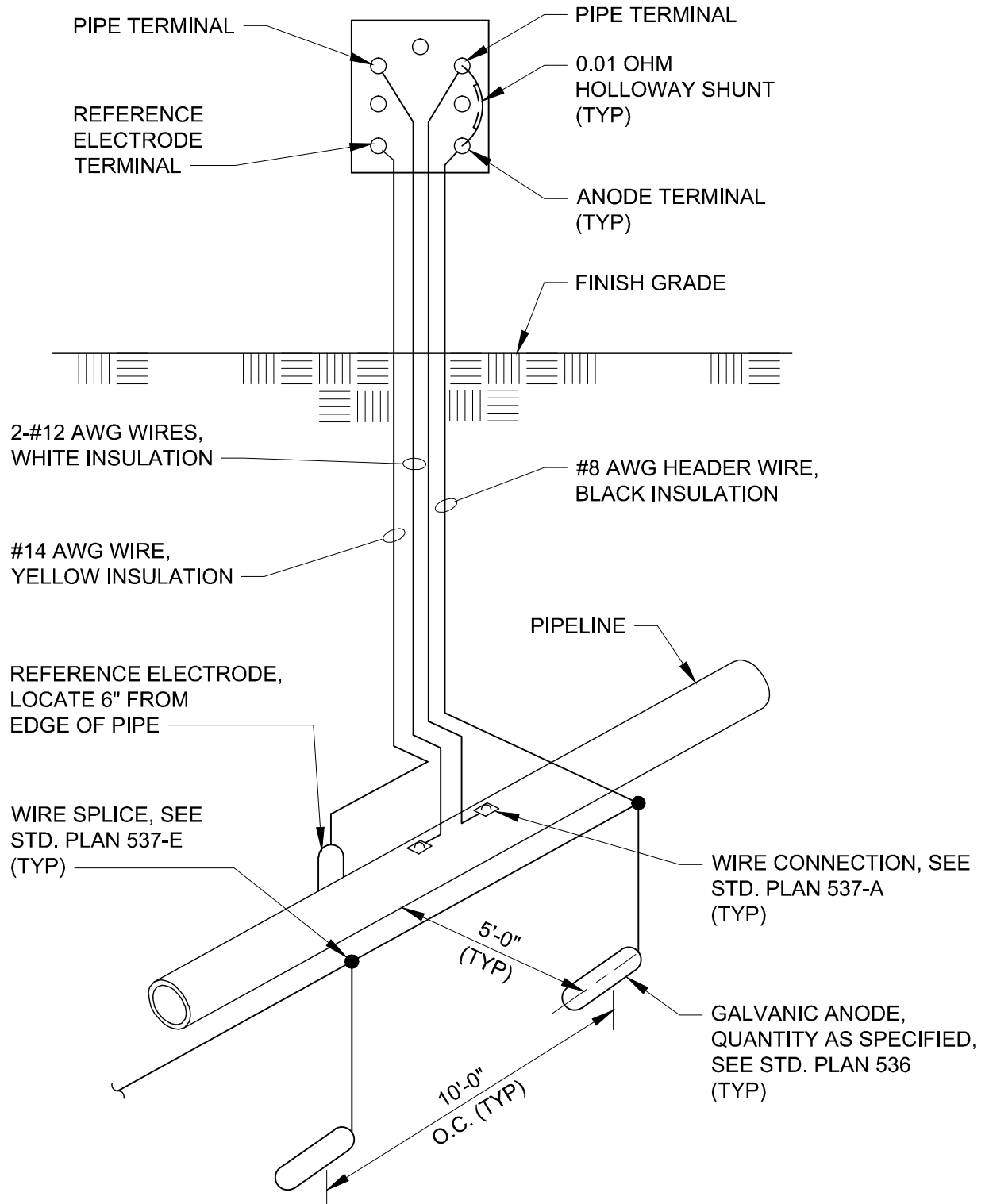
- c. REFER TO PERTINENT PCMC WATER STANDARD PLANS OR PROVIDE CONSTRUCTION DRAWING DETAILS ASSOCIATED WITH CORROSION STUDY RECOMMENDATIONS AND THE PCMC FINAL APPROVED WATER SYSTEM

WAX TAPE INSTALLATION PROCEDURES

WIRE BRUSH AND SCRAPE THE SURFACE CLEAN OF DIRT, LOOSE COATING AND LOOSE RUST. APPLY A THIN FILM OF WAX-TAPE® PRIMER. IF THE SURFACE IS WET, COLD OR RUSTY, RUB AND PRESS ON PRIMER TO DISPLACE MOISTURE AND ENSURE ADHESION. THEN WRAP WAX-TAPE WRAP USING A 1" OVERLAP. ON STRAIGHT PIPE APPLY SLIGHT TENSION TO ENSURE CONTACT WITH SURFACE. ON IRREGULAR SURFACES ALLOW SLACK SO THE WRAP CAN BE MOLDED INTO CONFORMITY. IN EITHER CASE, PRESS AND FORM THE WRAP SO THERE ARE NO AIR POCKETS OR VOIDS UNDER THE WRAP. ALSO, PRESS AND SMOOTH OUT THE LAP SEAMS TO ENSURE THEY ARE SEALED AND APPLY OUTERWRAP. THE WRAP DOES NOT REQUIRE CURING OR DRYING TIME SO IT CAN BE BACKFILLED IMMEDIATELY.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	METALLIC PIPE CORROSION PROTECTION	STD. PLAN
	10/2020		
	REV.		
	1		534.2

TERMINAL BOARD WIRING DIAGRAM



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

REV.

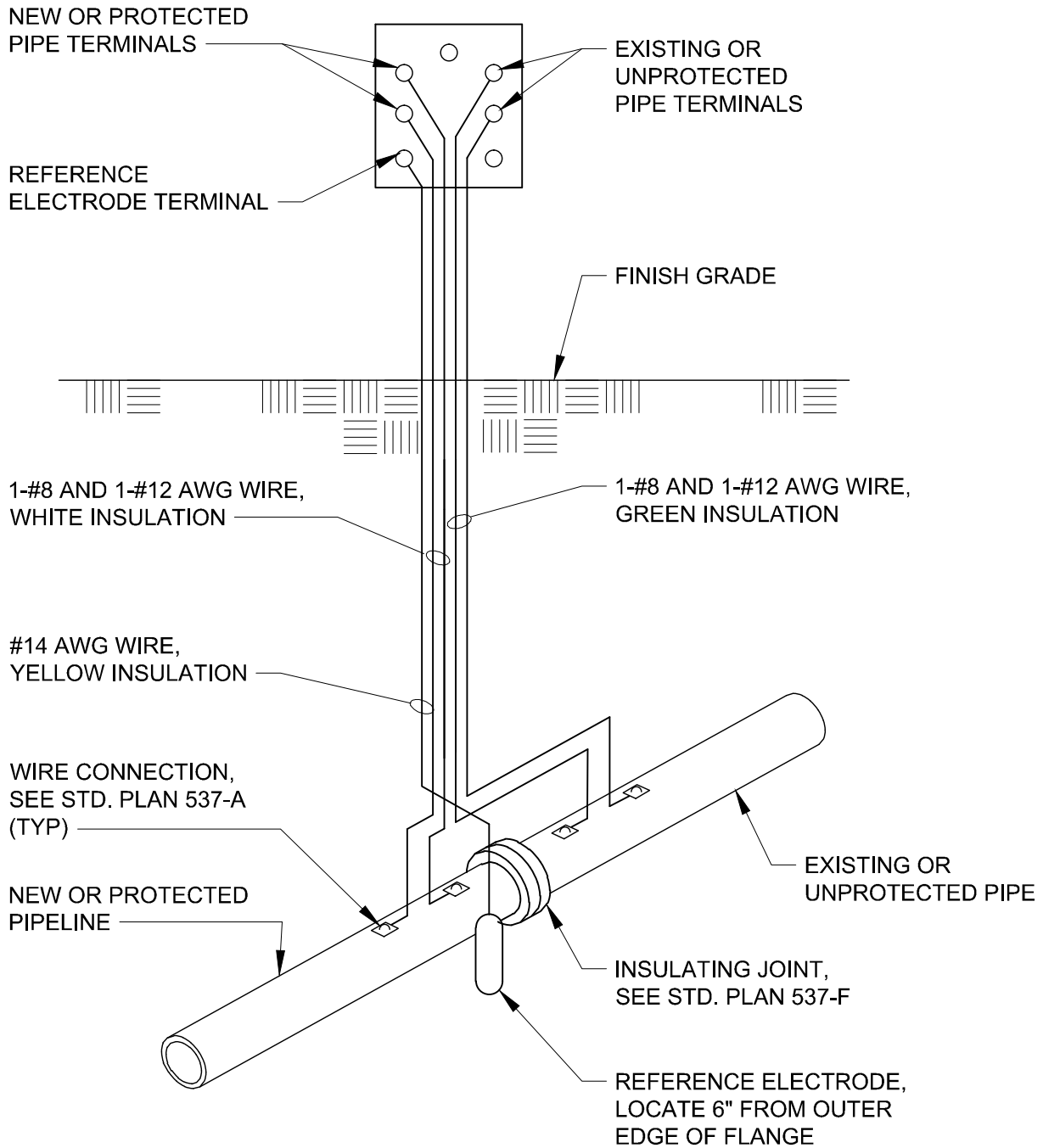
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TYPE A TEST STATION

STD. PLAN

535-A

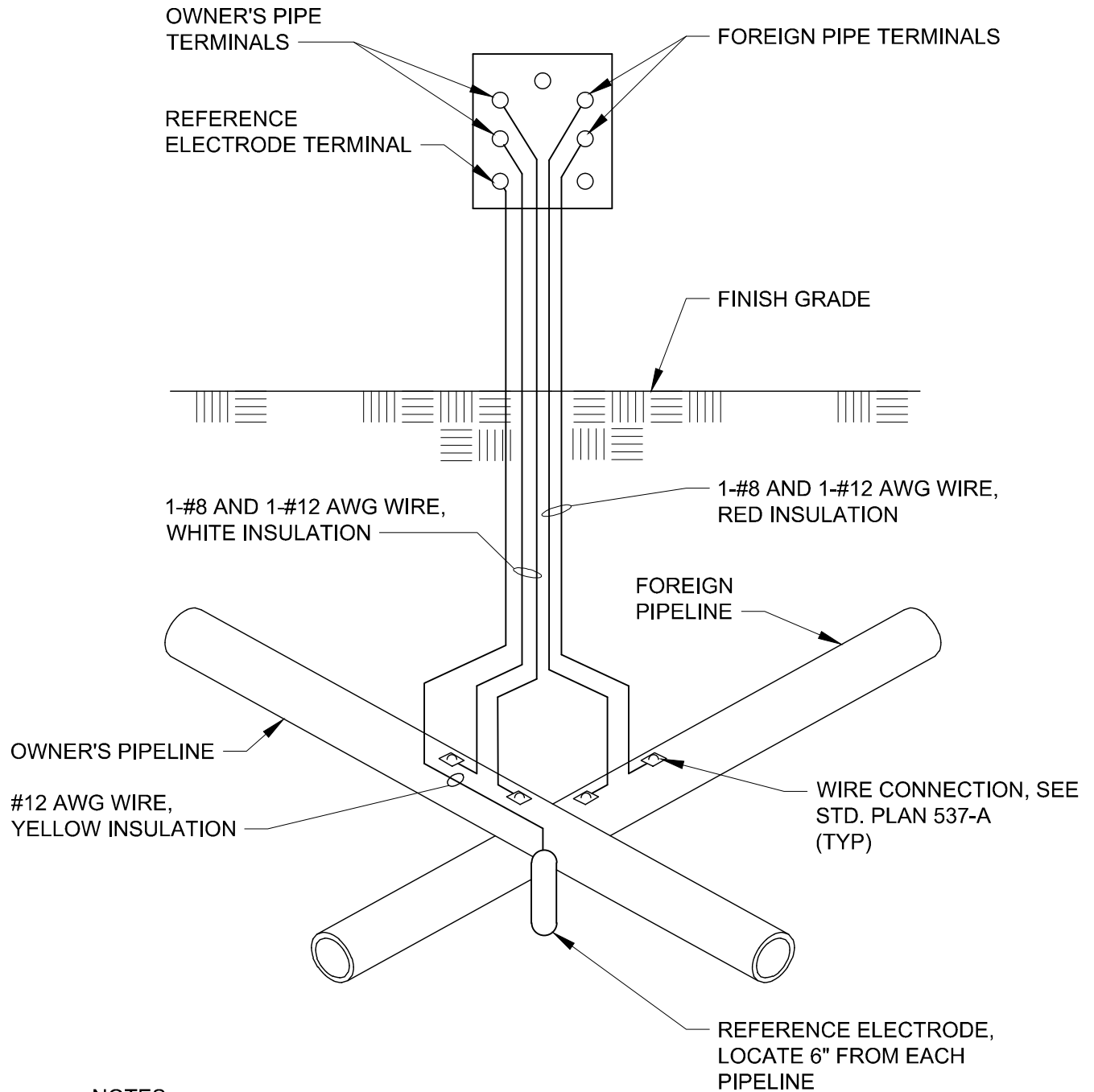
TERMINAL BOARD WIRING DIAGRAM



NOTE:
SEE POST OR FLUSH MOUNTED TEST STATION DETAILS AS APPLICABLE FOR TEST STATION STYLE REQUIRED.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	TYPE I TEST STATION	STD. PLAN
	12/2013		535-B
	REV.		
	0		

TERMINAL BOARD WIRING DIAGRAM



NOTES:

1. PRIOR TO MAKING WIRE CONNECTIONS CONTACT FOREIGN PIPELINE OWNER FOR APPROVAL.
2. SEE POST OR FLUSH MOUNTED TEST STATION DETAILS AS APPLICABLE FOR TEST STATION STYLE REQUIRED.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

REV.

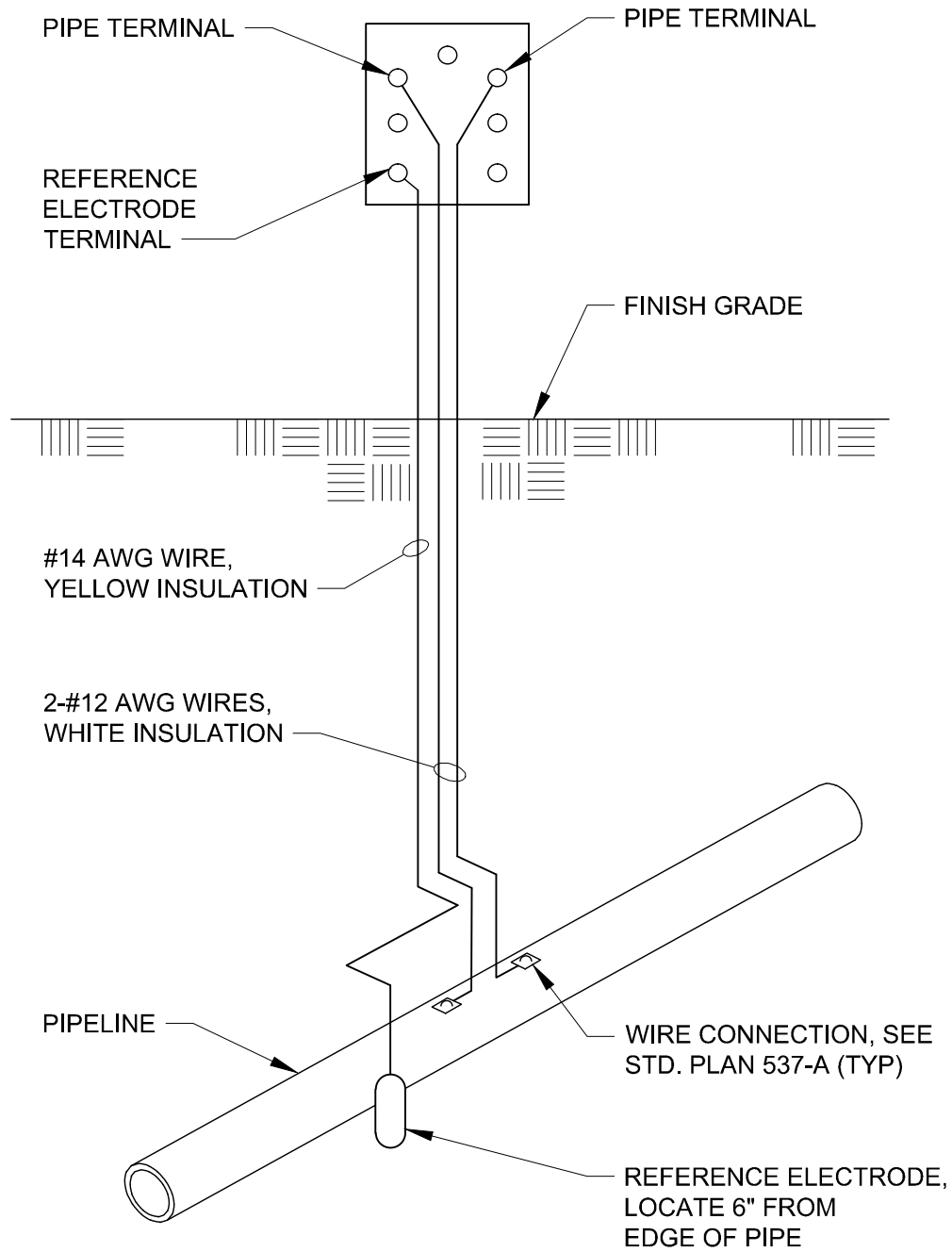
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TYPE F TEST STATION

STD. PLAN

535-C

TERMINAL BOARD WIRING DIAGRAM



NOTE:
SEE POST OR FLUSH MOUNTED TEST STATION DETAILS AS APPLICABLE FOR TEST STATION STYLE REQUIRED.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

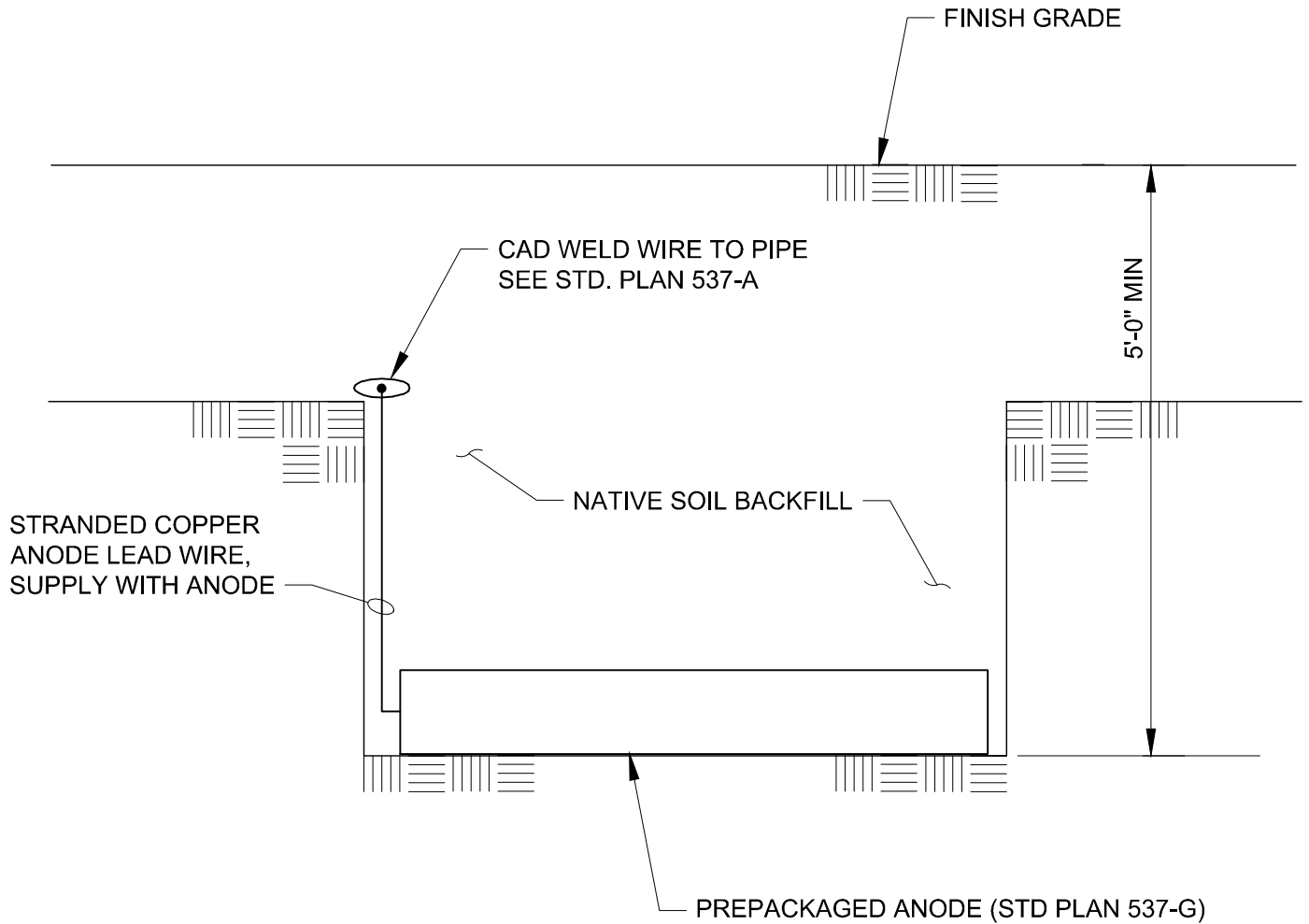
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TYPE T TEST STATION

STD. PLAN

535-D



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

04/2014

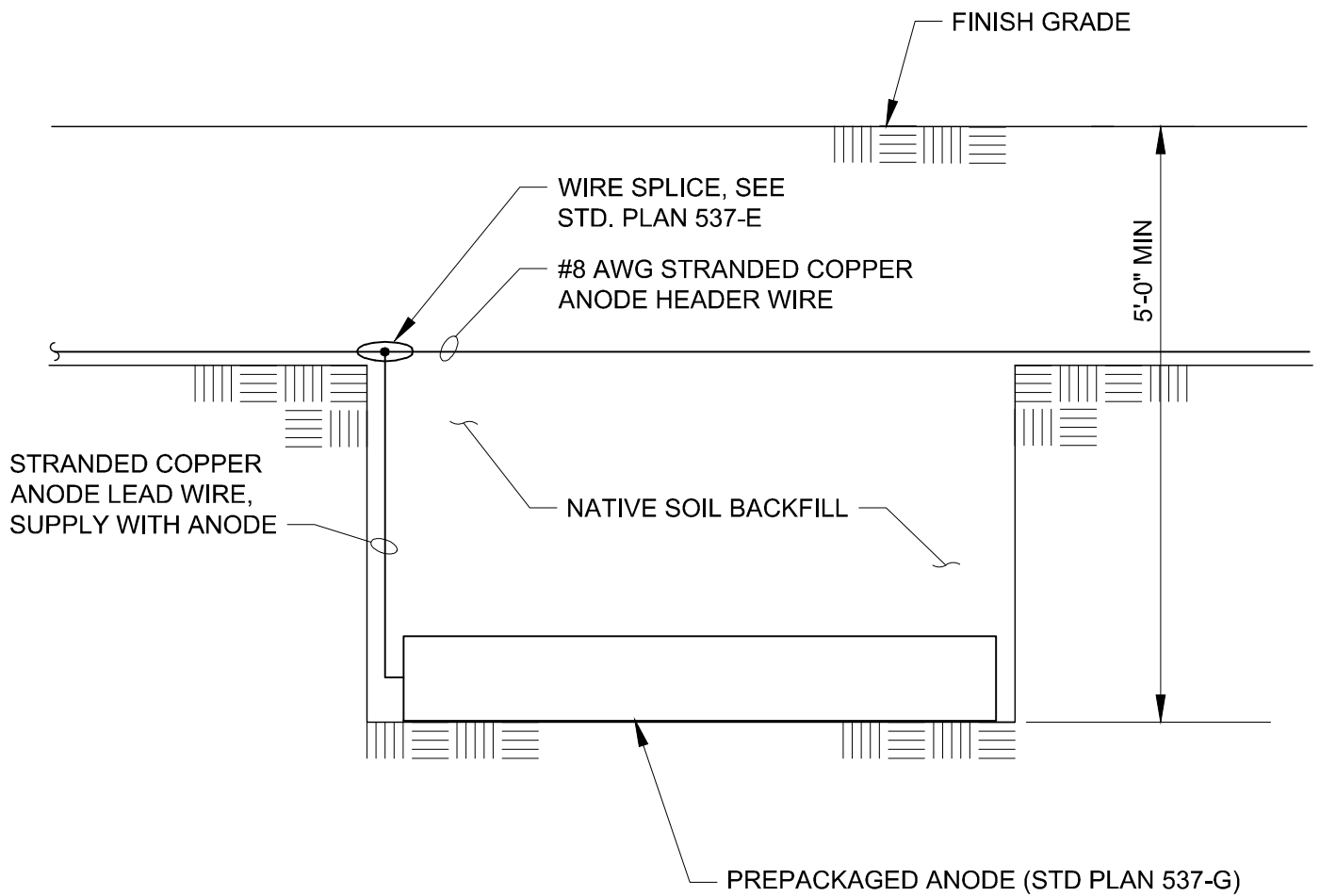
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HORIZONTAL GALVANIC ANODE INSTALLATION WITHOUT TEST STATION

STD. PLAN

536-A



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2014

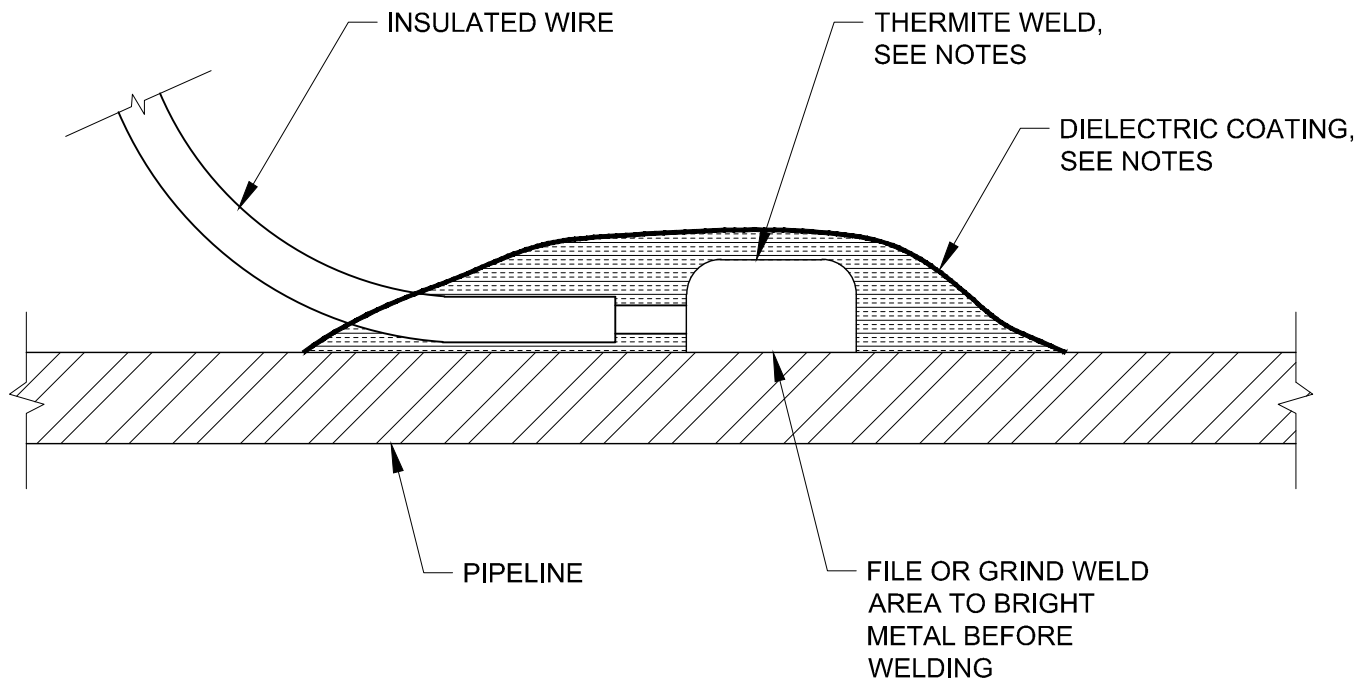
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HORIZONTAL GALVANIC ANODE INSTALLATION

STD. PLAN

536-B



NOTES:

1. MAKE WIRE CONNECTION TO PIPE AT FIELD JOINT WHERE HOLDBACK OCCURS ON PIPELINE COATING.
2. MAINTAIN SEPARATION BETWEEN MULTIPLE TEST WIRE CONNECTIONS OF ONE PIPE DIA OR 24", WHICHEVER IS LESS.
3. COPPER SLEEVE REQUIRED FOR #2 AWG JOINT BONDS OR FOR #12 AWG OR SMALLER TEST WIRES.
4. WELDER AND CARTRIDGE SIZE VARIES ACCORDING TO PIPE SIZE AND PIPE MATERIAL, CONSULT WELDER MANUFACTURER FOR RECOMMENDED WELDER AND CARTRIDGE.
5. COAT COMPLETED CONNECTIONS, SEE STD PLAN 537-G.
6. PIPELINE JOINT COATING NOT SHOWN FOR CLARITY.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

04/2014

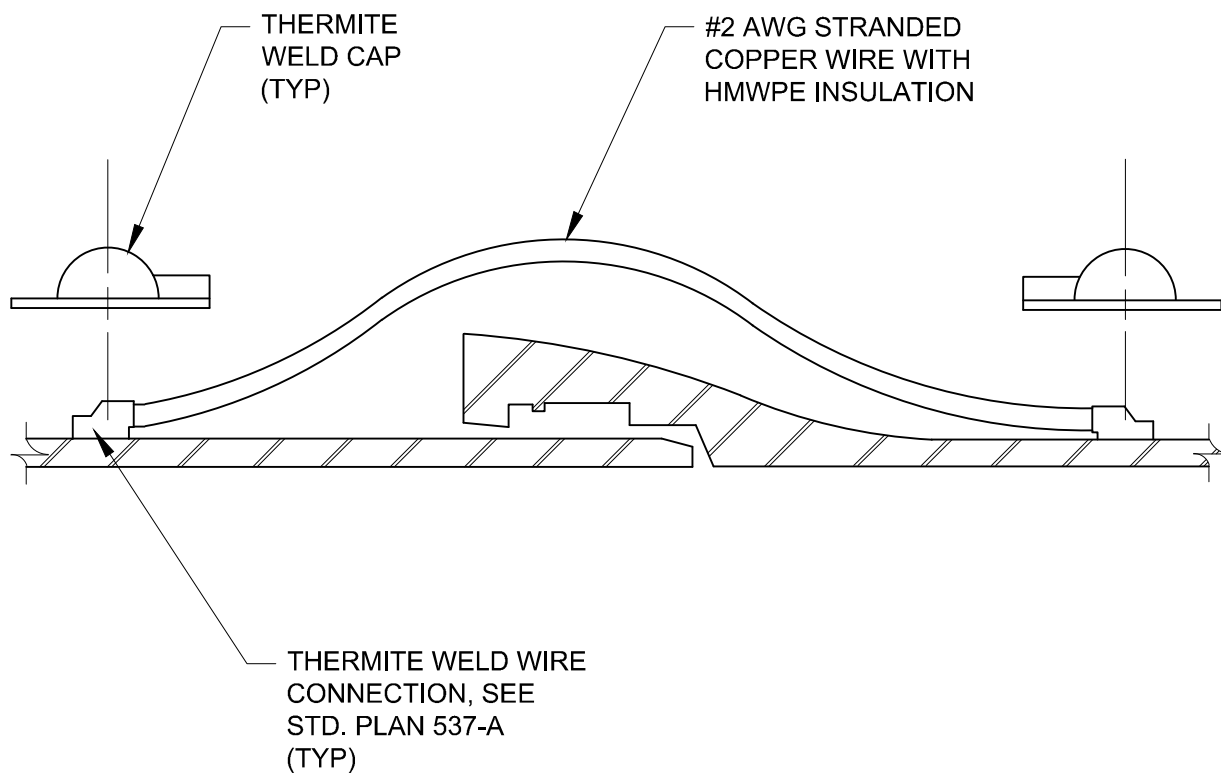
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**STEEL AND DUCTILE IRON PIPE
WIRE CONNECTION**

STD. PLAN

537-A



NOTES:

1. PUSH ON DUCTILE IRON BOND SHOWN, SIMILAR FOR DUCTILE MECHANICAL AND RESTRAINED JOINTS, AND STEEL CARNEGIE JOINTS.
2. INSTALL 2 BOND WIRES AT EACH PIPE JOINT, UNLESS SPECIFIED OTHERWISE.
3. COAT THERMITE WELDS WITH THERMITE WELD CAP OR FAST CURE EPOXY AT CONTRACTOR'S OPTION.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

REV.

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**DUCTILE IRON PIPE
JOINT BOND**

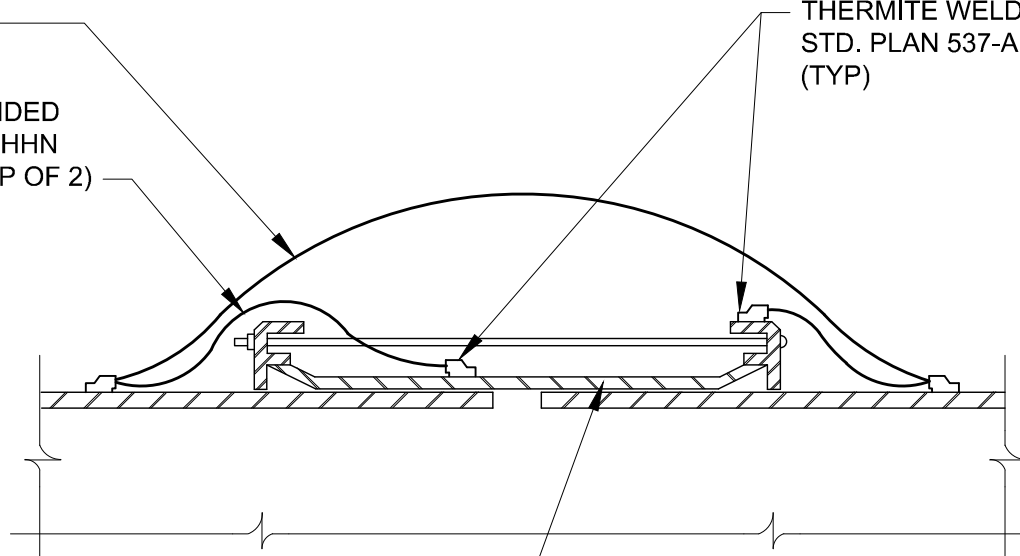
STD. PLAN

537-B

#2 AWG STRANDED
WIRE, HMWPE
INSULATION

#12 AWG STRANDED
WIRE PIGTAIL, THHN
INSULATION (TYP OF 2)

THERMITE WELD, SEE
STD. PLAN 537-A
(TYP)



FLEXIBLE,
EXPANSION, OR
DEPEND-O-LOCK
TYPE COUPLING



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

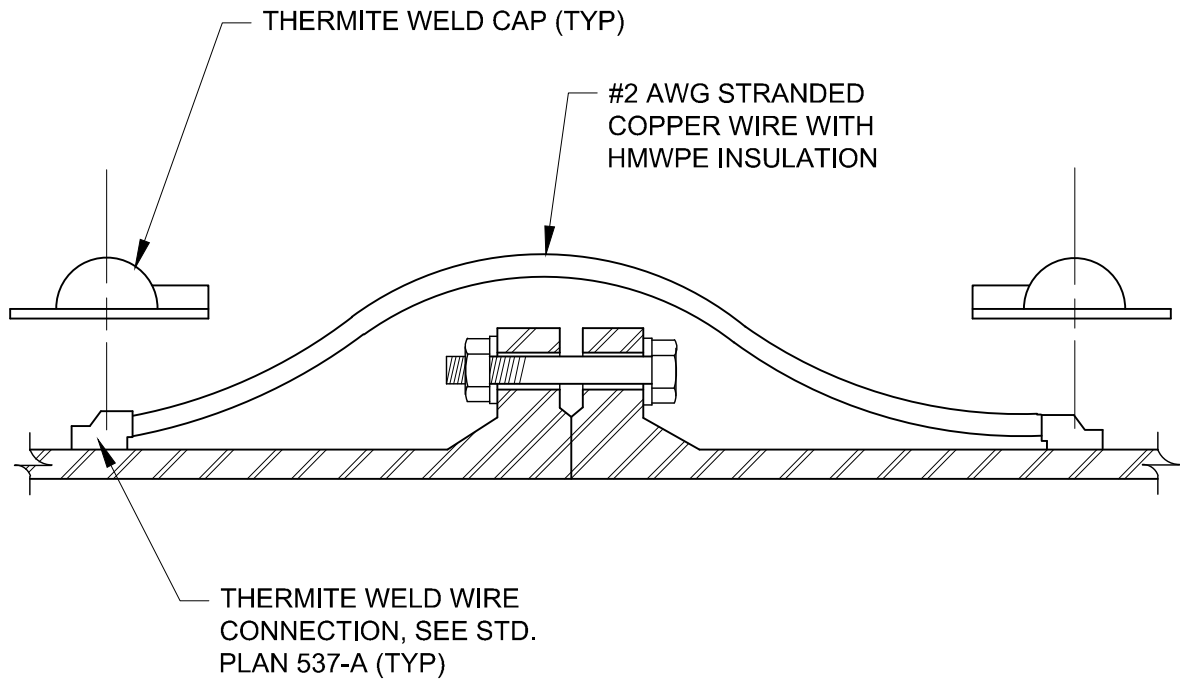
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FLEXIBLE JOINT BOND

STD. PLAN

537-C



NOTE:
INSTALL TWO BOND WIRES AT EACH PIPE JOINT.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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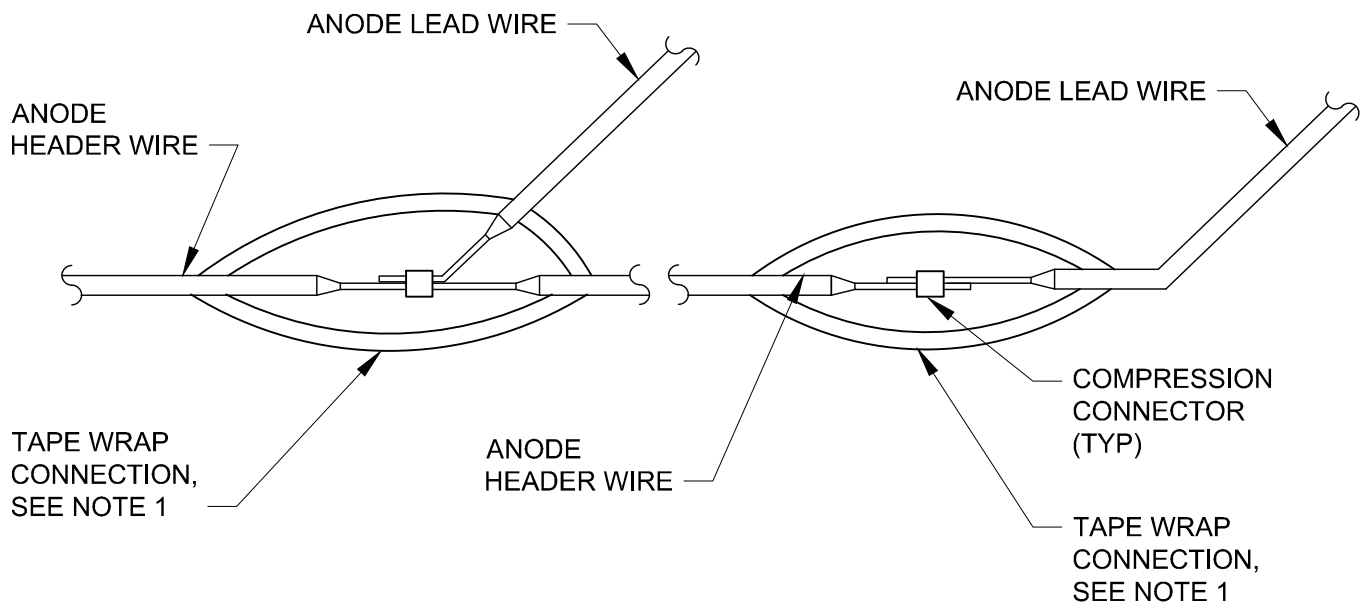
REV.

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FLANGED AND MECHANICAL JOINT BOND

STD. PLAN

537-D



NOTES:

1. FILL VOIDS AND IRREGULARITIES WITH INSULATING PUTTY, WRAP CONNECTION WITH TWO LAYERS OF SCOTCH 130C SELF VULCANIZING RUBBER TAPE AND TWO LAYERS OF SCOTCH 88 VINYL ELECTRICAL TAPE.
2. DETAIL SIMILAR FOR ANODE HEADER WIRE SPLICES, SIZE COMPRESSION CONNECTORS AS REQUIRED.



PARK CITY MUNICIPAL CORPORATION
WATER

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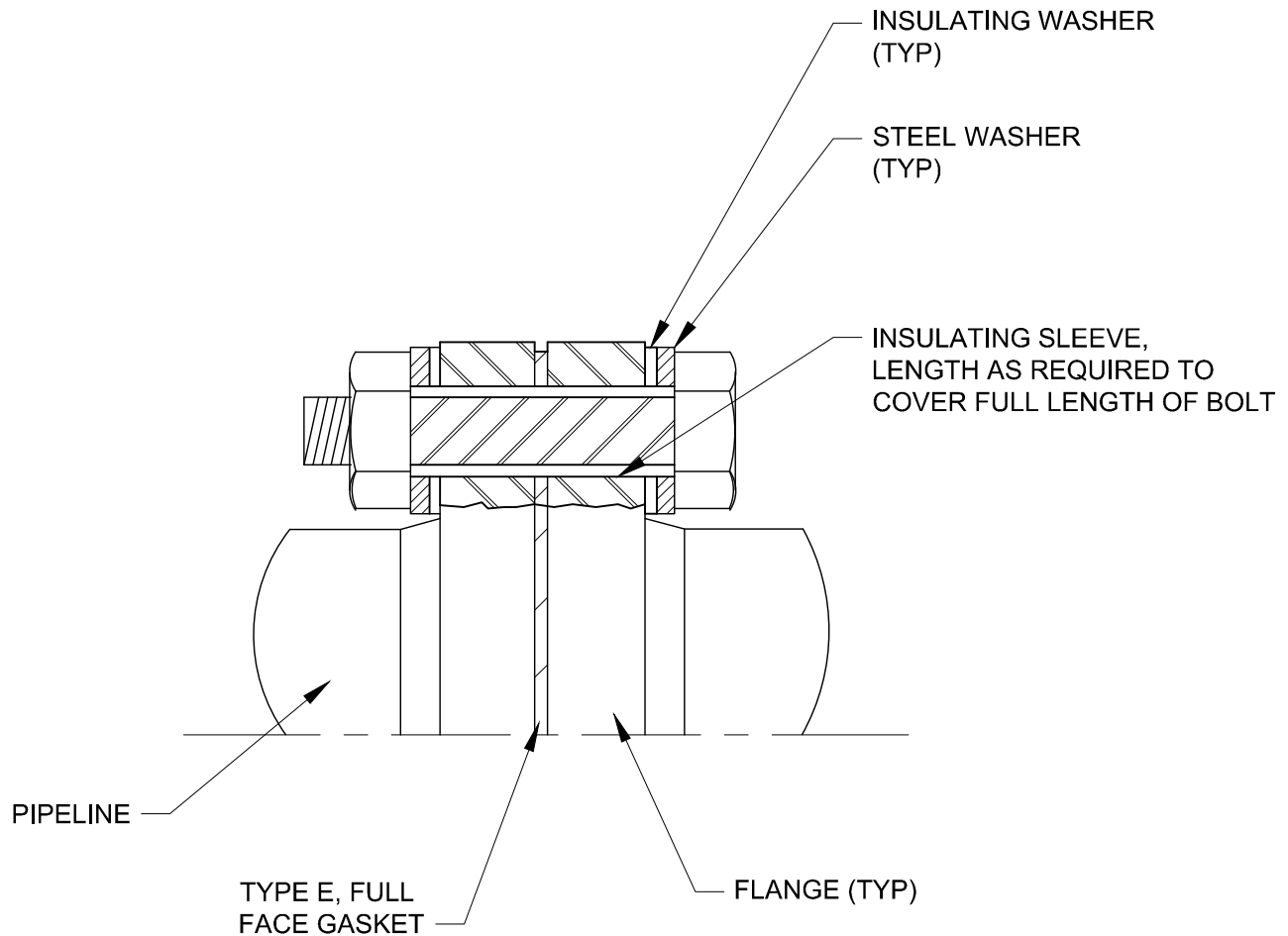
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GALVANIC ANODE WIRE SPLICE

STD. PLAN

537-E



NOTES:

1. DOUBLE INSULATING WASHERS SHOWN FOR NON-BURIED INSULATING FLANGE INSTALLATIONS.
2. FOR BURIED OR SUBMERGED INSULATING FLANGE INSTALLATION USE SINGLE INSULATING WASHER ON UNPROTECTED SIDE OF INSULATING FLANGE.
3. COAT INTERIOR OF MORTAR LINED PIPE FOR TWO PIPE DIAMETERS WITH NSF APPROVED EPOXY AT 20 MILS DFT.
4. COAT BURIED OR IMMERSSED INSULATING FLANGES WITH SPECIFIED PIPELINE DIELECTRIC JOINT COATING OR HEAT SHRINK SLEEVE WITH MORTAR OVERCOAT ON MLC STEEL PIPE.
5. TEST COMPLETED JOINT FOR ELECTRICAL ISOLATION AND REPAIR AS REQUIRED.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

12/2013

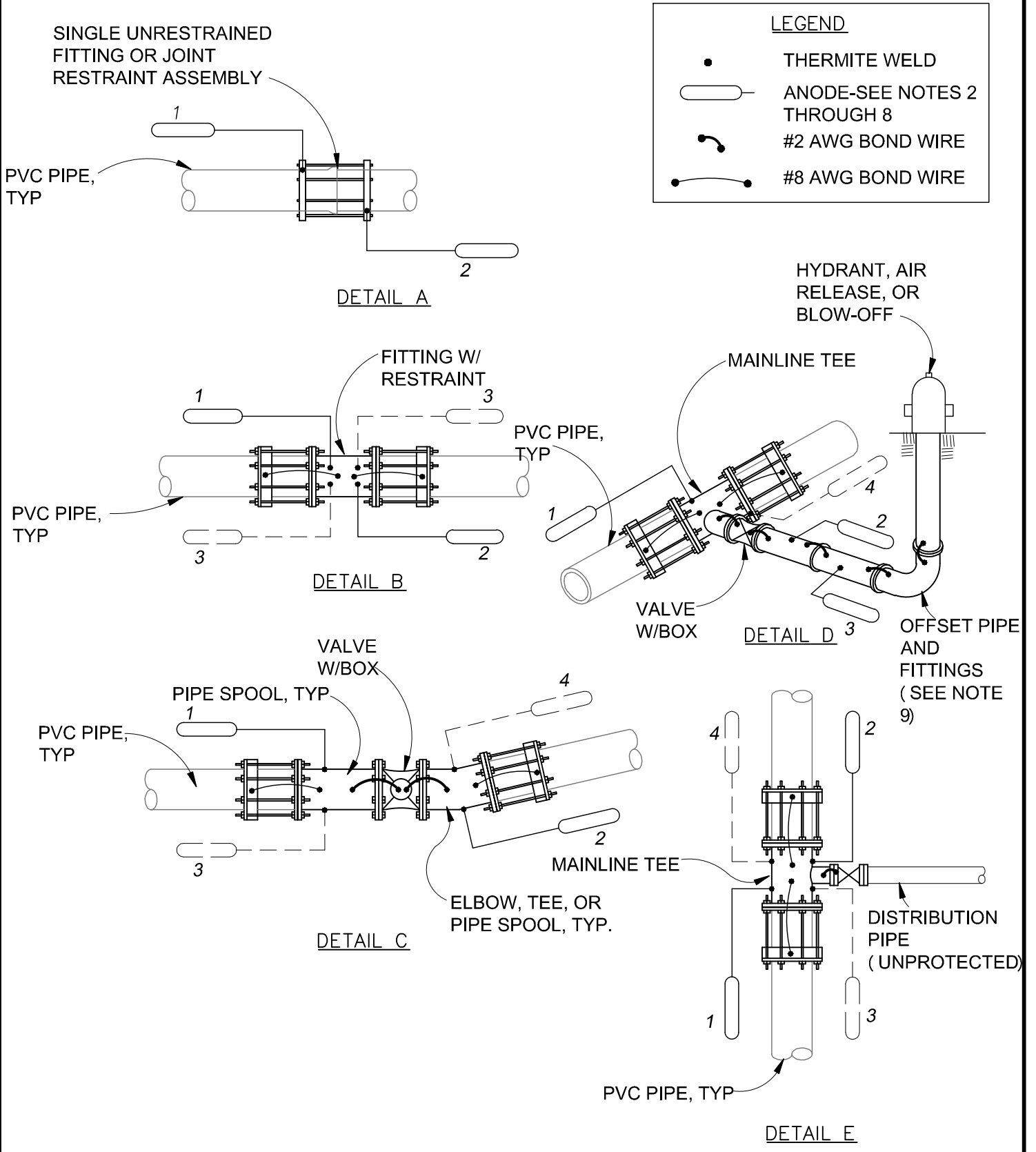
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INSULATING FLANGE

STD. PLAN

537-F



 PARK CITY MUNICIPAL CORPORATION WATER	DATE	METALLIC PIPE APPURTENANCE AND FITTING CATHODIC PROTECTION	STD. PLAN
	4/2014		537-G.1
	REV.		
	0		

NOTES:

1. APPLY DIELECTRIC COATING TO ALL METALLIC FITTINGS, VALVES, PIPE, AND VALVE BOXES UNLESS SPECIFIED OTHERWISE.
2. GALVANIC ANODES SHALL BE H1 ALLOY MAGNESIUM ANODES AT THE BARE WEIGHT LISTED IN THE SCHEDULE, SUPPLY PREPACKAGED IN A CLOTH BAG AT 2.5 TIMES BARE WEIGHT IN 75% GYPSUM, 20% BENTONITE, AND 5% SODIUM SULFATE BACKFILL WITH MANUFACTURER'S STANDARD 10-FOOT LONG, NO. 12 AWG LEAD WIRE.
3. INSTALL ANODES IN PIPE TRENCH APPROXIMATELY 2 FEET FROM THE FITTING WHERE POSSIBLE, BUT NOT CLOSER THAN 12-INCHES FROM THE METALLIC FITTING.
4. ANODE PLACEMENT IS INDICATED BY NUMBER NEXT TO EACH ANODE SHOWN IN DETAILS, FIRST ANODE IS PLACED AT ONE, SECOND AT TWO, ETC.
5. LOCATE MULTIPLE ANODES AT EQUAL SPACING ALONG PIPE FITTING ASSEMBLY AND ON OPPOSITE SIDES OF PIPE WHEN MORE THAN FOUR ANODES ARE REQUIRED.
6. 32-LB GALVANIC ANODES MAY BE SUBSTITUTED FOR 17-LB ANODES AT THE CONTRACTOR'S OPTION, BUT THE TOTAL QUANTITY OF ANODES REQUIRED WILL NOT CHANGE.
7. ANODE QUANTITY AND BARE WEIGHT REQUIRED FOR SOME PIPE AND FITTING COMBINATIONS ARE LISTED IN THE SCHEDULE.
8. ADDITIONAL ANODES ARE REQUIRED ON METALLIC PIPE ASSEMBLIES THAT EXCEED THE MAXIMUM COMBINED LENGTH LISTED IN THE SCHEDULE FOR ALL FITTINGS, VALVES, PIPE SPOOLS, AND OTHER METALLIC APPURTENANCES IN THE ASSEMBLY, EXCLUDING THRUST RESTRAINT, ADD ONE ANODE FOR EACH EXTRA PIPE LENGTH AND ONE ANODE FOR FRACTIONAL EXTRA PIPE LENGTH TO THE LISTED QUANTITY OF ANODES.
9. PIPE ASSEMBLIES FOR BLOW-OFFS, AIR RELEASE, AND FIRE HYDRANTS ARE BASED ON STANDARD CONSTRUCTION DETAILS AND INCLUDES ONE RESTRAINED MAINLINE TEE FITTING AND ALL OFFSET PIPE, FITTINGS, AND RISERS AS SHOWN ON THE APPLICABLE CONSTRUCTION DETAILS, ADDITIONAL ANODES ARE REQUIRED FOR - 1) OFFSET PIPE LENGTH IN EXCESS OF THE MAXIMUM COMBINED LENGTH FOR THE OFFSET PIPE DIAMETER, AND 2) ADDITIONAL ANODES REQUIRED FOR EXTRA MAINLINE PIPE FITTINGS.
10. BOND ALL ADJACENT FITTING JOINTS WHERE MULTIPLE METALLIC FITTINGS ARE INSTALLED TOGETHER WITH JOINT BONDS AS SHOWN IN DETAIL 711-L,M,N.
11. BOND WIRES SHALL BE STRANDED COPPER WIRE WITH THHN INSULATION, USE NO. 2 AWG WIRE FOR BONDING OF PIPE OR FITTING JOINTS, USE NO. 8 AWG WIRE FOR BONDING FOLLOWER RINGS AND RESTRAINED JOINT RINGS TO FITTING AS SHOWN.
12. COAT ALL THERMITE WELDS, PIPE, AND EXPOSED COPPER WIRE WITH SCOTCHKOTE 206P THERMOPLASTIC PATCH MELT STICK COATING, THERMITE WELD CAP, OR COATING SYSTEM AS SPECIFIED.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	METALLIC PIPE APPURTENANCE AND FITTING CATHODIC PROTECTION	STD. PLAN
	4/2014		537-G.2
	REV.		
	0		

13. COATING MATERIAL FOR METALLIC PIPE AND FITTINGS

A. GENERAL:

1. ALL METALLIC FITTINGS AND METALLIC HARDWARE ASSOCIATED WITH NON-METALLIC PIPE CONSTRUCTION SHALL BE DIELECTRICALLY COATED WITH A BONDED COATING.
2. PREPARE SURFACE OF ITEMS TO BE COATED IN ACCORDANCE WITH COATING MANUFACTURER'S REQUIREMENTS.

B. DIELECTRIC COATING SYSTEMS FOR METALLIC PIPE, FITTINGS, AND APPURTENANCES

1. WAX TAPE COATING SYSTEM

- a. METALLIC PIPING, FITTINGS, AND APPURTENANCES SHALL BE COATED IN ACCORDANCE WITH AWWA C217.
- b. APPLY COATING SYSTEM TO ALL BURIED METALLIC PIPE APPURTENANCES, INCLUDING JOINTS, FITTINGS, BOLTS, AND IRREGULARLY SHAPED SURFACES.
- c. FILLER MATERIAL:
 - (1) SHALL BE COMPRISED OF SATURATED PETROLEUM HYDROCARBONS (PETROLATUM) INERT FILLERS, REINFORCING FIBERS AND THERMAL EXTENDERS. VARIATIONS MAY CONTAIN BEADS OF CELLULAR POLYMER AND FLOW CONTROL ADDITIVES.
 - (2) WAX SHALL BE COLD APPLIED SELF SUPPORTING MASTICS FOR MOLDING AROUND IRREGULAR SHAPED FITTINGS TO PROVIDE A SUITABLE PROFILE FOR APPLYING ANTI-CORROSION TAPES.
- d. TAPE COATING
 - (1) COMPOSED OF A NON-WOVEN SYNTHETIC FABRIC CARRIER, FULLY IMPREGNATED WITH A NEUTRAL COMPOUND BASED ON SATURATED PETROLEUM COMPOSED OF INERT SILICEOUS FILLERS. APPLY COATING IN ACCORDANCE WITH AWWA C217, EXCEPT AS MODIFIED HEREIN.
- e. PROTECTIVE OUTER WRAP
 - (1) PROVIDE FIBER MESH FABRIC OUTER WRAP OVER WAX TAPE RESIN COATED, WOVEN FIBER-MESH FABRIC THAT IS .005 INCHES.
- f. ALL COMPONENTS OF THE WAX TAPE COATING SYSTEM SHALL BE FROM A SINGLE MANUFACTURER AS MANUFACTURED BY DENSO NORTH AMERICAN, TRENTON, OR EQUAL.



PARK CITY MUNICIPAL CORPORATION
WATER

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**METALLIC PIPE
APPURTENANCE AND
FITTING CATHODIC
PROTECTION**

STD. PLAN

537-G.3

SCHEDULE OF ANODE QUANTITIES AND BARE WEIGHT

PIPE AND FITTINGS DESCRIPTIONS	MAX. COMBINED LENGTH	PIPELINE DIAMETER			REFERENCE DETAIL
		6"-10"	12"-18"	20"-24"	
ONE JOINT RESTRAINT	0'	1 @ 17#	1 @ 17#	1 @ 17#	A
ONE FITTING W/O RESTRAINT	0'	1 @ 17#	1 @ 17#	1 @ 17#	A
ONE FITTING W/ RESTRAINT	0'	1 @ 17#	1 @ 17#	1 @ 17#	B
ONE FLEXIBLE COUPLING	0'	1 @ 17#	1 @ 17#	1 @ 17#	A
3"-6" AIR RELEASE ASSEMBLY	20'	2 @ 17#	3 @ 17#	4 @ 17#	D
6" BLOW-OFF PIPE ASSEMBLY	20'	2 @ 17#	3 @ 17#	4 @ 17#	D
6" OR 8" FIRE HYDRANT	20'	2 @ 17#	3 @ 17#	4 @ 17#	D
BURIED MAINLINE VALVE	10'	1 @ 17#	1 @ 17#	2 @ 17#	C
MULTIPLE FITTINGS	10'	1 @ 17#	2 @ 17#	2 @ 17#	C
VALVED TURNOUT	0'	1 @ 17#	2 @ 17#	2 @ 17#	E
<u>EXTRA PIPE LENGTH:</u>					
1-17 LB ANODE FOR		30 FT	15 FT	10 FT	
<u>EXTRA FITTING LENGTH:</u>					
2-17 LB ANODES FOR		20 FT	12 FT	8 FT	



PARK CITY MUNICIPAL CORPORATION
WATER

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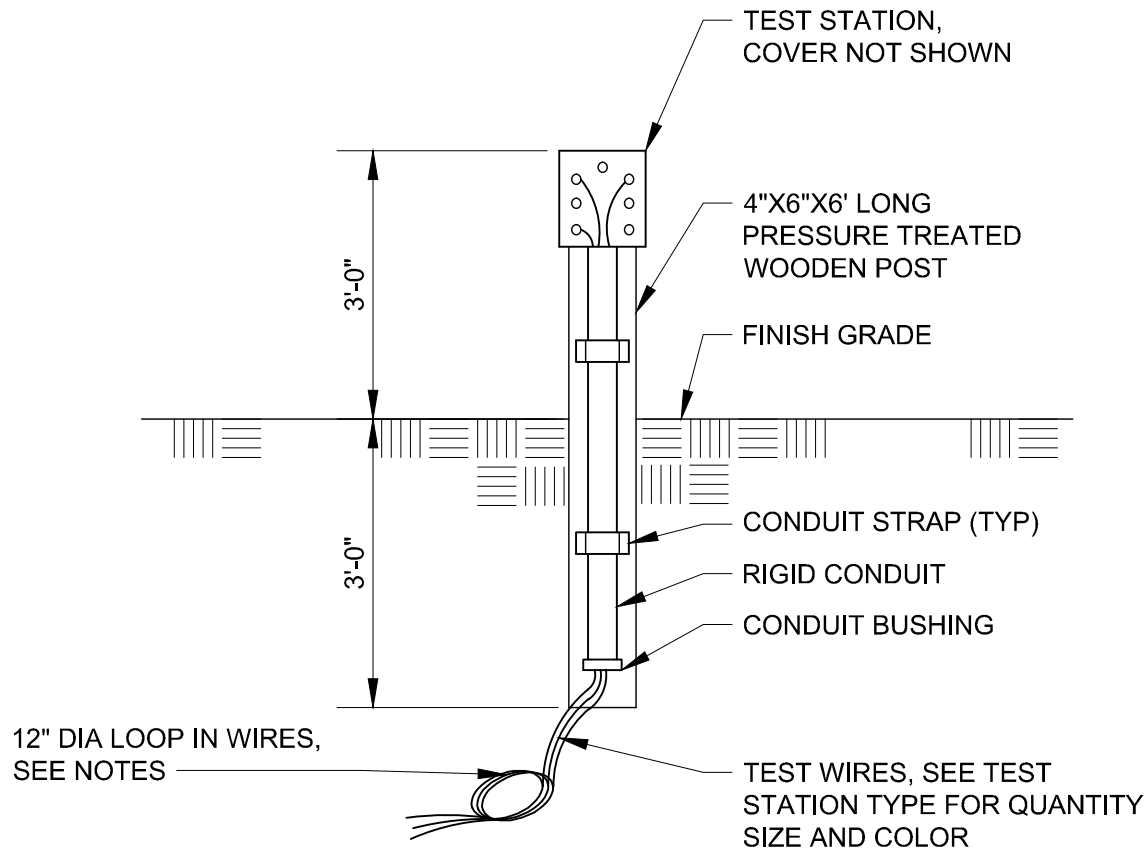
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METALLIC PIPE APPURTENANCE AND FITTING CATHODIC PROTECTION

STD. PLAN

537-G.4



NOTES:

1. TEST STATION TO BE ALUMINUM BODY AND LID WITH THREADED CONNECTION FOR CONDUIT.
2. QUANTITY OF TERMINALS AND WIRING CONNECTIONS VARIES, SEE APPLICABLE TEST STATION DETAILS FOR TYPE OF TEST STATION.
3. PROVIDE WIRE LOP AT BASE OF POST MOUNTED TEST STATION TO MINIMIZE SETTLEMENT STRESSES ON WIRE.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2014

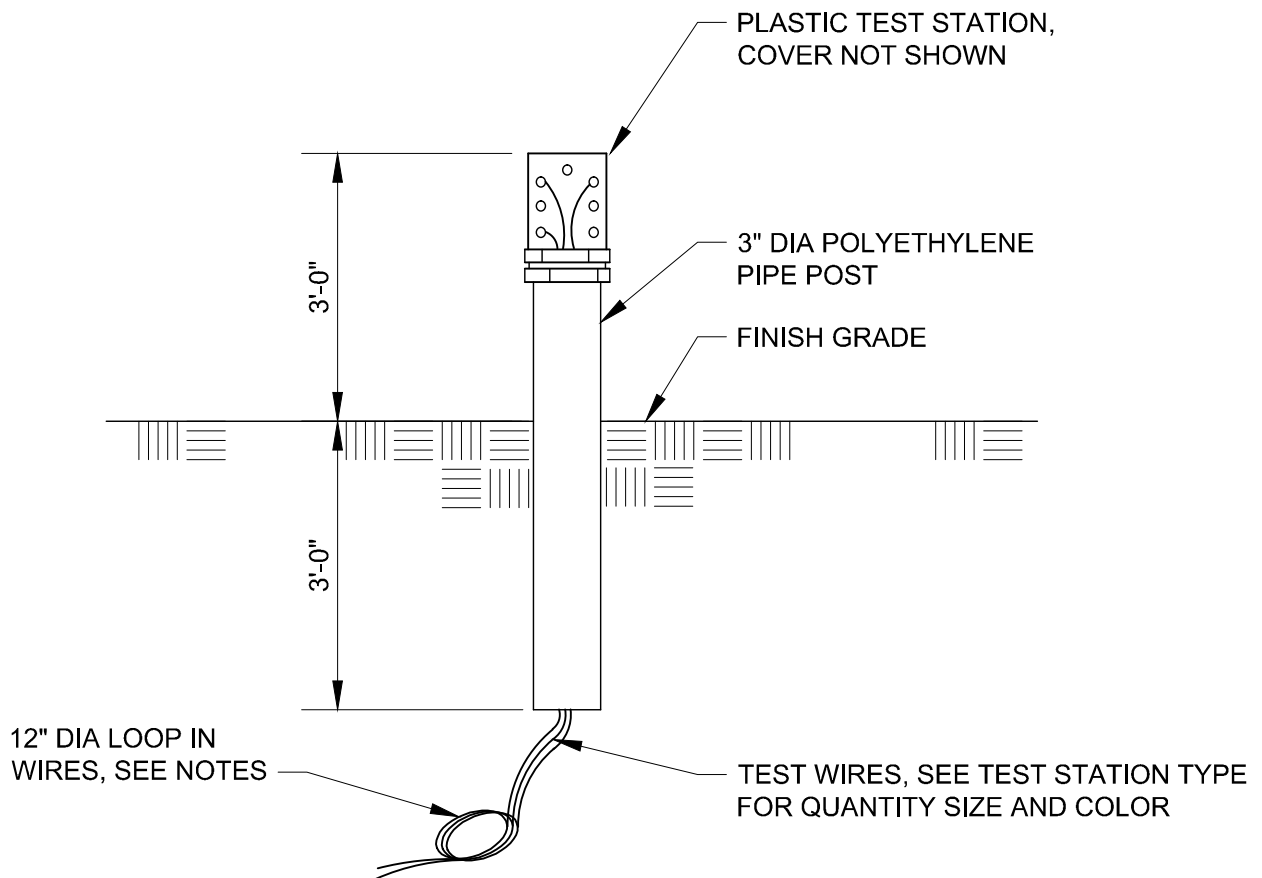
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**POST STYLE TEST STATION
WOOD**

STD. PLAN

538-A



NOTES:

1. COLOR OR TEST STATION AND POST AS SPECIFIED.
2. QUANTITY OF TERMINALS AND WIRING CONNECTIONS VARIES, SEE APPLICABLE TEST STATION DETAILS FOR TYPE OF TEST STATION.
3. PROVIDE WIRE LOP AT BASE OF POST MOUNTED TEST STATION TO MINIMIZE SETTLEMENT STRESSES ON WIRE



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2014

REV.

0

**POST STYLE TEST STATION
PLASTIC**

STD. PLAN

538-B

2'-6" X 6" THICK FORMED
CONCRETE PAD

8" DIA CAST IRON COVER
MARKED "TEST STATION"

MICARTA BOARD WITH
SST TERMINALS, SEE
STD. PLAN 538-D

12" METER BOX, PROVIDE
EXTENSION WHERE
SPECIFIED, EXTENSION
NOT SHOWN

TEST WIRES, NOT ALL SHOWN

NOTES:

1. COLOR CODE WIRE INSULATION AS SHOWN IN APPLICABLE TEST STATION DETAILS, CONNECT EACH TEST WIRE TO SEPARATE TERMINAL.
2. WIRE CONFIGURATION FOR FLUSH MOUNTED TEST STATIONS SIMILAR TO POST MOUNTED TEST STATIONS.
3. PROVIDE 18 INCHES SLACK IN TEST WIRES, MINIMUM.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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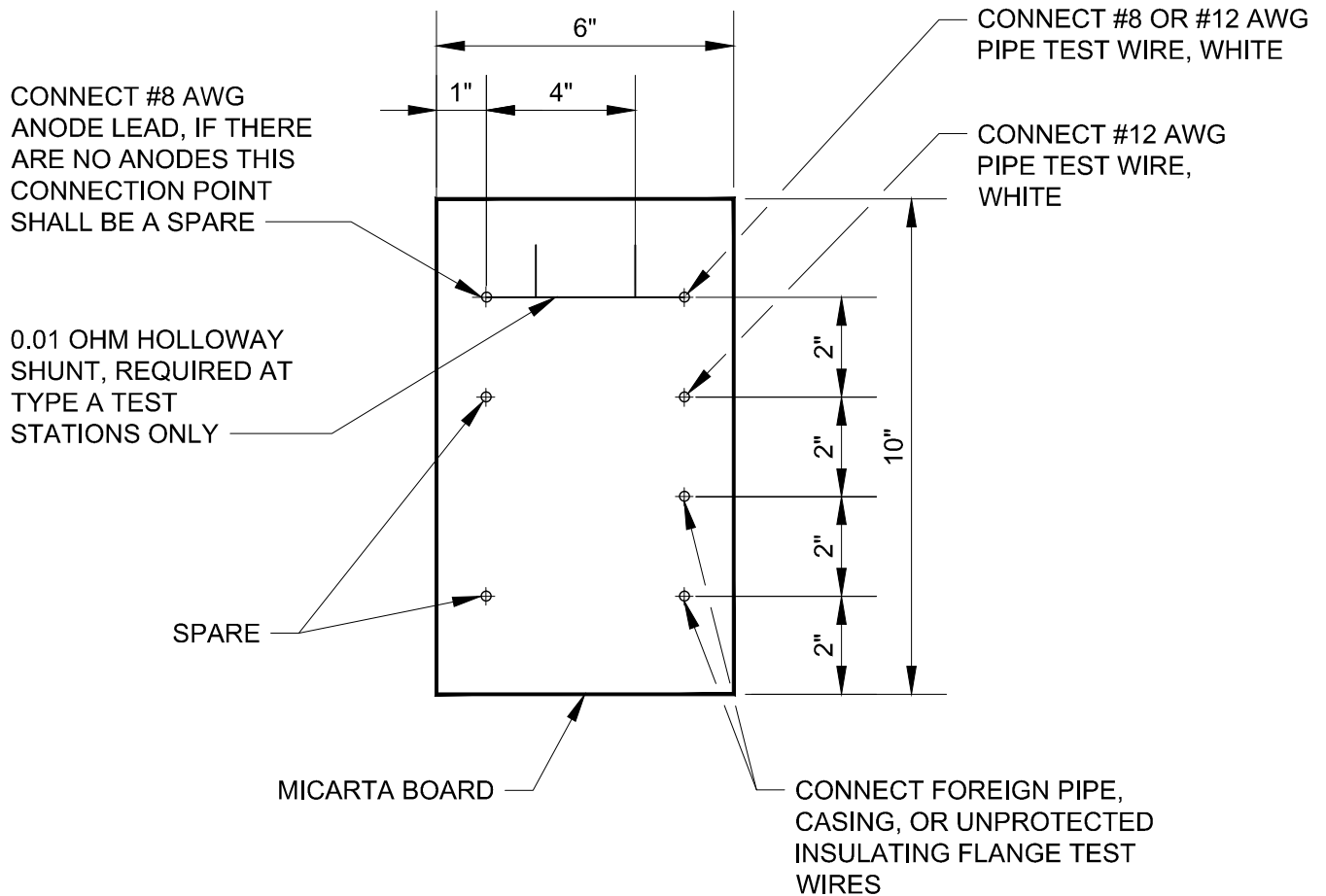
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**FLUSH STYLE
TEST STATION BOX**

STD. PLAN

538-C



NOTES:

1. TERMINALS SHALL BE 1/4" STAINLESS STEEL WITH LOCKING WASHER, TWO FLAT WASHERS, AND DOUBLE NUTS.
2. ALL WIRE CONNECTIONS TO BE WITH RING TONGUE COMPRESSION TERMINALS.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

02/2014

REV.

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FLUSH STYLE TEST STATION TERMINAL BOARD

STD. PLAN

538-D



DATE

03/2024

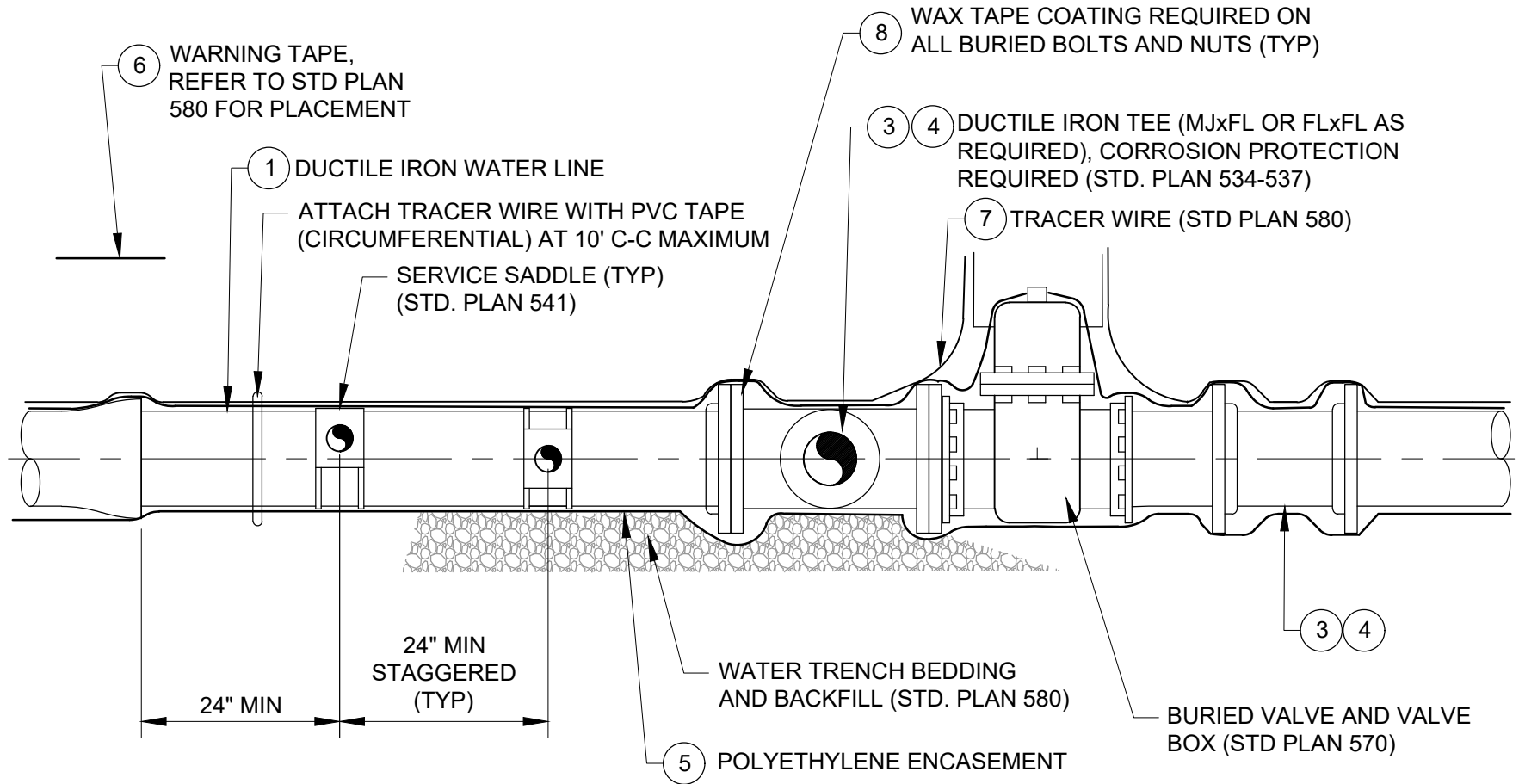
REV.

2

**WATER MAIN
DUCTILE IRON PIPE
4" TO 12" DIAMETER**

STD. PLAN

540-A



NOTES:

1. PROVIDE A 24" MINIMUM DUCTILE IRON PIPE SECTION LENGTH BETWEEN FITTINGS, VALVES, AND COUPLINGS
2. PROVIDE RETAINING GLANDS ON MECHANICAL JOINTS
3. STAGGER MULTIPLE TAPS 22-1/2 DEG. AND MAINTAIN 24" C-C MINIMUM SEPARATION
4. PROVIDE CORROSION PROTECTION AS REQUIRED. REFER TO STANDARD PLAN 534.
5. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION.



DATE

03/2024

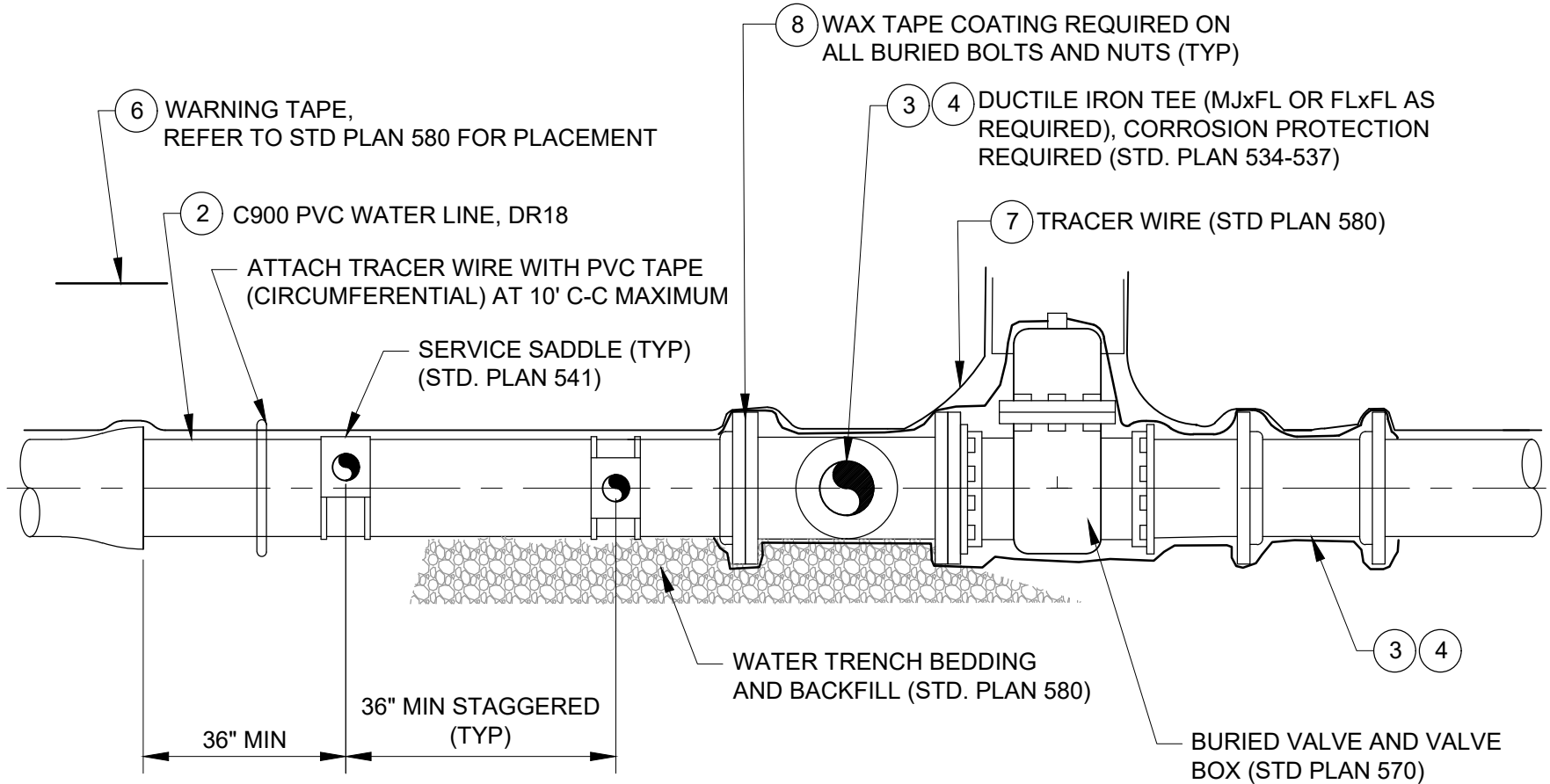
REV.

2

**WATER MAIN - PVC PIPE
4" TO 12" DIAMETER**

540-B

STD. PLAN



NOTES:

1. MINIMUM PVC PIPE SECTION LENGTH BETWEEN FITTINGS, VALVES, BELLS, AND COUPLINGS: NO DR-18 C-900 PVC SHORTER THAN 6' MAY BE USED. NO DR-14 C-900 PVC SHORTER THAN 3' MAY BE USED. DUCTILE IRON MUST BE USED FOR SHORTER LENGTHS.
2. PROVIDE RETAINING GLANDS ON MECHANICAL JOINTS
3. STAGGER MULTIPLE TAPS 22-1/2 DEG. AND MAINTAIN 36" C-C MINIMUM SEPARATION
4. PROVIDE CORROSION PROTECTION ON ALL METALLIC FITTINGS, VALVES, COUPLERS, ETC., AS REQUIRED. REFER TO STANDARD PLAN 534.
5. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION.
6. PVC PIPE USED AS FIRE HYDRANT OR FIRE LINES LATERALS MUST BE DR-14 C-900 PVC



DATE

03/2024

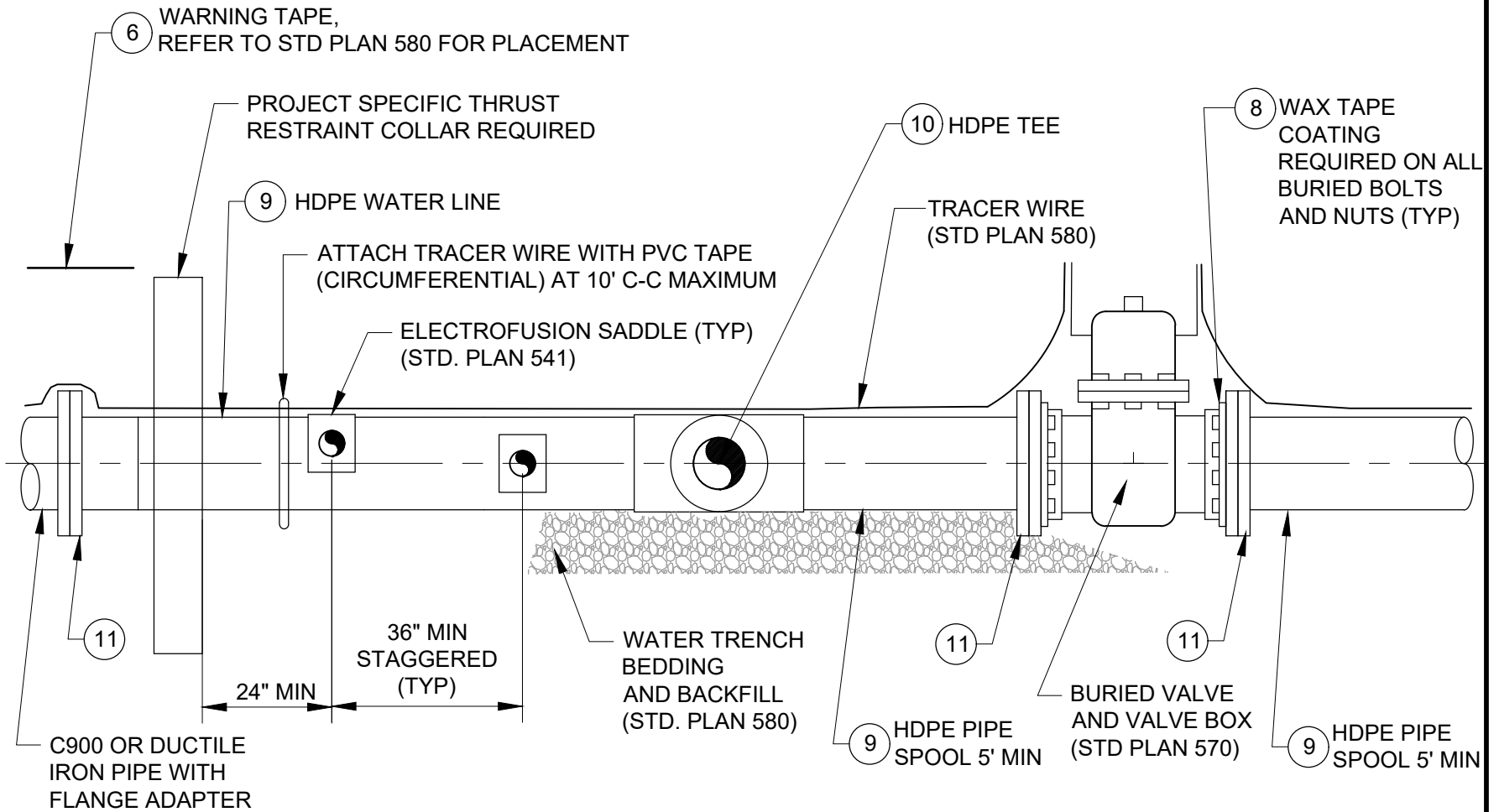
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**WATER MAIN - HDPE PIPE
4" TO 16" DIAMETER**

540-C

STD. PLAN



NOTES:

1. PROVIDE RETAINING GLANDS ON MECHANICAL JOINTS
2. STAGGER MULTIPLE TAPS 22-1/2 DEG. AND MAINTAIN 36" C-C MINIMUM SEPARATION
3. PROVIDE CORROSION PROTECTION ON ALL METALLIC FITTINGS, VALVES, COUPLERS, ETC., AS REQUIRED. REFER TO STANDARD PLAN 534.
4. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION
5. ALL PIPE WELDS TO BE PERFORMED BY CERTIFIED PERSONNEL
6. USE OF HDPE FLANGE GASKETS TO BE DETERMINED BY PARK CITY PUBLIC UTILITIES ENGINEER

DATE

03/2024

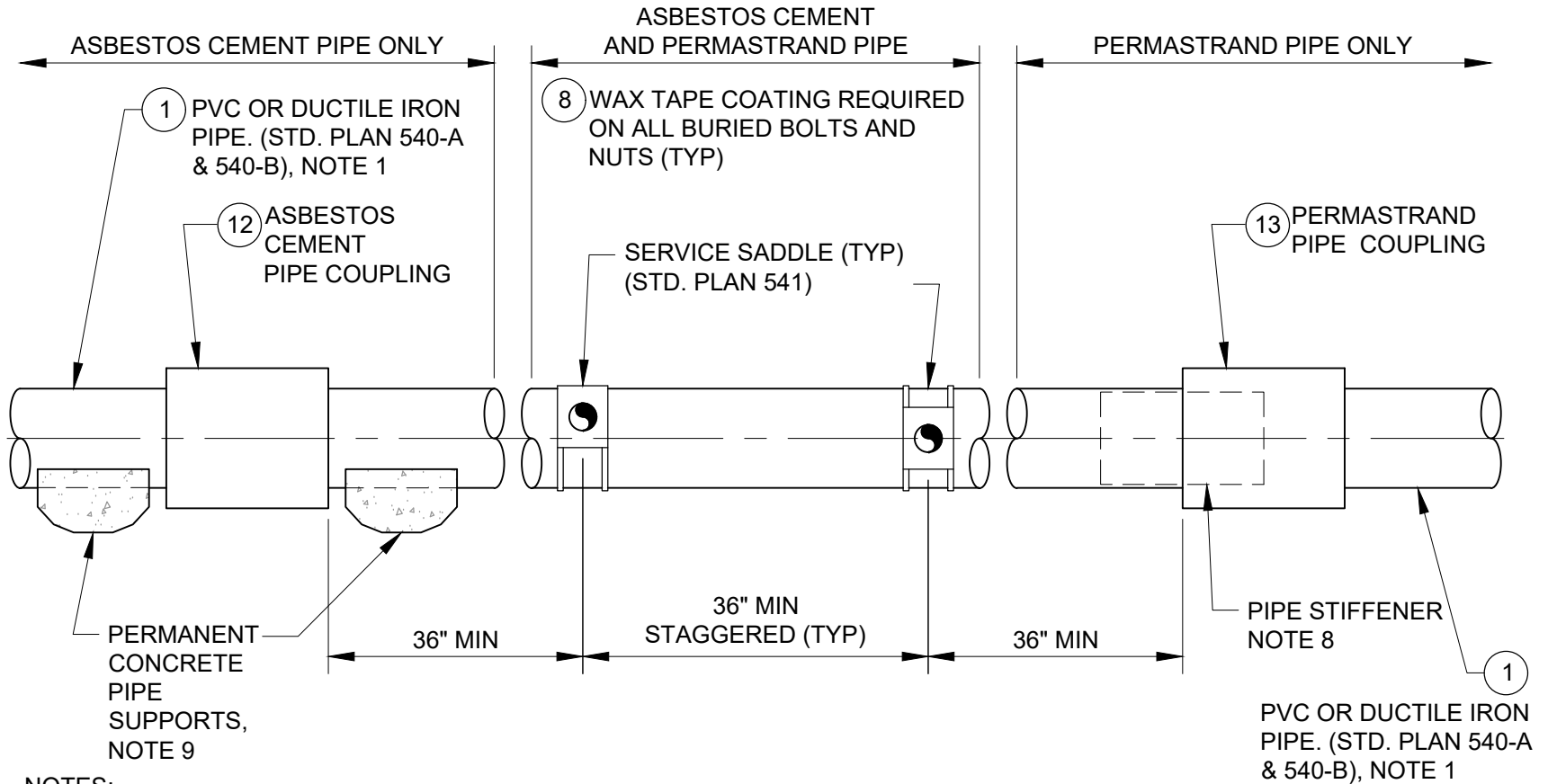
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**CONNECTION TO EXISTING
WATER MAIN - ASBESTOS
CEMENT & PERMASTRAND
PIPE 4" TO 12" DIAMETER**

STD. PLAN

540-D



NOTES:

1. MINIMUM PVC PIPE SECTION LENGTH BETWEEN FITTINGS, VALVES, COUPLINGS, AND BELLS: NO DR-18 C-900 PVC SHORTER THAN 6' MAY BE USED. NO DR-14 C-900 PVC SHORTER THAN 3' MAY BE USED. DUCTILE IRON MUST BE USED FOR SHORTER LENGTHS.
2. PROVIDE RETAINING GLANDS ON MECHANICAL JOINTS
3. STAGGER MULTIPLE TAPS 22-1/2 DEG. AND MAINTAIN 36" C-C MINIMUM SEPARATION
4. PROVIDE CORROSION PROTECTION ON ALL METALLIC FITTINGS, VALVES, COUPLERS, ETC., AS REQUIRED. REFER TO STANDARD PLAN 534.
5. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION
8. STIFFENERS FOR PERMASTRAND PIPE TO BE PROVIDED BY PARK CITY PUBLIC UTILITIES.
9. PERMANENT POURED CONCRETE PIPE SUPPORTS TO BE APPROVED AND INSPECTED BY PARK CITY PUBLIC UTILITIES ENGINEER.

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	DUCTILE IRON PIPE, 4" TO 12" DIAMETER, PRESSURE CLASS 350, CEMENT-MORTAR LINING, ASPHALTIC INTERIOR/EXTERIOR COATING, AWWA C150 / C151 / C104	U.S. PIPE (1) PACIFIC STATES	<u>STANDARD JOINT PIPE:</u> PUSH ON TYTON JOINT
		U.S. PIPE (1) PACIFIC STATES	<u>RESTRAINED JOINT PIPE:</u> THRUST-LOCK TR FLEX
②	POLYVINYL CHLORIDE (PVC) PIPE, C.I.O.D., C900, DR 18, INTEGRAL BELL JOINT (ALLOWABLE SIZE 8" – 12")	JM EAGLE (1)	<u>STANDARD JOINT PIPE:</u> BLUE BRUTE
③	DUCTILE IRON FITTINGS, 4" TO 12" DIAMETER, FULL BODY, PRESSURE CLASS 350, CEMENT MORTAR LINED, ASPHALTIC EXTERIOR COATING, AWWA C153 / C104 FLANGES: AWWA C110 / C115, CLASS 125 FLANGE WITH FULL FACE OR RING FLANGE-TYPE GASKETS	U.S. PIPE (1) PACIFIC STATES	<u>PUSH ON STYLE FITTING:</u> TYTON JOINT <u>FLANGED FITTING:</u>
		U.S. PIPE (1) PACIFIC STATES	<u>RESTRAINED JOINT PIPE:</u> THRUST-LOCK TR FLEX
④	FITTINGS – DUCTILE IRON MECHANICAL JOINT PIPE WITH RETAINER GLANDS OR SST TIE ROD / NUT RESTRAINTS, AWWA C110 / C111 / C104	EBBA IRON (1)	<u>FITTINGS:</u> MECHANICAL JOINT <u>RETAINER GLANDS:</u> MEGALUG SERIES 1100, STD T-BOLTS AND NUTS
⑤	V-BIO ENHANCED POLYETHYLENE ENCASEMENT, AWWA C105 & AWWA C703E METHODS A & C	MCWANE (1)	AWWA C703E METHOD A (4 MIL) AT PIPE AND AWWA C703E METHOD C (10 MIL) AT BOLT-TYPE JOINTS, FITTINGS, AND VALVES
⑥	DETECTABLE UNDERGROUND WARNING TAPE, 5-MIL MINIMUM, ALUMINUM BACKING, BLUE BACKGROUND, 6" WIDE	SETON (1)	85525
⑦	TRACER WIRE: 12 GA. SOLID, BLUE PVC INSULATION; WIRE-WIRE CONNECTORS SILICONE-FILLED WIRE NUTS	CONNECTORS: IDEAL INDUSTRIES (1)	TWISTER DB PLUS OR APP'D EQUAL
⑧	WAX TAPE COATING SYSTEM, APPLY TO <u>ALL</u> BURIED BOLTS AND NUTS INCLUDING MECHANICAL JOINT RESTRAINT SYSTEMS, AWWA C 217. REFER TO STD. PLAN 534.		
⑨	HDPE 4710 PIPE, 150 PSI MIN WORKING PRESSURE	JM EAGLE (1)	INTEGRAL DOUBLE STRIPE CULINARY: BLUE IRRIGATION: PURPLE
⑩	HDPE 4710 PIPE FITTINGS, 150 PSI MIN WORKING PRESSURE	JM EAGLE (1)	
⑪	HDPE WELD ON FLANGE ADAPTER WITH 316 SST BACKER RING	JM EAGLE (1)	
⑫	AC PIPE COUPLING	HYMAX	2 WIDE-RANGE COUPLING
⑬	PERMASTRAND PIPE COUPLING	ROMAC	MACRO HP COUPLING



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

1

WATER MAIN AND FIRE LINES

STD. PLAN

540 S.1

DETAIL NOTES

1. COORDINATE PIPE SIZE WITH APPROVED PLANS PRIOR TO ORDERING MATERIALS
2. LOCATE MAIN, FITTINGS, VALVES, AND FIRE LINES PER APPROVED PLANS
3. DUCTILE IRON PIPE IS REQUIRED WHEN WATER SYSTEM DESIGN PRESSURE EXCEEDS 200 PRESSURE RATING
4. PROVIDE "DOMESTIC" DUCTILE IRON FITTINGS
5. PROVIDE 316 STAINLESS STEEL BOLTS AND NUTS WITH ANTI-SEIZE LUBRICATION ON ALL FLANGED CONNECTIONS
6. REFER TO STANDARD PLAN 534 FOR SUPPLEMENTAL EXTERNAL CORROSION PROTECTION REQUIREMENTS. WHEN CATHODIC PROTECTION IS REQUIRED REFER TO STD. PLANS 534-538.
7. REFER TO SPECIFICATIONS FOR FLUSHING, HYDROSTATIC TESTING, AND DISINFECTING REQUIREMENTS
8. (1) DENOTES "OR APPROVED EQUAL" MANUFACTURER AND MODEL. SUBMIT IN ACCORDANCE WITH CITY STANDARDS



PARK CITY MUNICIPAL CORPORATION
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WATER MAIN AND FIRE LINES

STD. PLAN

540 S.2

1. REFERENCE STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.

03/2024

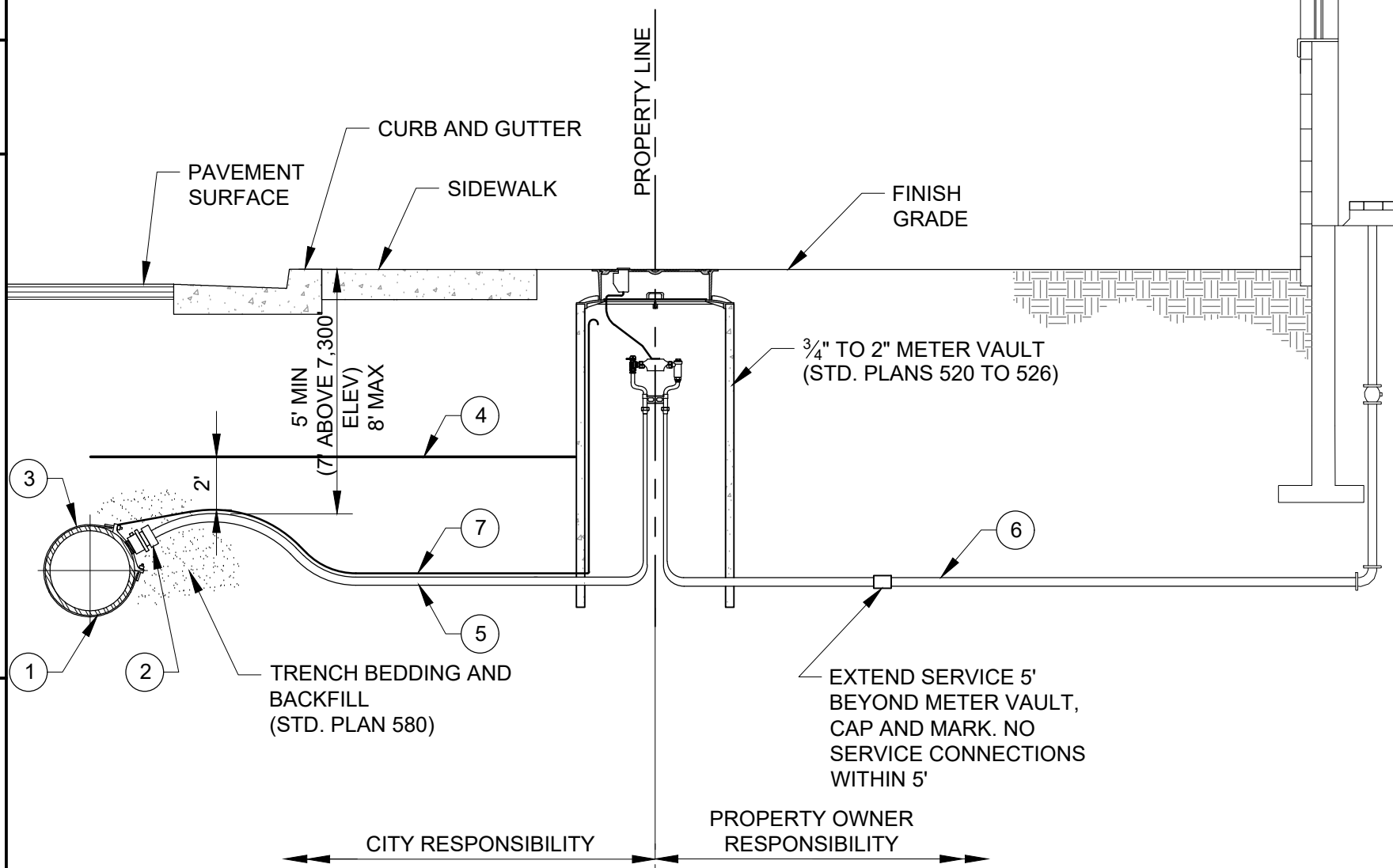
03/2024

2

**WATER SERVICE LINE
3/4" TO 2" METERS**

STD. PLAN

541



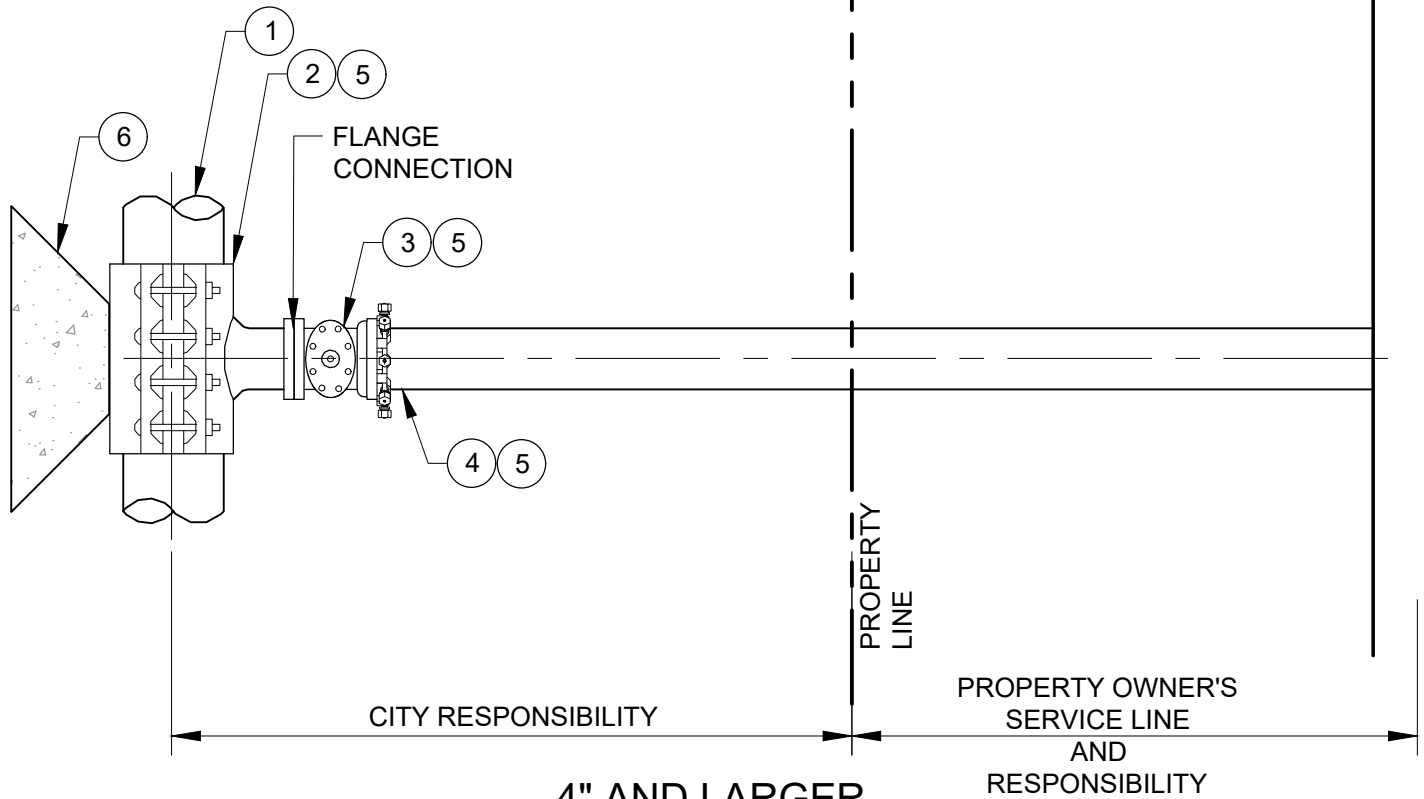
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	SERVICE SADDLE: - DUCTILE IRON (DI) PIPE; DUAL STRAP - PVC PIPE; DUAL STRAP - ASBESTOS CEMENT (AC) PIPE; DUAL STRAP - PERMASTRAND PIPE; DUAL STRAP - HDPE PIPE; ELECTROFUSION	POWERSEAL	DI, PVC, AC & PERMASTRAND PIPE: STAINLESS STEEL SADDLECORP, 3450AS-POWERJOINT, 2" SERVICE
		ROMAC	PVC, AC & PERMASTRAND PIPE: STYLE 202NS DUAL STAINLESS STEEL STRAPS, 2" SERVICE, FIP THDS
		FORD	DI PIPE: BRONZE, STYLE 202B, 2" SERVICE, FIP THDS
		ISCO OR APPV'D EQUAL	HDPE PIPE: 2" SERVICE, BY APPROVAL
②	BRASS CORPORATION STOP, INLET IP THREAD, OUTLET CTS COMPRESSION	MUELLER	B-25008N
		FORD	FB1100-2-Q-NL
③	V-BIO ENHANCED POLYETHYLENE ENCASEMENT, AWWA C105 & AWWA C703E METHOD C	MCWANE OR APPV'D EQUAL	AWWA C703E METHOD C (4 MIL)
④	DETECTABLE UNDERGROUND WARNING TAPE, 5-MIL MINIMUM, ALUMINUM BACKING BLUE BACKGROUND, 6" WIDE	SETON OR APPV'D EQUAL	85525
⑤	2" WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901	ADS OR APPV'D EQUAL	
⑥	WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901	ADS OR APPV'D EQUAL	
⑦	TRACER WIRE: 12 GA. SOLID, BLUE PVC INSULATION; WIRE-WIRE CONNECTORS SILICONE-FILLED WIRE NUTS	IDEAL INDUSTRIES	TWISTER DB PLUS OR APP'D EQUAL

DETAIL NOTES

- COORDINATE SERVICE SIZE WITH CITY PRIOR TO ORDERING MATERIALS
- LOCATE SERVICE PER APPROVED PLANS
- NO SERVICE LINE FITTINGS ALLOWED BETWEEN CORPORATION STOP AND METER VAULT CURB STOP VALVE
- APPLY WAX TAPE COATING SYSTEM TO SERVICE SADDLE BOLTS AND NUTS, AWWA C217. SYSTEM TO INCLUDE FILLER MATERIAL, TAPE COATING, AND PROTECTIVE OUTERWRAP. DENSO NORTH AMERICA, TRENTON, OR APPROVED EQUAL (STD. PLAN 534)

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER SERVICE LINE 3/4" TO 2" METERS	STD. PLAN
	03/2024		
	REV.		
	2		541 S



4" AND LARGER

LEGEND	
ITEM	DESCRIPTION
①	EXISTING MAIN
②	STAINLESS STEEL TAPPING SLEEVE (NOT ALLOWED IN NEW CONSTRUCTION)
③	TAPPING VALVE OR FLG X MJ GATE VALVE (STD PLAN 570 AND 572)
④	POLYVINYL CHLORIDE (PVC) PIPE, C.I.O.D., C900, DR 14, INTEGRAL BELL JOINT
⑤	POLYETHYLENE WRAPPED (STD. PLAN 540-A)
⑥	THRUST BLOCK (STD. PLAN 561)

NOTES:

- FOR FIRE SERVICE LINES A DOUBLE CHECK VALVE OR REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY TO BE DETERMINED BY BUILDING AND WATER DEPARTMENTS BASED ON DEGREE OF HAZARD POSED BY FIRE SPRINKLER PROTECTION SYSTEM USE.
- ENTIRE STAINLESS STEEL TAPPING TEE IS TO BE WAX TAPED AS WELL AS THE FLANGE, BOLTS, AND THE VALVE BONET BOLTS (STD. PLAN 534.2)
- NO TAPPING OF SIMILAR SIZED PIPE, TAP MUST BE AT LEAST ONE STANDARD SIZE SMALLER THAN THE WATER MAIN BEING TAPPED
- HOT TAPS MAY BE DENIED FOR ANY REASON SEEN FIT BY PARK CITY WHICH INCLUDE BUT ARE NOT LIMITED TO: PIPE MATERIAL, PIPE CONDITION, AND LOCATION OF PROPOSED HOT TAP
- A HOT TAP REQUEST FORM MUST BE SUBMITTED FOUR BUSINESS DAYS BEFORE THE APPROVED TAP IS TO BE PERFORMED



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

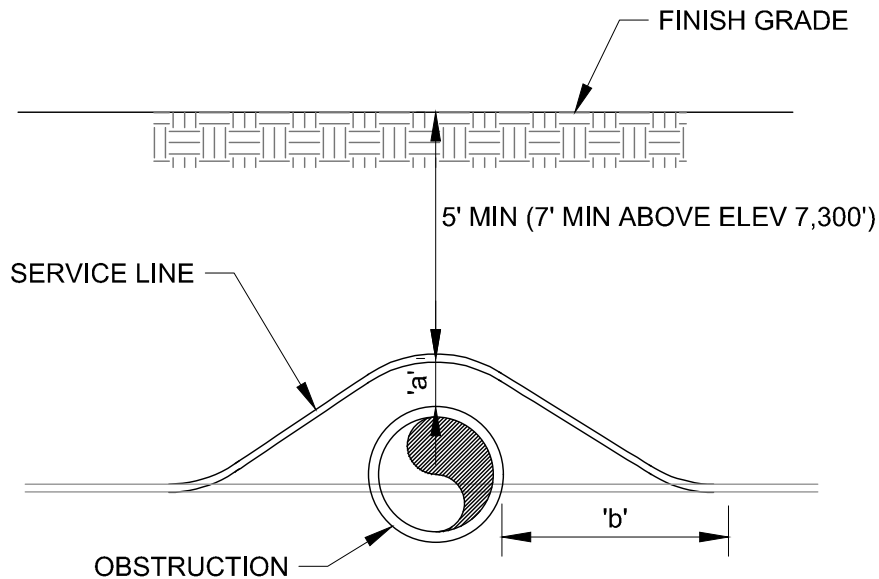
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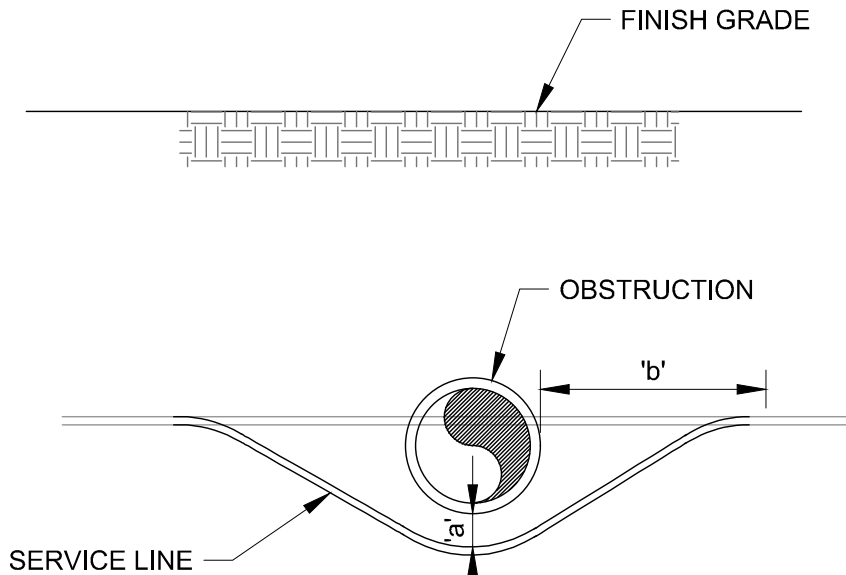
HOT TAPS 4" AND LARGER

STD. PLAN

542



METHOD A



METHOD B

TABLE OF DIMENSIONS

	OBSTRUCTION		
	SEWER MAIN	STORM DRAIN OR CULVERT	OTHER
'a'	18"	SEE STD. PLAN 546	12" MIN
'b'	5'-0"		3'-0" MIN

NOTES:

1. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY PARK CITY AND UTAH DIVISION OF DRINKING WATER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

6/2019

REV.

1

WATER SERVICE LINE LOOP

STD. PLAN

543

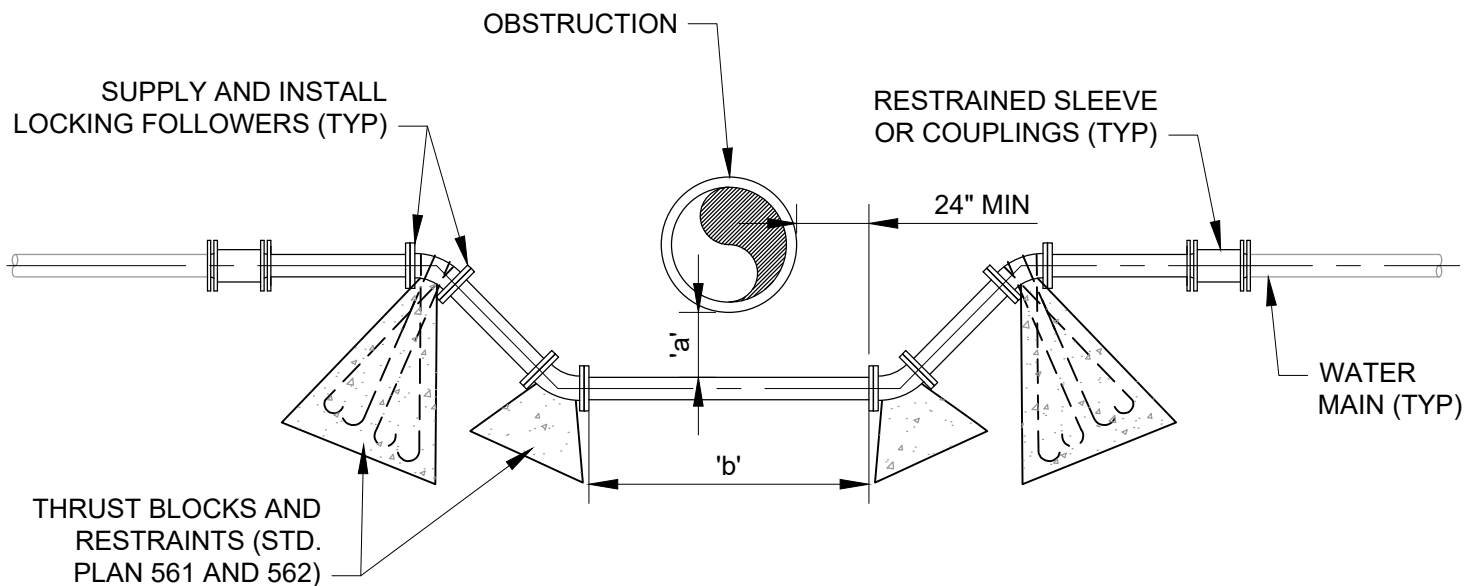


TABLE OF DIMENSIONS		
OBSTRUCTION	'a'	'b'
SEWER	18" MIN	20' MIN
STORM DRAIN OR CULVERT	SEE STD. PLAN 546	O.D. + 6'
OTHER	12" MIN	O.D. + 4'

METHOD A

NOTES:

1. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION.
2. RESTRAINED JOINT PIPE REQUIRED
3. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY PARK CITY AND UTAH DIVISION OF DRINKING WATER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

2

WATER MAIN LOOP

STD. PLAN

544-A

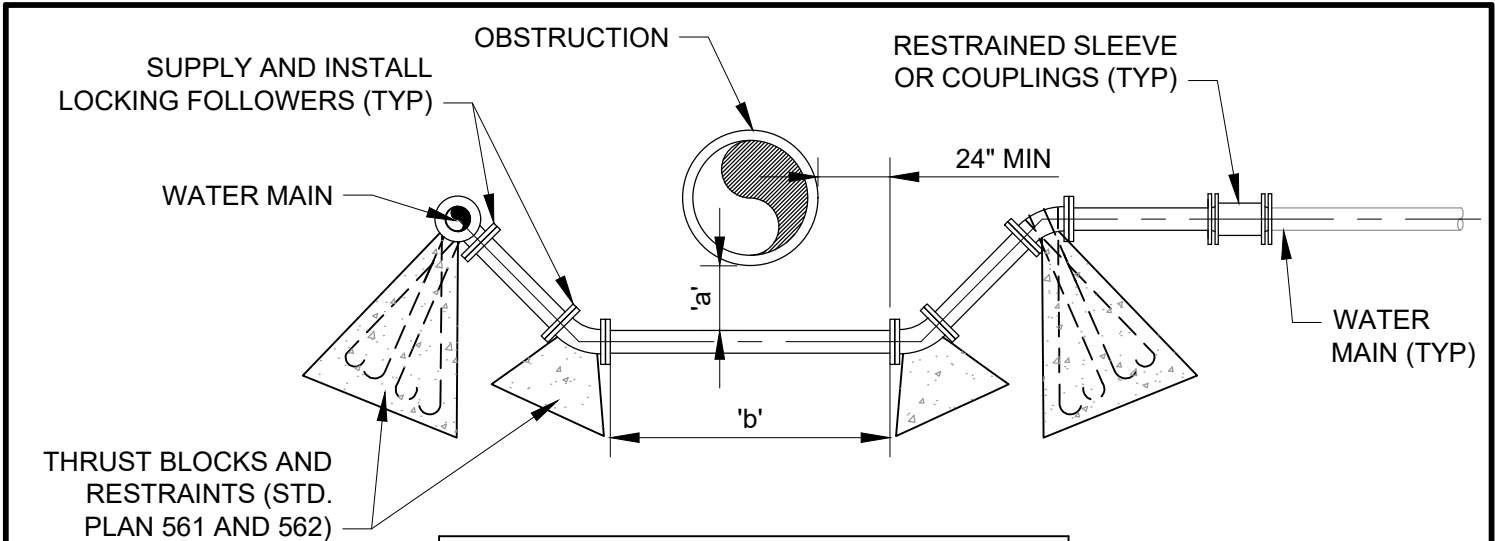
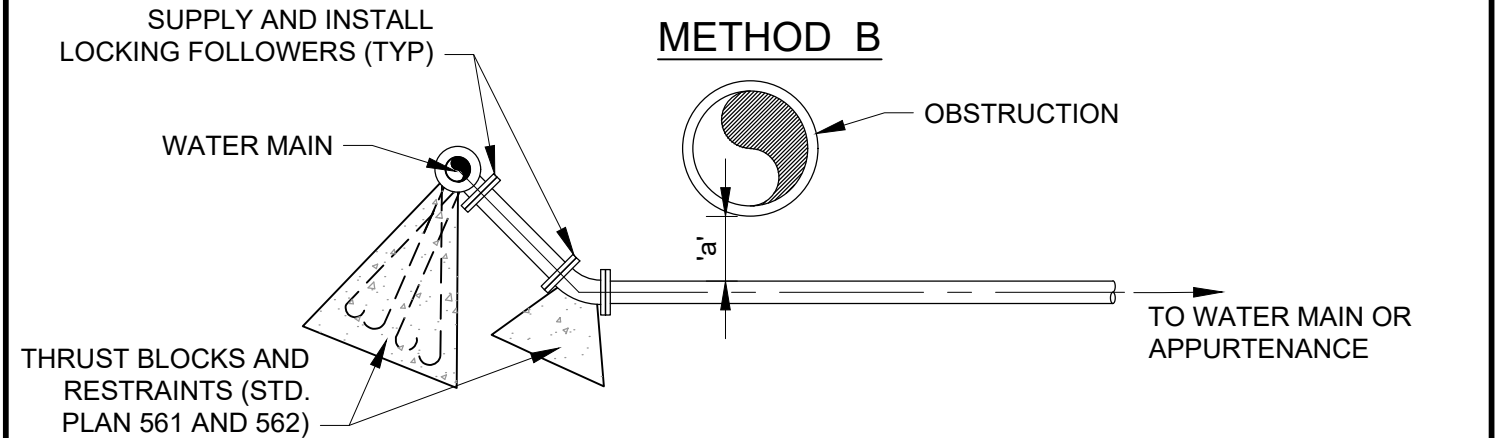


TABLE OF DIMENSIONS		
OBSTRUCTION	'a'	'b'
SEWER	18" MIN	20' MIN
STORM DRAIN OR CULVERT	SEE STD. PLAN 546	O.D. + 6'
OTHER	12" MIN	O.D. + 4'



NOTES:

1. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION.
2. RESTRAINED JOINT PIPE REQUIRED
3. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY PARK CITY AND UTAH DIVISION OF DRINKING WATER.

TABLE OF DIMENSIONS	
OBSTRUCTION	'a'
SEWER	18" MIN
STORM DRAIN OR CULVERT	SEE STD. PLAN 546
OTHER	12" MIN

METHOD C

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER MAIN LOOP	STD. PLAN
	03/2024		544-B
	REV.		
	2		

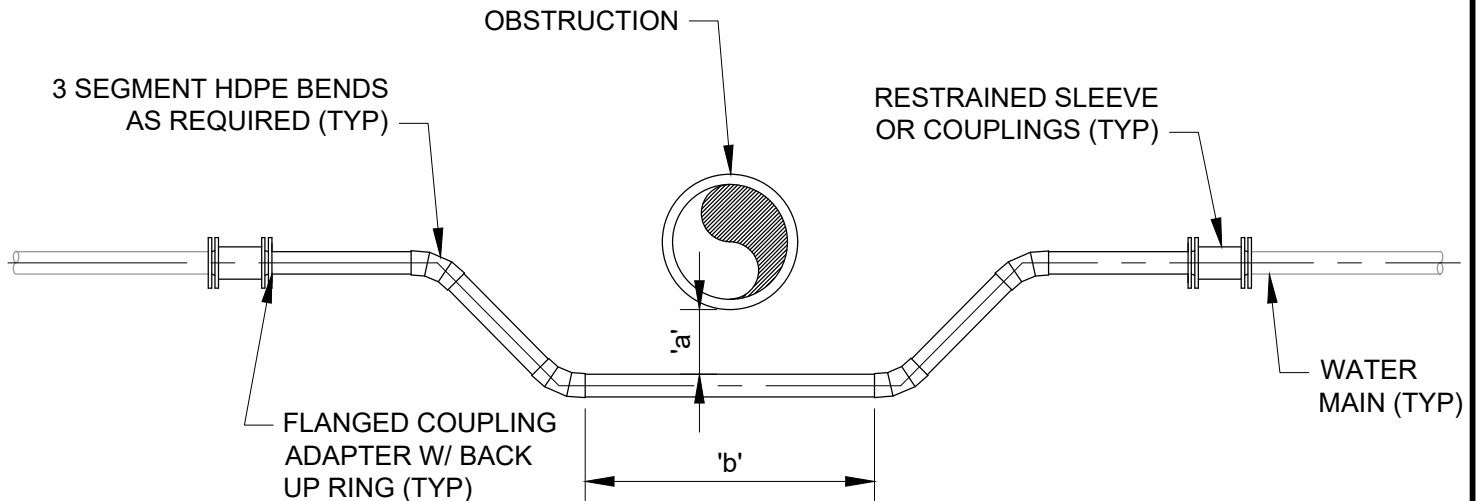


TABLE OF DIMENSIONS		
OBSTRUCTION	'a'	'b'
SEWER	18" MIN	20' MIN
STORM DRAIN OR CULVERT	SEE STD. PLAN 546	O.D. + 6'
OTHER	12" MIN	O.D. + 4'

HDPE METHOD

NOTES:

HDPE PIPE WATERLINE LOOP MINIMUM REQUIREMENTS:

1. NO LOOPS TO BE CONSTRUCTED WITHOUT PRIOR APPROVAL FROM PARK CITY PUBLIC UTILITIES ENGINEER. ALL EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED ON NEW CONSTRUCTION.
2. GENERAL: PIPE SHALL BE HDPE 4710 DR11 WITH AN INSIDE DIAMETER EQUAL TO OR GREATER THAN THE CONNECTING PIPE ON BOTH ENDS.
3. PIPE SHALL BE FUSION WELDED ALONG LENGTH AND FULLY RESTRAINED AT TRANSITIONS TO DIFFERING PIPE MATERIALS WITH FLANGES OR OTHER CITY APPROVED METHOD.
4. FITTINGS ALONG THE LOOP LENGTH SHALL BE HDPE UNLESS OTHERWISE APPROVED BY OWNER.
5. BENDING RADIUS NOT TO EXCEED PIPE MANUFACTURES RECOMMENDATIONS.
6. REDUCERS AND TRANSITION COUPLINGS SHALL BE PROVIDED ON BOTH ENDS AS REQUIRED AND SHALL BE HDPE OR DUCTILE IRON. CATHODIC PROTECTION REQUIRED ON FERROUS COMPONENTS PER STD. PLAN 534
7. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY PARK CITY AND UTAH DIVISION OF DRINKING WATER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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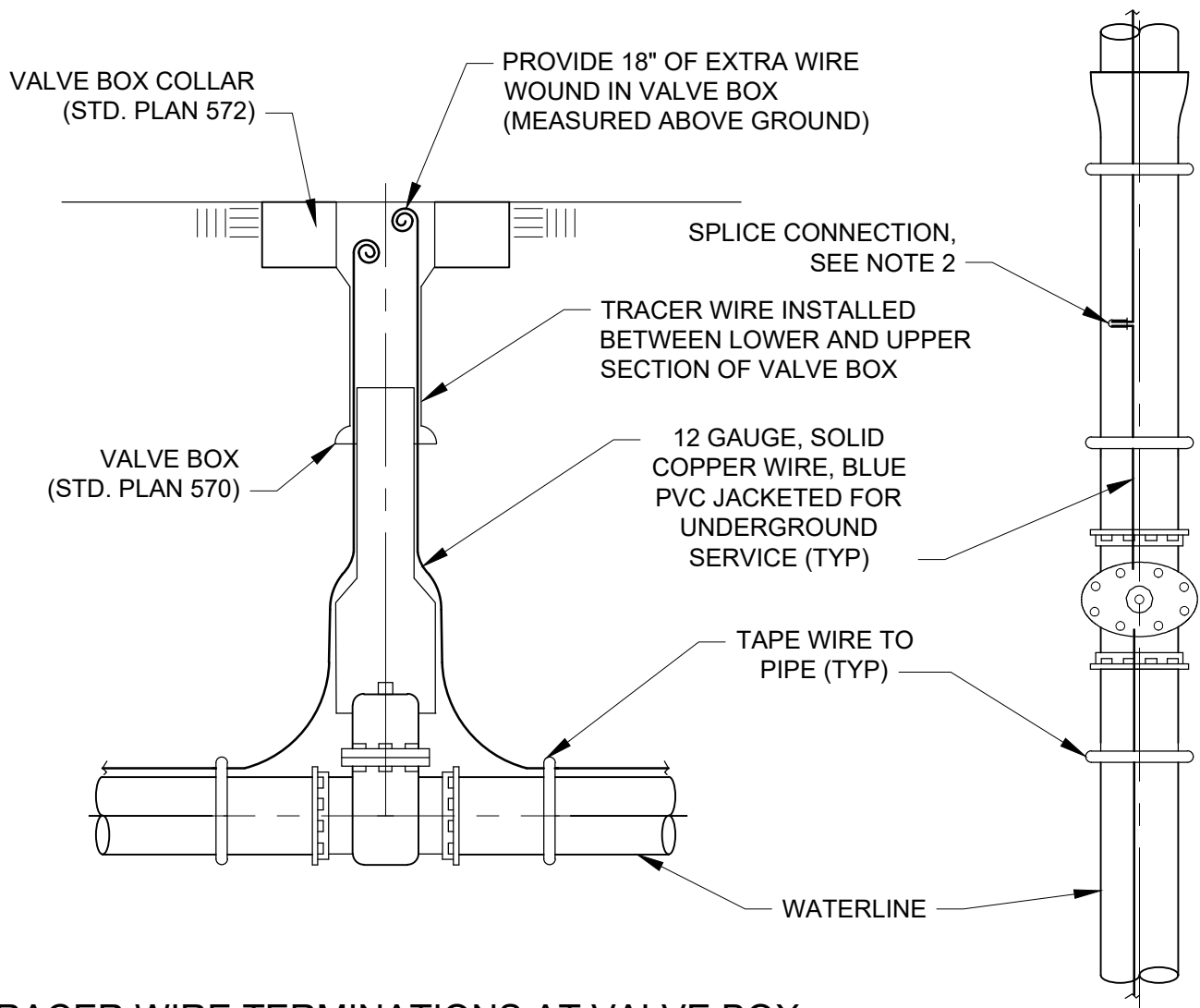
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WATER MAIN LOOP

STD. PLAN

544-C

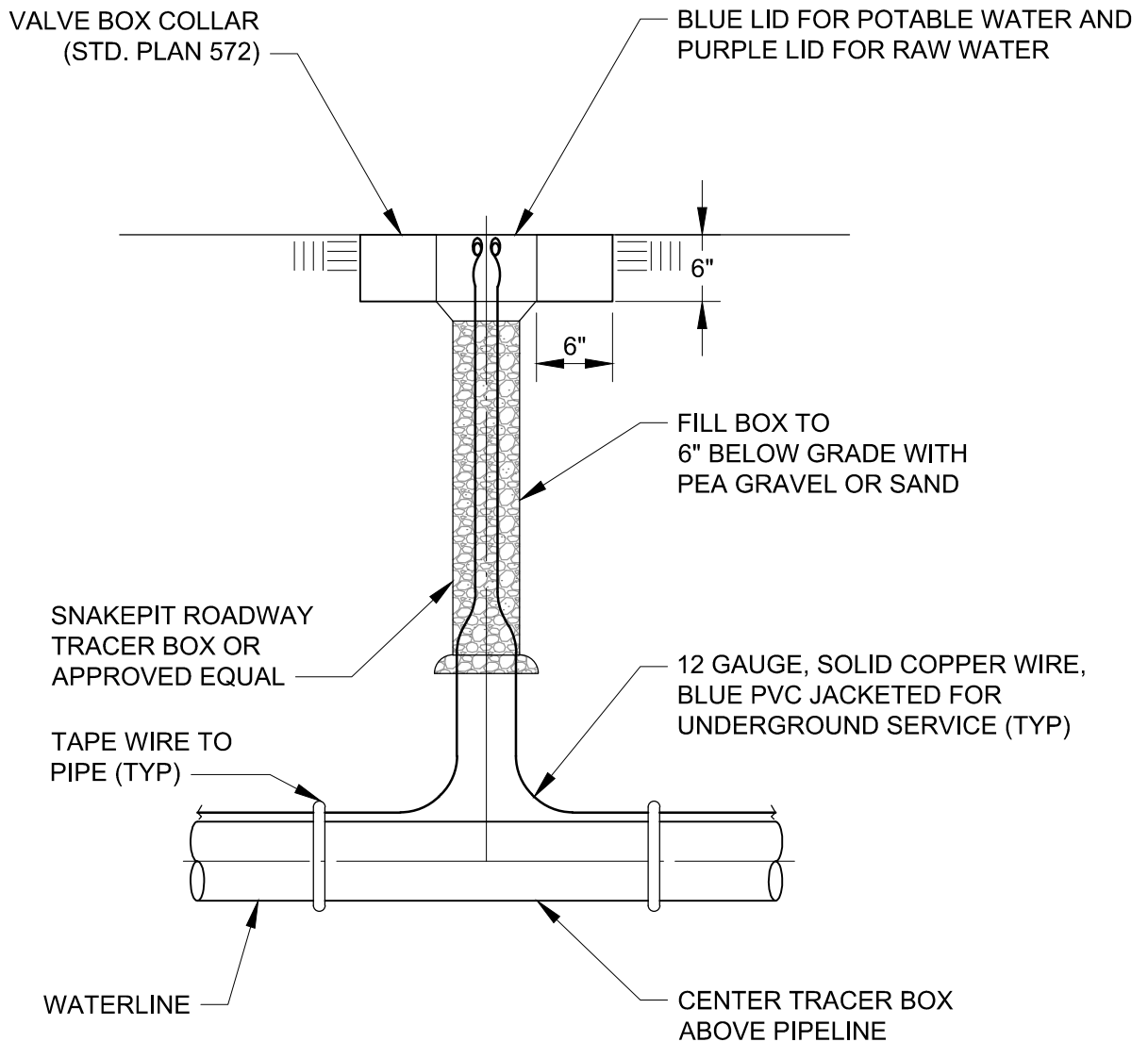


TRACER WIRE TERMINATIONS AT VALVE BOX

NOTES:

1. INSTALL TRACER WIRE ON ALL CONSTRUCTED (METALLIC AND NON-METALLIC) PIPE.
2. ALL SPLICES SHALL BE SILICONE FILLED WIRE CONNECTORS.
3. PROVIDE TRACER WIRE CONNECTIONS AT ALL VALVE BOXES AND PER STD. PLAN 545-B TO MAINTAIN A MAXIMUM DISTANCE BETWEEN CONNECTIONS OF NO GREATER THAN 500 FEET.
4. AT VAULT AND MANHOLE LOCATIONS COIL WIRE INSIDE.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	TRACER WIRE VALVE BOX TERMINATIONS	STD. PLAN
	03/2023		
	REV.		
	2		545-A



NOTES:

1. INSTALL LOCATOR WIRE ON ALL CONSTRUCTED (METALLIC AND NON-METALLIC) PIPE.
2. ALL SPLICES SHALL BE WITH SILICONE FILLED WIRE CONNECTORS.
3. PROVIDE LOCATOR WIRE CONNECTIONS PER THIS DETAIL AS REQUIRED TO MAINTAIN A MAXIMUM DISTANCE BETWEEN CONNECTIONS OF NO GREATER THAN 500 FEET. CONTRACTOR SHALL COORDINATE EACH LOCATION WITH OWNER.
4. LOCATOR WIRE AND WARNING TAPE NOT REQUIRED WHERE DIRECTIONAL DRILLING WILL TAKE PLACE.
5. AT VAULT LOCATIONS COIL WIRE INSIDE OF VAULT.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

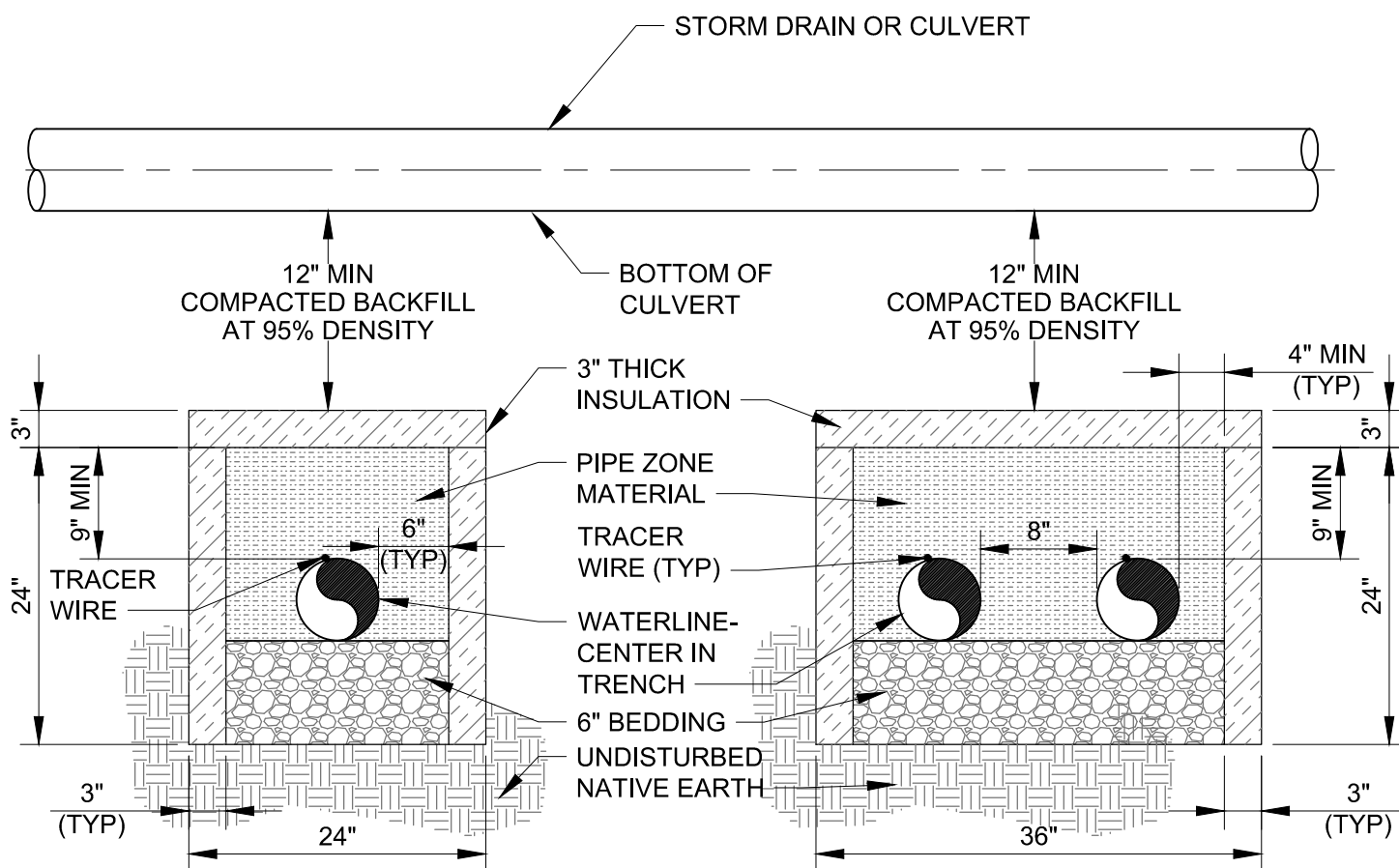
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**TRACER WIRE
ACCESS BOX TERMINATIONS**

STD. PLAN

545-B



ONE LINE IN TRENCH

TWO LINES IN TRENCH

NOTES:

1. WHERE WATERLINES INTERSECT STORM DRAINS OR CULVERTS, INSTALL WATERLINE WITH FROST SHIELD. EXTEND FROST SHIELD A MINIMUM OF 3-FEET ON BOTH SIDES STORM DRAIN OR CULVERT.
2. INSULATION SHALL BE 3-INCH THICK INSULATION BOARD (DOW STYROFOAM HIGHLOAD - 60 INSULATION OR APPROVED EQUAL).
3. ALL BACKFILL MATERIAL, INCLUDING SPECIAL BEDDING AND PIPE ZONE MATERIAL, SHALL BE COMPACTED TO AT LEAST 95% DENSITY TO PROVIDE AN ADEQUATE FOUNDATION FOR THE CULVERT AND ROADWAY.
4. INSTALL TRACER WIRES AS REQUIRED (STD. PLAN 540, 541 AND 545)



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

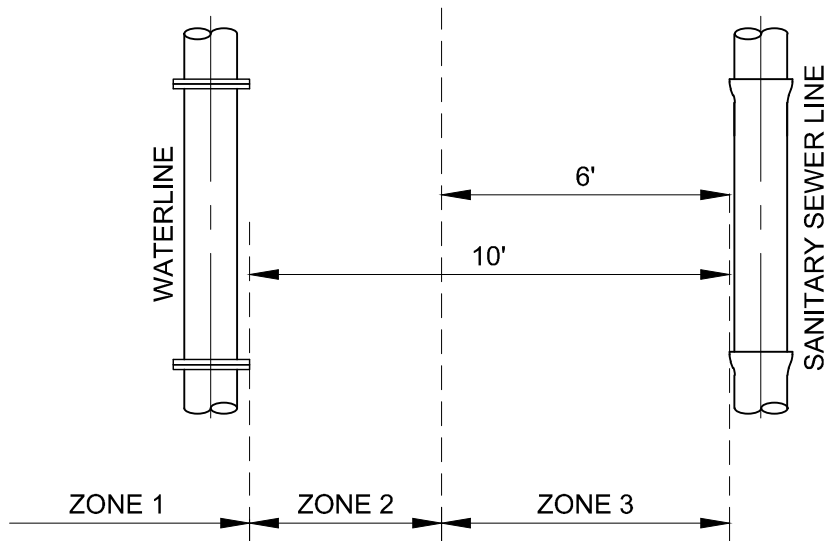
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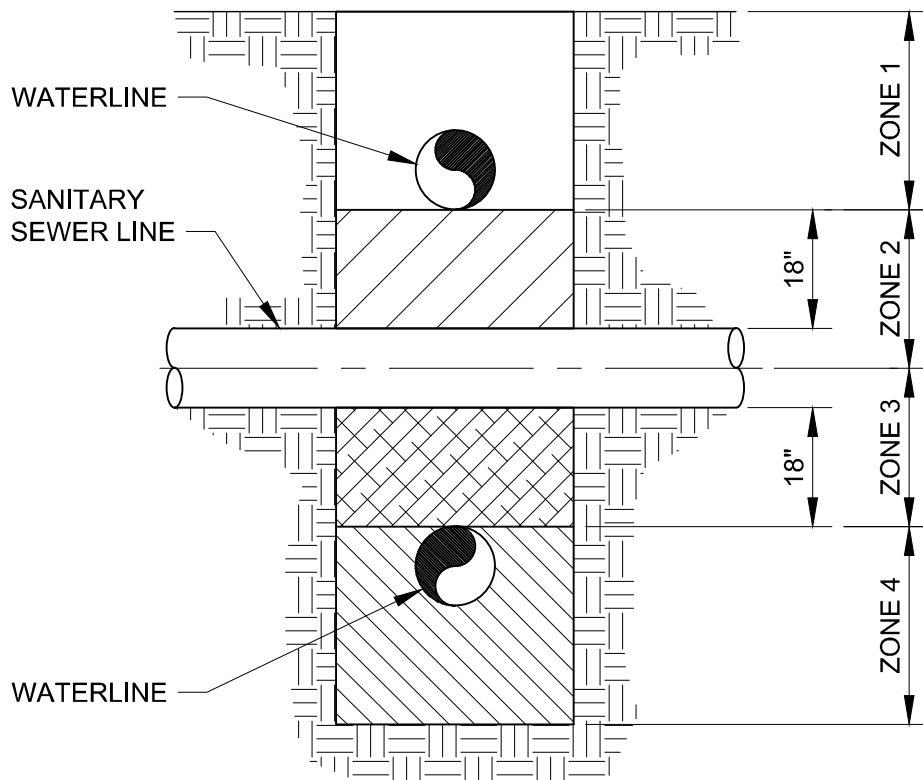
**PIPE INSULATION AT
STORM DRAIN CROSSINGS**

STD. PLAN

546



HORIZONTAL SEPARATION REQUIREMENTS



VERTICAL SEPARATION REQUIREMENTS

NOTES:

1. SEE STD. PLAN 547-B FOR HORIZONTAL AND VERTICAL SEPARATION REQUIREMENT NOTES.
2. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY PARK CITY AND UTAH DIVISION OF DRINKING WATER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

6/2019

REV.

1

WATER - SANITARY SEWER SEPARATION

STD. PLAN

547-A

HORIZONTAL SEPARATION NOTES:

1. ZONE 1: WATER LINE AND SEWER LINE SEPARATED 10 FEET OR GREATER – NO SPECIAL REQUIREMENTS
- ZONE 2: WHERE LOCAL CONDITIONS AND SITE SPECIFIC CONDITIONS PRECLUDE ZONE 1 SEPARATION – SPECIAL REQUIREMENTS APPLY:
 - A) APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER AND,
 - B) SEWER PIPES IN GOOD CONDITION AND,
 - C) NO HIGH GROUNDWATER AND,
 - D) WATER LINE SEPARATED BY AT LEAST 6 FEET AT OUTSIDE PIPE WALLS AND,
 - E) BOTTOM OF WATER LINE IS AT LEAST 18 INCHES ABOVE TOP OF SEWER LINE AND,
 - F) WATER LINE CONSTRUCTED WITH MECHANICAL, RESTRAINED JOINT PIPE
- ZONE 3: WATER LINE AND SEWER LINE SEPARATED LESS THAN 6 FEET – NOT ALLOWED WITHOUT APPROVAL OF PUBLIC UTILITIES ENGINEER AND APPROVED EXCEPTION TO RULE R309-550-7 BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH MAY BE REQUIRED.
2. ADDITIONAL WATER-SEWER SEPARATION AND/OR SPECIAL PIPE MATERIALS MAY BE REQUIRED IN AREAS OF HIGH GROUNDWATER, SOILS CONDITIONS, OR SPECIAL SEWER LINE CONTENTS
3. SERVICE LINE TAPS NOT ALLOWED IN ZONE 2
4. SERVICE LINE TAPS WITHIN ZONE 3 ALLOWED ONLY BY SITE SPECIFIC APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
5. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS

VERTICAL SEPARATION NOTES:

1. ZONE 1: WATER LINE ABOVE SEWER LINE AND SEPARATED 18 INCHES OR GREATER – NO SPECIAL REQUIREMENTS
- ZONE 2: WATER LINE ABOVE SEWER LINE SEPARATED LESS THAN 18 INCHES – NOT ALLOWED WITHOUT APPROVAL OF PUBLIC UTILITIES ENGINEER AND APPROVED EXCEPTION TO RULE R309-550-7 BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH MAY BE REQUIRED SUCH AS: INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), “FLOWABLE FILL”, 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18” ABOVE THE SEWER LINE.
- ZONE 3: WATER LINE BELOW SEWER LINE SEPARATED LESS THAN 18 INCHES – NOT ALLOWED WITHOUT APPROVAL OF PUBLIC UTILITIES ENGINEER AND APPROVED EXCEPTION TO RULE R309-550-7 BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH MAY BE REQUIRED SUCH AS: INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), “FLOWABLE FILL”, 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18” ABOVE THE SEWER LINE.
- ZONE 4: WATER LINE BELOW SEWER LINE SEPARATED GREATER THAN 18 INCHES – NOT ALLOWED WITHOUT APPROVAL OF PUBLIC UTILITIES ENGINEER AND APPROVED EXCEPTION TO RULE R309-550-7 BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH MAY BE REQUIRED SUCH AS: CENTER ONE FULL UN CUT LENGTH OF WATER PIPE OVER THE CROSSING AND PROVIDE MECHANICAL RESTRAINED PIPE JOINTS UNTIL THE WATER PIPE EXTENDS TO A DISTANCE OF 10 FEET PERPENDICULAR TO EACH SIDE OF THE SEWER LINE. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), “FLOWABLE FILL”, 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18” ABOVE THE SEWER LINE.
2. SERVICE LINE TAPS NOT ALLOWED IN ZONES 2 AND 3.
3. MAINTAIN 10 FEET HORIZONTAL SEPARATION AND 18 INCHES VERTICAL SEPARATION ABOVE SANITARY SEWER FORCE MAINS
4. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS
5. ALL CULINARY WATER MAINS AND LATERALS SHALL BE INSTALLED ABOVE SEWER LINES UNLESS APPROVED BY THE PUBLIC UTILITIES ENGINEER AND UTAH DIVISION OF DRINKING WATER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

5/2025

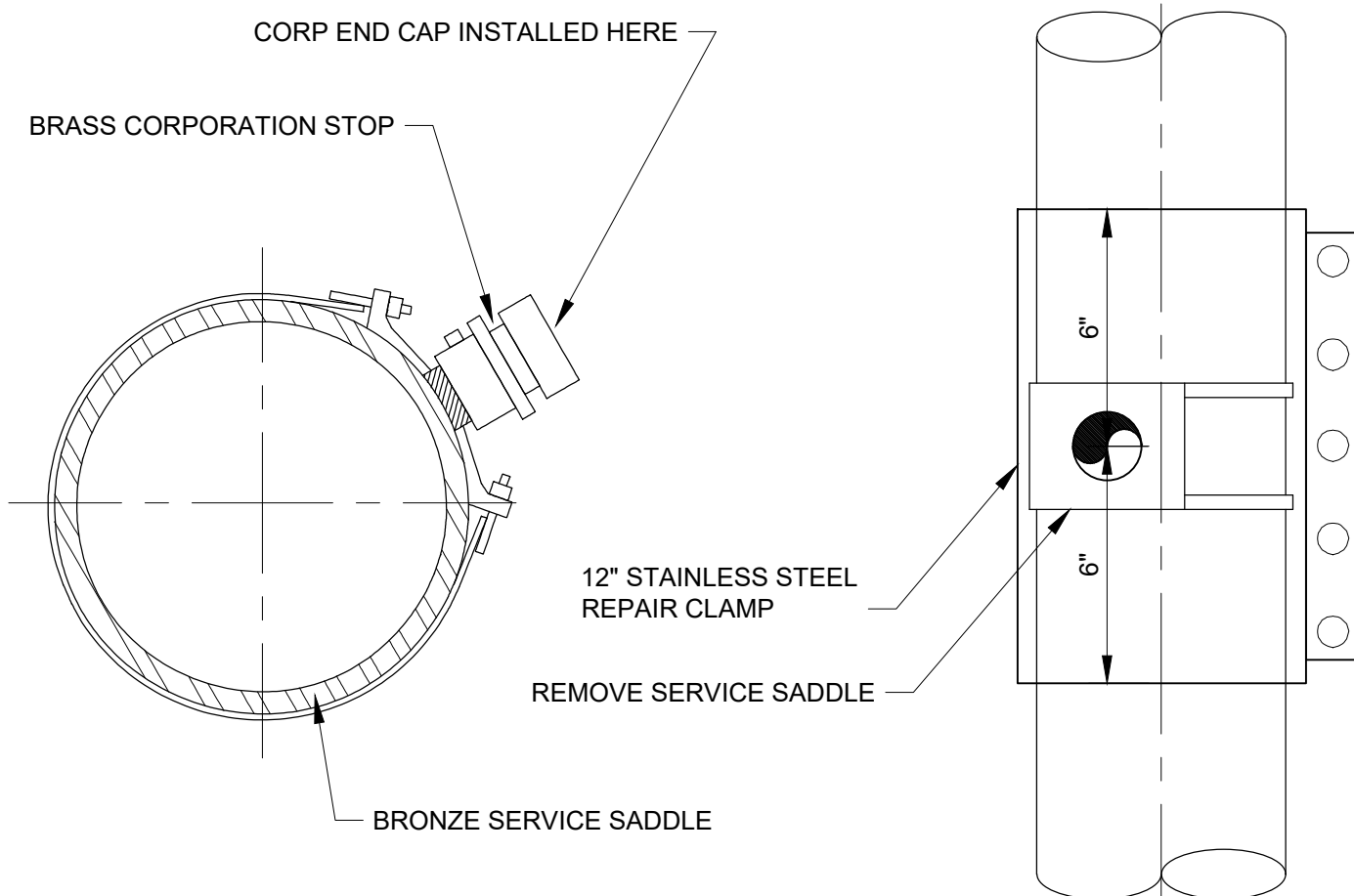
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WATER – SANITARY SEWER SEPARATION NOTES

STD. PLAN

547-B



SERVICEABLE SADDLE

NONSERVICEABLE SADDLE

NOTES:

1. IF BOTH THE BRONZE SADDLE AND CORPORATION STOP ARE IN GOOD CONDITION:
 - A. THE CORPORATION IS TO BE SHUT OFF, DISCONNECTED FROM THE SERVICE LATERAL, AND INSPECTED FOR LEAKS
 - B. IF THE BRONZE SADDLE AND CORPORATION STOP ARE IN GOOD CONDITION AND DO NOT LEAK A BRASS END CAP IS TO BE INSTALLED ON THE CORPORATION STOP ($\frac{3}{4}$ " FORD CAP-24-3-NL, 1" FORD CAP-2-4-NL, OR FORD CAP 4-4-NL, 1 $\frac{1}{2}$ "-FORD CAP-2-6-NL OR FORD CAP-4-6-Q-NL) OR APPROVED EQUIVALENTS
 - C. APPLY WAX TAPE COATING SYSTEM TO SERVICE SADDLE BOLTS AND CORPORATION STOP (STD. PLAN 534.2)
2. A WATER SHUTDOWN AND INSTALLATION OF A STAINLESS-STEEL REPAIR CLAMP WILL BE MANDATORY IF, BUT NOT LIMITED TO:
 - A. THE SADDLE IS NOT BRONZE, IS IN POOR CONDITION, OR LEAKS
 - B. THE CORPORATION STOP LEAKS OR IS TAPPED DIRECTLY INTO THE WATER MAIN
 - C. THE SURFACE AREA OF THE WATER MAIN SURROUNDING THE TAP IS IN POOR CONDITION
 - D. APPLY WAX TAPE COATING SYSTEM TO THE ENTIRE STAINLESS STEEL REPAIR CLAMP, THE BAND, BOLTS, AND NUTS (STD. PLAN 534.2)



PARK CITY MUNICIPAL CORPORATION
WATER

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03/2024

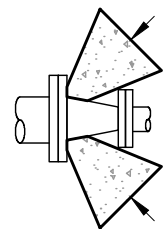
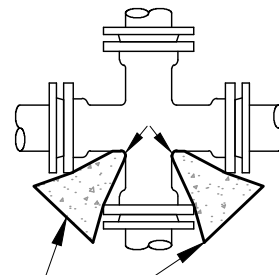
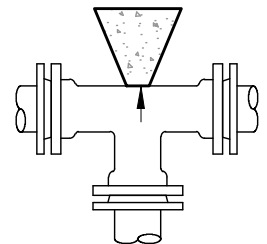
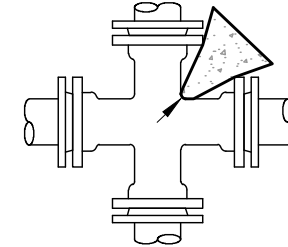
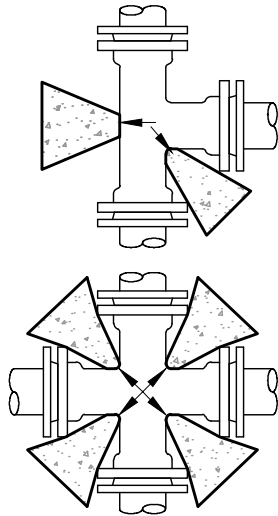
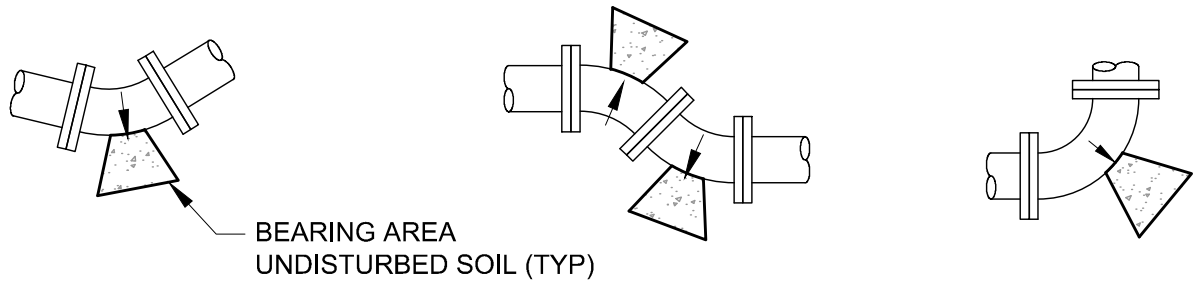
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**$\frac{3}{4}$ " TO 2" SERVICE LINE
ABANDONMENT**

STD. PLAN

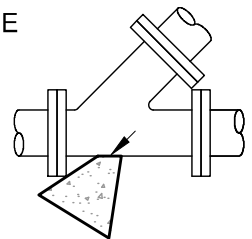
548



MINIMUM BEARING AREA IN SQ. FT.

SIZE OF PIPE	TEES, VALVES, DEAD ENDS	90° BENDS	45° BENDS	22 1/2° BENDS	11 1/4° BENDS
4"	3.5	5	3	1.5	1
6"	7	10	5.5	3	1.5
8"	12.5	17	9.5	5	2.5
10"	18.5	26	14	7.5	3.8
12"	26	37	20	10	5
14"	35	49	26.5	13.5	7
16"	45	63	34	17.5	9

THE AREA OF BEARING PER
THRUST BLOCK TO EQUAL 1/2 THE
AREA SPECIFIED FOR THE
LARGEST PIPE OR FITTING SIZE



NOTE:

1. RESTRAINT SIZING IS BASED UPON A MAXIMUM OPERATING PRESSURE OF 150 PSI AND A TEST PRESSURE OF 250 PSI, AND A MINIMUM SOIL BEARING STRENGTH OF 2,000 PSF. OPERATING PRESSURES IN EXCESS OF 150 PSI OR SOILS WITH LESS THAN 2,000 POUND BEARING STRENGTH WILL REQUIRE SPECIAL DESIGN.
2. PIPE SIZE EXCEEDING 16" REQUIRES SPECIAL DESIGN.
3. SIDE WALLS OF THRUST BLOCK SHALL BE FORMED WITH VERTICAL SIDES.
4. DO NOT ENCASE ADJACENT FITTINGS AND BOLTS.
5. DO NOT THRUST AGAINST ADJACENT PIPES.
6. PLACE PE WRAP PRIOR TO INSTALLING BLOCKING.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

REV.

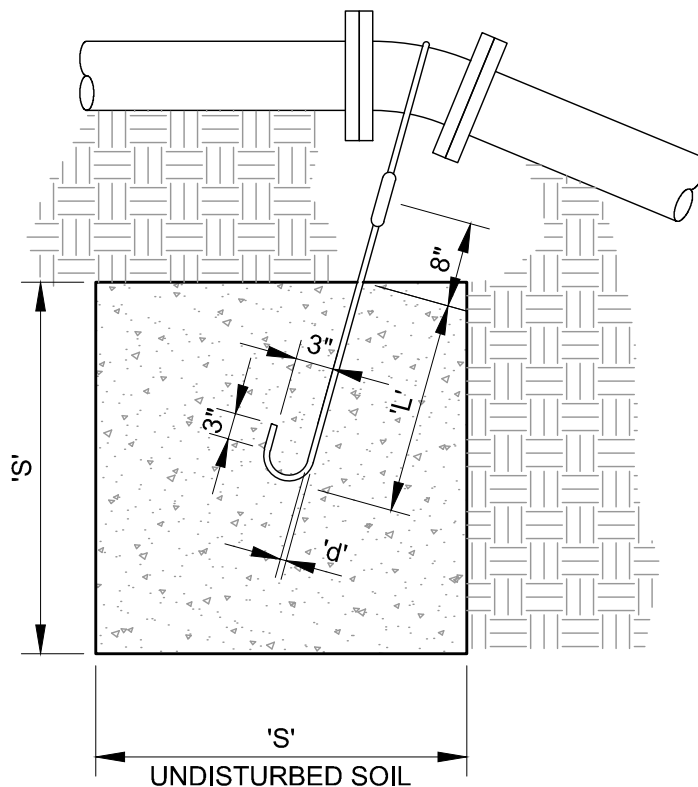
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DIRECT BEARING THRUST BLOCK

STD. PLAN

561

TABLE OF DIMENSIONS					
SIZE OF PIPE (NOMINAL DIAMETER)	VERTICAL BEND IN DEGREES	CONCRETE BLOCKING IN CUBIC FEET	'S' SIDE OF CUBE - FEET	'd' DIAMETER OF SHANK OR REBAR RODS - INCH	'L' DEPTH OF ROD IN CONCRETE - FEET
4"	11 1/4	9.5	2.2	5/8"	1.5
	22 1/2	19.0	2.7	5/8"	2.0
6"	11 1/4	20	2.7	5/8"	2.0
	22 1/2	40	3.4	5/8"	2.0
8"	11 1/4	34	3.3	5/8"	2.0
	22 1/2	68	4.1	5/8"	2.0
10"	11 1/4	51	3.8	5/8"	2.0
	22 1/2	102	4.7	3/4"	3.0
12"	11 1/4	72	4.2	5/8"	2.0
	22 1/2	143	5.3	3/4"	3.0
14"	11 1/4	97	4.6	7/8"	3.0
	22 1/2	193	5.8	7/8"	3.0
16"	11 1/4	125	5.0	7/8"	3.0
	22 1/2	249	6.3	7/8"	4.0



TYPE A RESTRAINT

FOR 11 1/4° - 22 1/2° VERTICAL BENDS

NOTE:

1. RESTRAINT SIZING IS BASED UPON A MAXIMUM OPERATING PRESSURE OF 150 PSI AND A TEST PRESSURE OF 250 PSI, AND A MINIMUM SOIL BEARING STRENGTH OF 2,000 PSF. OPERATING PRESSURES IN EXCESS OF 150 PSI OR SOILS WITH LESS THAN 2,000 POUND BEARING STRENGTH WILL REQUIRE SPECIAL DESIGN.
2. PIPE SIZE EXCEEDING 16" REQUIRES SPECIAL DESIGN.
3. SIDE WALLS OF THRUST BLOCK SHALL BE FORMED WITH VERTICAL SIDES.
4. DO NOT ENCASE ADJACENT FITTINGS AND BOLTS.
5. DO NOT THRUST AGAINST ADJACENT PIPES.
6. APPLY WAX TAP COATING SYSTEM TO EXPOSED SHANK AND REBAR RODS, AWWA C217. SYSTEM TO INCLUDE FILLER MATERIAL, TAPE COATING, AND PROTECTIVE OUTER WRAP. DENSO N.A., TRENTON, OR APPROVED EQUAL.
7. SHANK AND REBAR MATERIALS SHALL BE EPOXY COATED AT LEAST 15 MILS THICK.
8. REINFORCEMENT SHALL BE DEFORMED STEEL, ASTM A 615. MINIMUM STRESS YIELD STRENGTH OF STEEL TIE-DOWN BARS IS 70,000 KSI.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

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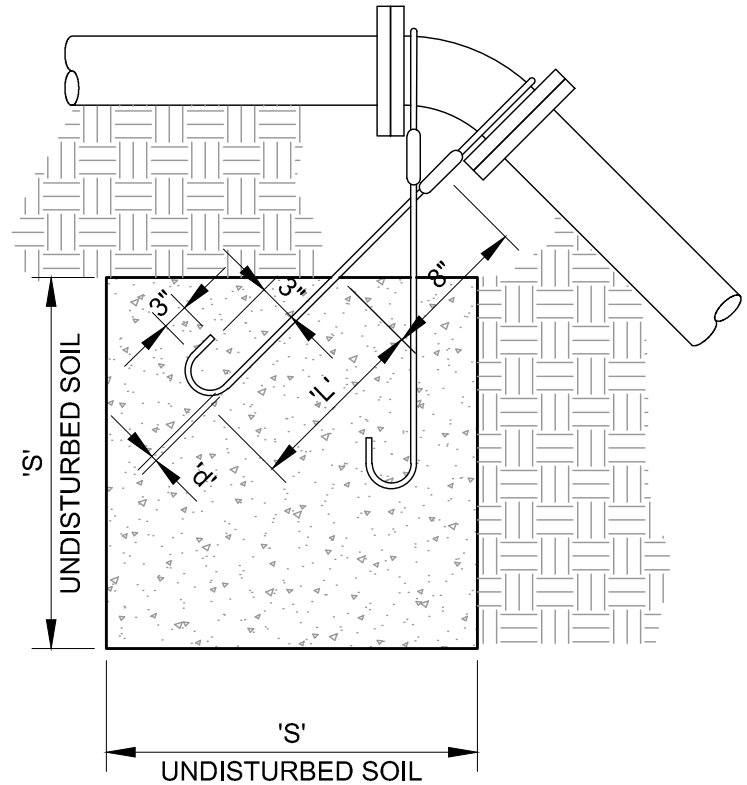
TIE-DOWN THRUST RESTRAINTS

STD. PLAN

562-A

TABLE OF DIMENSIONS

SIZE OF PIPE (NOMINAL DIAMETER)	VERTICAL BEND IN DEGREES	CONCRETE BLOCKING IN CUBIC YARDS	'S'	'd'	'L'
4"	45	1.4	3.4	5/8"	2.0
				5/8"	
6"	45	2.8	4.3	5/8"	2.5
				5/8"	
8"	45	4.9	5.1	5/8"	3.0
				5/8"	
10"	45	7.3	5.9	5/8"	4.0
				5/8"	
12"	45	10.4	6.8	3/4"	4.0
				3/4"	
14"	45	14.0	7.3	3/4"	4.0
				3/4"	
16"	45	18.1	7.9	3/4"	4.0
				3/4"	



TYPE B RESTRAINT
FOR 45° VERTICAL BENDS

NOTE:

1. RESTRAINT SIZING IS BASED UPON A MAXIMUM OPERATING PRESSURE OF 150 PSI AND A TEST PRESSURE OF 250 PSI, AND A MINIMUM SOIL BEARING STRENGTH OF 2,000 PSF. OPERATING PRESSURES IN EXCESS OF 150 PSI OR SOILS WITH LESS THAN 2,000 POUND BEARING STRENGTH WILL REQUIRE SPECIAL DESIGN.
2. PIPE SIZE EXCEEDING 16" REQUIRES SPECIAL DESIGN.
3. SIDE WALLS OF THRUST BLOCK SHALL BE FORMED WITH VERTICAL SIDES.
4. DO NOT ENCASE ADJACENT FITTINGS AND BOLTS.
5. DO NOT THRUST AGAINST ADJACENT PIPES.
6. APPLY WAX TAP COATING SYSTEM TO EXPOSED SHANK AND REBAR RODS, AWWA C217. SYSTEM TO INCLUDE FILLER MATERIAL, TAPE COATING, AND PROTECTIVE OUTER WRAP. DENSO N.A., TRENTON, OR APPROVED EQUAL.
7. SHANK AND REBAR MATERIALS SHALL BE EPOXY COATED AT LEAST 15 MILS THICK.
8. REINFORCEMENT SHALL BE DEFORMED STEEL, ASTM A 615. MINIMUM STRESS YIELD STRENGTH OF STEEL TIE-DOWN BARS IS 70,000 KSI.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

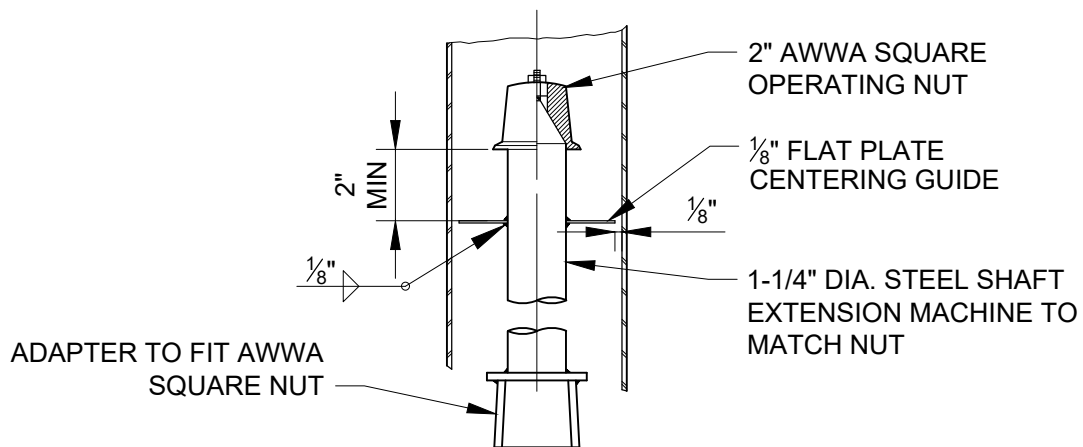
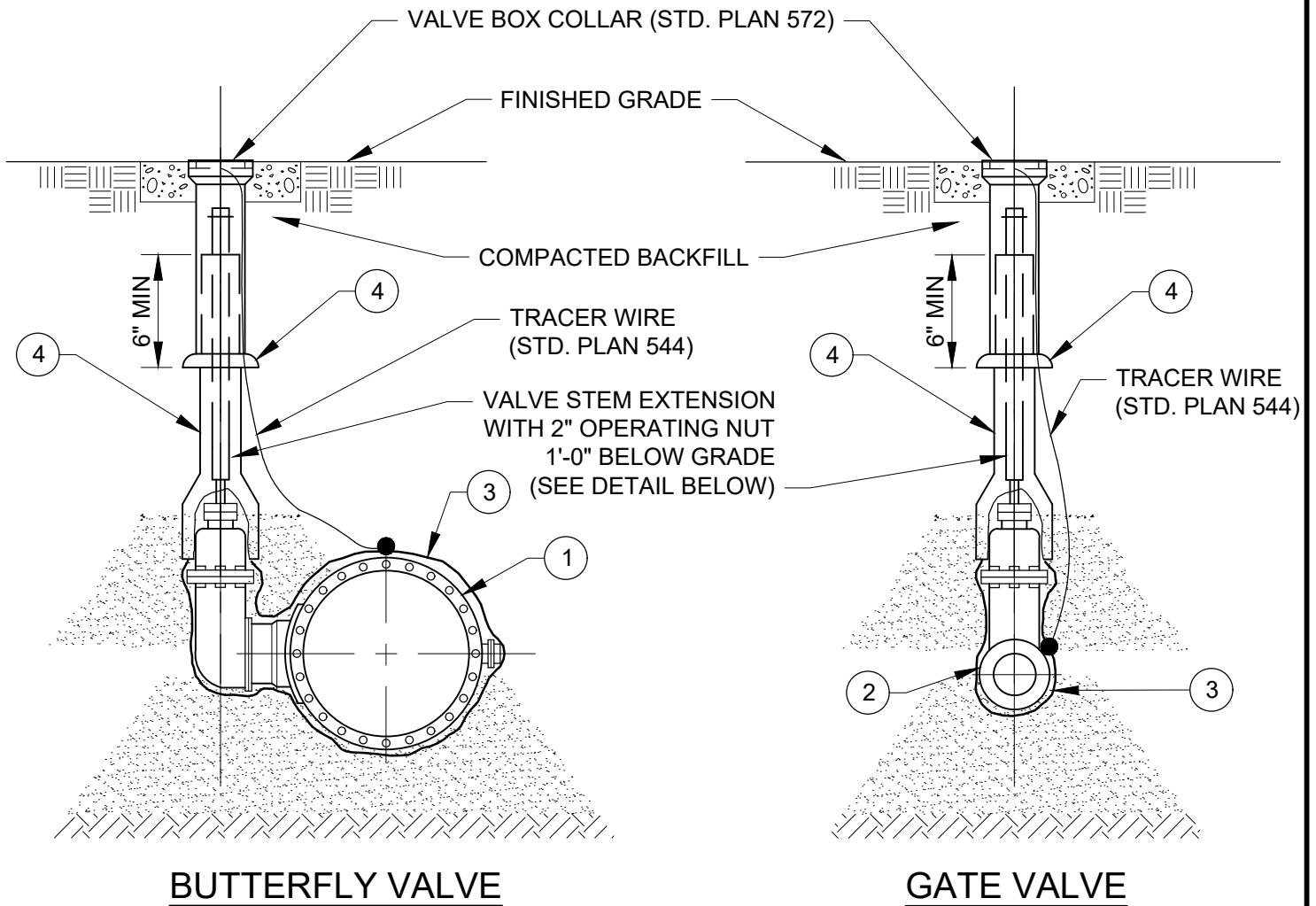
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**TIE-DOWN
THRUST RESTRAINTS**

STD. PLAN

562-B



NOTES:

1. VALVE STEM EXTENSIONS ARE ONLY TO BE USED WHEN THE VALVE IS GREATER THAN 8' DEEP
2. REFER TO STD. PLAN 570 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	BURIED VALVE AND VALVE BOX	STD. PLAN
	03/2024		
	REV.		
	1		570

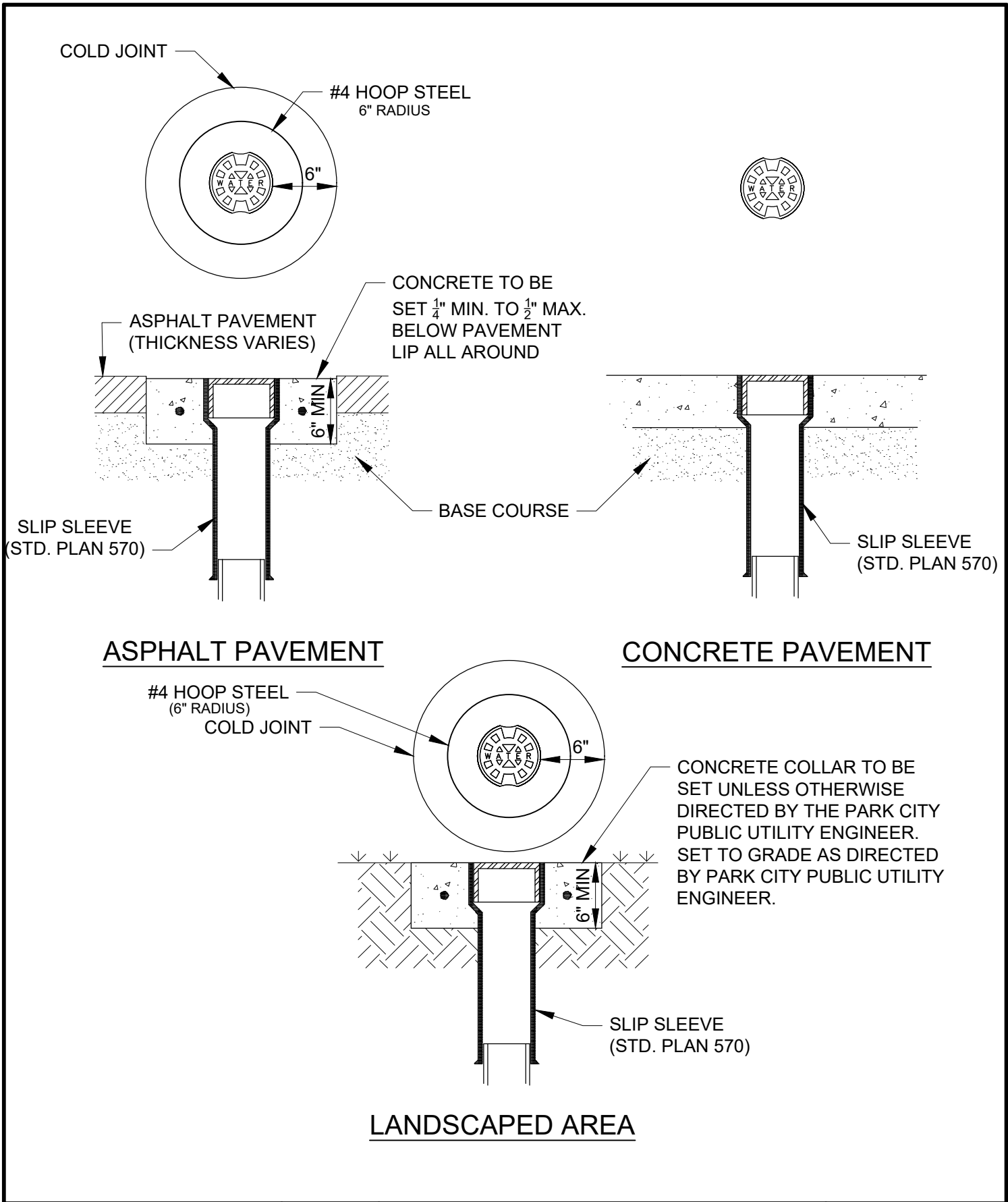
LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	BUTTERFLY VALVE, NRS, AWWA C504 CLASS 250B, 250 PSI, SST BONNET BOLTS, FLANGED END CONNECTIONS	MUELLER	LINESEAL XP11, 5227 SERIES OR APPROVED EQUAL
②	GATE VALVE, NRS, AWWA C509, 250 PSI, SST BONNET BOLTS, END CONNECTIONS PER FOLLOWING: ON TEES: FLG x FLG IN-LINE VALVES: MJ x MJ OTHERS: MJ x MJ, OR PER DESIGN	MUELLER	SERIES 2360 OR APPROVED EQUAL
③	POLYETHYLENE ENCASEMENT, HIGH DENSITY CROSS LAMINATED (HDCL) POLYETHYLENE FILM, AWWA C105 & AWWA C703E METHOD C	CHRISTY'S OR APPROVED EQUAL	AWWA C703E METHOD C (4 MIL)
④	VALVE BOX, CAST IRON, TWO PIECE, SLIP TYPE WITH CAST IRON DROP-IN COVER MARKED AS FOLLOWS: ISOLATION VALVE: "WATER" BUTTERFLY VALVE: "BFV" IRRIGATION: "IRRIG" FIRE LINE VALVE: "FIRE" VALVE BOX RISER: LIMIT ONE PER VALVE BOX	D&L SUPPLY OR APPV'D EQUAL	BOX AND LID: M-8042 RISER: M-8049 THRU M-8055 EXTENSION: M-8070

DETAIL NOTES

1. VALVES TO BE RATED FOR WORKING AND TEST PRESSURE OF WATER MAIN
2. PROVIDE FUSION BONDED EPOXY COATING ON GATE VALVE AND BUTTERFLY VALVE INTERIOR AND EXTERIOR
3. PROVIDE 316 SST BOLTS AND NUTS WITH ANTI-SEIZE LUBRICANT ON FLANGED CONNECTIONS
4. DO NOT LOCATE VALVE AND VALVE BOX WITHIN CURB OR GUTTER
5. CENTER VALVE BOX ON VALVE OPERATING NUT
6. SET VALVE BOX PLUMB WITHOUT DEFLECTIONS IN VALVE BOX JOINTS
7. PROVIDE ADDITIONAL SLIP BASE FOR VALVE BOX ON 7' BURY WATER MAIN
8. APPLY WAX TAPE COATING SYSTEM TO VALVE BONNET BOLTS AND ALL OTHER BURIED BOLTS AND NUTS, AWWA C217. SYSTEM TO INCLUDE FILLER MATERIAL, TAPE COATING, AND PROTECTIVE OUTERWRAP. DENSO NORTH AMERICA, TRENTON, OR APPROVED EQUAL (STD. PLAN 534)

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	BURIED VALVE AND VALVE BOX	STD. PLAN
	02/2024		
	REV.		
	1		570 S



 PARK CITY MUNICIPAL CORPORATION WATER	DATE	VALVE BOX COLLAR	STD. PLAN
	5/2025		
	REV.		
	2		572

GENERAL NOTES

1. ALL WORK SHALL CONFORM TO PARK CITY DESIGN STANDARDS, CONSTRUCTION SPECIFICATIONS, AND STANDARD DRAWINGS.
2. SUBMIT SHOP DRAWINGS TO DESIGN ENGINEER AND CITY ENGINEER FOR APPROVAL PRIOR TO CONSTRUCTION. INCLUDE MECHANICAL, STRUCTURAL, ELECTRICAL AND INSTRUMENT DRAWINGS IDENTIFYING CONDUIT, CONDUCTOR, CABLE, SIZE AND ROUTINGS FOR POWER, GROUNDING, INSTRUMENTATION, AND CONTROLS, OPENINGS, PIPE, VALVES, HATCH, AND ALL VAULT COMPONENTS.
3. VAULT BACKFILL: STRUCTURAL FILL MATERIAL COMPACTED TO 95% MINIMUM OF MODIFIED PROCTOR DENSITY.
4. DUCTILE IRON PIPE, FITTINGS, COUPLERS, FLANGES, ETC. SHALL BE IN ACCORDANCE WITH AWWA C153, C111, AND C110 AND RATED FOR A MINIMUM 250 PSI WORKING PRESSURE.
5. FLANGED JOINTS: 125 LB FLANGES, ANSI/AWWA C115/A21.15. "FULL FACE FLANGE-TYPE" GASKET OR "RING FLANGE-TYPE" GASKET (OR PRE-APPROVED EQUAL). GASKETS TO BE HIGH-PERFORMANCE TYPE, 1/8" THICK, AND HAVE AT LEAST (3) BULB TYPE RINGS MOLDED INTO BOTH GASKET FACES, ANSI/AWWA C110/A21.11.
6. FITTINGS: FULL BODY AWWA C110. NO COMPACT FITTINGS. DOMESTIC "MADE IN USA".
7. DUCTILE IRON PIPE AND FITTINGS: UNCOATED. PRIME AND PAINT WITH NSF APPROVED HIGH SOLIDS EPOXY PAINT, TNE MEC POTA-POX N140 OR PRE-APPROVED EQUAL. HIGH PRESSURE SIDE, LIGHT BLUE. LOW PRESSURE SIDE, OFF WHITE.
8. ALL VALVES INSIDE VAULT SHALL BE RATED FOR 250 PSI WORKING PRESSURE, OR HIGHER IF REQUIRED FOR PROJECT.
9. VAULT SHALL BE PRECAST CONCRETE. APPROVAL MUST BE GIVEN TO USE CAST IN PLACE CONCRETE. VAULT SHALL BE DESIGNED FOR HS-20 LOADING. THE LOCATION OF THE PRECAST JOINTS MUST BE APPROVED. SITE SPECIFIC APPROVAL REQUIRED.
10. SEAL ALL JOINTS WITH PREFORMED FLEXIBLE SEALANT CONFORMING TO ASTM C990, AND WRAP WITH EXTERNAL JOINT SEALANT MEETING ASTM C877. FILL JOINTS INSIDE VAULT WITH CAULK OR GROUT.
11. PROVIDE (2) 8 HR DAYS FOR TESTING, STARTUP, AND TRAINING FOR PRV VALVES WITH MANUFACTURER REPRESENTATIVE.
12. SEAL ALL VAULT PENETRATIONS WITH HYDROPHILIC NON-SHRINK GROUT.
13. 36" MINIMUM LANDSCAPE CLEARANCE AROUND HATCH REQUIRED.
14. 24" CLEAR, CONVENIENT AND UNINHIBITED ACCESS PATH REQUIRED TO HATCH.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

10/2020

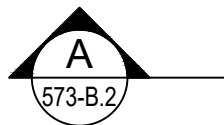
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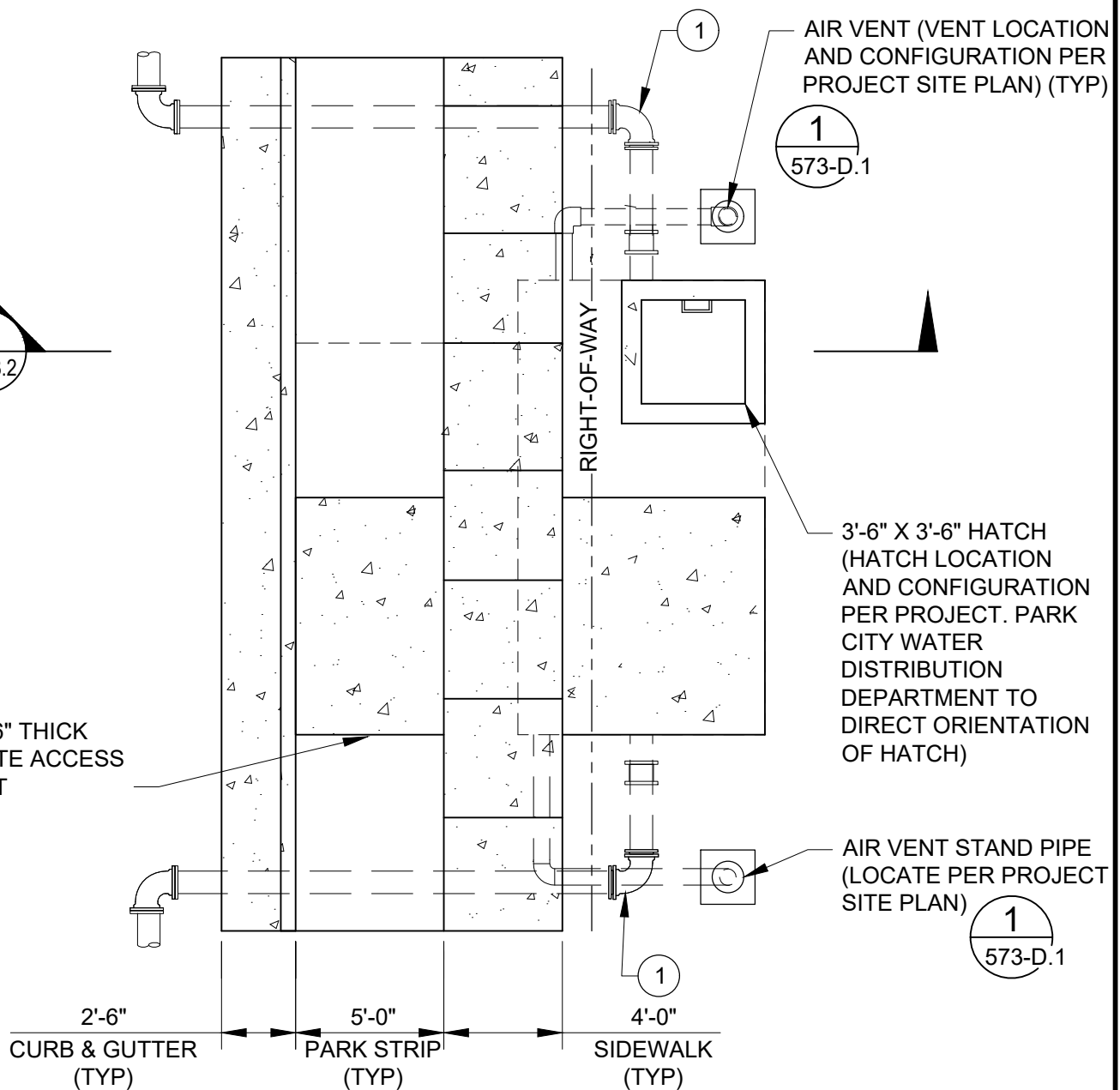
PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-A



8' WIDE, 6" THICK
CONCRETE ACCESS
TO VAULT



VAULT LOCATION PLAN

NTS

NOTES:

1. FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR (#) KEYED ITEMS, SEE STD. PLAN 573-C.3 AND C.4.
2. SITE SPECIFIC APPROVAL REQUIRED. NEW EASEMENTS WILL BE REQUIRED IF VAULT IS LOCATED OUTSIDE OF PROPERTY LINE.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

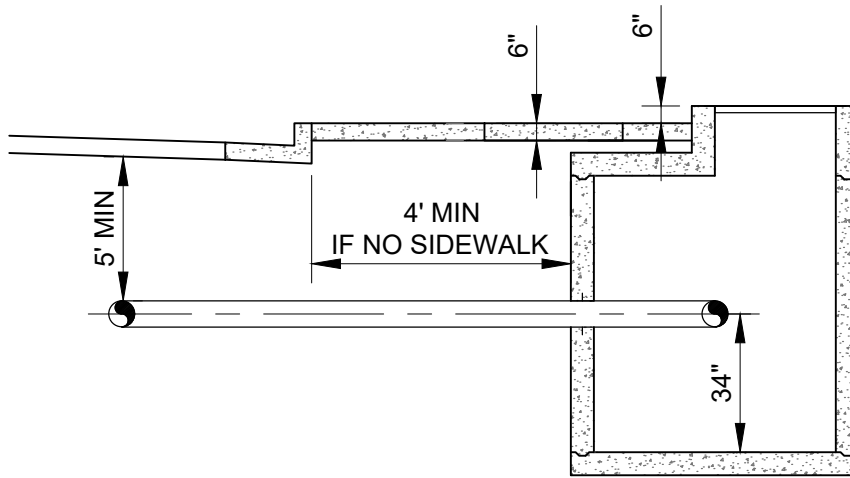
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-B.1



VAULT SECTION
NTS

A
573-B.1



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

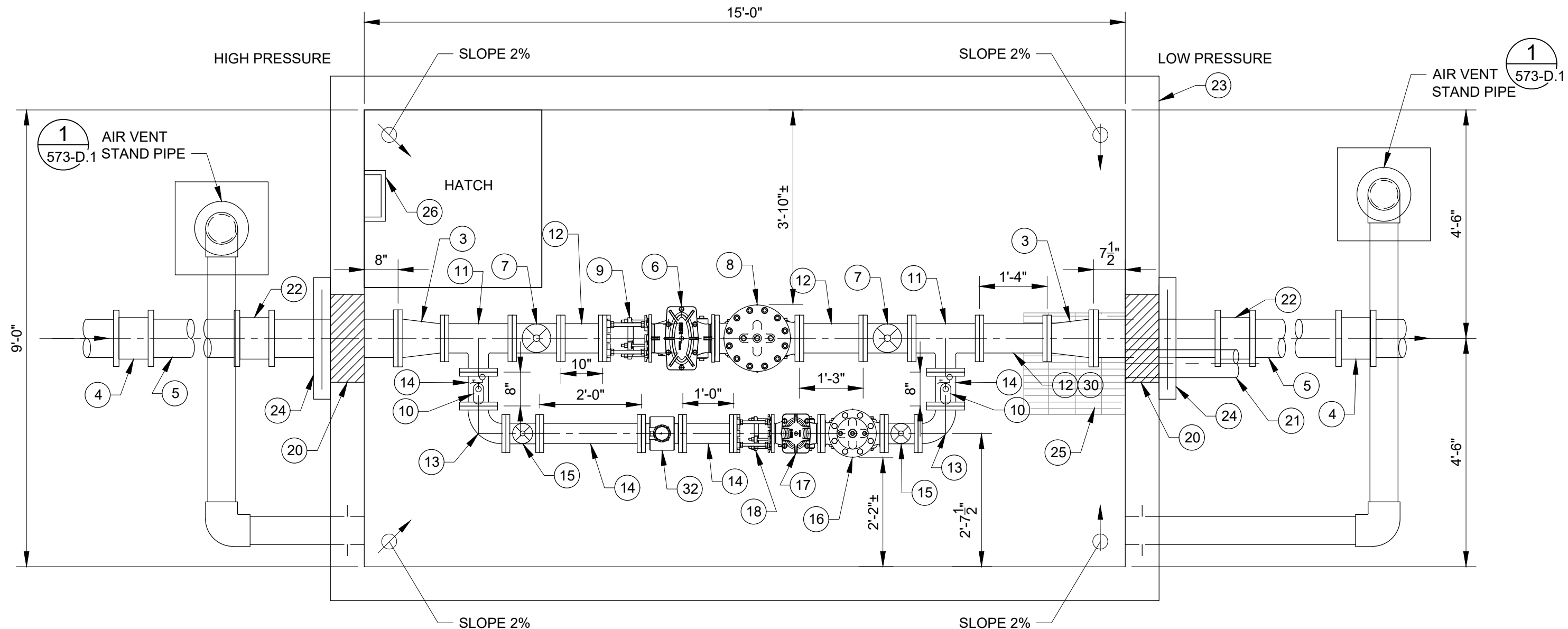
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-B.2



BASIC VAULT - PLAN VIEW

SCALE: 1/2" = 1'-0"



SCALE IN FEET

NOTE:

1. FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR (#) KEYED ITEMS, SEE STANDARD PLAN 573-C.3 AND C.4.
2. SEE PROJECT SITE PLAN FOR ACTUAL LOCATION OF VENT STAND PIPES, HATCH, SUMP, AND HIGH/LOW PRESSURE SIDES.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

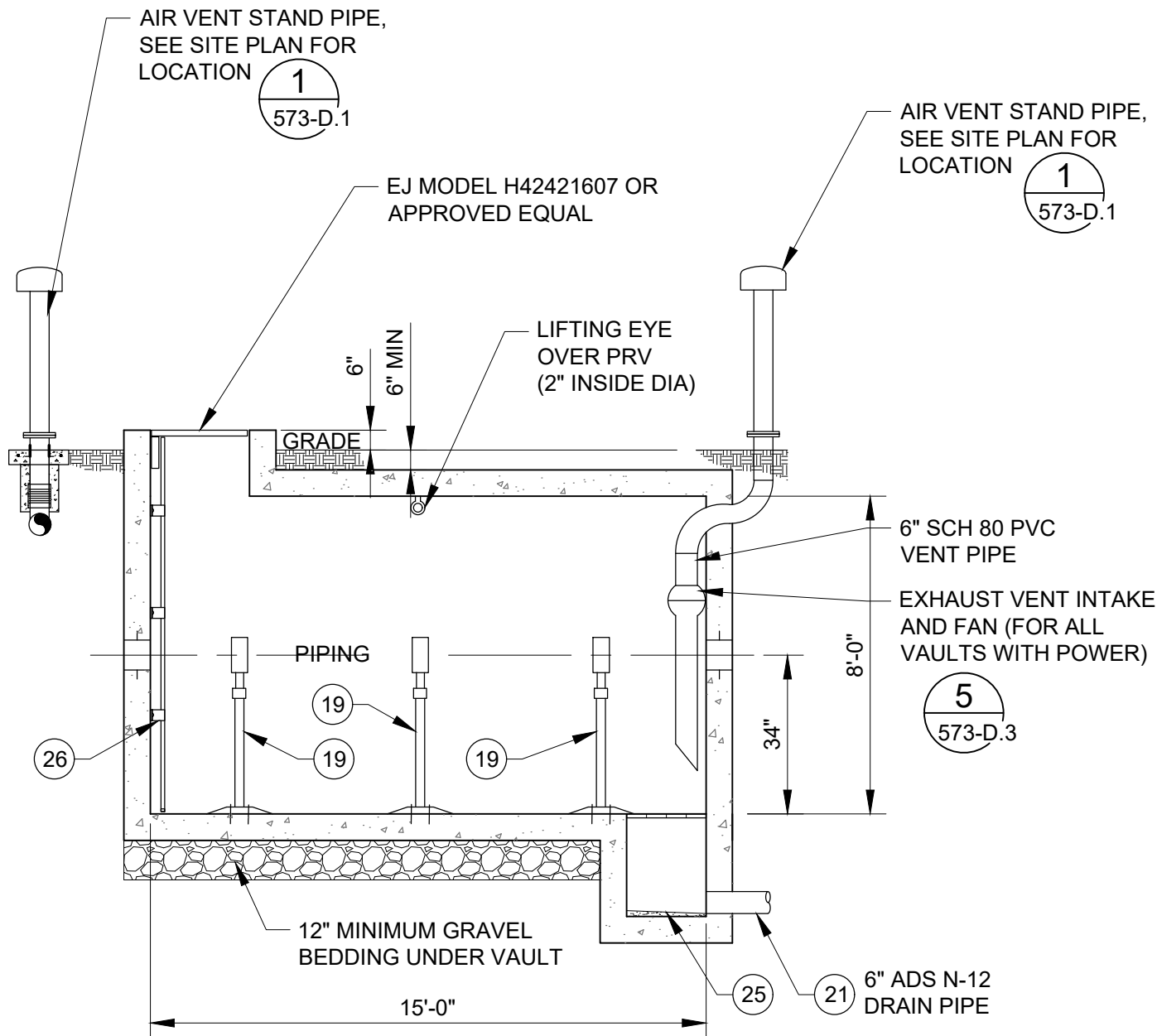
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**PRESSURE REDUCING
VALVE VAULT**

STD. PLAN

573-C.1



VAULT SECTION

NTS

B

573-C.1

NOTES:

- FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR (#) KEYED ITEMS, SEE STD. PLAN 573-C.3 AND C.4.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

1

PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-C.2

MATERIAL LIST

ITEM	PRESSURE REDUCING VALVE VAULT
①	INSTALL WATER MAIN WITH DI BENDS AS REQUIRED WITH RETAINER GLANDS AND THRUST BLOCKS
②	INSTALL RESILIENT SEAT VALVE, FL X MJ, W/ TEE AND RETAINER GLANDS AND TRUST BLOCKS ON EXISTING WATER MAIN, SEE STD PLAN 570
③	8"x6" DI REDUCER FL X FL
④	DI WATER MAIN, USE FLEXIBLE OR DUCTILE IRON MJ SLEEVES (POWERSEAL MODEL 3506 POWERMAX OR EQUAL) AS NECESSARY TO LEVEL EXISTING LINES
⑤	DUCTILE IRON PIPE (EXISTING PIPE SIZE)
⑥	6" CLA-VAL X 43 H (H STYLE STRAINER), FLANGED ENDS, 10 MESH SCREEN, CAGE SUPPORT, AND O-RING
⑦	6" RESILIENT WEDGE GATE VALVE, FL X FL WITH HAND WHEEL
⑧	6" PRESSURE REDUCING VALVE, CLA-VAL MODEL 92-01, FLANGE X FLANGE WITH MICRO-SWITCH (PRESSURE SUSTAINING VALVE IS REQUIRED UNLESS NOTED OTHERWISE) ALL BALL VALVES, WYE STRAINERS, PILOT CONTROLS, TRIM, SPEED CONTROLS AND ALL METALLIC INTERNAL COMPONENTS ARE TO BE STAINLESS STEEL. STAINLESS STEEL ANTI-CAVITATION MAY BE REQUIRED DEPENDING ON PRESSURE DIFFERENTIAL
⑨	6" DISMANTLING JOINT, ROMAC DJ 400, OR EQUAL
⑩	1" AIR VALVE AND PRESSURE TREE. SEE STD PLAN 573-D.1.
⑪	6"x6"x4" FL DI TEE
⑫	6" DI FL SPOOL
⑬	4" DI FL 90° BEND
⑭	4" DI FL SPOOL
⑮	4" RESILIENT WEDGE GATE VALVE, FLxFL WITH HAND WHEEL
⑯	4" PRESSURE REDUCING VALVE, CLA-VAL MODEL 92-01, FLANGE X FLANGE, (PRESSURE SUSTAINING VALVE IS REQUIRED UNLESS NOTED OTHERWISE) ALL BALL VALVES, WYE STRAINERS, PILOT CONTROLS, TRIM, SPEED CONTROLS AND ALL METALLIC INTERNAL COMPONENTS ARE TO BE STAINLESS STEEL. STAINLESS STEEL ANTI-CAVITATION TRIM MAY BE REQUIRED DEPENDING ON PRESSURE DIFFERENTIAL
⑰	4" CLA-VAL X 43H (H STYLE STRAINER), FLANGED ENDS, 10 MESH SST SCREEN, CAGE SUPPORT, AND O-RING
⑱	4" DISMANTLING JOINT, ROMAC DJ 400, OR EQUAL



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

2

PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-C.3

MATERIAL LIST (CON'T)

ITEM	PRESSURE REDUCING VALVE VAULT
(19)	2" STEEL PIPE SUPPORT STAND, ADJUSTABLE (3 REQUIRED ON 6" PIPE SYSTEM, 3 REQUIRED ON 4" PIPE SYSTEM), SEE STD. PLAN 578
(20)	CORE DRILL OPENING WITH LINK-SEAL PIPE-TO-WALL SEAL. TYPICAL ON ALL OPENING. FILL OUTSIDE OPENINGS WITH NON-SHRINK GROUT AND CAULK
(21)	DRAIN SUMP, PIPE TO DAYLIGHT WITH DRAIN PIPE AND #4 SST RODENT PROTECTION SCREEN ON END OF PIPE. ROUTE AS SHOWN ON SITE PLAN. IF NO PIPE-TO-DAYLIGHT OPTION IS AVAILABLE, INSTALL A SUMP PUMP. CITY APPROVAL IS REQUIRED FOR A SUMP PUMP. SEE STD. PLAN 573-D.2
(22)	8" MJ SOLID SLEEVE, MEGA-LUG RESTRAINTS WITH CORE-TEN BOLTS
(23)	VAULT IN ACCORDANCE WITH 573-A AND 573-B A. PRECAST CONCRETE VAULT RATED FOR HS-20 LOADING. MAY BE CAST IN PLACE PER CITY APPROVAL. PROVIDE STAMPED STRUCTURAL DRAWINGS B. WATERPROOF OUTSIDE WALLS AND TOP SLAB PER IBC CODE FOR BURIED FOUNDATIONS
(24)	MECHANICAL JOINT DUCTILE IRON RETAINER GLAND WITH CONCRETE THRUST BLOCK, REINFORCE CONCRETE WITH (4) #4 EACH SIDE OF PIPE.
(25)	30"x30"x30" SUMP. FRP GRATING, 1-1/2" THICK MIN. AND RATED FOR 300 LB/FT PEDESTRIAN TRAFFIC.
(26)	VAULT LADDER, SEE DETAIL 7 ON 573-D.4
(27)	3" PRESSURE RELIEF VALVE, CLA-VAL MODEL 50A-01 BKCX WITH MOUNTED LIMIT SWITCH OR MICRO SWITCH WITH SCADA CONNECT FOR "OPEN" ALARM CONDITION, SEE STD. PLAN 573-D.2
(28)	IN-LINE GAUGE PRESSURE TRANSMITTER, ROSEMOUNT MODEL 3051TG 800 PSI ASSEMBLED TO INTEGRAL, 2-VALVE, ROSEMOUNT 306 MANIFOLD. SEE STD. PLAN 573-D.1. 4-20 MA ANALOG
(29)	6"x6"x3" DI TEE FLANGE X FLANGE X FLANGE
(30)	6" DI PIPE. IF VAULT HAS POWER, THIS ITEM SHALL BE REPLACED WITH ITEMS 29 AND 27.
(31)	SUMP PUMP: 2" SUMP PUMP, TSURUMI MODEL HSZ2.4S-62 OR EQUAL. SUMP PUMP REQUIRED IF DRAIN TO DAYLIGHT NOT AVAILABLE, SEE STD. PLAN 573-D.2
(32)	4" SIEMENS MAGNETIC FLOW METER, 5100 W



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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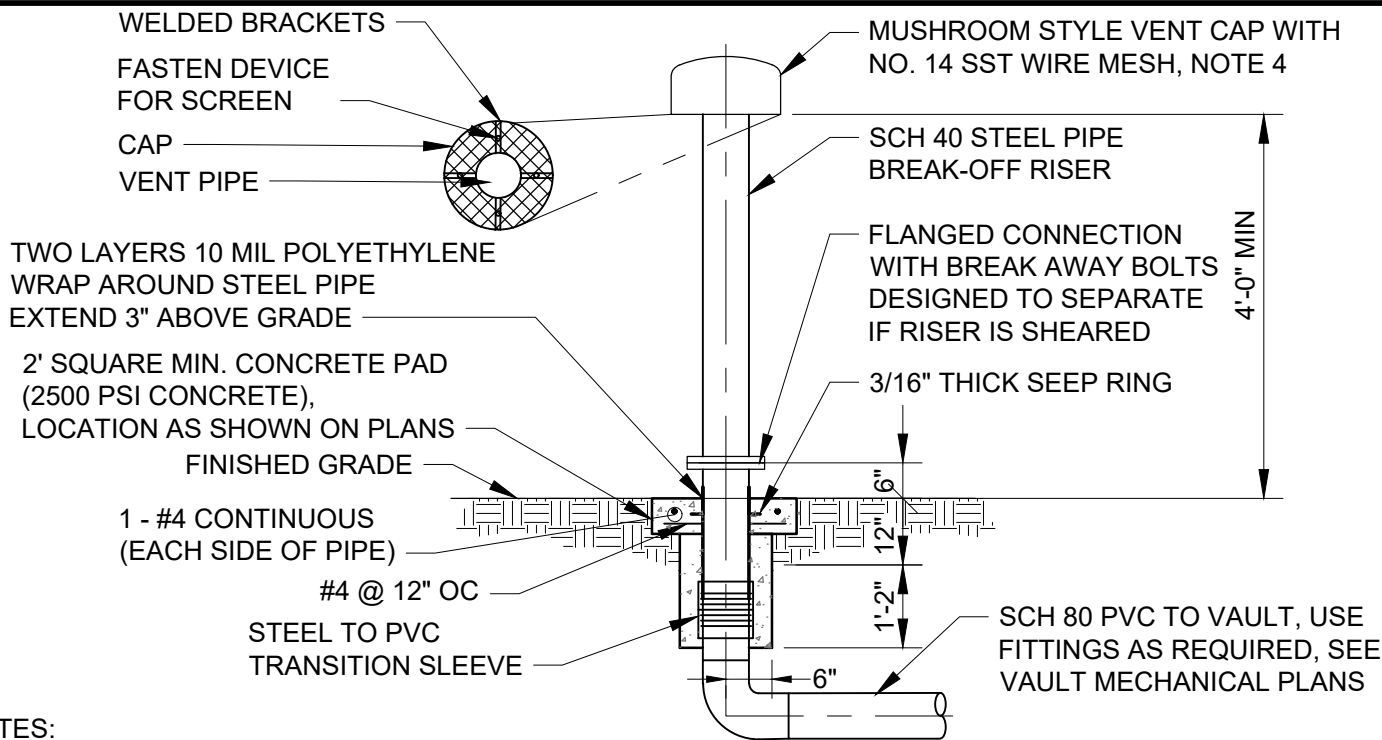
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-C.4



NOTES:

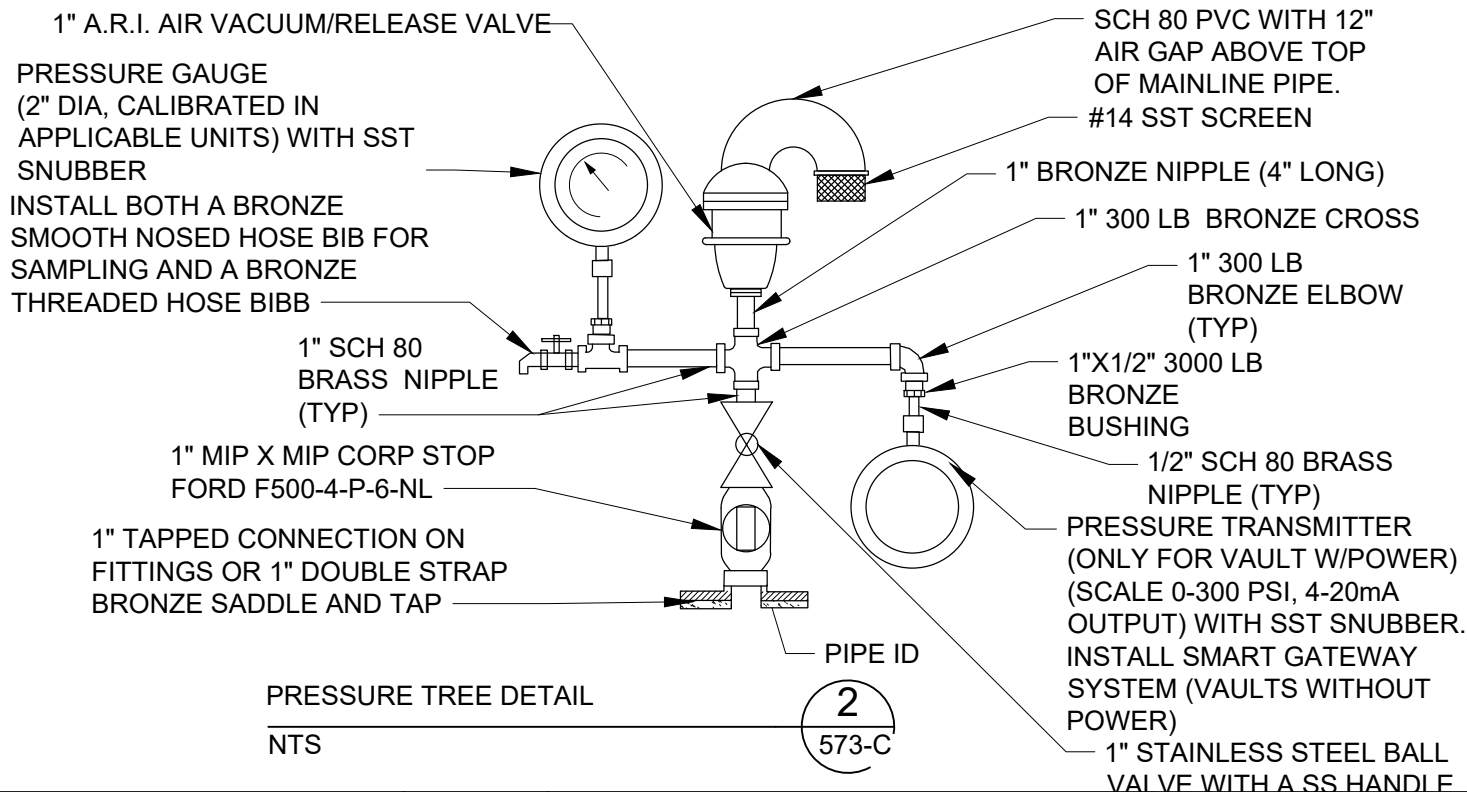
1. WELD ALL STEEL FITTINGS EXCEPT MATCHING BOLT ON FLANGE.
2. ALL ABOVE GRADE STEEL PIPING SHALL BE CORE-TEN BARE STEEL.
3. VENT CAP SHALL BE 12" DIA FOR 6" VENT PIPE. OTHER SIZES SHALL BE PROJECT SPECIFIC.
4. STEEL WALL PIPE WITH SEEP RING SHALL BE CAST IN VAULT FOR VENT PIPES INSTALLED ON TOP OF VAULTS.

AIR VENT STAND PIPE

NTS

1

573-B, 573-C



2

573-C



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

2

PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-D.1

3" DISMANTLING JOINT,
ROMAC DJ400 OR EQUAL

3" RESILIENT SEAT
VALVE, FLANGE X
FLANGE
W/HANDWHEEL

3" DIA. PIPE,
SEE NOTE 1

3/4" DRAIN
VALVE HOSE BIB

NOTES:

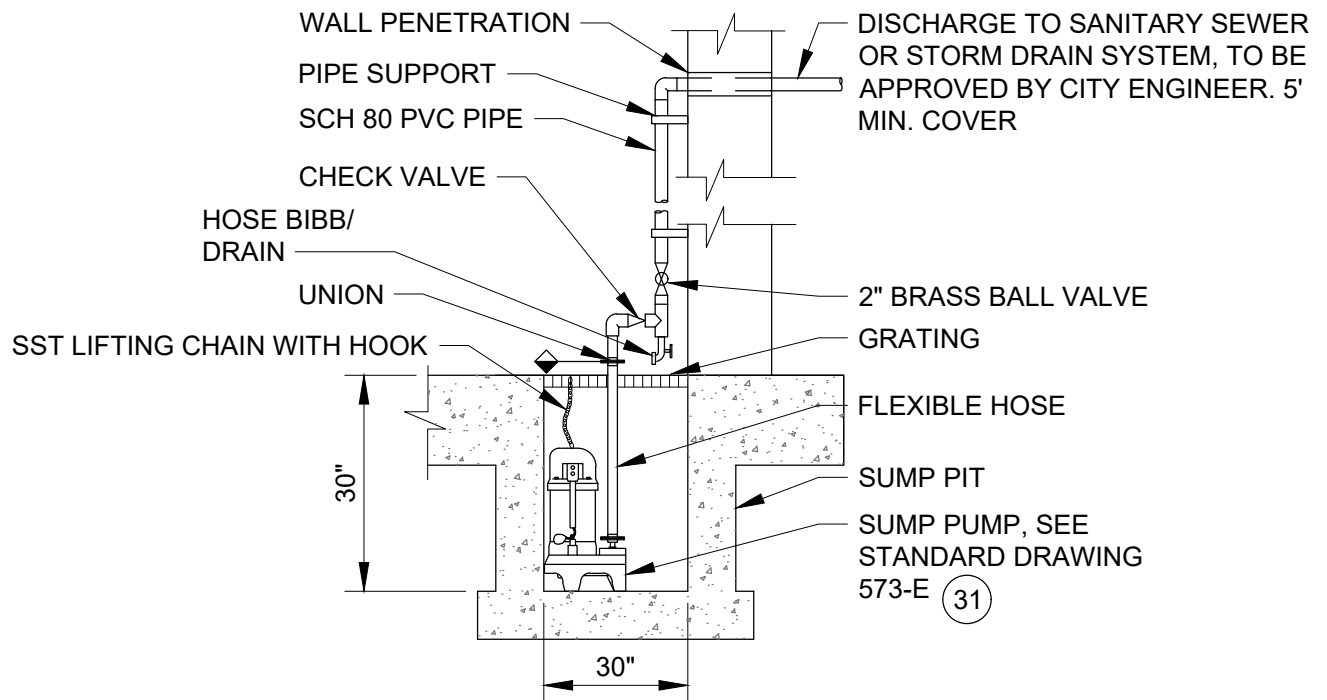
1. ROUTE TO NEAREST APPROVED DISCHARGE LOCATION WITH 12" AIR GAP AND #4 SST MESH SCREEN BETWEEN FLANGES AND EROSION CONTROL. ALL FITTINGS MUST BE FLANGED OR RESTRAINED. 5' MIN COVER.
2. FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR (#) KEYED ITEMS, SEE STD. PLAN 573-C.3 AND C.4

3" PRESSURE RELIEF VALVE DETAIL

NTS

3

573-C



NOTES:

1. SUMP PUMP AND DISCHARGE PIPING SHALL NOT BE USED UNLESS SPECIFICALLY APPROVED BY THE CITY. SUMP SHALL DRAW TO DAYLIGHT UNLESS OTHERWISE APPROVED.
2. FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR (#) KEYED ITEMS, SEE STD. PLAN 573-C.3 AND C.4

TYPICAL SUMP SECTION DETAIL

NTS

4

573-C



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

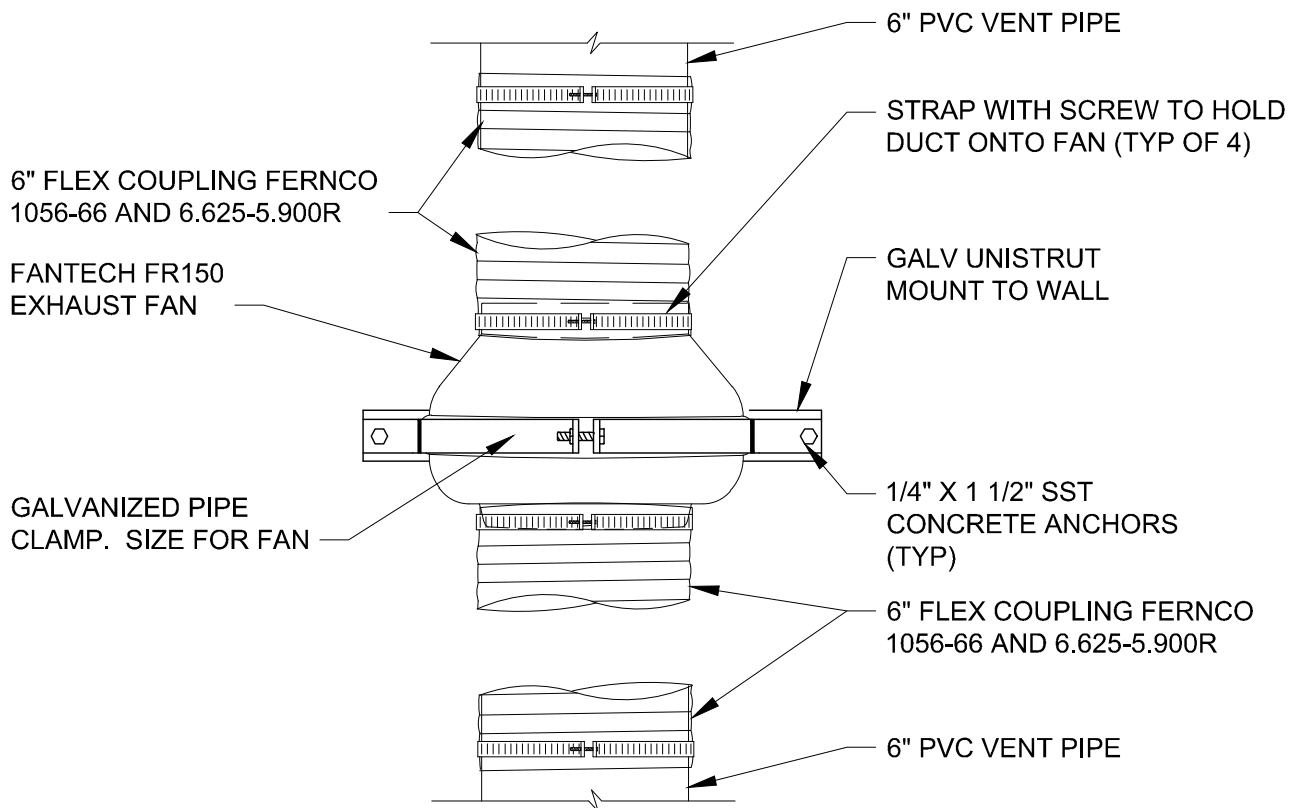
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**PRESSURE REDUCING
VALVE VAULT**

STD. PLAN

573-D.2

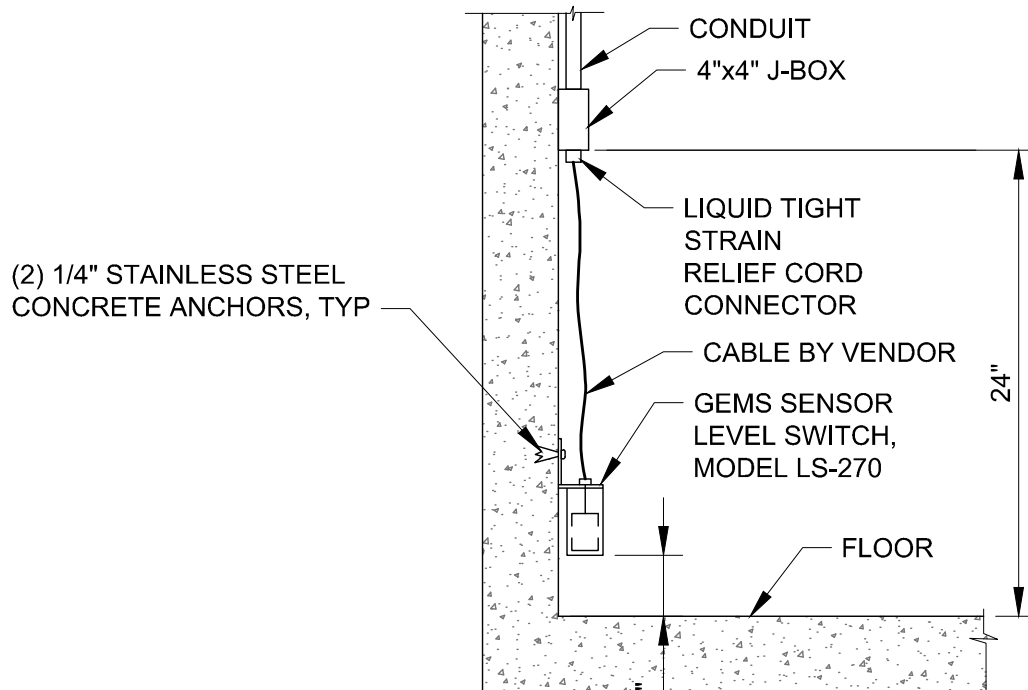


IN-LINE EXHAUST FAN DETAIL

NTS

5

573-C, 573-E



FLOOD SWITCH INSTALLATION DETAIL

NTS

6

573-E



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

4/2014

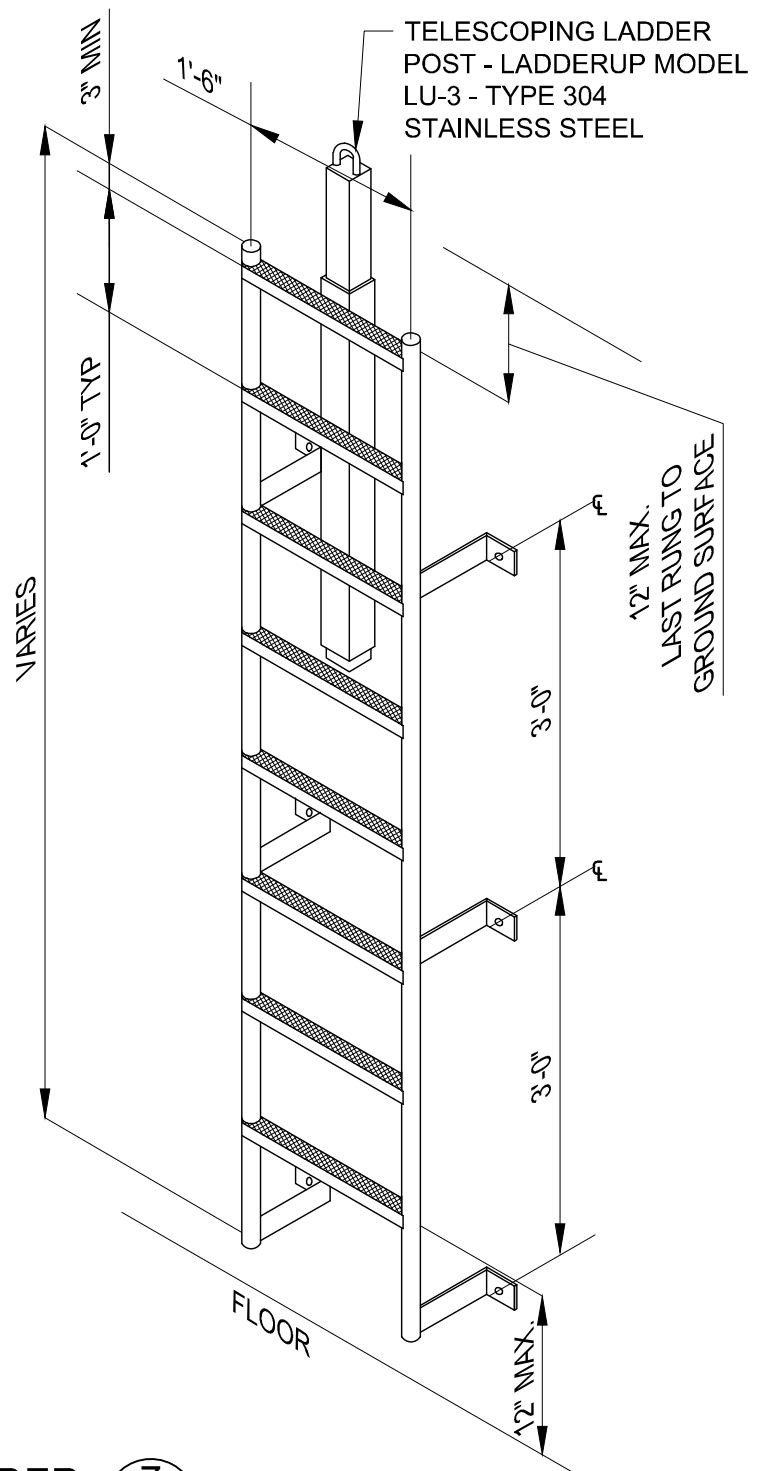
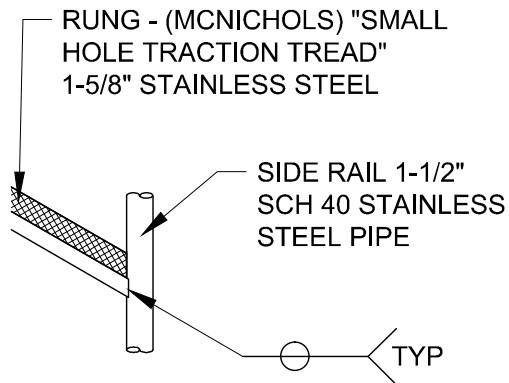
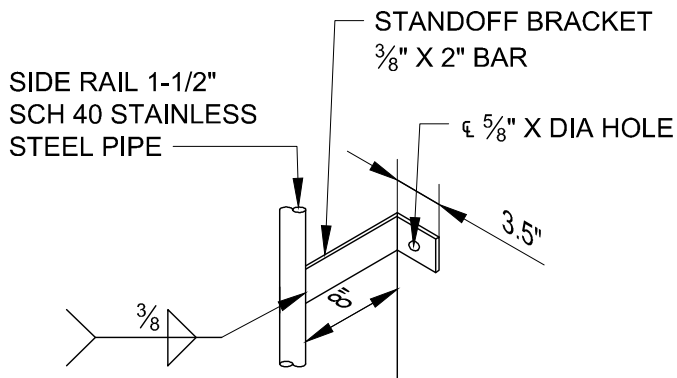
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-D.3



VAULT LADDER

NTS

7
573-C

NOTE:

- LADDER, ANCHORS, AND BOLTS TO BE STAINLESS STEEL



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

4/2014

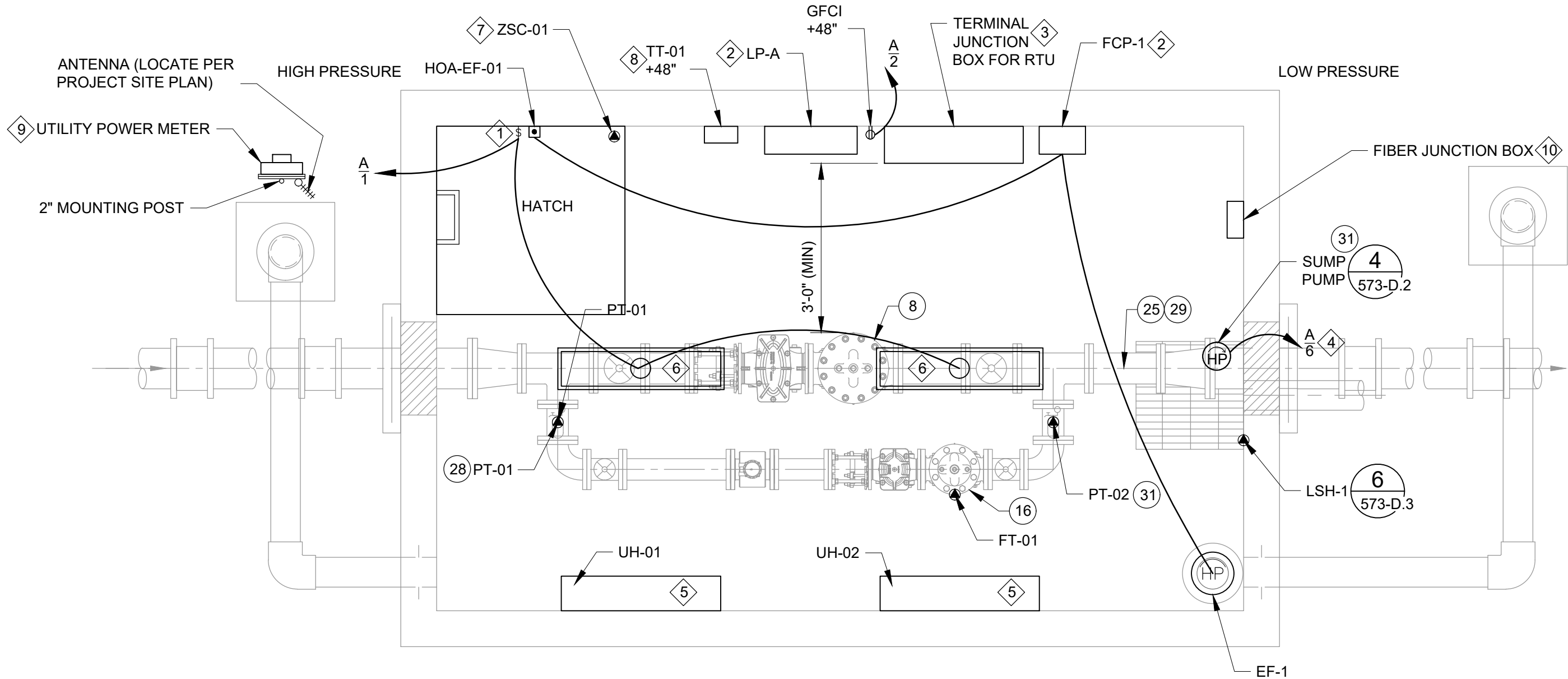
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-D.4



TYPICAL VAULT WITH POWER - PLAN VIEW

SCALE: 1/2" = 1'-0"



SCALE IN FEET

NOTES:

1. SEE STD. PLAN 573-E.3 FOR # KEYED ITEMS.
2. FOR GENERAL NOTES, SEE STD. PLAN 573-A, AND FOR # KEYED ITEMS, SEE STD. PLAN 573-C.3 AND C.4
3. SEE STD. PLAN 573-E.2 FOR PANEL SCHEDULE.
4. SEE STD. PLANS 573-E.4 AND 573-E.5 FOR ONE LINE DIAGRAMS.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

REV.

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**PRESSURE REDUCING
VALVE VAULT**

STD. PLAN

573-E.1

PANEL SCHEDULE LP-A															
LOCATION: IN VAULT						MFGR: CULTER HAMMER OR EQUAL				100 AMPS				VOLTS: 120/240	
DIMENSIONS: SIZE BY CONTRACTOR						TYPE: PANELBOARD				M.L.O.				PHASE: 1	
MOUNTING: SURFACE						NEMA: 3R				50 M.C.B.				WIRES: 3	
FEED: TOP										10000 A.I.C.					
						PHASE LOADS									
BRKR A P		DESCRIPTION	CONT. WATT S	N-CONT. WATTS	NO	A		B		NO	N-CONT. WATTS	CONT. WATTS	DESCRIPTION	BRKR	
						CONT.	N-CONT.	CONT.	N-CONT.					A	P
20	1	LIGHTS		148	1	0	328			2	180		OUTLETS	15	1
20	1	RTU		500	3			0	1246	4	746		SUMP PUMP OUTLET	20	1
20	2	UNIT HEATER (UH-1)	1000		5	500	0	500	0	6	560		FAN CONTROL PANEL	20	1
20	2	UNIT HEATER (UH-2)	1000		7	500	0	500	0	8			SPARE	20	1
20	1	SPARE			9	0	0			10			SPARE	20	1
20	1	SPARE			11			0	0	12			SPACE		
		SPACE			13	0	0			14			SPACE		
		SPACE			15			0	0	16			SPACE		
		SPACE			17					18			SPACE		
TOTAL WATTS:			2000	648		1,000	328	1,000	1246		1,486	0			
CONTINUOUS LOAD:			2000												
CONTINUOUS LOAD *125%:			2,500												
NON-CONTINUOUS LOAD:			2,134												
DESIGN WATTS:			4,634												
MIN. RATING (AMPS):			13												



1

573-E.2

PANEL NOTE:

- 1 INSTALL WEATHERPROOF LIGHT SWITCH AND NEMA 4X HOA CONTROL BOX IN HATCH OPENING ABOUT 8" FROM TOP OF CONCRETE.
- 2 MAINTAIN NATIONAL ELECTRICAL CODE REQUIRED CLEARANCE AND WORKING SPACE AROUND PANELS.
- 3 COORDINATE WITH PCMC FOR RTU PANEL, ANTENNA, AND CABLE REQUIREMENTS. CONTRACTOR TO FURNISH AND INSTALL RTU PANEL, ANTENNA, ANTENNA MAST, CONDUIT, CONDUCTOR, AND CABLE WITH WIRING TERMINATIONS INSIDE THE RTU PANEL. CONTRACTOR TO SIZE RTU RELATED EQUIPMENT FOR 11 I/O POINTS INCLUDING 3 SPARES. (1 FLOW METER, 2 PRESSURE TRANSDUCERS, 1 TEMPERATURE SENSOR, 1 FLOOD ALARM, 1 ENTRY SECURITY ALARM, 1 PRESSURE RELIEF OPEN ALARM, 2 SPARE DIGITAL INPUTS AND 2 SPARE ANALOG INPUTS). CONTRACTOR MUST USE PCMC'S PREFERRED VENDOR TO PROVIDE AND INSTALL A PRE-ASSEMBLED AND PRE-WIRED BACKPANEL IN THE RTU PANEL AND PROVIDE SCADA PROGRAMMING.
- 4 SUMP PUMP TO BE HARDWIRED TO PANEL LP-A.
- 5 INSTALL 4-FOOT BASEBOARD HEATER AT 2-FEET ABOVE FINISHED FLOOR OF VAULT. HEATER SHALL BE 240 V WITH 3,400 BTUH, INTEGRAL DIAL THERMOSTAT.
- 6 GASKETED AND ENCLOSED INDUSTRIAL FIXTURE, FIBERGLASS HOUSING, WET LOCATION TWO LAMP FLUORESCENT, 120 VOLT, INSTANT START ELECTRONIC BALLAST METALUX VT3-232DR-120V-EB81-WL-U OR EQUAL. MOUNT FIXTURE ON WALL AT ABOUT 7 FEET ABOVE FINISHED FLOOR.
- 7 NEMA 4 HEAVY-DUTY LIMIT SWITCH WITH 1NO 1NC CONTACT 5A 120 VAC. SQUARE D COMPANY, CLASS 9007 OR EQUAL.
- 8 ROOM TEMPERATURE DISPLAY AND 4-20 mA TRANSMITTER WITH 100 OHM PLATINUM RTD. DEVAR MODEL D-RTTI-0024.
- 9 INSTALL UTILITY POWER METER WITH 50 AMP BREAKER ON BACK TO BACK UNISTRUT TO 2" GALVANIZED STEEL POLE ACCORDING TO UTILITY COMPANY STANDARDS.
- 10 IF FIBER IS AVAILABLE, INSTALL JUNCTION BOX FOR FIBER CONNECTION. COORDINATE SIZE OF BOX WITH PROVIDER.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

05/2025

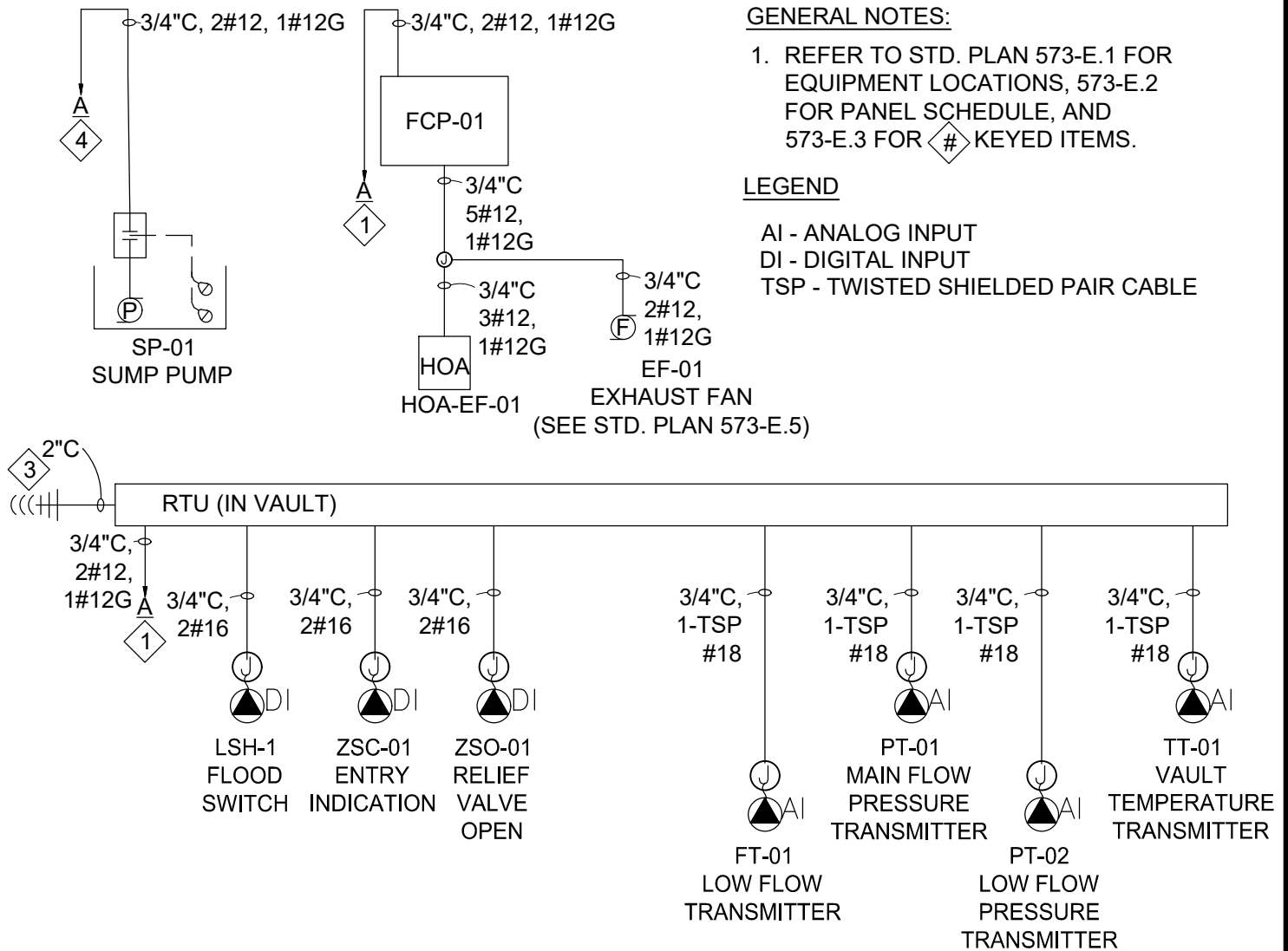
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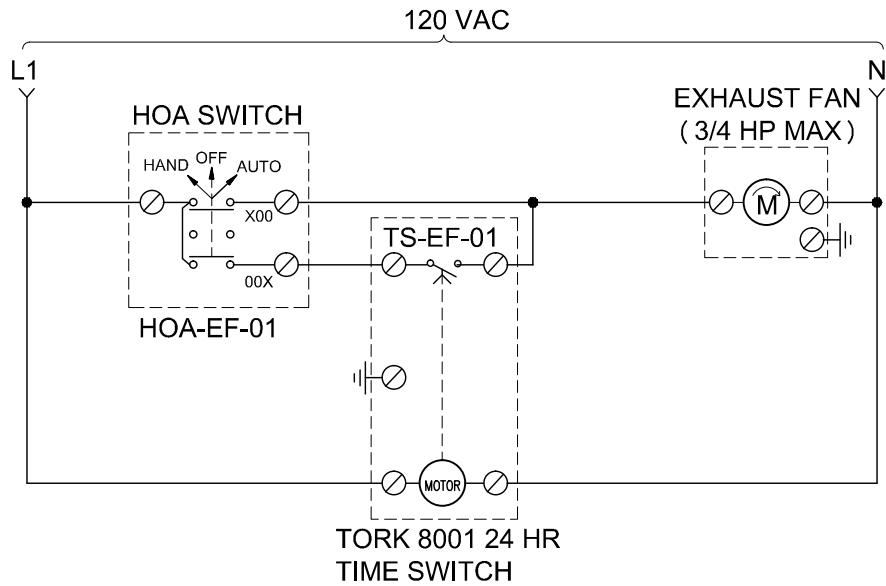
PRESSURE REDUCING VALVE VAULT

STD. PLAN

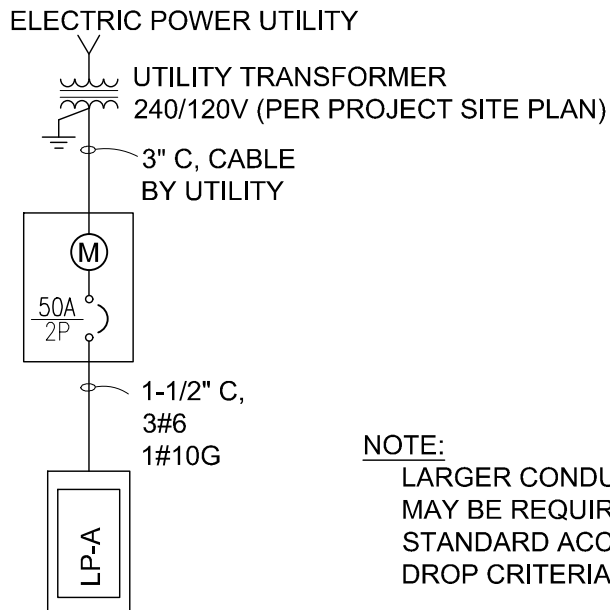
573-E.3



 PARK CITY MUNICIPAL CORPORATION WATER	DATE	PRESSURE REDUCING VALVE VAULT	STD. PLAN
	03/2024		573-E.4
	REV.		
	1		



TYPICAL VAULT EXHAUST FAN CONTROL SCHEMATIC
NTS



NOTE:
LARGER CONDUITS AND CONDUCTORS
MAY BE REQUIRED TO MEET INDUSTRY
STANDARD ACCEPTABLE VOLTAGE
DROP CRITERIA.

POWER ONE-LINE
NTS



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

4/2014

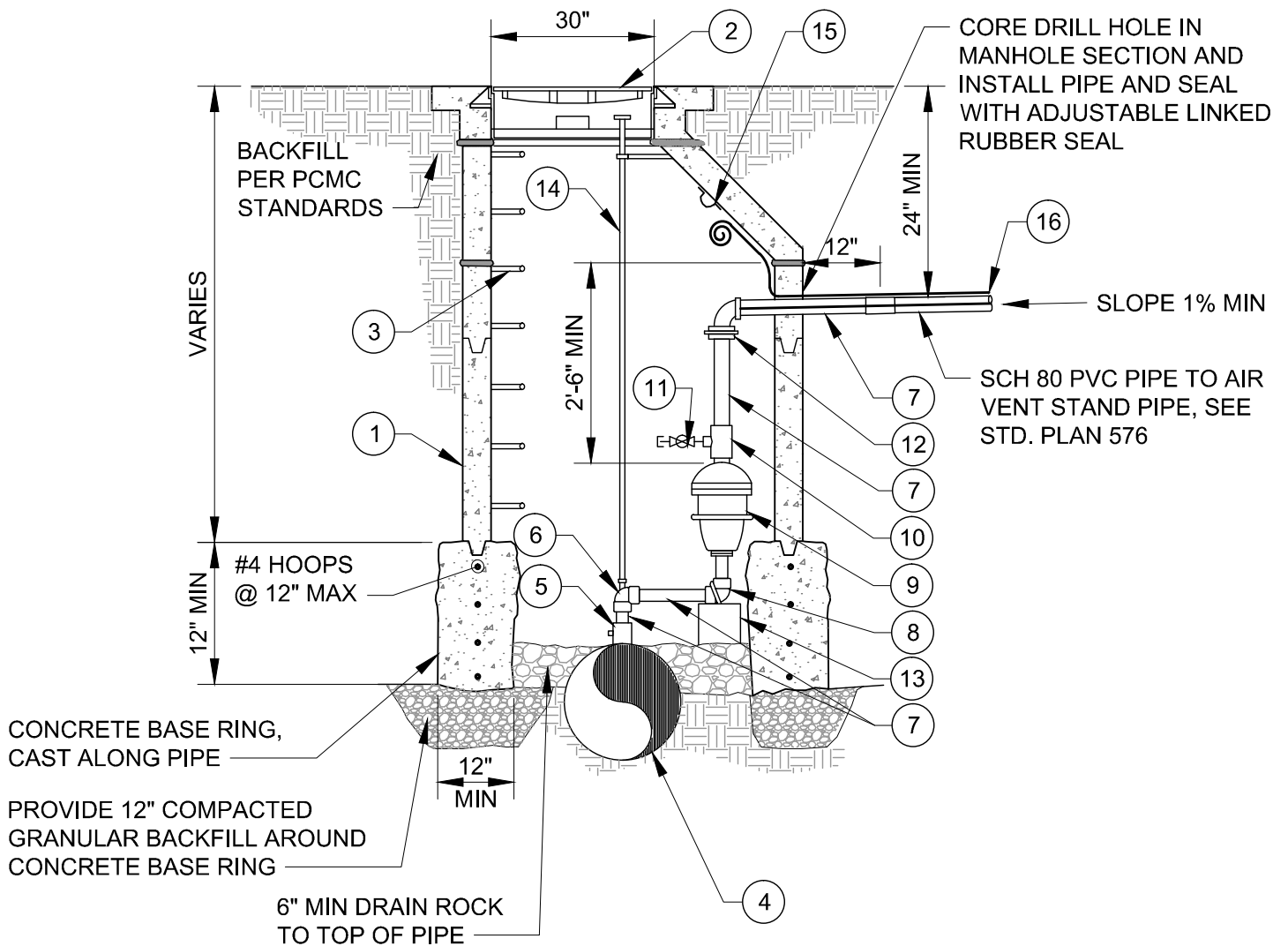
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PRESSURE REDUCING VALVE VAULT

STD. PLAN

573-E.5



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

REV.

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AIR RELEASE / CAV VALVE MANHOLE

STD. PLAN

574

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	5' DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
②	MANHOLE FRAME AND COVER (STD. PLAN 529)		
③	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APP'D EQUAL	PS2-PFDF
④	VALVE LARGER THAN 2": DUCTILE IRON FLANGED TEE WITH 4" BLIND FLANGE BRONZE AND NPT SERVICE TAP VALVE 2" AND SMALLER: BRONZE SERVICE SADDLE DI MAIN; DOUBLE STRAP PVC MAIN; TWO-PIECE BOLTED	MUELLER	DI PIPE SADDLE: BR2B SERIES, I.P. THDS; PVC PIPE SADDLE: H-13000 SERIES, I.P. THDS
		FORD	DI PIPE SADDLE: STYLE 202B I.P. THDS; PVC PIPE SADDLE: STYLE S92, I.P. THDS
⑤	BRASS CORPORATION STOP, INLET I.P. THREAD, OUTLET F.I.P. THREAD (VALVE INLET SIZE)	MUELLER	B-20046N
		FORD	FB1100-(SERVICE SIZE)-Q-NL
⑥	BRONZE ANGLE VALVE, 300 PSI (VALVE INLET DIAMETER)		
⑦	BRASS NIPPLES X LENGTH AS REQUIRED, M.I.P., (VALVE INLET DIAMETER)		
⑧	BRASS 90° ELBOW, F.I.P. (VALVE INLET/OUTLET DIAMETER)		
⑨	COMBINATION AIR VACUUM / RELEASE VALVE, NPT, SIZE PER ENGINEER DESIGN AND APPROVED PLANS		
⑩	BRONZE TEE, F.I.P., THREADED, (VALVE OUTLET DIAMETER X 3/4" DIA.)		
⑪	DRAIN ASSEMBLY: 3/4" DIA. BRASS CLOSE NIPPLE, M.I.P.; 3/4" BRONZE BALL VALVE; 3/4" BRONZE PLUG	MUELLER	SERIES 300 VALVE; H-10035
⑫	BRONZE UNION, (VALVE OUTLET DIAMETER)		
⑬	CAV ASSEMBLY SUPPORT, (1) 16"X8"X8" CMU BLOCK		
⑭	5/8" DIAMETER GALVANIZED STEEL ROD WITH 3" DIAMETER HAND WHEEL TO FORM EXTENSION, TOGETHER WITH A GALVANIZED EYELET STANDOFF		
⑮	LIFTING EYE ABOVE AIR VALVE, GALVANIZED		
⑯	TRACER WIRE: 12 GA. SOLID, BLUE PVC INSULATION; WIRE-WIRE CONNECTORS SILICONE-FILLED WIRE NUTS	IDEAL INDUSTRIES	TWISTER DB PLUS OR APP'D EQUAL

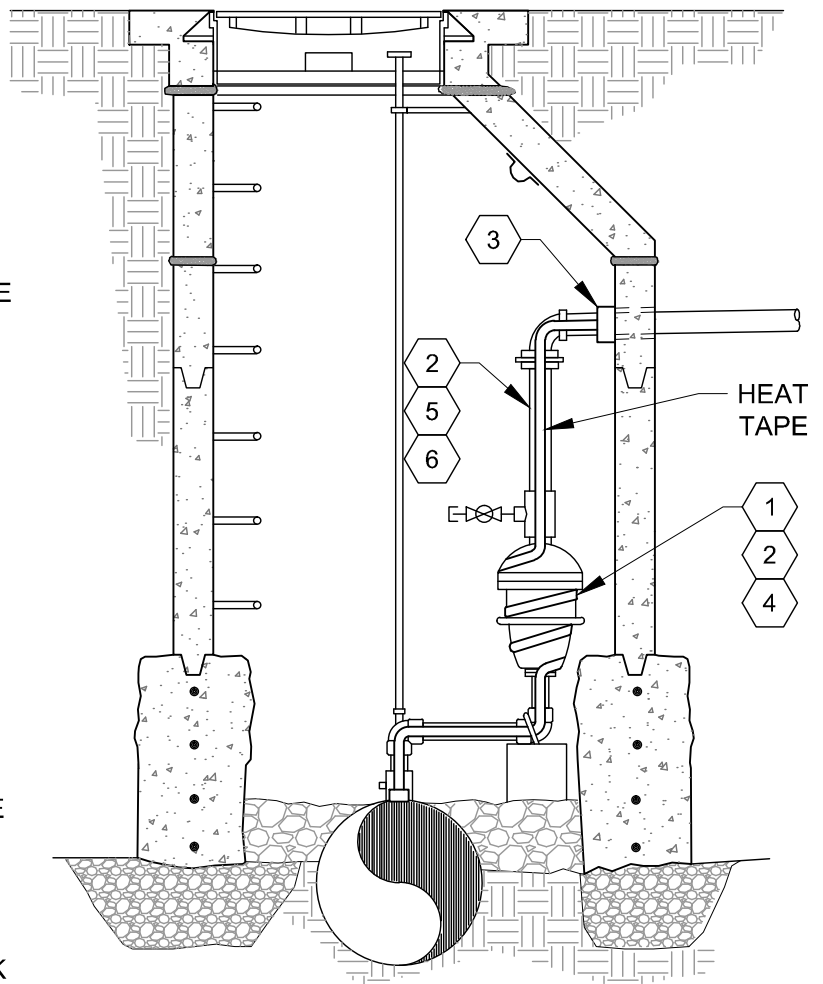
DETAIL NOTES

1. ALL VALVES AND FITTINGS SHALL BE RATED FOR THE SAME WORKING AND TEST PRESSURES AS THE CONNECTED WATERLINE
2. LOCATE VALVE, VAULT, AND AIR VENT PER APPROVED PLANS AND SET VAULT PLUMB
3. REFER TO STD. PLAN 575 FOR HEAT TRACE REQUIREMENTS

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	AIR RELEASE / CAV VALVE MANHOLE	STD. PLAN
	10/2020		
	REV.		
	1		574 S

KEY NOTES:

- 1 WRAP HEAT TAPE AROUND THE AIR/VAC VALVE. USE MANUFACTURER'S RECOMMENDATIONS FOR THE NUMBER OF WRAPS.
- 2 SECURE THE HEATING CABLE IN PLACE WITH CHROMALOX FT-3 FIBERGLASS TAPE.
- 3 END KIT WITH INDICATING LIGHT.
- 4 INSULATE THE ISOLATION VALVE AND THE COMBINATION AIR VACUUM RELEASE VALVE WITH A REMOVABLE AND REUSABLE INSULATING BLANKET. ENERGY-WRAP INSULATION SYSTEM AS MANUFACTURED BY THERMAL ENERGY PRODUCTS.
- 5 INSTALL CHROMALOX AT-1 ALUMINUM TAPE NEXT TO PVC PIPE BEFORE INSTALLING HEAT TAPE AND THEN THE HEAT TAPE WILL CONTINUE FROM THE AIR/VAC VALVE AND LAY ALONG THE ALUMINUM TAPE.
- 6 INSULATE THE PIPE WITH 2 INCH THICK FIBERGLASS PIPE INSULATION.



NOTES:

1. INSTALL HEAT TAPE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
2. REFER TO STD. PLAN 575-B FOR POWER ONE-LINE DETAIL.
3. SEE AIR RELEASE / CAV VALVE MANHOLE, STD. PLAN 574



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

REV.

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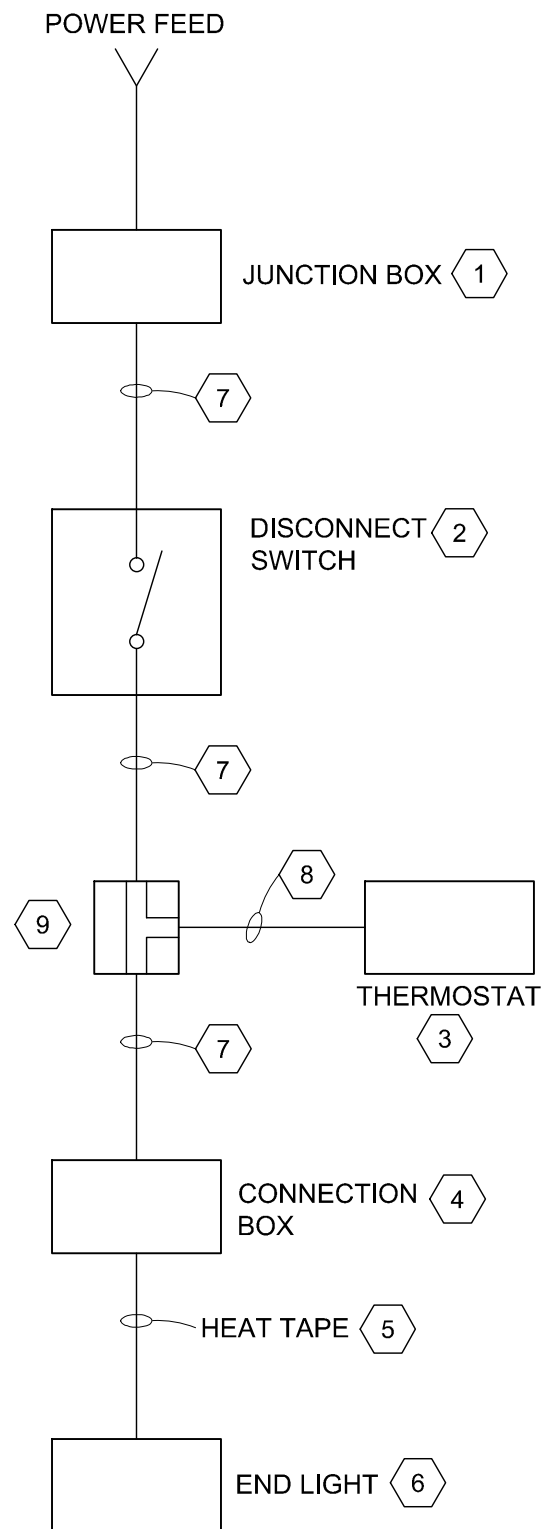
HEAT TAPE INSTALLATION FOR AIR RELEASE / CAV VALVE

STD. PLAN

575-A

KEY NOTES:

- 1 TYPE 4X NONMETALLIC J-BOX FOR WIRE CONNECTIONS AS NEEDED.
- 2 CROUSE HINDS FS BOX, WITH 20 AMP SINGLE POLE SWITCH, AND A CROUSE HINDS P/N DS185 COVER.
- 3 CHROMALOX NON INDICATING TEMPERATURE CONTROL, 0 TO 150 DEGREES F, P/N PIT-15.
- 4 CHROMALOX PIPE MOUNTED POWER CONNECTION BOX NEMA 4X, P/N RTPC.
- 5 HEAT TAPE 120 VOLT, 5 WATTS PER FOOT, SELF-REGULATING, TINNED COPPER BRAID, WITH A FLUOROPOLYMER OVERJACKET. CONNECT GROUNDING CONDUCTOR TO COPPER BRAID. CHROMALOX P/N SRL 5-1CT HEATING CABLE.
- 6 END KIT WITH INDICATING LIGHT 120 VOLT, CHROMALOX P/N RTPC-SL1.
- 7 3/4" RIGID CONDUIT GALVANIZED WITH TWO #12 CONDUCTORS AND ONE #12 GROUND.
- 8 1/2" RIGID CONDUIT GALVANIZED WITH TWO #12 CONDUCTORS AND ONE #12 GROUND.
- 9 3/4" RIGID T CONDUIT GALVANIZED BODY WITH ONE REDUCER FOR 1/2" CONDUIT.



HEAT TRACE POWER ONE-LINE DETAIL



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

3/2014

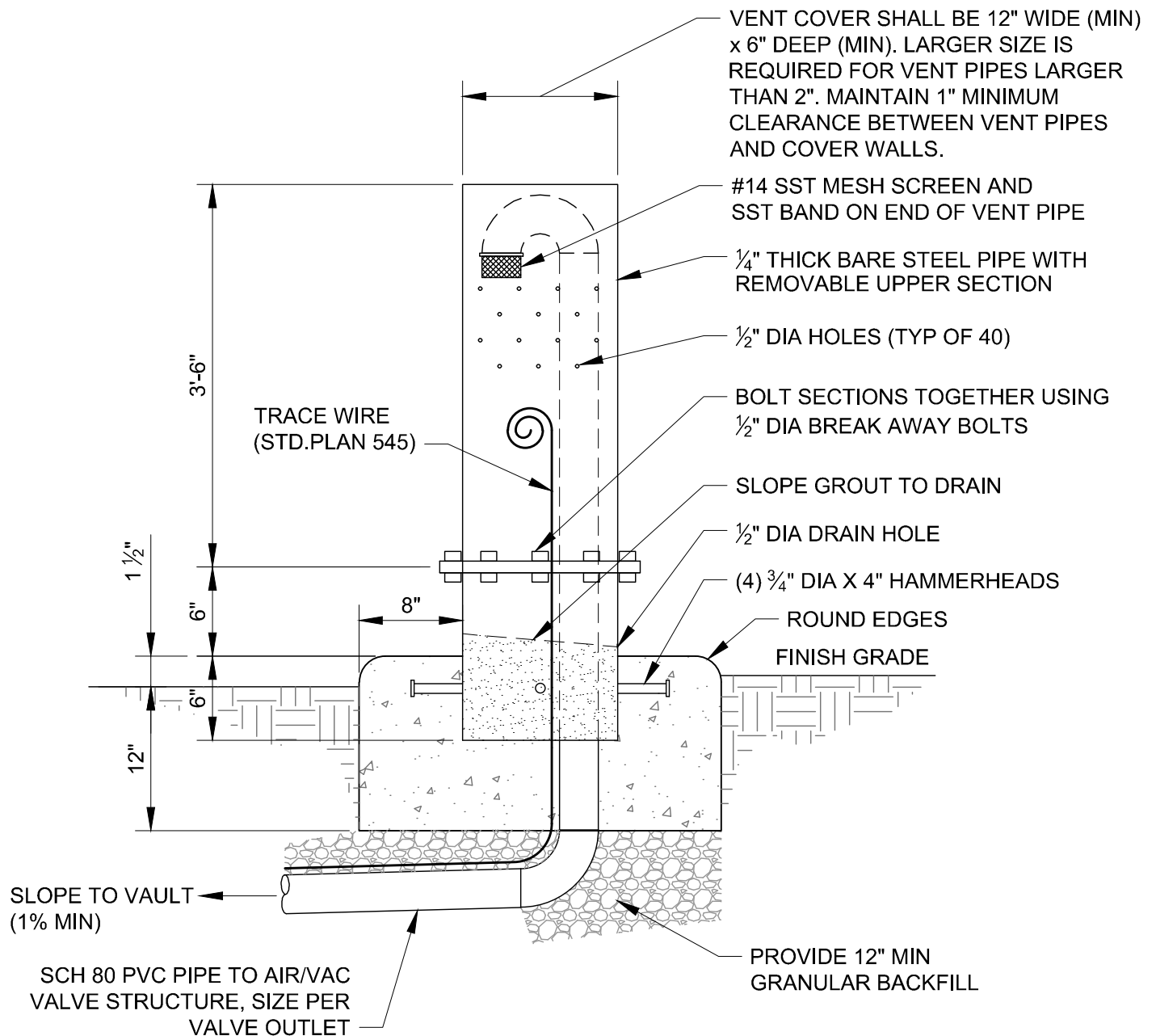
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**HEAT TAPE
INSTALLATION FOR AIR
RELEASE / CAV VALVE**

STD. PLAN

575-B



NOTES:

1. LOCATE VENT AS SHOWN ON APPROVED PLANS, 1'-6" MINIMUM BEHIND TOP BACK OF CURB / GUTTER OR SIDEWALK.



PARK CITY MUNICIPAL CORPORATION
WATER

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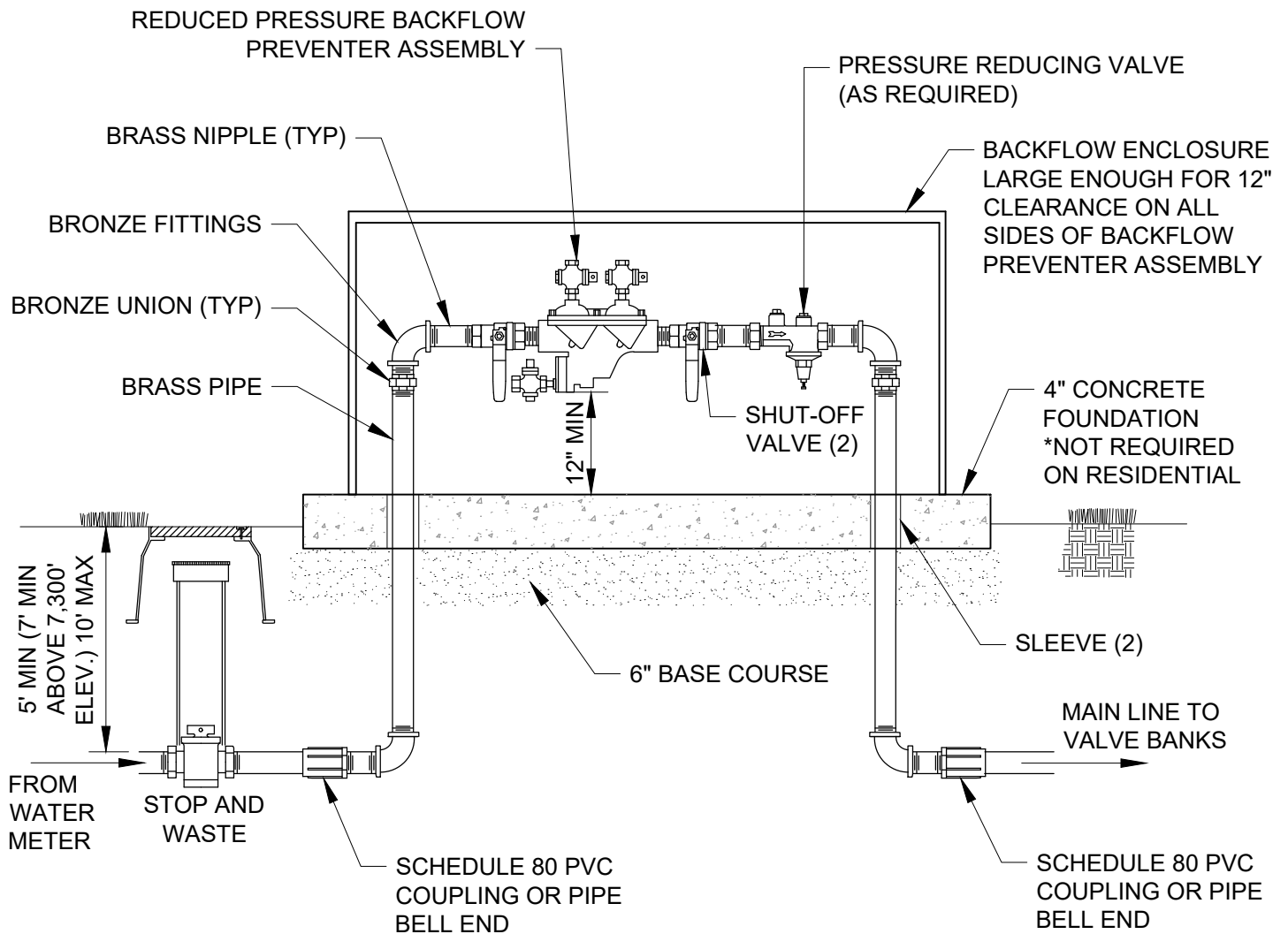
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AIR VENT STAND PIPE

STD. PLAN

576



LESS THAN 3" DIAMETER



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

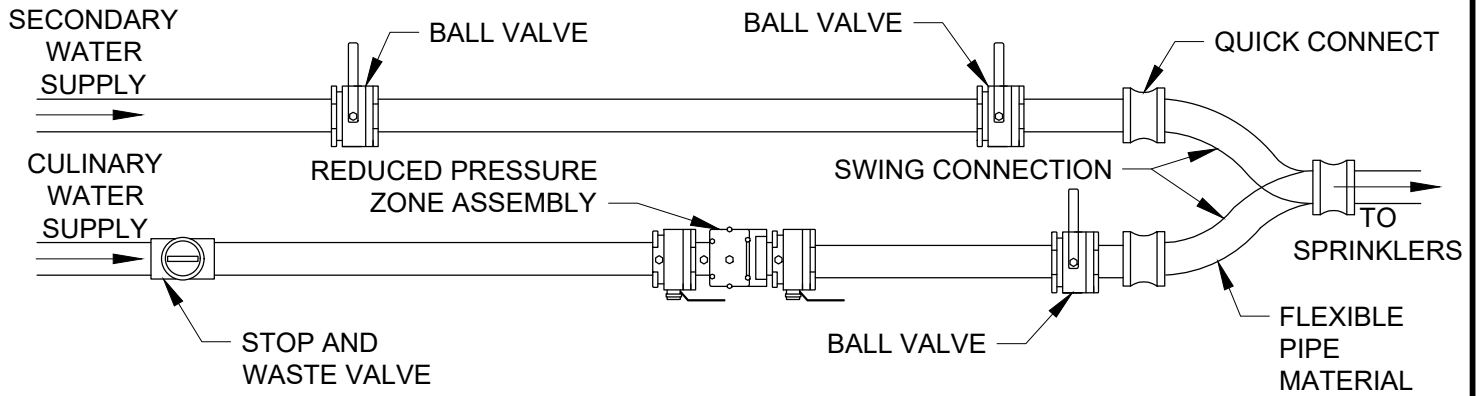
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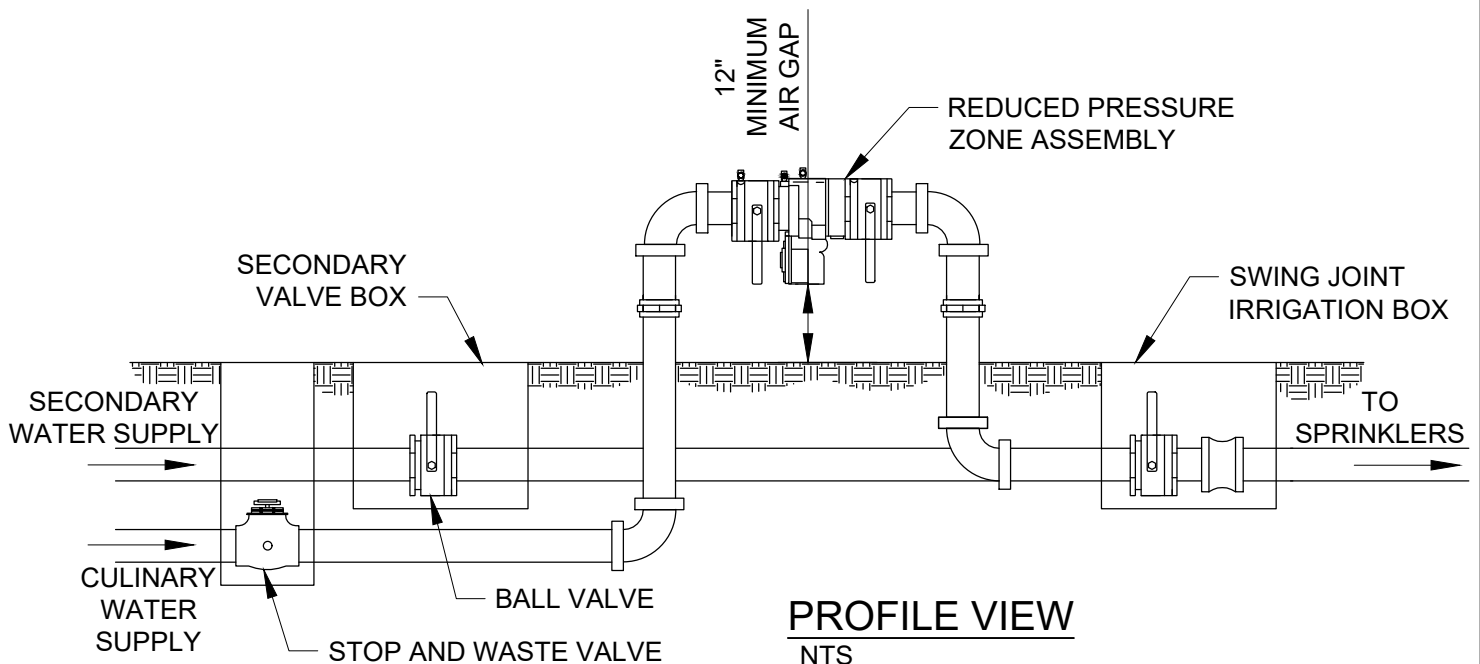
CULINARY WATER - IRRIGATION BACKFLOW PREVENTER

STD. PLAN

577-A



PLAN VIEW
NTS



PROFILE VIEW
NTS

NOTES:

1. THE SWING CONNECTION IS INSTALLED SO THAT EITHER THE SECONDARY IRRIGATION WATER OR THE CULINARY WATER IS CONNECTED AND FEEDING THE SPRINKLER SYSTEM AT THE ONE TIME.
2. THE REDUCED PRESSURE ZONE ASSEMBLY MUST BE LOCATED AT A MINIMUM OF 12" FROM WALL, FENCE OR OTHER OBSTACLE.
3. THE REDUCED PRESSURE ZONE ASSEMBLY MUST BE LOCATED AT A MINIMUM OF 12" ABOVE GRADE (NOT ALLOWED IN A PIT BELOW GRADE).
4. THE REDUCED PRESSURE ZONE ASSEMBLY MUST BE INSPECTED BY A CERTIFIED BACKFLOW TECHNICIAN ON AN ANNUAL BASIS. CONSISTENT WITH PARK CITY MUNICIPAL CODE 13-1-29, BACKFLOW PREVENTER SHALL BE TESTED UPON INITIAL INSTALLATION AND EVERY 12 MONTHS THEREAFTER. PROOF OF TESTING/INSPECTION MUST BE PROVIDED TO PARK CITY EACH TIME. FAILURE TO PROVIDE PROOF OF TESTING MAY LEAD TO WATER SHUT-OFF TO PROTECT THE DRINKING WATER SYSTEM FROM POTENTIAL CONTAMINATION.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

03/2024

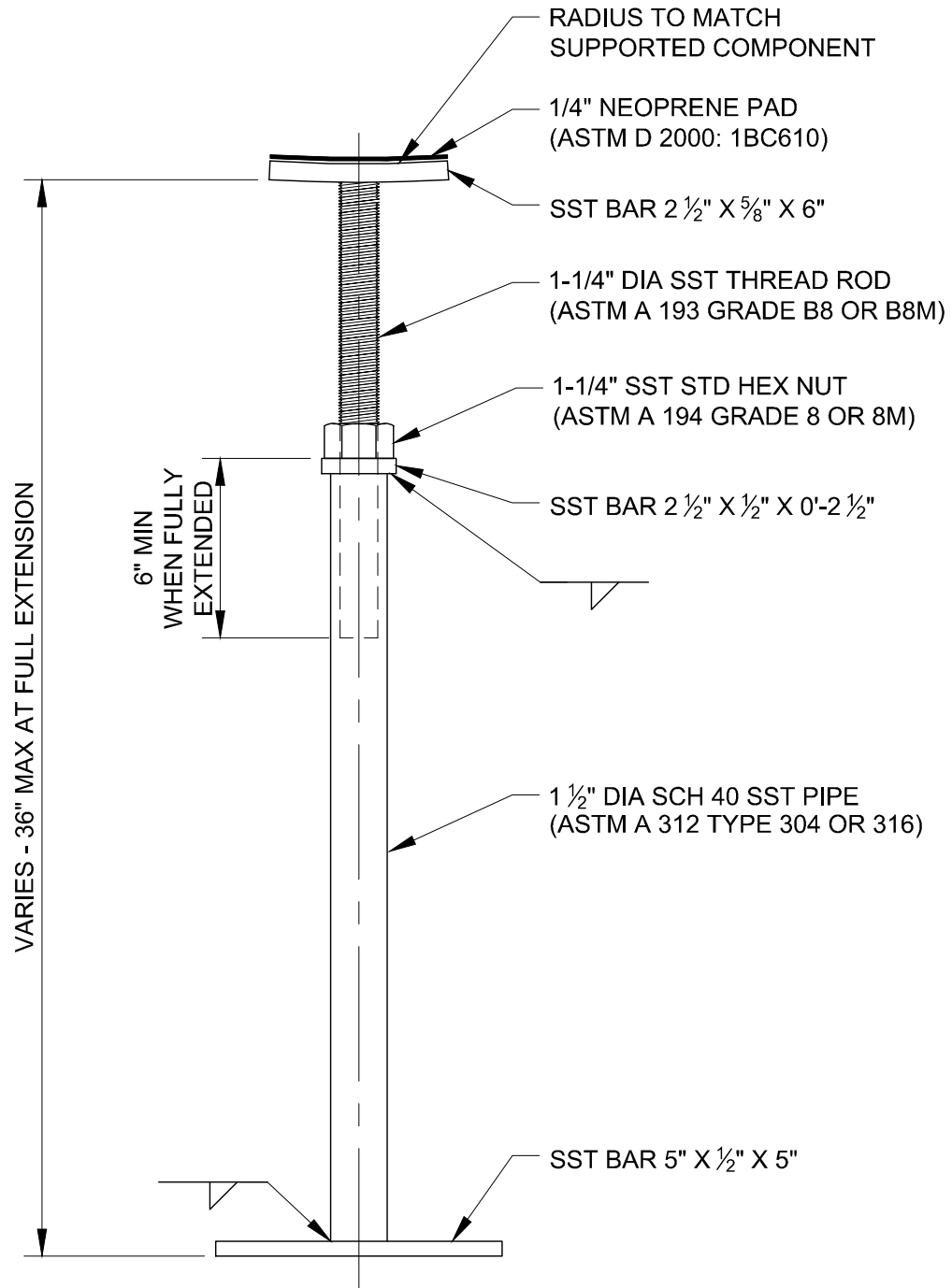
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**CULINARY & SECONDARY
WATER - IRRIGATION SWING
CHECK CONNECTION**

STD. PLAN

577-B



NOTES:

1. BAR MATERIAL TO BE ASTM A 240 TYPE 304 OR 316 (Fy= 30 KSI MIN.)



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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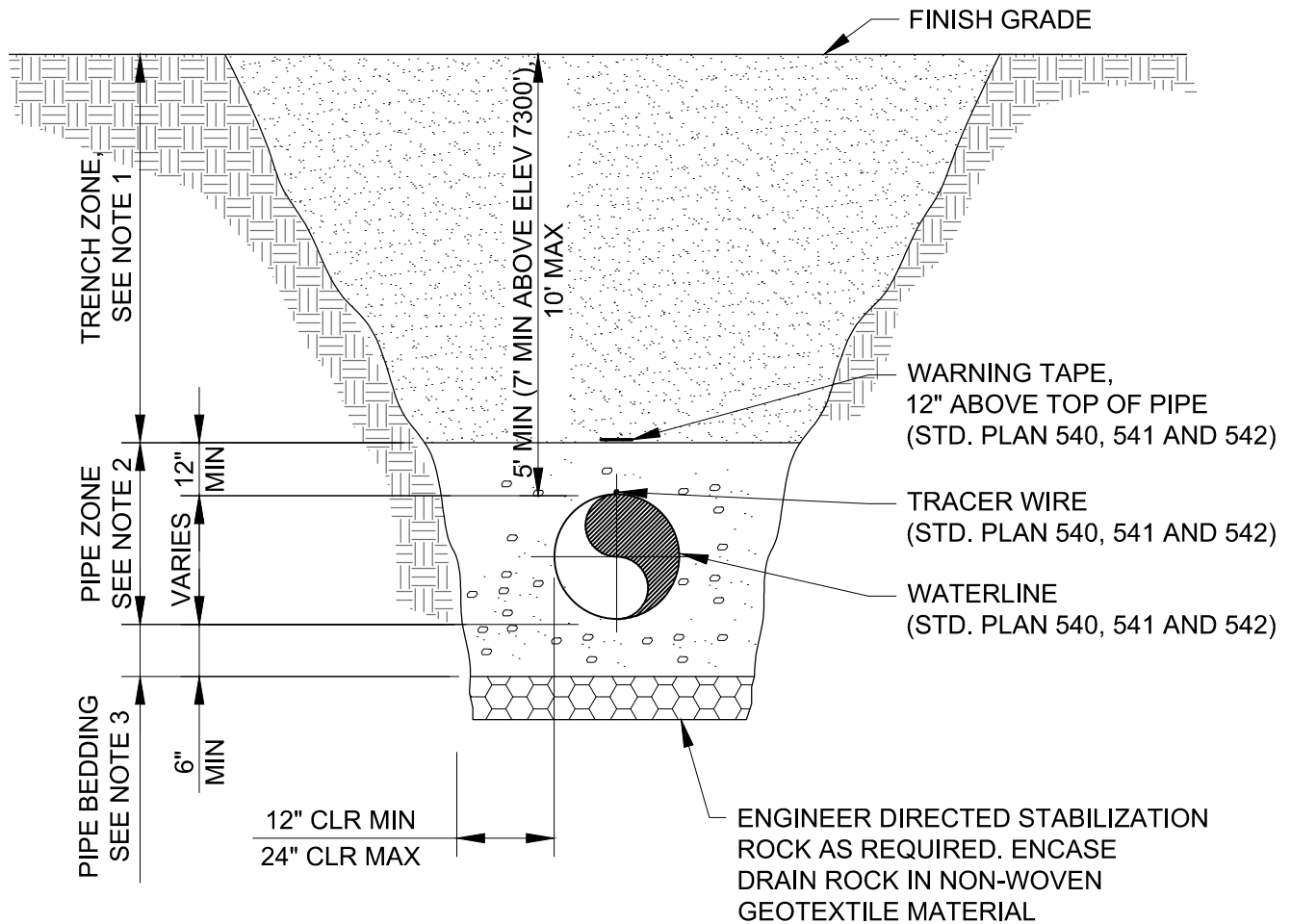
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PIPE SUPPORT

STD. PLAN

578



NOTES:

1. **TRENCH ZONE**
 WATER MAIN, FIRE LINE, AND APPURTENANCES:
 BACKFILL AND COMPACT PER PCMC DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS UNLESS OTHERWISE REQUIRED BY SPECIAL CONDITIONS
 WATER SERVICE - NEW PAVEMENT AND LANDSCAPE AREA:
 BACKFILL AND COMPACT PER PCMC DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS UNLESS OTHERWISE REQUIRED BY SPECIAL CONDITIONS
 WATER SERVICE - EXISTING ROADWAY AND PAVED AREA:
 BACKFILL TO PAVEMENT DEPTH WITH CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM AND 150 PSI MAXIMUM MIX DESIGN.
2. **PIPE ZONE**
 BACKFILL MATERIAL SHALL BE TAMPED IN LAYERS AROUND THE PIPE AND TO A SUFFICIENT HEIGHT ABOVE THE PIPE TO ADEQUATELY SUPPORT AND PROTECT THE PIPE. THE MATERIAL AND BACKFILL ZONES SHALL BE AS SPECIFIED BY THE APPLICABLE AWWA STANDARD FOR THAT PIPE TYPE. DO NOT DROP PIPE OR ACCESSORIES INTO THE TRENCH. AS A MINIMUM:
 WATER MAIN, FIRE LINE, AND APPURTENANCES:
 SAND OR 3/4" MAXIMUM PARTICLE SIZE ROADBASE COMPACT TO 96% OF MODIFIED PROCTOR DENSITY
 WATER SERVICE:
 SAND COMPACTED TO 96% OF MODIFIED PROCTOR DENSITY
3. **PIPE BEDDING**
 WATER MAIN, FIRE LINE, AND APPURTENANCES:
 SAND OR 3/4" ROADBASE COMPACT TO 96% OF MODIFIED PROCTOR DENSITY
 WATER SERVICE:
 SAND COMPACTED TO 96% OF MODIFIED PROCTOR DENSITY
 A CONTINUOUS AND UNIFORM BEDDING SHALL BE PROVIDED IN THE TRENCH FOR ALL BURIED PIPE. STONES LARGER THAN 3/4" AS DESCRIBED IN NOTE 2 SHALL BE REMOVED FOR A DEPTH OF AT LEAST 6 INCHES BELOW THE BOTTOM OF THE PIPE.
4. PROVIDE TRENCH PLATING AS REQUIRED FOR CLSM BACKFILL INSTALLATIONS
5. COMPLY WITH APPLICABLE PARK CITY SOILS ORDINANCE REQUIREMENTS



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

6/2019

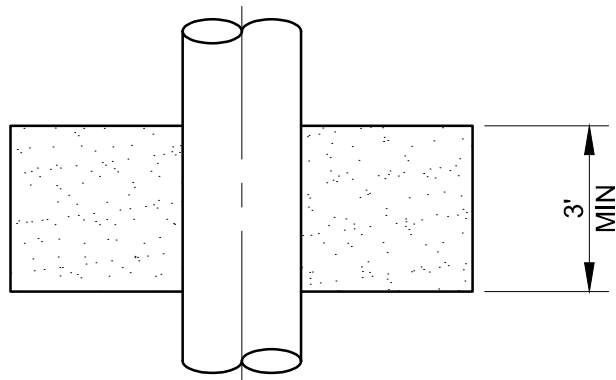
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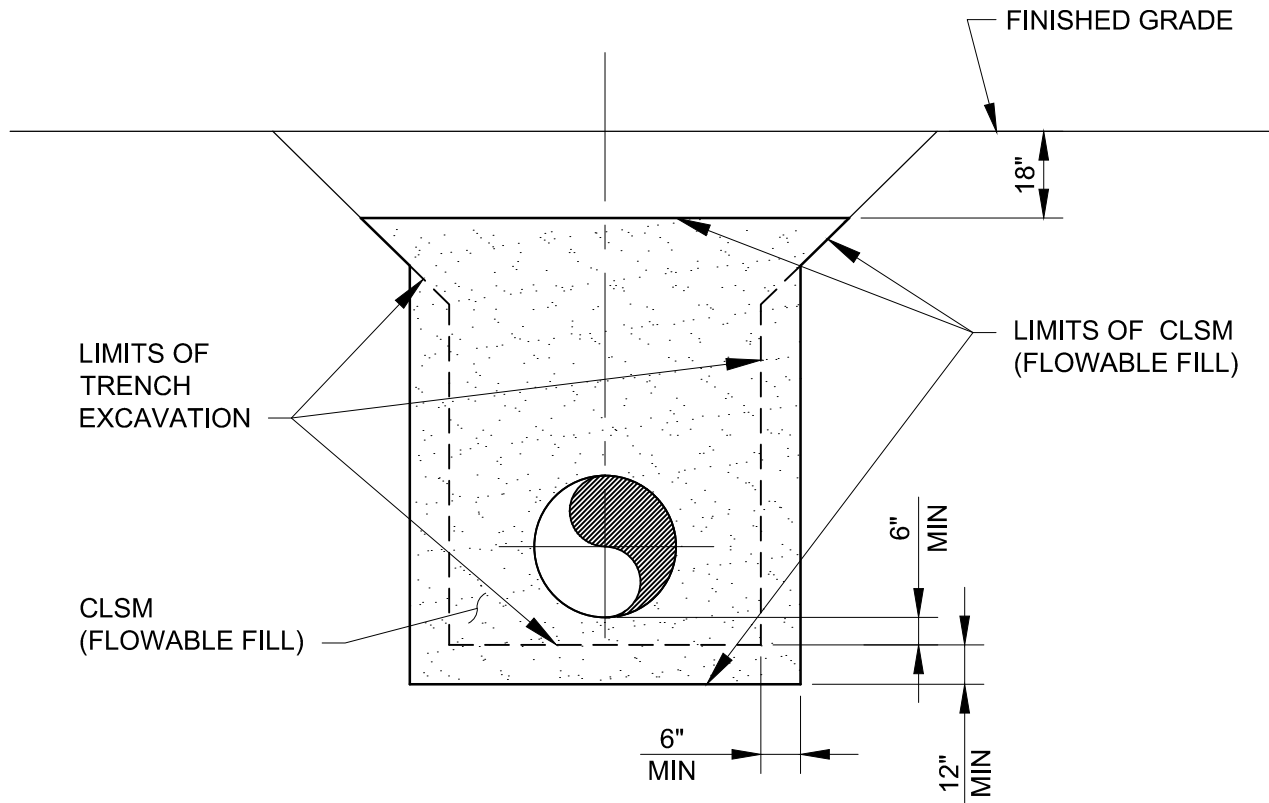
WATER TRENCH BEDDING AND BACKFILL

STD. PLAN

580



PLAN
NTS



SECTION
NTS

NOTES:

1. CLSM - CONTROLLED LOW STRENGTH MATERIAL, DESIGN MIX 100-150 PSI



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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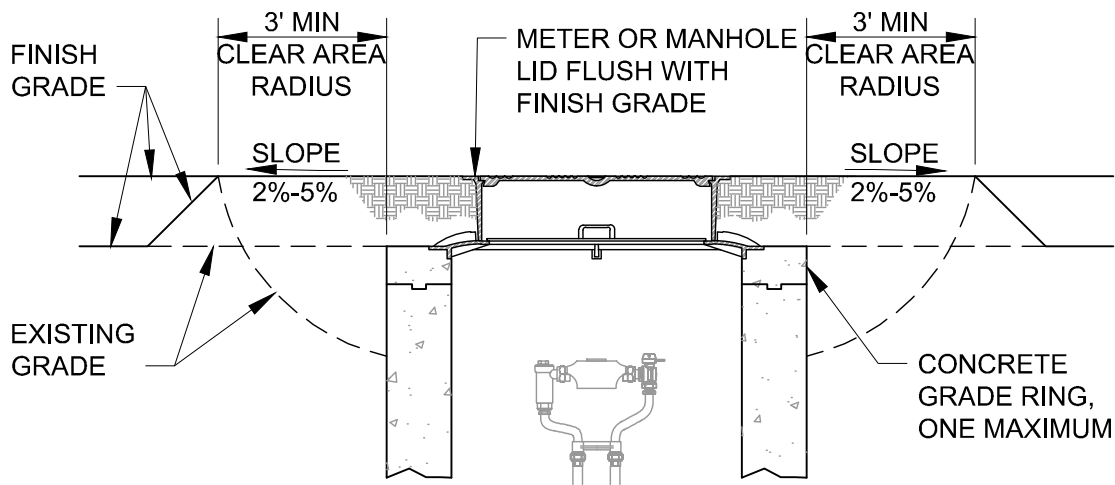
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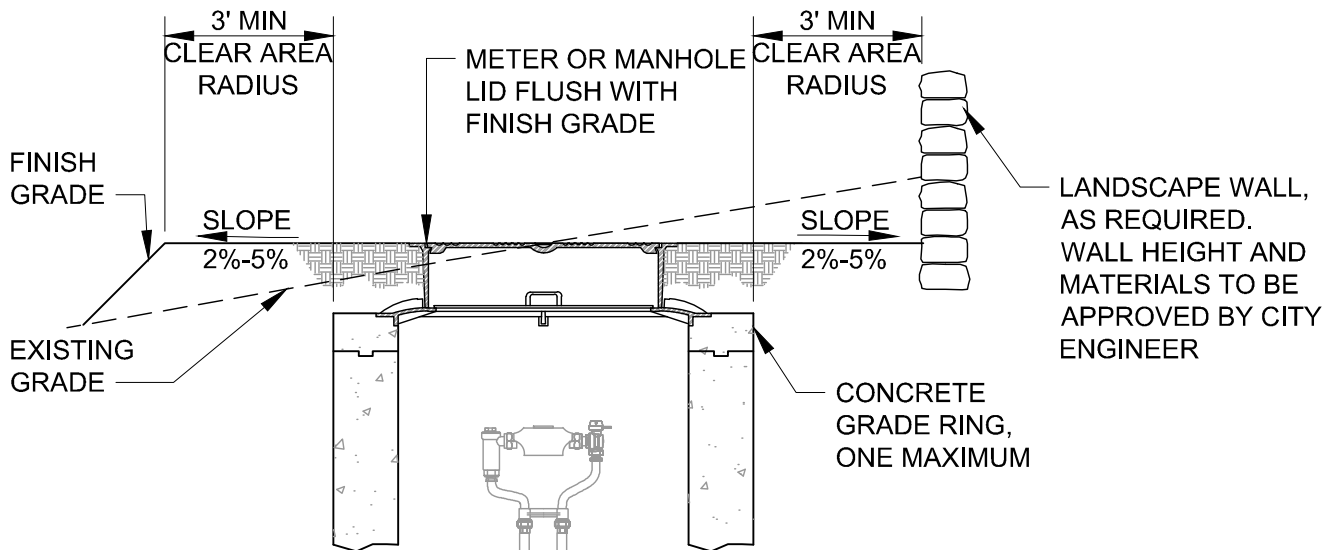
**WATER TRENCH
CUT-OFF WALL**

STD. PLAN

581



LOW/HIGH GRADE ADJUSTMENT



SLOPE GRADE ADJUSTMENT

NOTES:

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. METER YOKE DEPTH MUST MEET THE METER VAULT REQUIREMENTS. (PLAN 521 THRU 525)
3. METER LID HIGHER THAN THE SURROUNDING FINISH GRADE:
RAISE GRADE SURROUNDING METER LID TO THE TOP OF METER LID.
PROVIDE DRAINAGE AWAY FROM THE METER LID.
4. METER LID LOWER THAN THE SURROUNDING FINISH GRADE:
RAISE METER VAULT AND COMPONENTS TO MEET METER VAULT REQUIREMENTS.



PARK CITY MUNICIPAL CORPORATION
WATER

DATE

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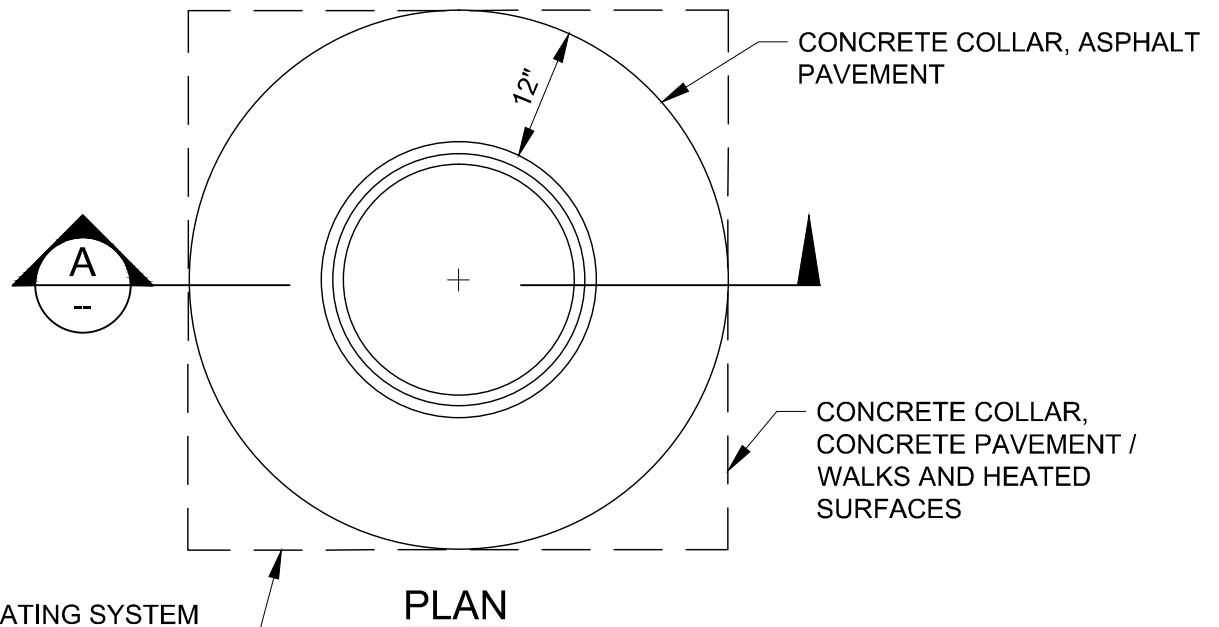
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METER VAULT AND WATER MANHOLE GRADING LANDSCAPE AREAS

STD. PLAN

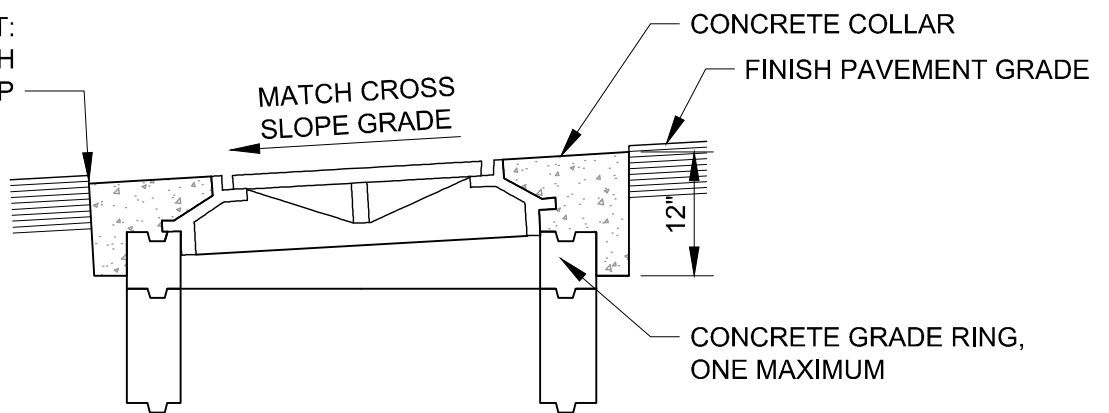
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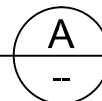
PROVIDE HEATING SYSTEM
DISCONNECT AT COLLAR LIMITS.
24" COLLAR REQUIRED FOR 4'
AND 5' MANHOLES AND VAULTS

ASPHALT PAVEMENT:
COLLAR SET $\frac{1}{4}$ " MIN. TO $\frac{1}{2}$ "
MAX. BELOW PAVEMENT
LIP ALL AROUND.

CONCRETE PAVEMENT:
SET COLLAR FLUSH WITH
PAVEMENT LIP



SECTION
NTS



PARK CITY MUNICIPAL CORPORATION
WATER

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METER VAULT AND WATER MANHOLE COLLAR PAVEMENT AREAS

STD. PLAN

593

¹ WATER SERVICE LINE FLOW CHART

SYSTEM PRESSURE (PSI)	² MIN. SYSTEM RESIDUAL FIRE FLOW PRESSURE (PSI)	AVAILABLE PRESSURE DROP (PSI)	SERVICE SIZE (INCH)							
			0.75		1		1.5		2	
			AVAILABLE FLOW WITHOUT METER (GPM)	* RATED FLOW THROUGH METER (GPM)	AVAILABLE FLOW WITHOUT METER (GPM)	* RATED FLOW THROUGH METER (GPM)	AVAILABLE FLOW WITHOUT METER (GPM)	* RATED FLOW THROUGH METER (GPM)	AVAILABLE FLOW WITHOUT METER (GPM)	* RATED FLOW THROUGH METER (GPM)
150	20	130	53	30	113	50	328	100	700	160
145	20	125	52	30	111	50	322	100	686	160
140	20	120	51	30	108	50	315	100	671	160
135	20	115	50	30	106	50	307	100	655	160
130	20	110	48	30	103	50	300	100	640	160
125	20	105	47	30	101	50	293	100	624	160
120	20	100	46	30	98	50	285	100	608	160
115	20	95	45	30	95	50	277	100	591	160
110	20	90	43	30	93	50	269	100	574	160
105	20	85	42	30	90	50	261	100	557	160
100	20	80	41	30	87	50	253	100	539	160
95	20	75	39	30	84	50	244	100	520	160
90	20	70	38	30	81	50	235	100	501	160
85	20	65	36	30	78	50	226	100	482	160
80	20	60	35	30	74	50	216	100	461	160
75	20	55	33	30	71	50	206	100	440	160
70	20	50	32	28	67	50	196	100	418	160
65	20	45	30	26	64	50	185	100	395	160
60	20	40	28	24	60	50	174	100	370	160
55	20	35	26	23	56	48	162	100	345	160
50	20	30	24	21	51	44	149	100	317	160
45	20	25	22	19	46	40	135	100	287	160
40	20	20	19	17	41	36	119	88	255	158
35	20	15	16	14	35	30	102	76	218	135
30	20	10	13	12	28	24	82	62	175	110
25	20	5	9	8	19	17	56	43	120	77
20	20	0	0	0	0	0	0	0	0	0

NOTES:

1. WATER SERVICE LINE DESIGN IS NOT TO EXCEED 10FPS IN FIRE FLOW SITUATIONS
2. REFER TO STD. PLAN 594.2 FOR NOTES AND REFERENCES.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER SERVICE LINE FLOW CHART	STD. PLAN
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* VALUES DERIVED FROM SR WATER METERS TYPICAL PERFORMANCE CURVES AND THE METERS AWWA MAXIMUM CAPACITY

ASSUMED:

L (FT) = 40.0 (MAX LENGTH IN FEET FROM MAIN TO METER)

C = 135.0 (OLDER HDPE PIPE)

WHEN USED TO CALCULATE THE PRESSURE DROP USING THE US CUSTOMARY UNITS SYSTEM, THE EQUATION IS:

$$P_d = \frac{4.52 * L * Q^{1.85}}{C^{1.85} * d^{4.87}}$$

WHERE:

P_D = PRESSURE DROP OVER A LENGTH OF PIPE, PSIG (POUNDS PER SQUARE INCH GAUGE PRESSURE)

L = LENGTH OF PIPE, FT (FEET)

Q = FLOW, GPM (GALLONS PER MINUTE)

d = INSIDE PIPE DIAMETER, IN (INCHES)

C = HAZEN WILLIAMS COEFFICIENT OF FRICTION

NOTES:

1. THIS TABLE IS FOR REFERENCE PURPOSES ONLY AND REPRESENTS MAXIMUM ANTICIPATED FLOW TO THE POINT OF CONNECTION (40 FOOT MAXIMUM LENGTH) WITHOUT ADDITIONAL VALVES AND PIPING. HOMEOWNERS, ARCHITECTS, ENGINEERS, FIRE SPRINKLER DESIGNERS, ETC., ARE RESPONSIBLE TO VERIFY EXISTING WATER SYSTEM PRESSURES PRIOR TO DESIGN AND INCORPORATE THE INFORMATION INTO THE WATER SERVICE AND FIRE SERVICE LINE DESIGN. ADDITIONAL PRESSURE LOSSES WILL OCCUR THROUGH ADDITIONAL REQUIRED VALVES AND PIPING.

2. THE MINIMUM WATER PRESSURE AT THE POINT OF CONNECTION SHALL BE ABOVE 20 PSI WITH FIRE FLOW AND PEAK DAY DEMANDS, ABOVE 30 PSI WITH PEAK INSTANTANEOUS DEMANDS, AND ABOVE 40 PSI WITH PEAK DAY DEMANDS. SEE UTAH ADMINISTRATIVE CODE R309-105-9. MINIMUM WATER PRESSURE.

3. INDIVIDUAL HOME BOOSTER PUMPS SHALL NOT BE ALLOWED FOR ANY INDIVIDUAL SERVICE FROM THE PUBLIC WATER SUPPLY MAIN, SEE UTAH ADMINISTRATIVE CODE R309-105-9 AND R309-540-5(4)(C)



PARK CITY MUNICIPAL CORPORATION
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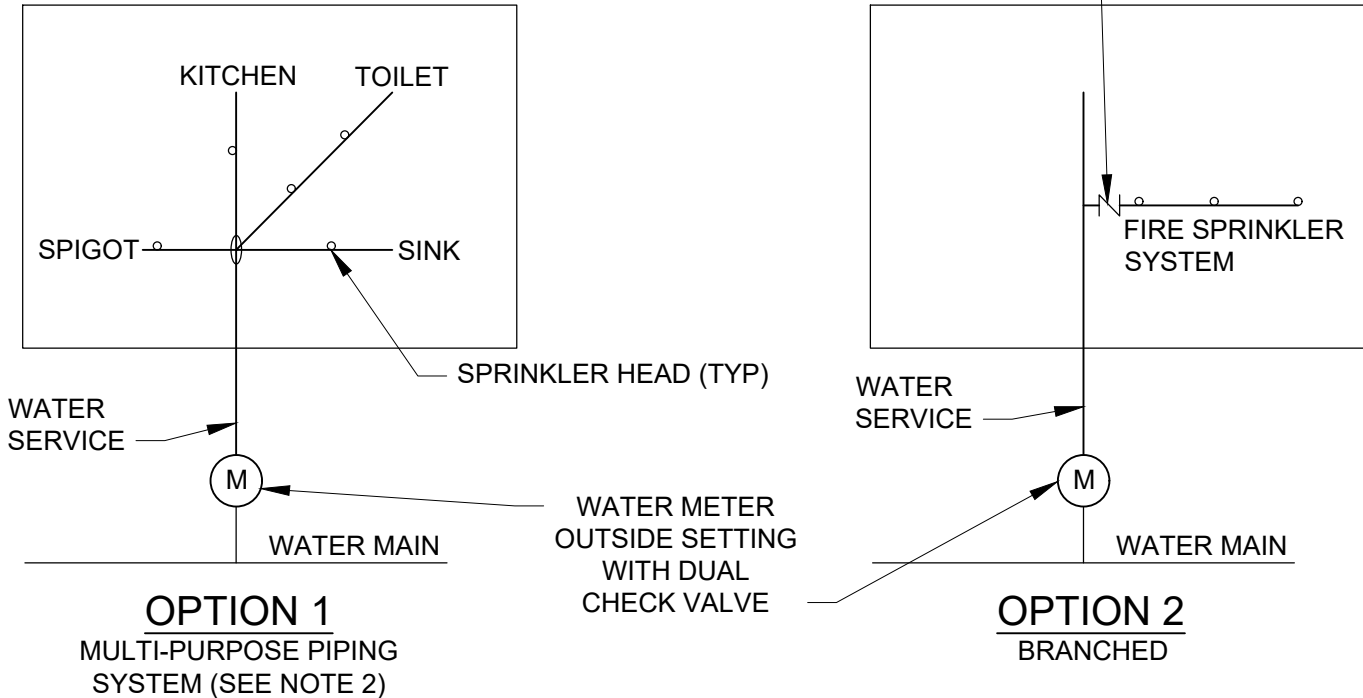
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WATER SERVICE LINE FLOW CHART

STD. PLAN

594.2

DOUBLE CHECK VALVE OR REDUCED
PRESSURE PRINCIPLE BACKFLOW
PREVENTER (SEE NOTES 2 AND 3)



NOTES:

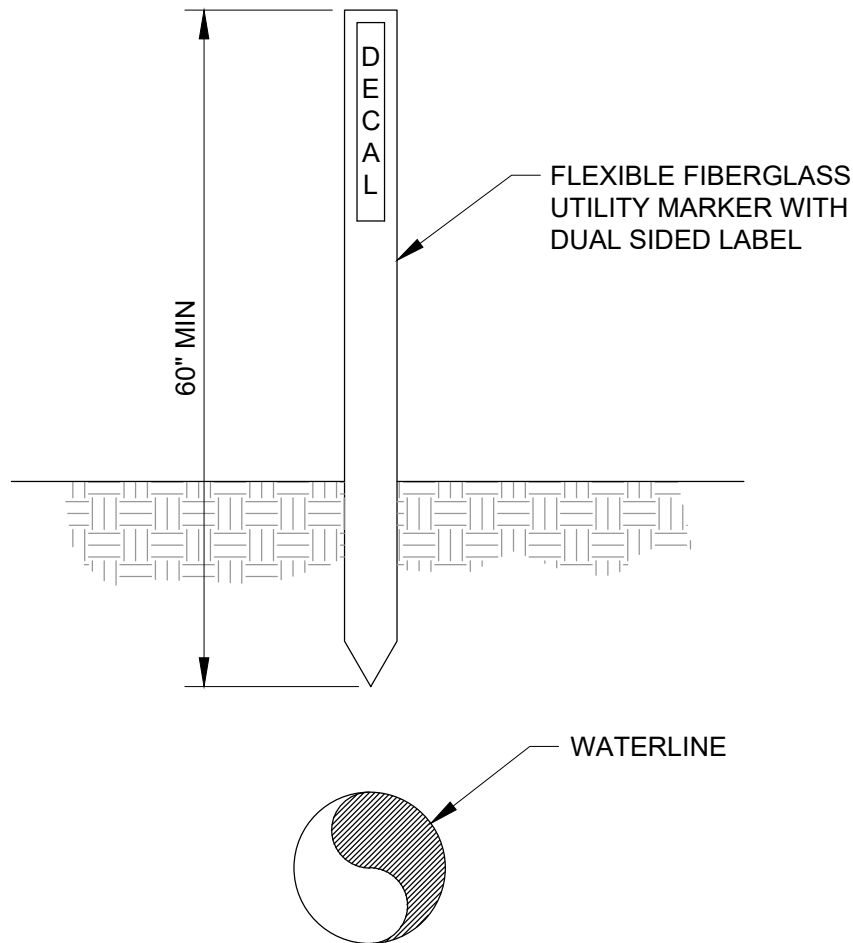
1. MULTI-PURPOSE RESIDENTIAL FIRE SPRINKLER PROTECTION PLUMBING SYSTEM SHALL MEET NFPA 13D OR 13R REQUIREMENTS AND PARK CITY BUILDING DEPARTMENT AND FIRE MARSHAL APPROVAL. OPTION 1 SHALL BE APPROVED BY THE PARK CITY BUILDING DEPARTMENT, CITY ENGINEER, AND FIRE MARSHAL PRIOR TO SYSTEM DESIGN. ALL SPRINKLERS AND SYSTEM COMPONENTS SHALL BE NSF LISTED FOR POTABLE WATER. ALL PIPE SHALL BE LISTED FOR FIRE PROTECTION SERVICE.
2. DESIGN AND CONSTRUCTION SHALL COMPLY WITH INTERNATIONAL PLUMBING CODE (IPC) AS ADOPTED BY UTAH, AND WITH APPLICABLE RESIDENTIAL AND BUILDING CODES.
3. BACKFLOW PREVENTION: ADDITIONAL BACKFLOW PREVENTION IS REQUIRED FOR OPTION 2. PROVIDE A DOUBLE CHECK BACKFLOW ASSEMBLY (DC) OR REDUCED PRESSURE PRINCIPLE BACKFLOW ASSEMBLY (RP) ON THE FIRE SPRINKLER RISER ASSEMBLY. BACKFLOW PREVENTER STYLE TO BE DETERMINED BY IPC AS ADOPTED BY UTAH AND APPROVED BY THE BUILDING AND WATER DEPARTMENT BASED ON DEGREE OF HAZARD POSED BY FIRE SPRINKLER PROTECTION SYSTEM.
4. BEFORE A CERTIFICATE OF OCCUPANCY CAN BE ISSUED BY THE BUILDING DEPARTMENT, BACKFLOW ASSEMBLY TESTING FOR PROPER OPERATION (PER IPC AS ADOPTED BY UTAH BY A CERTIFIED TESTER RECOGNIZED BY THE UTAH DIVISION OF DRINKING WATER [DDW]) IS REQUIRED AND A REPORT MUST BE SUBMITTED TO THE CITY.
5. FIRE SPRINKLER PROTECTION SYSTEMS CONTAINING FIRE PUMPS REQUIRE SITE SPECIFIC DESIGN AND APPROVAL BY THE CITY ENGINEER, PARK CITY BUILDING DEPARTMENT, WATER DEPARTMENT, AND FIRE MARSHAL PRIOR TO BUILDING APPROVAL. FIRE PUMP SYSTEM SHALL BE LOCATED ON THE BUILDING SIDE OF THE WATER OUTSIDE OF THE WATER METER VAULT. REFER TO STD. PLAN 520 FOR REQUIREMENTS.

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DETAIL NOTES

1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS – METER, METER VAULT, AND SERVICE LINE
2. REFER TO STD. PLANS FOR WATER SERVICE REQUIREMENTS
3. REFER TO THE STATE OF UTAH, DEPARTMENT OF ENVIRONMENTAL QUALITY DIVISION OF DRINKING WATER LIST OF APPROVED BACKFLOW PREVENTION DEVICES. APPROVED DEVICES CAN BE FOUND ON THE UTAH DIVISION OF DRINKING WATER (DDW), CROSS CONNECTION CONTROL & BACKFLOW PREVENTION WEBSITE:
4. BACKFLOW ASSEMBLY SELECTION AND INSTALLATION SHALL CONFORM TO THE APPROVED INSTALLATION ORIENTATION ONLY.
5. ALL BACKFLOW PREVENTION DEVICES USED WITHIN THE STATE OF UTAH SHALL HAVE THIRD PARTY CERTIFICATION AS MENTIONED ABOVE.
6. ALL BACKFLOW PREVENTERS HAVE TO BE TESTED ANNUALLY TO ENSURE THAT THEY ARE FUNCTIONING PROPERLY. A VISUAL CHECK OF AIR GAPS IS SUFFICIENT, BUT MECHANICAL BACKFLOW PREVENTERS HAVE TO BE TESTED BY A STATE CERTIFIED BACKFLOW SPECIALIST, WITH PROPERLY CALIBRATED GAUGE EQUIPMENT. TO OBTAIN A LIST OF STATE CERTIFIED TESTERS REFER TO THE UTAH DIVISION OF DRINKING WATER (DDW), CROSS CONNECTION CONTROL & BACKFLOW PREVENTION WEBSITE.
7. FIRE SPRINKLER SYSTEM PUMPS, INTEGRAL TO THE FIRE SPRINKLER PIPING, TO MEET FIRE SPRINKLER PRESSURE DESIGN REQUIREMENTS ARE CONSIDERED OUTSIDE THE INTENT OF UTAH DDW REGULATION R309-550-11(3) AND DO NOT REQUIRE APPROVAL OF THE DDW IF THEIR INSTALLATION CONFORMS TO UTAH ADOPTED PLUMBING CODE AND NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 13 D. PUMPS SHALL BE CONNECTED ON THE BUILDING SIDE OF THE WATER METER VAULT AND SHALL BE APPROVED BY THE CITY ENGINEER AND BUILDING DEPARTMENT. PUMP APPROVAL IS FOR FIRE SPRINKLER SYSTEMS ONLY AND NOT FOR DOMESTIC USE.

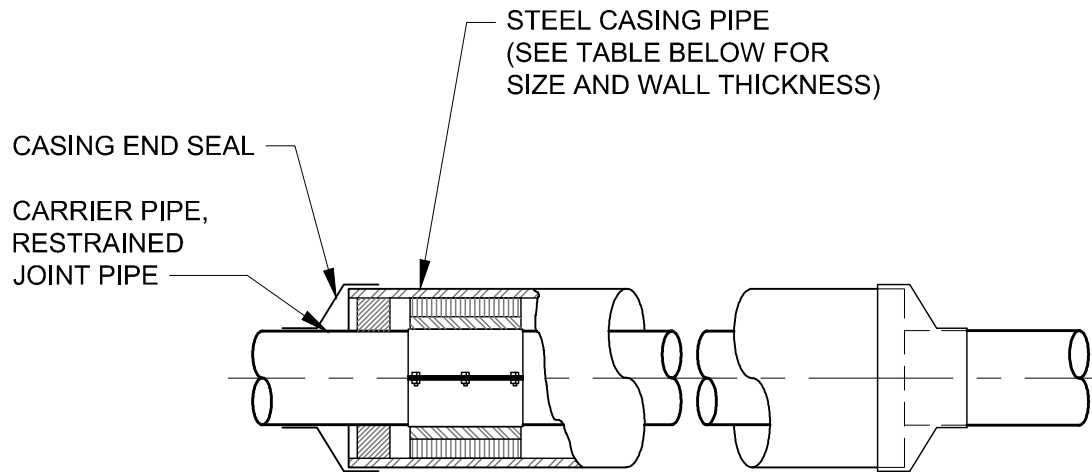
 PARK CITY MUNICIPAL CORPORATION WATER	DATE	NFPA 13D OR 13R RESIDENTIAL FIRE SPRINKLER SERVICES	STD. PLAN
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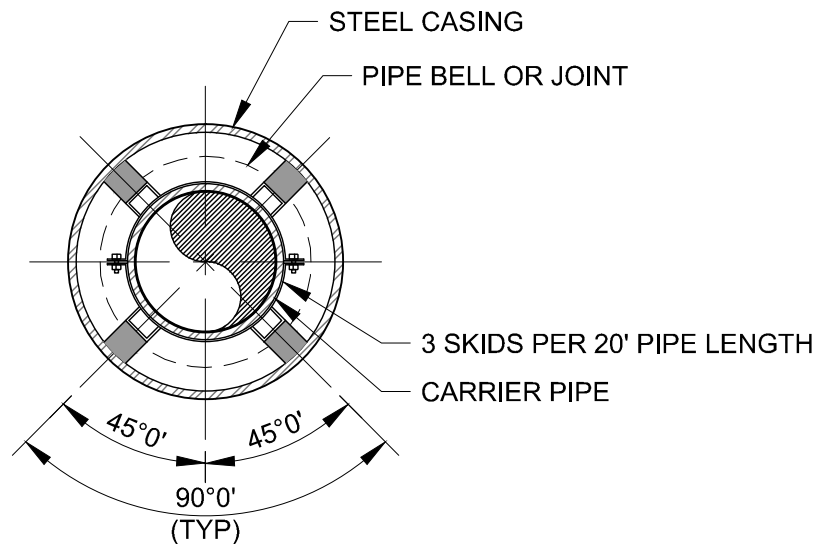
NOTES:

1. INSTALL REFERENCE POST WHEN WATERLINE IS LOCATED OUTSIDE OF PUBLIC RIGHT-OF-WAYS WHEN DIRECTED BY CITY ENGINEER AND WATER DEPARTMENT.
2. BURIED WATER LINE MARKER SHALL BE CONSTRUCTED ON 4" RHINO 3-RAIL FIBERGLASS UTILITY MARKER POSTS WITH VERBIAGE AS SHOWN ON THIS DETAIL. BY "RHINO" OR EQUAL. (WWW.RHINOMARKERS.COM)
3. PARK CITY LOGO IS WHITE PMS CL GY, 5CCV, 282CV AND 180CV. ALL TEXT AND GRAPHICS SHALL BE SET AGAINST A WHITE BACKGROUND. (RHINO MARKERS SHALL REFER TO SD-7964K DECAL)
4. MOUNT MARKERS PER MANUFACTURERS RECOMMENDATIONS.
5. INSTALL MARKERS AT LOCATIONS INDICATED ON PLANS BUT TYPICALLY EVERY 500 FT AND AT VALVES, TRACER WIRE BOXES, AND BENDS IN ALIGNMENT.
6. PLACE MARKER ON PIPE CENTERLINE.
7. OBTAIN LOGOS FROM PARK CITY TO PROVIDE TO SIGN MANUFACTURER.
8. PRINTING MATERIAL AND SIGN MATERIAL SHALL BE WATER-RESISTANT.
9. LABEL TO READ "CAUTION WATER PIPELINE - BEFORE DIGGING CALL 811"

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATERLINE REFERENCE MARKER	STD. PLAN
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SLED



PIPE CASING

CARRIER PIPE NOMINAL DIAMETER	CASING PIPE	
	MIN OD	MIN WALL THICKNESS
4"	12"	0.25"
6"	16"	0.3125"
8"	18"	0.3125"
12"	22"	0.375"
16"	28"	0.50"
20"	32"	0.50"



PARK CITY MUNICIPAL CORPORATION
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WATERLINE CASING

STD. PLAN

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LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	CASING END SEAL	PIPELINE SEAL AND INSULATOR, INC	MODEL "S"
②	CASING SPACER	PIPELINE SEAL AND INSULATOR, INC.	C12G-2 OR APPROVED EQUAL
③	CARRIER PIPE: DUCTILE IRON RESTRAINED JOINT (STD. PLAN 540)		

DETAIL NOTES

1. PROVIDE CARRIER AND CASING SIZE, LOCATION, AND DEPTH PER APPROVED PLANS
2. INSTALL MECHANICAL JOINT A MAXIMUM OF 18" FROM EACH END OF CASING
3. IF REQUIRED BY APPROVED PLANS, INSTALL CLOSED CELL INSULATION IN ANNULAR SPACE BETWEEN CARRIER PIPE AND CASING. INSTALLATION METHOD TO BE APPROVED BY CITY.

 PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATERLINE CASING	STD. PLAN
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DIVISION 600-800 UNUSED

DIVISION 900 INFORMATION TECHNOLOGY SYSTEMS

900.01 Information Technology System Standards

PART 1 GENERAL

1.1 SECTION INCLUDES

- A. Park City has adopted the current Utah Department of Transportation (UDOT) Standard Specifications and Standard Drawings sections 13431 through 13595 regarding Information Technology System (ITS) Standards with the following exceptions. Applicants shall comply with these UDOT Standards and Specifications unless given written exception by the City Manager or Designee.

1.2 UDOT STANDARD DRAWING EXCEPTIONS

- A. Amend the following standard drawings:
The amendments are shown in the drawings with a “9-” prefix as provided in section 900.02 ITS Supplemental Standard Drawings.
- | | |
|-------|--|
| AT 6 | Conduit Details |
| AT 7A | Polymer Concrete Junction Box Details |
| AT 7B | Precast Concrete Fiber Optic and Utility Vault Details |
| AT-8 | ITS Cabinet |
| AT-9 | ITS Cabinet and Equipment Disconnect and Transformer Frame |

1.3 UDOT ITS DESIGN MANUAL

- A. Park City has adopted the current Utah Department of Transportation (UDOT) ITS Design Manual as the guiding directions for connection to the city infrastructure. Applicants shall comply with these guidelines in coordination with Park City IT unless given written exception by the City Manager or Designee.

PART 2 PRODUCTS

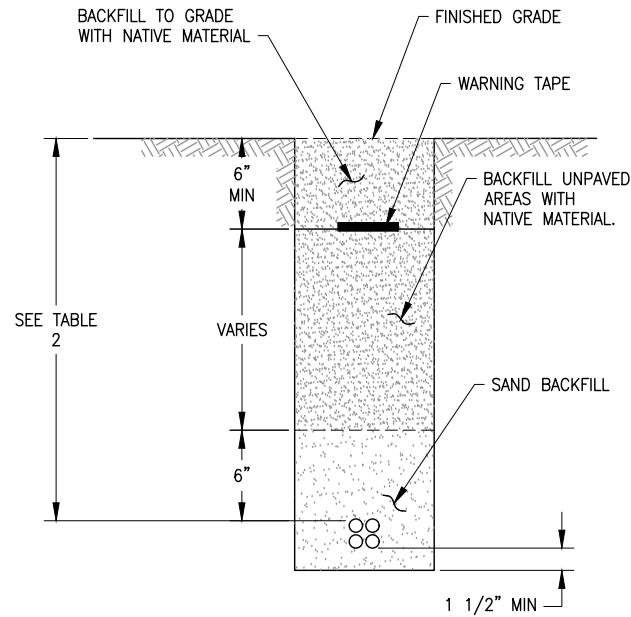
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PART 3 EXECUTION

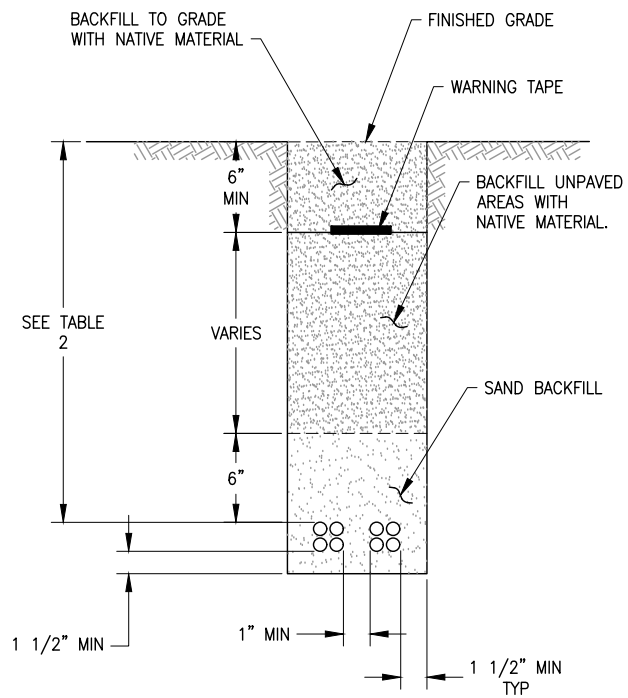
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END OF SECTION

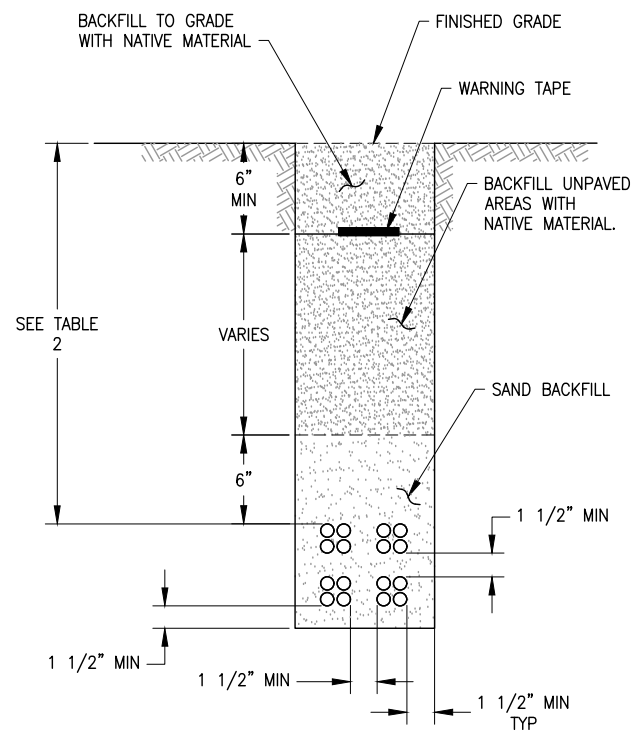
900.02 Information Technology System Drawings



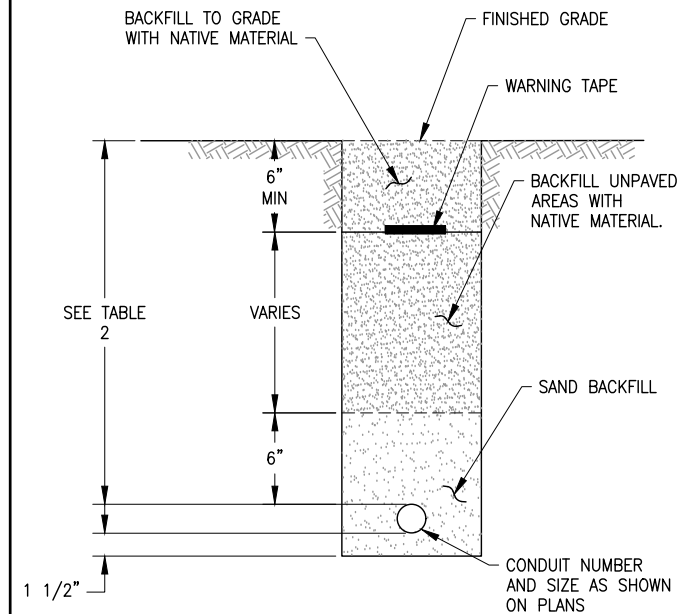
1-D MULTIDUCT CONDUIT (A)
SCALE: NTS



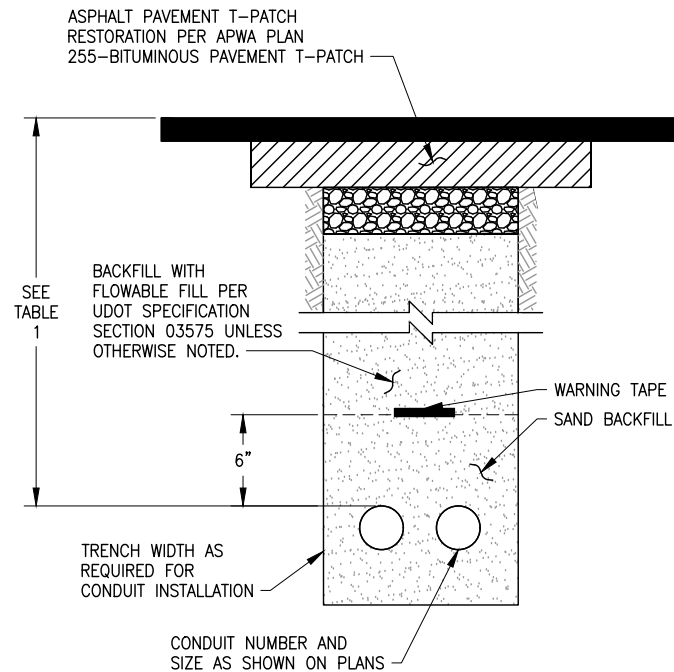
2-D MULTIDUCT CONDUIT (B)
SCALE: NTS



4-D MULTIDUCT CONDUIT (C)
SCALE: NTS



NON-MULTIDUCT CONDUIT AND BUNDLED MICRODUCT (D)
SCALE: NTS



CONDUIT TRENCHED IN ASPHALT PAVEMENT RESTORED WITH T PATCH (E)
SCALE: NTS

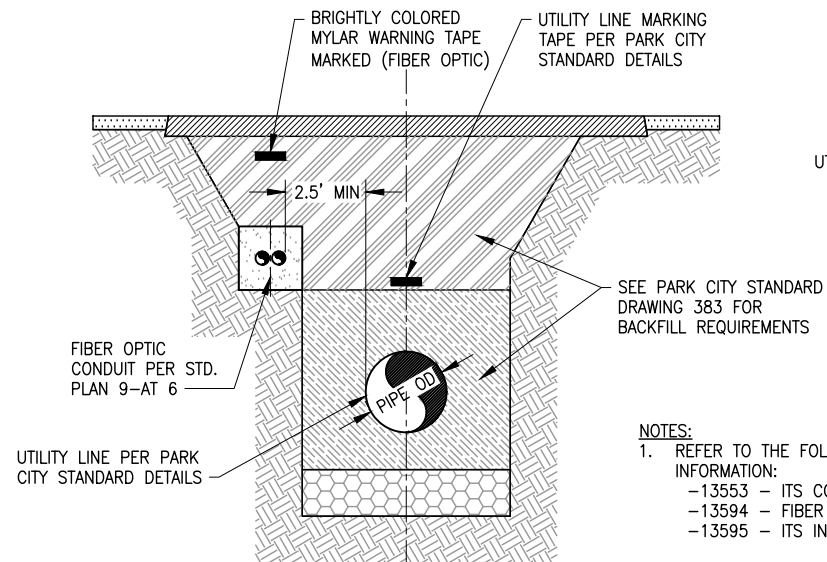
TABLE 1. MINIMUM CONDUIT DEPTH

	DEPTH IN INCHES	AREA
A	36" MIN.	NATIVE OR LANDSCAPED AREA
B	36" MIN.	CONCRETE PAVED AREA (NON-ROADWAY)
C	36" MIN.	WITHIN STREET/ROADWAY

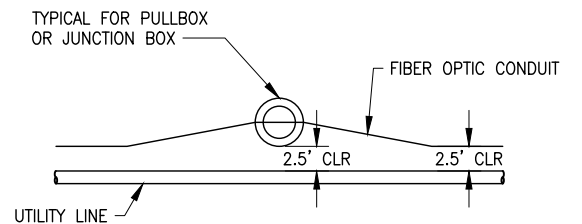
DEVIATION FROM TABLE 1 MINIMUM CONDUIT DEPTHS WILL BE CONSIDERED ON A CASE-BY CASE BASIS AND REQUIRE WRITTEN APPROVAL FROM PARK CITY MUNICIPAL ENGINEERING.

NOTES:

1. USE SAND BACKFILL AND FLOWABLE FILL WITHIN EXISTING ROADWAY, PROPOSED ROADWAY AND SIDEWALK PAVEMENT AREAS ONLY.
2. INSTALL DETECTABLE PULL TAPE IN ALL EMPTY CONDUITS.
3. USE 3/8 INCH MINUS WELL-GRADED SAND.
4. REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13553 - ITS CONDUIT
 - 13594 - FIBER OPTIC COMMUNICATION
 - 13595 - ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE



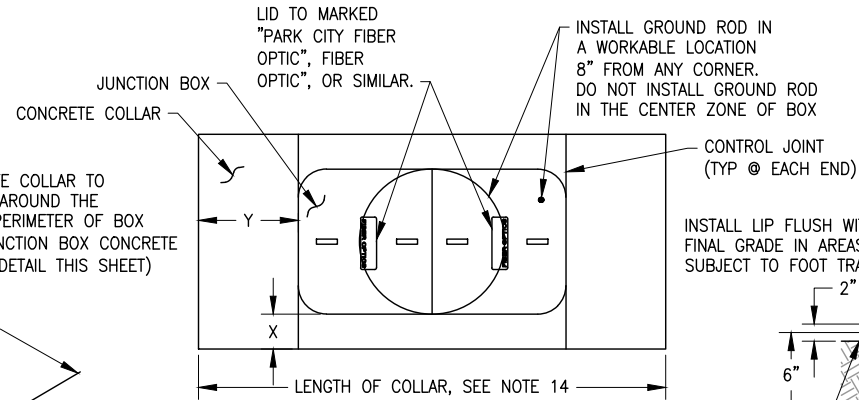
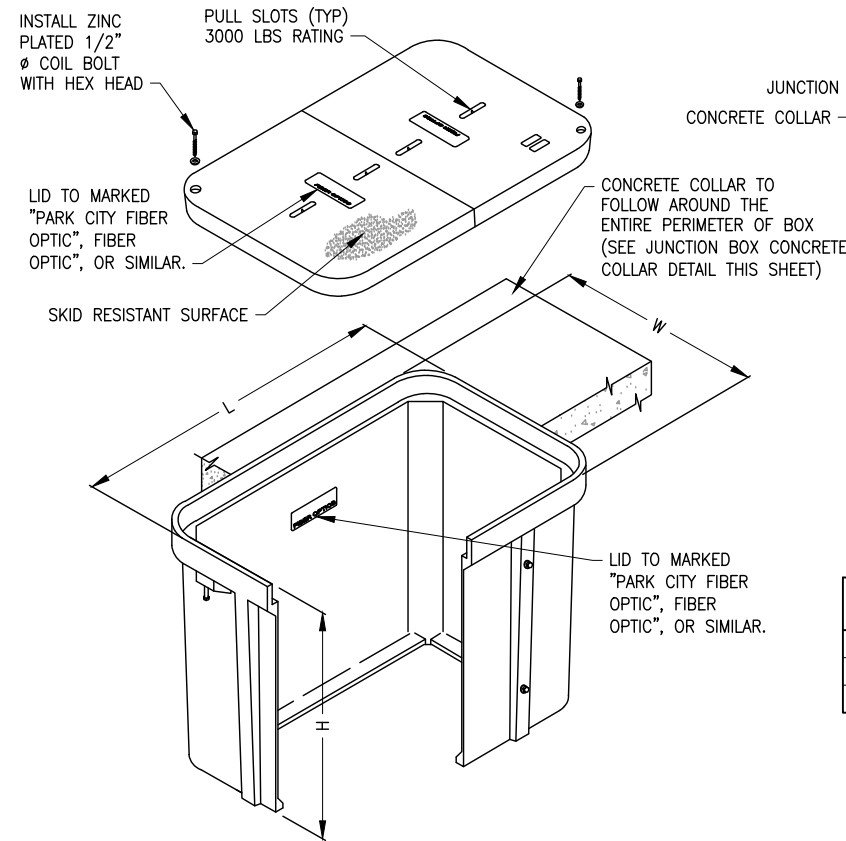
FIBER OPTIC CONDUIT IN COORDINATION WITH OTHER UTILITY INSTALLATION (F)
SCALE: NTS



TYPICAL PLAN VIEW
SCALE: NONE

NOTES:

1. REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13553 - ITS CONDUIT
 - 13594 - FIBER OPTIC COMMUNICATION
 - 13595 - ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE

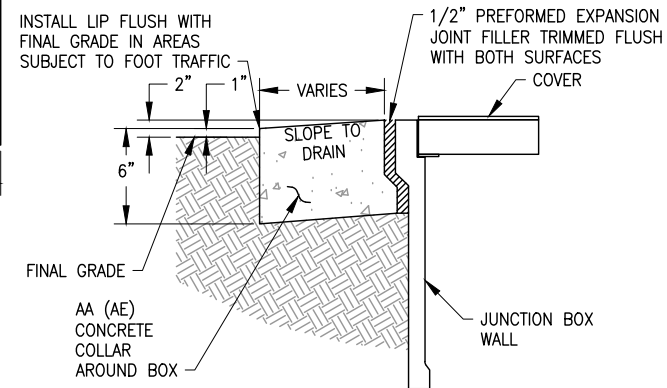


PLAN VIEW—JUNCTION BOX
AND CONCRETE COLLAR

SCALE: NONE

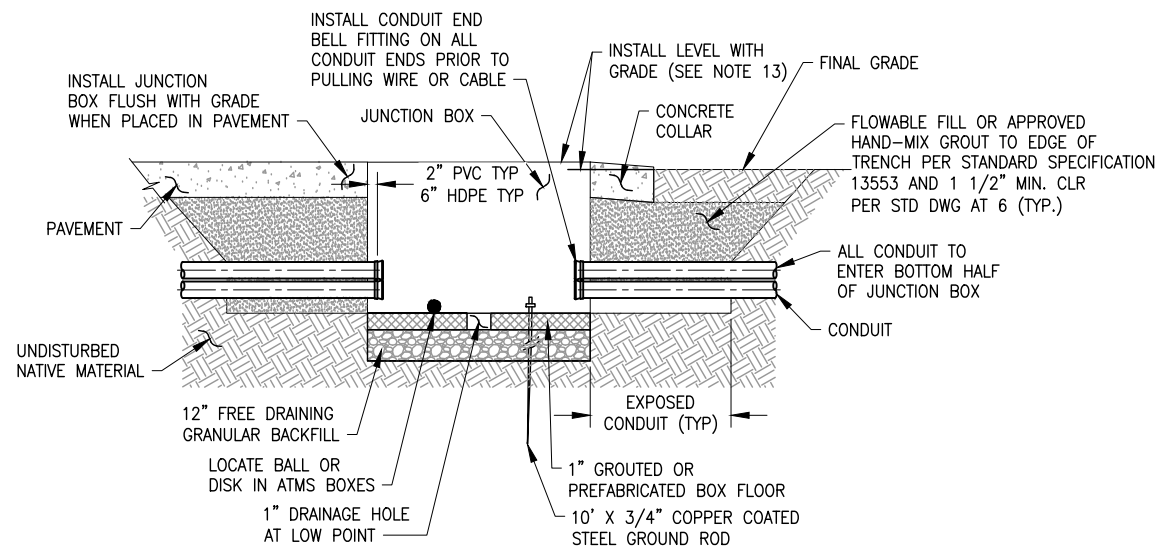
TABLE OF DIMENSIONS

BOX TYPE	"W" INCH	"L" INCH	"H" INCH	"X" INCH	"Y" INCH	LOADING
I-PC	13	24	24	10	10	TIER 22
II-PC	24	36	36	10	24	TIER 22
III-PC	30	48	36	10	24	TIER 22



JUNCTION BOX CONCRETE
COLLAR DETAIL

SCALE: NONE



JUNCTION BOX CONDUIT
PENETRATION DETAIL

SCALE: NONE

NOTES:

1. BOX LOGO OR NAME PLATE, REFER TO UDOT STANDARD SPECIFICATION 13554.
2. DO NOT PLACE JUNCTION BOXES IN THE TRAVELED WAY OR ON FREEWAY SHOULDERS.
3. CONCRETE COLLAR WIDTH VARIES WHEN ADJACENT TO ATMS CABINETS. REFER TO UDOT AT AND SL SERIES STD DWGS.
4. PROVIDE CONCRETE COLLARS EXCEPT WITHIN CONCRETE PAVED AREAS, OR OTHERWISE NOTED ON DESIGN DRAWINGS.
5. INSTALL CONDUIT PLUG PER STANDARD SPECIFICATION 13554.
6. ALIGN ATMS CONDUIT BY COLOR ON EACH SIDE OF THE JUNCTION BOX.
7. PROVIDE TYPE III-PC JUNCTION BOXES WITH A SPLIT LID.
8. CONFORM TO ANSI/SCTE-77 "SPECIFICATION FOR UNDERGROUND ENCLOSURE INTEGRITY" TIER 22 LOADING FOR ALL JUNCTION BOXES. TIER 22 ID PLATE TO BE VISIBLE ON BOX.
9. EXTEND GROUND ROD A MINIMUM OF 4 INCHES AND A MAXIMUM OF 6 INCHES ABOVE BOTTOM OF JUNCTION BOX.
10. USE INTER SYSTEM GROUNDING BRIDGE CLAMP FOR BONDING TO GROUND ROD. ATTACH NOT MORE THAN 4 WIRES PER CLAMP.
11. DO NOT CUT GROUND RODS.
12. PROVIDE CLEAR SPACE OF AT LEAST 36 INCH FOR PERSONNEL TO PULL LID OFF BOX WITHOUT CONFLICT.
13. PLACE JUNCTION BOXES AND CONCRETE COLLARS LEVEL WITH GRADE ON SLOPES 6:1 OR FLATTER. REFER TO PLANS FOR DETAILS OF JUNCTION BOX PLACEMENTS ON SLOPES STEEPER THAN 6:1. SLOPE CONCRETE COLLAR TO DRAIN AS SHOWN.
14. INSTALL ENTIRE PAD UNIFORMLY TO LONGEST LENGTH WHEN SEVERAL JUNCTION BOXES ARE BEING PLACED ADJACENT TO ONE ANOTHER.
15. REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13553 — ITS CONDUIT
 - 13554 — POLYMER CONCRETE JUNCTION BOX
 - 13594 — FIBER OPTIC COMMUNICATION
 - 13595 — ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE

STD. PLAN

9-AT 7A

POLYMER CONCRETE JUNCTION BOX DETAILS

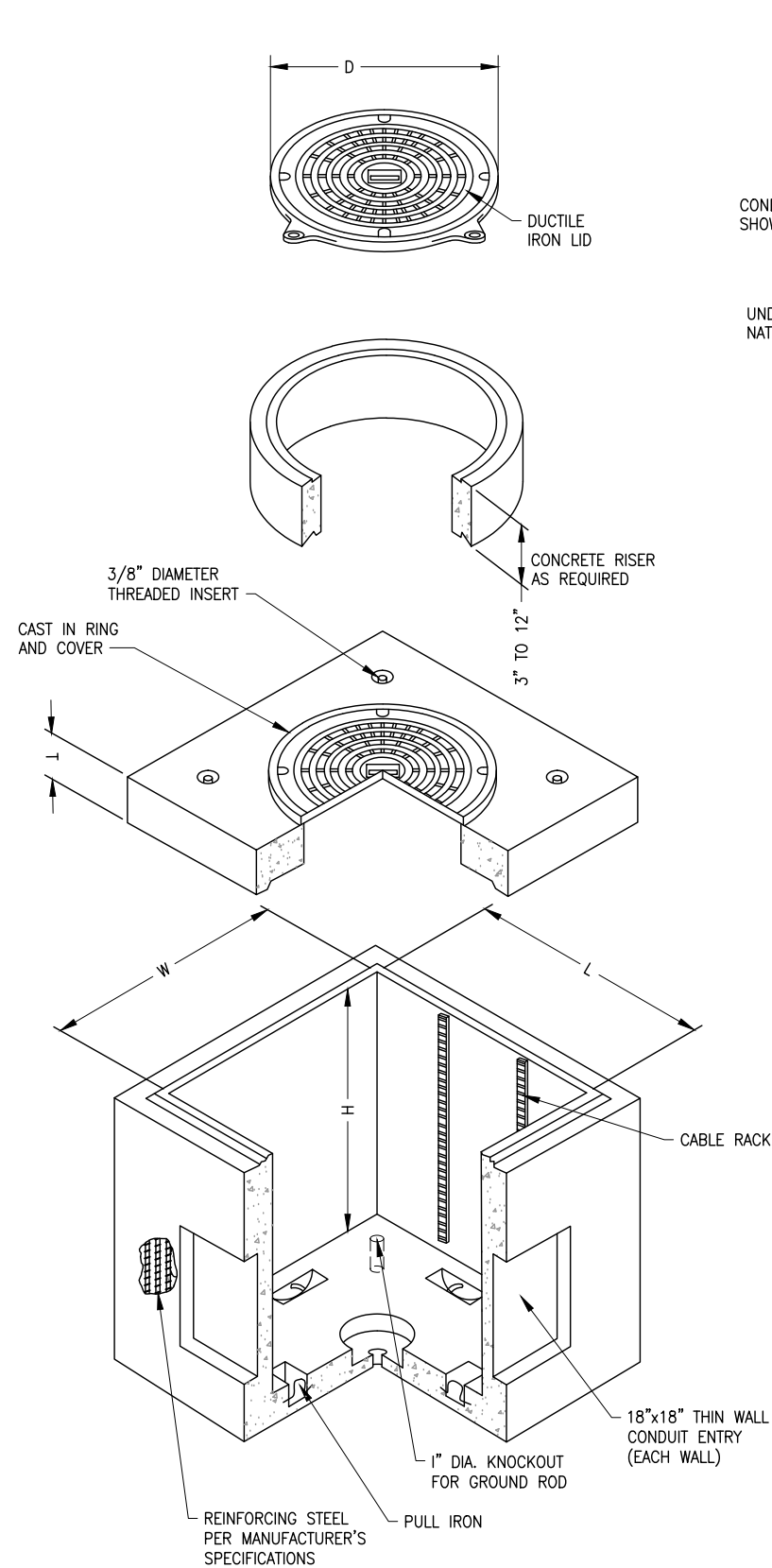
DATE

03/2024

REV.

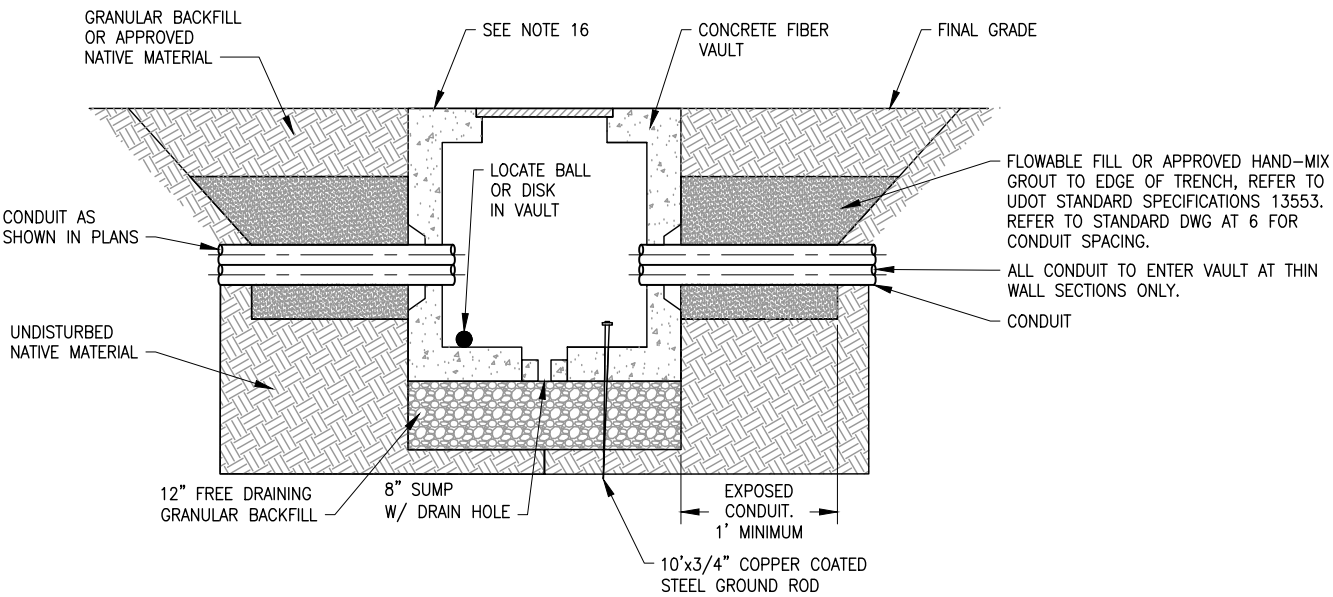


PARK CITY MUNICIPAL CORPORATION
ENGINEERING



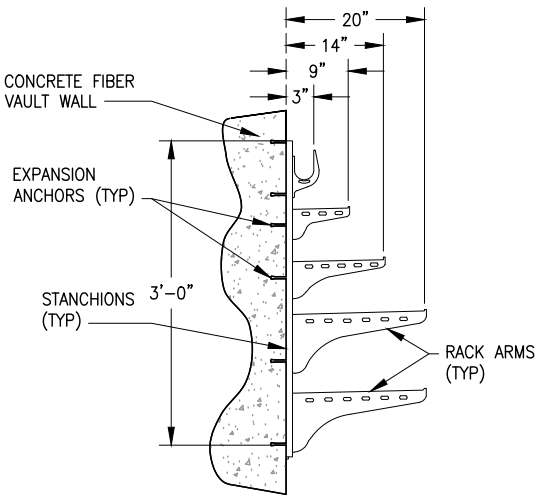
CONCRETE FIBER VAULT WITH MANHOLE LID

SCALE: NONE



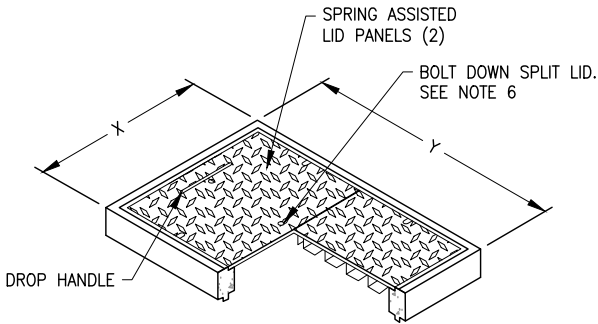
FIBER VAULT CONDUIT PENETRATION DETAIL

SCALE: NONE



TYPICAL CABLE RACK

SCALE: NONE



METAL LID FOR TYPE IV-CV FIBER VAULT

SCALE: NONE

VAULT DIMENSIONS

VAULT TYPE	"L" INCH	"W" INCH	"H" INCH	"T" INCH	LID	"X" INCH	"Y" INCH	"D" INCH
IV-CV	48	48	48	6 MIN	HINGED OR MANHOLE	24	36	36
V-CV	48	72	72	6 MIN	MANHOLE ONLY	N/A	N/A	36

NOTES:

- SUPPLY TYPE IV FIBER VAULT WITH A TAMPERPROOF HINGED METAL LID FOR UNPAVED AREAS, OR A TAMPERPROOF HEAVYDUTY MANHOLE-STYLE LID IN PAVED AREAS. SUPPLY FIBER VAULTS, LIDS, AND COVERS RATED FOR AASHTO LRFD HL-93 LOADING.
- SUPPLY TYPE V-CV FIBER VAULT WITH A MANHOLE-STYLE LID ONLY.
- SUPPLY MANHOLE LIDS WITH A HOLE OR SLOT FOR REMOVAL WITH A LEVER OR HOOK. SUPPLY HINGED METAL LIDS WITH DROP HANDLES.
- SUPPLY VAULTS WITH A PERMANENT INTERNAL LADDER.
- PROVIDE FIBER VAULT LIDS MARKED, "PARK CITY FIBER OPTIC, FIBER OPTIC, OR SIMILAR" USING MIN 3 INCH HIGH LETTERING WITH 1/8" INCH THICKNESS. FORM LETTERS BY ENGRAVING, CASTING, STAMPING, OR WITH A PRECISE WELD BEAD.
- PROVIDE HINGED METAL LID WITH A MINIMUM OF 3/23" HIGH DIAMOND PATTERN OR SIMILAR SURFACE.
- PROVIDE FIBER VAULTS WITH A HEAVY-DUTY NON-METALLIC CABLE STORAGE RACK SYSTEM. PROVIDE RACK ARMS AND STANCHIONS CAPABLE OF SUPPORTING A MINIMUM OF 250 LB FOR TYPE IV-CV FIBER VAULT RACKS, INCLUDE A MINIMUM OF 36 INCH RACK STANCHIONS AND 4 RACK ARMS. FOR TYPE V-CV FIBER VAULTS, INCLUDE A MINIMUM OF 45 INCH RACK STANCHIONS AND 5 RACK ARMS.
- CONDUITS PENETRATE FIBER VAULT AT THIN WALL SECTIONS ONLY. CORE DRILL HOLE IN THIN WALL SECTION TO CONDUIT SIZE PLUS 1/4". DO NOT "KNOCK OUT" THE THIN WALL SECTION.
- COMPLY WITH OSHA REQUIREMENTS FOR ENCLOSED WORK SPACES.
- BOND AND GROUND ALL EXPOSED METALLIC COMPONENTS OF THE FIBER VAULT PER NEC 250 IF ARMORED FIBER OPTIC CABLE IS USED.
- INSTALL CONDUIT PLUGS ACCORDING TO UDOT STANDARD SPECIFICATION 13553.
- ALIGN ATMS CONDUIT BY COLOR ON EACH SIDE OF FIBER VAULT.
- EXTEND GROUND ROD A MINIMUM OF 4 INCHES AND A MAXIMUM OF 6 INCHES ABOVE BOTTOM OF FIBER VAULT.
- USE GROUND ROD BRIDGE CLAMP FOR BONDING TO GROUND ROD. ATTACH NOT MORE THAN 4 WIRES PER CLAMP.
- DO NOT CUT GROUND RODS.
- INSTALL VAULT PLUMB AND LEVEL. GRADE BACKFILL FLUSH WITH VAULT.
- REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13431 - PRECAST CONCRETE FIBER OPTIC AND UTILITY VAULT
 - 13553 - ITS CONDUIT
 - 13594 - FIBER OPTIC COMMUNICATION
 - 13595 - ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE

STD. PLAN

9-AT 7B

PRECAST CONCRETE FIBER OPTIC AND UTILITY VAULT DETAILS

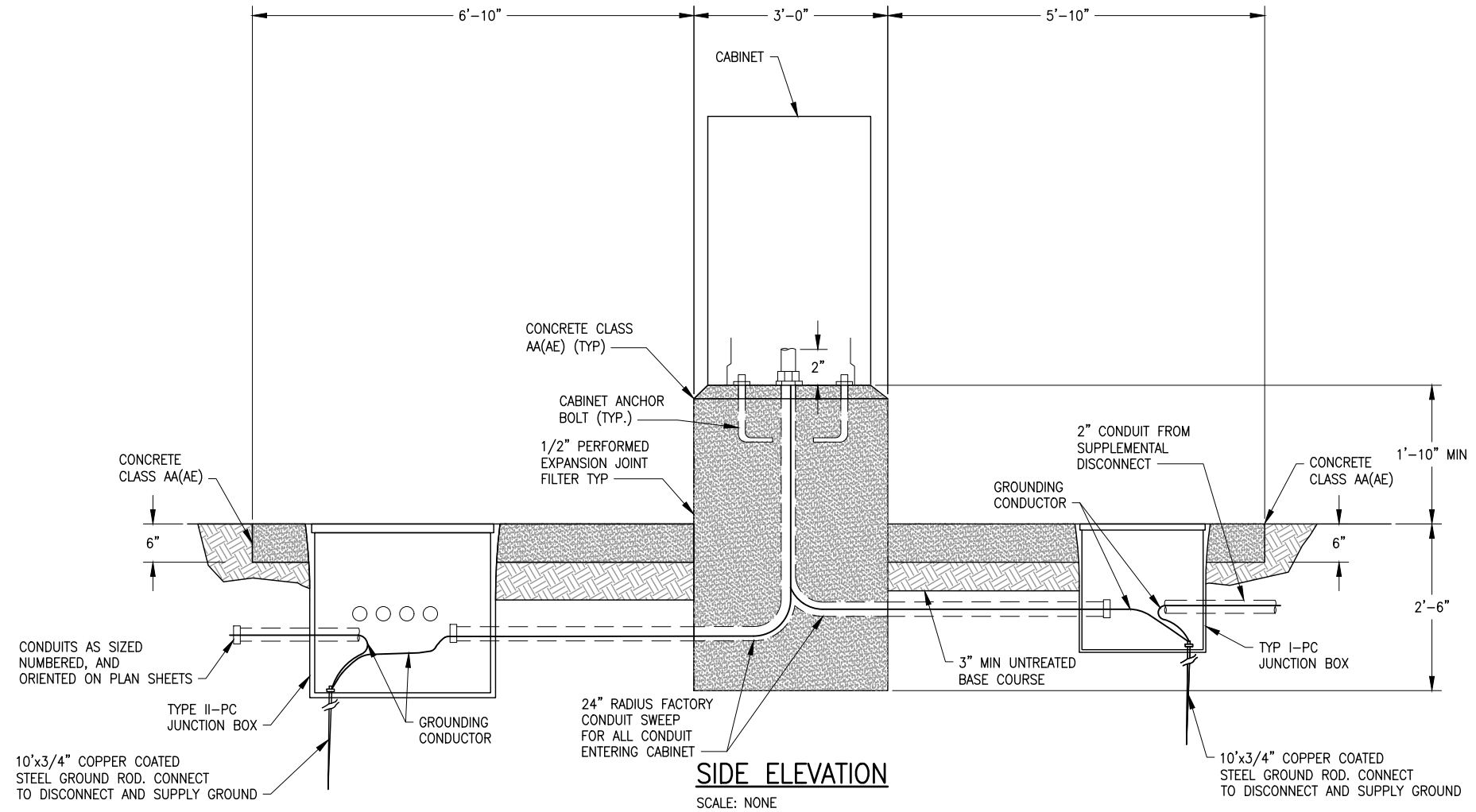
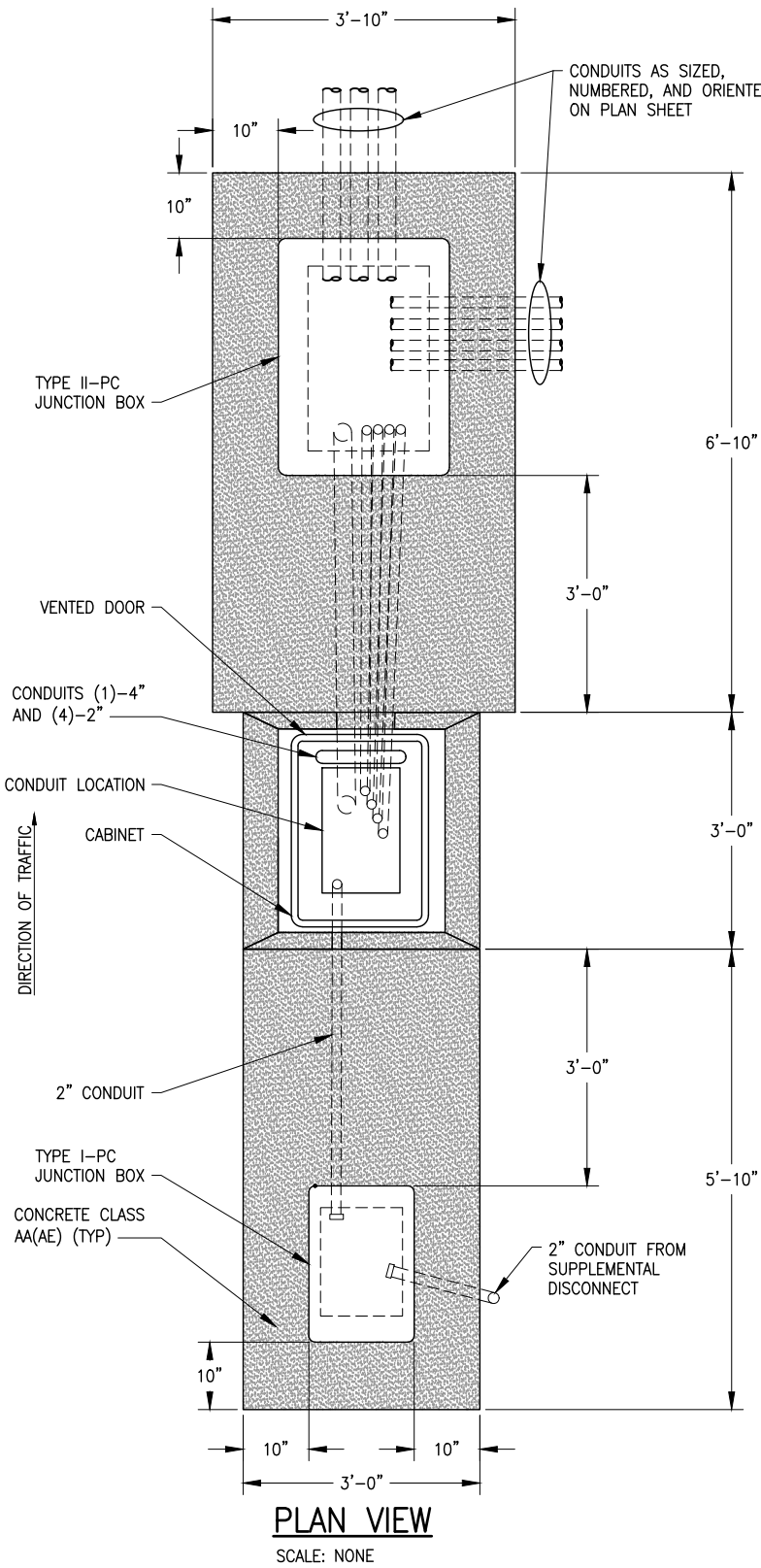
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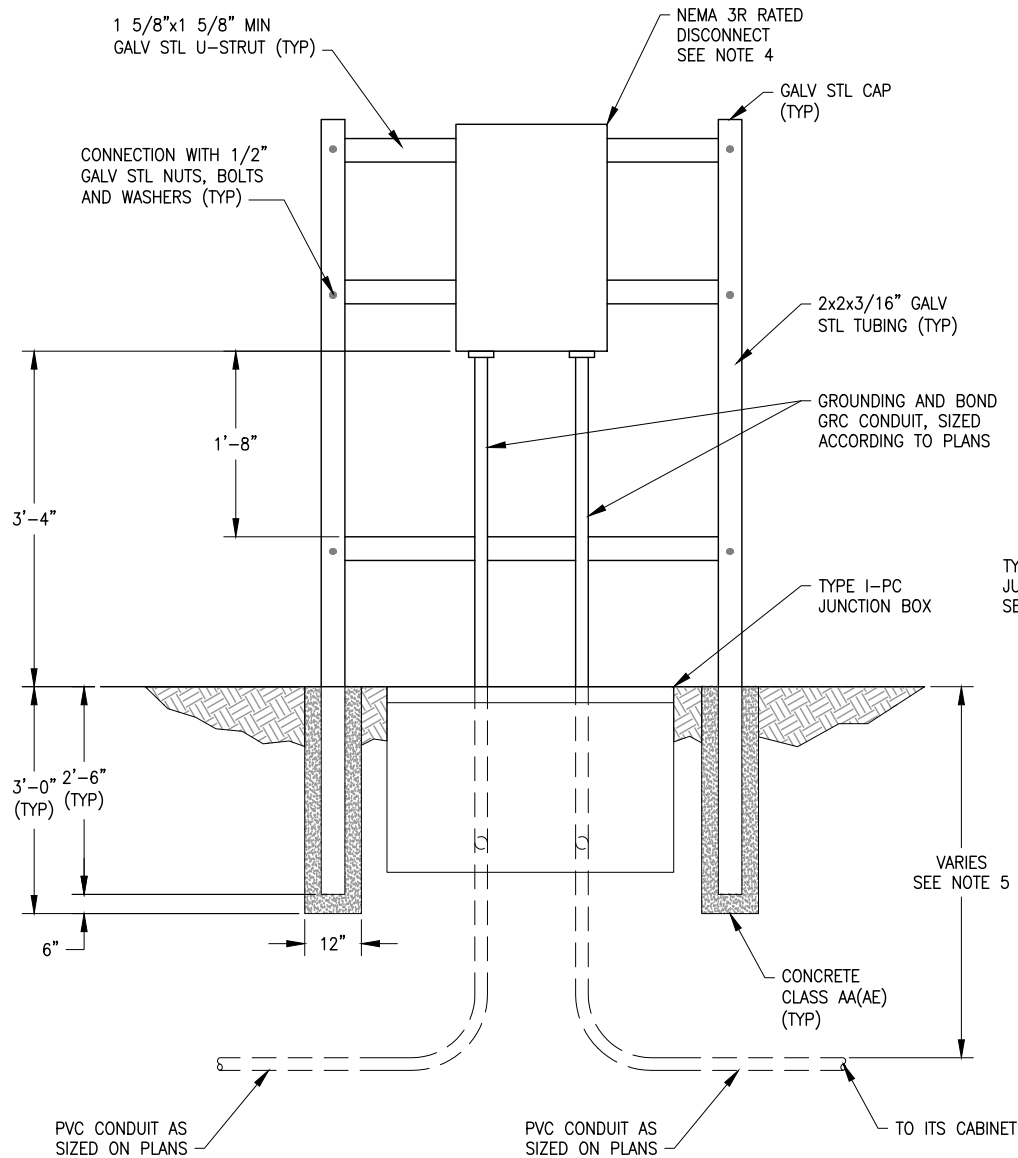
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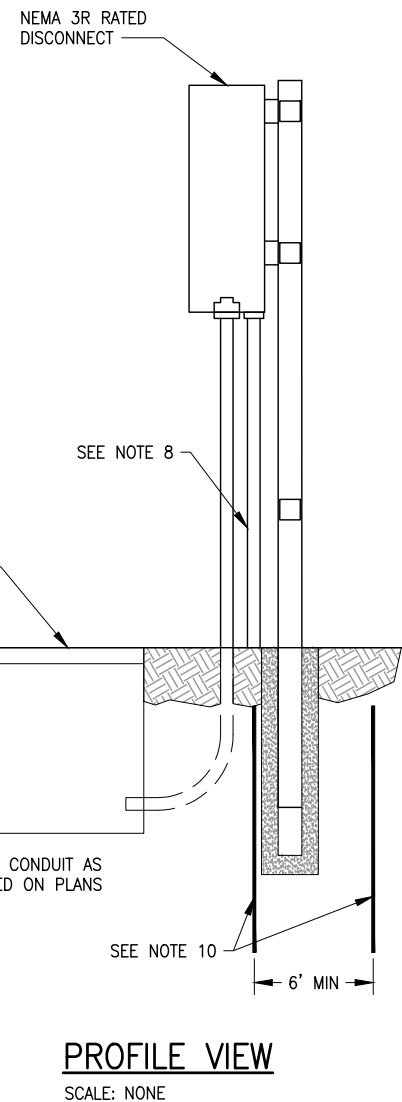
- NOTES:**
1. SEE STD DWG 9-AT 9 FOR CABINET DISCONNECT AND TRANSFORMER DETAIL.
 2. FIELD VERIFY CONDUIT LAYOUT IN FOUNDATION TO AVOID CONFLICT WITH CABINET.
 3. SEE STD DWG 9-AT 7 FOR TYPICAL ITS JUNCTION BOX INSTALLATION.
 4. REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13431 - PRECAST CONCRETE FIBER OPTIC AND UTILITY VAULT
 - 13553 - ITS CONDUIT
 - 13554 - POLYMER CONCRETE JUNCTION BOX
 - 13594 - FIBER OPTIC COMMUNICATION
 - 13555 - ITS CABINET
 - 13595 - ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE



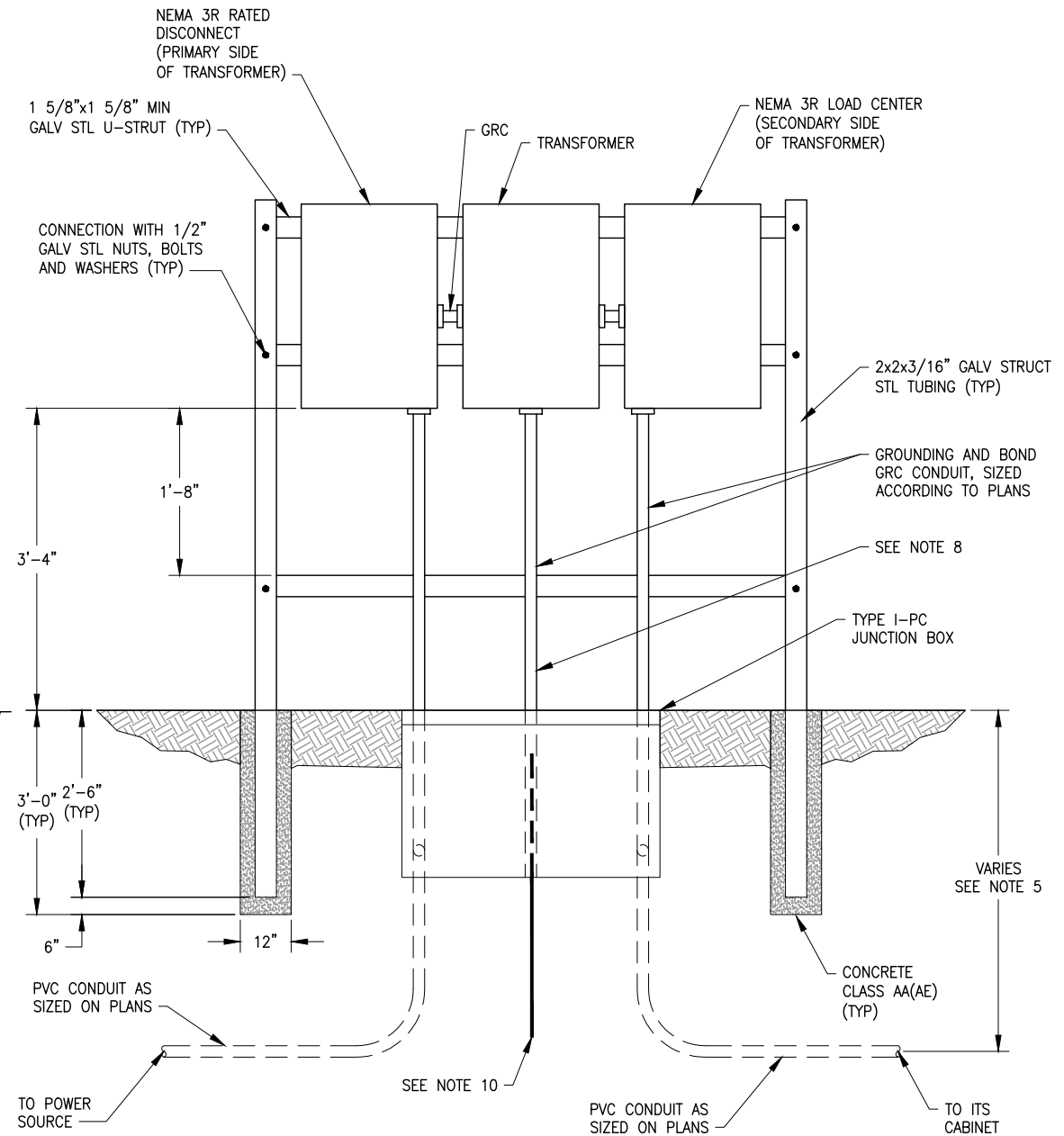
SUPPLEMENTAL DISCONNECT FRAME (A)
SCALE: NONE

NOTES:

1. LOCATE FRAME 10 TO 15 FT FROM CABINET AND ITS EQUIPMENT.
2. ROUND OFF SHARP EDGES OF STRUCTURAL TUBING. PAINT CUT ENDS OF FRAMING STRUTS WITH ZINC RICH PAINT.
3. APPLY CORROSION PROTECTION TO PORTION OF STRUT BELOW GRADE.
4. ATTACH TRANSFORMER, DISCONNECT AND LOAD CENTER TO FRAMING STRUT WITH WATERTIGHT GASKETS AND GALVANIZED HARDWARE.
5. REFER TO UDOT STANDARD SPECIFICATION 13553 FOR CONDUIT DEPTH.
6. USE ONLY FACTORY PRODUCED CONDUIT SWEEPS.
7. SIZE ENCLOSURE TO ACCOMMODATE CONDUIT SIZES PER PLAN.
8. INSTALL 1 INCH SCHEDULE 80 PVC AS PROTECTION FOR GROUNDING ELECTRODE CONDUCTOR.
9. ALL MATERIALS USED MUST BE RATED FOR THE VOLTAGE AND CURRENT AS SHOWN.
10. INSTALL 2 EACH 10 FT X 3/4 INCH GROUND RODS DIRECTLY BELOW SUPPORT FRAME, SPACED MINIMUM 6 FT APART AT TRANSFORMER LOCATIONS. INSTALL 6 AWG COPPER GROUNDING ELECTRODE CONDUCTOR BETWEEN GROUND RODS 6 INCHES BELOW GRADE AND BOND TO TRANSFORMER SECONDARY ACCORDING TO NEC ARTICLE 250 REQUIREMENTS.
11. LOCATE TYPE I PC JUNCTION BOX MINIMUM 6 FT AND MAXIMUM 10 FT FROM FRAME.
12. REFER TO THE FOLLOWING UDOT STANDARD SPECIFICATIONS FOR ADDITIONAL INFORMATION:
 - 13431 - PRECAST CONCRETE FIBER OPTIC AND UTILITY VAULT
 - 13553 - ITS CONDUIT
 - 13554 - POLYMER CONCRETE JUNCTION BOX
 - 13594 - FIBER OPTIC COMMUNICATION
 - 13555 - ITS CABINET
 - 13595 - ITS INTEGRATION, INSPECTION, TESTING, AND ACCEPTANCE



PROFILE VIEW
SCALE: NONE



SUPPLEMENTAL DISCONNECT WITH TRANSFORMER FRAME (B)
SCALE: NONE

STD. PLAN

9-AT 9

**ITS CABINET AND EQUIPMENT DISCONNECT
AND TRANSFORMER FRAME**

DATE

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ENGINEERING

ATTACHMENT A – 2025 Public Water Field Observation Guidelines

PUBLIC WATER SYSTEM FIELD OBSERVATION GUIDELINES

***FOR PROJECTS WITHIN THE
PARK CITY WATER SERVICE DISTRICT***



YEAR 2025

REV. 2

FORWARD

This manual provides information to assist the field representative in his duties of observing the progress and quality of public water line construction within the Park City Water Service District, Park City, Utah, and determining if the work is proceeding in accordance with *Park City Design Standards, Construction Specifications and Standard Drawings*. The information, checklists and procedures included in the manual are not all inclusive, but are intended to serve as guidelines for the performance of periodic construction observations, required sampling and testing observation by the field representative. **It is important that field representatives contact the Project Manager or the Park City Engineer for clarification if there are any questions related to the requirements of the Park City Design Standards, Construction Specifications, and Standard Drawings.**

DISINFECTING

All new water mains, services, and appurtenances shall be disinfected in accordance with AWWA Standard C651-05.

The method typically employed by the Contractor to disinfect new water distribution systems is to place calcium hypochlorite granules in the pipeline as it is being installed. Reference *Park City Design Standards and Construction Specifications*, Appendix 703A. The field representative should pay special attention to the following items:

- Refer to Table No. 1 of the above referenced Appendix for the number of ounces to be used per pipe diameter and pipe interval to achieve the necessary disinfection concentration.
- **Active chlorine content of disinfecting solution within water service tubing (CTS) for water services shall not exceed 12%.**
- Water mains shall be filled slowly to prevent "pushing" the calcium hypochlorite granules to one end of the pipe line. If the new water lines are to be filled by introducing water from the existing water distribution system, via opening the isolation valve between the two systems, the field representative shall monitor the opening of the valve. The field representative shall pay special attention to the following during water system filling by the Contractor:
 1. Verify that the static water pressure of the distribution system (typically 40 psi) is capable of overcoming the static head required to fill the new water line.
 2. Be certain a means of releasing air at the high point of the water system to be filled is provided and is open.
 3. The isolation valve shall be opened only slightly (**existing water system valves are to be operated only by Water Operations staff**).
 4. Listen for water passing the valve. The valve shall be closed immediately if it appears that the water pressures begin to equalize on each side of the valve. Backflow of chlorinated water into the existing water distribution system must not occur.
- After the water mains and services have been filled by the Contractor, the field representative shall sample and test the water for chlorine concentration. Observe the following:
 1. Select sampling frequency and locations to achieve representative samples. Typical locations for samples at water meter services, taps or fire hydrants. The sampling frequency will depend on length of the water line being chlorinated, availability of sampling points, and results of chlorination concentration tests.
- The field representative should observe the disinfection of the interior of all pipe, fittings, valves, tapping sleeves, and other materials when existing water mains are cut into or repaired. The Contractor can accomplish this by swabbing the materials with a hypochlorite solution. Reference *Park City Design Standards and Construction Specifications*, Appendix A.
- **Remember: Good disinfection practices improve the opportunity for successful bacteriological test results.**

WATER SYSTEM FLUSHING

Flushing of the installed water system is to be completed in two steps. The initial flushing is to be performed following installation and disinfection of the water main but prior to hydrostatic testing. The final flushing is to be performed following hydrostatic testing and leakage testing.

INITIAL FLUSHING

The following items should be considered by the field representative and may need to be reviewed with the Park City Engineer:

1. When notified that the Contractor intends to begin the initial flushing but before the Contractor utilizes water contact the Park City Water Department to be certain that water is available from the City for flushing purposes. **Inform the Contractor not to begin flushing without authorization (existing water system valves are to be operated only by Water Operations staff).**
2. Review with the Contractor the proposed discharge location for flushing operations and the method by which the Contractor intends to control the discharge of chlorinated water from the water system. **Fire hydrants are not acceptable points for initial flushing operations.**
Typically, Contractors will discharge the water into a water truck or tank and haul the water offsite for disposal. Chlorinated water shall not be allowed to be discharged in a manner that it could now onto vegetation or into streams, waterways, storm drains or sanitary sewer systems.
3. Determine the required diameter of opening(s) for discharge from the water line. The opening must be sized to achieve velocities capable of moving dirt and rock through the pipe, approximately **6 to 8 feet per second**. Note that required flowrate and opening size(s) referenced in AWWA Table 3 Required Flow and Openings to Flush Pipelines, is based on only 2.5 feet per second velocity at 40 psi pressure. *Required opening size will be determined based on site specific available water system pressure to achieve the required velocity.*
4. Determine the total volume of water to be expelled from the section of water system being flushed. The entire contents of the water line must be discharged and replaced with new water. To determine the volume required, ensuring that the entire pipe line has been flushed, utilize the following formula:
$$V = (\pi d^2 / 4) (L) (7.481); \quad \text{where: } V = \text{volume (gallons)}$$
$$\pi / 4 = \text{area}$$
$$d = \text{pipe diameter (feet)}$$
$$\pi = 3.141$$
5. If the section of water line to be flushed is very long, making the transport of sediment and rock to the discharge location may be difficult, an intermediate discharge location for flushing should be considered. *The end of a fire service line, prior to setting the hydrant, or a properly sized service tap could be utilized.*
6. After initial flushing has been completed, perform sampling and testing for "low" chlorination concentration.

FINAL FLUSHING

1. Utilize the same procedure for final flushing as for initial flushing, except that concerns regarding the chlorine concentration of discharge water do not apply.
2. Fire hydrants are to be flushed and can be utilized as flushing locations.
3. Services are to be flushed at the meter vaults. *Proper flushing of the service lines is important since water samples for bacteriological testing are typically taken at the service lines.*

TABLE 3 REQUIRED FLOW AND OPENINGS TO FLUSH PIPELINES (40 psi RESIDUAL PRESSURE IN WATER MAIN)*					
Pipe Diameter inches	Flow Required to produce 2.5 ft/s (approx) velocity in main gpm	1	Size of tap inches 1-1/2 Number of Taps on Pipe#	2	Number of 2-1/2 in. Hydrant Outlets*
4	100	1	—	—	1
6	200	—	1	—	1
8	400	—	2	1	1
10	600	—	3	2	1
12	900	—	—	2	2
16	1600	—	—	4	2

*With a 40 psi pressure in the main with the hydrant flowing to atmosphere, a 2-1/2 inch hydrant outlet will discharge approximately 100-0 gpm and a 4-1/2 inch hydrant outlet will discharge approximately 2500 gpm.

HYDROSTATIC TESTING

Hydrostatic testing is required for every section of water main (valve to valve). Testing every section is intended to test both sides of isolation valves to ensure proper functioning of the valve. Prior to hydrostatic testing and leakage testing the water system should be flushed and tested for proper disinfection.

HYDROSTATIC TESTING

The specified hydrostatic test pressure is to be met at the highest elevation in the section of water line being tested. The specified test pressure shall be achieved by means of a Contractor supplied pump/gauge system connected to the pipe. The gauge shall have sufficient increments to enable accurate readings to be taken.

To achieve proper hydrostatic test pressure at the highest elevation of the water line section being tested, consider the locations available for installing the testing apparatus. To determine the required test pressure at the test gauge, utilize the following formula:

$$P_g = P_r + (H_v - H_g) / 2.31;$$

where: P_g = required gauge pressure reading (psi)
 P_r = required test pressure (psi)
 H_v = elevation at highest valve (feet)
 H_g = elevation at gauge (psi)

Note: 1 psi = 2.31 feet of elevation, or 0.43 psi X elevation difference in feet.

The following items should be considered and may need to be reviewed with the Park City Engineer:

- The possibility of requiring/requesting a water valve to be installed in the water main to reduce the pressure difference in the water line to be tested. This may occur when there is a significant difference in elevation between water valves;
- The installation of an additional service tap to accommodate proper testing.
- In achieving the required hydrostatic pressure at the highest elevation of the water line section being tested, the hydrostatic pressures at the lowest elevation may exceed acceptable pressures for the pipe, valves or fittings. Typically, if the calculated pressure at the lowest elevation exceeds 300 psi, the City Engineer should be notified before testing is performed.

HYDROSTATIC TESTING

The field representative shall perform all sampling for bacteriological testing and deliver samples to the Summit County Health Department (or a pre-approved state certified laboratory) for analysis. To achieve consistent and representative sampling, the following procedures shall be observed by the field representative:

- Select the location and number of samples to be taken. Samples are typically taken at water meter services and ends of the water line. Intervals of 200 feet between sampling locations is preferred.
- Procedures for obtaining samples for bacteriological testing of the water system are as follows:
 1. Obtain sample bottles from the Public Works Water Department office or Summit County Health Department, if not available in the office.
 2. When sampling, first disinfect or sterilize the discharge area.
 3. Open the control valve slowly and allow water to flow for a short period.
 4. Close the valve slightly to reduce the flowrate and fill the sample bottle to the fill line. Place the lid on the sample bottle and seal shut. Note: Be sure to identify the location of the sample bottle before obtaining other samples.
- After all samples are taken, complete the identification form and add other pertinent information to each sample bottle. Reference the sample identification form contained in the Report Forms and Checklists section of this manual. *Note: Pay special attention to Item No. 2, "Investigative Sample (not included on official records)" on the identification form. Always check this box on the form.*

TABLE 1 ALLOWABLE LEAKAGE PER 1000 FEET OF PIPELINE (gph)									
Avg. Test Pressure (psi)	Nominal Pipe Diameter (inches)								
	3	4	6	8	10	12	14	16	18
250	.36	.47	.71	.95	1.19	1.42	1.66	1.90	2.14
225	.34	.45	.68	.90	1.13	1.58	1.58	1.80	2.03
220	.32	.43	.64	.85	1.06	1.28	1.48	1.70	1.91
175	.30	.40	.59	.80	.99	1.19	1.39	1.59	1.79
150	.28	.37	.55	.74	.92	1.10	1.29	1.47	1.66
125	.25	.34	.50	.67	.84	1.01	1.18	1.34	1.51
100	.23	.30	.45	.60	.75	.90	1.05	1.20	1.35

*EXCERPTED FROM AWWA C600

In inch-pound units,

$$L = \frac{SD\sqrt{P}}{133,200}$$

Where,

- L = testing allowance (makeup water), in gallons per hour
- S = length of pipe tested, in feet
- D = nominal diameter of the pipe, in inches
- P = average test pressure during the hydrostatic test, in pounds per square inch (gauge)

This formula is based on a testing allowance of 11.65 gpd/mi/in. of nominal diameter at a pressure of 150 psi.

FIELD OBSERVATION REPORT FORMS AND CHECKLISTS

This section includes typical forms checklists that are to be used as generalized guidelines to assist in the verification of the material and dimensional requirements of the Park City Design Standards and Construction Specifications. Field Representatives are to utilize the checklists during water system construction to assist the Contractor in understanding the requirements of the final product and during the final walk-through to verify consistency with the standards and specifications. Additionally, the fire hydrant inspection forms, illustrating the placement of a fire hydrant in three different terrain conditions, are to be completed during the Final Walk-through to provide the Park City Engineer with information regarding the hydrant's installed elevation and location relative to the curb and gutter and the auxiliary valve.

FIELD OBSERVATION QUICK CHECKLIST

WATER LINE INSTALLATION:

- ☐ Verify that marking tape and locator wire is installed above the water main in the trench
- ☐ Verify that water main is bedded with approved gravel-sand material
- ☐ Verify that water main is installed at proper horizontal location (within pavement and inside of curb & gutter limits) and depth. Require additional survey staking be provided if necessary to determine design grades and curb & gutter alignment
- ☐ Verify that correct polyethylene encasement is provided and properly installed
- ☐ Verify that wax tape coating system is provided and properly installed on all buried bolts & nuts. Verify the cathodic protection system (if required) is provided and properly installed.
- ☐ Verify that thrust blocking is of adequate size, extended to undisturbed soil and that the pipe is wrapped with polyethylene before concrete is placed
- ☐ Verify that service taps are at 45 degrees to the main with 2 feet minimum separation
- ☐ Verify that every service corporation stop is open. This can be verified during flushing procedures
- ☐ Verify that water valves are properly set, valve boxes are clear of debris, and that a valve key can be placed on the valve. This must be verified during the final walk-through

FIELD OBSERVATION QUICK CHECKLIST

FIRE HYDRANT INSTALLATION:

- ☐ Verify that adequate gravel is placed around the fire hydrant base
- ☐ Verify that thrust blocking is properly placed and fire hydrant drain ports are not covered by concrete.
- ☐ Flush fire hydrant drain ports. Close main hydrant valve to the position at which the drains open and allow flow through the drains under pressure for about ten seconds to flush the drains. Then close hydrant valve completely.
- ☐ Check fire hydrant barrels for drainage. Remove nozzle cap, open hydrant valve, allow hydrant to run briefly and close hydrant valve. Place palm of hand over nozzle outlet. Drainage should be sufficient to create a suction.
- ☐ Check fire hydrant nozzle caps for thread damage from impact or cross threading
- ☐ Verify that the auxiliary valve is in the wide open position.
- ☐ Verify that fire hydrant markers are installed
- ☐ Verify that fire hydrant is properly extended above grade and hydrant pad is properly constructed. See *Fire Hydrant Inspection Sheet*.

FIELD OBSERVATION QUICK CHECKLIST

WATER METER INSTALLATION:

- ☐ Verify that meter service assembly materials are in accordance with Checklist. *See checklists for specific size water meter.*
- ☐ Verify that water meter box is adjusted to grade. *See meter box adjustment detail sheet.*
- ☐ Verify that water meter box is located properly. Require additional staking as required for verification.

TYPICAL PROCESS FOR WATER SYSTEM CONSTRUCTION

- | | |
|--|--|
| 1. INSTALL WATER MAIN AND FIRE HYDRANTS | <i>If the Contractor elects to perform hydrostatic testing of water services independently of the water main, Items 3, 5, 7 and 9 will be performed on the water main prior to installation of the water services.</i> |
| 2. INSTALL WATER SERVICES | <i>If water services are installed after water main testing, the each services must be disinfected separately.</i> |
| 3. INITIAL FLUSHING OF WATER MAIN | <i>Sampling and testing for "high" chlorine concentration is performed prior to initial flushing.</i> |
| 4. INITIAL FLUSHING OF WATER SERVICES | |
| 5. PERFORM HYDROSTATIC AND LEAKAGE TESTING ON WATER MAIN | |
| 6. PERFORM HYDROSTATIC AND LEAKAGE TESTING ON FIRE HYDRANTS & WATER SERVICES | |
| 7. FINAL FLUSHING OF WATER MAIN | <i>Sampling and testing for "low" chlorine concentration is performed following final flushing.</i> |
| 8. FINAL FLUSHING OF FIRE HYDRANTS & WATER SERVICES | |
| 9. PERFORM BACTERIOLOGICAL TESTING | |
| 10. ALLOW ACTIVATION OF WATER SYSTEM | <i>Permanent opening of isolation valves upon receipt of successful bacteriological test results.</i> |



WATER SYSTEM TESTING SUMMARY REPORT

PROJECT NAME _____ PROJECT # _____

CONTRACTOR _____

WATER SYSTEM SECTION _____

DISINFECTION: 703.2.12C & J

TYPE OF CHLORINE: ☐ GRANULAR ☐ INJECTION, WHERE: _____

SAMPLE LOCATION: _____

DATE _____ TIME _____ CHLORINE, PPM _____

START: _____

END: _____

RESULT: ☐ PASS ☐ FAIL INITIALS _____

DISPOSAL OF CHLORINATED WATER: _____

FLUSHING: 703.2.12A

MAIN:

LENGTH OF SECTION: _____ feet PIPE MAT'L: _____ PIPE DIAMETER: _____ inches

☐ CITY WATER USED ☐ OTHER

FLUSH ORIFICE SIZE: _____ inches STATION: _____

ESTIMATED TO BE FLUSHED: _____ gal. ESTIMATED DURATION: _____ min.

ACTUAL DURATION: _____ min.

DATE: _____ INITIAL _____ FINAL _____ INITIALS _____

SERVICES:

LOT No's: _____

DATE: _____ INITIAL _____ FINAL _____ INITIALS _____

HYDRANTS:

STATION: _____ INITIAL _____ FINAL _____ INITIALS _____

STATION: _____ INITIAL _____ FINAL _____ INITIALS _____

STATION: _____ INITIAL _____ FINAL _____ INITIALS _____

BACTERIOLOGICAL SAMPLING: 703.2.12M

DATE OF SAMPLE: _____

SAMPLE TAKEN BY: _____ P.O. No.: _____

SAMPLES DELIVERED TO: _____ DATE: _____ TIME: _____

SAMPLES ANALYZED BY: _____

SAMPLE NO. 1 TAKEN AT: _____ ☐ PASS ☐ FAIL

SAMPLE NO. 2 TAKEN AT: _____ ☐ PASS ☐ FAIL

SAMPLE NO. 3 TAKEN AT: _____ ☐ PASS ☐ FAIL

DATE OF RESULT: _____ (REFERENCE ATTACHED TESTING REPORT)



WATER SYSTEM TESTING SUMMARY REPORT (continued)

HYDROSTATIC TEST: 703.2.11

MAIN:

INITIAL TEST		DATE:	RETEST		DATE:
TEST PRESSURE	@ START:	_____ psi	@ START:	_____ psi	
	@ 30 min:	_____ psi	@ 30 min:	_____ psi	
	@ 60 min:	_____ psi	@ 60 min:	_____ psi	
	@ 90 min:	_____ psi	@ 90 min:	_____ psi	
	@ FINISH:	_____ psi	@ FINISH:	_____ psi	
☐ PASS ☐ FAIL			☐ PASS ☐ FAIL		
INITIALS _____			INITIALS _____		

COMMENTS _____

SERVICES:

LOTS SERVICED: _____

INITIAL TEST		DATE:	RETEST		DATE:
TEST PRESSURE	@ START:	_____ psi	@ START:	_____ psi	
	@ 30 min:	_____ psi	@ 30 min:	_____ psi	
	@ FINISH:	_____ psi	@ FINISH:	_____ psi	
☐ PASS ☐ FAIL			☐ PASS ☐ FAIL		
INITIALS _____			INITIALS _____		

COMMENTS _____

HYDRANTS:

STREET & STATION: _____	STREET & STATION _____	STREET & STATION: _____
TEST DATE: _____	TEST DATE _____	TEST DATE: _____
@ START: _____ psi	@ START: _____ psi	@ START: _____ psi
@ 30 min.: _____ psi	@ 30 min.: _____ psi	@ 30 min.: _____ psi
@ FINISH: _____ psi	@ FINISH: _____ psi	@ FINISH: _____ psi
☐ PASS ☐ FAIL	☐ PASS ☐ FAIL	☐ PASS ☐ FAIL
INITIALS: _____	INITIALS: _____	INITIALS: _____

COMMENTS _____

LEAKAGE TEST: 703.2.11

DATE _____

LENGTH OF SECTION: _____ PIPE MAT'L.: _____ DIAMETER: _____

LENGTH OF TEST: _____ hours _____ minutes

ACCEPTABLE LOSS, per AWWA C600. TABLE 6: _____ gph per 1000 feet, _____ total gallons

GALLONS USED: _____ gallons

RESULT: ☐ PASS ☐ FAIL INITIALS _____

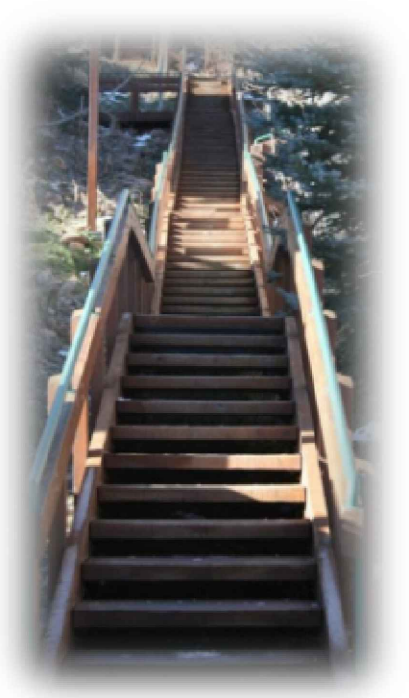
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ATTACHMENT B – Old Town Stairway Construction Details & Plans



A guide to "Old Town Stairway" Construction



By Chase Bowler

	DATE	OLD TOWN STAIRWAY	STD. PLAN
	3/2020		881-A
	REV.		

A.	Connections and Parts.....	3
B.	Uprights.....	4
C.	Railing.....	4-5
D.	Landings.....	5-7
E.	Landing connections.....	8
F.	Steps.....	9
G.	Composite Wood.....	9

II. Code requirements and Preferences

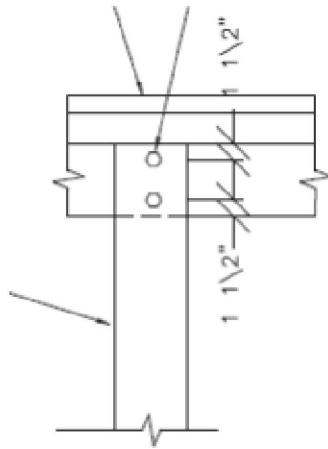
A.	Diamond-Grip Chanel.....	10
B.	Galvanized Carriage Bolts.....	10
C.	Counter Sink	10

	DATE	OLD TOWN STAIRWAY	STD. PLAN
	3/2020		881-B
	REV.		

Connections and Parts

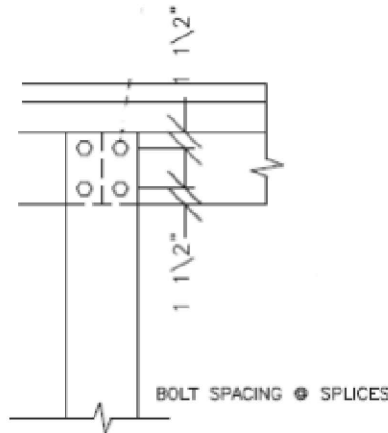
A)

Note that all connections are carriage bolts, having the smooth side inward, and the threads on the outside with washer and nut.



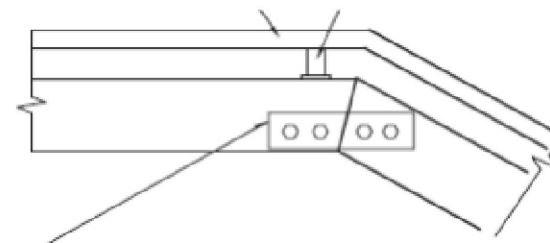
B)

Two bolts are recommended for upright and handrail connections. And when there is a splice in the wooden handrail support structure, than four bolts shall be used.



C)

Any change in angle should be connected with angle steel and appropriate carriage bolt washer and nut combination.



DATE

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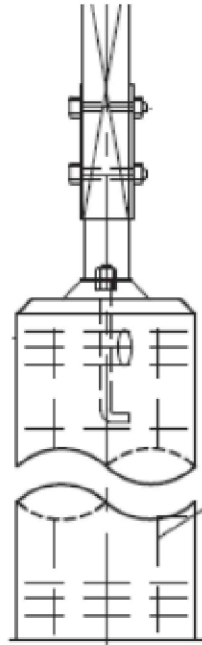
OLD TOWN STAIRWAY

STD. PLAN

881-C

A)

All supports must be founded in a concrete poured base 12" in diameter, and connected using four galvanized steel bolts.



Uprights



B)

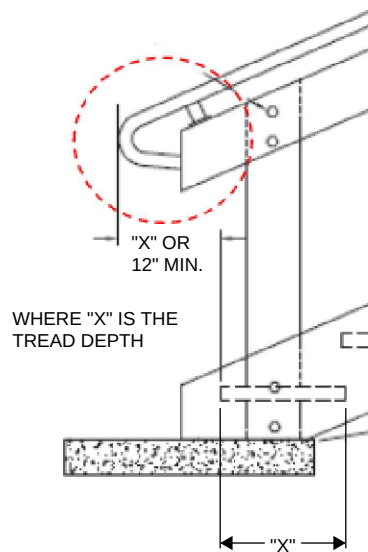
According to code all terminations of handrails must curve back around and connect into the wood end.

IBC 1012.6 Handrail

Extensions "Handrails... shall be continuous to the handrail of an adjacent stair flight or ramp run."

And "...handrails shall extended horizontally at least 12in beyond the top riser and continue to slope for the depth one tread beyond the bottom riser."

Railing



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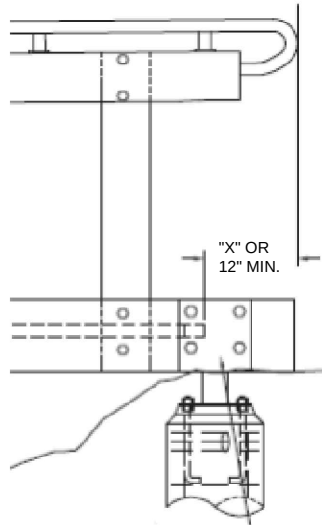
OLD TOWN STAIRWAY

STD. PLAN

881-D

IBC 1012.3.1 Handrail Graspability "Handrails with circular cross section shall have an outside diameter of at least 1 3/4 in and no greater than 2 in."

IBC 1012.5 Fittings "Hand rails shall not rotate within their fittings."

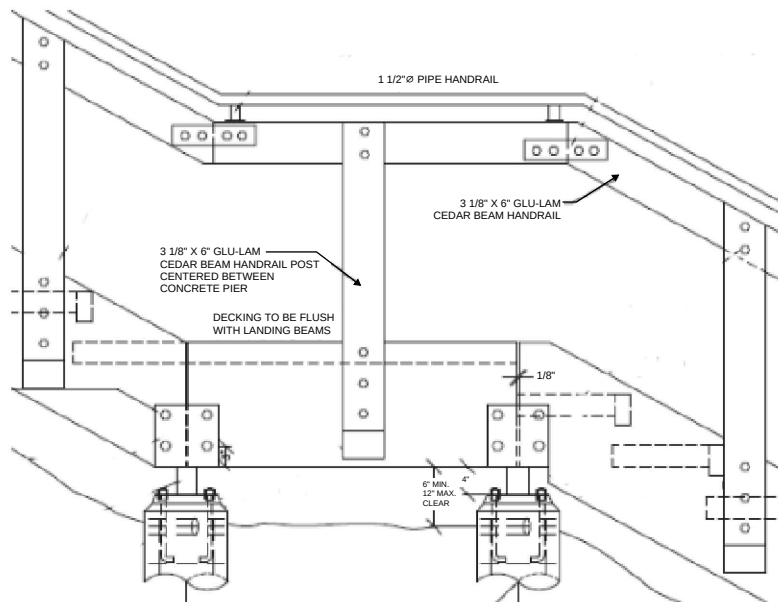


WHERE "X" IS THE TREAD DEPTH



IBC 1009.8 Stairway Landings "There shall be a floor or landing at the top and bottom of each stairway. The width of landings shall not be less than the width of stairways they serve."

Landings



DATE

3/2020

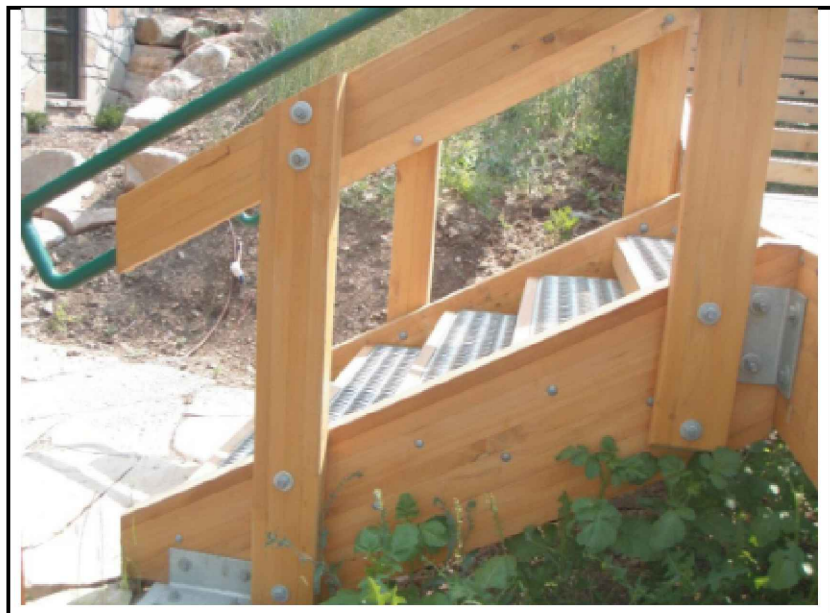
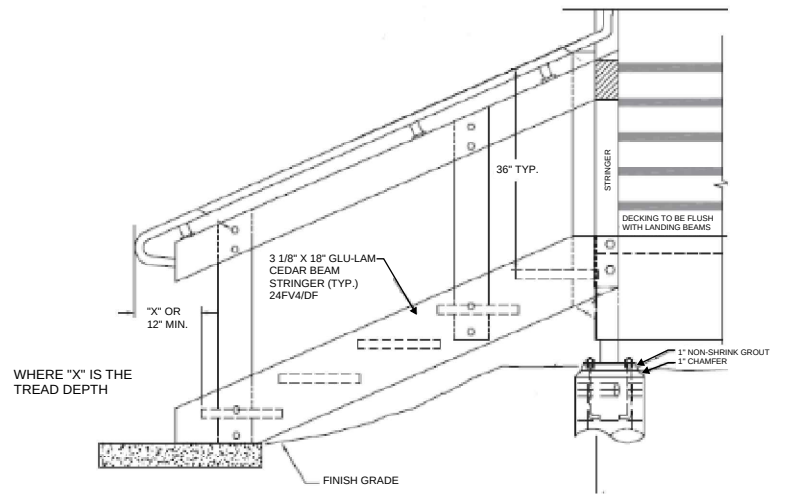
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OLD TOWN STAIRWAY

STD. PLAN

881-E

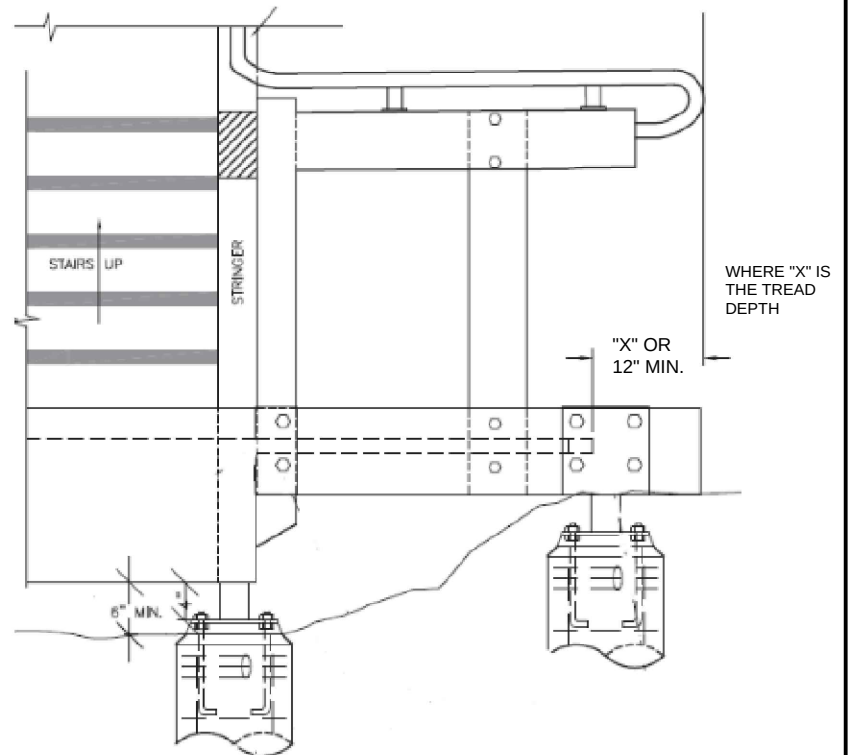
IBC 1009.9.2 Outdoor Conditions "Outdoor stairways and outdoor approaches to stairways shall be designed so that water will not accumulate on walking surfaces."



	DATE	OLD TOWN STAIRWAY	STD. PLAN
	3/2020		881-F
	REV.		

IBC 1009.10 Vertical Rise "A flight of stairs shall not have a vertical rise greater than 12 feet between floor levels of landings.

IBC 1009.4 Width "...width of stairways shall not be less than 44 in." unless "...occupant load of less than 50 shall have a width of no less than 36 in."

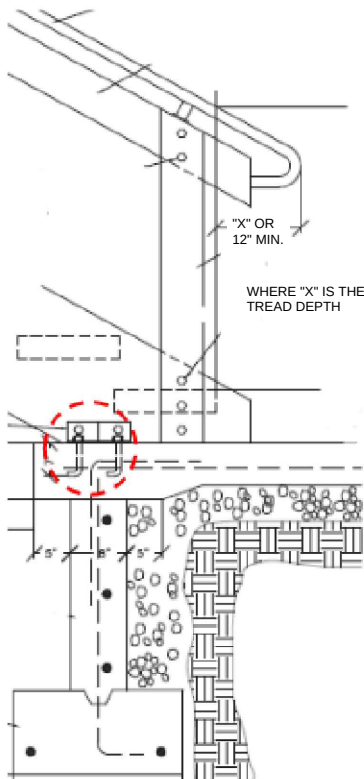


	DATE	OLD TOWN STAIRWAY	STD. PLAN
	3/2020		881-G
	REV.		

Landing connections

A)

All endings of stair landings must be connected with steel plating and carriage bolts to make for firm connections.



PARK CITY 1884	DATE	OLD TOWN STAIRWAY	STD. PLAN
	3/2020		881-H
	REV.		

A)

It is recommended that the front of the steps be covered with 1.5 in. thick wood, to maintain consistency with the other stairs throughout the city.

IBC 1009.7.2 Riser Height and Tread depth "Stair riser heights shall be 7 in. maximum and 4 in. minimum.rectangular tread depths shall be 11 in minimum..."

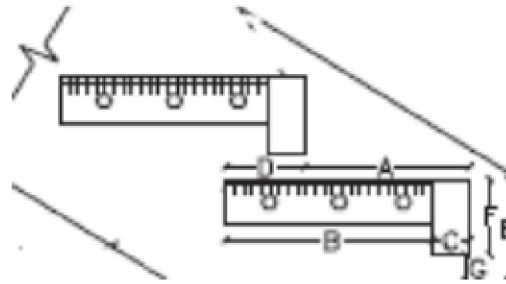
IBC 1009.7.5 Nosing and Riser Profile "The radius of curvature at the edge of the tread shall be no greater than 9/16 in."

IBC 1009.7.5.2 Nosing Projection Uniformity "All nosing projections of the leading edges shall be of uniform size, including the projections of the nosing leading edge of the floor at the top of a flight."

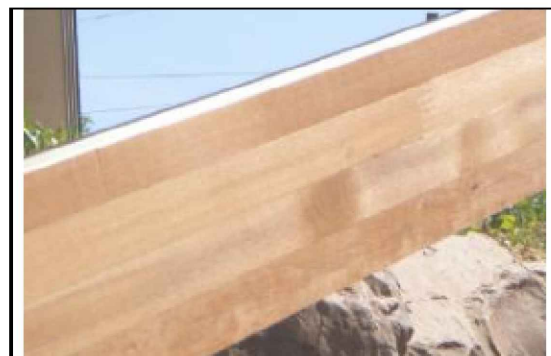
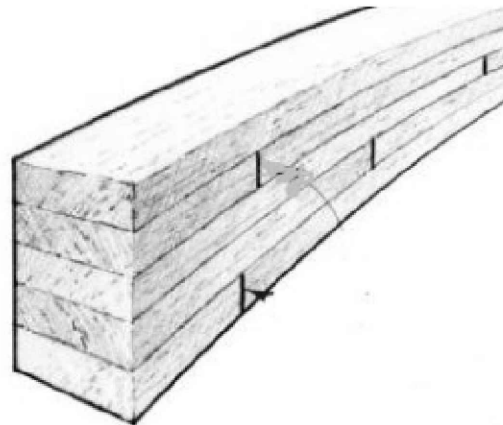
B)

All wood used on the stairs must be of a composite form. This also allows for greater resistance to warping due to weathering, and having an enhanced strength.

Steps



Composite Wood



DATE

3/2020

REV.

OLD TOWN STAIRWAY

STD. PLAN

881-I

A)

According to City preferences, on any landings or steps they must have a tread made of Diamond Grip Channel material.

ANSI 302.3 Openings "Openings in the floor surface be of a size that does not permit the passage of a ½ inch diameter sphere... Elongated openings shall be placed so that the long dimension is perpendicular to the dominant direction of travel."

IBC 1009.9.1 Stairway Walking surface "The walking surface of treads and landings of a stairway shall not be sloped steeper than one unit vertical in 48 units horizontal in any direction. Stairway treads and landings shall have a solid surface."

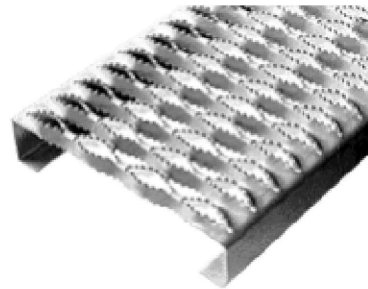
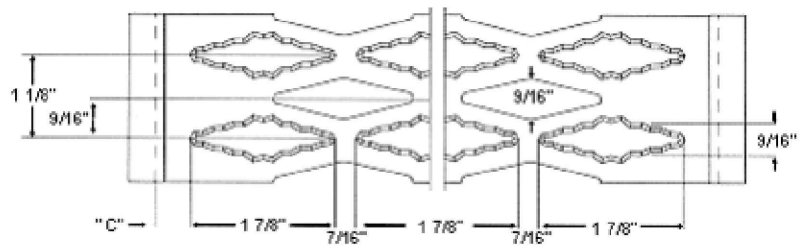
B)

It is strongly suggested that all connections excluding those found tying foundations into posts, are to be made using a carriage bolt combination, where the rounded portion of the bolt is to be consistently on the inside out of the stairs or in the path of travel.

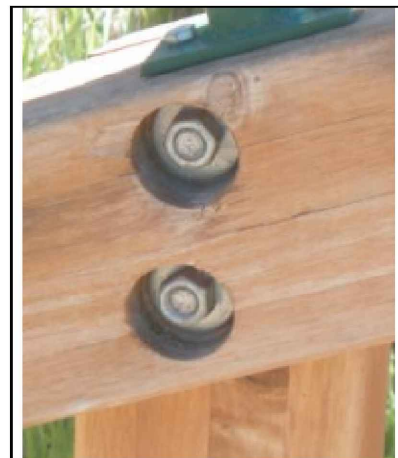
C)

No countersinks are permitted when connecting any system, because the strength of the connection is reduced and a reduction in the life of the stairs.

Code Requirements and Preferences



Discouraging Approach



DATE

3/2020

REV.

OLD TOWN STAIRWAY

STD. PLAN

881-J

Planning Commission Staff Report



Subject: 830 Empire Avenue
Landmark Historic Site
Application: PL-25-06587
Author: Jaron Ehlers, Planner I
Nan Larsen, Senior Planner
Date: April 8, 2026
Type of Item: Plat Amendment

Recommendation

(I) Review the proposed Plat Amendment for the Landmark Historic Site at 830 Empire Avenue to create a 1,721-square-foot Lot, (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

Applicant: Tom & Lara Zoller
Jon DeGray, Applicant Representative

Location: 830 Empire Avenue
Landmark Historic Site

Zoning District: Historic Residential – 1

Adjacent Land Uses: Residential

Reason for Review: The Planning Commission reviews and takes Final Action on Plat Amendments.¹

HR-1 Historic Residential-1
LMC Land Management Code
ROW Right-of-Way
SFD Single-Family Dwelling

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC [§ 15-15-1](#).

Summary

830 Empire Avenue is an unusually shaped metes-and-bounds parcel with frontage along Crescent Tram Road and Empire Avenue. The parcel is within the HR-1 Zoning District, contains a Single-Family Dwelling (SFD) constructed circa 1911, and is a Landmark Historic Site on Park City's Historic Sites Inventory ([Historic Site Form](#)).²

¹ LMC [§ 15-1-8\(H\)](#)

² LMC [§ 15-11-10\(D\)\(1\)\(n\)](#)



Figure 1: Location of 830 Empire, a metes-and bounds Parcel highlighted in orange.

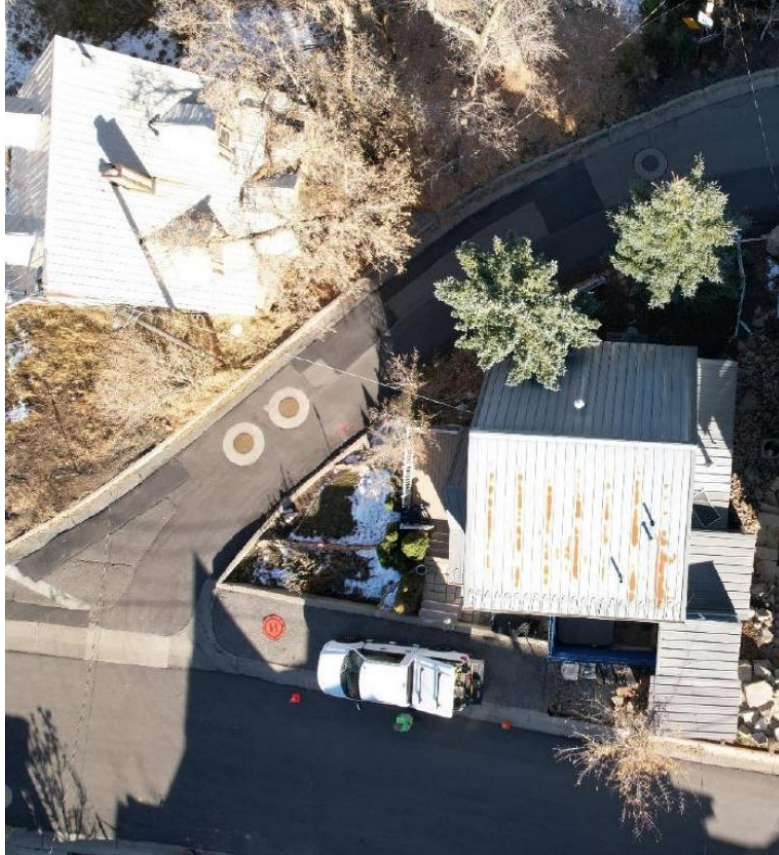


Figure 2: Applicant's aerial view of property. The Applicant parks on the paved area adjacent to Empire Avenue, which is Public Right-of-Way (ROW).



Figure 3: Applicant's photo of the Single-Family Dwelling looking southward when viewed from the corner of Crescent Tram Road and Empire Avenue.



Figure 4: Applicant's photo looking northward when viewed from Crescent Tram Road.

The Applicant submitted a Plat Amendment application to the Planning Department to create a Lot. The property is an unusually shaped 1,722.6-square-foot metes-and-bounds parcel (SA-144) consisting of portions of historic Old Town Lots and a portion of Empire Avenue Right-of-Way (ROW) that was vacated in 1967 (Exhibit D).



Figure 5: Applicant's Existing Conditions Survey showing current ownership in purple boundary.

The property is surrounded on three sides by Crescent Tram Road, a City-owned parcel, and Empire Avenue and contains several existing encroachments on City property and ROW highlighted in the image below (Figure 6):

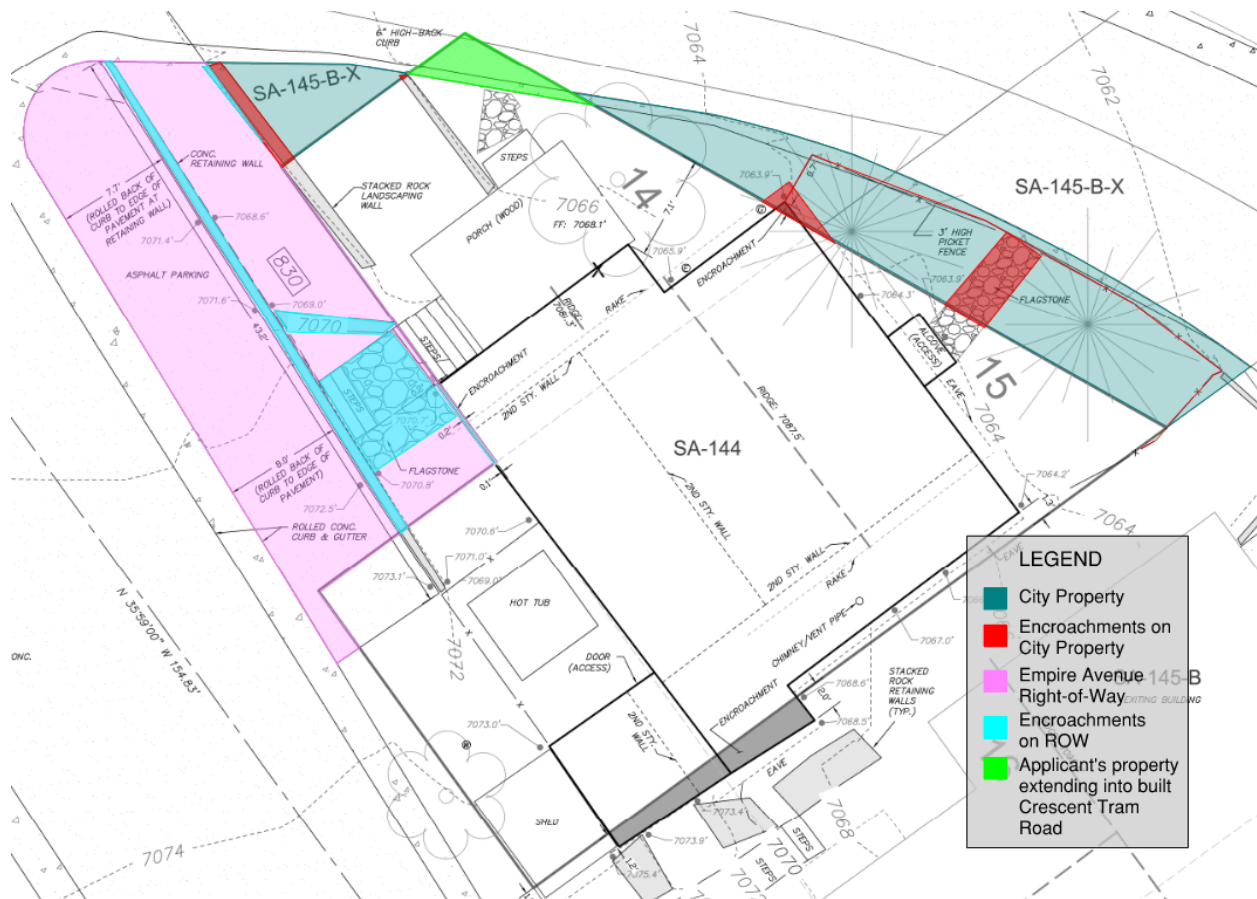


Figure 6: Survey showing encroachments.

The proposed Plat Amendment would remove the internal Lot Lines of the Old Town Lots and the previously vacated portion of Empire Avenue ROW. The Engineering Department also requires 22.5 square feet (shown in light green on Figure 6) be dedicated as ROW reflecting what has been utilized by the public as Crescent Tram Road ROW for decades, reducing the proposed Lot to 1,721 square feet.

Background

- 830 Empire Avenue was constructed in 1911 during the Mature Mining Era ([Historic Site Form](#)).
- On June 18, 2025, the Applicant applied for a Plat Amendment to create a Lot for the Landmark Historic Site. On October 23, 2025, staff deemed the application complete.
- On February 18, 2026, the Applicant applied for a Variance from the requirements of LMC [§ 15-2.2-3\(A\)](#) outlining the HR-1 Zoning District's minimum Lot Size requirement. Staff deemed the Applicant's Variance application

complete on March 4, 2026.

- On March 31, 2026, the Board of Adjustment held a public meeting and approved the proposed Variance application (Packet [Item](#), 6.A; [Meeting Recording](#)) (Exhibit F).

Analysis

The Applicant proposes structural updates to the Landmark Historic Structure, including foundation improvements. LMC [§ 15-2.2-3](#) states “no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required . . .” The creation of a Lot for this Landmark Historic Site is therefore required prior to Building Permit submittal.

(I) The proposed Plat Amendment complies with the Historic Residential-1 Zoning District Requirements in Land Management Code Chapter 15-2.2.

SFDs are an Allowed Use³ in the HR-1 Zoning District.

LMC [§ 15-2.2-3\(A\)](#) establishes a minimum Lot Area of 1,875 square feet. The property currently measures 1,743.4 square feet, 132.6 square feet short of the requirement. The Engineering Department requires 22.5 square feet (shown in light green on Figure 6) be dedicated as ROW (Condition of Approval 4) further reducing the proposed Lot to 1,721 square feet. On March 31, 2026, the Board of Adjustment approved a Variance to the minimum Lot Area requirement (Exhibit F).

The Building Footprint pursuant to LMC [§ 15-2.2-3\(E\)](#) for the site is 781.18 square feet. The existing Landmark Historic Structure Building Footprint is approximately 860 square feet. To preserve the Historic Structure, LMC [§ 15-2.2-4](#) exempts the Landmark Historic Structure from the maximum Building Footprint.

The existing Landmark Historic Site encroaches into the west, east, and south Setbacks and the unusually shaped property contains Front Lot Lines of varying widths. To preserve the Historic Structure, LMC [§ 15-2.2-4](#) exempts the Landmark Historic Structure from Setback requirements and LMC [§ 15-2.2-3\(B\)](#) establishes Planning Director discretion to determine Lot Widths for unusual Lots. As a result, on March 31, 2026, the Planning Director issued a Setback and Lot Width Determination pursuant to LMC [§ 15-2.2-3\(B\)](#) *Lot Width* and [§ 15-4-17](#) *Setback Requirements for Unusual Lot Configurations* (Exhibit G).

(II) The proposed Plat Amendment complies with Land Management Code Chapter 15-3, Off-Street Parking Requirements.

LMC [§ 15-2.2-4](#) exempts Landmark Historic Sites from Off-Street parking requirements.

(III) The proposed Plat Amendment complies with Land Management Code

³ LMC [§ 15-2.2-2\(A\)\(1\)](#)

Chapter 15-7.1, Subdivision Procedures.

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.⁴

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.”

Staff finds Good Cause exists for the proposed Plat Amendment because it:

- Allows for structural updates to the Landmark Historic Structure, including foundation improvements, to support the preservation of the Structure.
- Preserves the character of the neighborhood and of Park City by allowing for improvements to a Landmark Historic Structure in compliance with Historic Regulations.
- Complies with the General Plan recommendation to preserve the historic character and scale.
- Requires the encroachments onto City property and ROW to either be removed or for the property owner to enter into an encroachment agreement with the City.
- Requires 22.5 square feet be dedicated to formalize the Crescent Tram Road.

(IV) The Development Review Committee reviewed the proposal on July 1, 2025, and requires Conditions of Approval.⁵

The Engineering Department requires the following Conditions of Approval:

Prior to plat recordation, the Applicant shall obtain an Encroachment Agreement from City Engineering for existing improvements in the Rights-of-Way. If Council is unwilling to grant Encroachment Agreements for any specific improvements, the Applicant shall remove those improvements.

The Applicant shall dedicate Right-of-Way for any land within the bounds of the property from the back of the curb into the Crescent Tram as depicted in Attachment 2 in a form approved by the City Engineer.

⁴ LMC [§ 15-7.1-3](#)

⁵ 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).

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 March 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 25, 2026. The *Park Record* published courtesy notice on March 25, 2026.⁶

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.
- 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 Amendment

Attachment 2: Map of Encroachments

B: Existing Conditions Survey

C: Ordinance Vacating a Portion of Empire Avenue

D: Applicant Narrative

E: Site Photos

F: 2026 Variance Final Action Letter

G: Setback and Lot Width Determination

⁶ LMC [§ 15-1-21](#)



Planning Department

April 8, 2026

Jon DeGray

CC: Tom & Lara Zoller

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 830 Empire Avenue

Zoning District: Historic Residential-1

Application: Plat Amendment

Project Number: PL-25-06587

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: April 8, 2026

Project Summary: The Applicant proposes a 1,721-square-foot Lot for a Landmark Historic Site in the Historic Residential -1 Zoning District.

Action Taken

On April 8, 2026, the Planning Commission conducted a public hearing and approved the proposed Plat Amendment according to the following findings of fact, conclusions of law, and conditions of approval.

Background

1. 830 Empire Avenue was constructed in 1911 during the Mature Mining Era.
2. On June 18, 2025, the Applicant applied for a Plat Amendment to create a Lot for the Landmark Historic Site. On October 23, 2025, staff deemed the application complete.
3. On February 18, 2026, the Applicant applied for a Variance to the Historic Residential – 1 (HR-1) Zoning District's minimum Lot Area requirement. On March 4, 2026, staff deemed the Applicant's Variance application complete.
4. On March 31, 2026, the Board of Adjustment held a public meeting and approved the Variance.



Planning Department

Findings of Fact

1. 830 Empire Avenue is an unusual shaped metes-and-bounds parcel with frontage along Crescent Tram Road and Empire Avenue.
2. The parcel is within the HR-1 Zoning District, contains a Single-Family Dwelling (SFD) constructed circa 1911, and is a Landmark Historic Site on Park City's Historic Sites Inventory.
3. The property is an unusually shaped 1,722.6-square-foot metes-and-bounds parcel (SA-144) consisting of portions of historic Old Town Lots and a portion of Empire Avenue Right-of-Way (ROW) that was vacated in 1967.
4. The property is surrounded on three sides by Crescent Tram Road, a City-owned parcel, and Empire Avenue.
5. 830 Empire Avenue contains several existing encroachments on City property and ROW along Crescent Tram Road to the north and east, and onto Empire Avenue to the west.
6. The Applicant proposes structural updates to the Landmark Historic Structure, including foundation improvements. Land Management Code (LMC) § 15-2.2-3 states "no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required . . ." The creation of a Lot for this Landmark Historic Site is therefore required prior to Building Permit submittal.
7. The proposed Plat Amendment would remove the internal Lot Lines of the Old Town Lots and the previously vacated portion of Empire Avenue ROW.
8. The SFD is an Allowed Use in the HR-1 Zoning District.
9. The minimum Lot Area for HR-1 is 1,875 square feet.
 - a. The property is currently 1,743.4 square feet, 132.6 square feet short of the minimum Lot Area requirement.
 - b. The Engineering Department requires 22.5 square feet along Crescent Tram Road be dedicated to the City as ROW to reflect the existing ROW and decades of public use, further reducing the proposed Lot to 1,721 square feet.
 - c. On March 31, 2026, the Board of Adjustment approved a Variance from the minimum Lot Area.
10. Pursuant to LMC § 15-2.2-3(E), Building Footprint for the site is 781.18 square feet. The existing Landmark Historic Structure Building Footprint is approximately 860 square feet. To preserve the Historic Structure, LMC § 15-2.2-4 exempts the Landmark Historic Structure from the maximum Building Footprint.



Planning Department

11. The existing Landmark Historic Site encroaches into the west, east, and south Setbacks and the unusually shaped property contains Front Lot Lines of varying widths. To preserve the Historic Structure, LMC § 15-2.2-4 exempts the Landmark Historic Structure from Setback requirements and LMC § 15-2.2-3(B) establishes Planning Director discretion to determine Lot Widths for unusual Lots. As a result, on March 31, 2026, the Planning Director issued a Setback and Lot Width Determination pursuant to LMC § 15-2.2-3(B) *Lot Width* and § 15-4-17 *Setback Requirements for Unusual Lot Configurations*.
12. To preserve the Historic Structure, LMC § 15-2.2-4 exempts Landmark Historic Sites from on-site parking requirements.
13. There is Good Cause for the proposed Plat Amendment because it:
 - a. Allows for structural updates to the Landmark Historic Structure, including foundation improvements, to support the preservation of the Structure.
 - b. Preserves the character of the neighborhood and of Park City by allowing for improvements to a Landmark Historic Structure in compliance with Historic Regulations.
 - c. Complies with the General Plan recommendation to preserve the historic character and scale.
 - d. Requires the encroachments onto City property and ROW to either be removed or for the property owner to enter into an encroachment agreement with the City.
 - e. Requires 22.5 square feet be dedicated to formalize the Crescent Tram Road.

Conclusions of Law

1. The proposed Plat Amendment complies with LMC Chapter 15-2.2 *Historic Residential-1 Zoning District*.
2. The proposed Plat Amendment complies with LMC Chapter 15-3 *Off-Street Parking*.
3. The proposed Plat Amendment complies with LMC Chapter 15-7.1 *Subdivision Procedures*.

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 prior to recordation of the plat.



Planning Department

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. Prior to plat recordation, the Applicant shall obtain an Encroachment Agreement from the City Engineer for existing improvements in the rights-of-way. If Council is unwilling to grant Encroachment Agreements for any specific improvements, the Applicant shall remove those improvements.
4. The Applicant shall dedicate Right-of-Way for any land within the bounds of the property from the back of the curb into the Crescent Tram as depicted in Attachment 2 in a form approved by the City Engineer.

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) 615-5058 or email jaron.ehlers@parkcity.gov.

Sincerely,

Christin Van Dine
Planning Commission Chair

CC: Jaron Ehlers & Nan Larsen, Project Planners

Attachment 1 – Proposed Plat
Attachment 2 – Map of Encroachments

830 EMPIRE AVENUE SUBDIVISION
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION TO
PARK CITY SUBDIVISION
LYING WITHIN THE NORTHEAST QUARTER OF
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMMIT COUNTY, UTAH

LEGAL DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF LOT 16, BLOCK 14 OF SNYDER'S ADDITION TO PARK CITY ACCORDING TO THE AMENDED PLAT THEREOF ON FILE AND OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE, AND RUNNING THENCE NORTH 35°59' WEST 50 FEET; THENCE NORTH 54°0' EAST 15.5 FEET; THENCE SOUTHEASTERLY IN A DIRECT LINE TO A POINT ON THE SOUTHERLY LINE OF LOT 15, WHICH IS NORTH 54°01' EAST 38.4 FEET FROM THE PLACE OF BEGINNING; THENCE SOUTH 54°01' WEST 38.4 FEET TO THE PLACE OF BEGINNING.

TOGETHER WITH 15 FEET OF VACATED EMPIRE AVENUE ABUTTING LOT 15 ON THE SOUTHWESTERLY LINE.

CONTAINS 1722.6 SQUARE FEET OR 0.04 ACRES.

ALSO KNOWN AS SUMMIT COUNTY PARCEL ID SA-144.

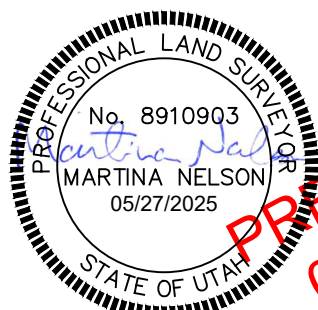
SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 356548 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 REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I DO FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS PLAT AMENDMENT IN ACCORDANCE WITH UTAH CODE SECTION 10-9A-608, TO COMBINE THE PROPERTY DESCRIBED HEREON INTO ONE LOT, HEREAFTER TO BE KNOWN AS 830 EMPIRE AVENUE SUBDIVISION, AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND.

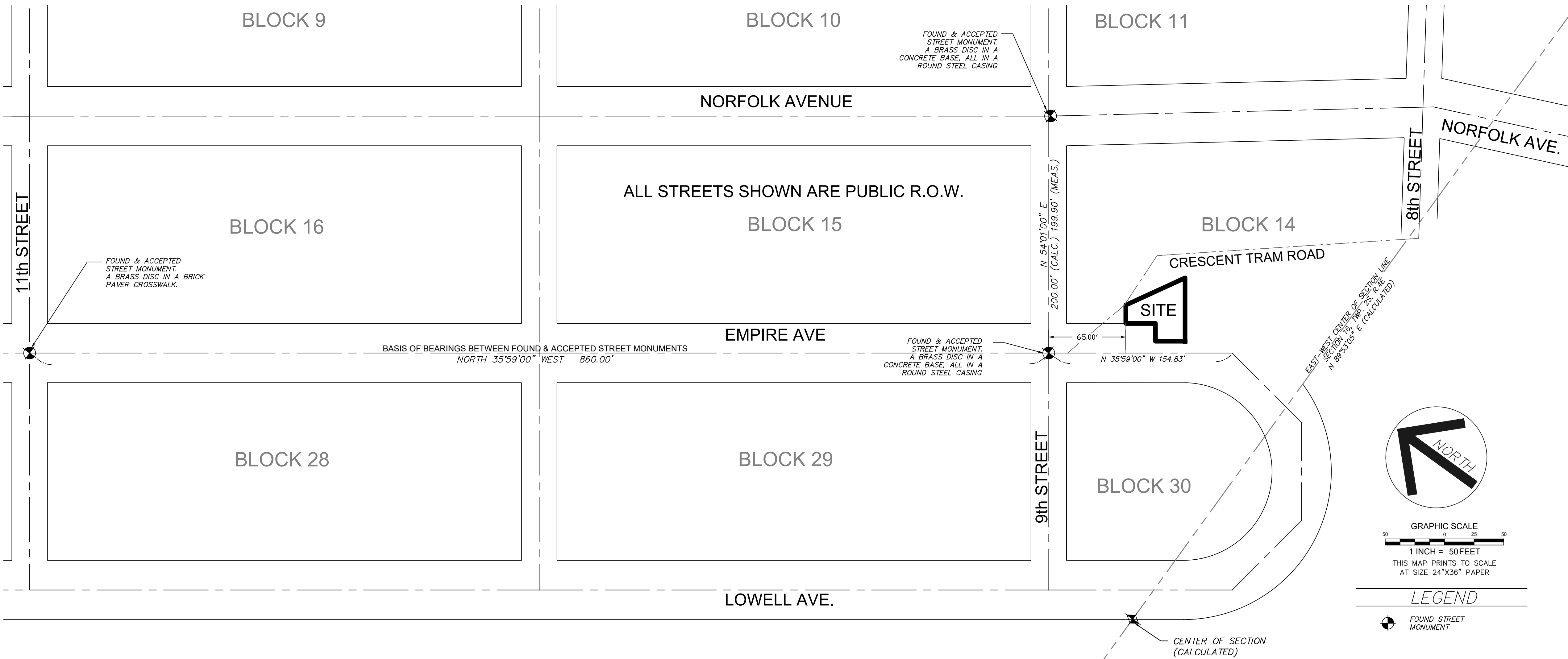
I FURTHER CERTIFY THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

PLAT NOTES

1. THE PURPOSE OF THIS PLAT IS TO COMBINE THE PARCELS OF THE SUBJECT PROPERTY INTO ONE NEW LOT OF RECORD.
2. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF THE PLANNING DEPARTMENT FINAL ACTION LETTER DATED _____.
3. SEE RECORD OF SURVEY S-11900, RECORDED 05/27/2025 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.



PRELIMINARY
05/27/2025



OWNER'S DEDICATION AND CONSENT TO RECORD
KNOW ALL MEN BY THESE PRESENTS THAT, THOMAS FRANCIS ZALLER, TRUSTEE OF THE THOMAS FRANCIS ZALLER REVOCABLE TRUST DATED MARCH 24, 2022, THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, TO BE KNOWN HEREAFTER AS THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND KNOWN AS THE 830 EMPIRE AVENUE SUBDIVISION, DO HEREBY CERTIFY THAT I HAVE CAUSED THIS PLAT TO BE PREPARED, AND DOES HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

ALSO, THE OWNER OR ITS REPRESENTATIVE, HEREBY IRREVOCABLY OFFERS FOR DEDICATION TO THE CITY OF PARK CITY ALL THE AREAS SHOWN ON THIS PLAT AMENDMENT IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET OUR HAND THIS _____ DAY OF _____, 20____.

THOMAS FRANCIS ZALLER
TRUSTEE OF THE THOMAS FRANCIS ZALLER REVOCABLE TRUST DATED MARCH 24, 2022

ACKNOWLEDGMENT

STATE OF _____
COUNTY OF _____

ON THIS _____ DAY OF _____, 20____, THOMAS FRANCIS ZALLER, TRUSTEE OF THE THOMAS FRANCIS ZALLER REVOCABLE TRUST DATED MARCH 24, 2022, 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 THEY ARE THE LANDOWNERS, AND THAT SAID DOCUMENT WAS SIGNED BY THEM, AND THEY ACKNOWLEDGED TO ME THAT THEY EXECUTED THIS 830 EMPIRE AVENUE SUBDIVISION PLAT AMENDMENT.

SIGNATURE _____
A NOTARY PUBLIC COMMISSIONED IN _____
PRINTED NAME _____
RESIDING IN _____
MY COMMISSION EXPIRES: _____
COMMISSION NUMBER _____

SHEET 1 OF 2
05/27/2025



SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20____.
S.B.W.R.D. REPRESENTATIVE _____

PARK CITY PLANNING COMMISSION
APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____, 20____.
PLANNING COMMISSION CHAIR _____

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 20____.
PARK CITY ENGINEER _____

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 20____.
PARK CITY ATTORNEY _____

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 20____.
PARK CITY RECORDER _____

PUBLIC SAFETY ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 20____.
BY: JEFF WARD, GIS DIRECTOR
SUMMIT COUNTY GIS COORDINATOR

RECORDED
ENTRY NUMBER: _____
BOOK _____ PAGE _____
STATE OF UTAH, COUNTY OF _____
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED IN THE REQUEST OF: _____
COUNTY RECORDER: _____

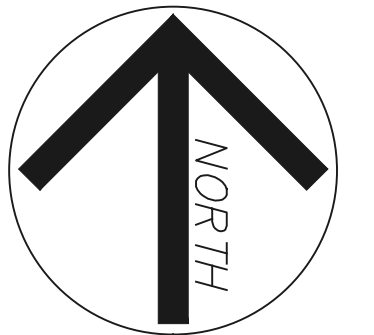
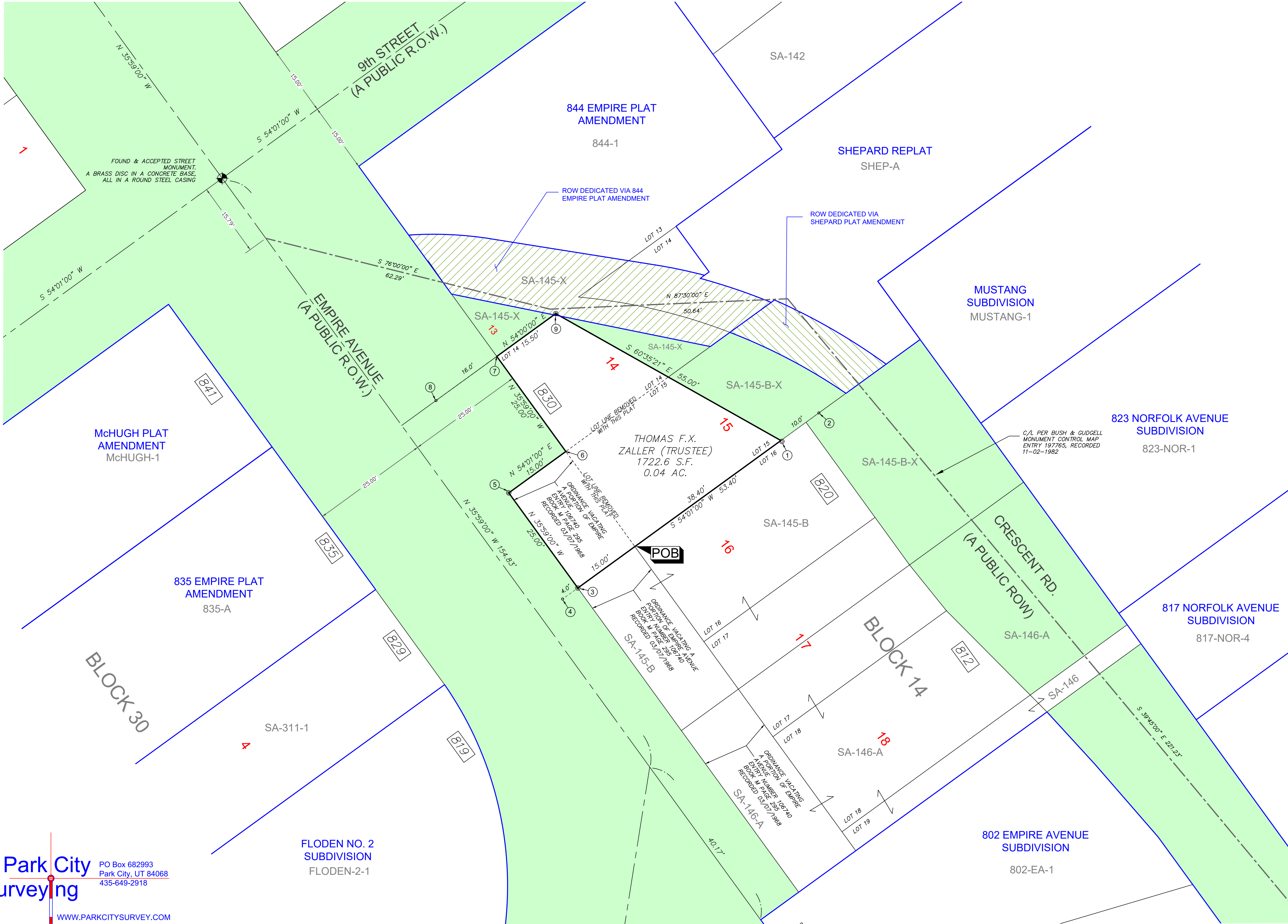
PRELIMINARY
05/27/2025

830 EMPIRE AVENUE SUBDIVISION

A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION TO
PARK CITY SUBDIVISION
LYING WITHIN THE NORTHEAST QUARTER OF
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMMIT COUNTY, UTAH

PRELIMINARY
05/27/2025

MAP IS SHOWN IN COLOR FOR ILLUSTRATIVE PURPOSES.
FINAL RECORDED PLAT WILL BE BLACK & WHITE.

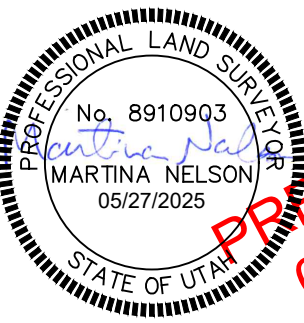


GRAPHIC SCALE
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"x36" PAPER

LEGEND

- FOUND STREET MONUMENT
- FOUND MONUMENT (AS DESCRIBED)
- FOUND METAL (COPPER) RIVET IN CURB
- FOUND OR SET LOT CORNER MONUMENT, AS DESCRIBED IN MONUMENT DETAILS.
- ADDRESS
- TAX PARCEL ID
- LOT NUMBER ORIGINAL SNYDERS ADDITION TO PARK CITY
- SUBDIVISION/PLAT AMENDMENT
- CITY RIGHT-OF-WAY
- CITY RIGHT-OF-WAY DEDICATED VIA PLAT AMENDMENT

- BOUNDARY MONUMENT DETAILS
1. FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "ALLIANCE ENGINEERING LS 6164" TOP OF REBAR IS 0.2' ABOVE SURFACE.
 2. FOUND MAGNETIC NAIL IN ASPHALT ROADWAY, ON EXTENDED LOT LINE 10.0' FROM LOT CORNER.
 3. NOTHING FOUND NOR SET. CORNER FALLS IN SHED.
 4. FOUND MAGNETIC NAIL IN ASPHALT ROADWAY, ON EXTENDED LOT LINE 4.0' FROM LOT CORNER.
 5. NOTHING FOUND. SET MAGNETIC NAIL W/ BRASS WASHER STAMPED: "PC SURVEYING PLS 8910903"
 6. NOTHING FOUND NOR SET. CORNER FALLS IN SIDE OF HOUSE.
 7. NOTHING FOUND NOR SET. FALLS IN LOOSELY STACKED ROCK LANDSCAPING/RETAINING WALL.
 8. FOUND MAGNETIC NAIL IN ASPHALT ROADWAY, ON EXTENDED LOT LINE 16.0' FROM LOT CORNER.
 9. FOUND MAGNETIC SPIKE IN ASPHALT AT LOT CORNER.



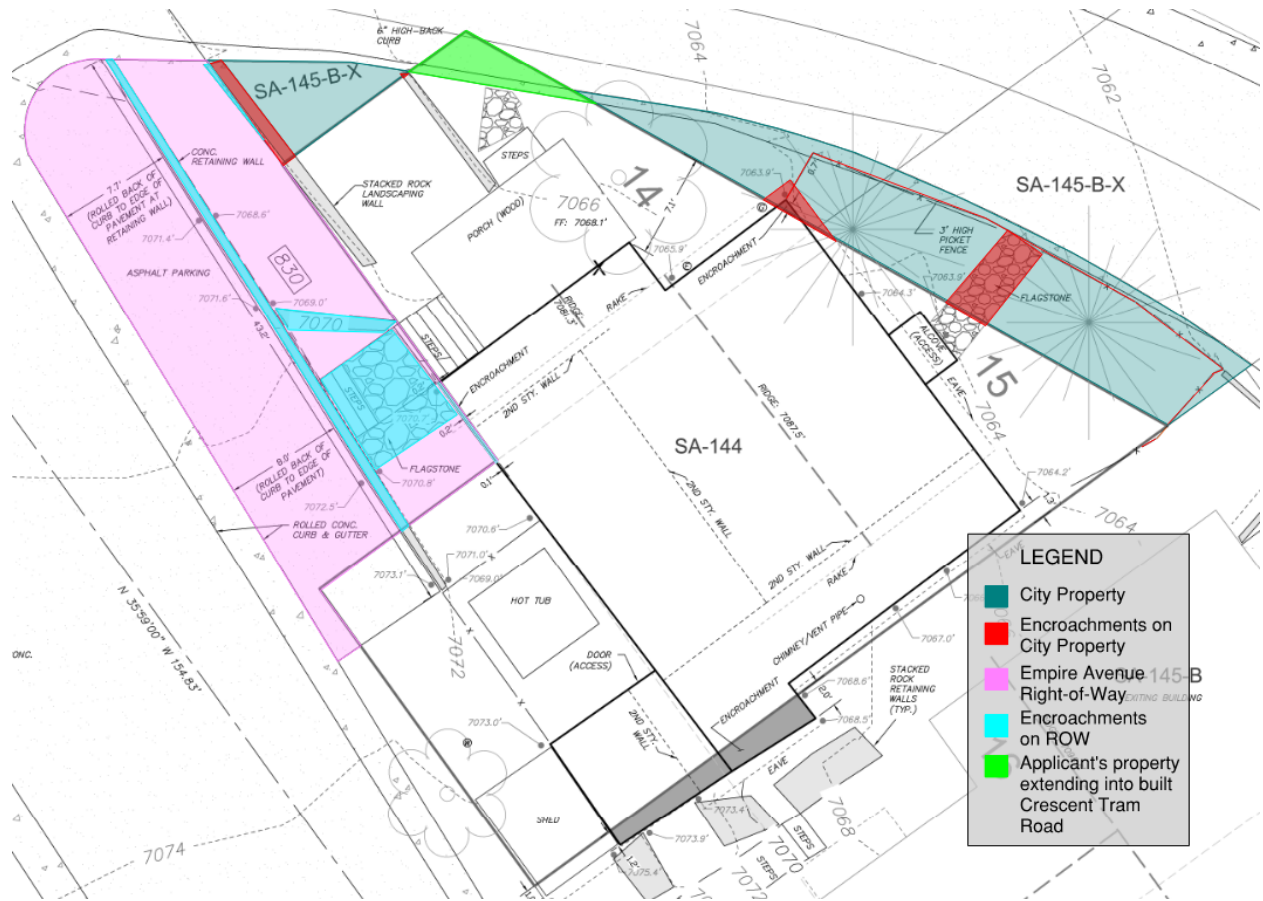
PRELIMINARY
05/27/2025

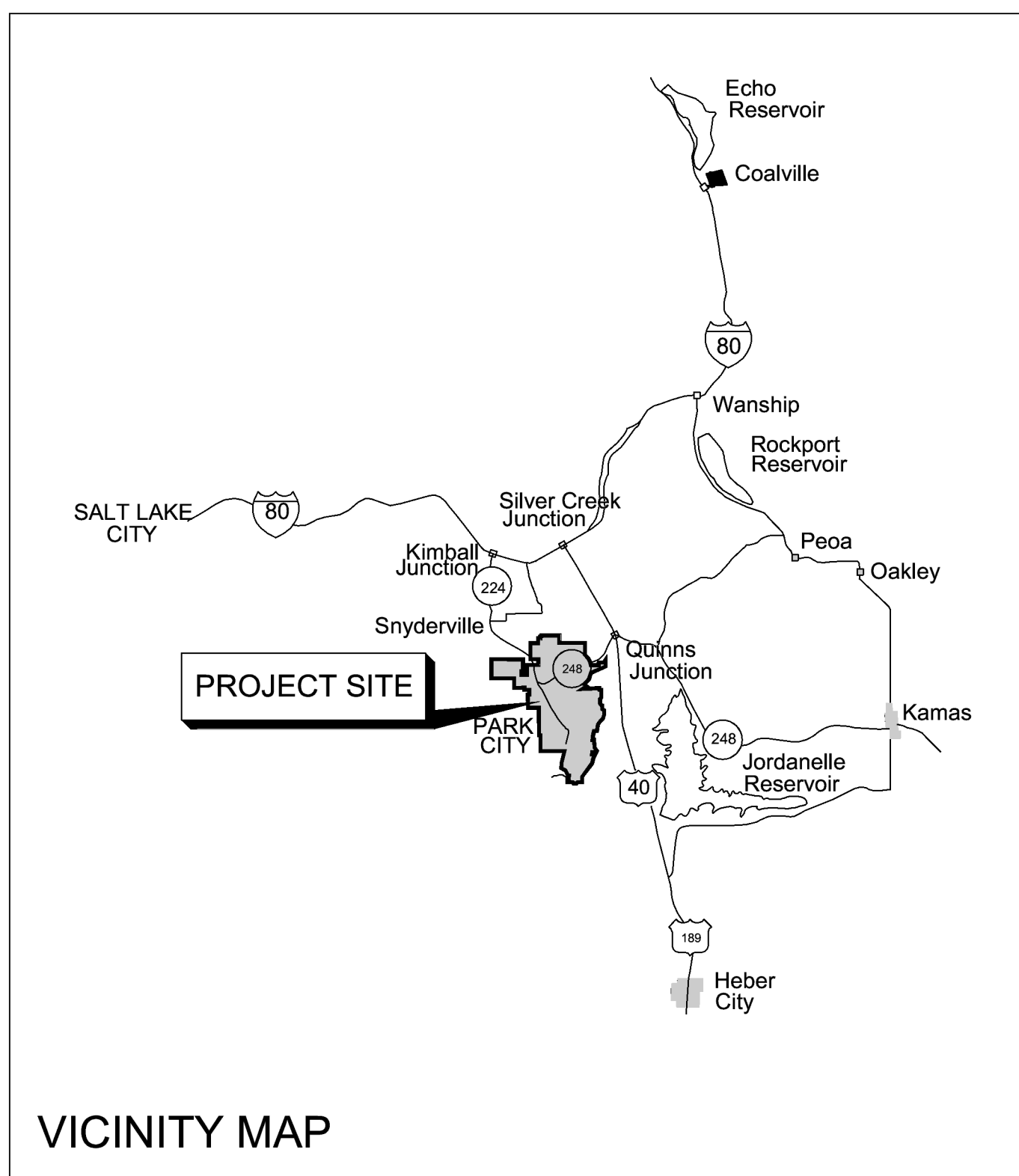
SHEET 2 OF 2
05/27/2025

RECORDED

ENTRY NUMBER: _____
BOOK _____ PAGE: _____
STATE OF UTAH, COUNTY OF _____
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED AT THE REQUEST OF: _____
COUNTY RECORDER: _____

Attachment 2: Map of Encroachments





NARRATIVE:

VERTICAL DATUM:
NAVD 88 (NORTH AMERICAN VERTICAL DATUM)
VERTICAL N.G.S. BENCHMARK MONUMENT USED: CHISELED SQUARE 3.
PID L00236
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.

THIS SURVEY WAS GENERATED USING 2' (TWO FOOT) CONTOURS. IF A 1' (ONE FOOT) CONTOUR MAP IS NEEDED, CONTACT THE SURVEYOR.

BASIS OF BEARINGS
THE BASIS OF BEARINGS IS NORTH 35°59'00" WEST A DISTANCE OF 2005.92 FEET
BETWEEN STREET CENTERLINE MONUMENTS ON EMPIRE AVENUE AT A ROAD P.I. AND
EMPIRE AVENUE AT NINTH STREET, AS SHOWN HEREON. SEE SURVEY CONTROL MAP
PREPARED BY BUSH & GUDGELL, INC., RECORDED AS S-197765 RECORDED 11/02/1982.

ALL FOUND PROPERTY MONUMENTS, STREET MONUMENTS, AND/OR PROPERTY LINE
EXTENDED MONUMENTS ARE WITHIN 0.2' CALCULATED HORIZONTAL POSITION, UNLESS
NOTED OTHERWISE.

EXISTING STREET CENTERLINE SURVEY MONUMENTS IN ADJACENT ROADWAYS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

ALL BEARINGS AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD,
UNLESS NOTED OTHERWISE.

EXISTING BUILDING LOCATION IS TO THE AS-BUILT LOCATION OF BUILDING WALL CORNERS
EXTERIOR TRIM SURFACES. ACTUAL FOUNDATION LOCATION MAY DIFFER.

THE LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS AS SHOWN HEREON ARE BASED ON ABOVE GROUND APPURTENANCES VISIBLE AT THE TIME OF THE SURVEY TO THE SURVEYOR. EXACT LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY VARY FROM LOCATIONS SHOWN HEREON. ADDITIONAL UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY EXIST.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 11/14/2025.

NARRATIVE (CONTINUED)

SEE SAID OFFICIAL SNYDERS ADDITION TO PARK CITY PLAT FOR ANY EASEMENTS,
SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS.
NOTE: OTHERS MAY APPLY.

ZONING
THIS PROPERTY LIES WITHIN THE PARK CITY MUNICIPAL "HISTORIC RESIDENTIAL 1"

SOURCE: [HTTPS://PARKCITY.MAPS.ARCGIS.COM/APPS/MAPVIEWER/INDEX.HTML?](https://parkcity.maps.arcgis.com/apps/mapviewer/index.html?webmap=aa328e9cfdfb4cb8b8e8a542addf9a03)
WEBMAP=AA328E9CFDFB4CB8B8E8A542ADDf9A03

FEMA
THIS PROPERTY LIES WITHIN THE FEMA ZONE "X", AS SHOWN ON FLOOD
INSURANCE RATE MAP (FIRM) PANEL 49043C0181D, EFFECTIVE DATE MARCH 23,
2021.

THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT.

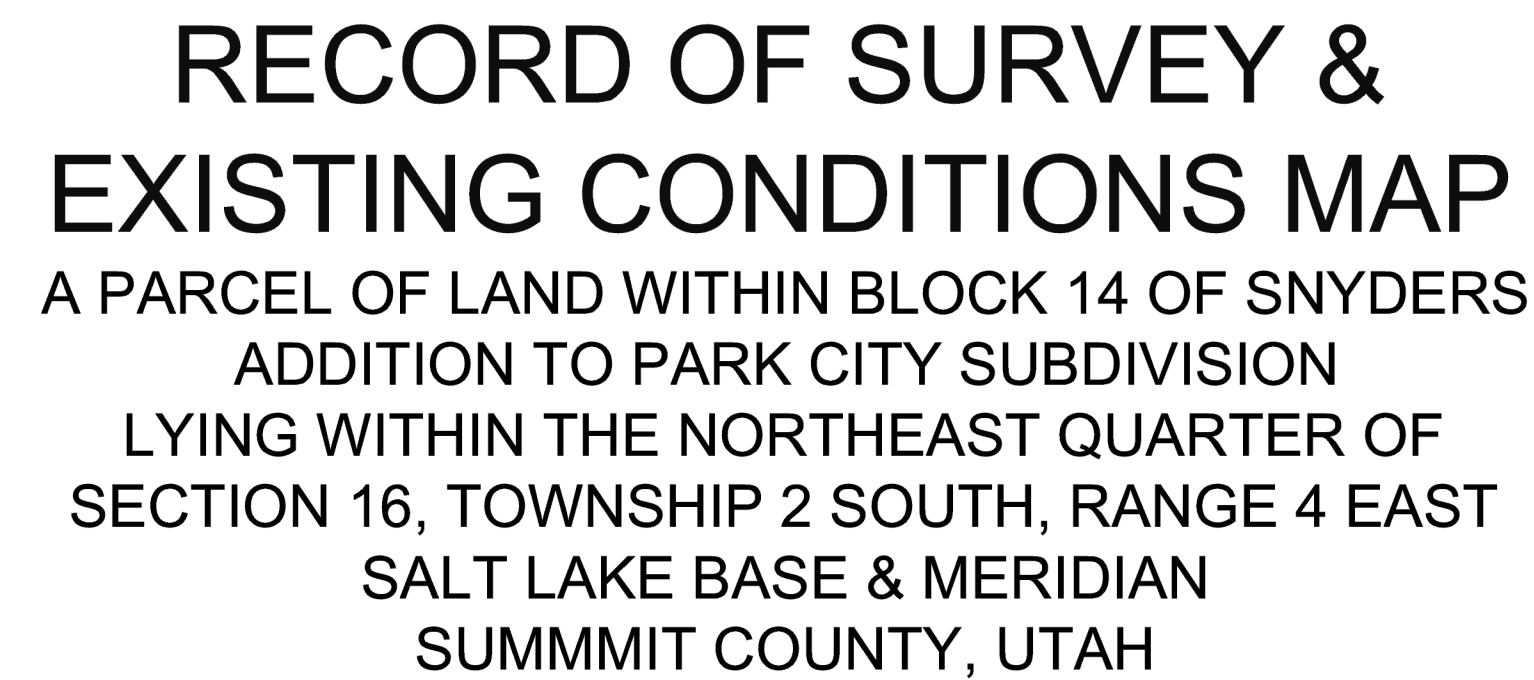
THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS,
ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS
SHOWN HEREON.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

SEE ESPECIALLY THE FOLLOWING RECORDS OF SURVEY:
S-795 ALLIANCE ENGINEERING, RECORDED 12/18/1991.
SHOWS BUILDING ENCROACHMENTS.

S-6720 ALPINE SURVEY, RECORDED 12/24/2007.
SHOWS BUILDING ENCROACHMENTS.

THIS SURVEY IS IN COMPLIANCE WITH GENERALLY ACCEPTED INDUSTRY STANDARDS OF ACCURACY IN THIS LOCALE.



LEGAL DESCRIPTION

BEGINNING AT THE NORTHWEST CORNER OF LOT 16, BLOCK 14 OF SNYDER'S ADDITION TO PARK CITY ACCORDING TO THE AMENDED PLAT THEREOF ON FILE AND OF RECORD IN THE SUMMIT COUNTY RECORDER'S OFFICE, AND RUNNING THENCE NORTH 35°59' WEST 50 FEET; THENCE NORTH 54°01' EAST 15.5 FEET; THENCE SOUTHEASTERLY IN A DIRECT LINE TO A POINT ON THE SOUTHERLY LINE OF LOT 15, WHICH IS NORTH 54°01' EAST 38.4 FEET FROM THE PLACE OF BEGINNING; THENCE SOUTH 54°01' WEST 38.4 FEET TO THE PLACE OF BEGINNING.

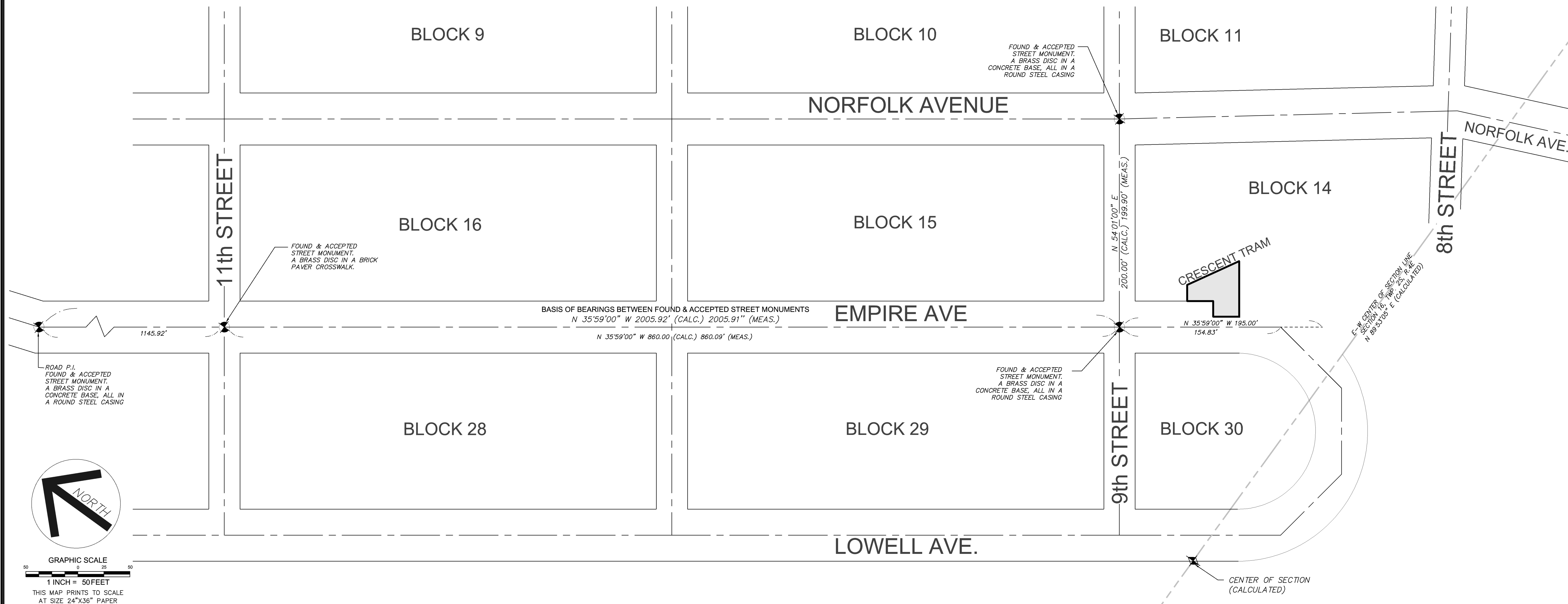
TOGETHER WITH 15 FEET OF VACATED EMPIRE AVENUE ABUTTING LOT 15 ON THE SOUTHWESTERLY LINE.

ALSO KNOWN AS SUMMIT COUNTY PARCEL ID SA-144.

FROM DEED ENTRY 1193187, BOOK 2751 PAGE 1463, RECORDED 08/03/2022 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



S0011900 B: 0003 P: 1360
Page 1 of 4
Gregory R. Wolbach, PLS
Summit County Recorder-Surveyor
05/27/2025 08:14:45 AM Fee \$160.00
By PARK CITY SURVEYING
Electronically Recorded by Simplifile

RECORD OF SURVEY & EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION
TO PARK CITY SUBDIVISION
SUMMIT COUNTY PARCEL ID: SA-144

FOR: LARA AND THOMAS ZALLER

DWG: 830 EMPIRE ROS-ASB.dwg

SURVEYED BY:
MN/AW
DRAFTED BY:
MN
CHECKED BY:
AW/MN

DATE:
DECEMBER 04, 2024

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EXPLOITED IN WHOLE OR IN PART
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PERMISSION OF PARK CITY
SURVEYING.



Park City
Surveying

PO Box 682993
Park City, UT 84068
435-649-2918

WWW.PARKCITYSURVEY.COM

RECORD OF SURVEY &
EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS
ADDITION TO PARK CITY SUBDIVISION
LYING WITHIN THE NORTHEAST QUARTER OF
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

- BOUNDARY MONUMENT DETAILS**
1. FOUND 5/8" REBAR W/ YELLOW PLASTIC CAP
STAMPED: "ALLIANCE ENGINEERING LS 6164"
TOP OF REBAR IS 0.2' ABOVE SURFACE.
2. SET MAGNETIC NAIL IN ASPHALT ROADWAY,
ON EXTENDED LOT LINE 10.0' FROM LOT
CORNER.
3. NOTHING FOUND NOR SET. CORNER FALLS IN
SHED.
4. SET MAGNETIC NAIL IN ASPHALT ROADWAY,
ON EXTENDED LOT LINE 4.0' FROM LOT CORNER.
5. NOTHING FOUND. SET MAGNETIC NAIL W/
BRASS WASHER STAMPED: "PC SURVEYING PLS
8910903"
6. NOTHING FOUND NOR SET. CORNER FALLS IN
SIDE OF HOUSE.
7. NOTHING FOUND NOR SET. FALLS IN LOOSELY
STACKED ROCK LANDSCAPING/RETAINING WALL.
8. SET MAGNETIC NAIL IN ASPHALT ROADWAY,
ON EXTENDED LOT LINE 16.0' FROM LOT
CORNER.
9. SET MAGNETIC SPIKE IN ASPHALT AT LOT
CORNER.
10. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "ALLIANCE ENGINEERING INC."
TOP OF REBAR IS 0.3' BELOW SURFACE.
11. FOUND NAIL & WASHER IN TOP OF HIGH
BACK CURB.
12. FOUND 5/8" REBAR.
TOP OF REBAR IS 0.2' ABOVE SURFACE.
13. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "EVERGREEN INC LS 187788"
14. FOUND 5/8" REBAR W/ ORANGE PLASTIC
CAP STAMPED: "C.BRAUN PLS 5152604"
TOP OF REBAR IS 0.2' BELOW SURFACE.
15. FOUND 5/8" REBAR W/ ORANGE PLASTIC
CAP STAMPED: "C.BRAUN PLS 5152604"
TOP OF REBAR IS 0.2' BELOW SURFACE.
16. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "EVERGREEN INC LS 187788"
TOP OF REBAR IS 0.3' ABOVE SURFACE.
17. FOUND 5/8" REBAR.
18. FOUND BRASS RIVET W "X" IN TOP OF A
CURVED CONC. RETAINING WALL.
19. FOUND 5/8" REBAR W/ RED PLASTIC CAP
STAMPED: "FERRARI LS 5046908"
20. PREVIOUSLY FOUND NAIL & SMALL BRASS
WASHER STAMPED "AE" IN ROADWAY.
21. FOUND PHILIPS-HEAD SCREW (OLD) IN
ASPHALT ROAD. IS A GOOD LOCATION FOR THE
LOT CORNER.
22. FOUND NAIL & SMALL BRASS WASHER
(ILLEG.) IN GUTTER.
23. FOUND 5/8" REBAR W/ PINK PLASTIC CAP
STAMPED "M.NELSON PLS 8910903"
TOP OF REBAR IS 0.5' ABOVE SURFACE. REBAR
CAP IS EVEN WITH THE TOP BACK OF CURB.
24. FOUND 5/8" REBAR W/ PINK PLASTIC CAP
STAMPED "M.NELSON PLS 8910903"
TOP OF REBAR IS 0.5' BELOW SURFACE.
25. FOUND 5/8" REBAR.
26. FOUND 5/8" REBAR W/ RED PLASTIC CAP
STAMPED: "FERRARI LS 5046908"
27. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "ALLIANCE ENGINEERING" (LS
NUMBER IS ILLEG.)
TOP OF REBAR IS 0.7' BELOW SURFACE AND IS
NEAR THE TOP/WEST EDGE OF A STONE
RETAINING WALL.
28. FOUND 5/8" REBAR W/ RED PLASTIC CAP
STAMPED: "FERRARI LS 5046908".
29. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "RLS 3371 654-0945"
TOP OF REBAR IS 0.4' ABOVE SURFACE.
30. FOUND 5/8" REBAR W/ YELLOW PLASTIC
CAP STAMPED: "PETERSON ENG. 295720"
TOP OF REBAR IS 0.1' ABOVE SURFACE.
31. FOUND 5/8" REBAR W/ PINK PLASTIC CAP
STAMPED "M.NELSON PLS 8910903"

Park City
Surveying

PO Box 682993
Park City, UT 84068
435-648-2918
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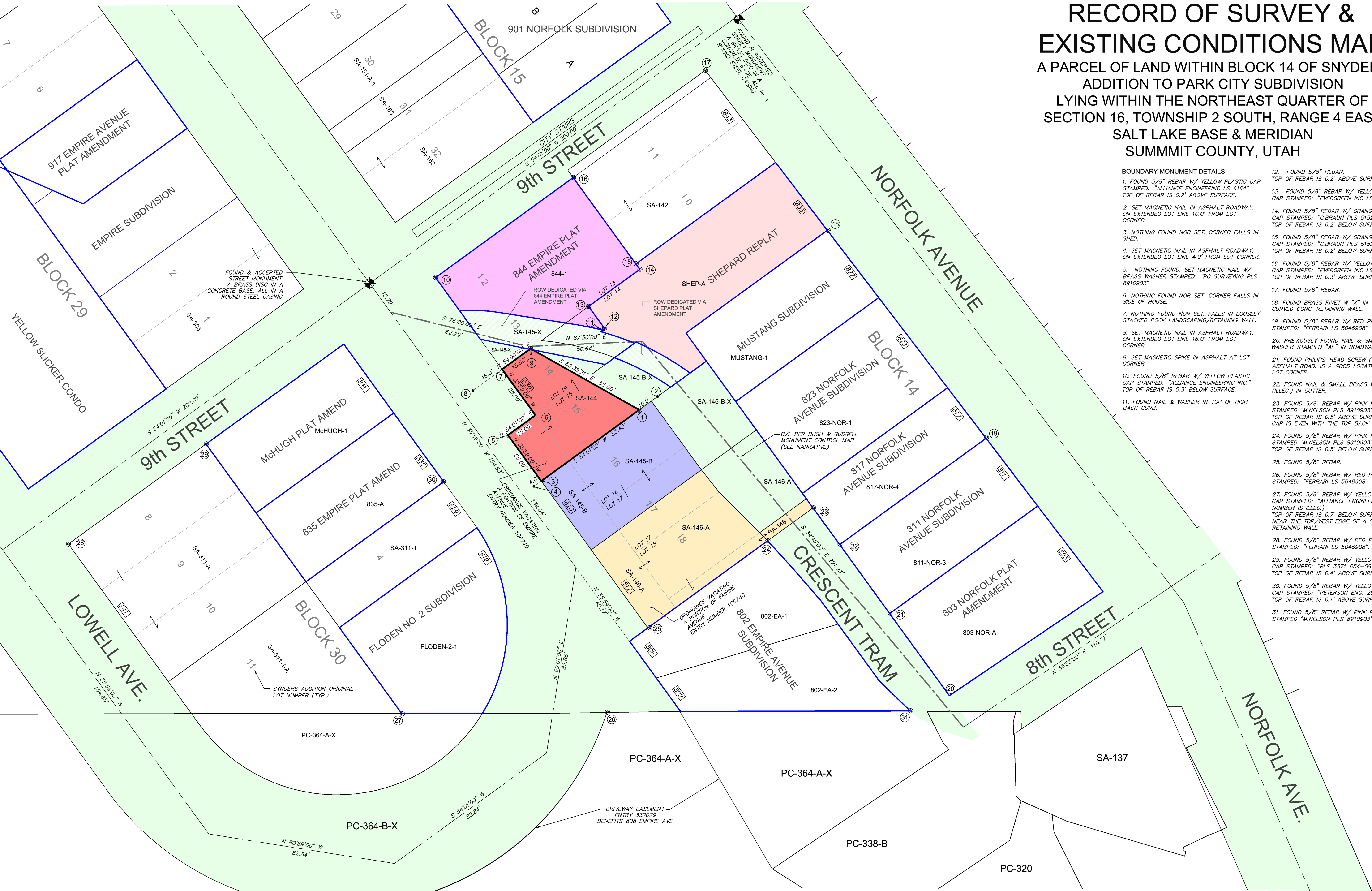
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ANY PURPOSE OTHER THAN FOR
THE SPECIFIC PROJECT FOR WHICH
THIS MAP HAS BEEN PREPARED.

SURVEYED BY:
MN/AW
DRAFTED BY:
MN
CHECKED BY:
AW/MN
DATE:
DECEMBER 04, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION
TO PARK CITY SUBDIVISION
SUMMIT COUNTY PARCEL ID: SA-144

FOR: LARA AND THOMAS ZALLER DWG: 830 EMPIRE ROS-ASB.dwg

SHEET 2 OF 4



NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE FOUND AND SET BOUNDARY
MONUMENTATION.

ALL FOUND PROPERTY MONUMENTS, STREET MONUMENTS, AND/OR PROPERTY LINE
EXTENDED MONUMENTS ARE WITHIN 0.1' CALCULATED HORIZONTAL POSITION, UNLESS
NOTED OTHERWISE.

ALL BEARINGS AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS
NOTED OTHERWISE.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 11/14/2025.



S0011900 B: 0003 P: 1360
Page 2 of 4
Gregory R. Wolbach, PLS
Summit County Recorder-Surveyor
05/27/2025 08:14:45 AM Fee \$160.00
By PARK CITY SURVEYING
Electronically Recorded by Simplifile

LEGEND

FOUND STREET MONUMENT

SET MONUMENT (AS DESCRIBED IN
MONUMENT DETAILS)

FOUND REBAR W/ CAP
(AS DESCRIBED)

SET METAL (COPPER) RIVET
IN CURB

FOUND OR SET LOT CORNER
MONUMENT, AS DESCRIBED IN
MONUMENT DETAILS.

SUBDIVISION/PLAT AMENDMENT

LAND OWNERSHIP LEGEND

SA-144
(SUBJECT PARCEL)

SA-145-B (LYNCH)

BSA-146-A (WHITESIDES)

844 EMPIRE PLAT

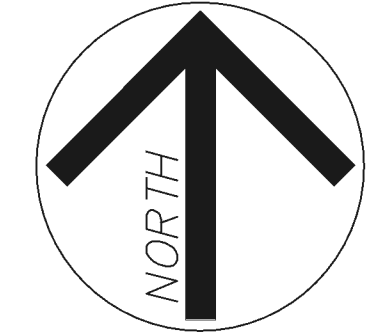
SHEPARD PLAT

CITY OWNED
(RIGHT-OF-WAY)

GRAPHIC SCALE
1 INCH = 20 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"X36" PAPER

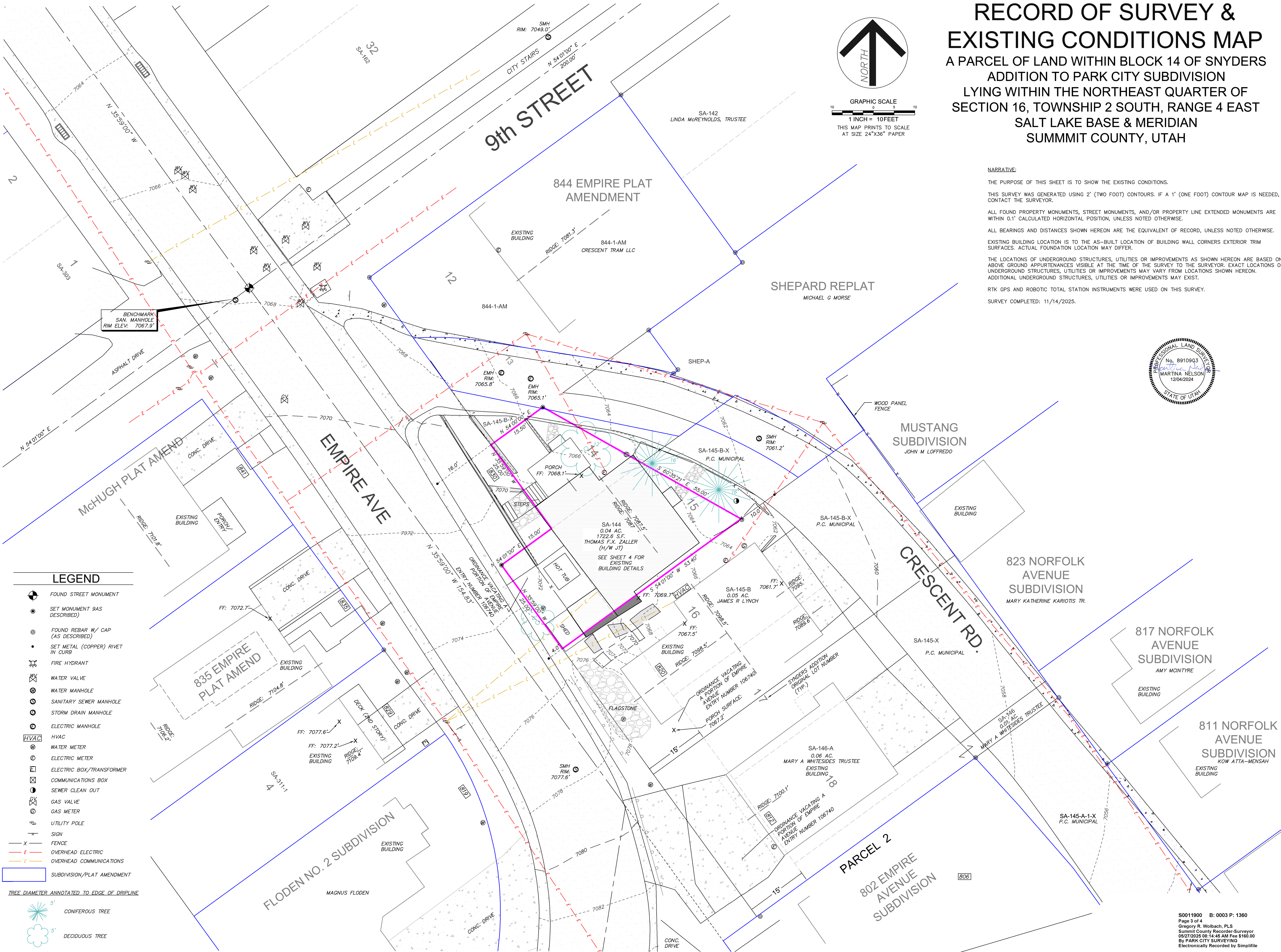
NORTH

RECORD OF SURVEY & EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION TO PARK CITY SUBDIVISION
LYING WITHIN THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH



GRAPHIC SCALE
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"x36" PAPER

NARRATIVE:
THE PURPOSE OF THIS SHEET IS TO SHOW THE EXISTING CONDITIONS.
THIS SURVEY WAS GENERATED USING 2' (TWO FOOT) CONTOURS. IF A 1' (ONE FOOT) CONTOUR MAP IS NEEDED, CONTACT THE SURVEYOR.
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EXISTING BUILDING LOCATION IS TO THE AS-BUILT LOCATION OF BUILDING WALL CORNERS EXTERIOR TRIM SURFACES. ACTUAL FOUNDATION LOCATION MAY DIFFER.
THE LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS AS SHOWN HEREON ARE BASED ON ABOVE GROUND APPURTENANCES VISIBLE AT THE TIME OF THE SURVEY TO THE SURVEYOR. EXACT LOCATIONS OF UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY VARY FROM LOCATIONS SHOWN HEREON.
ADDITIONAL UNDERGROUND STRUCTURES, UTILITIES OR IMPROVEMENTS MAY EXIST.
RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.
SURVEY COMPLETED: 11/14/2025.



- LEGEND
- FOUND STREET MONUMENT
 - SET MONUMENT 9AS (AS DESCRIBED)
 - FOUND REBAR W/ CAP (AS DESCRIBED)
 - SET METAL (COPPER) RIVET IN CURB
 - FIRE HYDRANT
 - WATER VALVE
 - WATER MANHOLE
 - SANITARY SEWER MANHOLE
 - STORM DRAIN MANHOLE
 - ELECTRIC MANHOLE
 - HVAC
 - WATER METER
 - ELECTRIC METER
 - ELECTRIC BOX/TRANSFORMER
 - COMMUNICATIONS BOX
 - SEWER CLEAN OUT
 - GAS VALVE
 - GAS METER
 - UTILITY POLE
 - SIGN
 - FENCE
 - OVERHEAD ELECTRIC
 - OVERHEAD COMMUNICATIONS
 - SUBDIVISION/PLAT AMENDMENT

TREE DIAMETER ANNOTATED TO EDGE OF DRIPLINE

- CONIFEROUS TREE
- DECIDUOUS TREE

RECORD OF SURVEY & EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION TO PARK CITY SUBDIVISION
SUMMIT COUNTY PARCEL ID: SA-144

SURVEYED BY:
MN/AW
DRAFTED BY:
MN
CHECKED BY:
AW/MN
DATE:
DECEMBER 04, 2024

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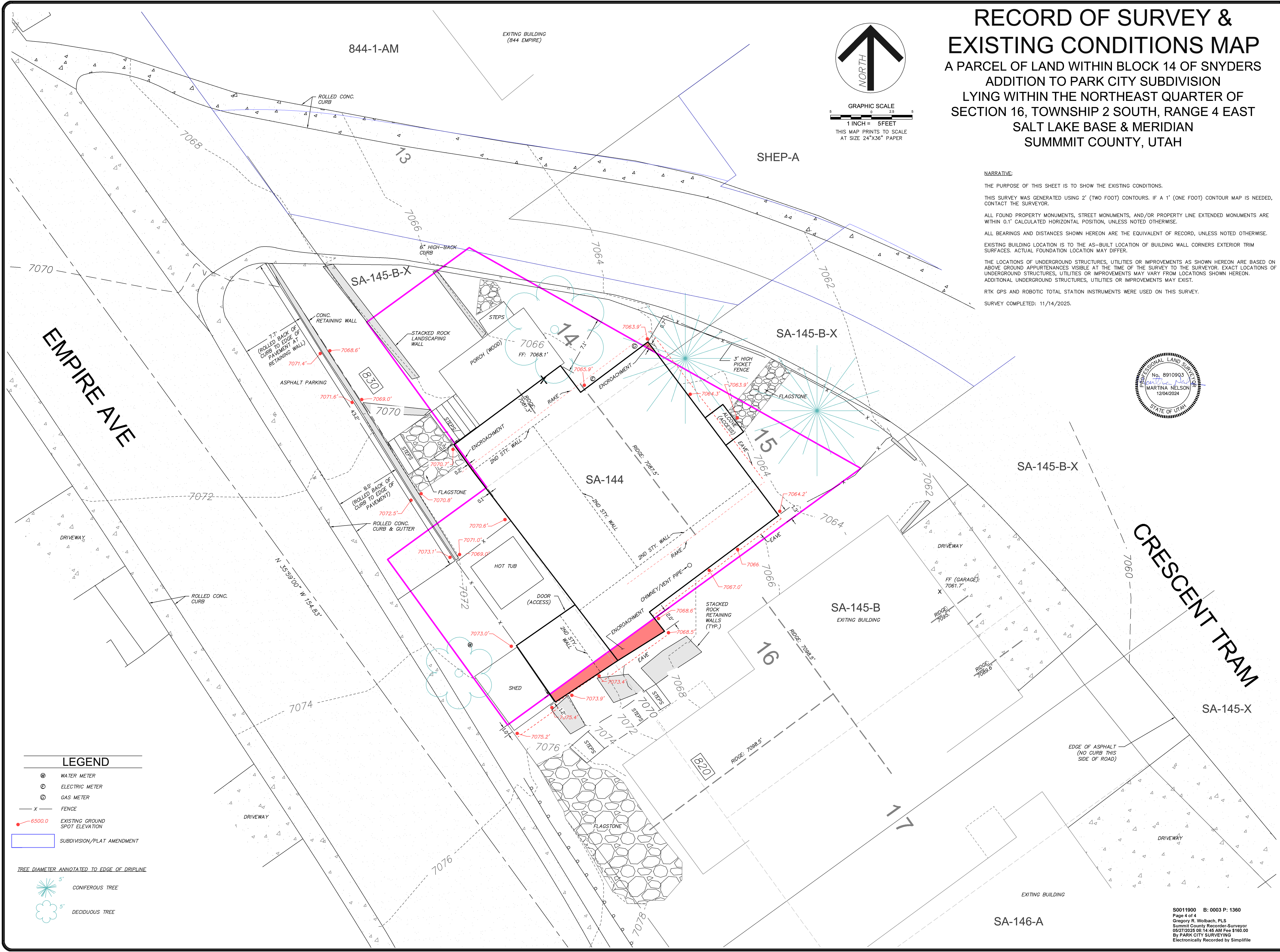
Park City Surveying
PO Box 682993
Park City, UT 84068
435-648-2918
WWW.PARKCITYSURVEYING.COM

SHEET 3 OF 4

S0011900 B: 0003 P: 1360
Page 3 of 4
Gregory R. Wolbach, PLS
Summit County Recorder-Surveyor
05/27/2025 08:14:45 AM Fee \$160.00
By PARK CITY SURVEYING
Electronically Recorded by Simplifile

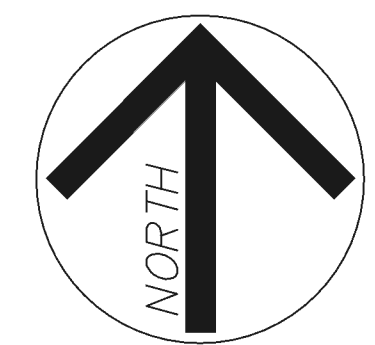
FOR: LARA AND THOMAS ZALLER
DWG: 830 EMPIRE ROS-ASB.dwg

D:\Park City Surveying\Dropbox\Park City Surveying\Team Folder\Zbawo\03\OLDTOWN\Snyders Addition\Loc830\EMPIRE ROS-ASB.dwg, 4, 5/26/2025 11:54:13 AM



RECORD OF SURVEY & EXISTING CONDITIONS MAP

A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION TO PARK CITY SUBDIVISION LYING WITHIN THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN SUMMMIT COUNTY, UTAH



GRAPHIC SCALE
1 INCH = 5 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"X36" PAPER

NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE EXISTING CONDITIONS.

THIS SURVEY WAS GENERATED USING 2' (TWO FOOT) CONTOURS. IF A 1' (ONE FOOT) CONTOUR MAP IS NEEDED, CONTACT THE SURVEYOR.

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RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 11/14/2025.



LEGEND	
	WATER METER
	ELECTRIC METER
	GAS METER
	FENCE
	EXISTING GROUND SPOT ELEVATION
	SUBDIVISION/PLAT AMENDMENT

TREE DIAMETER ANNOTATED TO EDGE OF DRIFLINE

5' CONIFEROUS TREE

5' DECIDUOUS TREE

RECORD OF SURVEY & EXISTING CONDITIONS MAP
A PARCEL OF LAND WITHIN BLOCK 14 OF SNYDERS ADDITION
TO PARK CITY SUBDIVISION
SUMMIT COUNTY PARCEL ID: SA-144

FOR: LARA AND THOMAS ZALLER

DWG: 830 EMPIRE ROS-ASB.dwg

SHEET 4 OF 4

SURVEYED BY:
MN/AW
DRAFTED BY:
MN
CHECKED BY:
AW/MN
DATE:
DECEMBER 04, 2024

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435-648-2918
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S0011900 B: 0003 P: 1360
Page 4 of 4
Gregory R. Wolbach, PLS
Summit County Recorder-Surveyor
05/27/2025 08:14:45 AM Fee \$160.00
By PARK CITY SURVEYING
Electronically Recorded by Simplifile

ORDINANCE

AN ORDINANCE RELATING TO VACATING
A PORTION OF EMPIRE AVENUE IN PARK
CITY, UTAH.

BE IT ORDAINED BY THE CITY COUNCIL OF PARK CITY,
SUMMIT COUNTY, STATE OF UTAH:

SECTION 1. Pursuant to the provisions of
10-8-8.1 to 10-8-8.5, inclusive, Utah Code Annotated 1953, the
following portion of Empire Avenue, located in Park City, Utah is
hereby vacated:

A strip of land fifteen feet in
width, being that portion of Empire
Avenue abutting Lots 15 through 21,
inclusive, of Block 14, Snyder's
Addition to Park City, according
to the official plat thereof.

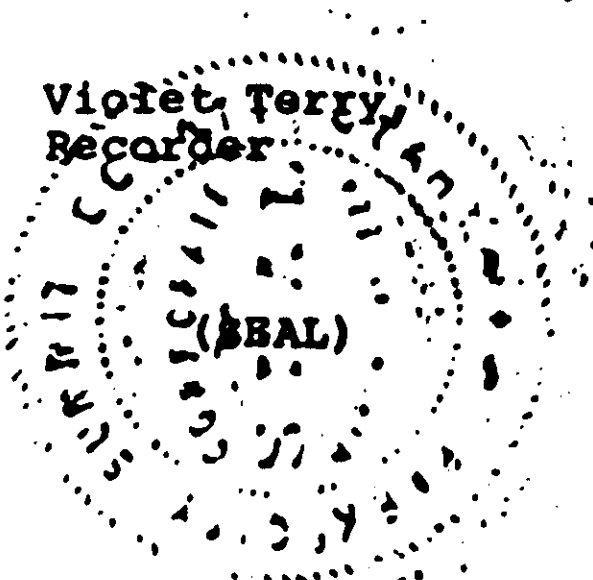
SECTION 2. All ordinances or parts of ordinances
conflicting with the provisions of this ordinance are hereby
repealed, insofar as the same affects this Ordinance.

SECTION 3. In the opinion of the Mayor and City
Council of Park City, it is necessary to the peace, health and
safety of the inhabitants that this ordinance shall become effective
immediately upon its first publication. This Ordinance shall be
published in the Park Record for one publication on January 4, 1968,
and shall be in full force and effect from and after said date.

SECTION 4. A copy of the Ordinance shall be re-
corded in the Office of the Recorder of Summit County, Utah.

Passed and approved by the City Council of Park
City, Utah, on the 27th day of December, 1967.

William P. Sullivan
William P. Sullivan, Mayor

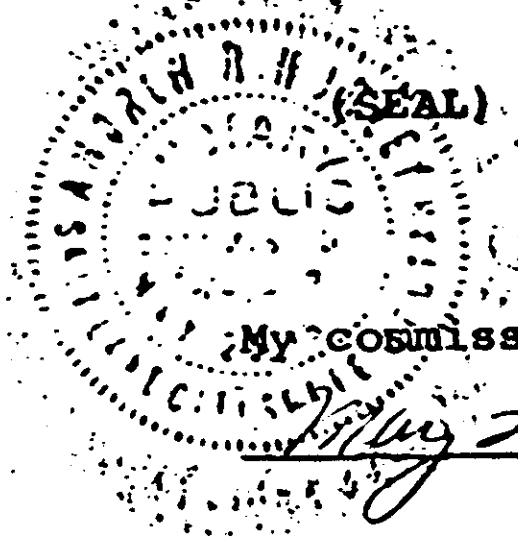


Entry No.	106740	Book	M 15
RECORDED	3-7-68	at 9:11 AM	Page 295-296
REQUEST of	Park City Municipal Corp.		
FILE	WANDA Y. SPRUZZ		
DATE	12-27-67		
INDEXED	Wanda Spruzz		

BOOK M15 PAGE 295

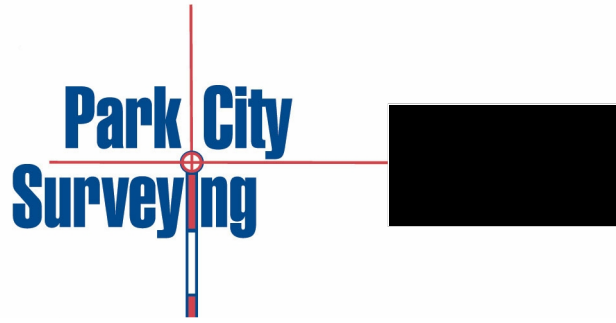
STATE OF UTAH)
 : ss.
County of Summit)

On the 27th day of December 1967, personally appeared before me WILLIAM P. SULLIVAN and VIOLET TERRY, who being by me duly sworn, did say that he is the Mayor and she is the City Recorder of Park City, a municipal corporation, and that said instrument was signed in behalf of said corporation pursuant to the authority contained in the ordinance, and said William P. Sullivan and Violet Terry acknowledged to me that said corporation executed the same.



Andrew R. Harley
Notary Public,
Residing at Salt Lake City, Utah

BOOKM15 PAGE296



06/14/2025

To: Park City Planning Staff
From: Park City Surveying (Martina Nelson, P.L.S., Owner)

Landowners: Lara and Thomas Zaller
Architect: Jeff Schindewolf, JSARC Architects + Interiors

Re: 830 Empire Avenue Subdivision (Plat Amendment)

This application for a Subdivision is to combine individual parcels into a 1-Lot Subdivision.

- The purpose of this application is to join the parcels, so the existing historic house can be lifted, a new concrete foundation built, and the house lowered back to its original position.
- Portions of the existing foundation is composed of rocks and unstable materials. Parts of the wood house rest directly onto the dirt surface.
- Discussions with city planning staff can determine parking options.

Good Cause reasons for approving this Plat Amendment Application include:

1. All the current individual parcels are less than the current LMC minimum 1875 SF square feet. This Plat Amendment will bring the property into current code compliance.
2. The creation of this Plat Amendment will enable the landowners to provide a safer and more substantial concrete foundation for the home.
3. A small portion of the built roadway can be dedicated to the city, enabling the city to continue its efforts to have drivable surfaces of Crescent Road be a city-owned R.O.W.
4. The creation of this 1-lot subdivision is similar in nature to some other Old Town Subdivisions that have been created from similar parcels/conditions.
5. The creation of this new 1-Lot subdivision will not materially harm any of the adjacent landowners. It will not infringe on any of their current access or developmental rights as adjacent landowners.

Sincerely,

A handwritten signature in purple ink that reads "Martina Nelson".

Martina Nelson, PLS
Owner, Park City Surveying



830 Empire Avenue Subdivision (Plat Amendment)
To: Park City Planning Staff
From: Park City Surveying (Martina Nelson, P.L.S., Owner)
Landowners: Lara and Thomas Zaller
Architect: Jeff Schindewolf, JSARC Architects + Interiors

SITE PHOTOS



Looking South



Looking West from Crescent Tram Road



Looking West from Crescent Tram Rd.



Looking East from Empire Avenue.



The pink circle in the curb is the extended lot line. This shed encroaches onto 820 Empire Avenue.



Overhead view, oriented Northeast



Crawl space photos, via JSARC Architects





Planning Department

March 31, 2026

Jonathan DeGray

CC: Tom & Lara Zoller

NOTICE OF BOARD OF ADJUSTMENT ACTION

Description

Address: 830 Empire Avenue

Zoning District: Historic Residential-1

Application: Variance

Project Number: PL-26-06832

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: March 31, 2026

Project Summary: The Applicant requests a Variance from Land Management Code § 15-2.2-3(A) *Lot Size in the Historic Residential - 1 Zoning District* to create a 1721-square-foot Lot for a Landmark Historic Site.

Action Taken

On March 31, 2026, the Board of Adjustment approved the Variance for 830 Empire Avenue according to the following findings of fact, conclusions of law, and conditions of approval:

Background

1. On June 18, 2025, the Applicant applied for a Plat Amendment to create a Lot for the Landmark Historic Site. On October 23, 2025, staff deemed the application complete.
2. On February 18, 2026, the Applicant applied for a Variance from Land Management Code (LMC) § 15-2.2-3(A) outlining the HR-1 Zoning District's minimum Lot Size requirement. Staff deemed the Applicant's Variance application complete on March 4, 2026.



Planning Department

Findings of Fact

1. 830 Empire Avenue is an unusually shaped metes-and-bounds parcel with frontage along Crescent Tram Road and Empire Avenue.
2. The site is within the HR-1 Zoning District, contains a Single-Family Dwelling (SFD) constructed circa 1911, and is a Landmark Historic Site on Park City's Historic Sites Inventory.
3. The Applicant submitted a Plat Amendment application to the Planning Department to create a Lot for the parcel.
4. The property is an unusually shaped 1,722.6-square-foot parcel (SA-144) consisting of portions of historic Old Town Lots and Empire Avenue Right-of-Way (ROW) that was vacated in 1967.
5. The property is surrounded on three sides by Crescent Tram Road, a City-owned parcel, and Empire Avenue.
6. 830 Empire Avenue contains several encroachments on City property and ROW along Crescent Tram Road to the north and east, and onto Empire Avenue to the west.
7. The minimum Lot size required for a SFD in the HR-1 Zoning District is 1,875 square feet.
8. The property currently measures 1,743.4 square feet, 132.6 square feet short of the requirement.
9. The Engineering Department will also require that 22.5 square feet be dedicated to the City as ROW reflecting what has been utilized by the public as Crescent Tram Road ROW for decades, further reducing the proposed Lot to 1721 square feet.
10. To grant the requested Variance, the Board of Adjustment must find that all five criteria in Land Management Code Section 15-10-8(C) are met. The Applicant bears the burden of proving that all five criteria have been met.
 - a. Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code.
 - i. LMC § 15-2.2-1 establishes the purposes of the HR-1 District to be:
 1. preserve present land Uses and character of the Historic residential Areas of Park City;
 2. encourage the preservation of Historic Buildings and/or Structures;



Planning Department

3. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
 4. define Development parameters that are consistent with the General Plan policies for the Historic core; and
 5. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment
- ii. Literal enforcement of the LMC would create an unreasonable burden on the Applicant that goes against the purposes of the preservation of Historic Buildings as the minimum Lot Size requirement would prevent the platting of the Lot, which in turn provides an obstacle to preserving the Historic Building, as anything outside maintenance of the existing Structure will be prohibited. LMC § 15-2.2-3 states “Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.” This establishes that without the proposed Variance, a Building Permit could not be issued on the property.
- b. There are special circumstances attached to the Property that do not generally apply to other properties in the same zone.
 - i. Special circumstances apply to the property, as it is surrounded on three sides by City ROW and City property. These external boundaries prevent any expansion of the parcel to meet the minimum Lot Size. The property also includes a designated Landmark Historic Structure, built in 1911, predating the adoption of the LMC.
 - ii. LMC § 15-2.2-4 establishes a number of LMC exemptions for Landmark Historic Sites, which grants flexibility for those sites to remain in existence, be maintained and improved, but does not establish an exception for properties that do not meet the minimum Lot size requirement.



Planning Department

- c. Granting the Variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.
 - i. Other owners of Historic Sites are allowed to replat for remodels and additions subject to the provisions of the LMC. LMC § 15-2.2-4 establishes a number of LMC exemptions for Landmark Historic Sites, which grants flexibility for those sites to remain in existence, and be functional, maintained, and improved.
 - ii. Most other properties in the HR-1 Zoning District were built on platted square lots, and do not have Street Frontage on three sides.
- d. The variance will not substantially affect the General Plan and will not be contrary to the public interest.
 - i. Recommendation C5 of the General Plan regarding Historic Preservation states, "Park City will protect, preserve, enhance, and celebrate the historic character of the community." The LMC provides a framework where Landmark Historic Structures can be modified and improved while maintaining the historic character of the Historic District. Approving this Variance furthers the goals of the General Plan, as existing LMC regulations remain in effect to ensure historic compatibility.
- e. The Spirit of the Land Management Code is observed, and substantial justice is done.
 - i. LMC § 15-1-2(B) states that a purpose of the LMC is to "protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the Historic character, and unique mountain town community." LMC § 15-1-2(E) further states "[t]o allow Development in a manner that encourages the preservation of environmentally sensitive lands, Historic Structures, the integrity of Historic Districts, and the unique urban scale of the original Park City."
 - ii. The proposed Variance upholds these purposes, ensuring the Spirit of the Land Management Code is served by allowing for the development of the property in a way that is consistent with the LMC's regulations on Historic Structures. Denial of the Variance would result in limited improvement of the Historic Structure in accordance with the LMC regulations.



Planning Department

Conclusions of Law

1. The Applicant proved their request meets the five criteria outlined in Land Management Code § 15-10-8:
 - a. Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code;
 - b. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone;
 - c. Granting the variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone;
 - d. The variance will not substantially affect the General Plan and will not be contrary to the public interest; and
 - e. The spirit of the Land Management Code is observed and substantial justice done.

Conditions of Approval

1. The Variance is limited to the outlined request. No other code exceptions are proposed or approved.

This Final Action may be appealed pursuant to LMC [§ 15-10-12](#). If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5058 or email jaron.ehlers@parkcity.gov.

Sincerely,

DocuSigned by:
A blue ink signature of Jennifer Franklin, written in a cursive style.

4/1/2026

302A0760A3D74E6...
Jennifer Franklin, Board of Adjustment Chair

CC: Jaron Ehlers, Planner I



Planning Department

March 31, 2026

Tom & Lara Zoller
Jonathan DeGray

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Setback and Lot Width for 830 Empire Avenue

830 Empire Avenue is an unusually shaped metes-and-bounds Parcel with Frontage on Crescent Tram Road and Empire Avenue. The Parcel is within the Historic Residential - 1 (HR-1) Zoning District, contains a Single-Family Dwelling (SFD) constructed circa 1911, and is a Landmark Historic Site on Park City's Historic Sites Inventory.



Figure 1: Location of 830 Empire, a metes-and bounds Parcel highlighted in orange.



Planning Department

The property is an unusually shaped 1,722.6-square-foot metes-and-bounds Parcel (SA-144), consisting of portions of historic Old Town Lots and Empire Avenue Right-of-Way (ROW) that was vacated in 1967.



Figure 2: Applicant's Existing Conditions Survey showing current ownership in purple boundary.

The Parcel has an unusual configuration: it borders Empire Avenue ROW and city-owned Parcels on all but one side.

Land Management Code (LMC) [§ 15-15-1](#) defines *Frontage* of a Lot as, “[t]hat portion of a Lot abutting a public or private Right-of-Way and ordinarily regarded as the front of the Lot.” LMC [§ 15-15-1](#) defines *Front Property Line* as, “[t]hat part of a Parcel or Lot which abuts a Street.” LMC [§ 15-15-1](#) defines *Front Yard* as “[a] yard extending across the full width of the Lot between the Front Lot Line and the nearest line or point of the Building.”

As 830 Empire Avenue has five Property Lines which have Frontage, or abut Empire Avenue and Crescent Tram Road, the property has five Front Yards, highlighted in red in Figure 3.



Planning Department

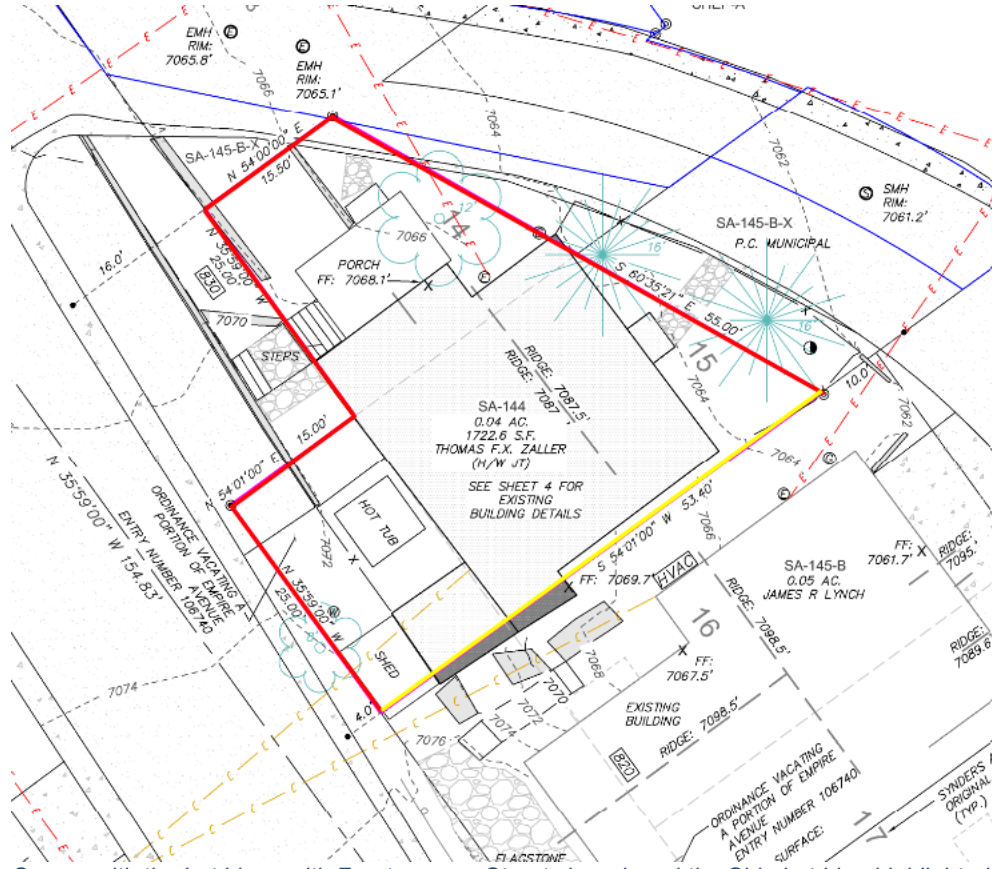


Figure 3: Survey with the Lot Lines with Frontages on Streets in red, and the Side Lot Line highlighted in yellow.

As established in LMC [§ 15-4-17 Setback Requirements For Unusual Lot Configurations](#), “Lots, which are not specified in this section, shall have Setbacks determined by the Planning Director.” This section also addresses Lots with more than four sides, requiring such Lots to have “a Side Yard on either side of the Front Yard.”

830 Empire Avenue contains only one non-Frontage boundary: the south Lot Line. Because LMC [§ 15-4-17](#) requires a Side Yard to be situated on either side of the Front Yard, this southern boundary is designated a Side Yard, establishing the following Setbacks for the Lot:



Planning Department

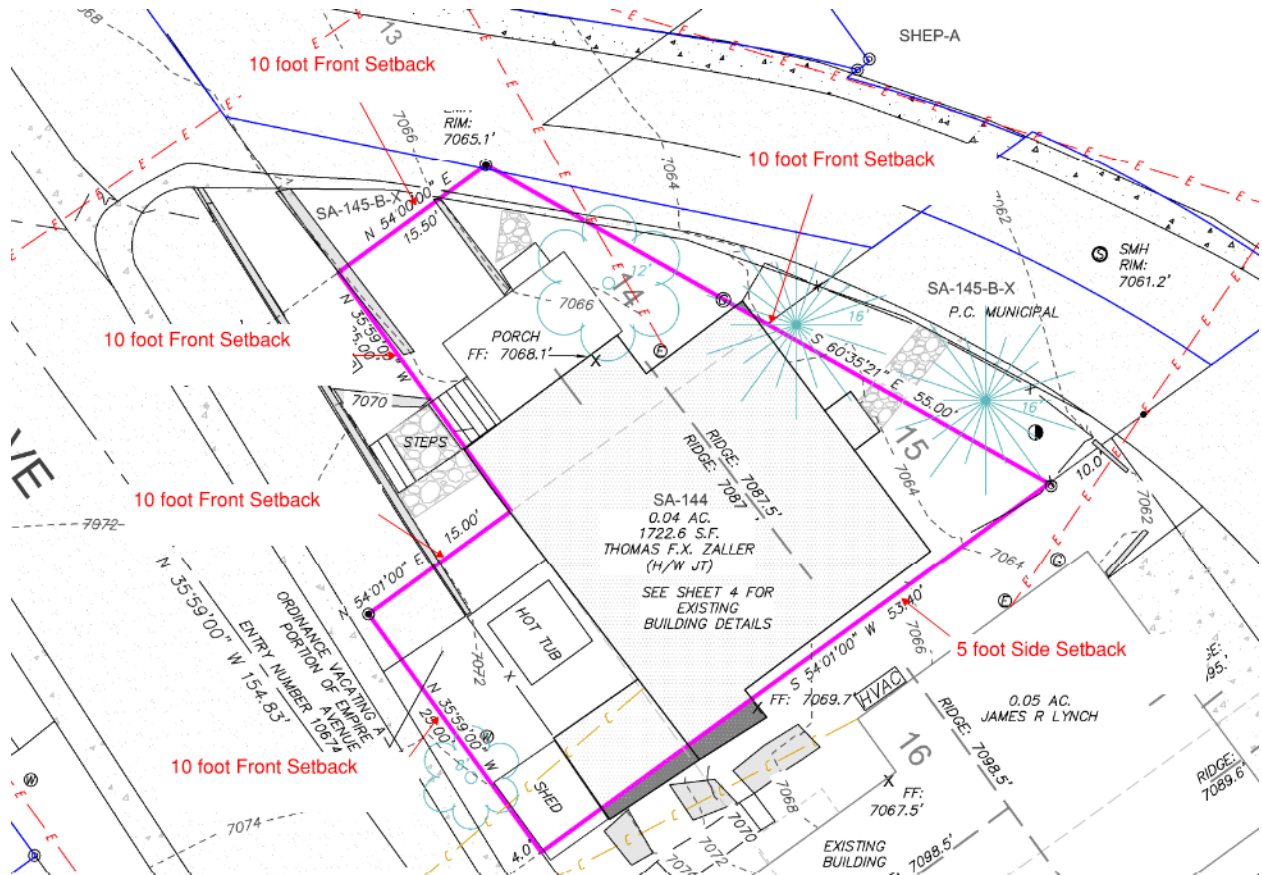


Figure 4: Survey showing the required Setbacks for 830 Empire Avenue.

LMC [§ 15-2.2-3\(B\)](#) establishes a minimum Lot Width of 25 feet measured 15 feet back from the Front Lot Line and “[i]n the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.”

The Lot Widths, as shown on the proposed Plat, are as follows for each of the five Front Lot Lines:

- The eastern Lot Width along Crescent Tram Road is 55 feet.
- The northern Lot Width along Crescent Tram Road measured 15 feet back is approximately 25 feet.
- Both Lot Widths for the west side of the Empire Avenue are 25 feet.
- The northern Lot Width facing Empire Avenue that was created by the vacation of a portion of Empire Avenue ROW is legally non-complying at 15 feet.

Please include this Determination Letter with all construction plans for the Lot.

If you have any questions or concerns, please contact the project planner.



Planning Department

Sincerely,

Signed by:

Rebecca Ward

33F1D3AAEDCF49F...
Rebecca Ward
Planning Director

3/31/2026

CC: Jaron Ehlers & Nan Larsen

Planning Commission Staff Report



Subject: Stag Lodge Phase I
8200 Royal Street #10
Application: PL-26-06846
Author: Alec Barton, Senior Planner
Date: April 8, 2026
Type of Item: Plat Amendment

Recommendation

(I) Review the Stag Lodge Phase I Unit 10 Condominium Plat to enclose a 73-square-foot portion of a deck for private ownership and create a 380-square-foot loft area within the attic of the existing structure, (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: David and Molly Clark
Applicants' Representative: Megan Blosser, Alliance Engineering

Location: 8200 Royal Street #10

Zoning District: Residential Development

Adjacent Land Uses: Condominiums, Deer Valley Ski Resort

Reason for Review: The Planning Commission reviews and takes Final Action on Plat Amendments.¹

HOA Homeowners Association
LMC Land Management Code
MPD Master Planned Development
RD Residential Development

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC [§ 15-15-1](#).

Summary

Stag Lodge Phase I is a 24-unit condominium project in the Residential Development (RD) Zoning District. Unit 10 is 2,298 square feet and two levels (Exhibit B, *Applicant's Photo Exhibit*).

The Applicant proposes to enclose a 73-square-foot deck for private ownership and

¹ LMC [§ 15-1-8](#)

create a 380-square-foot loft area. The proposal increases the private area for Unit 10 to 2,751 square feet.



Figure 1. Stag Lodge Phase I highlighted in yellow, Unit 10 in red. Phases II and IV are directly south on the east and west sides of Stag Lodge Road, respectively. Phase III is further south. Deer Valley's Last Chance ski run is directly east.

Background

On March 14, 1984, the Planning Commission approved a Small Scale Master Planned Development (MPD) for the 50-unit Stag Lodge Condominiums. On March 4, 1985, the 24-unit Stag Lodge Phase I Plat was recorded (Summit County Recorder Entry No. [231328](#)).

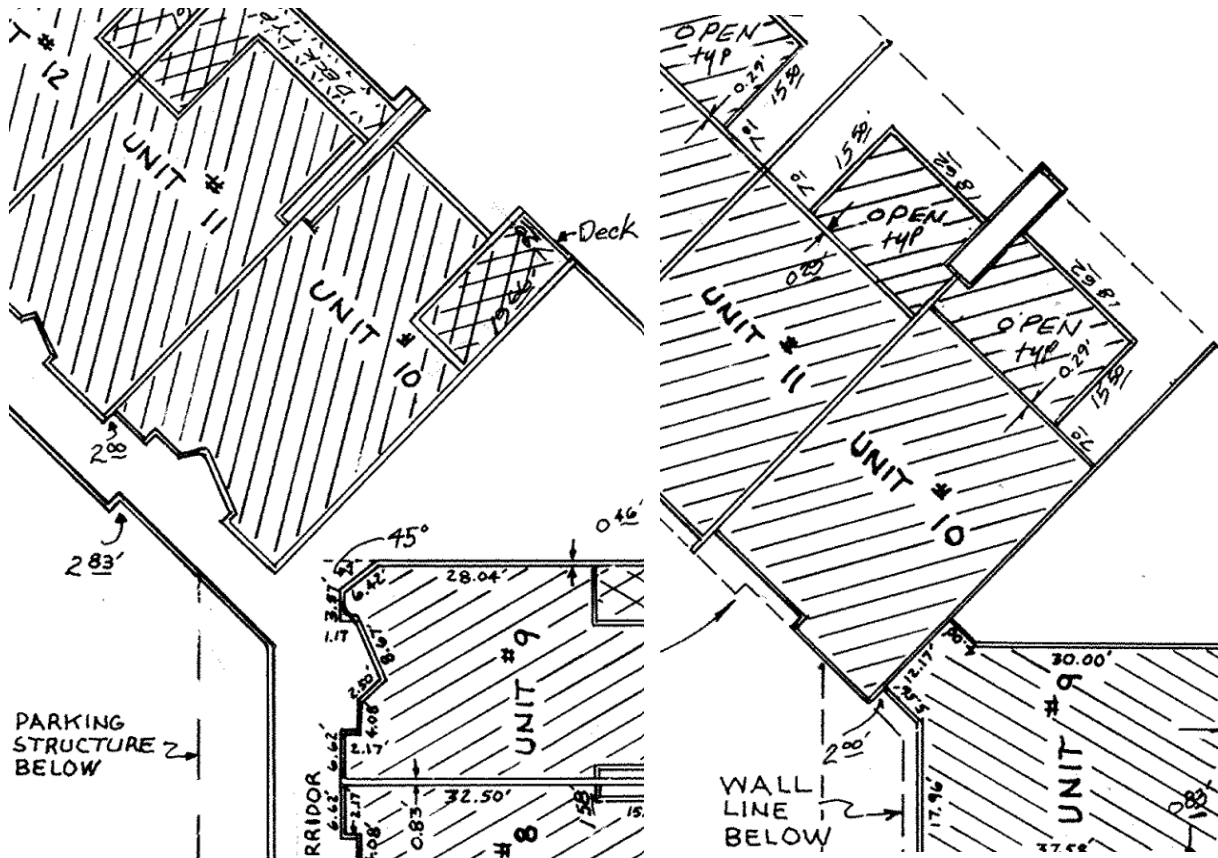


Figure 2. Main (left) and upper (right) levels of Unit 10 from the original Stag Lodge Phase I plat.

The Stag Lodge Phase I First Amended plat, recorded on January 17, 2003 (Summit County Recorder Entry No. [645059](#)), created new private ownership area for 23 of the 24 units. For Unit 10, this involved enclosing a portion of the main level deck to increase private square footage.

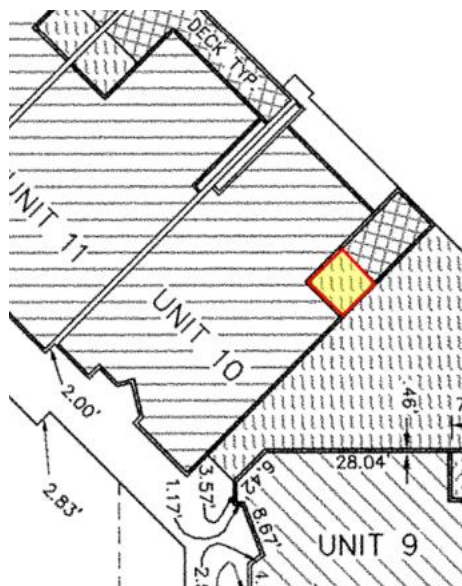
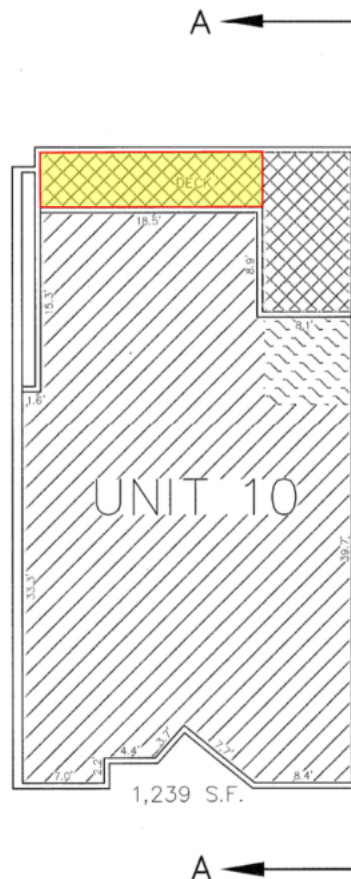


Figure 3. A portion of the main level deck (Private Ownership Area "B"), highlighted in yellow, was enclosed in the Stag Lodge Phase I First Amended plat.

The Stag Lodge Phase I Second Amended plat—which did not impact Unit 10—was recorded on May 25, 2005, and added new private ownership area for Units 17, 19, 20, 22, 23, and 24 (Summit County Recorder Entry No. [737279](#)).

The Stag Lodge Phase I Unit 10 Third Amended plat expanded the main level deck and removed common area walls around Private Ownership Area B. The plat was recorded on May 24, 2017 (Summit County Recorder Entry No. [1070205](#)).



MAIN LEVEL
SCALE: 1"=10'

Figure 4. The Stag Lodge Phase I Unit 10 Third Amended plat created new limited common area by expanding the size of the main level deck (highlighted in yellow).

Private Ownership Area B is any area in Stag Lodge Phase I changed from Common Area or Limited Common Area to private ownership. Private Ownership Area B cannot be used to create a lockout unit or additional bedrooms:

3. See Amendment to Declaration of Condominium for Stag Lodge, Document #00645062, Bk 1504, Pg 01845–01852, filed January 17, 2003. This Amended Record of Survey Map has been prepared in connection with said Amended Declaration which provides for, but not limited to, the following:

"Private Ownership Area A" means and refers to all of the previously existing privately owned property as shown on the original Map or Maps, property privately owned prior to the Private Ownership Area B Effective Date.

"Private Ownership Area B" means and refers to the property changed from Common Area or Limited Common Area to private ownership which, hereafter, shall for all purposes be considered part of each Unit, as shown on this Amended Map, including by way of illustration but not limitation private ownership, taxes, assessments, insurance, liability, maintenance, repair and replacement. Private Ownership Area B cannot be used to create a lockout unit or additional bedrooms.

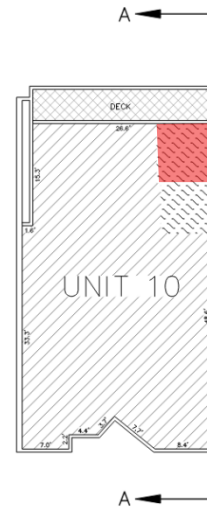
The Stag Lodge Phase I Fourth Amended (Summit County Recorder Entry No. [1202059](#)) and Fifth Amended (Summit County Recorder Entry No. [1217916](#)) plats amended Units 7, 11, and 12, and increased the private area of Unit 7 by 787 square feet by enclosing a deck and adding a loft level. The amendment also combined Units 11 and 12 into one 4,555-square-foot unit.

On February 21, 2026, the Applicant received permission from the Stag Lodge Homeowners Association (HOA) to complete the requested modifications (Exhibit C, *HOA Remodel Agreement and Permission to Build Form*).

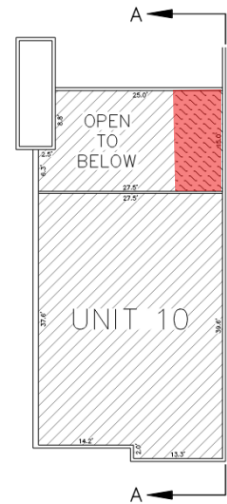
On March 6, 2026, the Applicant applied for the Stag Lodge Phase I Unit 10 Sixth Amended plat.



Figure 5. Satellite imagery with the portion of the Unit 10 deck proposed to be enclosed highlighted in red. An identical area in Unit 13 (circled in yellow) was enclosed under a prior plat amendment. Royal Street is visible on the left.



MAIN LEVEL
SCALE: 1"=10'



UPPER LEVEL
SCALE: 1"=10'

Figure 6. The area highlighted in red will be enclosed with the upper level open to the main level below. The corresponding area is highlighted on the proposed plat (right). The common garage, located in the foreground of the image on the left, is below the main level.

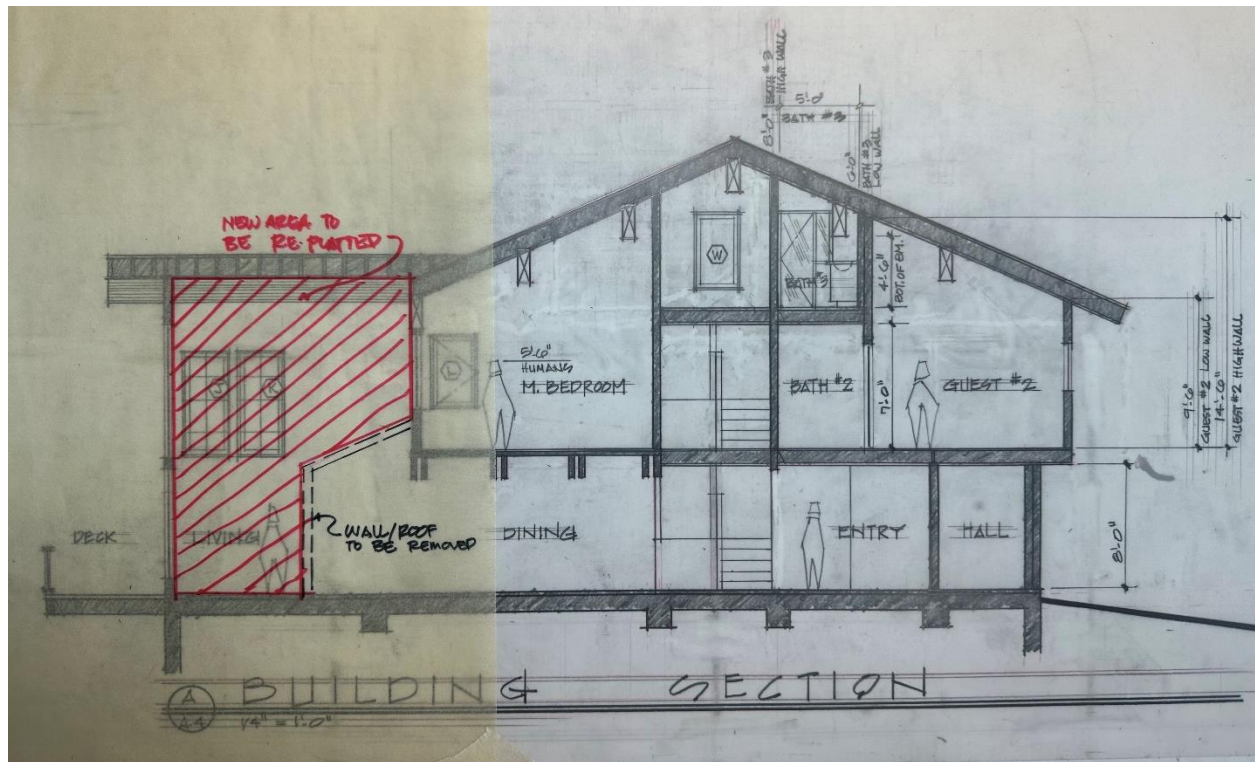


Figure 7. Building section provided by Applicant showing the area to be enclosed and replatted hatched in red.

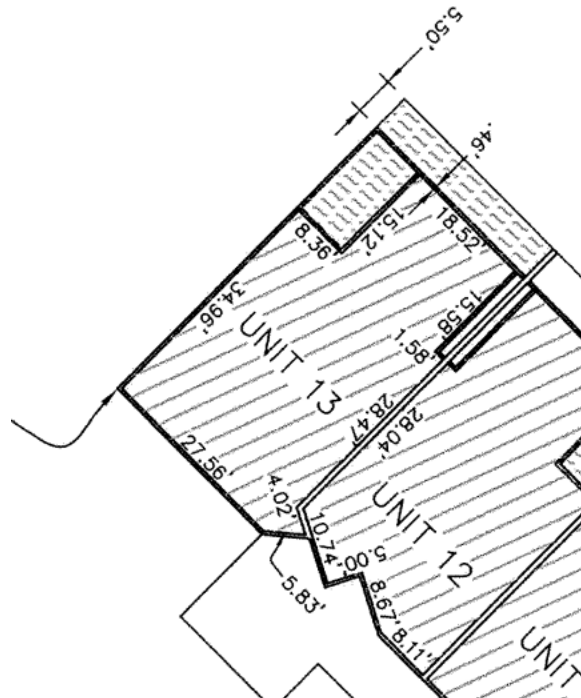


Figure 8. The area to be enclosed for Unit 10 is identical to the area enclosed for Unit 13 with the First Amended Plat.

Analysis

(I) The proposed Plat Amendment complies with the Residential Development Zoning District requirements in Land Management Code Chapter 15-2.13.

LMC [§ 15-2.13-1](#) states the purpose of the RD Zoning District:

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 § 15-2.13-3:

Requirement	Analysis of Proposal
Setbacks: Front – 20 Feet	Complies: The proposed 73-square foot addition is within the

Rear – 15 Feet Side – 12 Feet	existing deck, and the proposed 380-square foot loft area is within the attic of the existing structure. The existing deck and structure are well outside the required Front, Rear, and Side Setbacks. The Stag Lodge extends across the neighboring Lot to the south (Stag Lodge Phase II). The nearest property under separate ownership (Deer Valley Resort Company) is 26 feet to the east.
Maximum Building Height: No Structure shall be erected to a height greater than 28 feet from Existing Grade	Complies: Stag Lodge Unit 10 reaches a maximum height of approximately 27 feet 11 inches above Finished Grade. The proposed loft level is within the existing Building Footprint.
Density: The maximum Density is three Units per acre.	Complies: The Lot for Stag Lodge Phase I is approximately 3 acres. The Stag Lodge Phase I Condominiums were platted in 1985 for 24 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC § 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 24 units.

(II) The proposal complies with Land Management Code Chapter 15-3, Off-Street Parking Requirements.

LMC [§ 15-3-6\(A\)](#) states Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 10 is proposed to expand from 2,298 square feet to 2,751 square feet. The proposal does not increase the Off-Street Parking requirement for Unit 10.

LMC [§ 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.

Stag Lodge Phase I Condominiums includes a common parking garage with 69 spaces. The Small Scale MPD for Stag Lodge Condominiums approved March 14, 1984, granted a parking reduction to 92 total Off-Street parking spaces instead of the required 100 spaces for phases I-IV. The Applicant confirmed the owners of Unit 10 are entitled to two parking spaces within the common garage. Parking spaces are not assigned. Therefore, the proposal complies with the Off-Street Parking requirements of the LMC.

(III) The proposal complies with Land Management Code 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 [§ 15-7-1.6](#) and approval shall require a finding of Good Cause.

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.”

There is Good Cause for this Plat Amendment because the amendment includes an addition within the existing deck and a loft area within the attic of the existing structure. The proposal does not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1985, does not include plat notes that impose limitations on the size of the units. Stag Lodge Phase I Condominiums was platted in 1985 for 24 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 March 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 March 25, 2026. Staff mailed courtesy notice to property owners within 300 feet on March 24, 2026. The *Park Record* published courtesy notice on March 25, 2026.³

Public Input

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

Alternatives

The Planning Commission may:

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](#)

- Approve the Plat Amendment to enclose a 73-square-foot portion of a deck and create a 380-square-foot loft area within the attic of the existing structure for Unit 10 of Stag Lodge Condominiums Phase I.
- 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: Applicant's Photo Exhibit

C: HOA Remodel Agreement and Permission to Build Form



Planning Department

April 8, 2026

Alliance Engineering
Attn: Megan Blosser

Stag Lodge Phase I Condominiums Unit 10
8200 Royal Street

CC: David and Molly Clark

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 8200 Royal Street #10

Zoning District: Residential Development

Application: Condominium Plat Amendment

Project Number: PL-26-06846

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: April 8, 2026

Project Summary: The Applicant proposes to enclose a 73-square-foot portion of a deck for private ownership and create a 380-square-foot loft area within the attic of the existing structure for Unit 10 of the Stag Lodge Condominiums Phase I.

Action Taken

On April 8, 2026, the Planning Commission conducted a public hearing and approved the Stag Lodge Phase I Unit 10 Sixth Amended Condominium Plat according to the following findings of fact, conclusions of law, and conditions of approval:

Procedural History

1. Stag Lodge Phase I Condominiums is a 24-Unit project in the Residential Development (RD) Zoning District.
2. The Stag Lodge Condominiums Phase One Plat was recorded with Summit County on March 4, 1985 (Recorder Entry No. 231328).



Planning Department

3. The Stag Lodge Phase I First Amended plat recorded January 17, 2003, enclosed a portion of the main level deck for private ownership.
4. The Stag Lodge Phase I Second Amended plat did not create changes to Unit 10.
5. The Stag Lodge Phase I Unit 10 Third Amended plat was recorded on May, 24, 2017, and expanded the main level deck and removed common area walls around Private Ownership "Area B" from the First Amended plat.
6. The Stag Lodge Phase I Fourth and Fifth Amended plats did not create changes to Unit 10.

Findings of Fact

1. Unit 10 is a 2,298-square-foot two-level unit in the 24-unit Stag Lodge Phase I Condominiums project.
2. The Applicant proposes to enclose a 73-square-foot portion of a deck for private ownership and create a 380-square-foot loft area within the attic of the existing structure. The proposal increases the private area for Unit 10 to 2,751 square feet.
3. On February 21, 2026, the Applicant received permission from the Stag Lodge Homeowners Association (HOA) to complete the requested modifications. On February 24, 2026, an HOA representative signed an acknowledgement confirming approval of the requested modifications.
4. Land Management Code (LMC) Chapter 15-2.13 outlines the lot, site, and height regulations for the RD Zoning District.
 - a. Setbacks for the RD Zoning District are as follows: Front – 20 feet, Rear – 15 feet, Side – 12 feet.
 - i. **Complies.** The proposed 73-square foot addition is within the existing deck, and the proposed 380-square foot loft area is within the attic of the existing structure. The existing deck and structure are well outside the required Front, Rear, and Side Setbacks. The Stag Lodge extends across the neighboring Lot to the south (Stag Lodge Phase II). The nearest property under separate ownership (Deer Valley Resort Company) is 26 feet to the east.
 - b. Building Height for the RD Zoning District is 28 feet from Existing Grade.
 - i. **Complies.** Stag Lodge Unit 10 reaches a maximum height of approximately 27 feet 11 inches above Finished Grade. The proposed loft level is within the existing Building Footprint.
 - c. Density for the RD Zoning District is three Units per acre.



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- i. **Complies.** The Lot for Stag Lodge Phase I is approximately 3 acres. The Stag Lodge Phase I Condominiums were platted in 1985 for 24 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC § 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 24 units.
5. LMC Chapter 15-3 outlines on-site parking requirements.
 - a. Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Unit 10 is proposed to expand from 2,298 square feet to 2,751 square feet.
 - i. **Complies.** The proposal does not increase the Off-Street Parking requirement. Stag Lodge Phase I Condominiums includes a common parking garage. The owners of Unit 10 are entitled to two parking spaces within the common garage.
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 § 15-7-1.6 and approval shall require a finding of Good Cause.
 - b. 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.”
 - i. There is Good Cause for this Plat Amendment because the amendment includes an addition within an existing deck and a loft area within the attic of the existing structure. The proposal does not increase the parking requirements, and the proposed Plat Amendment does not create any non-conformities. The original plat, approved in 1985, does not include plat notes that impose limitations on the size of the units. Stag Lodge Phase I Condominiums was platted in 1985 for 24 units, and no additional



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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.

7. The Development Review Committee reviewed the proposal on March 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 § 15-7.1-3(B) *Classification of Subdivision*, § 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 Stag Lodge Condominiums Phase I 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 name of the plat to Stag Lodge Phase 1 Sixth Amended Amending Unit 10.
4. The Applicant shall prepare and submit a draft amended declaration of condominium.

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,



Planning Department

Christin Van Dine
Planning Commission Chair

CC: Alec Barton

Attachment 1: Proposed Plat

DRAFT



Stag Lodge Unit 10 - looking northerly



Stag Lodge Unit 10 - looking westerly



Stag Lodge Unit 10 - looking northeasterly



Stag Lodge Unit 41 – looking northeasterly



Stag Lodge Unit 10 – looking northwesterly

**OWNER'S APPLICATION FOR APPROVAL AND AGREEMENT FOR
LEVEL 3 - Major
STRUCTURAL ALTERATION, IMPROVEMENT, OR ADDITION TO A UNIT AT
STAG LODGE**

Section 5.05 of the Declaration of Condominium for Stag Lodge, as amended (the "Declaration"), provides that structural alterations, improvements, and/or additions in or to a Unit or to the Common Areas may be made by an Owner but only upon the prior written consent of the Association, by and through its Board of Directors.

From time to time, Owners at Stag Lodge desire to make alterations to their Units and/or the Common Areas consistent with the requirements of Section 5.05 of the Declaration, Utah law and this Application and Agreement ("Agreement").

The Board of Directors has adopted this Agreement to be used by all Owners who desire to make alterations to their Units and the Common Areas. This Agreement shall be in addition to, and in no way considered part of, the Declaration. All terms, requirements or conditions contained herein are created by this separate contract and agreement between the Association and the undersigned. The Declaration, however, remains in force and effect against each Owner.

Association ("Association") to make the following alteration
(collectively "Modifications") to Unit 10

This Application is the
written request of the
Owner to the Stag Lodge

Owners s, improvements or additions . These
requests for approvals are

summarized as follows:

modifications to exterior elevations

sale of LCS and enclosure of sold portion on main and upper level

alterations to existing space and moving interior walls -- renovate kitchen, bathrooms, and bedrooms

As part of this Application, the Owner agrees as follows:

1. The Owner warrants and represents that he/she has the necessary ownership of the Unit and all necessary authorizations to legally bind all Owners of the Unit and that this Agreement does not violate the terms of any agreement previously entered into by the Owner.

2. The Owner agrees that in consideration of the unique aesthetic, structural and other features of the Association and its property, the approval or denial of this application is entirely within the discretion of the Association, by and through its Board of Directors, applying the relevant section of the Declaration, as amended from time-to-time; and, applicant further agrees that the opinions and interests of the immediate neighboring Owners will be a factor in the approval process.
3. General Requirements. For this Application to be complete, the Owner agrees to provide the Association with the following:
 - 3.1 Copies of all plans for the structural alteration, improvement, or addition, including without limitation, architectural drawings, renderings, blueprints, and sketches showing materials, dimensions, location, color, name and phone number of contractor and/or architect, and any other general information that the Association may request to evaluate the alteration, improvement or addition; and
 - 3.2 Owner agrees to pay an impact fee and/or security deposit (as defined hereafter in Section 4.3) to the Association for the alterations and/or projects proposed in this Agreement.
 - 3.3 Owner agrees that as a condition of this Application's approval, all windows in and constituting part of the will be updated to the Board's current aesthetic standards. All window and door replacements must receive prior approval of the Board of Directors.
4. Additional Duties of the Owner. Following any approval of requested Modifications, the following sections shall apply:
 - 4.1 Owner agrees and shall comply with any and all city, county, state, and/or federal laws, codes, rules and/or regulations concerning the construction of the approved Modifications.
 - 4.2 Owner agrees and shall obtain permits and/or approvals for the approved Modifications, including without limitation, building permits and plat amendments required by Park City, Summit County and any other regulatory or governmental agency requiring such permit for construction of the approved Modifications.
 - 4.3 In addition to construction costs, Owner agrees and shall be solely responsible for any and all additional costs associated with the approved Modifications, including without limitation, drafting and recording costs for the amended plat as may be required by Park City, Summit County, any government or agency, construction costs,

survey costs, materials costs, cost of obtaining any and all necessary permits, cleanup costs, and any and all additional maintenance, repair, and exterior painting costs related to the approved Modification.

In addition to those items listed in Section 3.2 above, Owner agrees to pay to the Association \$15,000 as a security deposit and impact fee. In the event Owner completes construction of the Modifications consistent with the requirements of this agreement and the Association does not incur additional costs, Owner will be refunded \$5,000 of this fee.

- 4.4 The Owner or Contractor constructing the Modification shall demonstrate, to the satisfaction of the Association, their financial ability and commitment to complete construction of the modifications. The Association may require the posting of bond or other financial security to ensure completion of all those portions of the Modification which will be the property of the Association upon completion, including but not limited to exterior areas.

All Modifications permitted by this Agreement shall be completed within the prescribed and agreed upon construction season. In the event the construction of the Modifications are not complete in one construction season (starting at the close of the Deer Valley Ski Season, typically midApril, through December 1st of any given year) Owner agrees that the Association may, but is not required to, extend the terms of this Agreement; or complete the construction of those modifications which will be the property of the Association, namely, the common areas, including exterior areas visible to Owners and guests. If Owners begin and/or continue construction beyond the construction season, the Association reserves the right to utilize all legal remedies against said Owner, including the levying of fines and penalties and requiring that construction and Modifications cease until the next season.

In the event the Association so acts, Owner agrees that all costs incurred therefore shall be the responsibility of the Owner. The Owner stipulates that such costs shall become a lien upon the Unit and may be recovered by all lien foreclosure processes permitted of the Unit in accordance with Utah Law and that the Association may apply any bond or other financial security against the total costs incurred. All costs incurred shall bear interest at 18% until paid and in the event legal costs and attorneys fees are incurred, they shall be the responsibility of Owner as part of costs.

Additionally, failure to complete Modifications prior to December 1st will result in the Owner forfeiting any of the refundable deposits or fees.

4.5 The Owner shall provide proof that its construction contractor has insurance covering its liability on the construction site with a minimum policy limit of One Million Dollars (\$1,000,000).

4.6 Owner agrees that any approved Modifications shall be in conformance with the current standards and appearance of Stag Lodge, including without limitation, color, size, materials, quality of exterior architectural materials, and design, of Stag Lodge. The Owner shall make the approved Modifications substantially similar to the present condition and appearance of Stag Lodge and insures that any approved Modifications will be consistent with the high standards set forth by Stag Lodge. In the event the construction plans and drawings do not sufficiently address these standards, these standards shall supersede any plan approvals.

4.7 The Owner hereby agrees to assume all risk of damage to property or injury to persons, in, upon, or about the property, caused by the construction of the approved Modifications. The Owner hereby agrees to waive all claims in respect thereof against the Association. The Owner further hereby agrees to defend, indemnify and hold the Association harmless from any and all damages, expenses, claims, liabilities, or obligations of any nature whatsoever, whether currently known or unknown, whether liquidated, contingent, or otherwise disputed, including without limitation, attorney's fees and other litigation costs, arising from or in any way related to the construction of the approved Modifications.

4.8 Any construction not in strict conformance to the materials provided under Section 3.1 as provided to the Association, is a violation of this Agreement and shall nullify and extinguish all Modification approvals. In the event of a violation of the section, the Association may obtain equitable judicial relief and may, but is not required to, take all necessary corrective work. In the event of such a violation, all of the remedies contained in Section 4.4 apply. By signing below Owner agrees to these conditions and terms.

4.9 In the event the Association incurs any costs or attorneys' fees in enforcing this Application, it may recover the same in any court proceeding.

5. As-Built Plans. The Owner agrees that it will provide the Board of Directors with "as built" plans and specifications within thirty (30) days after completion of the work. Failure to promptly deliver the "as built" is a violation of this agreement and no bonds or other financial security shall be released until the "as built" plans and specifications are delivered to the Association.

Unit # 10

Owner Name: David Clark Molly Clark (please print)

Molly Clark 2/20/26
Owner's Signature Date

DENIAL/APPROVAL/APPROVAL WITH CONDITIONS

On 2/21/26 (date) the Owner of Unit 10 filed an Application for 2/20/2026
10 Modifications to said unit. The Board of Directors and/or Architectural Review
Committee of the STAG LODGE Condominiums (collectively "Committee") has
completed its review of the application and plans and specifications (the "Plans") of the
undersigned Owner.

Based upon that review, the Committee determines and decides as follows:

Pw

The requested Modifications are Approved subject to all of
the terms set forth in the Application which are hereby
incorporated herein.

_____ The requested Modifications are Denied.

_____ The requested Modifications are Approved with the following
conditions, changes, or additional terms:

STAG LODGE HOMEOWNERS ASSOCIATION, INC.

By: Diana R. Jilab 2/21/24
Committee Member Date



Condominium/ P.U.D Permission to Build

This document shall serve as verification that the Stag Lodge
(Condominium/ P.U.D.)

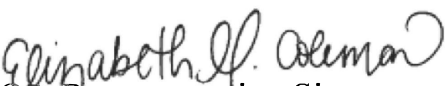
Homeowner's Association has given permission to David & Molly Clark
(Owner)

To build at 8200 Royal Street, Park City, UT 84060
(Address)

Description of work - modifications to exterior elevations; sale of limited common space and enclosure of sold portion on main and upper level; alterations to existing space and relocation of interior walls; renovations on kitchen, bathrooms, and bedrooms

☒ Please check if a portable toilet will be required on site during construction.

The HOA acknowledges work performed in the common/limited common area has been voted on and approved by the HOA. Any potential legal and financial implications for improvements in the common/limited common area become the responsibility of the HOA.


HOA Representative Signature

2/24/2026
Date

Name: Elizabeth Coleman
Title: Assistant General Manager

Phone (day): 

Phone (evening) --

Cellphone: --

E-mail: 