PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
July 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

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 June 10, 2026

2.B. Consideration to Approve the Planning Commission Meeting Minutes from June 24, 2026

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

5.A. **Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permit** – The Applicant Proposes to Redevelop the Five-Acre Site at the Southwest Corner of Kearns Boulevard and Bonanza Drive with a Mixed-Use Development Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community Green Space, and an Underground Parking Garage. The Planning Commission Will Review the Applicant's Housing Mitigation Plan, Traffic Impact Study, and Proposed Building Height Exceptions. MPD: PL-26-06914, CUP: PL-26-06915, CUP: PL-26-06917, Subdivision: PL-26-06920 (90 mins.)
(A) Public Hearing; (B) Continuation to August 12, 2026

5.B. **685, 695, 705, and 725 Saddle View Way – Modification to Condominium Plat Amendment** – The Applicant Proposes a Modification to the Planning Commission's March 11, 2026, Approval of the Saddle Condominiums Phase One Amending Units 6, 7, 8, & 10 Plat. PL-26-06968 (10 mins.)
(A) Public Hearing; (B) Action

5.C. **209 Norfolk Avenue – Steep Slope Conditional Use Permit** – The Applicant Proposes to Construct a Single-Family Dwelling on a Very Steep Slope in the Historic Residential - 1 Zoning District. PL-26-06955 (10 mins.)
(A) Public Hearing; (B) Action

5.D. **213 Norfolk Avenue – Steep Slope Conditional Use Permit** – The Applicant Proposes to Construct a Single-Family Dwelling on a Very Steep Slope in the Historic Residential - 1 Zoning District. PL-26-06957 (10 mins.)
(A) Public Hearing; (B) Action

5.E. **1362 Aerie Drive – Plat Amendment** – The Applicant Requests a Plat Amendment to Reduce the Front Setback From 20 Feet to 10 Feet for the Main Building and From 25 Feet to 15 Feet for the New Front-Facing Garage for a New Single-Family Dwelling in the Single Family District and Sensitive Land Overlay. PL-26-06947 (15 mins.)
(A) Public Hearing; (B) Action

5.F. **1364 Golden Way – Sensitive Land Overlay** – The Applicant Requests the Planning Commission Modify Application of Sensitive Land Overlay Regulations to Provide the Applicant Reasonable Use of the Property, Lot 93 of the Aerie Phase II Subdivision in the Single Family Zoning District and Sensitive Land Overlay to Construct a Single-Family Dwelling Within a Ridge Line Area. PL-26-06972 (20 mins.)
(A) Public Hearing; (B) Action

5.G. **Land Management Code Amendments** – The Planning Commission Will Consider Amendments to Land Management Code Sections 15-1-8 *Review Procedure Under the Code*, 15-1-21 *Notice Matrix*, 15-7-4 *Authority*, and 15-7.1-3 *Classification of Subdivision* to Create an Administrative Review Process for Certain Condominium Plat Amendments. PL-26-06883 (10 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration

5.H. **Land Management Code Amendments** – The Planning Commission Will Consider Amendments to Address City Council Final Action on Land Management Code and Zoning Map Amendments in Section 15-1-7, the Process for Business License Reviews of New or Unlisted Uses in Section 15-1-8, Appeals in Section 15-1-18, and Detached Accessory Dwelling Units in Section 15-4-7.2 Required to Align with Senate Bill 284 Local Land Use and Water Modifications. PL-26-06940 (15 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration

6. WORK SESSION

6.A. **Land Management Code Amendments** – The Planning Commission Will Conduct a Work Session Regarding Proposed Amendments to Integrate and Update the Wildland Urban Interface (WUI) and Water Wise Landscaping Requirements. PL-26-06865 (30 mins.)

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
JUNE 10, 2026

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

EX OFFICIO: Rebecca Ward, Planning Director; Lillian Zollinger, Planner III; Nan Larsen, Senior Planner; Jacob Klopfenstein, Planner II; Alec Barton, Senior Planner; Virgil Lund, Planner II; Mark Harrington, Senior City Attorney

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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 May 27, 2026.

MOTION: Commissioner Shand moved to APPROVE the Planning Commission Meeting Minutes from May 27, 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

There were no communications or disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

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5. WORK SESSION

A. Parcel PC-SS-121-X (Clark Ranch) – Zone Change, Subdivision Plan, Master Planned Development, Conditional Use Permit – The Planning Commission Will Review An Updated Proposal from the Applicant with Conceptual Site Plans, Slope Analysis, and a Massing Study. Zone Change PL-25-06656, Subdivision PL-25-06655, MPD PL-25-06654, CUP PL-25-06653.

Chair Van Dine reported that there will not be a public hearing held for this item, because it is a Work Session item. Those interested in submitting comments can do so at planning@parkcity.gov. Planner III, Lillian Zollinger, and Senior Planner, Nan Larsen, shared information about the Clark Ranch proposal. The applicant is The Alexander Company and the applicant representative, Chris Day, is present at the meeting.

On February 3, 2026, the City Council and Planning Commission conducted a Joint Work Session to provide direction to The Alexander Company for the Clark Ranch affordable housing development. The City Council and Planning Commission recommended:

- Rezoning with an open space buffer between Park City Heights and the Clark Ranch development;
- Reducing building mass and cut and fill; and
- Establishing a maximum building height of up to 35 feet, outlined in Option B1.B.

The Alexander Company has updated their design based on the City Council and Planning Commission feedback. The density has been reduced from 201 units to 164 units. In addition, the applicant has established a 25-foot setback on all sides, and the massing has been broken up from the original 400-foot-long buildings. The building height has been reduced and the stormwater retention pond has been incorporated into the 10-acre disturbance area. Planner Zollinger shared the newly proposed Site Plan.

During this Work Session, the applicant is looking for feedback about the massing and design. There is a desire to understand whether the comments from the Joint Work Session have been incorporated. The applicant also wants to know if there are any additional comments related to the Zone Change, Subdivision, Master Planned Development (“MPD”) or Conditional Use Permit (“CUP”) applications. Planner Zollinger reviewed the submitted massing designs with the Planning Commission. She explained that these images are attached as an exhibit in the Staff Report. This includes the proposed massing design for 14 units, 20 units, and townhomes. Planner Zollinger noted that there are 130 multi-unit dwellings proposed, and 34 townhome units proposed.

This site is in the Sensitive Land Overlay (“SLO”). During the October 22, 2025, Planning Commission Meeting, Staff provided an in-depth review of the SLO. The updated plans provide modifications for the visual assessment and the slope and topographic map. The

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overall reduction in the massing and scale has reduced some need for cut and fill, which reduces the impacts to steep slopes. As the applicant moves forward, additional information will be needed to ensure compliance with the requirements of the SLO.

Planner Larsen explained that part of the Clark Ranch application includes a rezone of the development area. Currently, the site is zoned Recreation and Open Space ("ROS"). The applicant proposes to rezone to the Residential Development – Medium Density ("RDM") with a possible Clark Ranch Affordable Housing Overlay. During the Work Session on September 24, 2025, the Planning Commission requested additional information about an affordable housing outlay that is specific to the Clark Ranch project. This has since been provided by Staff. The presentation slides summarize the requirements of the RDM Zoning District and the potential Clark Ranch Affordable Housing Overlay. It addresses density, lot size, perimeter setbacks, building height, building height exceptions, design standards, and minimum open space standards.

During the September 24, 2025, Work Session, the Planning Commission directed Staff to include a sunset clause as part of the Zone Change. The sunset clause would require the project to contain at least 60% Residential Unit Equivalents ("RUE") and receive MPD, CUP, and Subdivision approvals, with a Building Permit issued within two years of approval, or the Clark Ranch Affordable Housing Overlay and RDM Zone Change will be void. Staff posed several questions to the Planning Commission for consideration:

- Does the Planning Commission find the Applicant's updated plans incorporate the recommendation to reduce building mass, cut, and fill?
- Does the Planning Commission find there is adequate architectural variation to establish a maximum Building Height of up to 38 feet?
- Are there modifications or additional information the Planning Commission recommends be considered prior to the next public hearing?

The applicant team provided a supplemental presentation. Mr. Day explained that he is a Development Project Manager with The Alexander Company. His colleague, Colin Cassidy, is attending the Work Session virtually, and Jarrett Moe with Stereotomic is attending the meeting in person. Mr. Day reported that at the Joint Work Session, there was direction to stay within the buffer boundary, reduce the building heights, reduce density, and reduce the massing. The Vicinity Plan was shared and the buffer boundary was highlighted. The Site Plan was reviewed. Mr. Moe and his team studied the neighboring properties in Park City Heights and then the overall massing of the buildings was broken up. There are 10 multi-family buildings with three conceptual building designs. Those designs vary in the density, parking, building height, and roof plan.

Mr. Moe shared the Slope Analysis information with the Commission. He noted that there is a connector road that ties a lower access road and an upper access road. The flattest areas in the 10-acre buildable boundary were selected. The internal roads do not cross slopes exceeding 30%, so there is compliance with the SLO requirements. The frontage

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road is still a work in progress. He noted that work is being done with the Engineering Department and an outside engineering group. The goal is to have minimal visual impact.

The Roof Plan was reviewed. Mr. Moe reported that there are variable roof heights with each building type. The Massing Diagram included in the Staff Report illustrates a worst case scenario situation with a 38-foot maximum height from final grade. There is still a considerable amount of work to be done to arrive at the final heights. In the current scenario, flat roof options are presented based on the increased heights required for pitched roof options. The current plan satisfies the requirements in Section 15-6-5(F).

Mr. Moe next reviewed the Parking Plan. The goal is to provide the most parking possible with the least amount of visual impact. Four of the buildings share two mutual subterranean parking structures. The other parking provided is a mix of covered parking and street parking. An effort was made to eliminate surface parking as much as possible and the current parking unit ratio is 1.6 stalls per unit with a 0.9 stalls per bedroom ratio.

The Open Space Diagram was shared. There is currently 31.34% open space proposed. It is anticipated the amount of open space will grow as the grading and landscape plans are further developed. The remaining area outside of the 10-acre boundary is preserved as open space. When combined with the internal open space, there is approximately 88% open space. Mr. Moe shared the Building Footprint Analysis and reported that Park City Heights was used as a guiding principle. There are major breaks incorporated into medium size and smaller size massing with a variation of scale based on the topography.

Several renderings were shared to provide additional context. Mr. Day explained that if the Planning Commission believes the design is on the right track, the next steps are:

- Prepare full planning submittals; and
- Identify an appropriate next meeting date.

Mr. Day asked if the Planning Commission feels the proposal is on the right track now that the previous feedback has been incorporated. Commissioner Rick Shand wanted to further review the Parking Plan. It appeared that there is surface parking located in the middle. Mr. Day clarified that the two lots that appear to be surface lots on the image are actually subterranean lots. Commissioner Shand asked if there is parking inside the buildings on the north side, which was confirmed. Information about the amenity building was provided. Mr. Day reported that there will be four to six units on top of the amenity space and there is some underground parking planned for the amenity building as well.

Commissioner Grant Tilson had a question about Figure 16. He asked if the retention pond will be in Area 1, which was confirmed. Commissioner John Frontero asked about the 60% affordable number. He wanted to know if it is based on a square footage calculation. This was confirmed. Commissioner Frontero wanted to know if the amenity

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building will be available to all residents within this project. Mr. Day confirmed this and added that the townhome residents will have access to the amenity building as well.

Commissioner Seth Beal thanked the applicants for providing updated massing and a conceptual layout that compares Park City Heights to the Clark Ranch proposal. The massing images were further reviewed. Chair Van Dine asked Commissioners about the heights and flat roofs that are proposed. It might make sense to consider an increase in height to accommodate a pitched roof so there is better compatibility with the area.

Commissioner Shand asked if the townhomes are proposed to have a flat roof. It was clarified that there is a low angled shed roof proposed. From most perspectives, it will look fairly flat. Commissioner Adam Strachan noted that the proposal does not seem to blend well with Park City Heights, but the roof design might be part of that problem. He would not have an issue with a slight height increase to accommodate more articulated roofing. The view corridor will not be impacted by a slight addition to the height.

Commissioner Strachan noted that there is a Zone Change proposed. He asked if there are guarantees it could be zoned back if this does not move forward as an affordable housing project. Planning Director, Rebecca Ward, explained that this was considered previously when the Commission requested there be a sunset clause established. The rezone would be tied to the affordable housing project. There would be a timeline established for the final process. If that is not met, then the zoning will revert back.

Chair Van Dine asked if other Commissioners are supportive of looking at an option that allows additional roof height. If there is interest, then it would make sense for the applicant to further explore the possibilities. If there is no interest, there can be a discussion about the current proposal. Commissioner Shand would not be opposed to increasing the height somewhat to create additional variation. The question is whether there is a desire to have similar rooflines in the townhomes and stacked flats as seen in Park City Heights. Commissioner Frontero noted that the flat roofs look fine on the submitted materials, but do not match Park City Heights as well. As a result, he is open to a different design. If there is additional height added, it would be preferable to see that on the lower buildings.

The Planning Commission reviewed the questions posed by Staff. Chair Van Dine believed the reduction to building mass and the cut and fill has been done well. Commissioner Tilson finds this proposal is an improvement from the previous proposal. The recommendations from the Joint Work Session were incorporated. Chair Van Dine believed there is consensus for a maximum building height of up to 38 feet. She asked the applicant team to look into options other than flat roofs on some of the buildings.

Commissioner Beal was comfortable with 35 feet and is less comfortable with anything more than that until he can review a plan. Chair Van Dine suggested that the applicant team come back with a visual example of what something else might look like. It would

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be worthwhile for the Planning Commission to consider a different roof design that does not drastically increase the overall building height in the development.

Chair Van Dine liked that the retention pond is now within the 10 acres. The wildlife evaluation will be considered when the application returns to the Planning Commission. She asked for additional information about the frontage road. Mr. Day reported that there will need to be additional discussions with the engineering team. It was clarified that the engineering team has been working with an outside consultant on the frontage road. Those discussions were paused until the height of the project could be determined. Based on the last update, there was 60% of the finalized design done before that pause.

Chair Van Dine thanked the applicant team for the updates that were made. The Clark Ranch proposal will be discussed further at a future Planning Commission Meeting.

6. REGULAR SESSION

A. 844 Empire Avenue – Conditional Use Permit – The Applicant Requests the Planning Commission Grant an Exception to the Building Setback Standards for Detached Garages at a Significant Historic Site to Accommodate a Subterranean Detached Garage in the Historic Residential - 1 Zoning District. PL-26-06909.

Planner II, Jacob Klopfenstein, presented the Staff Report and explained that this is a CUP application for 844 Empire Avenue. This is a Significant Historic Site that was damaged in a 2014 fire and has remained vacant ever since. The previous owner of this property obtained Historic District Design Review ("HDDR") approval for a remodel and addition project back in May 2025 and recorded a financial guarantee. However, the property was sold and the property changed ownership in September 2025. The current applicant intends to pursue the remodel and addition but proposes some modifications.

As part of the change in ownership, the applicant and current owner must comply with the previous Historic Preservation Plan. The applicant proposes a detached and partially subterranean car elevator or lift structure that would be approximately 217 square feet and would include stacked storage for up to two vehicles. This would be located on the southeast corner of the site. Planner Klopfenstein shared an image of the existing conditions, looking at the rear of the site from Crescent Tram Road. This side is currently being used as the front entrance, but it is historically the rear façade of the structure.

Planner Klopfenstein reviewed the applicant Site Plan. He pointed out the three different rights-of-way that abut the property, including Crescent Tram Road, Empire Avenue, and the 9th Street right-of-way. The approximate footprint of the historic structure is outlined in blue and the detached car elevator is outlined in yellow. A rendering was shared with the Planning Commission. It shows the proposed renovated property from Crescent Tram Road. He pointed out the area where the driveway and car elevator structure would be

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located. The driveway would come in off of Crescent Tram Road. The next rendering shows the front façade, which the applicant proposes restoring to the look of the historic front porch. He shared an image that illustrates how the car elevator will work.

For accessory structures in the Historic Residential – 1 Zoning District, the standard is that it must not cover more than 50% of the rear setback area. The applicant is requesting an exception to that requirement, because the car elevator structure would cover more than 50% of the rear setback area. The structure complies with all of the other lot and site requirements as well as the building footprint and building height requirements.

Land Management Code ("LMC") Section 15-2.2-4(A) allows the Planning Commission to grant an exception to building setback standards for additions to historic structures, including detached garages, to achieve new construction consistent with the Historic District Regulations, if five criteria are met. The exception criteria were reviewed:

- The applicant must obtain an approved CUP;
- The scale of the addition and/or driveway is compatible with the Historic Building and/or Structure;
- The addition complies with all other provisions of the Zoning District;
- The addition complies with the adopted Building and Fire Codes; and
- The addition complies with the Design Regulations for Historic Districts and Historic Sites.

Planner Klopfenstein reviewed the proposed Conditions of Approval in the Draft Final Action Letter. There are specific conditions that relate to the exception criteria. He reported that there are two proposed amendments to the Draft Final Action Letter:

- Amend Finding of Fact #1 to specify the size of the proposed car lift structure; and
- Eliminate Condition of Approval #11 regarding windows, as this will be addressed during the HDDR review process.

Staff recommends the Planning Commission review the CUP for a partially subterranean car lift within setbacks at 844 Empire Avenue, a Significant Historic Site, 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, as amended.

Commissioner Shand asked to review Figure 2 in the presentation slides. On the upper part of the yellow box, there is a dotted line. He asked if this designates the backyard setback line. Planner Klopfenstein reported that this is an unusual lot that has three front setbacks. The property line immediately south of the proposed garage is a rear yard. The east property line is a side yard, so there is a side setback indicated on the image. Commissioner Shand wanted to know where the south setback of the home is located. Director Ward clarified that the setbacks are represented with the dotted lines shown.

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Planner Klopfenstein reminded Commissioners that accessory structures are limited in the rear setback area to 50%. With the way this detached building is currently proposed, it occupies approximately 54% of the rear setback area. There are two different standards. Accessory buildings can be within the rear setback area but have to be at least 1 foot back from the property line. There is also the 50% limitation to consider.

Commissioner Shand noted that the Appeal Panel allowed the removal of Plat Note #3, so the other alternative for the garage is no longer on the table. Planner Klopfenstein confirmed this. The Plat Note that prohibited access from Crescent Tram Road was removed. This means the applicant can have a driveway that comes in off of Crescent Tram Road. He shared information about the history of this project. There was a variance that the previous applicant sought approval for that proposed a garage that would have been in multiple front setbacks on the west side, but that variance was ultimately denied. Planner Klopfenstein clarified that the variance is not part of the current proposal.

Director Ward noted that this application balances historic preservation. For instance, the front façade is being restored, which faces the unbuilt 9th Street right-of-way. When the plat process was completed, the Planning Director determination had the three front setbacks. The previous iteration put that detached garage within the front yard area, but that conflicts with the Historic District Regulations that require the garage and parking to be to the rear of the historic structure. She added that the variance request was denied.

Commissioner Shand mentioned the trees on the east side of the property. With the addition to the property and the proposed parking structure, his assumption is that those trees will be removed. Planner Klopfenstein reported that there are at least two larger trees in the northeast corner. One is within the right-of-way and is not impacted by the proposal and the other is proposed to be retained on the site. He shared the applicant plan and pointed out the location of the larger trees in the area. Commissioner Shand pointed out that there are some smaller trees in the southeast corner of the property as well. Planner Klopfenstein clarified that those smaller trees will be removed.

Commissioner Tilson requested a review of Figure 4 in the Meeting Materials Packet. He asked if the image indicates there can be three separate vehicles parked at the same time within the structure. The applicant, Gibby Dunleavy, explained that the image shows the retractable roof and car lift. It will look like pavement. The lift comes up, the two cars can be put into it, the pavement goes down, and it is possible to park there. The third car in the image is shown on pavement section. This car elevator will be lightly enclosed.

There was additional discussion about the car elevator that is proposed on the site. Commissioner Beal requested more information. Planner Klopfenstein explained that inside the structure, there is space for two vehicles and those can be stacked on top of one another. If there are two vehicles inside of the structure, those would not be seen from the outside. On the top, it would appear flat. It is possible to park another vehicle on top of the structure for a total of three parking spaces. From the top, it will more or

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less appear like a driveway. Ms. Dunleavy clarified that there is drainage, a pump, and sensors. There is also an electric motor so it is not as noisy as a traditional garage door.

Commissioner Beal reported that a public comment was submitted from a neighbor. That comment expressed concerns about impacts to her yard. He asked how to address the concerns that have been expressed about the stacked wall. Planner Klopfenstein explained that as part of the Building Permit application, there must be an agreement for access if there is construction within five feet of another property line. The applicant will also be required to show that the shoring methods implemented will not impact the neighboring properties. Additional background information was shared. Commissioners felt more comfortable with the proposal due to the clarification that was provided.

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

Commissioner Frontero mentioned the letter that was submitted by the neighbor. He wondered whether there could be a condition for a landscape buffer between the structure and the neighboring property. Chair Van Dine pointed out that the structure is subterranean. Director Ward reported that this site is on a slope. The Staff Report indicates that the proposal is for a partially subterranean car lift. As the slope goes down, there will be some exposed board-formed concrete. There is some distance between the property line and the accessory building, so it is possible to have a bit of landscaping on the east side. Commissioner Frontero suggested this be a Condition of Approval.

Planner Klopfenstein shared an elevation with the Commission and pointed out the location of the proposed structure. There is approximately 7 feet of the board-formed concrete wall that will be vertically above grade and there is approximately 3 feet in between. Commissioner Frontero acknowledged that it might be a challenge to have reasonable vegetation in that area. Ms. Dunleavy reported that there is a large tree on the property to the south and the branches on the applicant property will be removed.

Discussions were had about the Draft Final Action Letter and the proposed modifications. This includes Finding of Fact #1, the removal of Condition of Approval #11, and a modification to Condition of Approval #5. There was support for the amendments.

MOTION: Commissioner Shand moved to APPROVE the CUP application for 844 Empire Avenue, based on the following, as amended:

Procedural History:

1. The Planning Director approved the previous owner's Historic District Design Review (HDDR) to rehabilitate and remodel the Significant Historic Structure and construct an addition on May 1, 2025.

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2. The previous owner entered into an Encumbrance and Agreement for Historic Preservation on July 2, 2025 (Summit County Recorder Entry No. 1238470).

3. The property changed ownership in September 2025, and the Applicant recorded an assignment of encumbrance on September 22, 2025 (Summit County Recorder Entry No. 1241341). The Applicant obtained the previously approved HDDR plans and the architect provided authorization for the Applicant to use the plans on November 12, 2025.

4. The Applicant intends to pursue the previous owner's remodel, rehabilitation, and addition project at the Site with modifications

Findings of Fact:

1. Pursuant to Land Management Code (LMC) § 15-2.2-3(E), The maximum allowable Building Footprint for the 3,242-square-foot Lot for both the Single Family Dwelling (SFD) and detached, partially subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift structure, which has a proposed footprint of up to 217 square feet.

2. Pursuant to LMC § 15-2.2-3(H), detached Accessory Buildings within the Rear Setback shall not exceed 18 feet in height, shall be located at least five feet behind the front facade of the Main Building, and shall maintain a minimum Rear Setback of one foot.

    a. The Applicant proposes a detached subterranean car lift that is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
    b. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.

3. Pursuant to LMC § 15-2.2-3(J)(10), detached Accessory Buildings within Side Setbacks may not exceed 18 feet in height, must be set back at least five feet behind the front façade of the main building, and must maintain a minimum setback of three feet.

    a. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.

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4. Pursuant to Land Management Code § 15-2.2-4(A), the Planning Commission may grant an exception to Building Setback and driveway location standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with the Design Regulations for Historic Districts and Historic Sites if:

   a. *The Applicant obtains an approved Conditional Use Permit (CUP)*.
      i. The Applicant's proposal complies, as conditioned, with the CUP criteria outlined in LMC § 15-1-10.
   b. *The scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure*.
      i. The proposed detached subterranean car lift is a maximum of 18 feet in height, with approximately 7 feet visible above Final Grade.
      ii. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site.
      iii. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
      iv. Condition of Approval 5 requires the Applicant to reduce the width of the proposed 21-foot-wide driveway to a maximum of ten feet prior to Building Permit submittal, required pursuant to LMC § 15-13-2(B)(1)(g)(6).
   c. *The addition complies with all other provisions of this Chapter*.
      i. The detached subterranean car lift does not exceed 18 feet in height within the Rear Setback and is set back 28 feet behind the front façade of the Historic Structure and maintains a minimum Rear Setback of one foot.
      ii. The proposed detached subterranean car lift is a maximum of 18 feet in height, is set back approximately 28 feet behind the front façade of the Historic Structure, and maintains a minimum Side Setback of three feet.
   d. *The addition complies with the adopted Building and Fire Codes*.
      i. Condition of Approval 2 requires the Applicant to obtain a Building Permit for the proposed modifications. Compliance with Building and Fire codes is evaluated during the Building Permit review process.
   e. *The addition complies with the Design Regulations for Historic Districts and Historic Sites*:
      i. The Applicant proposes board-formed concrete for retaining walls at the Site, required pursuant to LMC § 15-13-2(B)(1)(d)(6).

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ii. The proposed subterranean car lift is in the rear of the Historic Structure and will primarily be subterranean and subordinate to the Historic Structure on the Site. The Applicant proposes landscaping treatments throughout the Site, including on the north side of the driveway adjacent to Crescent Tram Road, required pursuant to LMC § 15-13-2(B)(1)(g)(1).

iii. The Applicant does not propose changing the Final Grade more than four feet from Existing Grade, required pursuant to LMC § 15-2.2-5. The Applicant proposes removing landscaping to implement the new driveway and Condition of Approval 3 requires the Applicant to replace any Significant Vegetation proposed to be removed, required pursuant to LMC § 15-13-2(B)(1)(g)(3).

iv. The Applicant proposes Off-Street parking in the subterranean car lift in the rear yard and behind the rear wall plane of the Historic Structure, required pursuant to LMC § 15-13-2(B)(1)(g)(4).

v. The Applicant proposes a driveway that is ten feet wide immediately in front of the detached subterranean car lift and widens to approximately 21 feet and Condition of Approval 5 requires requiring the Applicant to reduce the width of the driveway to a maximum of ten feet, required pursuant to LMC § 15-13-2(B)(1)(g)(6).

vi. The Applicant proposes using permeable pavers for the driveway surface, required pursuant to LMC § 15-13-2(B)(1)(g)(8).

vii. The Applicant does not propose paving up to the building foundation, required pursuant to LMC § 15-13-2(B)(1)(g)(9).

viii. Staff recommends Condition of Approval 4 requiring the Applicant to provide snow storage on-Site, required pursuant to LMC § 15-13-2(B)(1)(g)(10).

ix. Condition of Approval 11 requires the Applicant to revise the plans to propose windows that reflect a 2:1 height-to-width ratio and reflect a ratio of solid-to-void that is compatible with the Historic District, required pursuant to LMC § 15-13-2(B)(2)(d)(4) and § 15-13-2(B)(2)(d)(8).

x. The Applicant proposes the detached subterranean car lift in the rear of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(a).

xi. The Applicant proposes a detached subterranean car lift with a maximum interior width of 10 feet, 8 inches, required pursuant to LMC § 15-13-2(B)(9)(c).

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xii. The Applicant proposes a detached subterranean car lift that is single-car width, required pursuant to LMC § 15-13-2(B)(9)(d).

xiii. The Applicant proposes a detached subterranean car lift that will primarily be subterranean and is approximately 27% of the footprint of the Historic Structure, required pursuant to LMC § 15-13-2(B)(9)(g).

5. Significant Historic Sites are exempt from Off-Street Parking requirements pursuant to LMC § 15-2.2-4, and the Applicant proposes two parking spaces that are approximately 9 feet wide and 17 feet deep, which are compact spaces that do not count toward LMC-required spaces pursuant to LMC § 15-3-3(F)(3).

6. The Planning Commission evaluates CUPs based on the criteria outlined in LMC § 15-1-10(E). These criteria are outlined below:

CUP Review Criteria	**Analysis of Proposal**
Size and location of the site	Pursuant to LMC § 15-2.2-3(E), the maximum allowable Building Footprint for the SFD and detached subterranean car lift is 1,351 square feet, and the Applicant proposes a maximum Building Footprint of approximately 1,349 square feet, including the detached subterranean car lift.
Traffic considerations including capacity of the existing Streets in the Area	*No unmitigated impacts:* The Applicant proposes maintaining the property as an SFD, which is not expected to generate significant additional traffic. The Applicant proposes two Off-Street Parking spaces within the detached subterranean car lift. Access to the Site is permitted from Crescent Tram Road per the 844 Empire Avenue Plat Amendment Lot 1.
Utility capacity, including Storm Water run-off	*No unmitigated impacts:* The Development Review Committee evaluated the Applicant's proposal on May 5, 2026, and did not require any Conditions of Approval regarding utility capacity or Storm Water run-off.
Emergency vehicle access	*No unmitigated impacts:* The Applicant proposes Access to the Site from Crescent Tram Road.

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Location and amount of off-street parking	*No unmitigated impacts:* The Applicant proposes two Off-Street Parking spaces within the detached, partially subterranean car lift. The proposed parking will be on the rear, southeast portion of the Site, behind and subordinate to the Significant Historic Structure.
Internal vehicular and pedestrian circulation system	*No unmitigated impacts:* The Applicant proposes a driveway to access the Site from Crescent Tram Road, which is allowed pursuant to the 844 Empire Avenue Plat Amendment Lot 1 plat. The Applicant proposes stairs and walkways to provide pedestrian circulation throughout the Site, including stairs and a walkway that will provide access to the SFD from the 9th Street ROW, which includes a public access stairway.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	*No unmitigated impacts:* The Applicant proposes landscaping, Fencing, and retaining walls to separate the detached subterranean car lift from adjoining Uses.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	*No unmitigated impacts:* As noted above, the proposed detached car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift is set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Usable open space	*No unmitigated impacts:* The Applicant proposes Open Space on the Site including landscaping along all yards, as well as decks and patios on the west and east sides of the SFD.
Signs and lighting	Condition of Approval 6 requires that pursuant to LMC § 15-5-5(J), any outdoor lighting is down-directed and fully

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	shielded, and 3,000 degrees Kelvin or less. The Applicant does not propose any Signs.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	*No unmitigated impacts:* As noted above, the proposed detached subterranean car lift is a maximum of 7 feet above Final Grade. The mass and bulk of the building is primarily subterranean, with the top of the subterranean car lift structure appearing as part of the driveway at the site. The proposed detached subterranean car lift would be set back approximately 28 feet behind the front façade of the Historic Structure in the rear of the Historic Structure and would be subordinate to the Historic Structure on the Site.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	Condition of Approval 7 requires the Applicant to comply with Municipal Code of Park City (MCPC) Chapter 6-3 *Noise*.
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas	No unmitigated impacts: The Applicant proposes a 4-foot wood Fence to screen trash and recycling receptacles, which are proposed to be in an enclosure immediately north of the proposed detached subterranean car lift structure.
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:* The Applicant proposes maintaining the SFD as a primary residence.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and	The Site is not within the Sensitive Land Overlay (SLO) or within the Park City Soil Ordinance Boundary. There are no known Physical Mine Hazards or waste at the Site. The slopes on the Site are a maximum of 29% and development at the Site does not require a Steep Slope Conditional Use Permit (SSCUP) pursuant to LMC § 15-2.2-6(A).
Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding	*No unmitigated impacts:* The 2025 General Plan outlines goals for the Old Town neighborhood, including preserving Historic neighborhood character and

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	improving connectivity. The proposed detached subterranean car lift is part of the Applicant's proposal to remodel and rehabilitate a Significant Historic Structure. The General Plan also outlines the goal of managing on-street parking limitations in Old Town. The Applicant proposes the detached subterranean car lift to provide two off-Street Parking Spaces for the Site.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	*No unmitigated impacts:* The proposed detached subterranean car lift is not a residential Use.

Conclusions of Law:

1. The proposal complies, as conditioned, with LMC Chapter 15-2.2 *Historic Residential (HR-1) District.*

2. The proposal complies, as conditioned, with LMC Section 15-2.2-4(A) *Existing Historic Buildings And/or Structures*.

3. The proposal complies, as conditioned, with LMC Chapter 15-3 *Off-Street Parking*.

4. The proposal complies, as conditioned, with LMC Section 15-1-10(E) *Conditional Use Review Process*.

Conditions of Approval:

1. The Applicant shall obtain Historic District Design Review approval for the proposed modifications.

2. The Applicant shall obtain a Building Permit for the proposed modifications.

3. Any Significant Vegetation removed at the site shall be replaced on-site.

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4. The Applicant shall provide snow storage on-site and shall obtain an Encroachment Agreement with the Engineering Department for the heated driveway.

5. The Applicant shall reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal unless otherwise approved by the Engineering Department.

6. Pursuant to LMC § 15-5-5(J), any outdoor lighting shall be down-directed and fully shielded.

7. The Applicant shall comply with Municipal Code of Park City (MCPC) Chapter 6-3, *Noise*.

8. The Applicant shall obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.

9. Retaining wall footings shall not encroach on neighboring properties.

10. Construction shall not impact the existing water infrastructure within the 9th Street Right-of-Way immediately north of the Site.

11. All previous Conditions of Approval related to this project remain in effect.

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

B. 1238, 1242, 1246, 1250, and 1256 Empire Avenue – Plat Amendment – The Applicant Proposes Removing the Property from the Condominium Ownership Act, Vacating the Existing Top Sider Condominiums Plat, and Re-Subdividing the Property to Align with the Historic Lot Configuration of the Property Resulting in the Five-Lot Empire Ridge Plat Amendment in the Recreation Commercial Zoning District (Currently Addressed as 1247 Empire Avenue). PL-26-06911.

Senior Planner, Alec Barton, presented the Staff Report and explained that this is a Plat Amendment application for 1238, 1242, 1246, 1250, and 1256 Empire Avenue. He reported that the current address of this property is 1247 Empire Avenue. All of the other properties on this side of the street have even numbered addresses and there is uncertainty about where this change came from. The addresses for the proposed lot that are included in the Staff Report and Draft Final Action Letter have been vetted by the Summit County GIS Manager. There is satisfaction with the numbering that is shown.

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The proposed Plat Amendment is part of Block 18 of Snyder's Addition to Park City. This was originally Lots 30 to 34 and these were each 1,875 square feet. In 1978, the City Council approved the Top Sider Condominiums Plat to combine the five lots into a single 9,375 square foot lot. The applicant proposes to vacate the Top Sider Condominiums Plat and reestablish the historic lot configuration. The neighboring lots on both sides are traditional Old Town lots. The five lots proposed would match those lots and many others in the vicinity. The creation of the five lots is intended for single-family dwellings.

The proposal complies with the lot and site requirements of the Recreation Commercial ("RC") Zoning District. It is the minimum lot size and the minimum lot width for the Zoning District. The building envelope for any proposed single-family dwelling is informed by the setbacks within the Zoning District. The proposed lots comply with that requirement.

One of the goals of the General Plan is to protect the character of Park City and the unique sense of place. Planner Barton explained that one of the strategies to accomplish this goal is to encourage new development that is compatible with the scale of Old Town and the character of the individual neighborhood. Staff finds Good Cause for the proposed Plat Amendment because it reestablishes the historic lot configuration for Snyder's Addition and creates lots that are consistent with the character of the neighborhood.

Planner Barton reviewed some of the Conditions of Approval, such as separate lateral connections for water and sewer for each lot, a snow storage easement along Empire Avenue, and demolition of existing structures prior to recordation of the Plat Amendment.

Staff recommends 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 outlined in the Draft Final Action Letter.

Chair Van Dine opened the public hearing.

Malia Brown gave her zip code as 84060 and explained that she is representing her mother as the property owner of 1259 Norfolk Avenue, the historic home located immediately downhill from the subject parcels. There is no opposition to the reasonable development of private property, but she wants to ensure that any action taken by the City carefully considers the potential impacts on neighboring properties and is supported by sufficient information to protect public health, safety, and welfare. The subject property is located uphill from existing residences within a sensitive hillside environment. She asked the Commission to evaluate the proposed Plat Amendment and the consequences.

Ms. Brown noted that while a Plat Amendment might appear to be a technical matter involving property boundaries or lot configurations, the real world impacts on neighboring properties are often determined by what those changes allow to be built. She requested that the Planning Commission consider hillside stability, excavation, and retaining walls.

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The subject property is situated above existing homes. Future development might require additional excavation, grading, retaining walls, underground utilities, foundations, or other hillside modifications. These activities have the potential to impact neighboring properties through soil movement, groundwater migration, settlement, slope instability, and structural impacts. She requested that any future approvals be supported by appropriate geotechnical analysis and engineering reviews to protect the adjacent properties.

Ms. Brown explained that development frequently increases impervious surfaces. These changes can alter historical drainage patterns and increase runoff into neighboring properties. For downhill property owners, changes in drainage have significant long-term consequences, including erosion, foundation impacts, water intrusion, and damage to landscaping improvements. There is already an awareness of the impacts to this historic lot caused by the four-plex building to the south. She requested the Planning Commission carefully evaluate how future development may impact drainage patterns. The Commission can require appropriate engineering analysis to ensure neighboring properties are not adversely impacted. She also asked the Commission to consider the cumulative development potential of the proposed Plat Amendment. She wants to make sure the practical consequences are considered as part of the Commissioner review.

Although detailed construction planning may occur at a later stage of the review, approval of the Plat Amendment could be the first step in a larger redevelopment process. Ms. Brown requested that all future approvals include appropriate measures to address construction related impacts, such as protection of neighboring properties during excavation, grading, and construction activities, or even tenting homes to protect them from construction dust. She clarified that the Planning Commission is not being asked to deny the development, but to ensure that the surrounding property owners are protected.

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

Commissioner Strachan asked what will happen if the plat is not amended and there are no lot lines imposed. He wanted to know if multi-unit subdivisions will be allowed in the area. Director Ward reported that if there were a new multi-unit dwelling proposed, it would require a conditional use review. Steep Slope Conditional Use Permits (“SSCUP”) are required in the Historic Zoning Districts, but this is in the RC Zoning District, so there is no SSCUP review. However, there are standards required as part of the Building Permit proposal. In the RC Zone, there is a special section that requires single-family homes to meet many of the requirements included in the Historic Residential District.

Commissioner Shand noted that this will essentially shift from a four-plex to five individual single-family homes. There is an opportunity to employ modern soil erosion methods as opposed to what was done in the 1970s. Commissioner Beal expressed support for the application. When there are proposals to build, certain requirements will need to be met in order to respect the property rights of the neighbors. The comment shared during the public hearing will need to be addressed when future items are brought forward.

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Commissioner Frontero finds Good Cause for the application, as it reestablishes historic lot configurations. In addition, the proposal algins with the General Plan and is consistent with Old Town. Commissioner Frontero expressed support for the Plat Amendment.

MOTION: Commissioner Tilson moved to APPROVE the Empire Ridge Plat Amendment application and Vacate the Top Sider Condominium Plat, based on the following:

Background:

1. 1247 Empire Avenue is a 9,375-square-foot Lot in the Recreation Commercial (RC) Zoning District developed with four octagonal Structures that operated as timeshare units, each about 785 square feet.

2. The Structures are now vacant.

3. 1247 Empire Avenue is within Block 18 of Snyder's Addition to Park City.

4. On January 19, 1978, the City Council approved the Top Sider Condominiums for four existing octagonal Structures at 1247 Empire Avenue.

5. The Top Sider Condominiums Plat (Sweetwater Park City Condoshare Project VII) was recorded with Summit County on February 28, 1978.

Findings of Fact:

1. The proposed Empire Ridge Plat Amendment complies with the Lot and Site Requirements of the Recreation Commercial Zoning District.

    a. The minimum Lot size is 1,875 square feet.
        i. **Complies.** The Applicant proposes five Lots that are each 1,875 square feet.
    b. The minimum Lot width is 25 feet.
        i. **Complies.** Each proposed Lot is 25 feet in width.

2. The Planning Commission finds there is Good Cause to approve the proposed Empire Ridge Plat Amendment.

    a. The Planning Commission finds Good Cause for the Empire Ridge Plat Amendment because it reestablishes the historic Lot configuration of Snyder's Addition, thereby protecting the character of Old Town and the character of the neighborhood.

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b. General Plan Community Character Strategy 2A calls for development to “Protect Park City’s character and unique sense of place.”
c. One of the actions for this strategy is to “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.”
d. The proposed Empire Ridge Plat Amendment supports these goals because it reestablishes the historic Lot configuration for Block 18 of Snyder’s Addition and allows for the construction of Single-Family Dwellings (SFDs) that are compatible with the scale, aesthetics, and materiality of historic structures in Old Town.

Conclusions of Law:

1. There is Good Cause for approval of the Empire Ridge Plat Amendment.

2. The Empire Ridge Plat Amendment complies with the requirements of the Land Management Code, including Chapter 15-2.16 *Recreation Commercial (RC) District* and 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 LMC, and Conditions of Approval, prior to recordation of the plat.

2. The Applicant shall record the plat and an instrument pursuant to Utah Code § 57-8-22 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 include a plat note stating, “Each Lot shall require a separate lateral connection for sewer.”

4. The Applicant shall include a plat note stating, “Existing water connections to Norfolk Avenue shall be abandoned and each Lot shall require a separate water connection with hookups to Empire Avenue to be installed by 1247 Empire, LLC, the owner hereof.”

5. The proposed plat shall include a 10-foot snow storage easement in the front portion of each Lot along Empire Avenue.

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6. Demolition of the existing Structures shall occur prior to recordation of the Plat Amendment

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

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

C. 2863 American Saddler Drive – Plat Amendment – The Applicant Proposes Amending Lot 55 of the Fairway Meadows Subdivision to Allow for Construction of a Deed-Restricted Affordable Accessory Apartment in the Residential Development Zoning District. PL-26-06885.

Planner Barton presented the Staff Report and explained that this is a Plat Amendment for 2863 American Saddler Drive. Staff received new information after the Staff Report was published. The Planning Commission may take final action, but may also consider continuing this item to allow time to evaluate the new information, pursuant to LMC Section 15-1-12.5. Staff recommends continuing this item to a date uncertain.

Director Ward clarified that there was new information received about potential conflicts with the Covenants, Conditions, and Restrictions ("CC&Rs"). Staff would like additional time to review, evaluate, and update the Staff Report accordingly. It was determined that the presentation and public hearing will occur as planned. There can be a presentation from the applicant and then the Commission will make a decision about a continuation.

Planner Barton reported that the Fairway Meadows Subdivision was approved in January 1992. It created 61 lots and established both a maximum house size and a maximum garage size on the size of the lot. It also established a process to combine lots and increase the maximum house size. Since the subdivision was approved, there has only been one instance of a lot combination, which happened approximately five years ago. There have been no other Plat Amendments in the Fairway Meadows Subdivision.

The applicant is proposing to amend Lot 55 for the construction of an 867 square foot deed-restricted affordable accessory apartment. The proposal complies with the lot and site requirements of the RC Zoning District. Planner Barton reiterated that there is a desire to take additional time to review potential conflicts with the CC&Rs. He reported that the existing home is 4,333 square feet, including the garage. The applicant is also proposing additions to the single-family dwelling that would increase the size of the single-family dwelling and the garage to the maximum of 6,100 square feet.

The LMC includes regulations for accessory apartments. There are regulations for the size and number of bedrooms, but the proposed apartment complies with those regulations. If the Planning Commission approves this application, Staff recommends

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Conditions of Approval limiting the proposed accessory apartment to 867 square feet and stating that this is a deed-restricted affordable accessory apartment in perpetuity at 50% AMI. In addition, the rental term for the apartment can be no less than 90 days and nightly rentals are prohibited. Planner Barton reported that the proposal complies with the off-street parking requirements, which is two spaces for the single-family dwelling and one space for the accessory apartment. He explained that there is capacity for four parking spaces in the proposed garage with additional space for parking in the driveway.

There is Good Cause for the application, as the proposed accessory apartment addresses the critical housing shortage, furthers the health and welfare of Park City, and utilizes best planning practices. As indicated earlier, Staff would like additional time to evaluate the CC&Rs issue that was raised after publication of the Staff Report.

Planner Barton explained that the applicant is proposing additions to the single-family dwelling and garage that would take that structure to the platted maximum of 6,100 square feet. There is not a Plat Amendment needed for that work, but the proposed accessory apartment would take it over the platted maximum for the Fairway Meadows Subdivision.

Commissioner Shand wanted to understand how this would differ from the application seen previously where a deck was going to be enclosed but it exceeded the platted maximum for the area. Planner Barton reiterated the Good Cause and noted that the project can be conditioned to ensure it is a deed-restricted affordable unit in perpetuity.

Chair Van Dine opened the public hearing. There were no comments. The public hearing was continued to a date uncertain.

Commissioner Beal expressed support for a continuation so additional information can be reviewed by Staff and the Commission. Commissioner Frontero agreed and noted that there seems to be important information that Staff would like to review and present.

MOTION: Commissioner Strachan moved to CONTINUE the Plat Amendment for 2863 American Saddler Drive and the public hearing to a date uncertain. The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission.

D. 2100 Deer Valley Drive – Plat Amendment – The Applicant Proposes to Amend the Pine Inn Condominium Plat for Unit 10 to Reflect Existing Conditions and to Add 179 Square Feet of Private Area for a Loft. PL-26-06921.

Planner II, Virgil Lund, presented the Staff Report and explained that this is a Plat Amendment for 2100 Deer Valley Drive. The platted square footage for Unit 10 is 1,120 square feet. According to the applicant and applicant representative, the as-built square footage of the unit is actually 1,348 square feet. In 2025, there was a 179 square foot loft

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constructed without an approved Building Permit. The loft area is within the existing structure and is currently platted as private space. The total platted private area square footage will be increased to 1,527 square feet with the proposed Plat Amendment.

An exterior photograph of Unit 10 was shared as well as a diagram that shows the loft area that was constructed. The proposal complies with the Residential Development ("RD") Zoning District requirements, the off-street parking requirements for the condominium, and the Deer Valley Large Scale MPD. There is Good Cause for this application because there is no expansion of the exterior structure, the loft area is within previously platted private area, and no private street, right-of-way, or easement will be vacated or amended. Staff recommends 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 outlined in the Draft Final Action Letter. The applicant representative and attorney for the project can answer questions.

Commissioner Beal wanted to better understand what happened. Planner Lund explained that what was built is what was shown on the Building Permit, but there was never approval. It was communicated to the contractor at the time that a Plat Amendment was required prior to Building Permit approval, but the contractor constructed the loft.

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

Commissioner Beal believed that when procedural items fail intentionally, there should be consequences, but he does not believe that is what happened in this case. He expressed concerns about procedural failures in general. Commissioner Shand asked the Senior City Attorney if there has been a situation where someone intentionally reversed the process order and approached the City after the fact. Senior City Attorney, Mark Harrington, explained that compliance is the goal. It was suggested that the Commission focus on compliance rather than the order of the process that occurred.

MOTION: Commissioner Beal moved to APPROVE the Plat Amendment at 2100 Deer Valley Drive, Unit 10, based on the following:

Findings of Fact:

1. The proposed plat amendment complies with the Residential Development Zoning District requirements.

    a. Setbacks: 20 feet Front, 15 feet Rear, and 12 Feet Side.
        i. The existing Structure maintains Setbacks greater than 80 feet from all Lot Lines. No exterior alterations or additions are proposed.
    b. Building Height: 28 feet.

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i. The proposed plat amendment will not increase the Building Height of the Structure. The existing Structure is approximately 27 feet from Existing Grade.

2. The proposal complies with LMC Chapter 15-3, Off-Street Parking.

a. Condominiums between 1,000 square feet and 2,000 square feet require 1.5 Parking Spaces per Dwelling Unit.
b. With the proposed plat amendment, Unit 10 will increase from 1,120 square feet to 1,527 square feet and requires 1.5 Parking Spaces.
c. With the proposed plat amendment, the total required number of Parking Spaces for the Development is 18.
d. The proposed plat amendment complies with Off-Street parking requirements; there are 22 existing Parking Spaces in an underground garage.

3. The proposal complies with the 12th Amended Deer Valley Large Scale Master Planned Development.

a. The Deer Valley Large Scale MPD allocates 45 units for the Trail's End and Pine Inn Condominiums. Thirty-five units were constructed at Trail's End and 10 units were constructed at Pine Inn. No additional units are proposed with the plat amendment.

4. The proposal complies with the requirements in the Land Management Code for plat amendments. There is Good Cause for the Plat Amendment.

a. There is no external unit boundary expansion and no negative impacts on adjacent units since the loft area is constructed within previously platted private area. The proposed plat amendment does not create an additional Unit and complies with the original Condominium approval, Off-Street Parking requirements, and the Deer Valley Large Scale MPD. No Public Street, Right-of-Way, or easement will be vacated or amended.

Conclusions of Law:

1. There is Good Cause for this Plat Amendment.

2. The Plat Amendment is consistent with condominium plat regulations outlined in LMC § 15-7.1-3(B), § 15-7.1-6, and Chapters 15-3 *Off-Street Parking* and 15-2.13 *Residential Development District*.

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

4. Approval of the Plat Amendment, subject to the conditions 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 and the Land Management Code.

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 to the Planning Department in writing prior to the expiration date and an extension is granted by the Planning Director.

3. All Conditions of Approval from the Deer Valley Large Scale Master Planned Development shall continue to apply.

4. The Applicant is required to complete the Building Permit process for the loft area once the plat amendment is recorded.

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

7. ADJOURNMENT

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

The Planning Commission Meeting adjourned at approximately 7:13 p.m.

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PARCEL PC-SS-121-X

CLARK RANCH

Work Session

Planning Commission

June 10, 2026

PARK CITY 1884

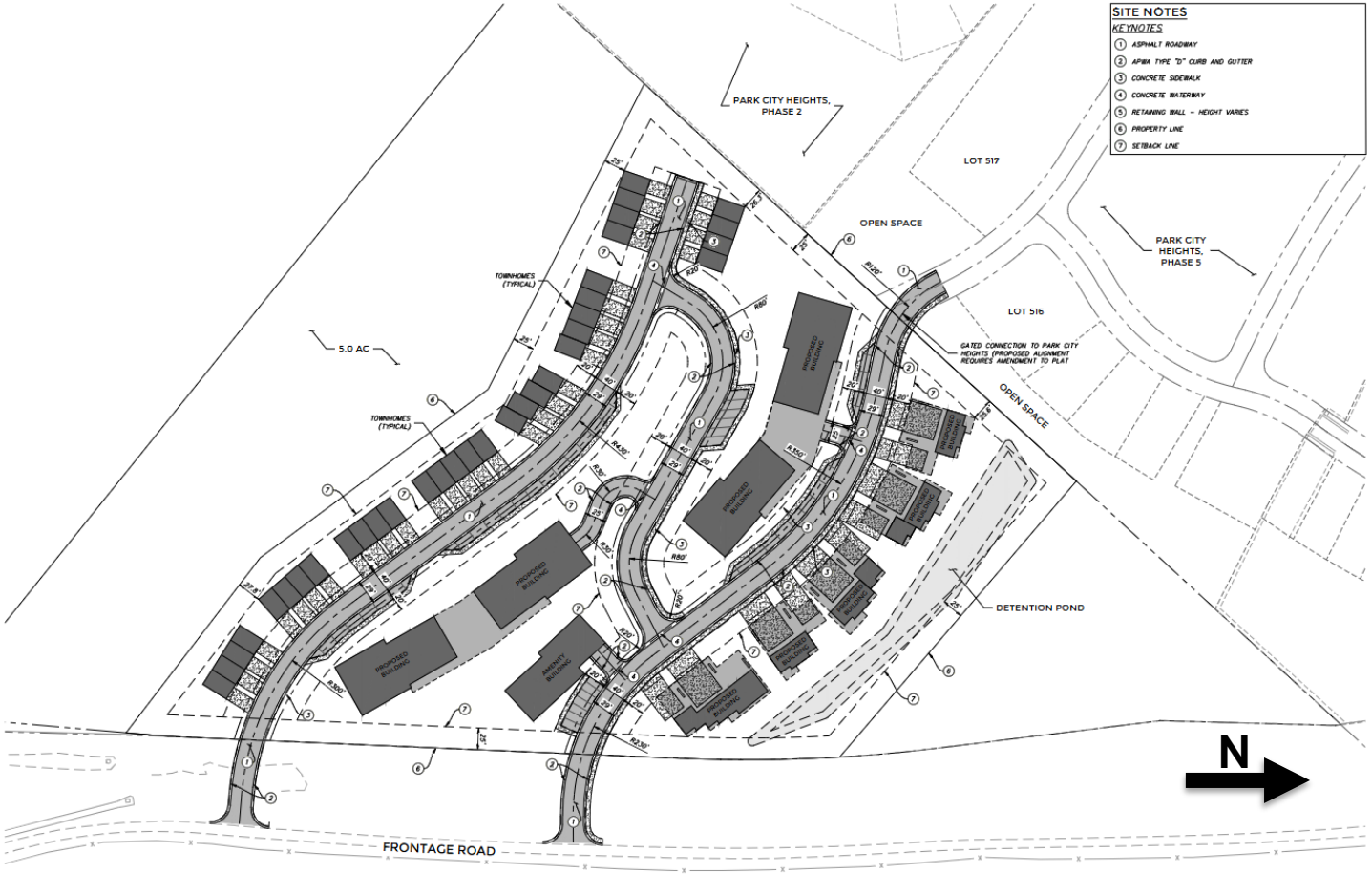
Joint Work Session

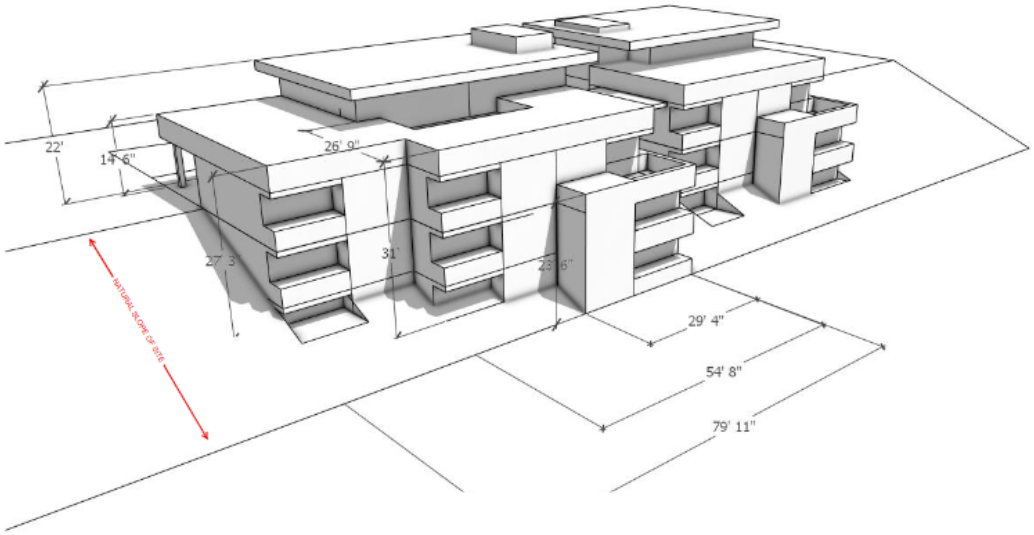
- February 3, 2026 - Joint Council & Commission Work Session

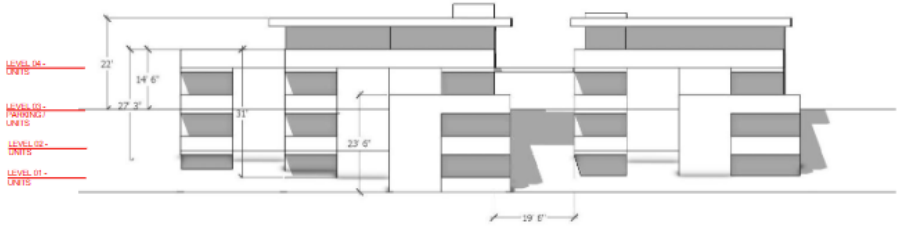
Option B1 (Open Space Buffer) 134 to 162 units		
	Multi-Unit Dwellings	**Townhomes**
B1.B **35-Foot Height** **162 total units**	18 buildings 4 buildings with 8 units per building 14 buildings with 7 units per building **130 total units**	8 buildings with 4 units per building **32 total townhomes**



Updated Site Plans & Massing





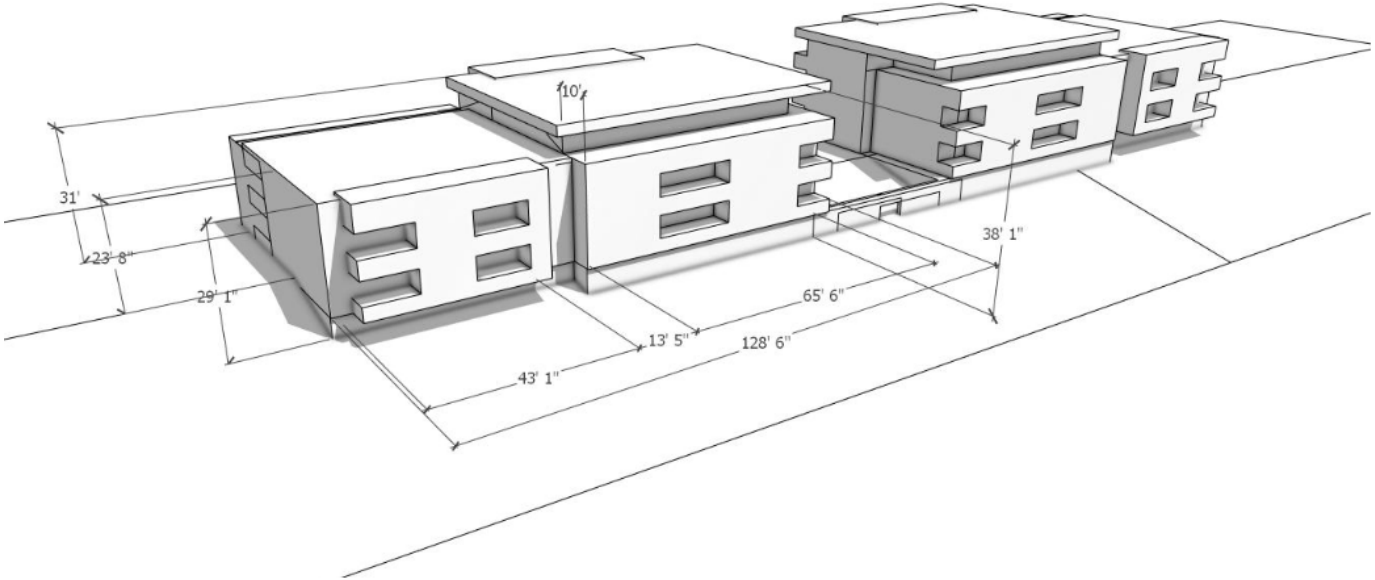


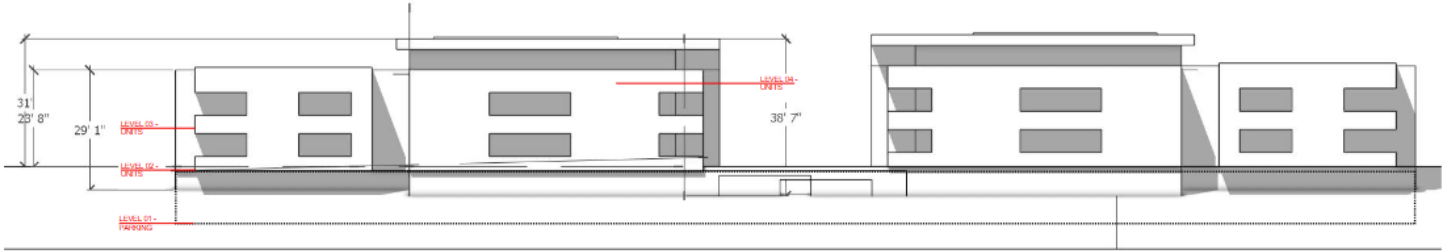
14 UNIT MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

14 UNIT MASSING / 11 UNIT MASSING DIAGRAM

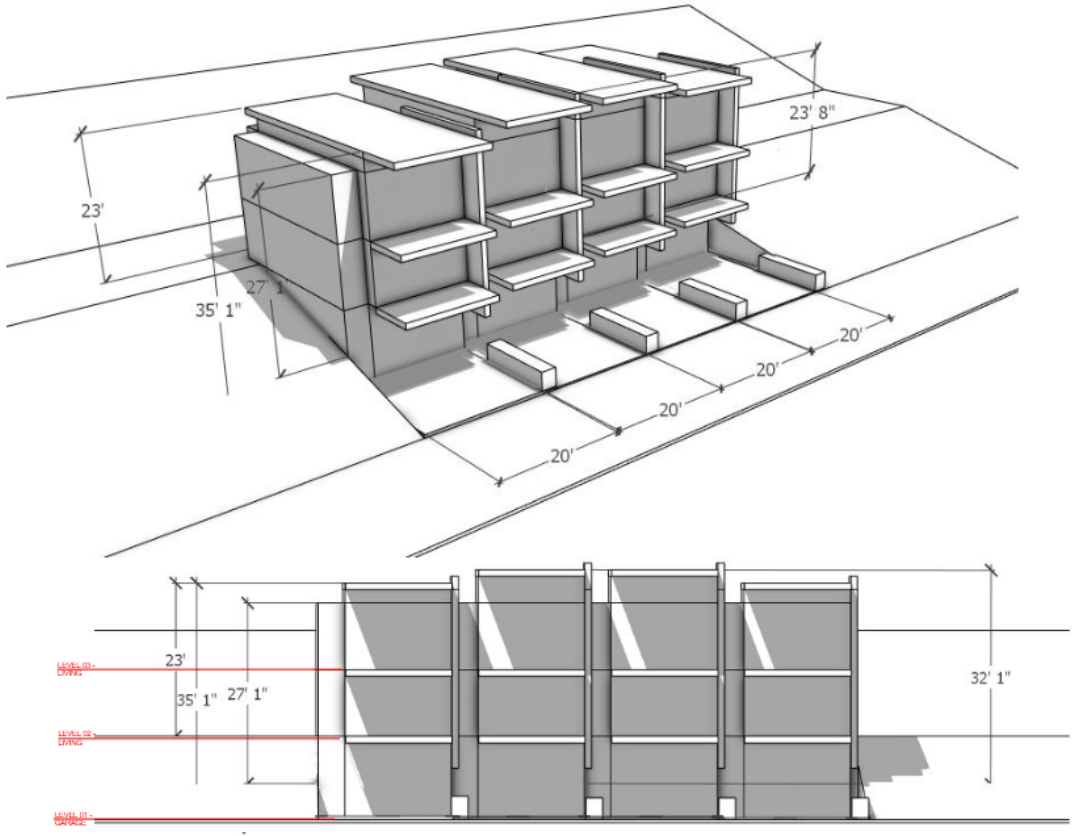




20 UNIT MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY



TOWNHOME MASSING DIAGRAM

MASSING ORGANIZATION AND CONCEPTUAL LAYOUT

CONCEPTUAL: FOR COMPARISON PURPOSES ONLY

Sensitive Land Overlay

Updated plan provides modifications for:

- Visual Assessment
- Slope/Topographic Map



Rezone

- Recreation and Open Space (ROS)
- Sensitive Land Overlay (SLO)

- Rezone to: Residential Development-Medium Density (RDM)
- Possible Affordable Housing Overlay

Require	RDM Zoning District	Proposed Possible Affordable Housing Overlay Requirements	Current Proposal
Density	8 units/acre under MPD – 80 units	16.4 units/acre under MPD – at least 60% to be affordable / attainable deed restricted	16.4 units / acre
Lot Size	Not applicable	Developable lot not to exceed 10 acres	10 acres
Perimeter Setback (MPD)	25 feet	25 feet	25 feet

Rezone

Require	RDM Zoning District	Proposed Possible Affordable Housing Overlay Requirements	Current Proposal
Building Height	28 feet or 33 feet for a roof pitch of 4:12 or greater	Underlying Zoning District applies. Planning Commission may grant an exception if: • Structures step back with the Grade • Massing is compatible with the site topography and surrounding developments • Roofline horizontal plane stepped, to correspond to the width of the Dwelling Unit • Low profile Buildings that orient with existing contours encouraged	31 feet, with flat roofs, for the 14-Unit Building 38 feet, with flat roofs, for the 20-Unit Building 35 feet 1 inch, with flat roofs, for the town homes
Design Guidelines		Reviewed by the Planning Commission. • Architectural design follow site's natural topography • Retaining walls and exterior wall heights limited • Materials shall be sustainable, firewise, suited for the site	Design modified to create greater architectural interest

Open Space	Not applicable without an MPD	Outside development pods:
		• Remain Natural Open Space:
		  • Protected by a conservation easement
		  • Comply with MPD Open Space requirements.
			No longer proposes development pods. Areas outside of the proposed Structures are proposed to remain Open Space.

Questions for the Commission

- ***Does the Planning Commission find the Applicant's updated plans incorporate the recommendation to reduce building mass, cut, and fill?***

- ***Does the Planning Commission find there is adequate architectural variation to establish a maximum Building Height of up to 38 feet?***

- ***Are there modifications or additional information the Planning Commission recommends be considered prior to the next public hearing?***

CLARK RANCH

PARK CITY, UTAH

PARK CITY 1884

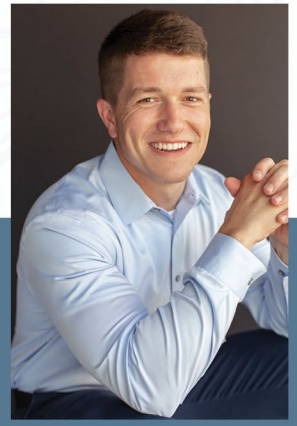
Alexander Company

CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL · CONCEPTUAL

Meet the Team Here Today

Alexander Company

IN PERSON



CHRIS DAY

DEVELOPMENT
PROJECT MANAGER

VIRTUAL

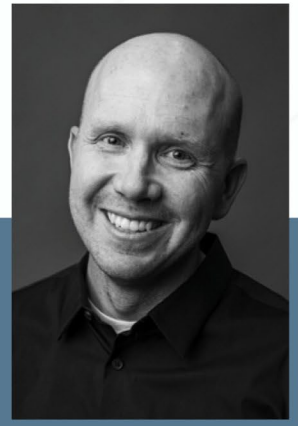


COLIN CASSADY

DEVELOPMENT
PROJECT MANAGER

stereotomic

IN PERSON



JARRETT MOE

PRINCIPAL / OWNER

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CLARK RANCH

Where We Left Off

Joint Work Session
February 2026

» Selected preferred boundary
» Building heights up to 35’*
» Up to 130 units of multi-family
» 32 townhomes

*From existing grade

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CLARK RANCH

Vicinity Plan



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CLARK RANCH

Site Plan



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CLARK RANCH

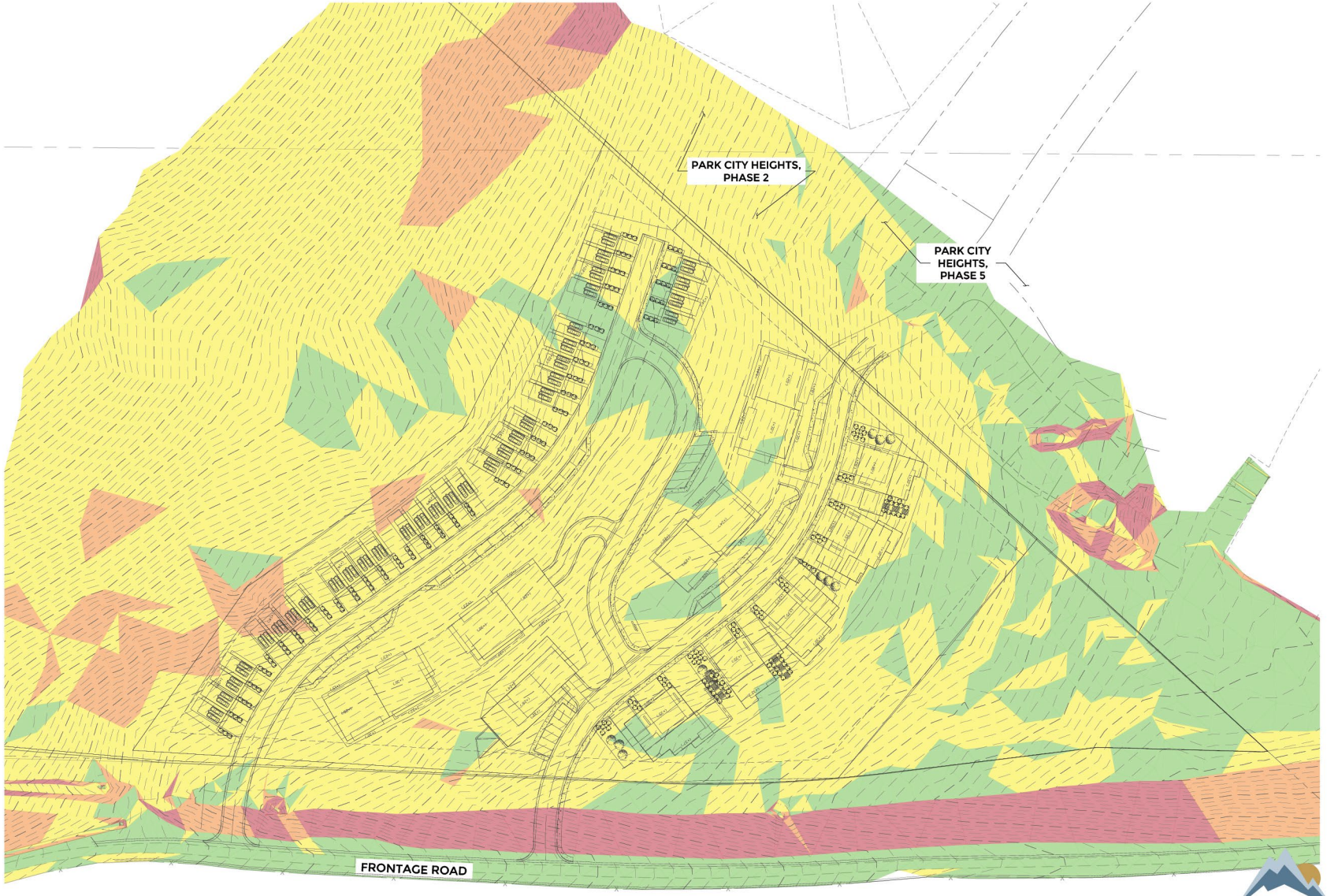
Slope Analysis

0% - 15%

15% - 30%

30% - 40%

40% +



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CLARK RANCH

Roof Plan

UP TO 28’

UP TO 35’



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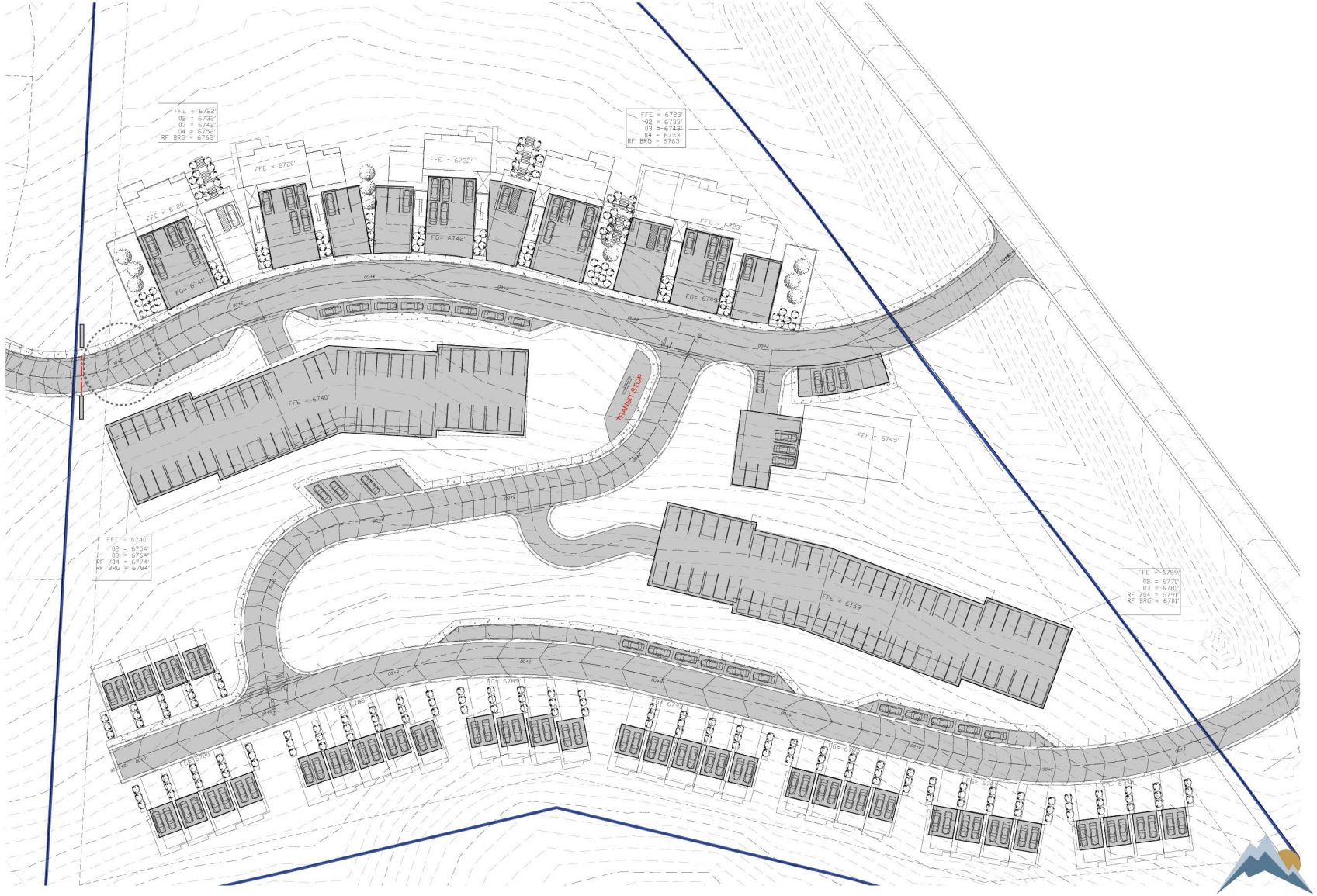
CLARK RANCH

Parking Plan



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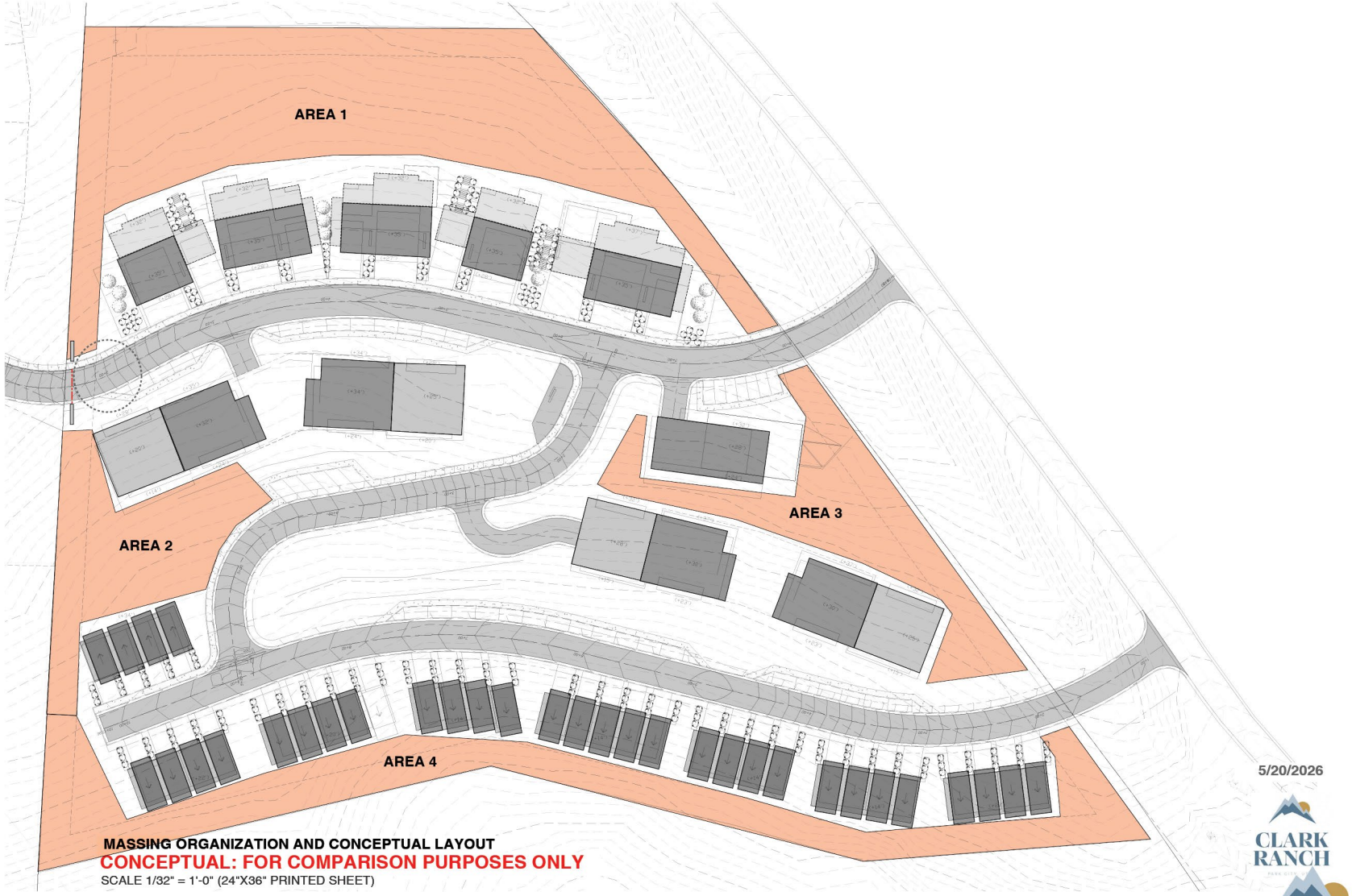
CLARK RANCH

Open Space Diagram

31.34%
open space



5/20/2026

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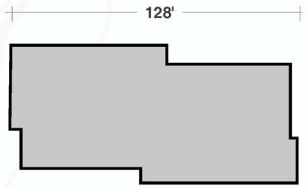
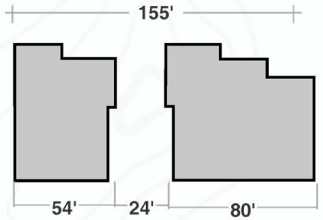
Building Footprint Analysis

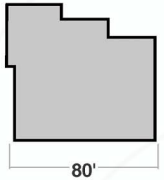
CLARK RANCH



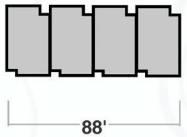
20 UNIT MF FOOTPRINT



13 UNIT FOOTPRINT

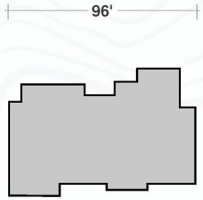


8 UNIT MF FOOTPRINT

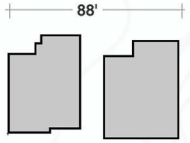


TOWNHOME GROUP FOOTPRINT

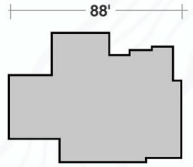
PARK CITY HEIGHTS



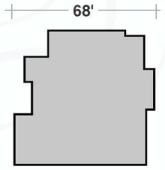
4 PLEX FOOTPRINT



COTTAGES FOOTPRINT



ESTATE HOME FOOTPRINT



ESTATE HOME FOOTPRINT

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CLARK RANCH

Massing / Site Perspective



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CLARK RANCH

Massing / Site Perspective



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CLARK RANCH

Next Steps

» Prepare full planning submittals

» Identify appropriate next meeting date

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CLARK RANCH

Questions?



CLARK RANCH



844 Empire Avenue

Conditional Use Permit

Planning Commission

PL-26-06909 | June 10, 2026

PARK CITY 1884

844 Empire

Background

- Significant Historic Site; damaged in 2014 fire and vacant since
- Previous owner obtained HDDR approval for remodel and addition project in May 2025 and recorded a Financial Guarantee
- Property changed ownership in September 2025, and current Applicant wants to pursue the previous HDDR project, with modifications
- Applicant must comply with previous owner's Historic Preservation Plan

844 Empire

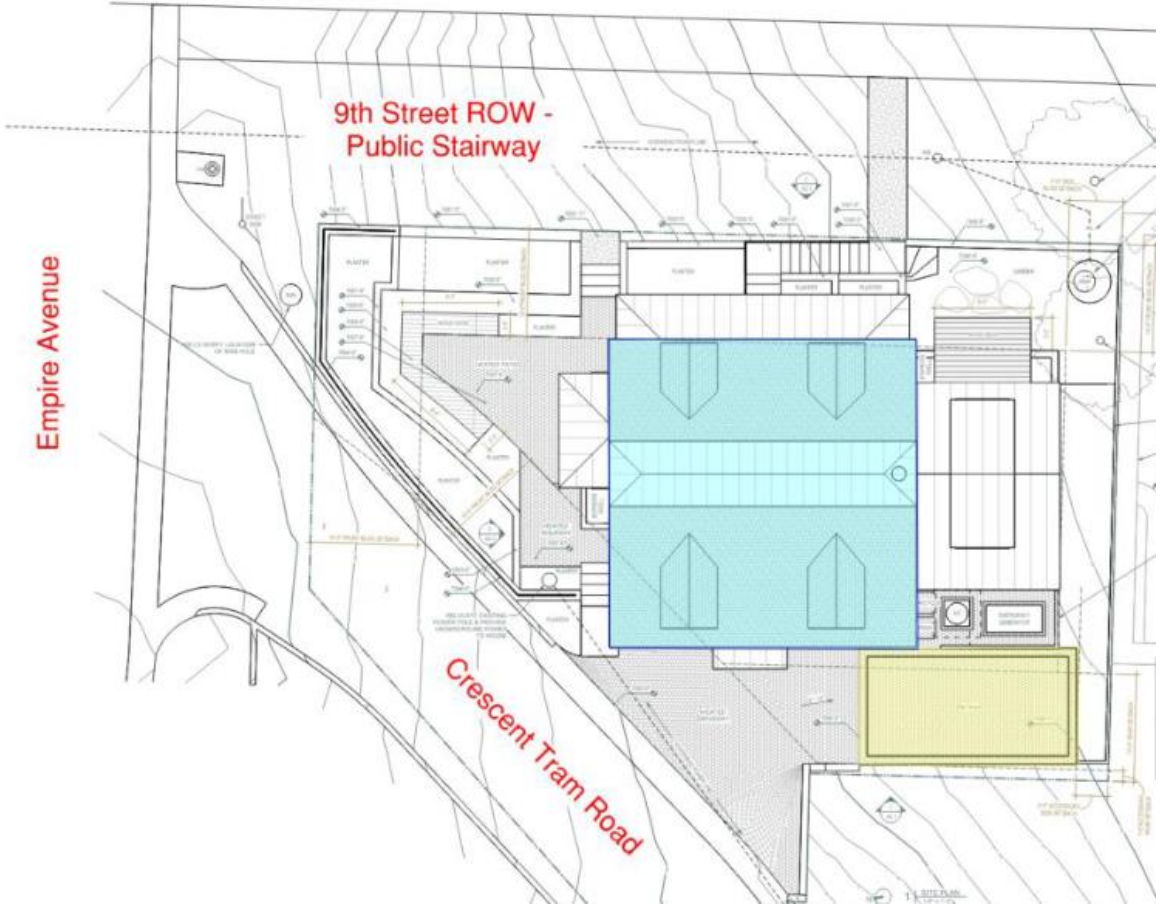
Proposal

- Applicant proposes a detached, partially subterranean car elevator/lift Structure that is ~217 square feet and would include stacked storage for up to two vehicles in the southeast corner of the Site.

844 Empire



844 Empire


9th Street ROW -
Public Stairway
Empire Avenue
Crescent Tram Road

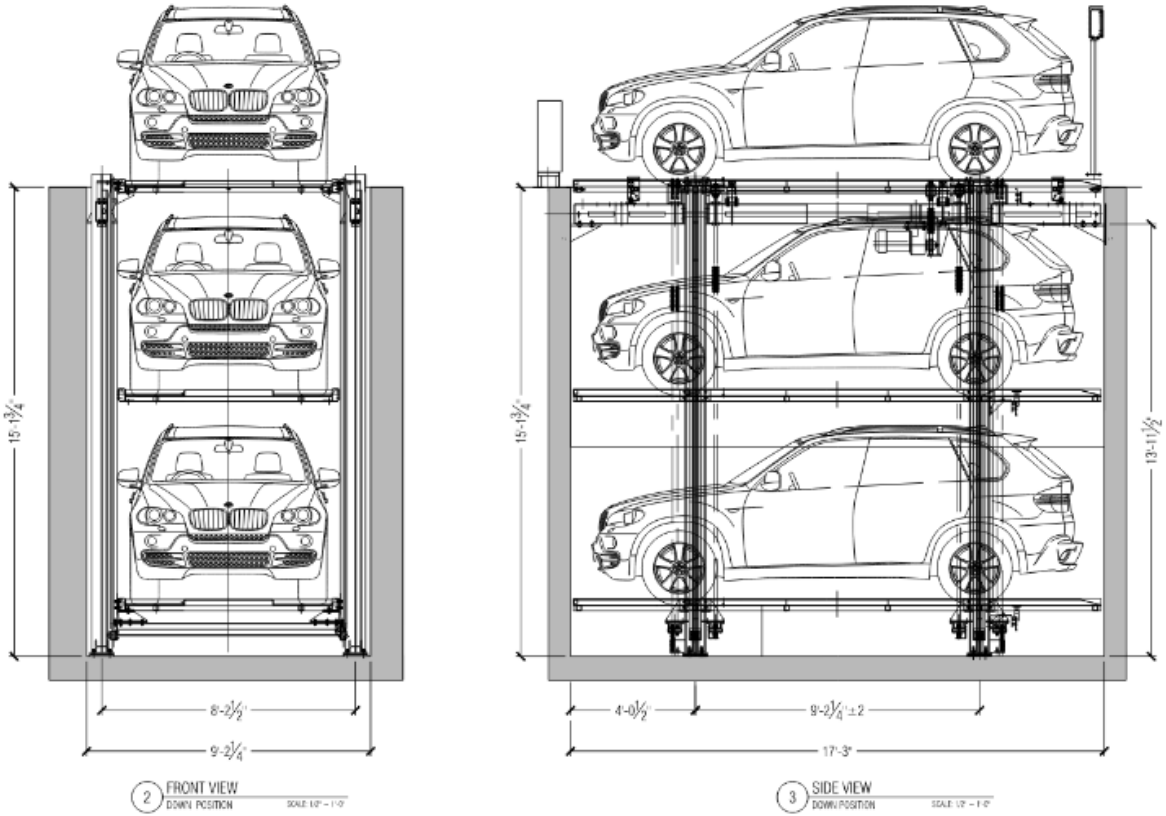
844 Empire



844 Empire



844 Empire


15'-1¾"
8'-2½"
9'-2¼"
2 FRONT VIEW
DOWN POSITION
15'-1¾"
13'-11½"
4'-0½"
9'-2¼" ±2
17'-3"
3 SIDE VIEW
DOWN POSITION

844 Empire

HR-1 Zone

- HR-1 requirements prohibit Accessory Structures from covering more than 50% of the Rear Setback area

- Applicant seeks Planning Commission approval of an exception to this requirement because the proposed car lift Structure would cover more than 50% of the Rear Setback

- Structure complies with all other Lot and Site Requirements, as well as Building Footprint and Building Height requirements

844 Empire

HR-1 Exception

- LMC § 15-2.2-4(A) allows Planning Commission to grant exception to Building Setback standards for additions to Historic Structures, including detached Garages, to achieve new construction consistent with Historic District Regulations, if five criteria are met.

844 Empire

HR-1 Exception Criteria

1. The Applicant must obtain an approved CUP

2. The scale of the addition and/or driveway is Compatible with the Historic Building and/or Structure

3. The addition complies with all other provisions of the zoning district

4. The addition complies with the adopted Building and Fire Codes

5. The addition complies with the Design Regulations for Historic Districts and Historic Sites

844 Empire - CUP

Conditions of Approval

1. *The Applicant shall obtain Historic District Design Review approval for the proposed modifications.*

2. *The Applicant shall obtain a Building Permit for the proposed modifications.*

3. *Any Significant Vegetation removed at the site shall be replaced on-site*

4. *The Applicant shall provide snow storage on-site and shall obtain an Encroachment Agreement with the Engineering Department for the heated driveway.*

5. *The Applicant shall reduce the width of the driveway to a maximum of ten feet prior to Building Permit submittal.*

844 Empire - CUP

Conditions of Approval

8. The Applicant shall obtain Access and Snow Shed Agreements with applicable neighboring properties prior to Building Permit issuance.

9. Retaining wall footings shall not encroach on neighboring properties.

- Other Conditions of Approval regarding outdoor lighting, noise impacts, and utility impacts outlined in the Draft Final Action Letter

844 Empire - CUP

FAL Amendments

- Amend Finding of Fact #1 to specify the size of the proposed car lift Structure
- Eliminate Condition of Approval #11 regarding windows – this will be addressed during HDDR review

Recommendation

(I) Review the CUP for a partially subterranean car lift within Setbacks at 844 Empire Avenue, a Significant Historic Site,

(II) conduct a public hearing, and

(III) consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended, in the Draft Final Action Letter.

The Planning Commission may:

- Approve the Conditional Use Permit.
- Deny the Conditional Use Permit and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

Empire Ridge

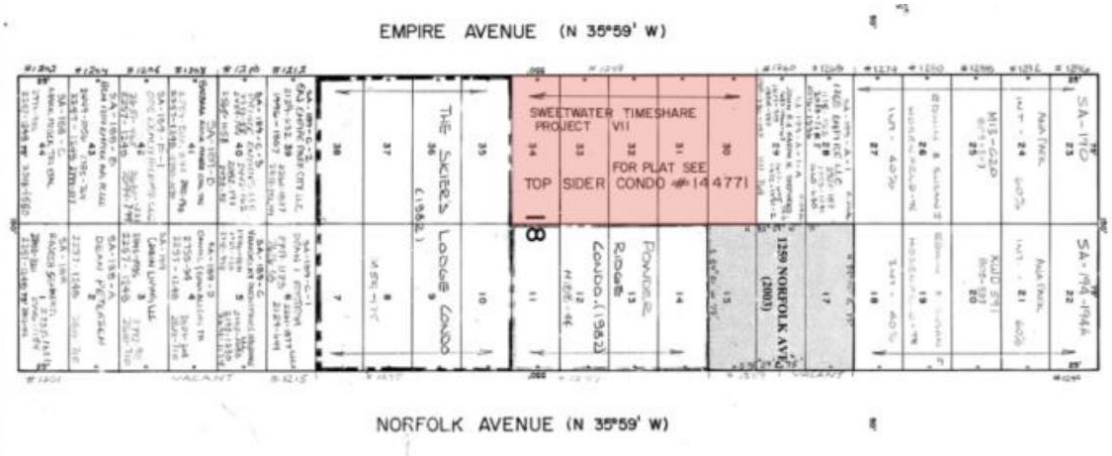
Plat Amendment

PL-26-06911

June 10, 2026

Background

- Block 18 – Snyder's Addition to Park City
  - Lots 30-34 – each 1,875 square feet
- Top Sider Condominiums – January 1978
  - Combined five Lots into a single 9,375-square-foot Lot

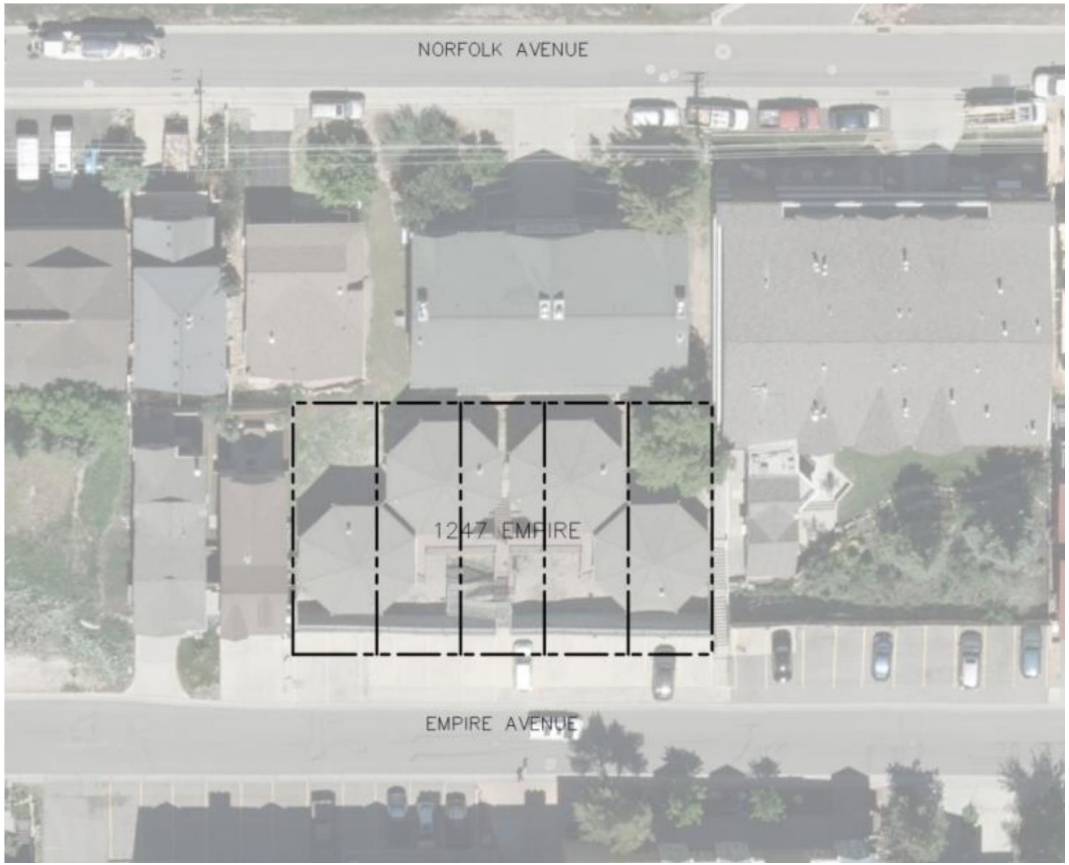


Proposal

- Vacate the Top Sider Condominiums plat
- Reestablish the historic Lot configuration
- Create five Lots for Single-Family Dwellings



Proposal



Analysis

- The proposal complies with the Lot and Site Requirements of the Recreation Commercial Zoning District

Requirement	Analysis of Proposal
Lot Size: Minimum 1,875 square feet.	**Complies.** The Applicant proposes five Lots that are each 1,875 square feet.
Lot Width: Minimum 25 feet.	**Complies.** Each proposed Lot is 25 feet in width.

General Plan

Protect Park City's character and unique sense of place.

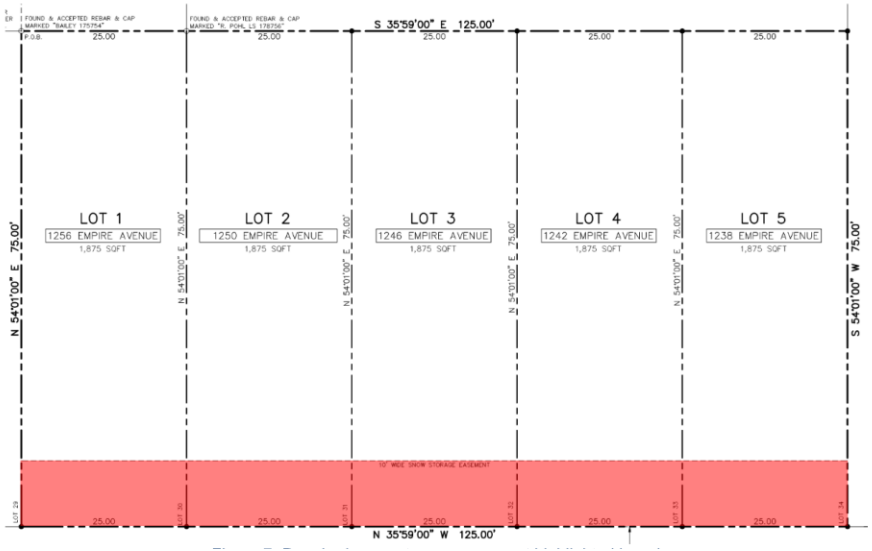
*Encourage the design of new development that is compatible with the **scale**, aesthetics and materiality of historic structures for Old Town and the character of each individual neighborhood.*

Good Cause

- Reestablishes the historic Lot configuration of Snyder's Addition
- Protect neighborhood character and the character of Old Town

Conditions

- Separate lateral connections for water and sewer for each Lot
- Snow storage easement along Empire Avenue
- Demolition of existing Structures prior to recordation of Plat Amendment



Recommendation

(I) Review the proposed Plat Amendment

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the Plat Amendment;
- Deny the Plat Amendment and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

Maureen Moriarty & Malia Brown
[redacted] Norfolk Ave.
Park City, UT 84060
(435) [redacted]

June 10, 2026

To: Planning Commission of Park City, UT
Park City Municipal
445 Marsac Avenue
Park City, UT 84060

Re: PL-26-06911 (1238, 1242, 1250, 1256 Empire Avenue also known as 1247 Empire Avenue)

Chair, Commissioners, and Staff:

Thank you for the opportunity to speak.

My name is Malia Brown and I represent my mother as property owner of 1259 Norfolk Avenue, the historic home, located immediately downhill from the parcels that are the subject of this proposed plat amendment.

At the outset, I want to make clear that we are not opposed to reasonable development of private property. Property owners have important rights, and responsible redevelopment can benefit both the neighborhood and the community.

My purpose tonight is not to prevent development, but rather to ensure that any action taken by the City carefully considers the potential impacts on neighboring properties and is supported by sufficient information to protect the public health, safety, and welfare.

As the subject property is located uphill from existing residences within a sensitive hillside environment, I respectfully ask the Commission to evaluate not only the proposed plat amendment itself, but also the practical consequences that may result from the development rights and buildout potential created by the amendment.

While a plat amendment may appear to be a technical matter involving property boundaries or lot configuration, the real-world impacts on neighboring properties are often determined

by what those changes ultimately allow to be built.

Accordingly, I respectfully request that the Commission carefully consider the following issues.

HILLSIDE STABILITY, EXCAVATION, AND RETAINING WALLS

The subject property is situated above existing homes and improvements. Future development may require excavation, grading, retaining walls, underground utilities, foundations, or other hillside modifications.

These activities have the potential to affect neighboring properties through soil movement, groundwater migration, settlement, slope instability, or structural impacts.

I respectfully request that the Commission ensure that any future approvals are supported by appropriate geotechnical analysis and engineering review sufficient to protect adjacent properties and existing improvements.

STORMWATER, DRAINAGE, AND SNOWMELT

Water follows gravity, and gravity does not recognize property lines.

Development frequently increases impervious surfaces through roofs, driveways, patios, retaining walls, and other improvements. These changes can alter historical drainage patterns and increase runoff onto neighboring properties.

For downhill property owners, changes in drainage can have significant long-term consequences, including erosion, foundation impacts, icing conditions, water intrusion, and damage to landscaping and improvements. We are already the smallest building in this zone and we are experiencing these issues particularly as we have warmer winters.

William Popp, in Engineering and Christine Williams in Stormwater and Water Compliance are already aware of the impacts on our historic lot from the fourplex building nextdoor.

I respectfully request that the Commission carefully evaluate how future development may affect drainage patterns and require appropriate engineering analysis to ensure neighboring properties are not adversely impacted.

DEVELOPMENT INTENSITY, MASSING, AND NEIGHBORHOOD COMPATIBILITY

I also ask the Commission to consider the cumulative development potential that may result

2

from the proposed plat amendment.

The practical impacts on neighboring properties will ultimately be determined not by lines on a plat map, but by the density, grading, excavation, building mass, building placement, and structures that may result from those lines.

While future development applications may address specific design elements, the Commission's decision tonight may influence the scale and intensity of future development on the property.

I respectfully request that those practical consequences be considered as part of the Commission's review.

PROTECTION OF EXISTING IMPROVEMENTS

The surrounding neighborhood contains homes, retaining walls, utilities, drainage systems, landscaping, and other improvements that have been developed and maintained over many years.

These existing improvements represent substantial investments by neighboring property owners.

I respectfully request that the Commission consider the potential effects of future development on adjacent properties and ensure that appropriate measures are incorporated into future approvals to protect neighboring improvements from avoidable damage.

CONSTRUCTION IMPACTS

Although detailed construction planning may occur at later stages of review, approval of the plat amendment may be the first step in a larger redevelopment process.

I respectfully request that any future approvals include appropriate measures to address construction-related impacts and protect neighboring properties during excavation, grading, and construction activities, including but not limited to, tenting our home or other measures to protect our home from construction dust, blasting, and other impacts.

In conclusion, we are not asking the Commission to deny development.

Rather, we are asking the Commission to ensure that the rights of the property owner seeking the amendment are balanced with the rights of neighboring property owners whose homes, safety, drainage, access, and property interests may be affected by the

consequences of the decision.

Should the Commission approve the application, I respectfully request that future development approvals include appropriate geotechnical review, drainage review, documentation of existing conditions, and construction-impact mitigation measures sufficient to protect neighboring properties.

Thank you for your time, your service, and your thoughtful consideration of these issues.

Respectfully submitted,

Malia Brown
And Maureen Moriarty

Fairway Meadows Lot 55

Plat Amendment

PL-26-06885
June 10, 2026

Continuation

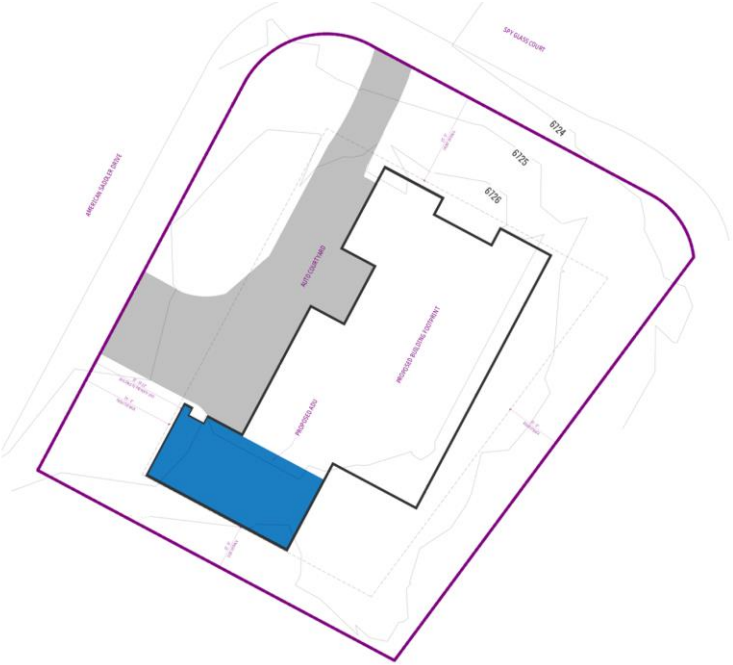
- Staff received new information since the staff report was published on Friday.
- The Planning Commission may take Final Action but may consider continuing this item to allow time to evaluate this new information pursuant to Land Management Code Section 15-1-12.5
- Staff recommends continuing the item to a date uncertain

Background

- Fairway Meadows Subdivision – approved January 1992
  - Created 61 Lots
  - Established a Maximum House Size based on the size of the Lot
  - Established a maximum garage size
  - Established a process to combine Lots and increase the Maximum House Size
- Lot 11 Amended Plat
  - Combined Lots 11 and 12
  - Increased the Maximum House Size to 8,250 square feet

Proposal

- Amend Lot 55 to allow for the construction of an 867-square-foot deed-restricted affordable Accessory Apartment



Analysis

- The proposal complies with the Lot and Site Requirements of the Recreation Commercial Zoning District

Requirement	Analysis of Proposal
Density: Maximum three units per acre	**Complies.** Lot 55 is a 0.38-acre Lot with an existing SFD. Density is established by the Fairway Meadows Subdivision Plat. An Accessory Apartment is an allowed Use in the RD Zoning District, subject to the requirements of LMC § 15-4-7.
Front Setback: The Plat requires greater Front Setbacks than the LMC – 25 feet	**Complies.** Lot 55 is a double frontage Lot with Front Setbacks along American Saddler Drive and Spyglass Court. The Applicant proposes minimum Setbacks of 25 feet, 10 inches on American Saddler Drive and more than 26 feet on Spyglass Court.
Rear Setback: 15 feet	**Complies:** The proposed Structure is greater than 25 feet from the Rear Lot Line.
Side Setback: 12 feet	**Complies:** The proposed Structure is 12 feet from the Side Lot Line.

Analysis

	Existing	Proposed	Change
Main Level	2373 square feet	2645 square feet	+272 square feet
Upper Level	1239 square feet	2546 square feet	+1307 square feet
Total Livable Area	3612 square feet	5191 square feet	+1579 square feet
Garage	721 square feet	909 square feet	+188 square feet
Total SFD	4333 square feet	6100 square feet	+1767 square feet

7. MAXIMUM HOUSE SIZE IN FAIRWAY MEADOWS SHALL BE AS SHOWN IN TABLE AT UPPER LEFT. MAXIMUM UNPENALIZED GARAGE SIZE IS 600 SQUARE FEET; GARAGE SQUARE FOOTAGE OVER 600 SQUARE FEET SHALL BE DEDUCTED FROM THE MAXIMUM HOUSE SQUARE FOOTAGE TO DETERMINE THE MAXIMUM HOUSE SIZE FOR THAT HOUSE.

Analysis

- The proposal complies with LMC regulations for Accessory Apartments

Criteria	Analysis of Proposal
Size: No more than one third of the dwelling size, no less than 280 square feet, and no more than 1,000 square feet.	**Complies.** The proposed Accessory Apartment is 867 square feet, about 17% the size of the primary dwelling including proposed additions.
Bedrooms: No more than two.	**Complies.** The proposed Accessory Apartment includes one bedroom.
Floor Area: May not increase the floor Area of a Structure over the maximum floor Area as specified in the LMC or Subdivision approval.	**Condition of Approval recommended.** Condition of Approval 4 requires the amended plat to include a plat note limiting Lot 55 to 867 additional square feet for a deed-restricted affordable Accessory Apartment only.
Parking: One space per bedroom.	**Complies.** One space required. See Analysis Section III below.
Prohibition on Nightly Rentals.	**Condition of Approval recommended.** Condition of Approval 6 requires the Applicant to record a deed restriction in a form approved by the City Attorney requiring the rental term for the Accessory Apartment to be no less than 90 days and prohibiting Nightly Rentals.

Analysis

- The proposal complies with LMC regulations for Off-Street Parking
  - Single-Family Dwelling: 2 spaces per unit
  - Accessory Apartment: 1 space per bedroom
- 3 spaces required
- 4 spaces in garage; additional space for parking in driveway

Good Cause

- Addresses the City's critical housing shortage
- Furthers health and welfare of Park City
- Utilizes best planning practices

General Plan

Protect open space, discourage sprawl, and direct growth inward.

Allow context appropriate infill in existing neighborhoods to discourage sprawl and utilize existing infrastructure.

Encourage infill development and enable a variety of housing typologies that provide a diverse mix and respond to the needs of various demographic and socioeconomic groups.

Allow the creation of Accessory Apartments in residential neighborhoods when compatible with existing character and located in near proximity to transit, amenities, and services.

Conditions

- Limitations on Maximum House Size and garage remain in effect
- Deed restrictions
  - 50 percent area median income in perpetuity
  - Rental term is 90 days or more and Nightly Rentals are prohibited

2100 Deer Valley Drive

PL-26-06921

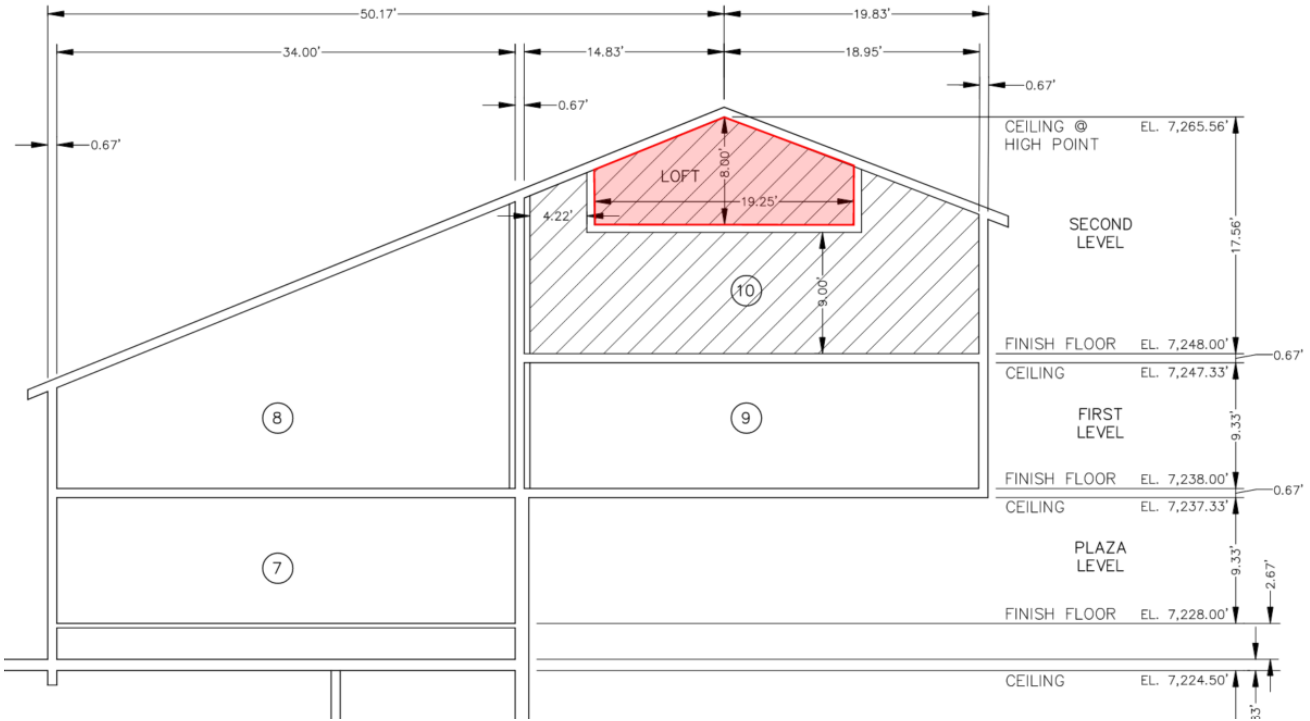
Background

- Platted square footage from 1985 shows the unit is 1,120 square feet.
- According to the Applicant, the as-built square footage is 1,348 square feet.
- 179-square-foot loft was constructed in 2025 without an approved building permit.
- The loft area is within the existing Structure and is platted private space.
- Total private area square footage to be increased to 1,527 square feet.

Unit 10



Unit 10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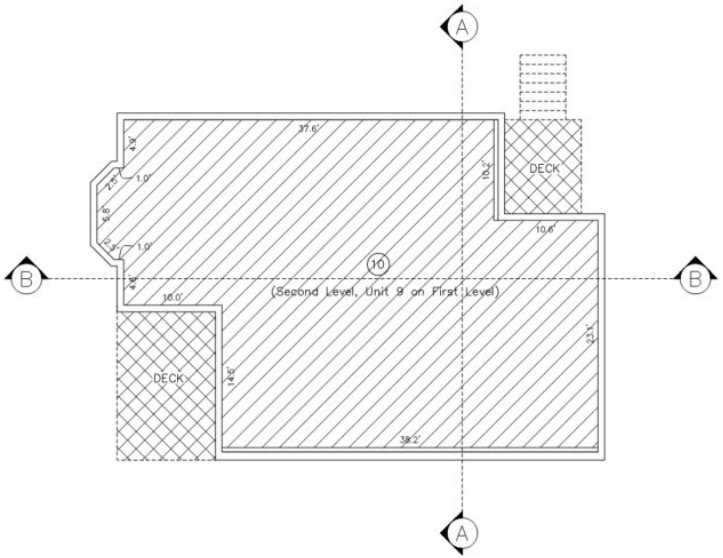
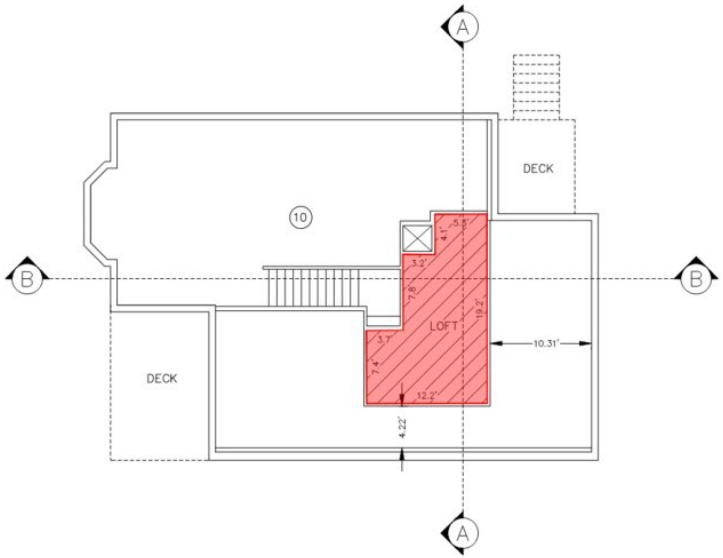
Unit 10



UNIT 10
MAIN LEVEL



UNIT 10
LOFT LEVEL

Analysis

- The proposal complies with the RD Zoning District requirements, off-street parking and the Deer Valley large-scale MPD.

Good Cause

- No expansion of the exterior Structure.
- Within previously platted private space.
- No public Street, Right-of-Way, or easement will be vacated or amended.

Final Action

- Review the plat amendment, open a public hearing, and consider approving based on the Final Action Letter.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JUNE 24, 2026

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

EX OFFICIO: Rebecca Ward, Planning Director; Michelle Kellogg, City Recorder; Nan Larsen, Senior Planner; Alec Barton, Senior Planner; Lillian Zollinger, Planner III; Jaron Ehlers, Planner I; Meredith Covey, Planner II; Jacob Klopfenstein, Planner II; John Robertson, City Engineer; Mark Harrington, Senior City Attorney

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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 Adam Strachan.

2. SWEARING-IN CEREMONY

A. The City Recorder Will Administer the Oath of Office to John Frontero and Matthew Day to Each Serve Four-Year Terms on the Planning Commission.

City Recorder, Michelle Kellogg, administered the Oath of Office to John Frontero and Matthew Day. Both will serve four-year terms on the Park City Planning Commission.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no communications or disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. WORK SESSION

A. Five-Acre Site – Subdivision, Master Planned Development, and Conditional Use Permit – The Planning Commission Will Conduct an Introductory Work Session. The Applicant Proposes to Redevelop the Five-Acre Site at the Southwest Corner of Kearns Boulevard and Bonanza Drive with a Mixed-Use Development Including 106 Residential Units, Over 30,000 Square Feet of Commercial and Multidisciplinary Art Space, Community

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Green Space, and an Underground Parking Garage. Public input may be sent to planning@parkcity.gov. MPD: PL-26-06914, CUP: PL-26-06915, CUP: PL-26-06917, Subdivision: PL-26-06920.

Chair Van Dine reported that there will not be public comment on this Work Session item, but there will be time provided for public comments when this is on Regular Session Meeting agendas on July 8, 2026, August 12, 2026, and August 26, 2026. Anyone interested in submitting comments prior to those dates can do so at planning@parkcity.gov. All of the comments submitted so far have been reviewed. Chair Van Dine reminded those present that the Planning Commission is tasked with processing the current application, as submitted, for compliance with the Land Management Code ("LMC"). A lot of the public comment so far has been focused on what the site should be, but the Commission must look at the submitted application.

Senior Planner, Nan Larsen, presented the Staff Report and explained that this is an application for the Five-Acre Site. There is Planning Commission feedback requested on the initial submittal. The proposal is for a Master Planned Development ("MPD"), two Conditional Use Permits ("CUP"), and a Subdivision. As reviewed during the site visit, the Five-Acre Site is located at the southwest corner of Kearns Boulevard and Bonanza Drive. The site is owned by Park City, and through a private-public partnership with Brinshore Development, there is a proposal to redevelop the property. The site has three frontages, one on Munchkin Road, one on Bonanza Drive, and the other on Kearns Boulevard. The seven buildings and Maverick gas station pumps were demolished in 2021. The only remaining building is the former Maverick convenience store, which is vacant. The property is within the General Commercial and Frontage Protection Zones.

It is proposed that the vacant site be redeveloped with mixed-use that includes seven buildings. The proposed 185,512 square feet would include 88 affordable housing units, 18 unrestricted housing units, over 30,000 square feet of retail, restaurant, and non-profit art space, and a child care center. Within the General Commercial Zoning District, there are certain uses permitted. The proposal that Brinshore Development has brought forward includes land uses such as retail, restaurant, café, and a parking structure, all of which are permitted in the General Commercial Zoning District. Also proposed are multi-unit dwellings and non-profit art spaces, which require Planning Commission review through the CUP process. The General Commercial Zoning District has a maximum building height of 35 feet from existing grade. Certain building forms, such as gable roofs, may encroach into the maximum building height up to 5 feet. However, additional building height may be approved by the Planning Commission through the MPD process.

Planner Larsen explained that a minimum perimeter setback of 25 feet is required where an MPD is proposed. She reiterated that the site is also within the Frontage Protection Zone. It extends 100 feet into the property along the Kearns Boulevard right-of-way. This zone requires a 30-foot setback for all structures along the right-of-way, but no structure is proposed. All construction activity within the Frontage Protection Zone requires a CUP.

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There is a single-lot subdivision proposed on the site. The proposed Bonanza Park Subdivision Lot A will contain 5.27 acres and will front on Munchkin Road, Bonanza Drive, and Kearns Boulevard. Since the proposed Subdivision will contain three or fewer lots, will front an existing street, and no new public streets are proposed, this is considered a Minor Subdivision. It will require Planning Commission review of the Final Plat. The applicable regulations for a Minor Subdivision have been outlined in the Staff Report.

Senior Planner, Alec Barton, reported that the applicant is proposing multi-unit dwellings in the General Commercial Zoning District and a non-profit art space, both of which require CUPs. The Planning Commission reviews 17 criteria when considering a CUP. Many of the criteria are related to traffic impacts, parking, and site access. The applicant has submitted a Traffic Impact Study ("TIS") that is currently under review by City Staff and a third-party consultant. At the meeting on July 8, 2025, the TIS will be shared.

There are 13 additional criteria associated with the MPD application. Planner Barton explained that there are items related to setbacks, building height, and open space. The General Commercial Zoning District is a volume-based zone and the applicant proposal is less than 40% of the allowed volume for the site under the MPD criteria. He noted that there is criteria related to affordable housing. One of the documents currently under review by City Staff is the Housing Mitigation Plan, which will be shared in the future.

The applicant is requesting additional building height for six of the seven buildings that are proposed in this project. The additional height ranges from 3 feet above the allowed 40 feet to 13 feet 6 inches above the allowed height. The applicant is proposing underground parking to satisfy the off-street parking requirements for the site. Planner Barton explained that the required parking for the site is 208 spaces and the applicant is proposing to have 280 spaces in the underground garage. The applicant provided a narrative, which is included as an Exhibit to the Staff Report, which discusses the request for additional parking. Staff recommends the applicant provide a Parking Analysis with the criteria outlined in code. Several questions were posed to the Planning Commission:

- Does the Planning Commission need additional information to evaluate the Applicant's request for additional Building Height?
- Does the Planning Commission require additional information to evaluate the Applicant's proposal for additional parking beyond the requirements of the LMC?
- In addition to what has been identified in the Staff Report, is there additional information needed for the Planning Commission's review of the proposed project?

It was determined that the applicant presentation will take place before the questions are considered by the Planning Commission. Steve Swisher from GTS Development introduced himself to the Planning Commission and thanked Commissioners for attending the site visit earlier in the afternoon. Karly Brinla with Brinshore Development, Lisa Dove-Swisher from GTS Development, David Brint from Brinshore Development, and Joel Jennings with Method Studio also introduced themselves to the Planning Commission.

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Mr. Swisher shared presentation slides and explained that there was as long visioning process. The Small Area Plan defined this site as a key location to set the stage for future redevelopment. The intention is to have mixed-use development that is user-friendly, cultural, inclusive, green, and local. An image was shared that represents the entire site. He noted that there are six major buildings that surround the site: one four-story building, two three-story buildings, and buildings along Bonanza Drive that are three stories.

During the design process, there was a focus on respecting the setback for the Frontage Protection Zone and turning Bonanza Drive into a walkable pedestrian street. Mr. Swisher shared an image that represents the envisioned community gathering area, which is 1.98 acres. There is a flex space and food truck space at the south end as well as an amphitheater. Renderings were shared of the community gathering area. Mr. Swisher discussed the welcome plaza area, which can be used for different activities.

Mr. Swisher reported that there is a desire to honor the arts. There is a proposal to have a non-profit art studio to ensure there is a space for arts-oriented programming and events. He explained that there is also a desire to have spaces for local small businesses. There can be smaller shops along the breezeways, and on event days, there can be market style events in the breezeways. The City Council expressed a desire for Park City authenticity and local character, so the history of the site was researched. The Wye was the turnaround for train cars to return to Echo and Coalville. He shared information about the turnaround and the history of the area. For architectural character, the colorful miner cabins, mining buildings, and Main Street storefronts were all considered.

Mr. Swisher explained that this development is transit focused, as there are dedicated transit lanes proposed on Bonanza Drive. Several renderings were shared to illustrate a walkable Bonanza promenade. He pointed out the transit lane and the high pitched roofs that are similar to the miner cabins. The idea is to integrate both housing and retail. Additional renderings were reviewed with the Planning Commission for reference. There was work done to create both indoor and outdoor spaces as well as elevated spaces.

Ms. Brinla stated that there is a desire to serve the workforce in Park City. In a lot of mountain towns, there is a shortage of housing to serve the workforce, so the average income levels of different workers in Park City were considered during this process. Those average income levels were then matched to the Area Median Income (“AMI”) levels that will be targeted. There was close work done with the City Council to create the unit mix. Several examples were shared with the Commission. Ms. Brinla explained that a 40% AMI one-bedroom might be suitable for a teacher living alone and a 70% AMI two-bedroom might be suitable for a teacher married to a firefighter with a child. The market rate units are described as unrestricted, because those are not actually at market rate. When there is a mixed income development, the market rate is normally discounted by approximately 10%. Those units will still serve a workforce need at a different level.

Mr. Swisher reported that the proposal offers a rich mixture of uses and will meet multiple community goals. He outlined several community goals this proposal meets, such as:

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- Community Gathering Spaces;
- Green Space;
- Pedestrian Environment;
- Trail Connections;
- Arts Integration;
- Preserve Mountain Views;
- Transit Enhancement;
- Underground Parking;
- Shop Local by Locals;
- Affordable Housing;
- Sustainable Design;
- Park City Authenticity.

Ms. Brinla shared additional renderings to illustrate the pedestrian experience. It will be possible to walk into the interior park space, which is sheltered from street noise by the buildings. What is proposed will create a functional community use space in the area.

The Planning Commission discussed the first question posed by Staff. Commissioner John Frontero noted that six of the seven buildings are proposed to be over the maximum height. He wanted to understand why the three-story buildings would be higher than what is permitted. Mr. Swisher explained that there are several reasons the height exception has been requested. The interior of a mixed-use building with commercial on the ground floor and residential above tends to be higher than 35 feet. Typical ceiling heights in a commercial space are 12 feet. Above that, there is 3 feet of space for mechanical and lights, and another foot for structural needs. This results in approximately 16 feet for the first floor. The apartments on top of that will have nine-foot ceilings. The 35-foot limit is a number that has likely been in the code for a long time, but this is a mixed-use project.

Mr. Swisher pointed out that this is a sloped site. He also explained that there is a desire to bring in some Park City character, which involves some of the previously outlined architectural history. In addition, there is a desire to have taller ceilings in the residential units, since these units will be fairly small. Using the industry standard ceiling heights for retail and the current standards for the apartments results in heights that are over the limit. The proposed gables are considered an architectural enhancement. Mr. Swisher believes enough has been done to be granted the proposed height exception.

Commissioner Frontero requested that renderings from street level along Munchkin Road, Bonanza Drive, and Kearns Boulevard be shared at the next Planning Commission Meeting. He wants to see what the visual impact of the higher buildings will look like.

Commissioner Rick Shand asked for additional information about Building 7 and the first floor of Building 2. He believes those are intended to be non-revenue generating spaces. Ms. Brinla reported that Building 7 is meant to be a multi-purpose art space. It could be

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rented by the hour by non-profit organizations or other community-serving art agencies. For instance, there could be a dance class, art class, or it could be used as a small performance space. She clarified that the first level of Building 2 will be revenue-generating. Building 7 will generate a small amount, as there will be charges for rentals.

Commissioner Grant Tilson asked if the space in the center of the project will be publicly accessible 24 hours a day. Ms. Dove-Swisher confirmed this but noted that the arts pavilion will be closed when it is not being rented. Commissioner Matthew Day noted that the Meeting Materials Packet included a lot of information about the footprint, but he did not see information about the mathematics behind the volume. The applicant team shared an image from an Exhibit in the Meeting Materials Packet, which looks at the buildable volume. This shows there is a buildable area of approximately 4.7 million cubic feet. The proposed developed area would be approximately 43% of that, at 2.03 million. Commissioner Day requested that some of the numbers behind the volume be shared.

Commissioner Seth Beal pointed out that there are slightly different numbers in the Staff Report compared to what is included in the Exhibit. He asked that the correct numbers be provided so there is consistency in the materials that are being reviewed. Commissioner Beal noted that one of the rationales for the proposed building height is architectural character. He asked what the height difference would be with flat roofs instead. It was clarified that there is another image that shows the differential. Chair Van Dine asked if the Planning Commission would like to see a better breakdown of each building and the proposed height above what is permitted, which was confirmed. Commissioner Beal thought this would be helpful when it comes to the four-story building.

Commissioner Beal expressed support for the request made by Commissioner Frontero to see additional renderings. It is important to understand the impact of the heights on Bonanza Drive and Kearns Boulevard. Commissioner Beal reiterated that he is interested in seeing the difference between the code height and the requested height exceptions. Commissioner Tilson would also like to see renderings from the internal space.

Commissioner Day mentioned the adequate landscaping and buffering but pointed out that there is no definition of “adequate” in the code. He asked that additional information be shared to indicate why the proposed amount is adequate. Mr. Swisher confirmed that all of the requested information can be provided to the Planning Commission in the future.

The Planning Commission discussed the next question posed by Staff, which is about the request for additional parking beyond the requirements of the LMC. Planner Barton reminded Commissioners that the applicant provided a narrative that explains the rationale for additional parking. Chair Van Dine explained that a lot of newer proposals have focused on a reduction in parking, so it would be meaningful to have more of an explanation provided. Commissioner Shand likes that the parking will be underground.

Planner Barton reported that there are ways for the Planning Commission to evaluate a reduction in parking. The Commission is able to propose a reduction in parking or support

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a requested reduction in parking. Commissioner Frontero would like to see what the minimum required parking would look like on the site. There could be a breakdown of how much would be allocated toward the residential uses within the development. He asked if shared parking has been considered on the site. Mr. Swisher confirmed that there will be some shared parking with the mixed-use, but the tenant parking is reserved. Chair Van Dine believed there is a desire to see a more specific parking breakdown.

Commissioner Tilson noted that in one of the renderings, it looks like there is on-street diagonal parking near the flex plaza. He asked if that is part of the 208 spaces. Mr. Swisher clarified that it is separate and cannot be counted as part of the LMC parking, because it is diagonal and backs out onto the street. It is for pick-ups and drop-offs.

Chair Van Dine reminded those present that the TIS and additional parking information will be provided to the Planning Commission at a future meeting. She asked what else Commissioners would like to see at a future meeting. Commissioner Shand mentioned the previous comments related to traffic, building height, parking, and open space.

Commissioner Frontero thought the overall presentation was well done. He finds the project to be well thought out and well designed. The space between the buildings is a nice addition, and he likes that there is only one curb cut. There is a lot to like about the proposal, and it is clear that a lot of thought went into the application. Chair Van Dine reported that there are three confirmed public hearing dates. Comments can also be submitted via email. The Commission took a short break before hearing the next item.

6. REGULAR SESSION

A. 1900 Park Avenue – Conditional Use Permit – The Applicant Proposes Installing Temporary Improvements in the General Commercial Zoning District and Frontage Protection Zone for a Seasonal Produce Stand. PL-26-06948.

Planner III, Lillian Zollinger, presented the Staff Report and explained that this is a CUP application for 1900 Park Avenue. She reported that 1900 Park Avenue is in the General Commercial Zoning District as well as the Frontage Protection Zone. There is an existing restaurant at this address. The applicant is proposing a 200-square-foot temporary tent and other structures for a produce stand to sell local produce in the summer months.

In the General Commercial Zoning District, food vendor locations require an Administrative Letter, which has been attached as a draft to the Meeting Materials Packet. With the approval of a CUP, that will be approved by the Planning Director. However, in the Frontage Protection Zone, no structure is allowed within 30 feet of the right-of-way. Within 30 to 100 feet of the right-of-way, a CUP is required to be reviewed by the Planning Commission. Temporary tents that are proposed to be up for more than 14 days are also required to be reviewed under a CUP by the Planning Commission. The applicant is proposing the temporary improvements at least 30 feet away from the right-of-way and is proposing to operate from June 15 to October 15 of each year. The proposed tent will be 200 square feet

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and 15 feet tall, and there will be additional structures under the tent, including tables, shelving units, water jugs, trash cans, and a crate for produce.

Staff finds the proposal, as conditioned, complies with the Zoning District requirements. As for the parking requirements, there are currently 63 parking spaces on site. 56 spaces are required for the existing structure, and the applicant is proposing five spaces for this use. Two spaces will be for the temporary tent and three spaces will be for employee and guest parking, as required by the code. This leaves two surplus spaces on the site.

The Development Review Committee ("DRC") reviewed this proposal and confirmed compliance. As conditioned, Staff finds the proposal complies with the CUP criteria. Planner Zollinger reviewed several Conditions of Approval outlined in the Draft Final Action Letter and noted that the applicant is currently working on a Sign Permit application. Staff recommends the Planning Commission review the CUP application, conduct a public hearing, and consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

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

The applicant, Cari Tagge, introduced herself to the Commission and explained that she and her husband own Tagge's Famous Fruit and Veggie Farms. There are currently 10 fruit stands in nine different cities that sell fruit directly to the public. Commissioner Frontero likes the proposal and believes this will be a nice addition to the area.

MOTION: Commissioner Shand moved to APPROVE the Conditional Use Permit for 1900 Park Avenue, based on the following:

Background:

1. On August 2, 2018, the City Council adopted Ordinance No. 2018-45, approving the Roadhouse Subdivision.

2. 1900 Park Avenue is a 1.03-acre Lot in the Roadhouse Subdivision within the Bonanza Park Neighborhood.

3. The site is in the General Commercial (GC) Zoning District and Frontage Protection Zone (FPZ).

4. The Applicant proposes installing Temporary Improvements including a 200-square-foot Temporary Tent, eight 100-gallon water jugs, tables, a crate, small trash cans, and a shelving unit on the site to sell produce during the summer months.

Findings of Fact:

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1. The Development Review Committee reviewed the proposal on June 2, 2026, and confirmed the proposal complies with their required standards.

2. Land Management Code (LMC) Chapter 15-2.18 outlines the General Commercial Zoning District requirements.

    a. The Front Setback is regulated by the FPZ requirements.
    b. The Rear Setback requirement is 10 feet.
        i. The proposed Temporary Improvements will be more than 20 feet from the Rear Property line.
    c. The Side Setback requirements are 10 feet.
        i. The proposed Temporary Improvements will be more than 20 feet from the Side Property lines.
    d. The maximum Building Height is 35 feet.
        i. The proposed Temporary Improvements will not exceed 15 feet in height.

3. LMC Chapter 15-2.20 outlines the Frontage Protection Zone requirements.

    a. LMC § 15-2.20-4(B) requires a CUP for all Construction in the FPZ Setback Area between 30 feet and 100 feet from the nearest Right-of-Way line.
        i. The Temporary Improvements are proposed 30 feet from the nearest Right-of-Way (ROW) line and require a CUP.

4. LMC Chapter 15-3 outlines Off-Street Parking requirements.

    a. LMC § 15-3-6(B) requires one parking space per employee and two guest spaces for Temporary Improvements. The Applicant proposes one employee on the site at any time; therefore, the parking requirement is three parking spaces.
    b. The existing Restaurant and Outdoor Dining Use on site requires 56 parking spaces.
    c. The site currently has 63 parking spaces.
    d. The Applicant proposes to use two parking spaces for the Temporary Improvements and three spaces for employee and guest parking. The total proposed Parking Spaces to be used is five, which complies with the requirement of the proposed Use and with the required amount of parking on the site for the existing Uses.

5. LMC Section 15-1-10(E) outlines the criteria for Conditional Use Permits:

CUP Review Criteria	**Analysis of Proposal**
Size and location of the Site	*Complies:* The proposed location and Use of the Temporary Improvements are subordinate to the existing Restaurant.

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	The Temporary Improvements will not take up more than two parking spaces (324 square feet).
Traffic considerations including capacity of the existing Streets in the Area	*Complies:* The Traffic Impact Study Guidelines state that a study is required when a proposed development or redevelopment will generate 25 or more net new vehicle trips during the weekday AM or PM peak hour or other analysis hour at the discretion of Park City staff. The proposed Temporary Structures are not anticipated to generate 25 or more net new vehicle trips during weekday AM or PM peak hours.
Utility capacity, including Storm Water run-off	*Complies:* The Applicant does not propose any utility connections. On June 2, 2026, the Water and Sewer Departments confirmed the proposal complies with their required standards. The Applicant will have a small handwashing station but shall retain all water and remove it from the site (see Condition of Approval 10).
Emergency vehicle Access	*Condition of Approval Recommended:* On June 2, 2026, the Park City Fire District confirmed the proposal complies with their required standards. A Fire Permit is required (see Condition of Approval 5).
Location and amount of off-Street parking	*Complies:* There are seven available parking spaces on site more than those required for the Restaurant/Outdoor Dining Uses. The Applicant proposes using five of those seven.
Internal vehicular and pedestrian circulation system	*Complies:* The proposed Temporary Structures will take up existing surplus parking spaces but will not impede the internal vehicular and pedestrian circulation.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	Complies: There are no proposed fences or screens.
Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots	*Complies:* The proposed Temporary Improvements are proposed to be installed June 15 through October 15 (123 days) each year.

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Usable Open Space	*Complies:* The area for the proposed Temporary Improvements is on existing surplus parking spaces.
Signs and lighting	*Condition of Approval Recommended:* Any proposed Signs require a Sign Application and compliance with Municipal Code of Park City Title 12 Sign Code. Any proposed lights must comply with dark sky requirements outlined in LMC § 15-5-5(N) (see Conditions of Approval 3 and 4).
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	*Complies:* The proposed Structures are subordinate to the primary Structure and are made of metal and plastic.
Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site	*Condition of Approval Recommended:* There are no proposed speakers or anticipated detrimental effects regarding noise, vibrations, or odors (see Condition of Approval 9).
Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Area	*Condition of Approval Recommended:* The Applicant will bring the produce to the site at 9:00 AM and remove the produce at 6:00 PM each day and shall not obscure more than seven Parking Spaces (see Condition of Approval 8). There will be no deliveries throughout the day, except for Wednesdays, with one delivery occurring between 3:00 PM and 4:00 PM for limited Community Supported Agriculture boxes. The Applicant shall remove all trash from the site daily (see Condition of Approval 10).
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	*Complies:* The Applicant submitted proof that Property Owners have approved the Use on their site.
Within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site	*No mitigation required:* The proposal is not within Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, or Steep Slopes.

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Reviewed for consistency with the goals and objectives of the Park City General Plan; however, such review for consistency shall not alone be binding	*Complies:* Community Character Strategy 1E of the General Plan is to, "[s]upport the continued success of the multi-seasonal tourism economy while preserving the community character." The proposed Use supports existing infrastructure during the summer tourism season. The Bonanza Park Small Area Plan outlines Local Goal 2, "[l]imit conventional chain businesses to prioritize locally owned and unique retailers/restaurants in Bonanza Park" and User-Friendly Goal 2, "[w]hen considering development proposals, encourage multiple connections through Bonanza Park to create a more walkable and interconnected block system." The proposed Use is accessible by bike and foot on the McLeod Creek Trail.
Radon mitigation; the Planning Director or Planning Commission shall require residential Conditional Uses to include the installation of a basic radon remediation system that allows for the installation of a radon remediation air handler if or when radon mitigation is required for the space in accordance with residential building codes	*No mitigation required:* The proposed Temporary Structures are for Commercial Use.

Conclusions of Law:

1. The proposal, as conditioned, complies with LMC Section 15-1-10(E) *Conditional Use Permit.*

   a. The proposal complies with the requirements of the LMC.
   b. The Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
   c. The effects of any differences in Use or scale have been mitigated through careful planning.

2. The proposal complies with LMC Chapter 15-2.18 *General Commercial Zoning* District.

3. The proposal complies with LMC Chapter 15-2.20 *Frontage Protection Zone*.

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4. The proposal, as conditioned, complies with LMC Chapter 15-3 *Off-Street Parking.*

Conditions of Approval:

1. Final building plans and construction details shall reflect substantial compliance with the final plans submitted to the Planning Department and reviewed by the Planning Commission on June 24, 2026.

2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director prior to construction.

3. Any proposed Signs require a Sign Application and approval prior to installation on the site. All Signs require compliance with Municipal Code of Park City Title 12, *Sign Code*. Any unapproved signs installed will be removed from the site.

4. If Outdoor Lighting is proposed to be installed, it must comply with the dark sky code (LMC Section 15-5-5(J)) and Planning Department review and approval is required prior to installation.

5. A Fire Permit is required for the temporary tent.

6. The Applicant shall obtain an administrative approval letter for the Food Truck Location prior to obtaining a Building Permit or operating on site.

7. The Temporary Improvements shall not be installed until June 15 of each year and shall be removed no later than 5:00 PM on October 15 of each year.

8. The Applicant shall not use more than seven parking spaces on site.

9. The Use shall comply with the Municipal Code of Park City Chapter 6-3, *Noise*.

10. The Applicant shall retain all handwashing water on site and remove the water and all trash from the site daily.

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

B. 8200 Royal Street #47 – Condominium Plat Amendment – The Applicant Proposes to Amend the Square Footage Table on the Fifth Amended Record of Survey Map of Stag Lodge Phase III Units 47 and 48 for Unit 47 and to Show Exterior Walls Around an Enclosed Patio Located within the Estate Zoning District and the Sensitive Land Overlay. PL-26-06933

PENDING APPROVAL

Planner I, Jaron Ehlers, presented the Staff Report and explained that this is a Condominium Plat Amendment application for 8200 Royal Street, Unit 47. This is located in the Estate Zoning District, Sensitive Land Overlay ("SLO"), and Deer Valley MPD. The applicant would like to enclose their existing deck. Planner Ehlers shared an image of the proposed enclosure area and shared some background information about the location. In December 1990, the Stag Lodge Phase III First Amended was recorded. In January 2003, the Stag Lodge Phase III Third Amended was recorded. In November 2012, there was the Stag Lodge Phase III Fifth Amended recorded. During that time, the area was converted to Private Ownership Area B. On the square footage table, it states N/A on the Main Level for Area B, which is where the proposed enclosure would be located. As a result, a Condominium Plat Amendment has been requested.

Staff finds that the proposal complies with the Estate Zoning District and SLO requirements. There is compliance with the parking requirements and there is Good Cause, because the proposal provides additional clarity to the plat. Staff recommends the Commission review the Condominium Plat Amendment application for 8200 Royal Street, Unit 47, conduct a public hearing, and consider approval based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

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

Commissioner Shand referenced Figure 3 and Figure 4 in the Staff Report. He believed the N/A represents the existing unenclosed area, which was confirmed. Figure 4 is what the Planning Commission is considering with this amendment. This was also confirmed. Commissioner Shand believed the Commission is approving the enclosure of the space and the Plat Amendment. By changing the plat, it essentially approves the enclosure.

MOTION: Commissioner Frontero moved to APPROVE the Condominium Plat Amendment for 8200 Royal Street, Unit 47, based on the following:

Findings of Fact:

1. 8200 Royal Street Unit 47 is in the Stag Lodge Phase III Condominium in the Estate Zoning District, the Sensitive Land Overlay, and Upper Deer Valley General Plan Neighborhood.

2. It was last amended as part of the Stag Lodge Phase III Fifth Amended Plat (Summit County Recorder Entry #957624), converting portions of the Unit that had been previously listed as unexcavated to Private Ownership Area B. It also established a square footage table which called out the square footage of Areas A and B. It failed to accurately call out the square footage Area B on the main level.

3. The Applicant proposes to enclose a portion of the Deck to expand their living room space.

PENDING APPROVAL

4. The area was already converted from Limited Common to Private Ownership Area B in the Fifth Amended Plat, but it was not properly noted on the table outlining the square footages for the Unit.

5. Because the square footage table is a platted element, a Plat Amendment is required to correct the table.

6. The Applicant proposes to enclose a portion of an existing Deck, which is already platted as a private ownership area.

7. Nothing proposed will affect the Setbacks, Use, Footprint, or Height of the Structure.

8. The Structure is located 158 feet from the nearest Lot Line under separate ownership.

9. No Sensitive Lands will be affected by the proposal.

10. Unit 47 is a detached Single-Family Dwelling and is required to have two Parking Spaces. The Unit has a double car Garage and complies with the Parking Requirement.

11. There is Good Cause for the proposed Plat Amendment because it provides clarity to the Plat and resolves an existing issue with the square footage table. The Plat Note that prevents Private Area B from being used to create a lockout unit or additional bedrooms shall be maintained, keeping the Plat consistent with the rest of Stag Lodge Phase III.

Conclusions of Law:

1. There is Good Cause for the Plat Amendment.

2. The proposed Plat Amendment complies with the Estate Zoning District requirements in Land Management Code Chapter 15-2.10.

3. The proposed Plat Amendment complies with the Sensitive Land Overlay requirements in Land Management Code Chapter 15-2.21.

4. The proposed Plat Amendment complies with the Off-Street Parking requirements in Land Management Code Chapter 15-3.

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 and the Land Management Code.

PENDING APPROVAL

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 to the Planning Department in writing prior to the expiration date and an extension is granted by the Planning Director.

3. The Final Plat shall include a plat note stating that Private Ownership Area B cannot be used to create a lockout unit or additional bedrooms.

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

C. Land Management Code Amendments – The Planning Commission Will Review Proposed Amendments to Land Management Code Sections 15-13-2 and 15-13-8 for Regulations Regarding Materials and Types of Fences Allowed in Historic Residential Zoning Districts. PL-25-06769.

Planner Zollinger and Planner II, Meredith Covey, presented the Staff Report and explained that this item relates to LMC Amendments for Fences in Historic Residential Zoning Districts. Planner Covey reported that the goal of the proposed amendments is to clarify requirements for fences along the streetscape to ensure there is alignment with what was seen historically. She shared images of historic fences with the Planning Commission. The fences were simple in design, open, and allowed visibility into the front yard when walking down the streetscape. As part of the LMC Amendment process, there have been Work Sessions held with the Historic Preservation Board, there has been research into peer communities, and there has been public outreach conducted.

Planner Zollinger reviewed the proposed LMC Amendments, which includes the following:

- Fences shall be wood, metal, or a combination thereof in a similar style seen historically;
- Picket Fences shall have a minimum picket spacing equal to or greater than one-half (1/2) the width of an individual picket;
- Picket Fences, woven wire Fences, and simple metal Fences are allowed within the Front Yard or where visible from the Right-of-Way;
- New alternative materials and non-historic materials may be used pursuant to the Master List of Non-Historic Materials and Finishes on file with the Planning Department;
- Materials shall be weather resistant, or weather resistant coatings shall be utilized. Plastic and vinyl materials are prohibited;
- Solid, ornate wrought iron, board, split or horizontal rail, railroad tie, and timber Fences within the Front Yard or where visible from the Right-of-Way are prohibited.

Planner Zollinger explained that this language outlines the regulations of fence designs in Historic Residential Zoning Districts, but the height of the fences continues to be regulated

PENDING APPROVAL

by the Zoning District. Chain link fences are already prohibited throughout Park City. Planner Covey shared illustrations with the Planning Commission that represent the fence types that would be permitted under the new code. Staff recommends the Planning Commission review the proposed LMC Amendments, conduct a public hearing, and consider forwarding a positive recommendation to the City Council.

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

MOTION: Commissioner Shand moved to forward a POSITIVE RECOMMENDATION to the City Council for LMC Amendments to Sections 15-13-2 and 15-13-8 for Regulations Regarding Materials and Types of Fences Allowed in Historic Residential Zoning Districts. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

D. Land Management Code Amendments – The Planning Commission Will Consider Amendments to Land Management Code Sections 15-3-7 Parking in Master Planned Developments and Conditional Use Permits, 15-6-5(E) Master Planned Development Requirements, Off-Street Parking, 15-6.1-9 Affordable Master Planned Developments, Parking, and 15-3-2 Off-Street Parking Requirement to Align the Code with Updated Transportation Impact Study Guidelines and Transportation Demand Management Program and to Prohibit Separate Leasing of Required Off-Street Parking Spaces. PL-25-06513.

Planner II, Jacob Klopfenstein, and Planner Barton, presented the Staff Report and explained that this item relates to LMC Amendments for TIS and Transportation Demand Management ("TDM") updates. Planner Klopfenstein shared definitions for TIS and TDM:

- TIS: Transportation/Traffic Impact Study:
  - Technical traffic study prepared by professionals and based on engineering standards that assesses a development's impacts on traffic, including major intersections.
- TDM: Transportation Demand Management:
  - USDOT defines TDM as a set of strategies aimed at maximizing traveler choices; reducing single-occupancy vehicle trips is usually one goal of TDM.

The 2025 General Plan outlines goals for advancing multi-modal transportation options, managing traffic, and creating walkable and bikeable neighborhoods. The Planning Commission previously reviewed the TDM Toolbox in August 2025, January 2026, and April 2026. The Commission expressed a need for more objective standards to evaluate transportation and traffic impacts from proposed developments. Various departments in the City worked with the consulting team, WCG, to develop the TDM Toolbox. On April 8, 2026, the Planning Commission reviewed the updated TDM Toolbox and provided input. There has been continued work with the consulting team to update the TDM Toolbox accordingly. Staff also coordinated a peer review of the TDM Toolbox.

PENDING APPROVAL

The TIS Guidelines are proposed to be updated to require an applicant to submit a TIS Project Scoping Memo and to apply TDM strategies to projects that would generate 10 or more net new vehicle trips during the weekday AM or PM peak hour. This would be submitted and evaluated by Staff. If a TDM plan does not result in a 50% reduction in new trips, the applicant will be required to prepare a TIS under the approved guidelines.

A Site Plan Assessment may also be required to evaluate sight distances, the need for traffic signals or stop signs, parking, and overall roadway, pedestrian, and bicyclist safety. Under the proposed new process, more developments and redevelopments, in conjunction with MPDs, Affordable Master Planned Developments ("AMPD"), and CUPs, will be required to apply traffic-reducing tools consistent with the City transportation goals.

The TDM Toolbox is designed to provide flexibility so applicants can address specific site and project conditions, while also providing an objective framework for the Planning Commission and Staff to evaluate transportation impacts from proposed developments. The proposed LMC Amendments clarify that the Planning Commission reviews a TIS and supporting TDM submittal when reviewing requests for a parking reduction:

- LMC § 15-3-7 – Parking in Master Planned Developments and Conditional Use Permits;
- LMC § 15-6-4 – Master Planned Developments, Process;
- LMC § 15-6-5(E) – Master Planned Development Requirements, Off-Street Parking;
- LMC § 15-6.1-9 – Affordable Master Planned Developments, Parking.

Planner Barton highlighted specific language. Currently, the LMC includes a provision for a parking analysis that the Planning Commission can request if an applicant is proposing a reduction in parking. There are three sections of code related to CUPs and MPDs that would be updated to reflect that the parking analysis would be consistent with the TIS guidelines and the TDM standards. There is an additional section of code that is proposed to be updated to state: "Applicants shall submit a Traffic Impact Study and Transportation Demand Management Plan pursuant to the City's adopted Transportation Impact Study Guidelines and Transportation Demand Management Toolbox."

Another section of code that is proposed to be amended is related to off-street parking requirements. The proposed language states: "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 or the Special Events Department." Staff recommends the Planning Commission review the proposed TDM criteria in the LMC, the updates to the 2023 TIS Guidelines, and the new TDM Toolbox, conduct a public hearing, and consider forwarding a recommendation of approval to the City Council.

Chair Van Dine asked if there will be a review period to determine how well the TDM Toolbox is working. City Engineer, John Robertson, believed this will need to be done concurrently with the current process so there can be a comparison. Over the next year, there will be an evaluation conducted. Commissioners discussed several example scenarios. Jeremy

PENDING APPROVAL

Searle explained that if the amount is between 10 and 24, then it is possible to use TDM strategies. Anything above 25 is when the full TIS would be required.

If an office was converted to a different use, but the first use generated 50 trips and the new use generated 53 trips, nothing more will need to be done. If there is a difference of more than 10 trips, then the TDM strategies would be explored. While a building might remain the same, the amount of traffic that is generated by a use can change over time.

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

Commissioner Frontero asked about the language about a Project Scoping Memo. Engineer Robertson reported that this is something required to be prepared at the beginning of a project in order to identify the number of new trips that are proposed.

MOTION: Commissioner Beal moved to forward a POSITIVE RECOMMENDATION to the City Council for LMC Amendments to Sections 15-3-7 Parking in Master Planned Developments and Conditional Use Permits, 15-6-5(E) Master Planned Development Requirements, Off-Street Parking, 15-6.1-9 Affordable Master Planned Developments, Parking, and 15-3-2 Off-Street Parking Requirement, to Align the Code with the Updated Transportation Impact Study Guidelines and Transportation Demand Management Program and to Prohibit Separate Leasing of Required Off-Street Parking Spaces. The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

E. Land Management Code Amendments – The Planning Commission Will Consider Amendments to Land Management Code Section 15-12-3 Grounds for Removal and Enacting Sections 15-12-2.1 Recusal and 15-12-2.2 Annual Training, Regarding Planning Commissioner Requirements to Comply with the Utah Legislature's Enacted 2026 Senate Bill 284, Local Land and Water Modifications. PL-26-06940.

Director Ward presented the Staff Report and explained that this item relates to LMC Amendments for removal, recusal, and annual training for the Planning Commission. This item will address some changes that came through the State Legislature this year on three topics related to the Planning Commission: grounds for removal, recusal, and the annual training requirements. The current regulation in Section 15-12-3 is based on attendance. The State requires that some of the ethics regulations related to public funds, the Municipal Officers' and Employees' Ethics Act, and taking action with impermissible bias be added. The recommendation is this be incorporated into the existing section.

As far as recusal, this is currently established in the Ethics Code, but the State now requires this to be in the Ordinance that establishes the Planning Commission. The recommendation is to enact a new section, 15-12-2.1 that states: "Planning Commissioners must comply with disclosure and recusal requirements found in Title 3 Ethics and the Utah Code." Since 2021, there have been annual training requirements for the Planning Commission, where are

PENDING APPROVAL

followed as outlined in the State Code. The update from the Legislature this year now requires that annual training also include:

- The role of the Planning Commission in administrative, legislative, and quasi-judicial functions;
- Ex parte communication;
- Conflict of interest.

The Staff recommendation is the enaction of a new section, 15-12-2.2, that states: "Each member of the Planning Commission is required to complete annual training pursuant to the requirements of Utah Code Section 10-20-302(5)." Staff recommends the Planning Commission review the LMC Amendments, conduct a public hearing, and consider forwarding a positive recommendation to the City Council. Director Ward noted that there will be additional LMC Amendments shared with the Commission on July 8, 2026.

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

MOTION: Commissioner Frontero moved to forward a POSITIVE RECOMMENDATION to the City Council for LMC Amendments to Section 15-12-3 Grounds for Removal and Enacting Sections 15-12-2.1 Recusal and 15-12-2.2 Annual Training Regarding Planning Commissioner Requirements to Comply with the Utah Legislature's Enacted 2026 Senate Bill 284, Local Land and Water Modifications. The motion was seconded by Commissioner Beal. The motion passed with the unanimous consent of the Commission.

7. ADJOURNMENT

MOTION: Commissioner Shand moved to ADJOURN the Planning Commission Meeting. There was no second. The motion passed with the unanimous consent of the Commission.

The Planning Commission Meeting adjourned at approximately 7:20 p.m.

PENDING APPROVAL

FIVE-ACRE SITE

June 24, 2026 | Work Session

PL-26-06914 | Master Planned Development
PL-26-06915 | Conditional Use Permit
PL-26-06917 | Conditional Use Permit
PL-26-06920 | Subdivision

PARK CITY
1884

Overview



- Corner of Kearns Boulevard and Bonanza Drive
- Three Frontages
- Zoning Districts:
  - General Commercial
  - Frontage Protection

Proposed

Redevelop with Mixed-Use

- 7 Buildings
- 185,512 Square Feet
- 88 Affordable Housing Units
- 18 Unrestricted Housing Units
- Over 30,000 Square Feet
  - Retail
  - Restaurant \ Café
  - Non-Profit Art Space
- Child Care Center



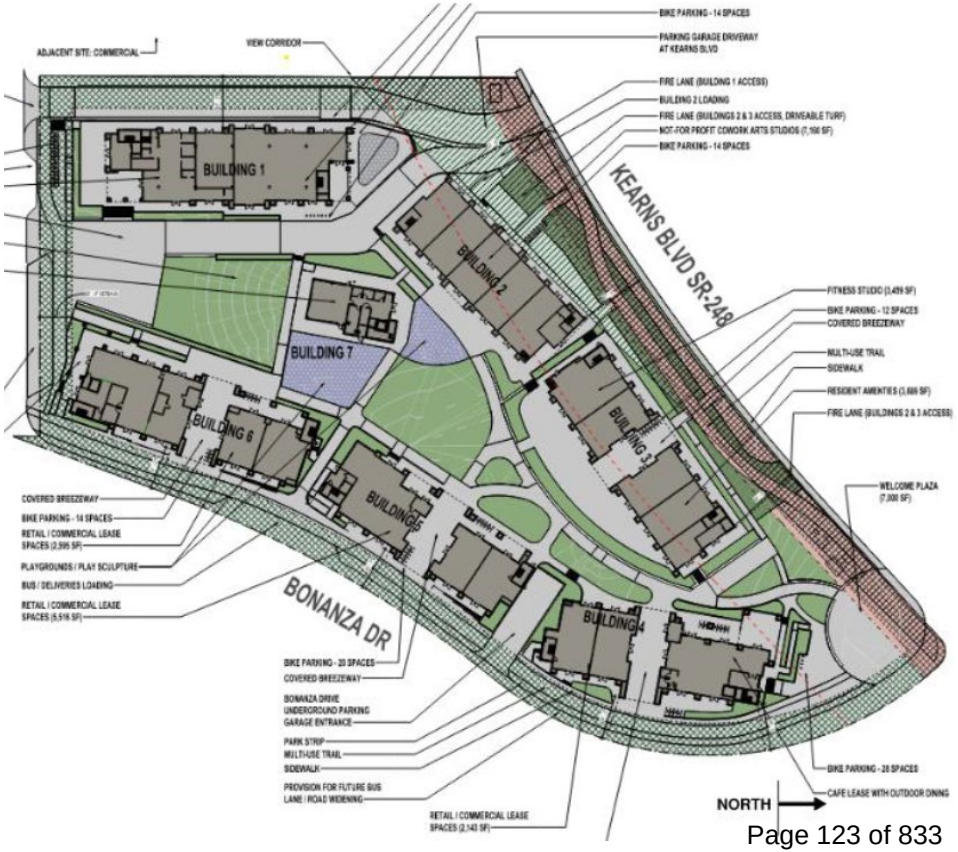
Zoning District

General Commercial

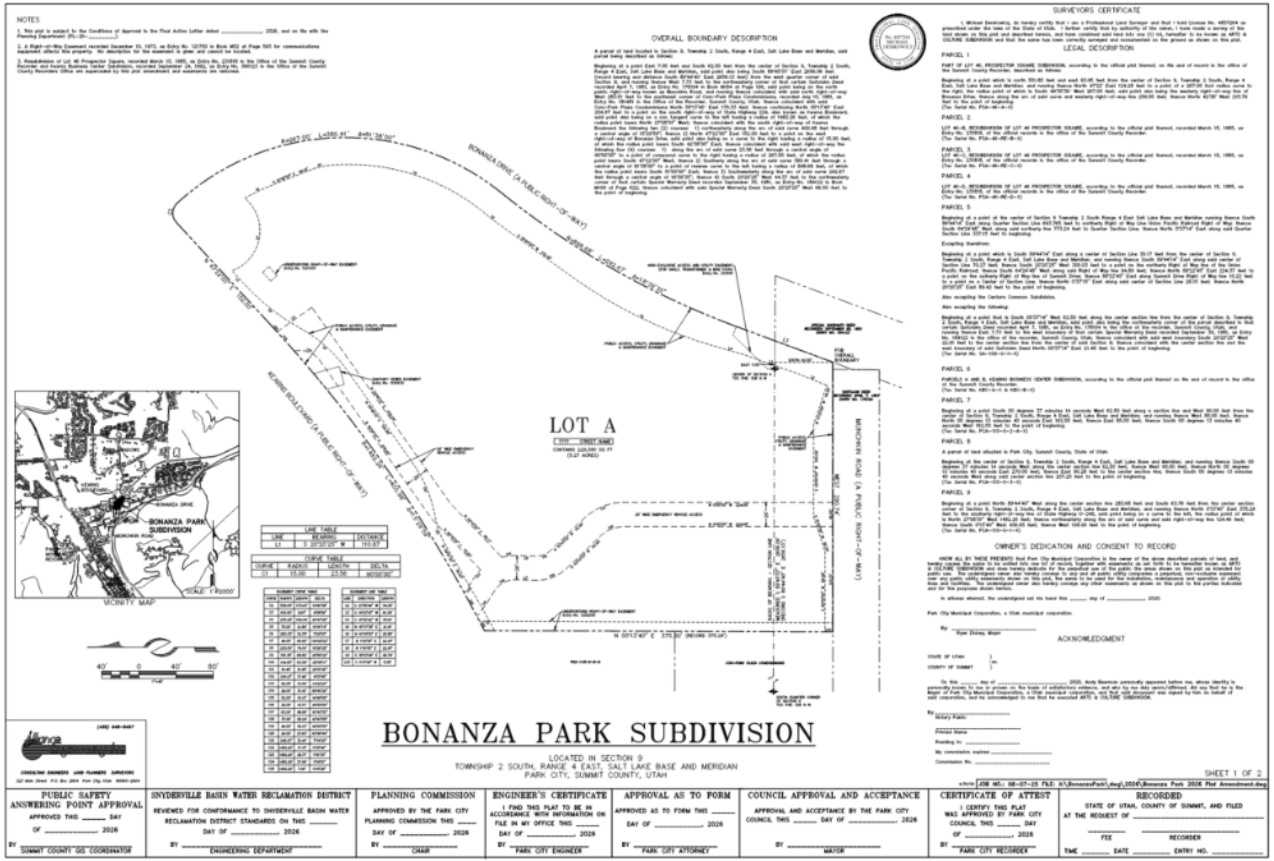
- Permitted Uses
- Conditional Uses
- Building Height
- Setbacks

Frontage Protection

- Kearns Boulevard 100’
- 30’ Setback
- Construction Activity Requires CUP



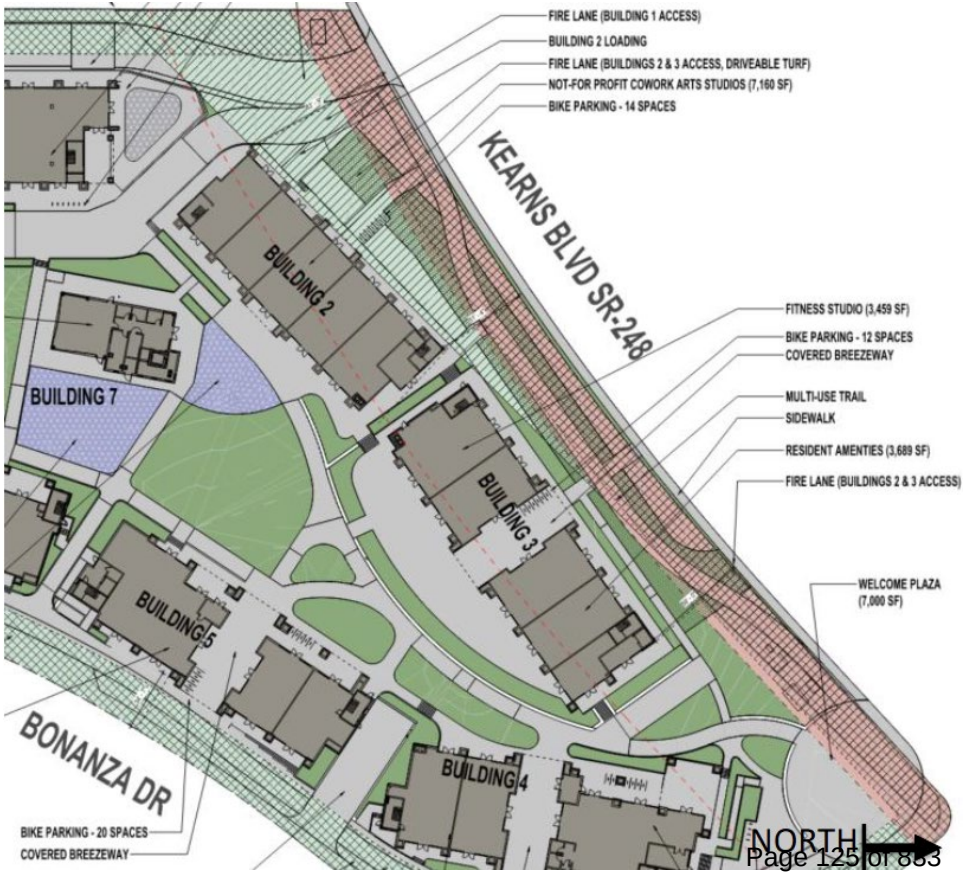
Subdivision



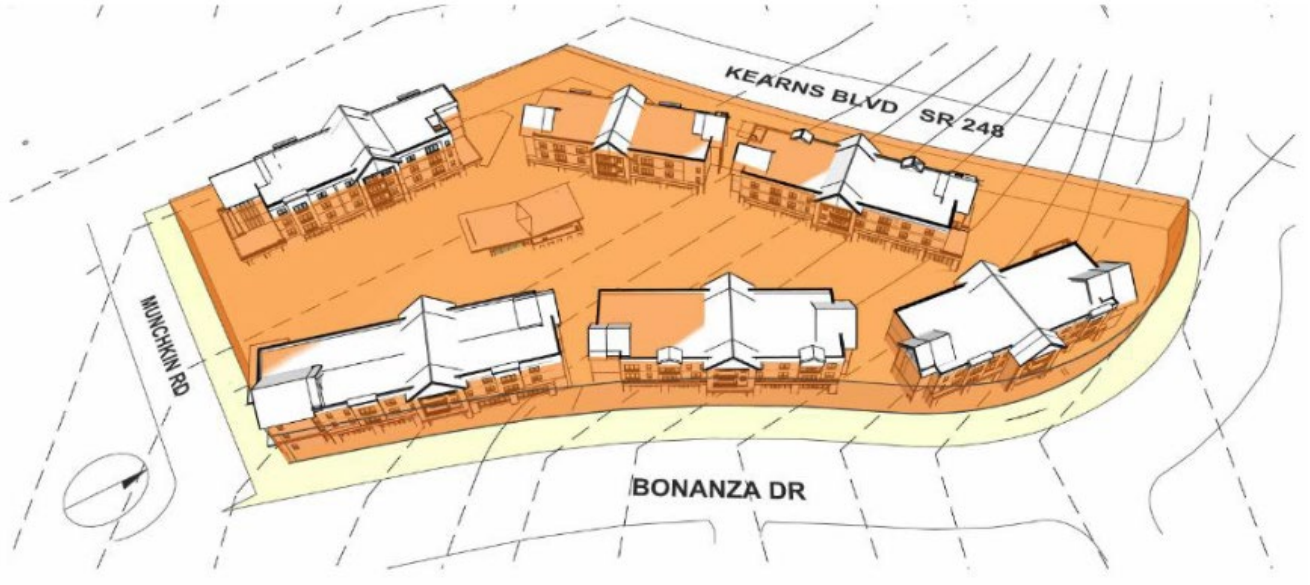
Conditional Use Permit

Multi-Unit Dwellings & Non-Profit Art Space

- 17 Criteria
- Mitigating Conditions May be Required



Master Planned Development



MPD 13 Criteria

- Density
  - Setbacks
  - Building Height
  - Open Space
- Parking
- Radon Mitigation
- Site Planning
- Design Guidelines
- Employee/ Affordable Housing

Master Planned Development

Additional Building Height



General Commercial Max: 35’; up to 40’ allowed to accommodate gabled roofs.

Building 1: 53’ 6”
Building 2: 43’ (within FPZ)
Building 3: 45’ 6” (within FPZ)
Building 4: 45’ 6”
Building 5: 46’ 6”
Building 6: 48’ 6”
Building 7: 18’ 6” (within Maximum)

Off-Street Parking



Underground Parking

- Proposed: 280 Spaces
- Required: 208 Spaces
- Difference: 72 Spaces

Questions

Does the Planning Commission need additional information to evaluate the Applicant's request for additional Building Height?

Does the Planning Commission require additional information to evaluate the Applicant's proposal for additional parking beyond the requirements of the Land Management Code?

In addition to what has been identified in the staff report, is there additional information needed for the Planning Commission's review of the proposed project?

Upcoming Public Hearings

July 8, 2026
Planning Commission Public Hearing

August 12, 2026
Planning Commission Public Hearing

August 26, 2026
Planning Commission Public Hearing

Public comment may be submitted to planning@parkcity.gov

Bonanza 5-Acre Site Redevelopment

Small Area Plan defined this site as the key location to set the stage for future redevelopment.



BONANZA PARK SMALL AREA PLAN

- Community Gathering Space
- Setbacks and Landscape
- Mixed-use
- View Corridors
- Arts Integration
- Sustainability
- Transit Enhancement
- Active Mobility
- Multi-use Trails
- Affordable Housing
- Underground Parking
- Dedicated Arts Spaces



BRINSHORE PARK CITY 1884

Bonanza 5-Acre Site Redevelopment

1 1.98 Acres Public Commons
2 62% Open Space
3 Bonanza Promenade
4 Multi-use Trails
5 Dedicated Transit Lanes
6 Public Art
7 Third Space- Local Retail
8 Amphitheater
9 Arts Pavilion
10 Welcome Plaza
11 Artist Studios
12 Arts Playscape
13 88 Affordable Units
14 Underground Parking
15 Flex Plaza
16 Daycare
17 Bike Share
18 Wye Gathering Space
19 Gym



62%
Open Space

1.98-acre Community Gathering Area

Scale Comparisons | BONANZA 5-ACRE SITE



BONANZA 5-ACRE SITE - 1.98 ACRES (1"=100'-0")



CANYONS VILLAGE - 1.35 ACRES (1"=100'-0")



LIBRARY FIELD - 2.1 ACRES (1"=100'-0")



PROSPECTOR PARK - 1.5 ACRES (1"=100'-0")


MORE S'MORES


HOT COCOA
MORE SMOK


PARK CITY FEST
COMMONS


PARK CITY FEST
PARK CITY FEST


ARTS WORKSHOP


SHOPPING
Tenneys


5K
PARK CITY FEST


CAFE
PARK CITY
1884

Honoring the Artistic Vision

A CREATIVE COMMUNITY GATHERING SPACE

- **Foster Connection and Belonging:** Create a welcoming space where residents of all ages can gather, connect, and be in community with each other.
- **Prioritize Local Residents and Celebrate Community:** Center programming on residents, encouraging community ownership and participation.
- **Encourage Creativity and Interactivity:** Offer hands-on arts, cultural, and collaborative activities for people of all ages.
- **Support Local Artists and Cultural Nonprofits:** Provide opportunities for artists and feature local nonprofit programming and impact.
- **Ensure Accessibility and Inclusivity:** Offer free or low-cost programming that is welcoming and accessible to all people.
- **Activate the Space Year-Round:** Maintain consistent, vibrant programming that encourages ongoing community engagement and activity.









Honoring the Artistic Vision

PROGRAMMING OPPORTUNITIES

- **Pop-up Dance Performances**
  - (Ballet West Academy/BalletNEXT)
- **Live Music**
  - (Mountain Town Music, PC Opera, PCPA)
- **Cultural Presentations**
  - (Artes de Mexico en Utah)
- **Plein Air Paint Outs, Draw Days, Open Studios**
  - (Local galleries, KAC, CREATE PC, PCAA)
- **Interactive and Temporary Public Art**
  - (Murals, chalk art, art gardens, sculptures)
- **Seasonal Art Markets**
  - (Local artists, makers, creative entrepreneurs)
- **Nonprofit Partnership Programming**
  - (Amplify missions of all cultural nonprofits)









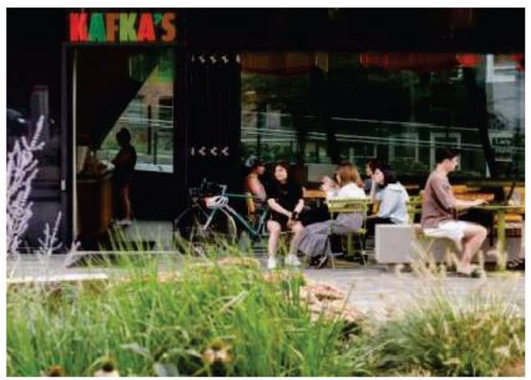










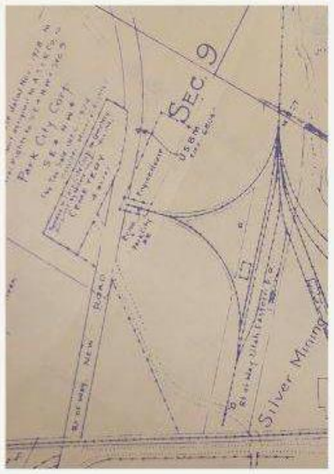


Local Small Businesses

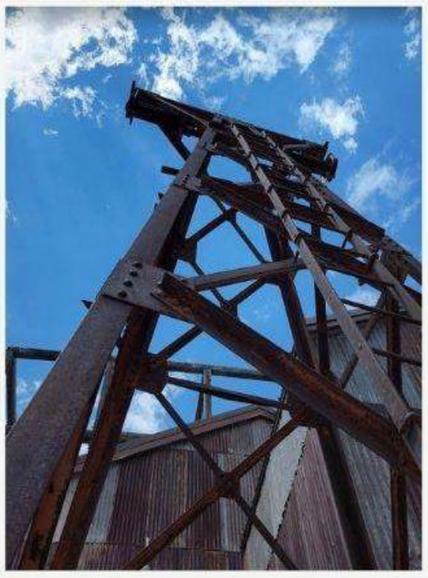
Examples include:

- Coffee shops and casual food options
- Bike tune / outdoor gear service paired with café space
- Neighborhood pubs or breweries that host run clubs and community meetups
- Small coworking or remote work environments for locals who want to avoid commuting

Park City Wye







Colorful Miners Cabins





Snowball Express

Rail Trail



HISTORIC PARK CITY MOUNTAIN TOWN IDENTITY

- The “Wye” was the turnaround for train cars to return to Echo & Coallville
- Inspiration for architectural and design branding tied to history of the City and the site
- Authenticity: Unique to Park City
- Sense of Place













Park City Architectural Vernacular

Colorful Miner Cabins

- Vibrant colors
- Gable Roofs
- Porches & Trim Details

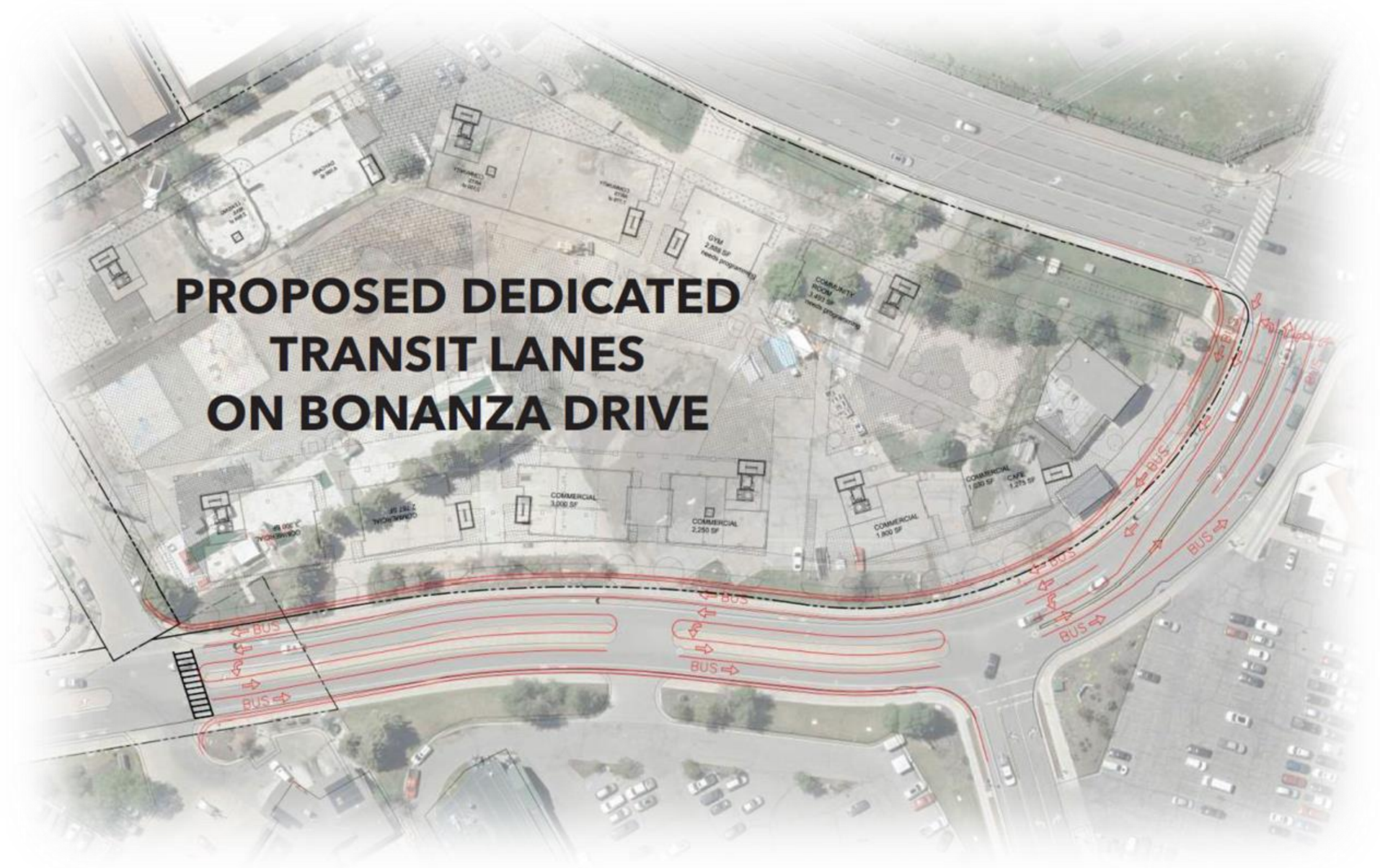
Mining Buildings

- Heavy Timber & Steel Headframes
- Metal Roofs & Siding
- Steel Frame Windows

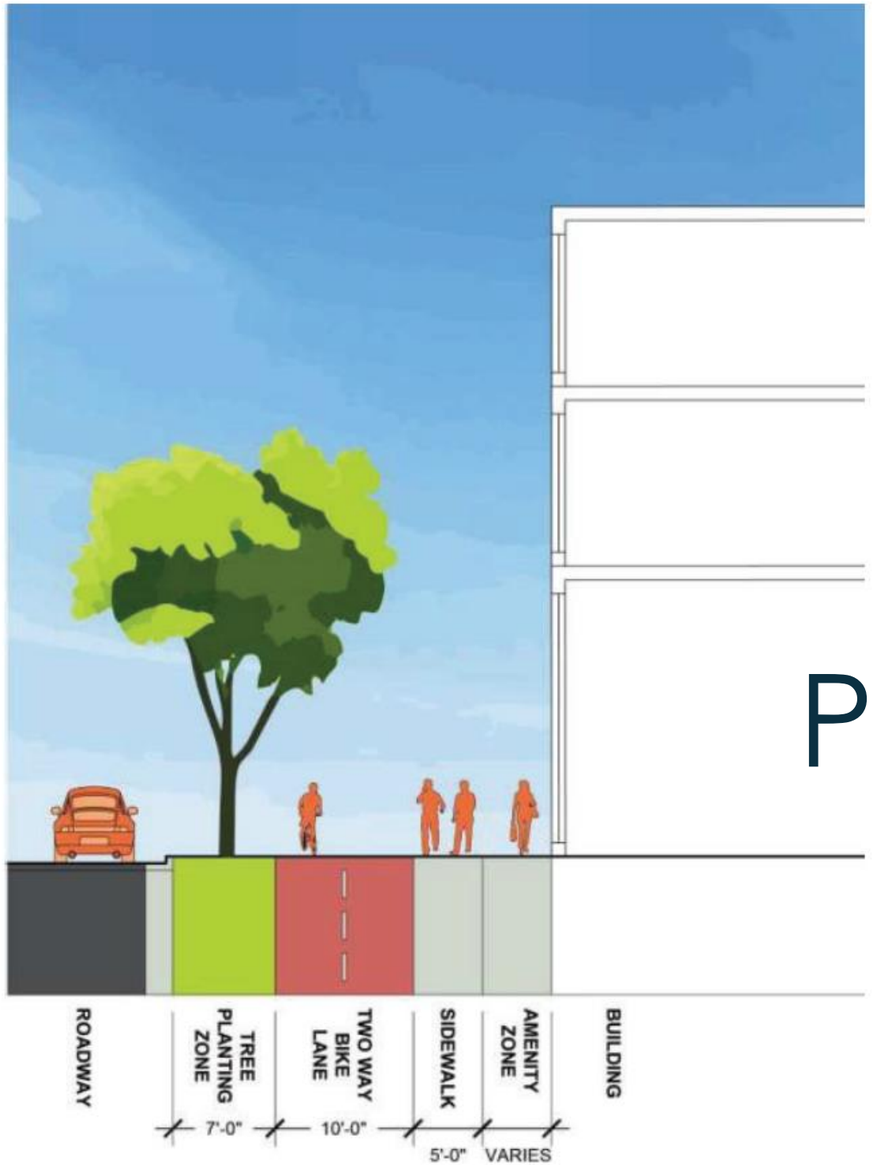
Main Street Storefronts

- Sidewalk Storefronts
- Sloped sidewalks and steps
- Mixed Materials/ Masonry

Transit Focused







Walkable Bonanza Promenade


SHOP
RETAIL


ESTAURANT
RAILYARD COMMONS
O P
RETAIL


RESTAURANT
RAILYARD


RESTAURANT
PARK CITY


HOT COCOA
MORE S'MORE

Average PC Income by Profession

- **Police Officer**
  - $92,000
- **Registered Nurse (RN)**
  - $92,000
- **Teacher**
  - $84,000
- **Artist**
  - $62,000
- **Fire Fighter**
  - $60,000
- **Restaurant Worker**
  - $42,000
- **Ski Instructor**
  - $23,000



**These are based on average public data available on the internet (e.g. Glassdoor, Indeed, Census Data, County Data, etc.)*

Proposed AMI Unit Mix by BR Size

	1-Bedroom	2-Bedroom	3-Bedroom	TOTAL
40% AMI	**2**	**9**	**3**	**14**
50% AMI	**7**	**10**	**4**	**21**
60% AMI	**11**	**11**	**8**	**30**
70% AMI	**3**	**9**	**2**	**14**
80% AMI	**1**	**6**	**2**	**9**
Unrestricted	**6**	**7**	**5**	**18**
TOTAL	**30**	**52**	**24**	**106 (206 BRs)**

Two workers in residence

Potential for two workers in residence

Total Units with 1 Worker: 32-50 Workers

Total Units with 2 Workers: 56-74 (112-148 Workers)

Projected Park City Workers Housed: 144-198 Workers

Project Schedule

May 2026

Start Planning Commission Review

August 2026

Pre-Development Agreement/

Begin Construction Documents

Dec 2026

Submit to Plan Check for Building Permit/ Begin Financing Process

Dec 2027

Begin Construction

Winter 2029

Grand Opening

Bonanza 5-Acre Site Redevelopment

Mission: To provide a rich mix of uses to meet **multiple community goals** and enhance Bonanza Park as a great place to live, work, and play.

Community Goals:

- ✓ Community Gathering Spaces
- ✓ Green Space
- ✓ Pedestrian Environment
- ✓ Trail Connections
- ✓ Arts Integration
- ✓ Preserve Mountain Views
- ✓ Transit Enhancement
- ✓ Underground Parking
- ✓ Shop Local by Locals
- ✓ Affordable Housing
- ✓ Sustainable Design
- ✓ Park City Authenticity



BRINSHORE PARK CITY 1884

Bonanza 5-Acre Site Redevelopment

1 1.98 Acres Public Commons
2 62% Open Space
3 Bonanza Promenade
4 Multi-use Trails
5 Dedicated Transit Lanes
6 Public Art
7 Third Space- Local Retail
8 Amphitheater
9 Arts Pavilion
10 Welcome Plaza
11 Artist Studios
12 Arts Playscape
13 88 Affordable Units
14 Underground Parking
15 Flex Plaza
16 Daycare
17 Bike Share
18 Wye Gathering Space
19 Gym



BRINSHORE

GTS DEVELOPMENT SERVICES

PARK CITY 1884

1900 Park Avenue

Conditional Use Permit



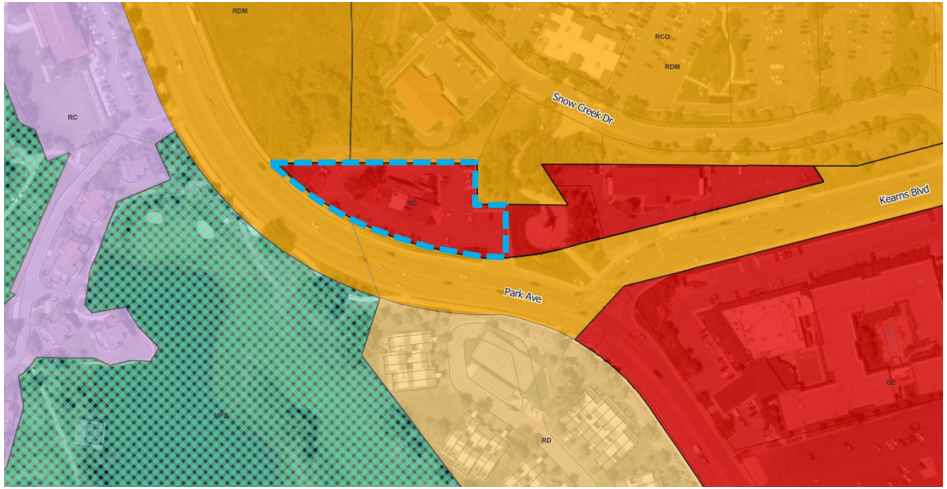
Planning Commission

PL-26-06948 | June 24, 2026

1900 Park Avenue

- General Commercial (GC)
- Frontage Protection Zone (FPZ)
- Existing Restaurant

- Applicant Proposes a 200-sf temporary tent and other structures for a produce stand





Zoning Requirements

- GC – food vendor location requires administrative letter
- FPZ - no structure allowed within 30’ of ROW
- Proposed Temporary Improvements will be 30’ away from ROW & operate from June 15 through October 15 of each year:
  - 200-sf and 15’ tall Tent
  - Tables, shelving unit, water jugs, trash cans, crate





Parking Requirements

- 63 spaces on site
  - 56 spaces required for existing Restaurant
  - 5 spaces proposed for Use:
    - 2 spaces for Tent
    - 3 spaces for employee and guest parking
  - 2 surplus spaces



CUP Criteria & Conditions

- Development Review Committee reviewed and confirmed compliance
- Proposal, as conditioned, complies with CUP criteria:

3. Any proposed Signs require a Sign Application and approval prior to installation on the site. All Signs require compliance with Municipal Code of Park City Title 12, Sign Code. Any unapproved signs installed will be removed from the site.

5. A Fire Permit is required for the temporary tent.

6. The Applicant shall obtain an administrative approval letter for the Food Truck Location prior to obtaining a building permit or operating on site.

7. The Temporary Improvements shall not be installed until June 15 of each year and shall be removed no later than 5:00 PM on October 15 of each year.

8. The Applicant shall not use more than seven parking spaces on site.

9. The Use shall comply with the Municipal Code of Park City Chapter 6-3, Noise.

10. The Applicant shall retain all handwashing water on site and remove the water and all trash from the site daily.

Recommendation

(I) Review the proposed CUP at 1900 Park Avenue

(II) conduct a public hearing, and

(III) consider approving the proposal based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter

The Planning Commission may:
- Approve the CUP;
- Deny the CUP; and direct staff to make Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

8200 ROYAL STREET UNIT 47
CONDOMINIUM PLAT AMENDMENT

Planning Commission

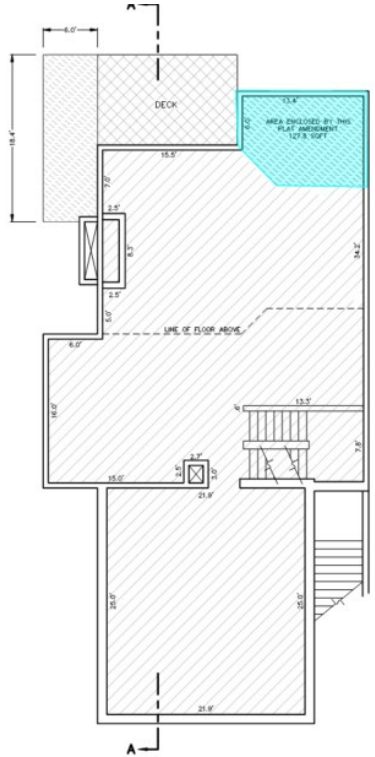
PL-26-06933 | June 24, 2026

PARK CITY
1881

8200 Royal St #47



8200 Royal St #47



MAIN LEVEL
UNIT 47



8200 Royal St #47



OWNERSHIP DESIGNATIONS

- "PRIVATE OWNERSHIP AREA A"
- COMMON OWNERSHIP
- LIMITED COMMON OWNERSHIP
- "PRIVATE OWNERSHIP AREA B"

SQUARE FOOTAGE, UNIT 47

	AREA "A"	AREA "B"
BASEMENT LEVEL	N/A	1019.5
LOWER LEVEL	964.4	534.1
MAIN LEVEL	1775.9	N/A
UPPER LEVEL	627.2	N/A
TOTAL	3367.5	1553.6
GRAND TOTAL	4921.1	

OWNERSHIP DESIGNATIONS

- "PRIVATE OWNERSHIP AREA A"
- COMMON OWNERSHIP
- LIMITED COMMON OWNERSHIP
- "PRIVATE OWNERSHIP AREA B"

SQUARE FOOTAGE, UNIT 47

	AREA "A"	AREA "B"
BASEMENT LEVEL	N/A	1019.5
LOWER LEVEL	964.4	534.1
MAIN LEVEL	1775.9	127.8
UPPER LEVEL	627.2	N/A
TOTAL	3367.5	1681.4
GRAND TOTAL	5048.9	

8200 Royal St #47

Background

- December 1990, Stag Lodge Phase III First Amended recorded
- January 2003, Stag Lodge Phase III Third Amended recorded
- November 2012, Stag Lodge Phase III Fifth Amended recorded

8200 Royal St #47

Analysis

- Complies with LMC Chapter 15-2.10 and LMC Chapter 15-2.21: No changes to the exterior or expansion of the Building Footprint are proposed

- Complies with LMC Chapter 15-3 as the Unit has a double car Garage

- Good Cause:
  - Provides clarity to the Plat and resolves and existing issue with the square footage table

Recommendation

(I) Review the Stag Lodge Phase III Unit 47 Condominium Plat Amendment

(II) Conduct a public hearing

(III) Consider approving the Condominium Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter

The Planning Commission may:
- Approve the Stag Lodge Phase III Unit 47 Condominium Plat Amendment;
- Deny the Stag Lodge Phase III Unit 47 Condominium Plat Amendment and direct staff to making Findings for the denial; or
- Request additional information and continue the discussion to a date certain.

FENCES IN HISTORIC RESIDENTIAL ZONING DISTRICTS

LMC AMENDMENTS

Planning Commission

PL-25-06769 | June 24, 2026

PARK CITY
1884

Fence LMC Amendments

The proposed amendments clarify requirements for Fences along streetscapes that are more aligned with what was seen historically.



Staff completed:

- HPB Work Sessions
- Peer community research
- Public outreach



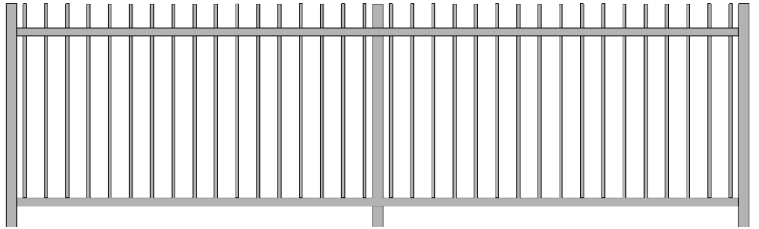
Fence Materials Proposed Amendments

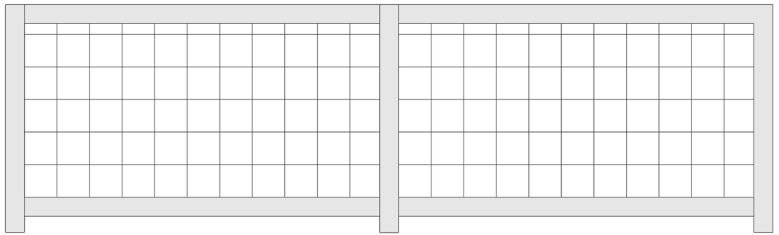
- *Fences shall be wood, metal, or a combination thereof in a similar style seen historically*
- *Picket Fences shall have a minimum picket spacing equal to or greater than one-half (1/2) the width of an individual picket.*
- *Picket Fences, woven wire Fences, and simple metal Fences are allowed within the Front Yard or where visible from the Right-of-Way.*
- *New alternative materials and non-historic materials may be used pursuant to the Master List of Non-Historic Materials and Finishes on file with the Planning Department.*
- *Materials shall be weather resistant, or weather resistant coatings shall be utilized. Plastic and vinyl materials are prohibited.*
- *Solid, ornate wrought iron, board, split or horizontal rail, railroad tie, and timber Fences within the Front Yard or where visible from the Right-of-Way are prohibited.*

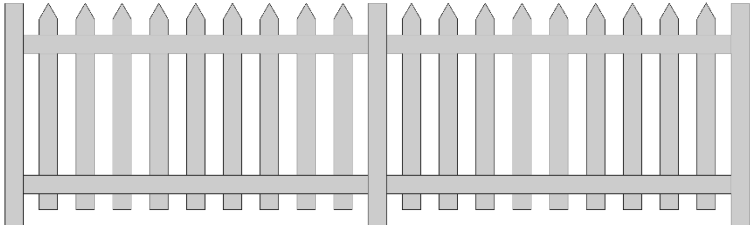
Allowed Front Yard Fence Examples











Recommendation

(I) Review the proposed LMC Amendments,

(II) conduct a public hearing, and;

(III) consider forwarding a positive recommendation to the City Council for review at a later date.

The Planning Commission may;

- Forward a positive recommendation to the City Council.
- Forward a negative recommendation to the City Council.
- Request additional information and continue the discussion to a date certain.

Planning Commission
Staff Report

Subject: **Five-Acre Site**
Southwest Corner of Kearns Boulevard and Bonanza Drive
Applications: **PL-26-06914 – Master Planned Development**
PL-26-06915 – Conditional Use Permit
PL-26-06917 – Conditional Use Permit
PL-26-06920 – Subdivision
Authors: **Nan Larsen, Senior Planner**
Alec Barton, Senior Planner
Date: **July 8, 2026**
Type of Item: **Administrative**

Disclosure

Park City Municipal Corporation owns the Five-Acre Site and proposes a mixed-use redevelopment through a public-private partnership with Brinshore Development, LLC.

Recommendation

(I) Review the Housing Mitigation Plan, Building Height exceptions, and Traffic Impact Study proposed for the mixed-use redevelopment, (II) hold a public hearing, (III) provide input to the Applicant, (IV) consider forwarding a positive recommendation to the City Council regarding the Applicant's Housing Mitigation Plan, and (V) continue the project discussion and public hearing to August 12, 2026.

Description

Applicant: Brinshore Development, LLC
Represented by Stephen Swisher

Location: The Five-Acre Site is composed of 10 metes-and-bounds Parcels and Lots totaling approximately 5.27 acres:

Parcel	*Subdivision*	*Lot*	Address	Acres
PCA-110-G-1-X	*NA*	*NA*	1401 Kearns Blvd	1.0
KBC-A-X	Kearns Business Center	A	1409 Kearns Blvd	0.59
KBC-B-X	Kearns Business Center	B	1415 Kearns Blvd	0.54
PSA-46-A-X	Prospector Square	46-A	1635 Bonanza Dr	0.43
PSA-46-RE-B-X	Prospector Square Lot 46 Resub	46-RE-B	1665 Bonanza Dr	1.01
PSA-46-RE-C-X	Prospector Square Lot 46 Resub	46-RE-C	1685 Bonanza Dr	0.42
PSA-46-RE-D-X	Prospector Square Lot 46 Resub	46-RE-D-X	1705 Bonanza Dr	0.37

SA-109-G-X-X	*NA*	*NA*	*NA*	0.03
PCA-110-G-3-X	*NA*	*NA*	1490 W Munchkin Rd	0.56
PCA-110-G-2-A-X	*NA*	*NA*	1420 W Munchkin Rd	0.32

Zoning District: General Commercial
Frontage Protection Zone

Adjacent Land Uses: North – Park City Cemetery
East – Prospector Square, Park City Plaza
South – Park City Mountain Munchkin Lot
West – The Emporium and Com-Park Plaza

Reason for Review: The Planning Commission reviews, conducts a public hearing, and takes Final Action on Conditional Use Permits,[1] Subdivisions,[2] and Master Planned Developments.[3]

CUP	Conditional Use Permit
FPZ	Frontage Protection Zone
GC	General Commercial
LMC	Land Management Code
MIHP	Moderate Income Housing Plan
MPD	Master Planned Development
ROW	Right-Of-Way
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

Park City owns metes-and-bounds Parcels and Lots at the southwest corner of Kearns Boulevard and Bonanza Drive, collectively known as the Five-Acre Site, currently vacant. The City is partnering with Brinshore Development to redevelop the Five-Acre Site with seven new Buildings totaling 185,512 square feet and:

- 88 affordable housing rental units
- 18 unrestricted housing rental units
- Over 30,000 square feet of retail, restaurant, café, and non-profit arts spaces
- A Child Care Center
- Underground parking structure with 280 parking spaces
- Community green spaces and plazas
- An amphitheater
- A playground
- Public art and an arts pavilion
- Multi-use pathways

[1] LMC § 15-1-8
[2] LMC § 15-1-10
[3] LMC Chapter 15-7.1

Please see Exhibit A: *Five-Acre Site Redevelopment Plan Set - Updated*. The following updates have been made:

- **Garage-Vehicle Parking Data**. The Applicant updated to clarify the number, type, and location of proposed parking.
- **Landscaping Plan**. The Applicant clarified the landscaping buffer along the west property line and the location of the flex plaza.
- **Open Space Plan**. The Applicant removed areas that are not open to the public, including the Child Care Center playground.

On June 24, 2026, the Applicant provided a project overview, and the Planning Commission requested additional information:

- Renderings from a pedestrian vantage showing the height of proposed buildings viewed from the interior plaza area, Kearns Boulevard, Bonanza Drive, and Monitor Drive compared with zone height.
- A breakdown of each building and the proposed height.
- A breakdown of each feature contributing to Open Space and clarification on whether the site's Open Space is publicly accessible.
- Details regarding landscaping and buffering along the west property line.
- A detailed parking analysis outlining the requested parking increase, including additional information about how the extra parking is proposed to function and the Uses they will serve.
- Additional information about how the pull-in spaces and drop-off area along Munchkin Road will function (Packet, Item 5.A; Meeting Media).

Project Review

- **June 24, 2026 (Complete)** – Introductory work session.
- **July 8, 2026** – Public hearing with review of the proposed Housing Mitigation Plan, Traffic Impact Study, and Building Height exceptions.
- **August 12, 2026** – Public hearing with continued review of the project.
- **August 26, 2026** – Public hearing with continued review of the project, potential Final Action, or continuation to September 9, 2026.
- **Additional meetings may be scheduled at the discretion of the Planning Commission**.

Analysis

This staff report addresses the Applicant's:

I. Housing Mitigation Plan
II. Building Height Exceptions
III. Traffic Impact Study

For full analysis of the relevant General Plan, Bonanza Park Small Area Plan, and Land Management Code (LMC) criteria for the project, please review the June 24, 2026 Staff Report.

(I) The Applicant's Housing Mitigation Plan (a) is aligned with the General Plan,

Moderate Income Housing Plan, and Bonanza Park Small Area Plan, and (b) meets the requirements of Housing Resolution 12-2025.

LMC § 15-6-5(J) requires that Master Planned Development (MPD) applicants submit a Housing Mitigation Plan that addresses affordable housing requirements outlined in the Housing Resolution and to approve an MPD, the Planning Commission must find that the Housing Mitigation Plan complies with the Housing Resolution (LMC § 15-6-6(H)). Housing Resolution 12-2025 Section 13 requires Planning Commission review and recommendation on a proposed Housing Mitigation Plan to the City Council for final action.

The Applicant proposes 88 affordable rental units and 18 unrestricted rental units and states the project will "include a mix of housing types and sizes with rents designed as affordable for families ranging from the 40% to 80% of Area Median [Income, as] well as below-market unrestricted units for families ranging from the 80% to 120% of Area Median Income."

(a) The Applicant's Housing Mitigation Plan is aligned with the General Plan, Moderate Income Housing Plan, and Bonanza Park Small Area Plan.

In recent years the Utah state legislature prioritized long-term planning focusing on affordable housing. State law requires cities to include a Moderate Housing element in the General Plan, and specifically, a Moderate-Income Housing Plan, with specific implementation strategies outlined in Utah Code.[4]

General Plan

The General Plan incorporates the Moderate Income Housing Plan and includes goals and strategies:

Moderate Income Housing Recommendation – *We will provide housing options for all residents.*

> ***Strategy 1A*** *– Provide a range of housing options at varying price levels that address a tiered approach (affordable, attainable) to provide diverse housing options for all ages and groups of the population.*

Moderate Income Housing Recommendation – *Park City will prioritize housing for 15% of the total workforce within the City boundary.*

> ***Strategy 2A*** *– Facilitate workforce housing in the City and increase incentives for employment centers to incorporate workforce housing in new developments.*
>
> > ***Action****: Evaluate existing incentives for construction of affordable and attainable housing. Focus on mixed-use node areas as identified in the Node Types Map.*

The Bonanza Park neighborhood is identified in the General Plan as mixed-use node

[4] Utah Code § 10-21-201 - *Moderate income housing plan required*.

that integrates multiple transportation modes, medium-density residential infill, and basic services and retail with a focus on increasing walkability, aligning with the goals of the Bonanza Park Small Area Plan to create a livable mixed-use neighborhood where locally owned businesses and entrepreneurship is incentivized, and affordable and workforce housing is a part of new development.

Moderate Income Housing Plan

The City Council adopted the City's Moderate Income Housing Plan (MIHP) in 2025, which includes an estimate of the moderate-income housing need in the City, and the strategies to meet the estimated need over the next five years.[5]

In 2020, approximately 20% of the City's workforce lived within City limits. According to the 2023 Park City Affordable Housing Analysis, that share has declined to just 12.1%. In response, in 2025, the City Council adopted a goal to increase workforce living in town to 15% by 2032, which is estimated to require a total of 1,864 Affordable Housing units. According to the City's Housing team, today, 829 affordable units are in operation, and an additional 172 units are under construction, bringing the current pipeline to 1,001 units. To achieve the Council's goal, the City will need to deliver approximately 863 additional affordable units by 2032.[6]

The MIHP establishes the following goals and objectives:

Moderate Income Housing Goal I – *Facilitate the production of a mix of new housing units to meet the needs of the local workforce, maintain vibrancy, and increase the diversity of the community.*

> ***Objective A:*** *Build, buy, or facilitate the construction of 1,190 new or refurbished units by 2032.*
> ***Objective B:*** *Work with public/private partnerships to build new units.*
> ***Objective D:*** *Ensure new units are diverse to include various unit sizes and types.*
> ***Objective G:*** *Build units at various levels of affordability: Affordable and Attainable.*[7]

Bonanza Park Small Area Plan

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

Inclusive Goal – *Expand the availability of affordable and workforce housing units.*

---

[5] Resolution No. 13-2025
[6] Resolution No. 13-2025 *Adopting a 2025 Amendment to the 2022 Five-Year Moderate-Income Housing Plan as an Amendment to the Housing Element of the General Plan for Park City, Utah*.
[7] 2025 Update to 2022 Moderate Income Housing Plan, Housing Element of the General Plan.

Recommendation 1: *Work with the development community to build more affordable and workforce housing in Bonanza Park and help meet citywide goals.*

The Five-Acre Site will include 88 affordable rental units and 18 unrestricted rental units. The Five-Acre Site is within the Bonanza Park Corridor Infill Node and includes residential infill development and a mix of uses with commercial, non-profit, childcare, and community centers, such as the Wye community gathering space[8] that features both active and passive Open Space. The Applicant states the project will "include a mix of housing types and sizes with rents designed as affordable for families ranging from the 40% to 80% of Area Median [Income, as] well as below-market unrestricted units for families ranging from the 80% to 120% of Area Median Income."

(b) The Applicant's Housing Mitigation Plan Complies with Housing Resolution 12-2025.

The City's Housing team reviewed the Applicant's Housing Mitigation Plan (Exhibit B) and provided a Housing Mitigation Response Letter (Exhibit C). Housing Resolution 12-2025 requires the Applicant to develop a project with 17,820 square feet of affordable housing. The Applicant proposes 73,291 square feet of affordable housing, more than four times the requirement.

The Applicant proposes a mix of one-, two-, and three-bedroom affordable units:

Unit Type	# Units	New Livable SF/Unit	Max Occupancy	Sale/Rental
1 Bedroom	24	553.39	2	Rental
2 Bedroom	45	845.47	3	Rental
3 Bedroom	19	1,155.97	4	Rental

The Housing Mitigation Plan is the only component within an MPD that requires Planning Commission recommendation and City Council Final Action. Park City's Housing Team recommends the Planning Commission find that the Five-Acre Site Housing Mitigation Plan complies with Housing Resolution 12-2025 and forward a positive recommendation for City Council consideration. If approved by the City Council, the Housing Mitigation Plan will then be incorporated into the project's MPD.

(II) The Applicant requests Building Height exceptions as part of the Master Planned Development.

On June 24, 2026, during the Planning Commission work session, the Commission requested the Applicant provide clarifying information on the Building Height exceptions. The Applicant updated their submittal with the following:

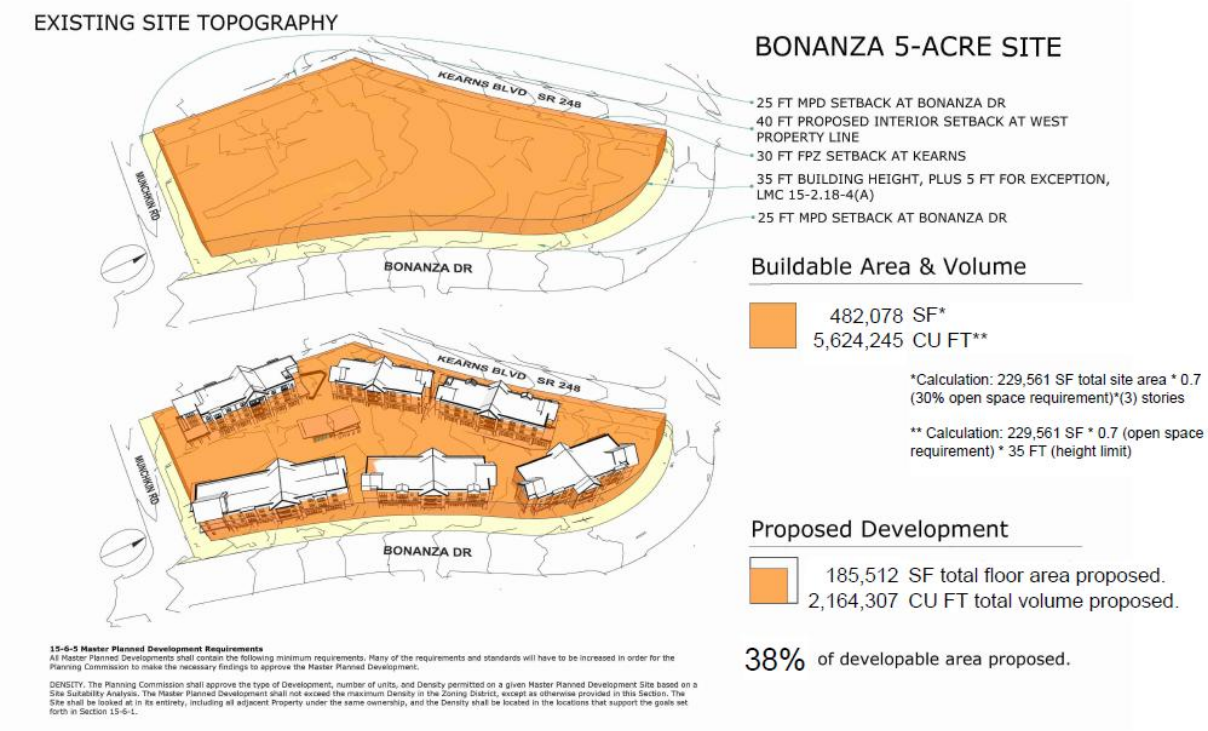
- Exhibit D: Applicant's Narrative Regarding Building Height – Updated

[8] The Applicant's plans indicate that the Wye community gathering space in the center of the Five-Acre Site is named for the railroad "wye"—a turnaround for train cars—that was once located on the Site.

- Exhibit E: Vantage Point Renderings

The Applicant is also preparing additional renderings and elevations to present to the Planning Commission during the meeting.

Please see the Applicant's updated Development Density Potential Exhibit indicating the areas of the project proposed to exceed Building Height in white:



The Five-Acre Site is within the General Commercial (GC) Zoning District and Frontage Protection Zone (FPZ). The GC Zoning District establishes a maximum Building Height of 35 feet from Existing Grade[9] and allows an additional 5 feet, up to 40 feet, to accommodate mechanical equipment Screening or gabled roofs with at least a 4:12 pitch.[10]

> **(a) Additional Building Height is proposed for the redevelopment of the site.**[11]

[9] LMC § 15-2.18-4
[10] LMC § 15-2.18-4(A)(1)
[11] LMC § 15-15-1 defines "Existing Grade" as the grade prior to any development or construction activity. For redevelopment sites wherein the grade has already been substantially disturbed, a Natural Grade or Interpolated Grade is required to determine the grade prior to the development or other man-made disturbance or grading. In this case, the pre-development grade would allow for buildings that appear taller than 35 feet because of the previous disturbance. As a result, staff asked the Applicant to provide both so that the proposed Building Height can be evaluated and compared based on existing conditions, with the contours of the grade softened to reflect the pre-development grade.

Each proposed Building that exceeds the underlying Zoning District height includes a gabled pitch roof with a 12:12 pitch, which may project up to five feet into the maximum Building Height allowance.

The Five-Acre Site consists of seven Buildings, six of which front Bonanza Drive and Kearns Boulevard. There is a slight slope downward from the south/west to the north/east of the Site of approximately 21 feet. Figure 1 illustrates the placement of each proposed Building in relation to the Site.

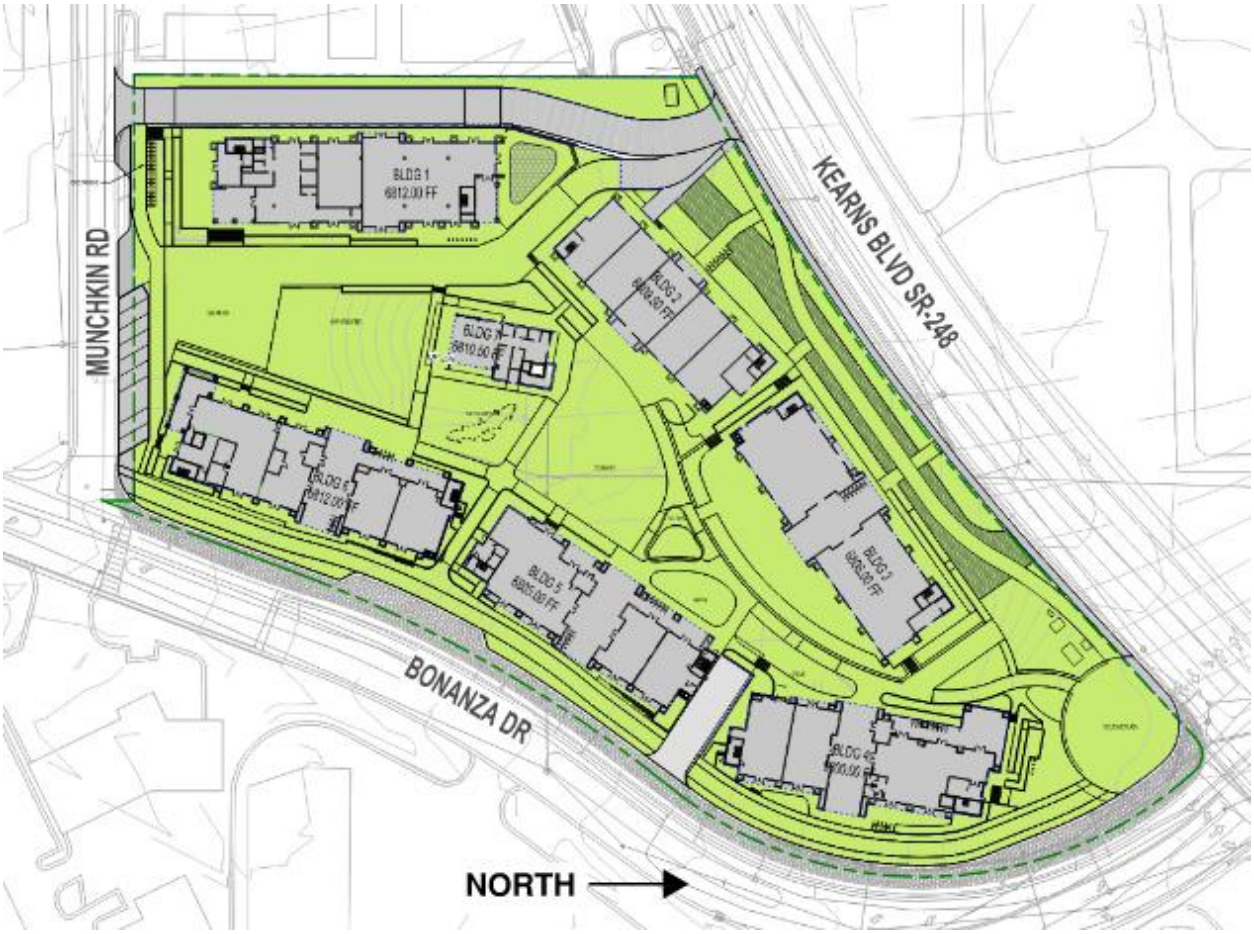


Figure 1: Building placement, provided by the Applicant.



Figure 2: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with 35-foot heights in the Frontage Protection Zone.



Figure 3: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with requested height exceptions in the Frontage Protection Zone.



Figure 4: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with 35-foot heights in the Frontage Protection Zone.



Figure 5: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with requested height exceptions in the Frontage Protection Zone.



Figure 6: Proposed project looking southwest from along Bonanza Drive.



Figure 7: Proposed project looking southwest from Monitor Drive.

The Planning Commission may grant additional Building Height in MPDs when the Applicant demonstrates the six criteria identified in LMC § 15-6-5(F) are met:

1. **The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits.**

   The Applicant states, "*The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density.*

   The Building Height provides desired architectural variation by incorporating sloped gable façade accents incorporating historic Park City design influence to break up flat roof lines."

   Density in the GC Zoning District is volume-based, established by the allowed

Building envelope, which is determined by Building Height, Setbacks, Parking, and Open Space requirements.[12]

LMC § 15-2.18-4(A) establishes a Setback of 30 feet in the FPZ. LMC § 15-6-5(C) requires a 25-foot Setback around the exterior boundary of an MPD for Parcels greater than two acres. Additionally, LMC § 15-2.18-2 establishes a Building Height of 35 feet from Existing Grade, while LMC § 15-6-5(D) sets the minimum Open Space requirement for redevelopment of existing Developments as 30%.

Based on the required Setbacks, allowed Building Height, and Open Space, the maximum allowable Building volume of the site is approximately 482,078 square feet. The Applicant proposes a total square footage of 185,512 square feet, or 38% of the allowed density on the Site. Please see Exhibit F: Development Density Potential.[13]

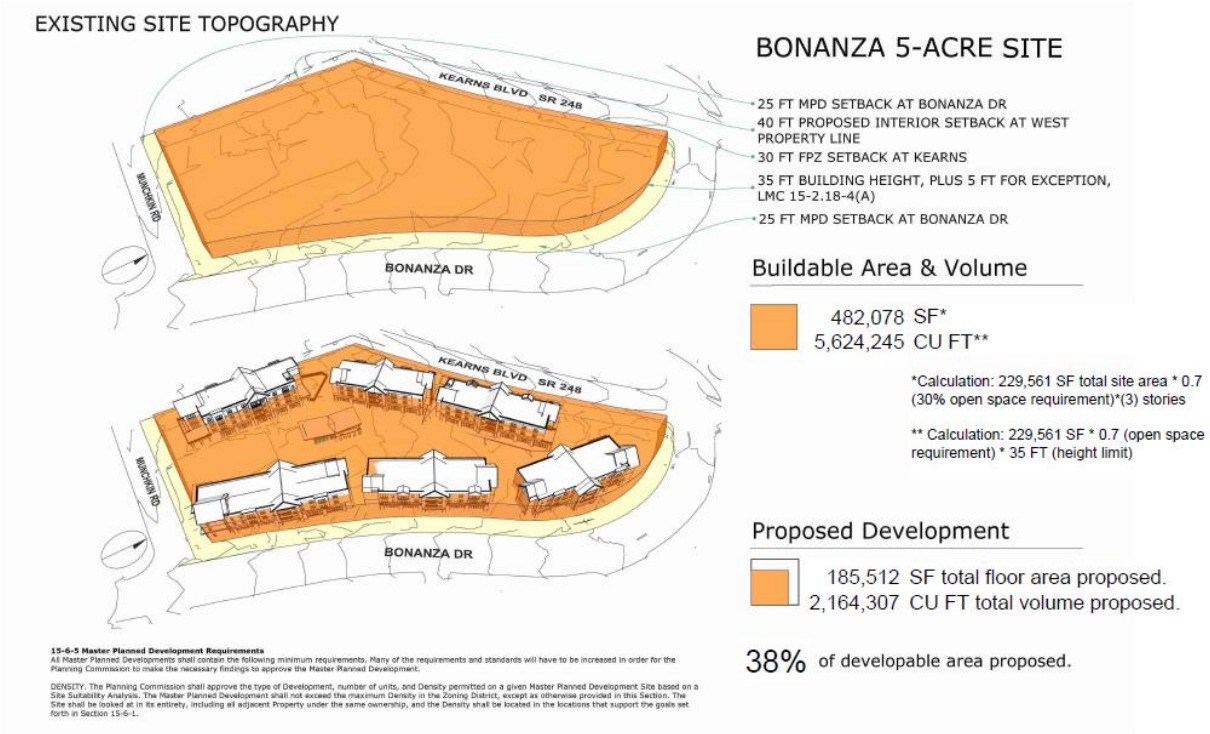


Figure 8: Updated Development Density Potential Exhibit.

[12] A portion of the Five-Acre Site is within the Prospector Square Amended Subdivision Plat (Summit County Recorder Entry No. 125443). However, Lot 46 is not subject to the requirements of LMC § 15-2.18-3(I) that establishes a Floor Area Ratio for certain Prospector Subdivision Lots. The Applicant's Subdivision application removes the site from Prospector Square Amended Subdivision Plat.

[13] In the June 24, 2026 packet, there were discrepancies between the Staff Report and the Applicant's calculations due to different information available through the Summit County Records and the property survey and proposed subdivision. The numbers are now confirmed and accurate.

All proposed Structures will comprise four-sided architecture, or all exterior facades have been intentionally designed to provide façade articulation and designs that break the façade into human-scale segments. The façade articulations include 12:12 pitched gabled roofs emphasizing architectural projections and balconies, with a shift in exterior building materials; shed roofs highlight balconies, the larger expanse of façade includes two-foot architectural projections, and use of varied materials supports human-scale widths.

2. **Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site-specific analysis.**

   The Applicant states, "*Adjacent uses to the North, East and South sides of the property are separated by public streets and highways. Those adjacent uses are a cemetery to the North, commercial uses, mostly parking, to the East, and an industrial warehouse use to the South that will not be affected due to the wide roadway separation and types of uses.*

   The directly adjacent uses on the West edge of the property are Compark Plaza, a light industrial condominium project and the Emporium, a small multi-tenant retail center. Neither of these projects have outdoor uses along the shared property line.

   The project has been designed to mitigate any shadows, loss of solar access, and loss of air circulation due to building orientation, landscaping and increased setbacks."

   The site includes frontage on three sides: Munchkin Road to the south, Bonanza Drive to the east, and Kearns Boulevard to the north. Minimal impact is anticipated on the properties adjoining these streets due to the positioning of the Buildings on the site.

   The Applicant states "[b]y following the natural slope, the design allows easy pedestrian access along the street frontages and reduces the height impact of the overall development."

   To the west of the site are two properties with four single-story structures, featuring an approximately 8-foot landscaped Setback on the shared property line. The proposed Building 1 will be located nearest to the west property line, and this Structure may generate the greatest off-site impacts within the development. Building 1 has a proposed height of 53 feet, 6 inches. The Applicant proposes a 40-foot 2-inch Setback from the west property line, providing separation between the Building and adjoining properties via a private driveway and parking lot entrance, landscaped area, curb and gutter, and pedestrian walkways.

A solar/shadow study has been submitted by the Applicant (Figures 9-11), and provides an analysis for Winter Solstice, Summer Solstice, and Spring and Fall Equinoxes during the hours of 9:00 AM, noon, and 5:00 PM.

Because the Site is bounded on three sides by public ROWs, shadows on adjoining properties are limited. The parking lots east of Bonanza Drive experience shadows during the Spring and Fall Equinoxes at 5:00 PM. The property to the west experiences shadows during the Winter Solstice through most of the morning; however, by noon, this shadow clears neighboring properties.



Figure 9: Solar/Shadow study Spring and Fall Equinoxes, provided by Brinshore Development.

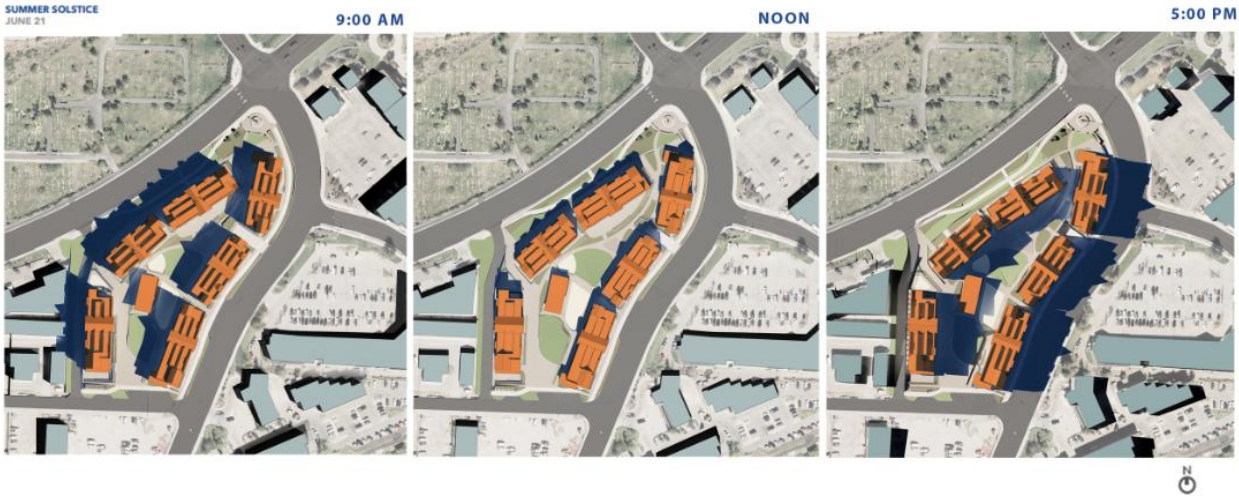


Figure 10: Solar/Shadow study Summer Solstice, provided by Brinshore Development.

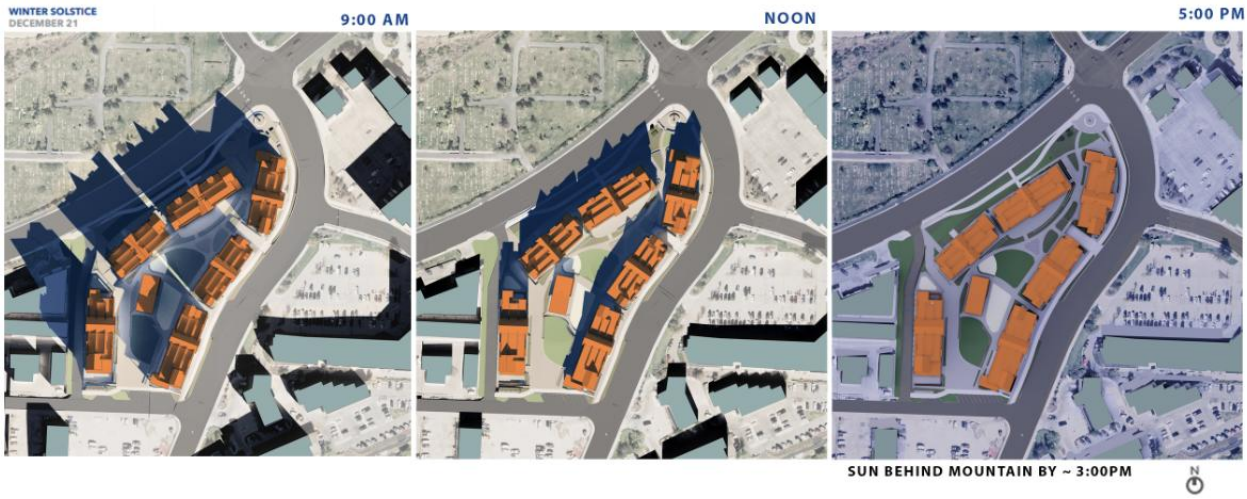


Figure 11: Solar/Shadow study Winter Solstice, provided by Brinshore Development.

3. There is adequate Landscaping and buffering from adjacent Properties and Uses.

The Applicant states, "*Landscaping and buffering have been provided on all sides of the project."*

An MPD requires a minimum Setback around the exterior of the project of 25 feet for Parcels greater than two acres.[14] The Applicant proposes an exterior perimeter Setback greater than the minimum required along three of the four property lines. Three of the four property lines that bound the Five-Acre Site have frontage on public ROWs. The west property line is the only property line that directly adjoins a neighboring private property and Use. The proposed Setback from this property line is 40 feet, 2 inches, exceeding the required 25-foot Setback by 14 feet 10 inches. The Applicant states, "*landscaping and trees are being provided along the western edge of the parcel to buffer the building from the adjacent parcels.*"

The Applicant updated the Landscaping Plan, which now includes the location of trees along the western buffer area (Figure 12).

[14] LMC § 15-6-5(C)



Figure 12: Updated Landscape Plan.

4. Increased Setbacks and separations from adjacent projects are proposed.

The Applicant states, "*The setback along the west edge of the project with directly adjacent development has been increased from the required 25 feet to 40 Feet."*

LMC § 15-6-5(C) requires a 25-foot Setback around the exterior boundary of an MPD for Parcels greater than two acres. The only adjacent private property and Use is the property that shares the western property line with the Five-Acre Site. As indicated in Figure 13, the Applicant proposes a 40-foot Setback along this western boundary. The Setback measures approximately 51 feet from the Structure's closest point, along Kearns Boulevard to the north, and 29 feet from the Structure's closest point to Bonanza Drive to the south/east.

The proposed Five-Acre Site is within the Frontage Protection Zone (FPZ) along Kearns Boulevard, which extends 100 feet into the property. The purpose of the FPZ is to:

- Preserve Park City's scenic view corridors,
- Preserve and enhance the rural resort character of Park City's entry corridor,
- Provide a significant landscaped buffer between Development and highway Uses,
- Minimize curb cuts, driveways, and Access points to highways,

- Allow for future pedestrian and vehicular improvements along the highway corridors.[15]

The FPZ requires a 30-foot Setback for all Structures along Kearns Boulevard.[16] The Applicant does not propose any Structures within the required 30-foot Setback. All Construction Activity within 30 to 100 feet from Kearns Boulevard requires a CUP and is subject to review criteria[17] and architectural design review criteria.[18] These criteria and analysis were outlined in the June 24, 2026 Staff Report.

An area highlighted in red in Figure 13 demarcates the location of the 30-foot FPZ where Structures are prohibited. The only proposed encroachments into the 30-foot FPZ Setback beyond required utility installations are a pedestrian sidewalk with access to the development and a multi-use trail for pedestrians and cyclists (acting as an emergency vehicle access route when required) along Kearns Boulevard. The area highlighted in yellow demarcates the width of the 100-foot FPZ and the area highlighted in orange indicates the proposed setback of the Five-Acre Site along Kearns Boulevard, Figure 13. The Applicant is proposing Buildings 2 and 3 in the 100-foot FPZ.

[15] LMC § 15-2.20-1
[16] LMC § 15-2.20-4(A)
[17] LMC § 15-1-10
[18] LMC Chapter 15-5



Figure 13: 30-foot FPZ setback in red; 100-foot FPZ setback in orange; Structures within the 100-foot setback in yellow.



Figure 14: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with 35-foot heights in the Frontage Protection Zone.



Figure 15: Proposed project looking southwest from the Kearns Boulevard and Bonanza Drive intersection with requested height exceptions in the Frontage Protection Zone.

5. **The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.**

   The Applicant states, "*The project provides [60%] open space, exceeding the 30% requirement. All open space is publicly accessible."*

   LMC § 15-6-5(D) requires a minimum of 30% Open Space for redevelopment of a previously developed site. LMC § 15-15-1 defines Open Space:

   - Landscaped Open Space: Landscaped Areas, which may include local government facilities, necessary public improvements, and playground equipment, recreation amenities, public landscaped and hard-scaped plazas, and public pedestrian amenities, but excluding Buildings or Structures.
   - Natural Open Space: A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors.

   Because the Five-Acre Site is a redevelopment project, Natural Open Space is not feasible; instead, the Applicant proposes Landscaped Open Space. To grant additional Building Height, the Planning Commission must find the project "results in more than the minimum Open Space required and results in Open Space that is publicly accessible."

   The Applicant states, "*[l]andscaped and hardscaped open space totals [139,170] square feet, or 60% of the total area, exceeding the 30% open space requirement.*" All proposed Open Space areas will be available to the public. The proposal therefore meets this criterion.



Figure 16: Applicant's Updated Open Space Plan.

6. **The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.**

   The Applicant states, "*[t]he building heights incorporate varied roof transitions in compliance with Chapter 15-5 Architectural Review.*"

   The first story of the six proposed Buildings that exceed the Zoning District comprises nearly 16 feet in height, and according to the Applicant, makes the commercial area more marketable to commercial tenants, while maintaining a sense of human scale and increasing pedestrian visibility into the commercial spaces.

   The proposed façade lengths of the six Buildings with requested additional Building Height range from 147 feet to 191 feet. LMC § 15-5-8 requires Structures with façade lengths exceeding 120 feet on any façade to provide a prominent shift in the mass of the Structure at intervals of 120 feet or less. The prominent shift must consist of a 15-foot shift in Building Façade alignment or a

15-foot shift in Building height. The Applicant is requesting to utilize a combination of both methods to achieve the total shift in Building mass. Within the 120-foot façade interval, the Applicant proposes to vary the massing of each Building through a change in Building height – using a 12:12 pitch gabled roof that increases the height of the Structure – and a concurrent shift in the façade depth. Please see the June 24, 2026 Staff Report for additional analysis on the Façade Variation.

Questions for the Commission:

- *Is there additional information the Planning Commission needs to evaluate the six criteria for a Building Height exception?*
- *Does the Planning Commission need additional information to evaluate the proposed Building Height exception within the FPZ?*
- *Are there additional mitigations needed for the requested Building Height exception?*
- *Does the Planning Commission find the Applicant's proposal meets the six required criteria?*

(III) The Applicant submitted a Traffic Impact Study, and staff recommends the Applicant develop a Transportation Demand Management Plan that increases transit ridership, pedestrian connections, and bicycle multi-use paths and amenities, mitigates traffic during peak times, and meets the goals of the Bonanza Park Small Area Plan.

The Five-Acre Site is within the southwest corner of a key City intersection that experiences congestion – Kearns Boulevard and Bonanza Drive. To approve an MPD and CUP, the Planning Commission must:

- Evaluate traffic considerations, including capacity of the existing streets in the area (LMC § 15-1-10(E)(2)).
- Find that the Applicant's plan addresses and mitigates traffic (LMC § 15-6-6(P)).

The current Five-Acre Site includes four vehicle accesses onto Kearns Boulevard, four onto Bonanza Drive, and two onto Munchkin Road. The Applicant proposes consolidating access points and the following vehicle circulation for the site:

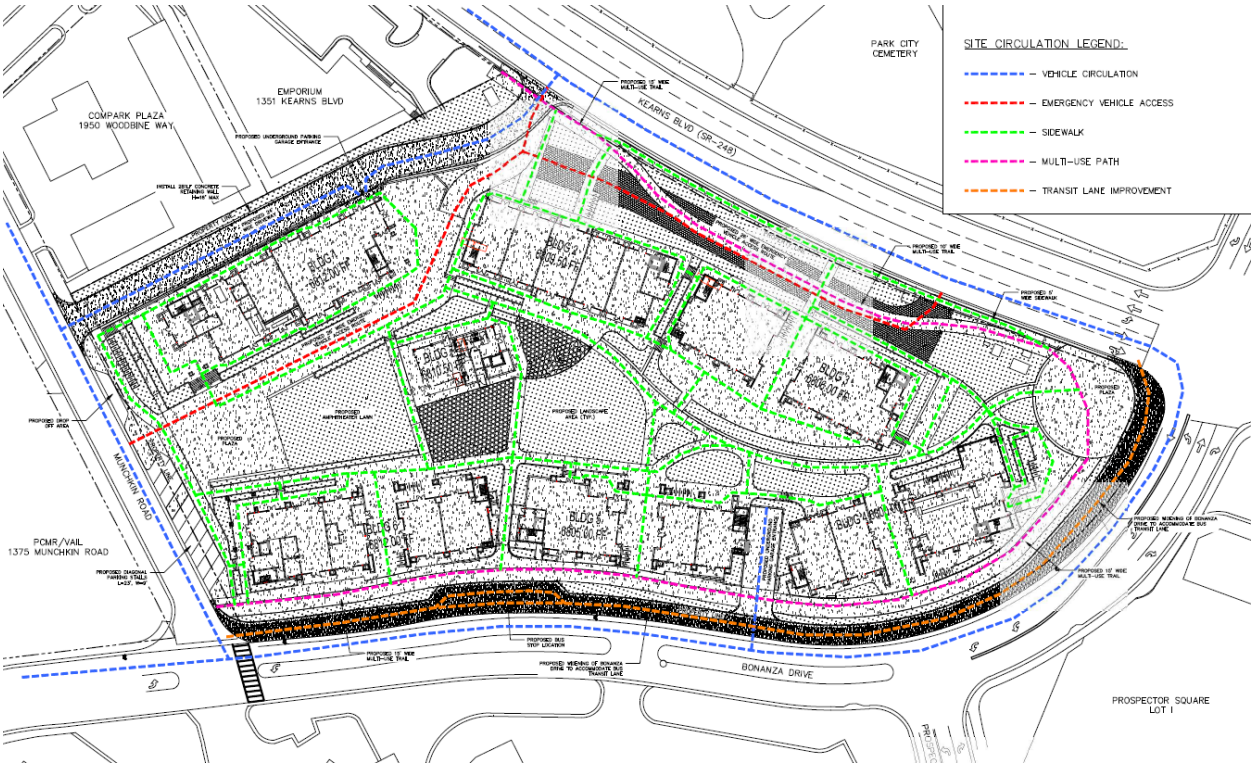


Figure 17: Applicant's Site Circulation Plan.

The adopted Traffic Impact Study (TIS) Guidelines outline the requirements for Applicant studies. A TIS is required when the proposed development will generate 25 or more new vehicle trips during the workday AM or PM peak hour. This project generates more than 25 new vehicle trips and on June 5, 2026, the Applicant submitted the *5-Acre Development Traffic Impact Study* (TIS) for review prepared by Hales Engineering (Exhibit G: Traffic Impact Study).

The City hired Methods Consulting to perform independent technical review of the Applicant's TIS. Methods summarized their recommendations in the Independent Technical TIS Review, requesting the Applicant:

- Explain seasonal traffic data adjustments,
- Evaluate parking demand and supply in the TIS, and
- Provide additional information about traffic operations analysis, site access analysis, and traffic safety (Exhibit H).

The Applicant is working with Hales Engineering to update the TIS based on comments from Methods Consulting to present to the Planning Commission for review and discussion on August 12, 2026.

The Applicant also submitted an updated Parking Narrative (Exhibit I) and Parking Study (Exhibit J), which are also under third-party review by Methods Consulting.

A TIS outlines intersection Levels of Service that range from an A (Free

Flow/Insignificant Delay) to an F (Forced Flow/Unpredictable Flows/Excessive Delays).

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

Figure 18: Applicant's TIS Table 1.

The TIS indicates that while some intersections will improve with proposed modifications, others will perform at a lower Level of Service. One of the questions not yet identified in the TIS is the connection between parking, proposed uses, and traffic. The Applicant proposes to construct more parking than required in the LMC and staff recommends that the Applicant evaluate parking and traffic so that mitigations can be effectively evaluated, including potential paid parking, shared parking, or other strategies to reduce traffic during peak periods.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service									
		Existing (2026)		Opening (2027)				Future (2037)			
		Background		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Woodbine Way / Kearns Boulevard	a	a	a	a	a	a	a	a	a	a
2	Bonanza Drive / Kearns Boulevard	C	C	C	C	C	C	D	E	D	E
3	Sidewinder Drive / Kearns Boulevard	e	f	e	f	f	f	f	f	f	f
4	Prospector Avenue / Bonanza Drive	f	f	f	f	f	f	f	f	f	f
5	Munchkin Road / Bonanza Drive	e	e	e	e	f	f	e	f	f	f
6	Kearns Boulevard / Park Avenue	C	C	C	C	C	C	B	C	B	C
7	Deer Valley Drive / Park Avenue	E	F	E	F	E	F	C	D	C	D
8	Bonanza Drive / Deer Valley Drive	B	C	B	C	B	C	B	C	B	C
9	Comstock Drive / Kearns Boulevard	A	B	B	B	A	B	C	C	C	C
10	Project Drive / Kearns Boulevard	-	-	-	-	a	a	-	-	a	a
11	Garage Access / Bonanza Drive	-	-	-	-	b	a	-	-	b	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, June 2026

Figure 19: Applicant's TIS Table ES-1.

The Applicant's TIS proposes the City implement neighborhood-wide mitigations but does not outline developer-specific mitigations for the site. The proposed neighborhood-wide mitigations include:

- Providing grade-separated crossings for pedestrians at the intersection of Deer Valley Drive/Park Avenue.
- Restricting egress left turn movements at the Prospector Avenue/Bonanza Drive intersection.
- Completing the Munchkin Road expansion so it connects from Bonanza Drive west to Homestake Road.
- Increasing grade separation for pedestrians for improved safety and less vehicle interference.

Staff recommends the Applicant develop a site-specific Transportation Demand Management (TDM) Plan to increase transit ridership, improve pedestrian connections, and bicycle multi-use paths and amenities, mitigate traffic during peak times, and meet the goals of the Bonanza Park Small Area Plan. Recommended considerations are outlined below.

Redevelopment of the Five-Acre Site supports the mobility goals of the General Plan and Bonanza Park Small Area Plan, which envisions a walkable neighborhood with vibrant streetscapes and multi-modal transportation options.

The General Plan calls for the creation of a Bonanza Park Mixed-Use District that:

- Makes critical connections for pedestrians and bicyclists throughout the neighborhood.

- Creates vibrant streetscapes through vertical zoning with active uses on the storefront level, and residential, and office uses on the upper stories.
- Reflects high quality and pedestrian-oriented design that is walkable with community green spaces connected throughout.
- Supports multi-modal transportation, reduces parking, and requires TDM plans for new developments to increase transit ridership and reduce traffic.

The Bonanza Park Small Area Plan supports a mixed-use and user-friendly neighborhood that:

- Creates a mixed-use neighborhood with livability in mind.
- Creates a safe and intuitive network for pedestrians, cyclists, and transit users.

The Small Area Plan's Stand-Alone Mobility Component expands on the transportation goals of Bonanza Park by identifying mitigation strategies to alleviate traffic and reduce single-occupancy vehicle trips to, from, and within the neighborhood. Relevant strategies are included below, with staff recommendations in *italics*:

Private Vehicle Strategies

- **Provide e-charging for every residential complex, businesses, and civic space built within the area.**

LMC § 15-3-11 outlines requirements for Electric Vehicle (EV) Charging Stations and Infrastructure for Multi-Unit Dwellings and non-Residential Development, shown in the table below.

Element	***Requirement***	***Total Required Spaces***	***Total Required EV Spaces***
EV Charging Stations	*5% of the first 200 required spaces*	*208*	*10*
EV Charging Station Infrastructure for future EV Charging Station Installations	*50% of the first 100 required spaces; 5% for required spaces above 100*	*208*	*56*

The Five-Acre Site will be required to provide sufficient EV Charging Stations and conduit for future additional EV Charging Stations, including installation of a dual-port charging station that is ADA accessible.[19] Additional consideration could be to provide residents with e-bike charging stations.

- **Provide facilities for car share and ride share.**

[19] LMC § 15-3-11(D)(1)

The Applicant does not propose separate parking for car share or ride share vehicles. The Applicant proposes 280 Off-Street parking spaces, 72 spaces more than required by code. If the project is approved with additional parking above code requirements, some of these excess spaces could be designated for car share or ride share vehicles, or parking reductions could be considered if there is a car share program for residents.

- **Provide buffering for on-street parking designs.**

The Applicant proposes 10 surface parking spaces at the south end of the site on Munchkin Road. Because these parking spaces do not comply with code, they are not included in the Applicant's parking calculations. The parking spaces are diagonal, requiring vehicles to pull in and back out, and extend into Munchkin Road. Landscaping is proposed along the Munchkin Road pedestrian pathways. However, staff recommends special consideration of the proximity of vehicles backing out of parking spaces and the Bonanza Drive/Munchkin Road intersection.

Public Transit Strategies

- **Preserve space to accommodate future premium transit.**

The City is currently undergoing the Re-Create 248 Study regarding possible transit enhancements along this key entry corridor. One consideration is a bus lane along Bonanza Drive, with possible widening of the street. The Applicant has incorporated the square footage that would be required for widening within the Five-Acre Site so as not to disturb the Prospector Square properties east of Bonanza Drive.

The site plan also includes space for a proposed bus pull out and stop in the southeast corner of the project site adjacent to Buildings 5 and 6 (see Figure 20).

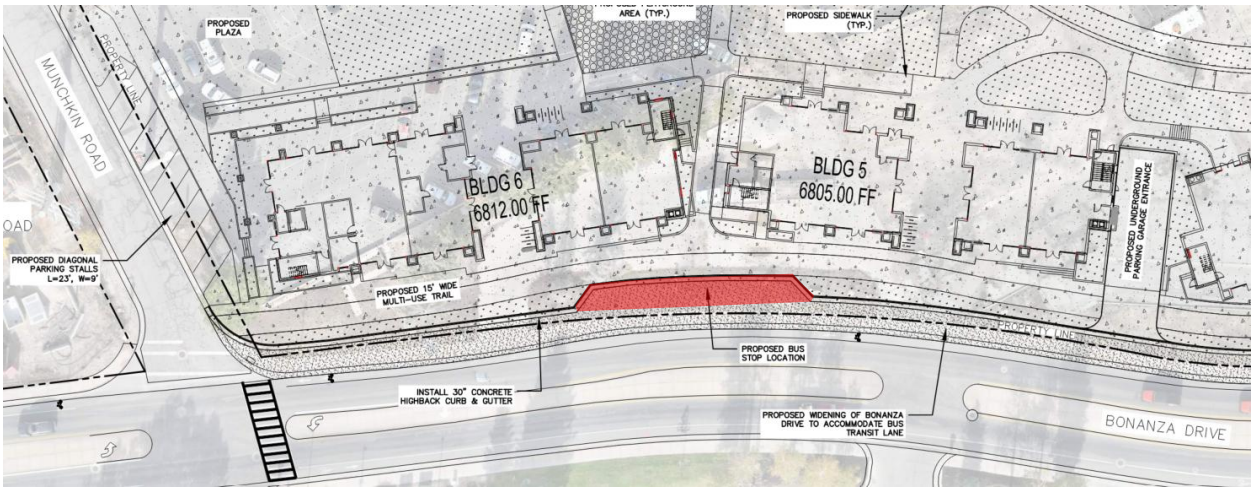


Figure 20: Proposed bus stop highlighted in red.

- **Provide a highly permeable and connected street network.**

The Five-Acre Site is surrounded on three sides by existing streets: Kearns Boulevard

to the north, Bonanza Drive to the east, and Munchkin Road to the south. The Applicant proposes a 24-foot-wide driveway along the west portion of the site connecting Munchkin Road with Kearns Boulevard to provide access to the underground parking garage. Although the driveway is not a public street, there are opportunities to provide pedestrian and bicyclist connections between Kearns Boulevard and Munchkin Road, as well as to the interior of Bonanza Park.

The Five-Acre Site is situated near the proposed extension of Munchkin Road from Woodbine Way to Homestake Road. Proposed sidewalks and trails within the Five-Acre Site will facilitate connections from exterior multi-use trails to Munchkin Road and the larger neighborhood.

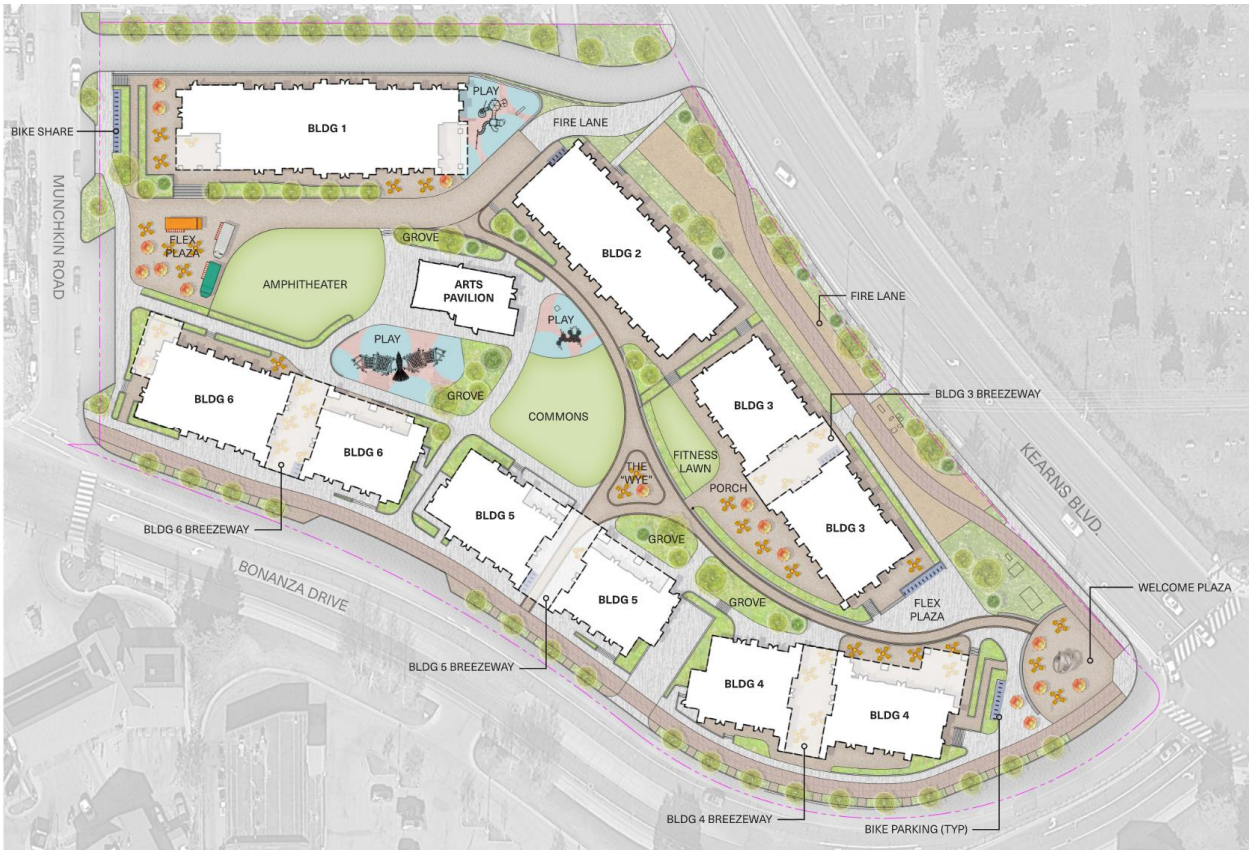


Figure 21: Updated Landscape Plan showing multi-use path and sidewalk connections.

Staff recommends additional consideration be given regarding pedestrian and bicyclist facilities along the north-south driveway on the western side of the property.

Bicycle Strategies

- **Provide protected bicycle and active transportation facilities.**

The Applicant proposes locating a Summit County bike share station along Munchkin Road on the western portion of the site (see Figure 21).

- **Include multi-use paths along SR-248.**

The Applicant proposes exceeding the required 30-foot Frontage Protection Zone (FPZ) Setback to create a minimum 50-foot-wide buffer along Kearns Boulevard. Within this buffer, the Applicant proposes 10- to 15-foot-wide multi-use trails along Kearns Boulevard, and also proposes 10- to 15-foot-wide multi-use trails along Bonanza Drive. The proposed trails are separated from streets with landscaping.

- **Provide end-of-trip facilities.**

LMC § 15-3-9(B)(4) states that projects required to provide 10 or more enclosed bicycle storage spaces shall include a bicycle repair station. The bicycle parking plan will be required to meet this baseline criteria.

LMC § 15-3-9 outlines requirements for outdoor and enclosed bicycle storage, as shown in the table below.

Element	***Requirement***	***Proposal***	***Total Required Bicycle Parking***
Outdoor bicycle parking	*10% of required Off-Street parking*	*208 Off-Street spaces*	*21*
	1% of spaces at least 3'x10' for large bicycles	*21 outdoor bicycle spaces*	*1*
Enclosed bicycle storage	*a. 1 space per 3 dwelling units*	*106 dwelling units*	*36*
	b. 1 space per 10 employees generated	*137.3 full-time equivalent employees[1]*	*14*
	5% of spaces at least 3'x10' for large bicycles	*50 enclosed bicycle spaces*	*3*
NOTES *[1]Based on Employee Generation by Type of Use table in Resolution No. 12-2025.*			

The LMC also requires that e-bike charging facilities be provided for enclosed bicycle storage. The Applicant could consider additional amenities like enclosed bicycle storage to encourage biking to and from the site.

The LMC also requires outdoor bicycle parking to be within areas with overhangs or awnings or protected by natural elements such as a tree canopy.

Pedestrian Strategies

- **Provide sidewalks of at least 6 feet on all roadways.**

The Applicant proposes 10- to 15-foot-wide multi-use trails along Kearns Boulevard and Bonanza Drive. The proposed trails are separated from streets with landscaped buffers.

The Applicant proposes a sidewalk approximately 10 feet wide along Munchkin Road. In addition to the multi-use trail, the Applicant also proposes to retain an existing 5-foot-wide sidewalk adjacent to Kearns Boulevard.

- **Provide pedestrian refuge islands and medians.**
- **Use raised crosswalks on low volume streets.**

Pedestrian refuge islands, medians, and raised crosswalks refer to treatments designed to increase pedestrian safety at street intersections. However, similar treatments may be used within the project site in areas where the risk of pedestrian/automobile conflict is high. One particularly sensitive location is the access to the underground parking garage on Kearns Boulevard and Bonanza Drive. The Applicant is working with staff to identify appropriate treatments to improve pedestrian safety in these locations.

- **Provide streetscape improvements, including benches, trash and recycling receptacles, and pedestrian-scaled lighting.**

The Applicant's conceptual renderings include features like streetscape lighting, bollards, landscaping, and planters. The Applicant continues to refine the landscaping plan, and staff recommends the plan include streetscape improvements that increase safety and enhance the pedestrian environment.

Questions for the Commission:
In addition to the items listed in this report:

- *Are there other considerations the Planning Commission would like to discuss regarding the TIS?*
- *Are there additional TDM strategies the Planning Commission recommend staff and the Applicant evaluate?*

Project Background

On March 4, 2025, the City Council posted a Request for Proposals (RFP) for redevelopment of the City-owned Five-Acre Site with a vibrant, locally focused mixed-use project. The Council awarded the RFP to Brinshore Development. See the July 10, 2025, City Council Meeting for additional information (Meeting Packet, Item IV.5).

Brinshore Development facilitated several meetings with the City Council to discuss design and strategy preferences for redevelopment of the Five-Acre Site:

- August 25, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- September 5, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- September 24, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- October 13, 2025 (Meeting Packet, Item II.1; Minutes, p. 1)
- October 23, 2025 (Meeting Packet, Item VI.2; Minutes, p. 10)
- November 6, 2025 (Meeting Packet, Item VII.3; Minutes, p. 20)

On March 19, 2026, the City Council voted 4-1 to authorize Brinshore Development to

submit applications to the Planning Commission for redevelopment of the Five-Acre Site (Meeting Packet, Item VII.1; Minutes, p. 7).

On May 4 and 5, 2026, Brinshore Development submitted MPD, Subdivision, and CUP applications for Planning Commission review.

On June 24, 2026, the Planning Commission conducted an introductory work session (Packet, Item 5.A; Meeting Media).

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 June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The *Park Record* published courtesy notice on June 24, 2026.[20]

Public Input

Public input is attached as Exhibit K.

Exhibits

A: Five-Acre Site Redevelopment Plan Set - Updated
B: Housing Mitigation Plan
C: Housing's Mitigation Response Letter
D: Applicant's Narrative Regarding Building Height - Updated
E: Vantage Points Renderings
F: Development Density Potential
G: Traffic Impact Study
H: Independent Technical Traffic Impact Study Review
I: Applicant's Narrative Regarding Parking - Updated
J: Parking Study
K: Public Input

[20] LMC § 15-1-21



SHEET INDEX	
SHEET NUMBER	SHEET TITLE
RD-000	COVER SHEET
C100	EXISTING CONDITIONS & TOPOGRAPHY
C101	EXISTING UTILITIES
C102	NEIGHBORHOOD CONTEXT EXHIBIT
C200	OVERALL SITE PLAN
C201	OVERALL GRADING PLAN
C202	OVERALL UTILITY PLAN
C203	UNDERGROUND PAERKING GARAGE PLAN
C204	SNOW STORAGE PLAN
C205	SITE CIRCULATION PLAN
RD-001	LANDSCAPE PLAN
RD-002	ARCHITECTURAL SITE PLAN
RD-003	AFFORDABLE HOUSING MITIGATION PLAN
RD-004	OPEN SPACE DATA
RD-005	VEHICLE AND BICYCLE PARKING DATA
RD-006	BUILDING HEIGHT ANALYSIS - SITE PLAN
RD-007	DEVELOPMENT DENSITY POTENTIAL
RD-008	BUILDING HEIGHT AND FAÇADE ANALYSIS
SD.1.01	BUILDING 1 PLANS AND ELEVATIONS
SD.2.01	BUILDING 2 PLANS AND ELEVATIONS
SD.3.01	BUILDING 3 PLANS AND ELEVATIONS
SD.4.01	BUILDING 4 PLANS AND ELEVATIONS
SD.5.01	BUILDING 5 PLANS AND ELEVATIONS
SD.6.01	BUILDING 6 PLANS AND ELEVATIONS
SD.7.01	BUILDING 7 PLANS AND ELEVATIONS

5-Acre Site at Bonanza Park Redevelopment

MPD + CUP - 2026 / 04 / 30







method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Cover Sheet

sheet:

RD-000

MPD + CUP

5/1/2026 1:21:58 PM Autodesk Docs://MPMU Sandbox - J.Jennings/25.0355 Bonanza Garage.rvt



DESCRIPTION	DATE

EXISTING CONDITIONS & TOPOGRAPHY

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:	DESIGNED BY:	CHECKED BY:	PROJECT No.:
CD			08-07-25

04/30/26

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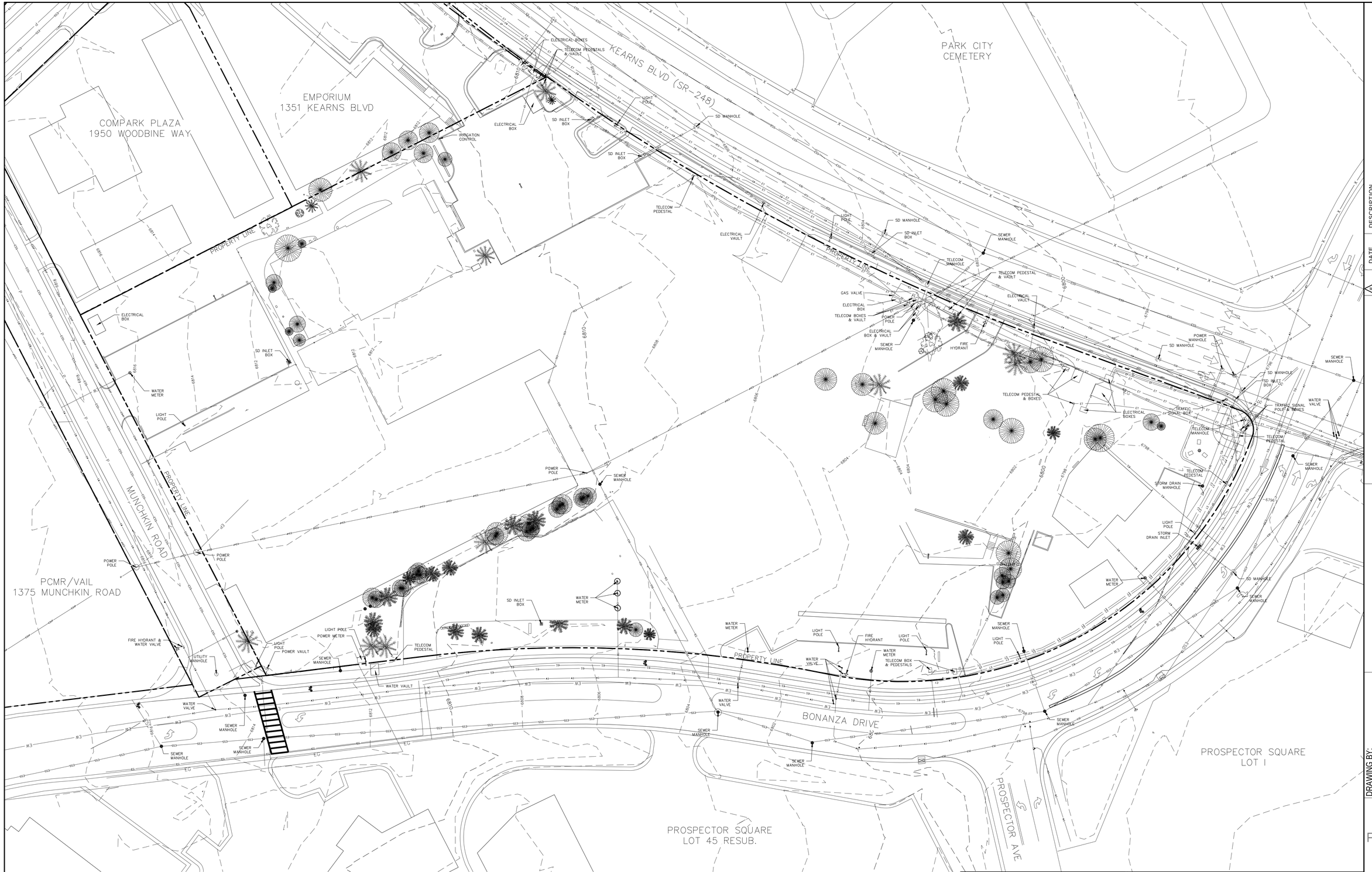
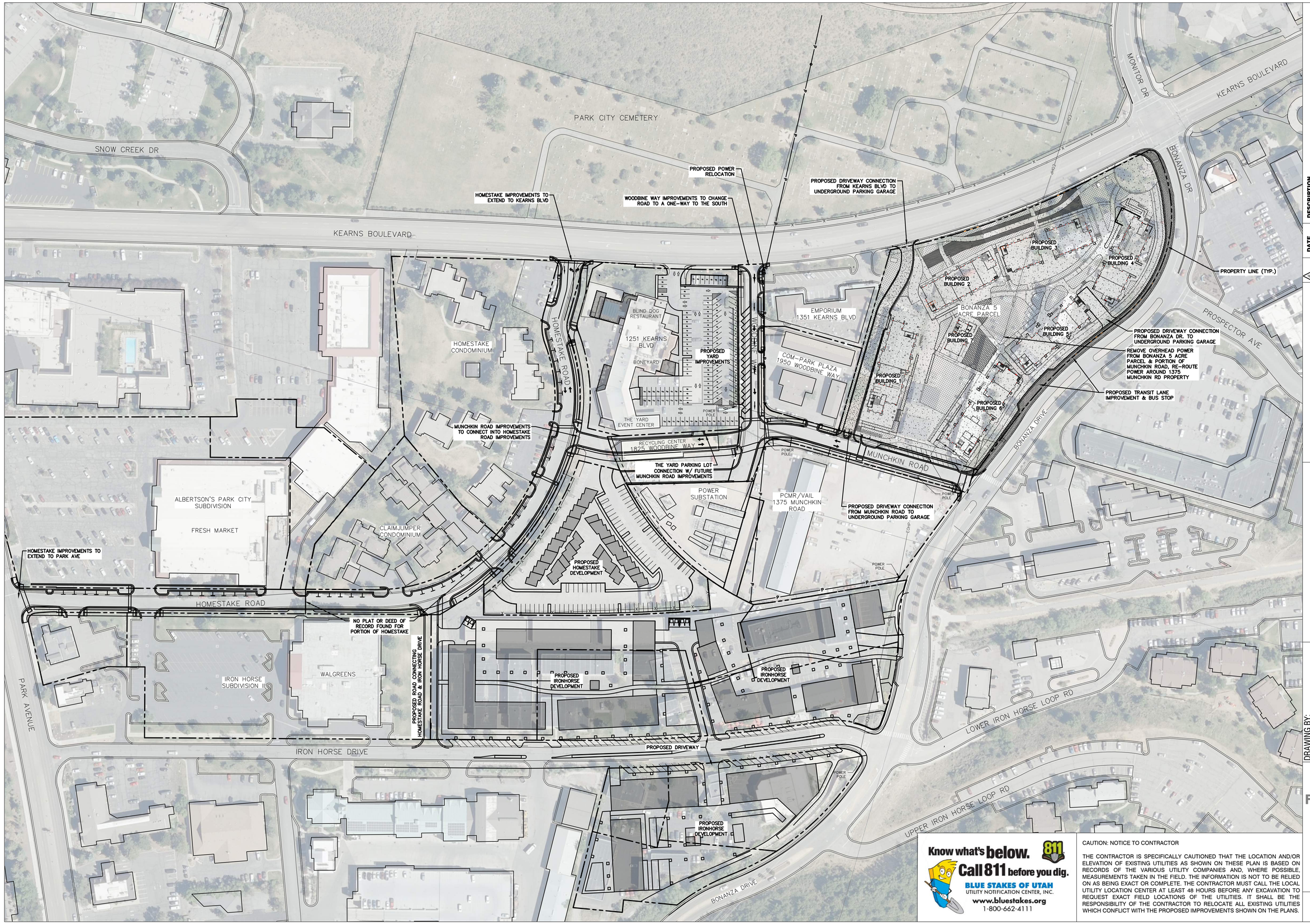
THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLAN IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.


KEARNS BLVD (SR-248)
PARK CITY CEMETERY
EMPORIUM
1351 KEARNS BLVD
COMPARK PLAZA
1950 WOODBINE WAY
PCMR/VAIL
1375 MUNCHKIN ROAD
MUNCHKIN ROAD
PROPERTY LINE
BONANZA DRIVE
PROSPECTOR AVE
PROSPECTOR SQUARE
LOT 45 RESUB.
PROSPECTOR SQUARE
LOT I
ELECTRICAL BOXES
TELECOM PEDESTALS & VAULT
ELECTRICAL BOX
SD INLET BOX
SD MANHOLE
LIGHT POLE
IRRIGATION CONTROL
TELECOM PEDESTAL
ELECTRICAL VAULT
SEWER MANHOLE
TELECOM MANHOLE
TELECOM PEDESTAL & VAULT
GAS VALVE
TELECOM BOXES & VAULT
POWER POLE
ELECTRICAL BOX & VAULT
FIRE HYDRANT
POWER MANHOLE
TELECOM PEDESTAL & BOXES
ELECTRICAL BOXES
TRAFFIC SIGNAL BOX
TRAFFIC SIGNAL POLE & BOXES
WATER VALVE
STORM DRAIN MANHOLE
STORM DRAIN INLET
WATER METER
ELECTRICAL BOX
WATER METER
LIGHT POLE
POWER METER
POWER VAULT
UTILITY MANHOLE
FIRE HYDRANT & WATER VALVE
WATER VAULT
WATER VALVE
TELECOM BOX & PEDESTALS
FIRE HYDRANT
SEWER MANHOLE
SD INLET BOX
WATER METER
POWER POLE
ELECTRICAL BOX
WATER METER
SD INLET BOX
SD MANHOLE
SEWER MANHOLE
WATER METER
WATER VALVE
SEWER MANHOLE
SEWER MANHOLE
SEWER MANHOL



	DATE	DESCRIPTION
1		

NEIGHBORHOOD CONTEXT EXHIBIT

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

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CD			08-07-25

04/30/26

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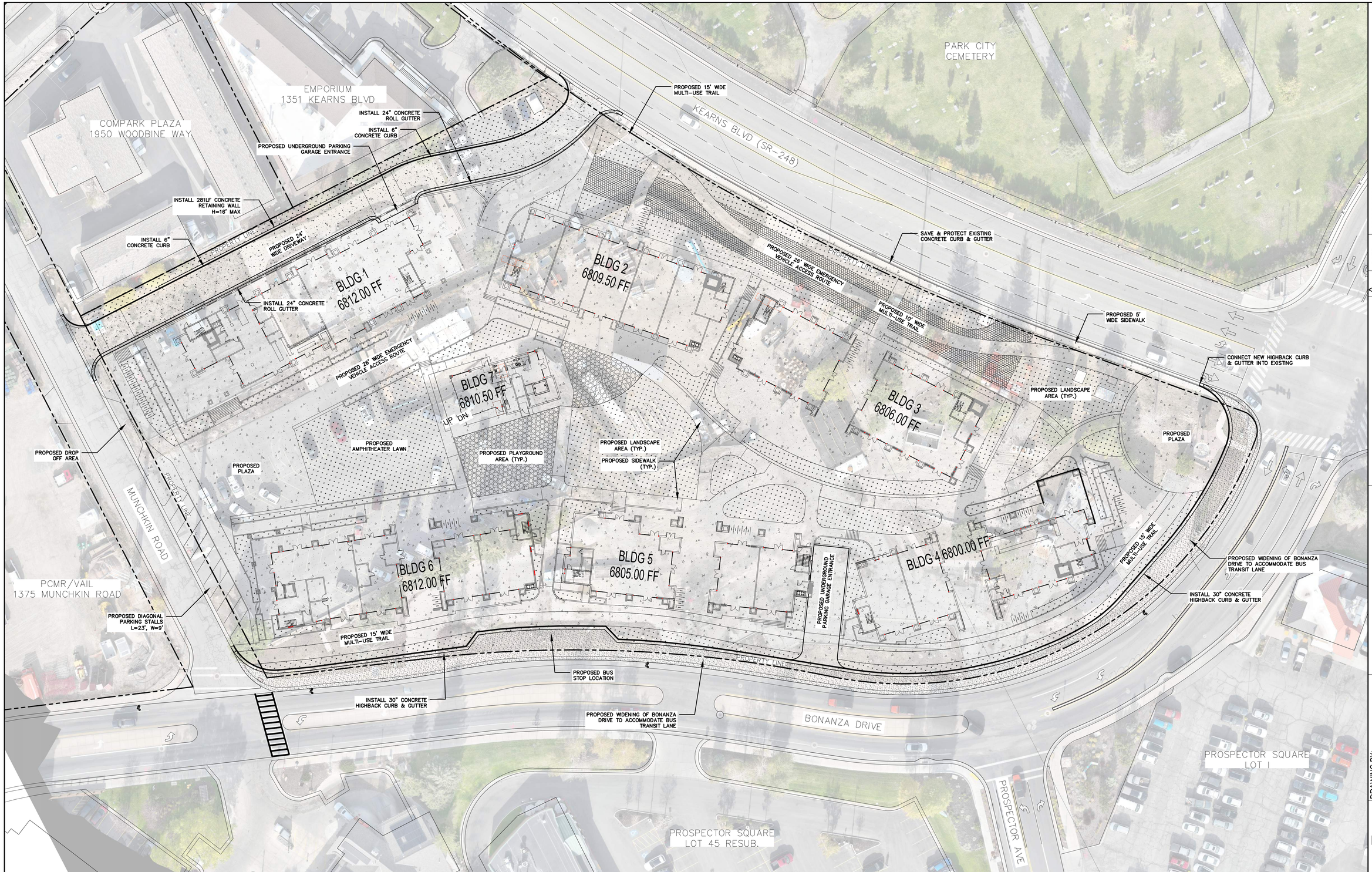

30' 0 30' 60'

NORTH

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OVERALL SITE PLAN

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

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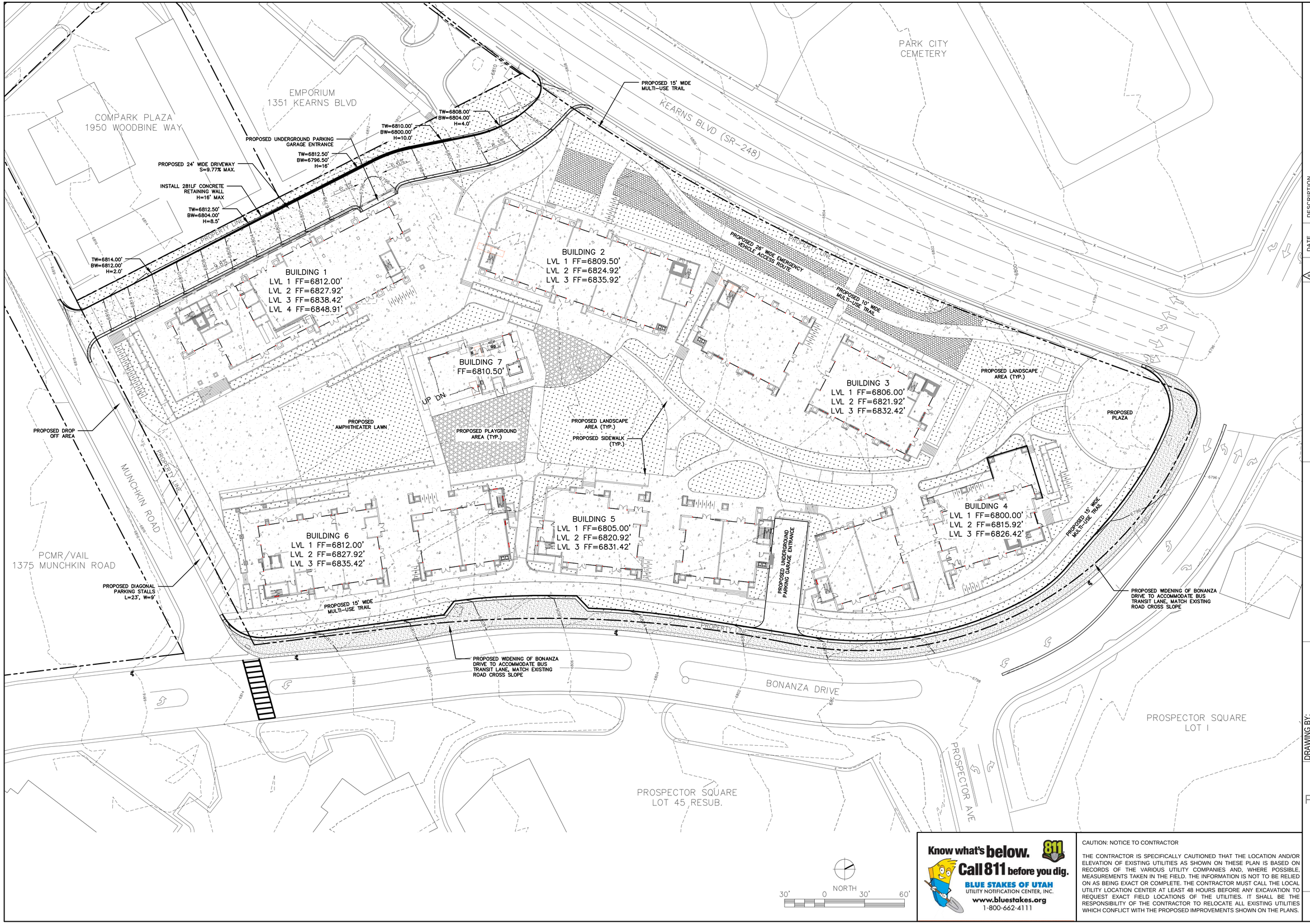

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	DATE	DESCRIPTION
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OVERALL GRADING PLAN

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

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LEGEND

EXISTING WATER — EW	PROPOSED WATER — W
EXISTING SANITARY SEWER — ESS	PROPOSED SANITARY SEWER — SS
EXISTING STORM DRAIN — ESD	PROPOSED STORM DRAIN — SD
EXISTING GAS — EG — EG — EG	PROPOSED GAS — G
EXISTING POWER — EP	PROPOSED POWER — P
EXISTING TELECOM — ET	PROPOSED TELECOM — T
EXISTING HYDRANT	PROPOSED HYDRANT
EXISTING SD BOX — SDBX	PROPOSED SD BOX — SDBX
EXISTING SD MANHOLE — SDMH	
EXISTING SS MANHOLE	

COMPARK PLAZA
1950 WOODBINE WAY

EMPORIUM
1351 KEARNS BLVD

PARK CITY
CEMETERY

KEARNS BLVD (SR-248)

PROPERTY LINE

PROPOSED 15' WIDE MULTI-USE TRAIL

PROPOSED UNDERGROUND PARKING GARAGE ENTRANCE

PROPOSED 24' WIDE DRIVEWAY

PROPOSED 28' WIDE EMERGENCY VEHICLE ACCESS ROUTE

INSTALL 281LF CONCRETE RETAINING WALL H=16' MAX

INSTALL FIRE HYDRANT W/ 6" GATE VALVE

REMOVE & REPLACE EXISTING POWER BOX

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 1, TAP FOR WATER METER INTERNALLY IN BLDG

BUILDING 1
LVL 1 FF=6812.00'
LVL 2 FF=6827.92'
LVL 3 FF=6838.42'
LVL 4 FF=6848.91'

BUILDING 2
LVL 1 FF=6809.50'
LVL 2 FF=6824.92'
LVL 3 FF=6835.92'

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 2, TAP FOR WATER METER INTERNALLY IN BLDG & CONNECT TO BLDG 7 WATER

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 3, TAP FOR WATER METER INTERNALLY IN BLDG

INSTALL 6" PVC SDR 35 SEWER LATERAL FOR BLDG 1, 2 & 7, COMBINE BLDG LATERALS INSIDE OF GARAGE & CONNECT INTO EXISTING SEWER MAIN

INSTALL 6" PVC SDR 35 SEWER LATERAL FOR BLDG 3, CONNECT INTO EXISTING SEWER MAIN

BUILDING 3
LVL 1 FF=6806.00'
LVL 2 FF=6821.92'
LVL 3 FF=6832.42'

BUILDING 7
FF=6810.50'
BLDG 7 TO CONNECT TO BLDG 2 UTILITIES

PROPOSED LANDSCAPE AREA (TYP.)

PROPOSED AMPHITHEATER LAWN

PROPOSED PLAYGROUND AREA (TYP.)

POWER POLE TO BE REMOVED WITH RMP PROEJCT

SEWER MANHOLE & LINE TO BE REMOVED

PROPOSED DROP OFF AREA

PROPOSED PLAZA

INSTALL GREASE INTERCEPTOR & SAMPLING MANHOLE, CONNECT TO BLDG 4

BUILDING 4
LVL 1 FF=6800.00'
LVL 2 FF=6815.92'
LVL 3 FF=6826.42'

MUNCHKIN ROAD

PCMR/VAIL
1375 MUNCHKIN ROAD

PROPOSED DIAGONAL PARKING STALLS L=23', W=9'

INSTALL GREASE INTERCEPTOR & SAMPLING MANHOLE, CONNECT TO BLDG 6

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 6, TAP FOR WATER METER INTERNALLY IN BLDG

BUILDING 6
LVL 1 FF=6812.00'
LVL 2 FF=6827.92'
LVL 3 FF=6835.42'

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 5, TAP FOR WATER METER INTERNALLY IN BLDG

BUILDING 5
LVL 1 FF=6805.00'
LVL 2 FF=6820.92'
LVL 3 FF=6831.42'

PROPOSED UNDERGROUND PARKING GARAGE ENTRANCE

REMOVE & RELOCATE EXISTING FIRE HYDRANT INTO LANDSCAPE AREA

INSTALL 6" PVC C900 FIRE SERVICE TO BLDG 4, TAP FOR WATER METER INTERNALLY IN BLDG

INSTALL 4'ø SEWER MANHOLE ON EXISTING LINE. CAP EXISTING PIPE TO THE WEST

INSTALL 6" PVC SDR 35 SEWER LATERAL FOR BLDG 5 & 6, COMBINE BLDG LATERALS INSIDE OF GARAGE & CONNECT INTO EXISTING SEWER MAIN

INSTALL 6" PVC SDR 35 SEWER LATERAL FOR BLDG 4, CONNECT INTO EXISTING SEWER MAIN

BONANZA DRIVE

PROSPECTOR SQUARE
LOT I

PROSPECTOR SQUARE
LOT 45 RESUB.

PROSPECTOR AVE

NORTH
30' 0 30' 60'

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DESCRIPTION | DATE

OVERALL UTILITY PLAN

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

ALLIANCE ENGINEERING
P.O. BOX 2694 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

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NORTH

30' 0 30' 60'

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UNDERGROUND PARKING
GARAGE PLAN

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

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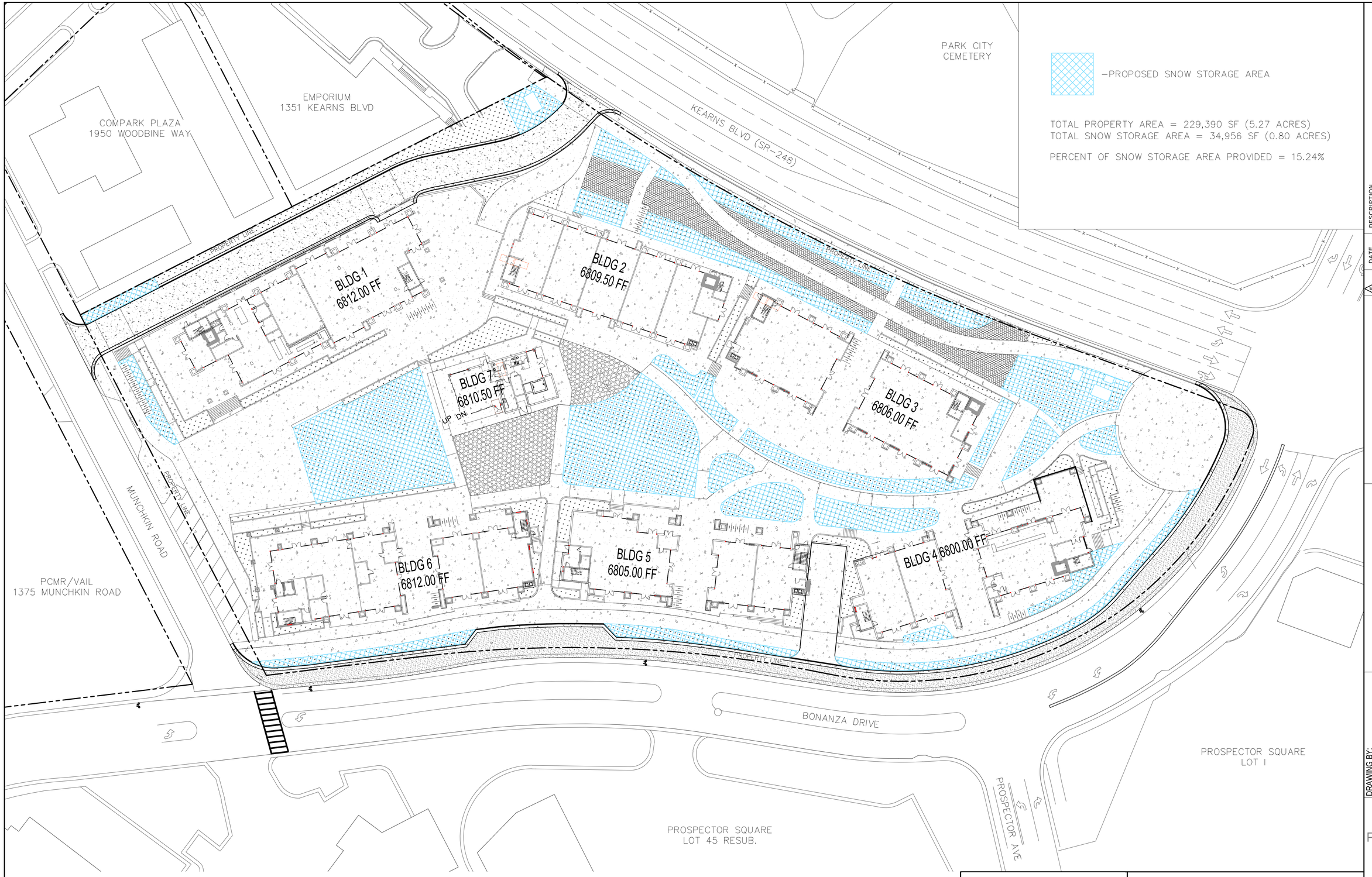

–PROPOSED SNOW STORAGE AREA

TOTAL PROPERTY AREA = 229,390 SF (5.27 ACRES)
TOTAL SNOW STORAGE AREA = 34,956 SF (0.80 ACRES)

PERCENT OF SNOW STORAGE AREA PROVIDED = 15.24%

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SNOW STORAGE PLAN

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1635 BONANZA DR, PARK CITY, UT

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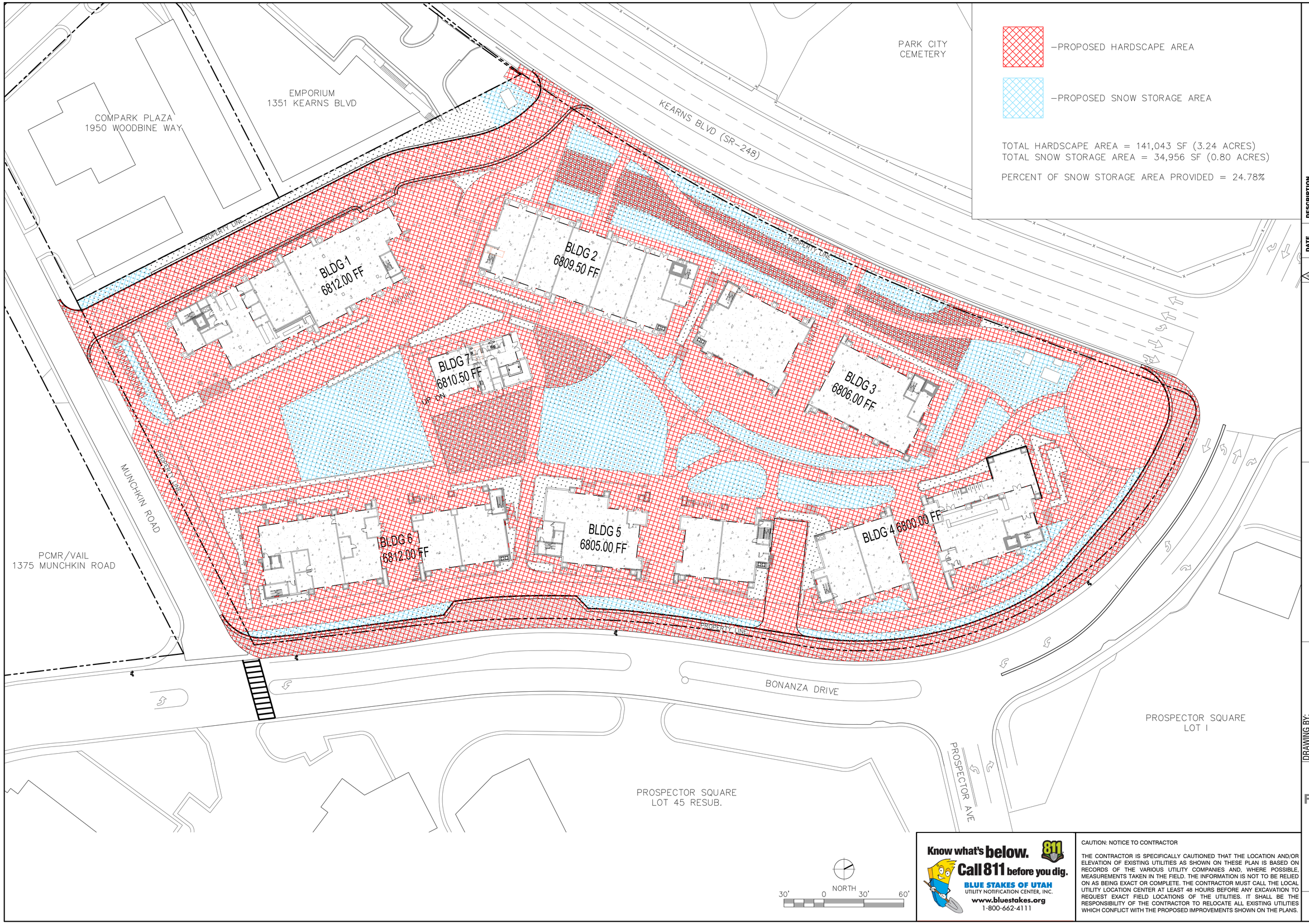

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SNOW STORAGE PLAN

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1635 BONANZA DR, PARK CITY, UT

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SITE CIRCULATION LEGEND:

- VEHICLE CIRCULATION
- EMERGENCY VEHICLE ACCESS
- SIDEWALK
- MULTI-USE PATH
- TRANSIT LANE IMPROVEMENT

COMPARK PLAZA
1950 WOODBINE WAY

EMPORIUM
1351 KEARNS BLVD

PARK CITY
CEMETERY

KEARNS BLVD (SR-248)

PROPOSED 15' WIDE MULTI-USE TRAIL

PROPOSED UNDERGROUND PARKING GARAGE ENTRANCE

INSTALL 281LF CONCRETE RETAINING WALL H=16' MAX

PROPERTY LINE

PROPOSED 24' WIDE DRIVEWAY

BLDG 1
6812.00 FF

PROPOSED 28' WIDE EMERGENCY VEHICLE ACCESS ROUTE

BLDG 2
6809.50 FF

PROPOSED 28' WIDE EMERGENCY VEHICLE ACCESS ROUTE

PROPOSED 10' WIDE MULTI-USE TRAIL

PROPOSED 5' WIDE SIDEWALK

BLDG 7
6810.50 FF
UP DN

BLDG 3
6806.00 FF

PROPOSED PLAZA

PROPOSED AMPHITHEATER LAWN

PROPOSED LANDSCAPE AREA (TYP.)

PROPOSED PLAZA

PROPOSED DROP OFF AREA

MUNCHKIN ROAD

PROPERTY LINE

BLDG 6
6812.00 FF

BLDG 5
6805.00 FF

BLDG 4 6800.00 FF

PROPOSED UNDERGROUND PARKING GARAGE ENTRANCE

PROPOSED WIDENING OF BONANZA DRIVE TO ACCOMMODATE BUS TRANSIT LANE

PROPOSED 15' WIDE MULTI-USE TRAIL

PCMR/VAIL
1375 MUNCHKIN ROAD

PROPOSED DIAGONAL PARKING STALLS L=23', W=9'

PROPERTY LINE

PROPOSED BUS STOP LOCATION

PROPOSED 15' WIDE MULTI-USE TRAIL

PROPOSED WIDENING OF BONANZA DRIVE TO ACCOMMODATE BUS TRANSIT LANE

BONANZA DRIVE

PROSPECTOR SQUARE
LOT I

PROSPECTOR AVE

PROSPECTOR SQUARE
LOT 45 RESUB.

30' 0 30' 60'
NORTH

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SITE CIRCULATION PLAN

BONANZA 5-ACRE SITE
1635 BONANZA DR, PARK CITY, UT

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

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CD			08-07-25

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BONANZA | LANDSCAPE PLAN

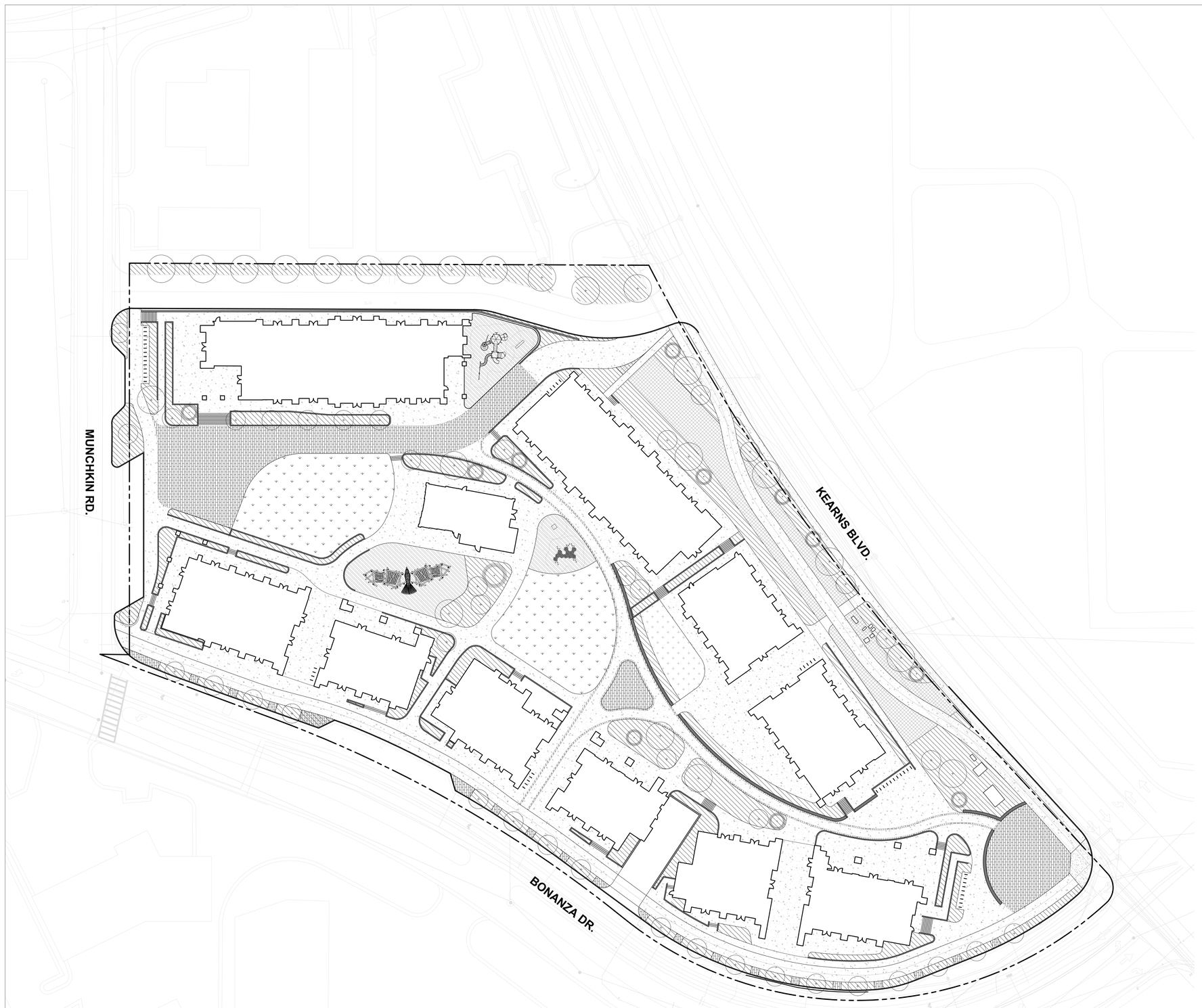


1" = 60'

N

0 30 60 120

DESIGNWORKSHOP



SITE MATERIALS LEGEND

- CIP CONCRETE
- UNIT PAVERS
- PLAY SURFACING
- CIP CONCRETE STEPS
- CIP CONCRETE WALL
- CIP CONCRETE SEAT WALL
- GRASS PAVERS
- ARTIFICIAL TURF
- PLAY EQUIPMENT
- BIKE RACKS

SITE PLANTING LEGEND

- SHRUBS, GRASSES, PERENNIALS, & GROUNDCOVERS
- GRASS
- EVERGREEN TREE
- DECIDUOUS TREE

NORTH 0 15' 30' 60'
ORIGINAL SCALE: 1"=30'-00"

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

DESIGN WORKSHOP
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1390 Lawrence St • Suite 100 • Denver, CO 80204-2048 • 303-623-5186

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 29
revisions :

title:

Landscape Plan

sheet:

RD-002

MPD + CUP

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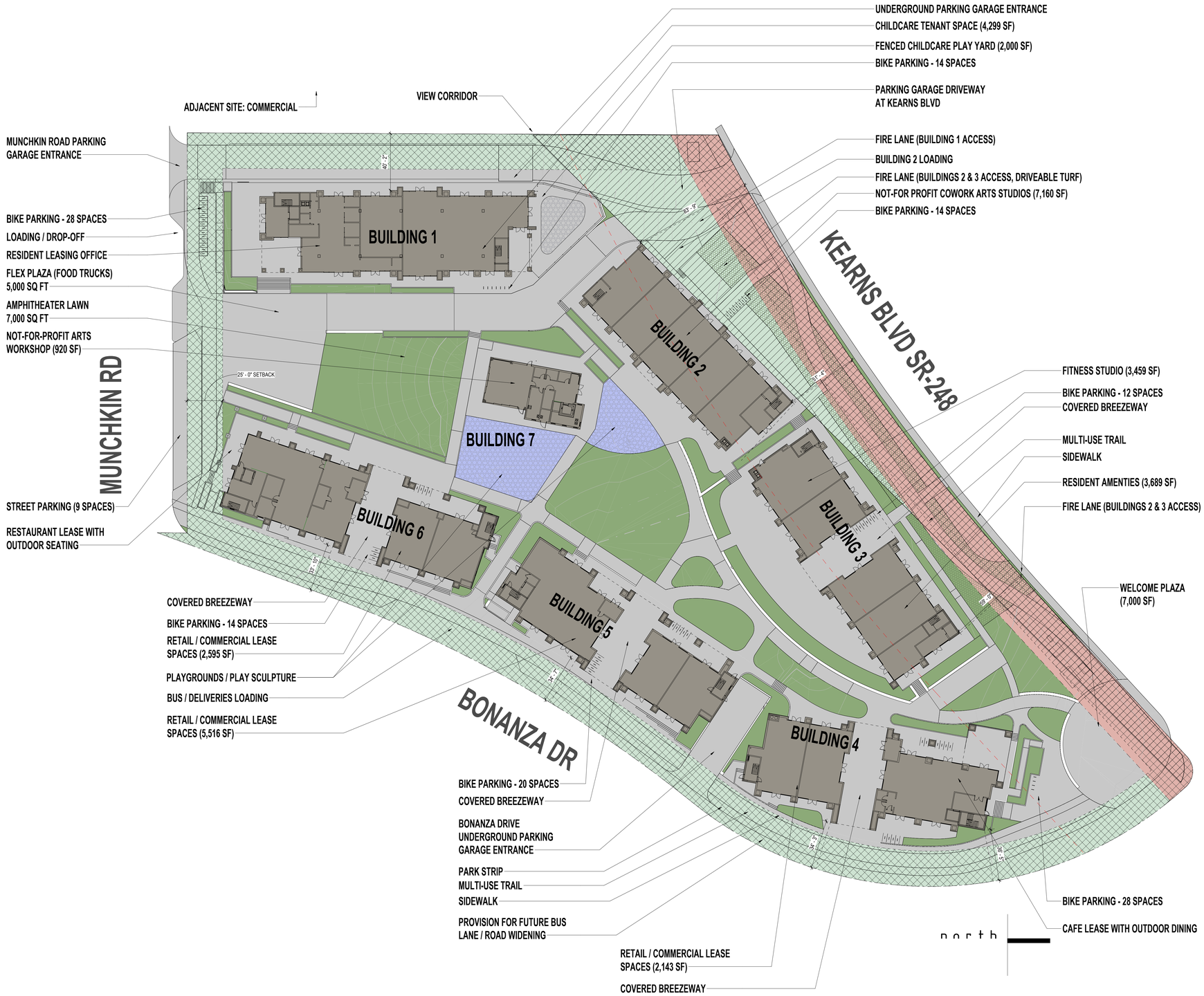

1 SITE PLAN - ARCHITECTURAL
1" = 30'-0"

Bonanza 5-Acre Site Building Use Area

SITE AREA: 5.27 ACRES

	Ground Floor Non-residential leaseable area (SF)	Ground floor residential amenity area (SF)	Residential Area (NLA) (SF)
Building 1	6,488	1,249	20,402
Building 2	7,160		12,009
Building 3	3,459	3,689	14,185
Building 4	4,343		12,882
Building 5	5,516		14,025
Building 6	4,695		14,806
Building 7	920		
Total:	32,581	4,938	88,309

ZONING REQUIREMENTS

LMC 15-6-5(C) MPD 25'-0" SETBACK FOR SITES > 2 ACRES

LMC 15-2.20-4(B.) FPZ 100 FT - DEPTH SETBACK REQUIRING CONDITIONAL USE PERMIT PER §15-1-10

LMC 15-2.18-3(A.) FRONT SETBACK AT FPZ: 30 FT DEPTH LANDSCAPE BUFFER
LMC 15-2.20-4(A.) FPZ 30 FT- DEPTH SETBACK - STRUCTURES NOT PERMITTED

ZONING: GC
FRONTAGE PROTECTION OVERLAY ZONE (FPZ): SR 248 / KEARNS BLVD
BUILDING HEIGHT:
15-2.18-4 BUILDING HEIGHT: 35 FT MAX.
15-2.18-4(A)(1) 40 FT MAX. AT GABLE.
15-2.18-4(A)(3) 40 FT MAX. AT MECHANICAL SCREENING.
15-2.18-4(A)(5) 43 FT MAX. AT ELEVATOR PENTHOUSE.

ARCHITECTURAL REVIEW: PER §15-5
15-5-5(D) NUMBER OF EXTERIOR WALL MATERIALS:
MAX (3) MATERIALS PER BUILDING*
*TRIM IS NOT COUNTED IF LESS THAN 10%
5-5-5(E) ROOFING MATERIALS:
PROVIDE NEUTRAL ROOFING COLOR

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Site Plan - Architectural

sheet:

RD-002

MPD + CUP

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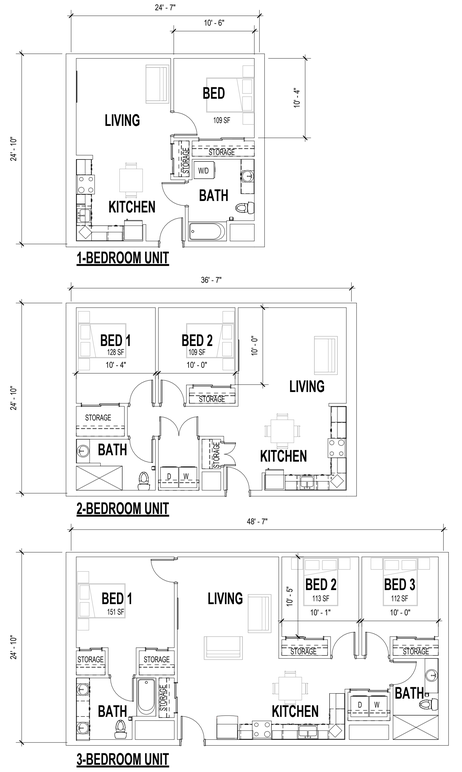
1 SITE PLAN - AFFORDABLE HOUSING
1" = 30'-0"



2 UNIT PLANS
1/8" = 1'-0"

AFFORDABLE AND MARKET-RATE UNITS WILL BE DISPERSED THROUGHOUT EACH BUILDING TO ENSURE A FULLY MIXED-INCOME COMMUNITY, AND AS ALLOWED BY LOW-INCOME HOUSING TAX CREDIT RULES, AFFORDABLE UNIT LOCATIONS WILL LIKELY FLOAT RATHER THAN BEING DESIGNATED TO PARTICULAR UNITS TO ALLOW FLEXIBILITY.

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:
Site Plan - Affordable Housing

sheet:
RD-003
MPD + CUP

Autodesk Docs://MPMU Sandbox - Jdemirge/25.0355 Bonanza Garage.rvt
5/1/2026 11:59:52 AM



SITE LEGEND

PROPERTY LINE
229,390 sf (5.27 Acres)

OPEN SPACE AREA
139,170 SF (60.6%)

A1 ARCHITECTURAL SITE PLAN - OPEN SPACE AREA
1" = 30'-0"

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 06 / 29
revisions :

title:

Site Plan - Open Space Data

sheet:

RD-004

SCHEMATIC DESIGN

Autodesk Docs://Bonanza 5-Acre Sheets_25.0355 Bonanza Garage_v25.rvt
6/29/2026 3:49:07 PM



C1 STREET PARKING PLAN
1" = 40'-0"



A1 Garage Parking Plan
1" = 40'-0"

*AS THIS IS A MASTER PLANNED DEVELOPMENT, THE PARKING RATIO IS DETERMINED BY PLANNING COMMISSION BASED ON THE PROPOSED USES. THE FOLLOWING RATIOS ARE FOR REFERENCE ONLY:

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

MULTI-UNIT DWELLINGS:

BUILDING 1
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 2
UNITS <1,000 SF: 6 = 6 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

BUILDING 3
UNITS <1,000 SF: 12 = 12 SPACES REQUIRED
UNITS > 1,000 SF: 4 = 6 SPACES REQUIRED

BUILDING 4
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 0 = 0 SPACES REQUIRED

BUILDING 5
UNITS <1,000 SF: 18 = 18 SPACES REQUIRED
UNITS > 1,000 SF: 2 = 3 SPACES REQUIRED

BUILDING 6
UNITS <1,000 SF: 10 = 10 SPACES REQUIRED
UNITS > 1,000 SF: 6 = 9 SPACES REQUIRED

TOTAL REQUIRED FOR MULTI-UNIT DWELLINGS: 118 SPACES*

PARKING RATIO REQUIREMENTS (LMC 15-3-6):

NON-RESIDENTIAL:

BUILDING 1		
CHILDCARE: 4,300 SF (LMC 15.4.9):	4.00	(1 PER SHIFT EMPLOYEE)
TENANT AMENITY SPACE: 1,249 SF:	0	N/A
RESIDENT LEASING OFFICE: 2,188 SF	6.56	(3 PER 1,000 SF)
BUILDING 2		
NOT-FOR-PROFIT COWORK ARTS STUDIO: 7,160 SF	7.16	(1 PER 1,000 SF)
BUILDING 3		
(RESIDENT AMENITIES, ONLY)	0	N/A
BUILDING 4		
RETAIL LEASE: 2,140 SF	6.42	(3 PER 1,000 SF)
CAFE LEASE: 2,200 SF	6.60	(3 PER 1,000 SF)
BUILDING 5		
RETAIL LEASE 5,516 SF	16.5	(3 PER 1,000 SF)
BUILDING 6		
RESTAURANT LEASE: 2,100 SF	21.0	(1 PER 1,000 SF)
RETAIL LEASE: 2,595 SF	7.79	(3 PER 1,000 SF)
BUILDING 7 PAVILION		
NOT-FOR-PROFIT ARTS WORKSHOP: 920 SF:	0.92	(1 PER 1,000 SF)

TOTAL REQUIRED FOR NON-RESIDENTIAL: 77 SPACES*

PARKING SUMMARY

REQUIRED RESIDENTIAL PARKING:	118	SPACES
REQUIRED NON-RESIDENTIAL PARKING:	77	SPACES
20% MIXED-USE & TOD PARKING REDUCTION:	62	SPACES (=77 - 20%)
REQUIRED PARKING:	180	SPACES REQUIRED
NON-REQUIRED PARKING:	110	SPACES PROVIDED
TOTAL PARKING PROVIDED:	289	SPACES PROVIDED

EV CHARGING SPACES 9 REQUIRED
(5% OF TOTAL REQUIRED PARKING - SECTION 15-3-11.D)

PARKING GARAGE GROSS AREA: 143,977 SF (505 SF PER SPACE)

Vehicle Parking Count	
Parking Type	Count
Accessible Spaces	8
Non-Resident/Mixed-Use/TOD Garage Spaces	154
Resident Garage Spaces	118
Street Parking Spaces	9
Grand total: 289	

BICYCLE PARKING REQUIRED: (10% OF REQUIRED VEHICLE PARKING) 18 SPACES REQUIRED

BICYCLE PARKING PROVIDED: 27 SPACES PROVIDED

RESIDENTIAL ENCLOSED BIKE PARKING REQUIRED (1 PER 3 UNITS) 36 SPACES REQUIRED
55 SPACES PROVIDED

EMPLOYEE BICYCLE PARKING: 9 ENCLOSED SPACES PROVIDED (SERVES 90 EMPLOYEES)

Bike Parking Count	
Parking Type	Count
Employee Enclosed Bike Storage (@ 8 per Rack)	1
Enclosed Cargo/Recumbent/Tandem Bike (3' X 10')	7
Outdoor Bike Parking (@ 2 spaces per Loop)	31
Outdoor Bike Parking - Community Share	14
Residential Enclosed Bike Parking (@ 8 per Rack)	6

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project:
5-Acre Site at Bonanza Park Redevelopment

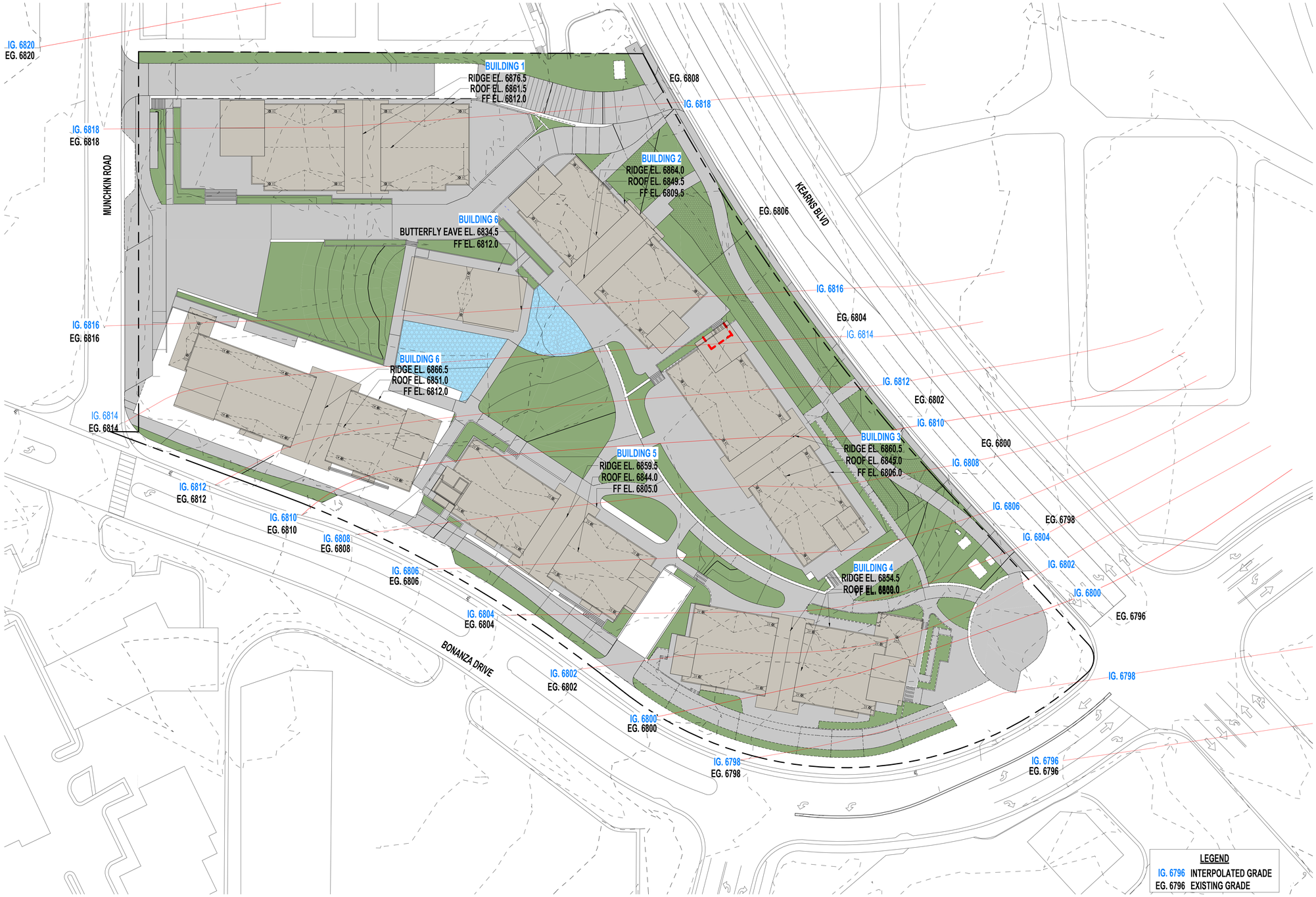
Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 26 JUNE 2026
revisions :

title:
GARAGE - VEHICLE AND BICYCLE PARKING DATA

sheet:
SD.G.01
SCHEMATIC DESIGN

6/29/2026 11:28:32 AM Autodesk Docs://Bonanza 5-Acre Site/A-25.0355 Bonanza Garage_v25.rvt



A1 Site Plan with Interpolated Grades
1" = 30'-0"

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Building Height Analysis - Site Plan

sheet:

RD-006

MPD + CUP

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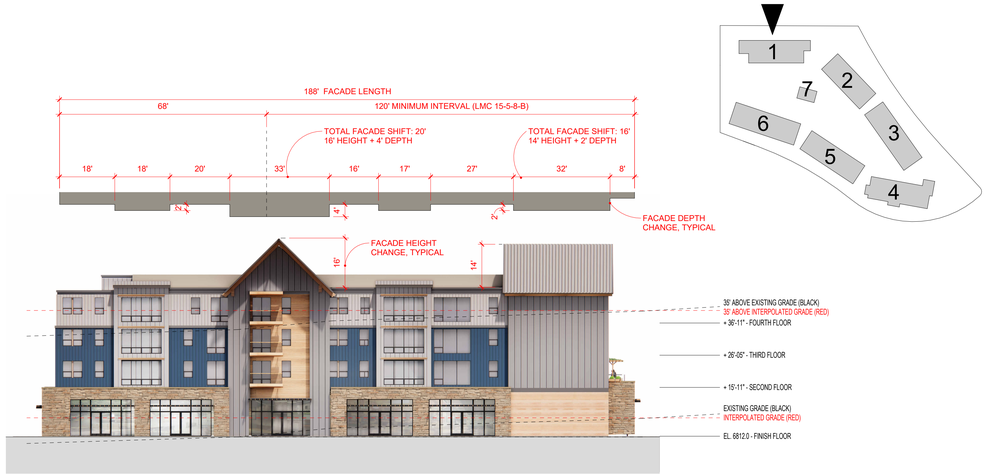

1 Building 1 - Facade Length and Variations
1" = 20'-0"



2 Buildings 2+3 - Facade Length and Variations - Kearns Blvd Frontage
1" = 20'-0"



3 Buildings 6+5+4 - Facade Length and Variations - Bonanza Drive Frontage
1" = 20'-0"

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Building Height & Facade Analysis

sheet:

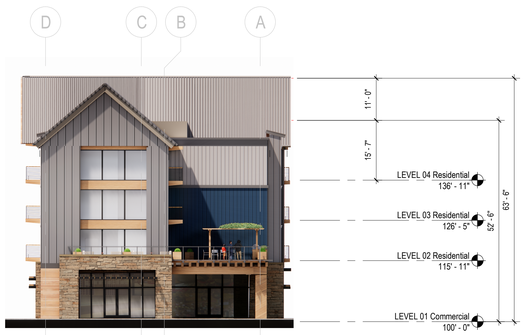
RD-008

MPD + CUP

4/30/2026 12:07:13 PM Autodesk Docs://MPM2 Sandbox - Jennings/25.0355 Bonanza Garage.rvt



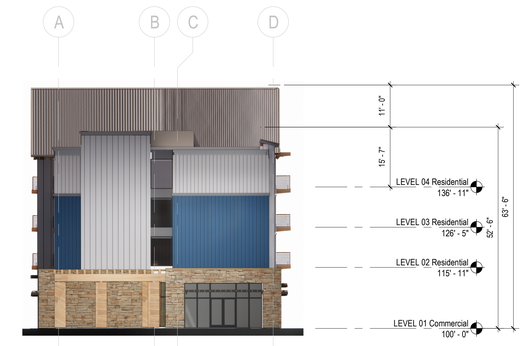
D1 EAST (COMMONS) ELEVATION
1/16" = 1'-0"



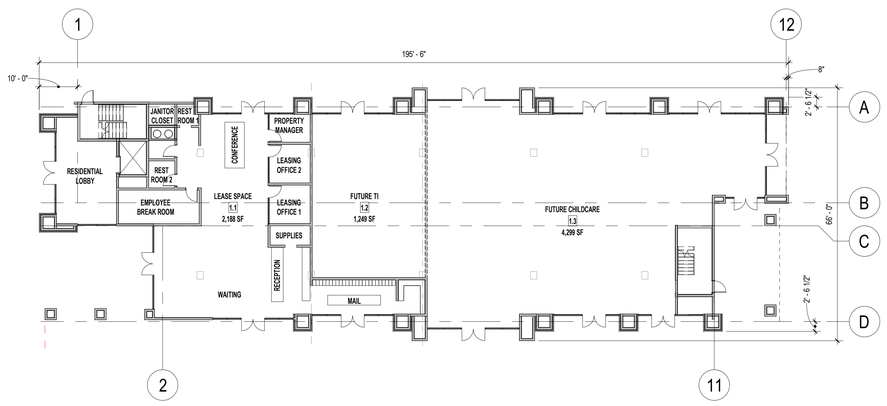
D4 SOUTH (MUNCHKIN RD) ELEVATION
1/16" = 1'-0"



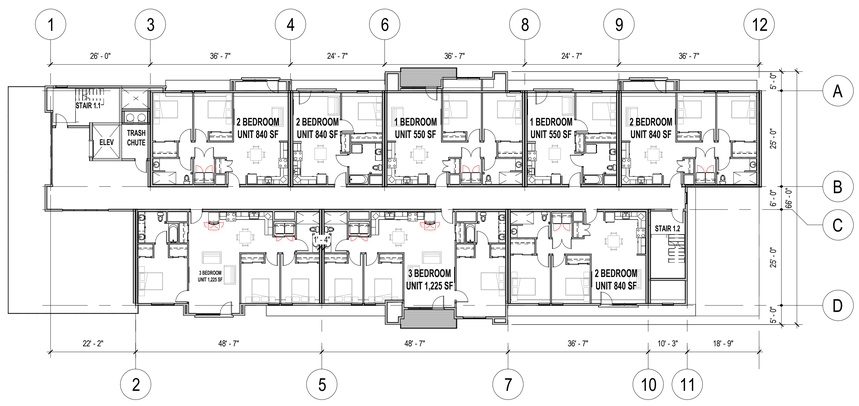
C1 WEST ELEVATION
1/16" = 1'-0"



C4 NORTH ELEVATION
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN COMMERCIAL
1/16" = 1'-0"



A3 TYPICAL UPPER FLOOR PLAN
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

PART 2 - STRUCTURES THAT EXCEED 120 FEET IN LENGTH ON ANY FACADE SHALL PROVIDE A PROMINENT SHIFT IN THE MASS OF THE STRUCTURE AT EACH 120 FOOT INTERVAL, OR LESS IF THE DEVELOPER DESIRES, REFLECTING A CHANGE IN FUNCTION OR SCALE. THE SHIFT SHALL BE IN THE FORM OF EITHER A FIFTEEN FOOT (15') CHANGE IN BUILDING FACADE ALIGNMENT OR A FIFTEEN FOOT (15') CHANGE IN THE BUILDING HEIGHT. A COMBINATION OF BOTH THE BUILDING HEIGHT AND BUILDING FACADE CHANGE IS ENCOURAGED AND TO THAT END, IF THE COMBINED CHANGE OCCURS AT THE SAME LOCATION IN THE BUILDING PLAN, A FIFTEEN FOOT (15') TOTAL CHANGE WILL BE CONSIDERED AS FULL COMPLIANCE.

PART 3 - THE SPECIAL FACADE AND VOLUME REQUIREMENT OF THE HISTORIC DISTRICT ARE FOUND IN CHAPTERS 15-2.1 THROUGH 15-2.6 AND IN THE ESIGN GUIDELINES FOR HISTORIC DISTRICTS AND HISTORIC SITES, CHAPTER 15-13.

PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 1 DESIGN NARRATIVE

GROUND FLOOR

- **FINISHED SPACES**
  1. INTERIOR DESIGN (ID) BY OWNER.
  2. PARTITION WALLS PER PLAN
  3. INTERIOR 1X STOREFRONT PER PLAN
  4. MILLWORK/CASEWORK ALLOWANCE PER PLAN
- **MEP**
  1. ASSUME PACKAGE UNITS
  2. SPECIAL POWER DISTRIBUTION/RACEWAYS PER ID
  3. CONDUIT TO BE SOLAR-READY ROOF
- **UNFINISHED SHELL SPACE**
  1. INTERIOR / TI DESIGN BY FUTURE TENANT.
  2. RAW CONCRETE SLAB FLOOR, READY FOR GRINDING, TOPPING, OR COVERING.
  3. TAPED AND MUDDED GYPSUM-BOARD WALLS TO PODIUM LID
  4. PLUMBING BLOCKOUTS, FLOOR DRAINS, AND PLUMBING SUPPLY TO FUTURE RESTROOM LOCATIONS TO BE COORDINATED LATER.
  5. RESTROOM BUILD-OUT BY TI.
  6. RATED CHASES/SHAFTS AND CONDUITS TO THE ROOF AVAILABLE ABOVE EACH SHELL SPACE.
  7. ELECTRICAL SUPPLY PIGTAILS
  8. EXPOSED MEP ABOVE +12'. ALL EXPOSED MEP SERVING SPACES OUTSIDE THE SHELL SPACE TO BE PROTECTED, INCLUDING DROPS THROUGH THE SHELL SPACE. DROPS WILL BE ALONG COLUMNS, INSIDE WALLS, OR OTHERWISE LOCATED TO MAXIMIZE USABLE SHELL SPACE.
  9. UNDERSIDE OF PODIUM LID EXPOSED RAW CONCRETE
  10. SPRINKLERS EXPOSED ON DROPS TO +12'
  11. RAW CONCRETE STRUCTURAL COLUMNS
  12. SHEAR WALLS @ 29' CENTERS EXTENDING 8' FROM EXTERIOR WALLS
  13. SLEEVES/CHASES/POWER/ REFRIGERANT LINES FOR FUTURE MEP SYSTEMS IN SHELL SPACE PROVIDED.
  14. FUTURE SHELL SPACE MEP ASSUMED TO BE PACKAGE UNITS BY TI.
  15. ACCESS CONTROL, LOW-VOLTAGE, SECURITY, AND THE LIKE BY TI.
- **RESIDENTS' ENTRY LOBBY:**
  1. BASIS OF DESIGN ELEVATOR: OTIS 3500
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS FROM PARKING GARAGE TO TOP FLOOR, 4' X 4' FD ACCESS ROOF HATCH WITH FIXED LADDER.
  3. INTERIOR DESIGN BY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- **RESIDENTS' EGRESS STAIR**
  1. STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 1		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
1 BED	553.39 SF	6
2 BED	839.26 SF	12
3 BED	1,125.14 SF	6

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 1.rvt	6
20.0355 Bonanza Unit Plan 2.rvt	12
20.0355 Bonanza Unit Plan 3.rvt	6
TOTAL UNITS	24

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial	10,020 SF	5% Area Contingency
LEVEL 02 Residential	9,958 SF	5% Area Contingency
LEVEL 03 Residential	10,004 SF	5% Area Contingency
LEVEL 04 Residential	10,004 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	39,986 SF	

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project:

BONANZA
5-ACRE SITE
- BUILDING 1

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project#: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS / ELEVATIONS OVERVIEW

sheet:

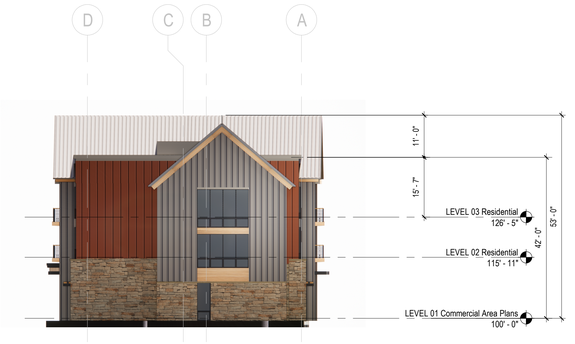
SD.1.01

SCHEMATIC DESIGN

4/30/2026 9:54:33 AM Autodesk Docs://MFMU Sandbox - Jdemiga/20.0355 Bonanza Building 1.rvt



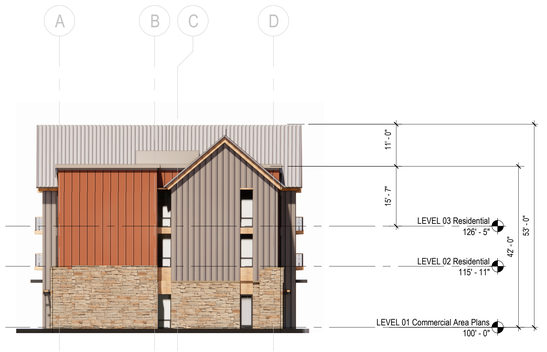
D1 ELEVATION (AT PLAZA)
1/16" = 1'-0"



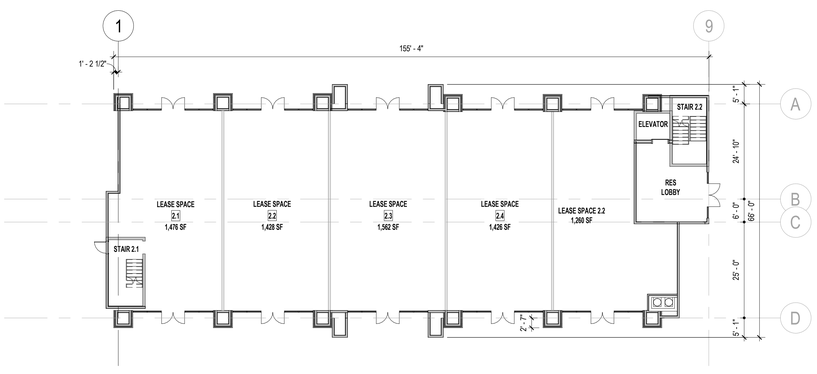
D4 ELEVATION SOUTH
1/16" = 1'-0"



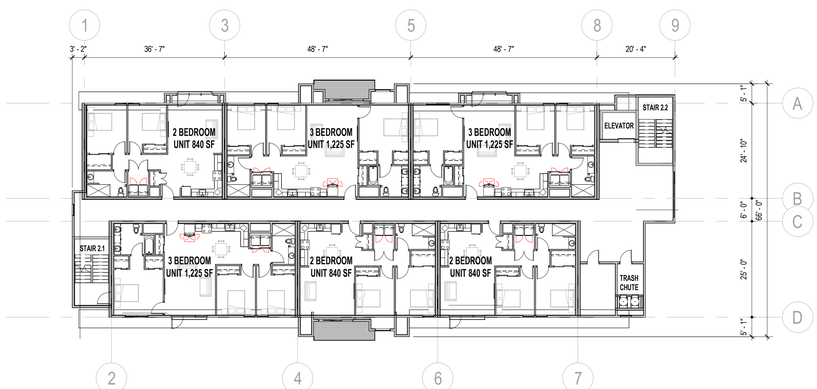
C1 ELEVATION (KEARNS)
1/16" = 1'-0"



C4 ELEVATION NORTH
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN - COMMERCIAL
1/16" = 1'-0"



A4 TYPICAL LEVEL 02 - 03 UPPER FLOOR PLAN
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

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PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 2 DESIGN NARRATIVE

GROUND FLOOR

- **FINISHED SPACE** [SEE AREA PLAN] INTERIOR DESIGN [ID] BY OWNER.
  1. PARTITION WALLS PER PLAN
  2. INTERIOR 1X STOREFRONT PER PLAN
  3. MILLWORK/CASEWORK ALLOWANCE PER PLAN
  4. MEP ASSUMED PACKAGE UNITS
  5. SPECIAL POWER DISTRIBUTION/RACEWAYS PER ID
  6. CONDUIT TO SOLAR-READY ROOF
- **UNFINISHED SHELL SPACE** [SEE AREA PLAN], INTERIOR/ TI DESIGN BY FUTURE TENANT:
  1. RAW CONCRETE SLAB FLOOR, READY FOR GRINDING, TOPPING, OR COVERING.
  2. TAPED AND MUDDED GYPSUM-BOARD WALLS TO PODIUM LID
  3. PLUMBING BLOCKOUTS, FLOOR DRAINS, AND PLUMBING SUPPLY TO FUTURE RESTROOM LOCATIONS TO BE COORDINATED LATER. RESTROOM BUILD-OUT BY TI.
  4. RATED CHASES/SHAFTS AND CONDUITS TO THE ROOF AVAILABLE ABOVE EACH SHELL SPACE.
  5. ELECTRICAL SUPPLY PIGTAILS
  6. EXPOSED MEP ABOVE +12'. ALL EXPOSED MEP SERVING SPACES OUTSIDE THE SHELL SPACE TO BE PROTECTED, INCLUDING DROPS THROUGH THE SHELL SPACE. DROPS WILL BE ALONG COLUMNS, INSIDE WALLS, OR OTHERWISE LOCATED TO MAXIMIZE USABLE SHELL SPACE.
  7. UNDERSIDE OF PODIUM LID EXPOSED RAW CONCRETE
  8. SPRINKLERS EXPOSED ON DROPS TO +12'
  9. RAW CONCRETE STRUCTURAL COLUMNS
  10. SHEAR WALLS @ 29' CENTERS EXTENDING 8' FROM EXTERIOR WALLS
  11. SLEEVES/CHASES/POWER/ REFRIGERANT LINES FOR FUTURE MEP SYSTEMS IN SHELL SPACE PROVIDED. FUTURE SHELL SPACE MEP ASSUMED TO BE PACKAGE UNITS BY TI.
  12. ACCESS CONTROL, LOW-VOLTAGE, SECURITY, AND THE LIKE BY TI.
- **RESIDENTS' ENTRY LOBBY** [SEE AREA PLAN]:
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS
  3. INTERIOR DESIGN MY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- **RESIDENTS EGRESS STAIR [SEE AREA PLAN]:**
  STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 5		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
2 BED	839.26 SF	6
3 BED	1,125.14 SF	6

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 2.rvt	6
20.0355 Bonanza Unit Plan 3.rvt	6
TOTAL UNITS	12

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial Area Plans	8,528 SF	5% Area Contingency
LEVEL 02 Residential	8,666 SF	5% Area Contingency
LEVEL 03 Residential	8,088 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	25,282 SF	

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project:

BONANZA 5-ACRE SITE - BUILDING 2

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project #: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS / ELEVATIONS OVERVIEW

sheet:

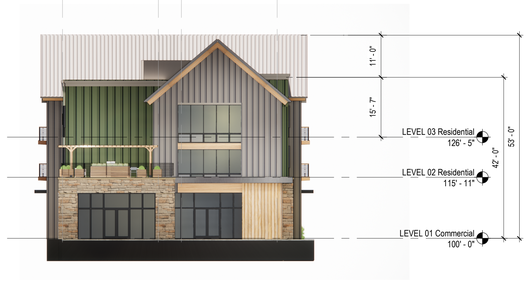
SD.2.01

SCHEMATIC DESIGN

Autodesk Docs://MFMU Sandbox - Jdemings/20.0355 Bonanza Building 2.rvt
4/30/2026 9:55:28 AM



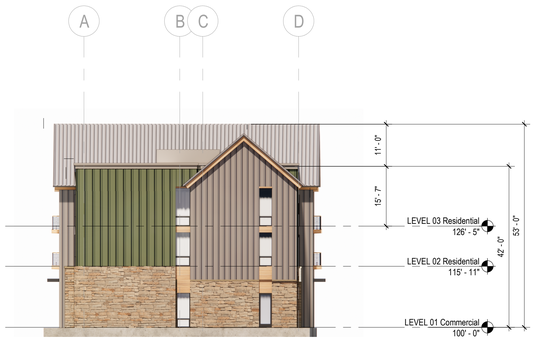
D1 ELEVATION AT PLAZA
1/16" = 1'-0"



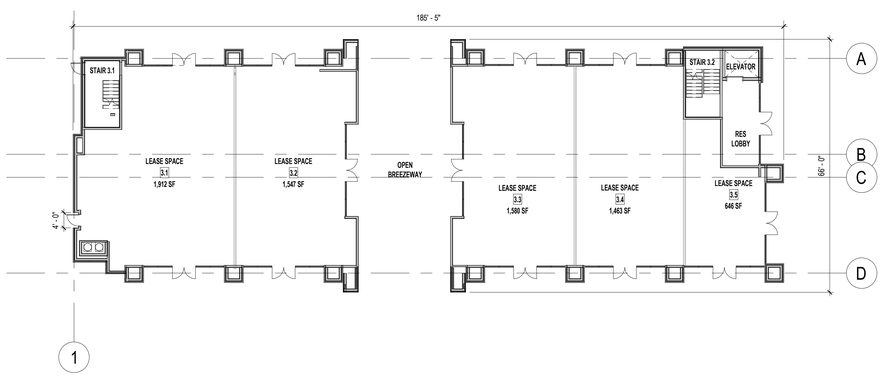
D4 ELEVATION SOUTH EAST
1/16" = 1'-0"



C1 ELEVATION ALONG KEARNS BLVD
1/16" = 1'-0"



C4 ELEVATION EXTERIOR 1
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN
1/16" = 1'-0"



A4 TYPICAL UPPER FLOOR PLAN
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

PART 2 - STRUCTURES THAT EXCEED 120 FEET IN LENGTH ON ANY FACADE SHALL PROVIDE A PROMINENT SHIFT IN THE MASS OF THE STRUCTURE AT EACH 120 FOOT INTERVAL, OR LESS IF THE DEVELOPER DESIRES, REFLECTING A CHANGE IN FUNCTION OR SCALE. THE SHIFT SHALL BE IN THE FORM OF EITHER A FIFTEEN FOOT (15') CHANGE IN BUILDING FACADE ALIGNMENT OR A FIFTEEN FOOT (15') CHANGE IN THE BUILDING HEIGHT. A COMBINATION OF BOTH THE BUILDING HEIGHT AND BUILDING FACADE CHANGE IS ENCOURAGED AND TO THAT END, IF THE COMBINED CHANGE OCCURS AT THE SAME LOCATION IN THE BUILDING PLAN, A FIFTEEN FOOT (15') TOTAL CHANGE WILL BE CONSIDERED AS FULL COMPLIANCE.

PART 3 - THE SPECIAL FACADE AND VOLUME REQUIREMENT OF THE HISTORIC DISTRICT ARE FOUND IN CHAPTERS 15-2.1 THROUGH 15-2.6 AND IN THE ESIGN GUIDELINES FOR HISTORIC DISTRICTS AND HISTORIC SITES, CHAPTER 15-13.

PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 3 DESIGN NARRATIVE

GROUND FLOOR

- **FINISHED SPACE** [SEE AREA PLAN] INTERIOR DESIGN BY OWNER.
  1. PARTITION WALLS PER PLAN
  2. MEP ASSUMED PACKAGE UNITS
  3. SPECIAL POWER DISTRIBUTION/RACEWAYS IN FUTURE GYM AREA
- **RESIDENTS' ENTRY LOBBY** [SEE AREA PLAN]:
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS
  3. INTERIOR DESIGN MY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- **RESIDENTS EGRESS STAIR [SEE AREA PLAN]**
  A. STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 3		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
1 BED	553.39 SF	2
2 BED	839.26 SF	10
3 BED	1,125.14 SF	4

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 1.rvt	2
20.0355 Bonanza Unit Plan 2.rvt	10
20.0355 Bonanza Unit Plan 3.rvt	4
TOTAL UNITS	16

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial	9,093 SF	5% Area Contingency
LEVEL 02 Residential	10,491 SF	5% Area Contingency
LEVEL 03 Residential	10,491 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	30,074 SF	

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project:

BONANZA
5-ACRE SITE
- BUILDING 3

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project #: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS /
ELEVATIONS
OVERVIEW

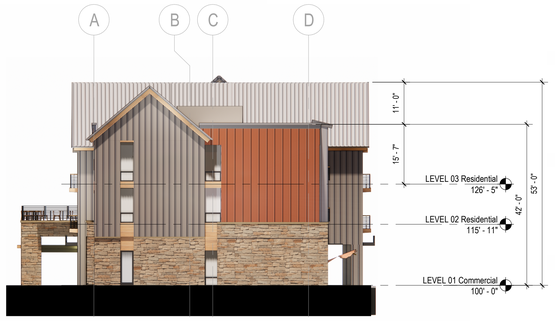
sheet:

SD.3.01
SCHEMATIC DESIGN

Autodesk Docs://MFMU Sandbox - Jdemings/20.0355 Bonanza Building 3.rvt
4/30/2026 9:57:23 AM



D1 ELEVATION (PLAZA SIDE)
1/16" = 1'-0"



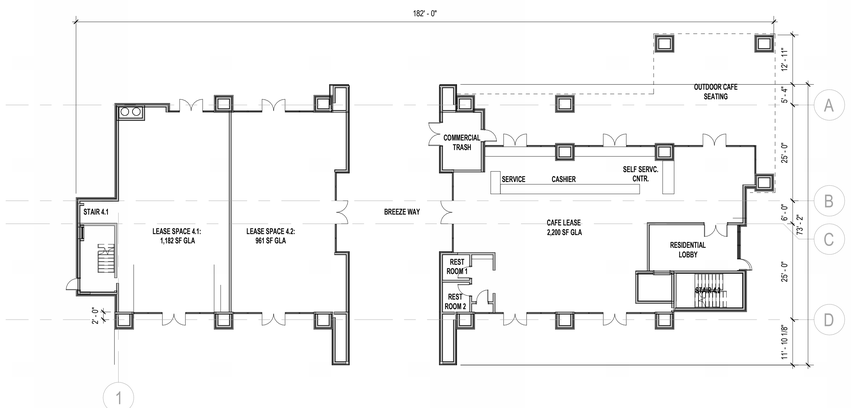
D3 ELEVATION EXTERIOR 4
1/16" = 1'-0"



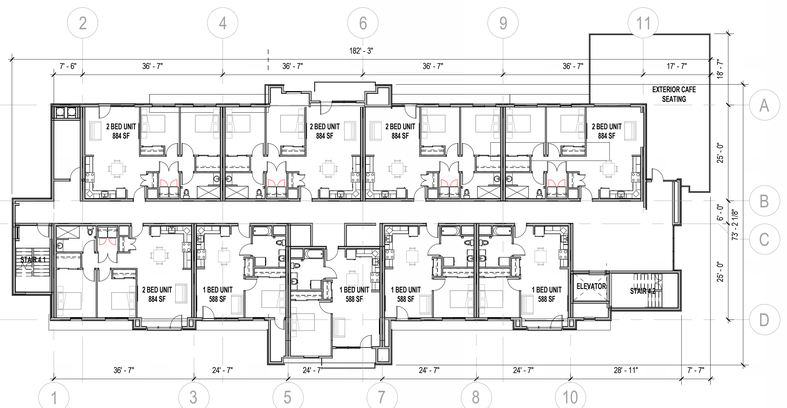
C1 ELEVATION ALONG BONANZA DR (EAST)
1/16" = 1'-0"



C3 ELEVATION (NORTH)
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN - COMMERCIAL
1/16" = 1'-0"



A3 TYPICAL UPPER FLOOR PLAN - RESIDENTIAL
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

PART 2 - STRUCTURES THAT EXCEED 120 FEET IN LENGTH ON ANY FACADE SHALL PROVIDE A PROMINENT SHIFT IN THE MASS OF THE STRUCTURE AT EACH 120 FOOT INTERVAL, OR LESS IF THE DEVELOPER DESIRES, REFLECTING A CHANGE IN FUNCTION OR SCALE. THE SHIFT SHALL BE IN THE FORM OF EITHER A FIFTEEN FOOT (15') CHANGE IN BUILDING FACADE ALIGNMENT OR A FIFTEEN FOOT (15') CHANGE IN THE BUILDING HEIGHT. A COMBINATION OF BOTH THE BUILDING HEIGHT AND BUILDING FACADE CHANGE IS ENCOURAGED AND TO THAT END, IF THE COMBINED CHANGE OCCURS AT THE SAME LOCATION IN THE BUILDING PLAN, A FIFTEEN FOOT (15') TOTAL CHANGE WILL BE CONSIDERED AS FULL COMPLIANCE.

PART 3 - THE SPECIAL FACADE AND VOLUME REQUIREMENT OF THE HISTORIC DISTRICT ARE FOUND IN CHAPTERS 15-2.1 THROUGH 15-2.6 AND IN THE ESIGN GUIDELINES FOR HISTORIC DISTRICTS AND HISTORIC SITES, CHAPTER 15-13.

PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 4 DESIGN NARRATIVE

GROUND FLOOR

- **UNFINISHED SHELL SPACE [SEE AREA PLAN], INTERIOR/ TI DESIGN BY FUTURE TENANT:**
  1. RAW CONCRETE SLAB FLOOR, READY FOR GRINDING, TOPPING, OR COVERING.
  2. TAPED AND MUDDED GYPSUM-BOARD WALLS TO PODIUM LID
  3. PLUMBING BLOCKOUTS, FLOOR DRAINS, AND PLUMBING SUPPLY TO FUTURE RESTROOM LOCATIONS TO BE COORDINATED LATER; RESTROOM BUILD-OUT BY TI.
  4. RATED CHASES/SHAFTS AND CONDUITS TO THE ROOF AVAILABLE ABOVE EACH SHELL SPACE.
  5. ELECTRICAL SUPPLY PIGTAILS
  6. EXPOSED MEP ABOVE +12'. ALL EXPOSED MEP SERVING SPACES OUTSIDE THE SHELL SPACE TO BE PROTECTED, INCLUDING DROPS THROUGH THE SHELL SPACE. DROPS WILL BE ALONG COLUMNS, INSIDE WALLS, OR OTHERWISE LOCATED TO MAXIMIZE USABLE SHELL SPACE.
  7. UNDERSIDE OF PODIUM LID EXPOSED RAW CONCRETE
  8. SPRINKLERS EXPOSED ON DROPS TO +12'
  9. RAW CONCRETE STRUCTURAL COLUMNS
  10. SHEARWALLS @ 29' CENTERS EXTENDING 8' FROM EXTERIOR WALLS
  11. SLEEVES/CHASES/POWER/ REFRIGERANT LINES FOR FUTURE MEP SYSTEMS IN SHELL SPACE PROVIDED. FUTURE SHELL SPACE MEP ASSUMED TO BE PACKAGE UNITS BY TI.
  12. ACCESS CONTROL, LOW-VOLTAGE, SECURITY, AND THE LIKE BY TI.
  13. GREASE TRAP
  14. COMMERCIAL HOOD VENT SHAFT
  15. TRASH COLLECTION/RECYCLE/COMPOST ROOM
  16. FLOOR DRAINS
  17. SPECIAL FIRE SUPPRESSION
- **RESIDENTS' ENTRY LOBBY [SEE AREA PLAN]:**
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS
  3. INTERIOR DESIGN MY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- **RESIDENTS EGRESS STAIR [SEE AREA PLAN]**
  1. STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 4		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
1 BED	553.39 SF	8
2 BED	839.26 SF	10

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 1.rvt	8
20.0355 Bonanza Unit Plan 2.rvt	10
TOTAL UNITS	18

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial	7,773 SF	5% Area Contingency
LEVEL 02 Residential	9,810 SF	5% Area Contingency
LEVEL 03 Residential	9,810 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	27,392 SF	

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project:

BONANZA 5-ACRE SITE - BUILDING 4

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project #: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS/ ELEVATIONS OVERVIEW

sheet:

SD.4.01

SCHEMATIC DESIGN

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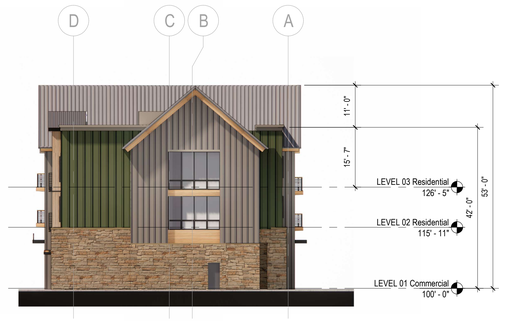
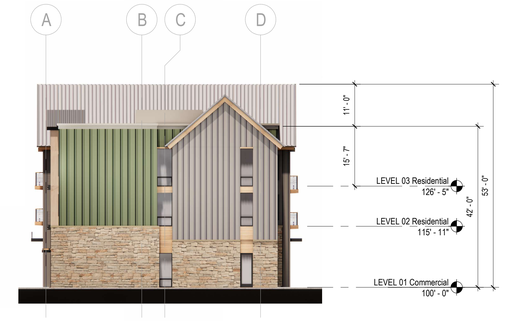
D1 ELEVATION EXTERIOR 3
1/16" = 1'-0"



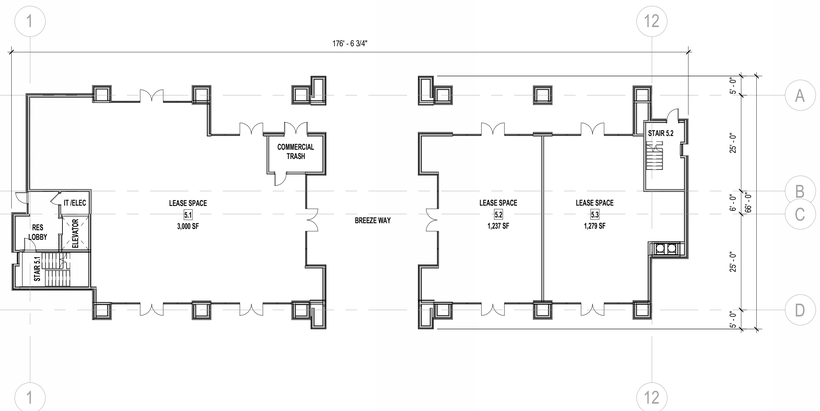
D4 ELEVATION (SOUTH)
1/16" = 1'-0"



C1 ELEVATION ALONG BONANZA DR (EAST)
1/16" = 1'-0"



C4 ELEVATION (NORTH)
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN - COMMERCIAL
1/16" = 1'-0"



A3 TYPICAL UPPER FLOOR PLAN - RESIDENTIAL
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

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PART 3 - THE SPECIAL FACADE AND VOLUME REQUIREMENT OF THE HISTORIC DISTRICT ARE FOUND IN CHAPTERS 15-2.1 THROUGH 15-2.6 AND IN THE ESIGN GUIDELINES FOR HISTORIC DISTRICTS AND HISTORIC SITES, CHAPTER 15-13.

PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 5 DESIGN NARRATIVE

GROUND FLOOR

- UNFINISHED SHELL SPACE [SEE AREA PLAN]. INTERIOR/ TI DESIGN BY FUTURE TENANT:
  1. RAW CONCRETE SLAB FLOOR, READY FOR GRINDING, TOPPING, OR COVERING.
  2. TAPED AND MUDDED GYPSUM-BOARD WALLS TO PODIUM LID
  3. PLUMBING BLOCKOUTS, FLOOR DRAINS, AND PLUMBING SUPPLY TO FUTURE RESTROOM LOCATIONS TO BE COORDINATED LATER, RESTROOM BUILD-OUT BY TI.
  4. RATED CHASES/SHAFTS AND CONDUITS TO THE ROOF AVAILABLE ABOVE EACH SHELL SPACE.
  5. ELECTRICAL SUPPLY PIGTAILS
  6. EXPOSED MEP ABOVE +12'. ALL EXPOSED MEP SERVING SPACES OUTSIDE THE SHELL SPACE TO BE PROTECTED, INCLUDING DROPS THROUGH THE SHELL SPACE. DROPS WILL BE ALONG COLUMNS, INSIDE WALLS, OR OTHERWISE LOCATED TO MAXIMIZE USABLE SHELL SPACE.
  7. UNDERSIDE OF PODIUM LID EXPOSED RAW CONCRETE
  8. SPRINKLERS EXPOSED ON DROPS TO +12'
  9. RAW CONCRETE STRUCTURAL COLUMNS
  10. SHEARWALLS @ 29' CENTERS EXTENDING 8' FROM EXTERIOR WALLS
  11. SLEEVES/CHASES/POWER/ REFRIGERANT LINES FOR FUTURE MEP SYSTEMS IN SHELL SPACE PROVIDED. FUTURE SHELL SPACE MEP ASSUMED TO BE PACKAGE UNITS BY TI.
  12. ACCESS CONTROL, LOW-VOLTAGE, SECURITY, AND THE LIKE BY TI.
  13. FLOOR DRAINS
- RESIDENTS' ENTRY LOBBY [SEE AREA PLAN]:
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS
  3. INTERIOR DESIGN MY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- RESIDENTS EGRESS STAIR [SEE AREA PLAN]
  1. STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 5		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
1 BED	553.39 SF	12
2 BED	845.47 SF	6
3 BED	1,155.97 SF	2

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 1.rvt	12
20.0355 Bonanza Unit Plan 2.rvt	6
20.0355 Bonanza Unit Plan 3.rvt	2
TOTAL UNITS	20

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial	7,424 SF	5% Area Contingency
LEVEL 02 Residential	10,489 SF	5% Area Contingency
LEVEL 03 Residential	10,493 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	28,406 SF	

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project:

BONANZA
5-ACRE SITE
- BUILDING 5

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project #: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS/
ELEVATIONS
OVERVIEW

sheet:

SD.5.01

4/30/2026 10:03:49 AM Autodesk Docs://MFMU Sandbox - Jdemings/20.0355 Bonanza Building 5.rvt



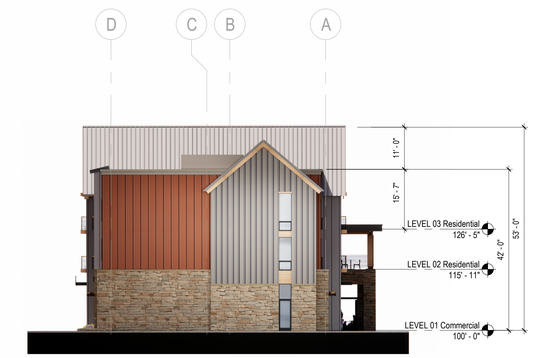
E1 ELEVATION AT PLAZA (WEST)
1/16" = 1'-0"



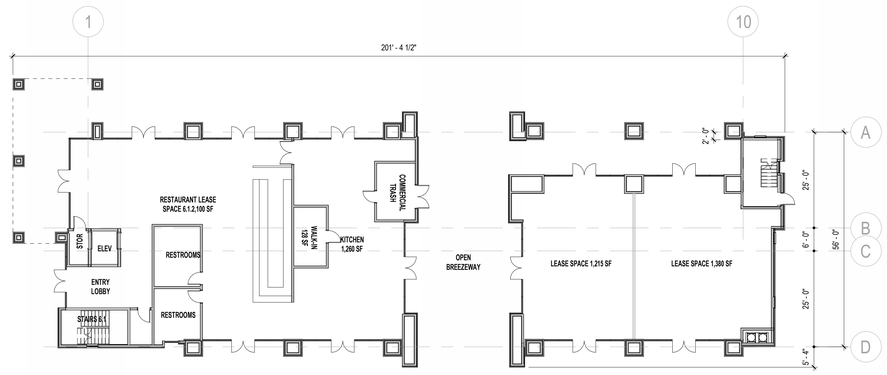
E4 ELEVATION EXTERIOR 4
1/16" = 1'-0"



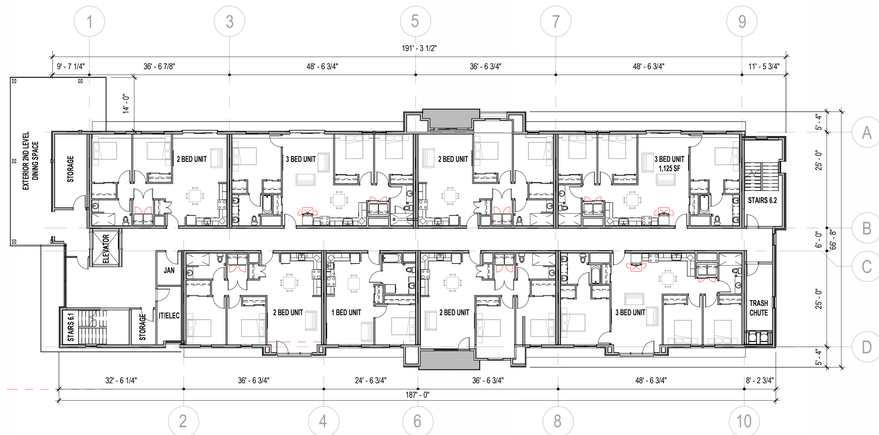
D1 ELEVATION ALONG BONANZA DR (EAST)
1/16" = 1'-0"



D4 ELEVATION EXTERIOR 2
1/16" = 1'-0"



A1 LEVEL 1 FLOOR PLAN - COMMERCIAL
1/16" = 1'-0"



A3 TYPICAL UPPER FLOOR PLAN - RESIDENTIAL
1/16" = 1'-0"

PARK CITY LMC 15-5 : ARCHITECTURAL

PART 1 - STRUCTURES GREATER THAN SIXTY FEET (60'), BUT LESS THAN 120 FEET IN LENGTH MUST EXHIBIT A PROMINENT SHIFT IN THE FACADE OF THE STRUCTURE SO THAT NO GREATER THAN SEVENTY FIVE PERCENT (75%) OF THE LENGTH OF THE BUILDING FACADE APPEARS UNBROKEN. EACH SHIFT SHALL BE IN THE FORM OF EITHER A TEN FOOT (10') CHANGE IN BUILDING FACADE ALIGNMENT OR A TEN FOOT (10') CHANGE IN THE BUILDING HEIGHT, OR A COMBINED CHANGE IN BUILDING FACADE AND BUILDING HEIGHT TOTALING TEN FEET (10').

PART 2 - STRUCTURES THAT EXCEED 120 FEET IN LENGTH ON ANY FACADE SHALL PROVIDE A PROMINENT SHIFT IN THE MASS OF THE STRUCTURE AT EACH 120 FOOT INTERVAL, OR LESS IF THE DEVELOPER DESIRES, REFLECTING A CHANGE IN FUNCTION OR SCALE. THE SHIFT SHALL BE IN THE FORM OF EITHER A FIFTEEN FOOT (15') CHANGE IN BUILDING FACADE ALIGNMENT OR A FIFTEEN FOOT (15') CHANGE IN THE BUILDING HEIGHT. A COMBINATION OF BOTH THE BUILDING HEIGHT AND BUILDING FACADE CHANGE IS ENCOURAGED AND TO THAT END, IF THE COMBINED CHANGE OCCURS AT THE SAME LOCATION IN THE BUILDING PLAN, A FIFTEEN FOOT (15') TOTAL CHANGE WILL BE CONSIDERED AS FULL COMPLIANCE.

PART 3 - THE SPECIAL FACADE AND VOLUME REQUIREMENT OF THE HISTORIC DISTRICT ARE FOUND IN CHAPTERS 15-2.1 THROUGH 15-2.6 AND IN THE ESIGN GUIDELINES FOR HISTORIC DISTRICTS AND HISTORIC SITES, CHAPTER 15-13.

PART 4 - THE FACADE LENGTH AND VARIATION REQUIREMENTS APPLY TO ALL SIDES OF A BUILDING.

BUILDING 6 DESIGN NARRATIVE

GROUND FLOOR

- **UNFINISHED SHELL SPACE** (SEE AREA PLAN) INTERIOR/ TI DESIGN BY FUTURE TENANT:
  1. RAW CONCRETE SLAB FLOOR, READY FOR GRINDING, TOPPING, OR COVERING.
  2. TAPED AND MUDDED GYPSUM-BOARD WALLS TO PODIUM LID
  3. PLUMBING BLOCKOUTS, FLOOR DRAINS, AND PLUMBING SUPPLY TO FUTURE RESTROOM LOCATIONS TO BE COORDINATED LATER. RESTROOM BUILD-OUT BY TI.
  4. RATED CHASES/SHAFTS AND CONDUITS TO THE ROOF AVAILABLE ABOVE EACH SHELL SPACE.
  5. ELECTRICAL SUPPLY PIGTAILS
  6. EXPOSED MEP ABOVE +12'. ALL EXPOSED MEP SERVING SPACES OUTSIDE THE SHELL SPACE TO BE PROTECTED, INCLUDING DROPS THROUGH THE SHELL SPACE. DROPS WILL BE ALONG COLUMNS, INSIDE WALLS, OR OTHERWISE LOCATED TO MAXIMIZE USABLE SHELL SPACE.
  7. UNDERSIDE OF PODIUM LID EXPOSED RAW CONCRETE
  8. SPRINKLERS EXPOSED ON DROPS TO +12'
  9. RAW CONCRETE STRUCTURAL COLUMNS
  10. SHEAR WALLS @ 29' CENTERS EXTENDING 8' FROM EXTERIOR WALLS
  11. SLEEVES/CHASES/POWER/ REFRIGERANT LINES FOR FUTURE MEP SYSTEMS IN SHELL SPACE PROVIDED. FUTURE SHELL SPACE MEP ASSUMED TO BE PACKAGE UNITS BY TI.
  12. ACCESS CONTROL, LOW-VOLTAGE, SECURITY, AND THE LIKE BY TI.
  13. GREASE TRAP IN RESTAURANT SPACE
  14. COMMERCIAL HOOD VENT SHAFT IN RESTAURANT SPACE
  15. TRASH COLLECTION/RECYCLE/COMPOST ROOM IN BREEZEWAY ADJACENT TO RESTAURANT SPACE
  16. FLOOR DRAINS
  17. FIRE SUPRESSION SYSTEM FOR RESTAURANT USE
- **RESIDENTS' ENTRY LOBBY** (SEE AREA PLAN)
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR
  2. STEEL STAIRS WITH CONCRETE-PAN TREADS FROM PARKING GARAGE TO TOP FLOOR
  3. INTERIOR DESIGN MY OWNER
  4. RATED GARAGE VENTILATION SHAFT
  5. RATED TRASH CHUTES CONNECT RESIDENTIAL FLOORS ABOVE TO GARAGE BELOW
  6. KEY-CARD ACCESS
  7. DROP CEILING TO COVER GROUND-LEVEL MEP
- **RESIDENTS EGRESS STAIR**
  1. STEEL STAIRS WITH CONCRETE FILLED METAL PAN TREADS FROM TOP FLOOR TO GROUND LEVEL

BUILDING 6		
DWELLING UNIT NET LIVABLE AREA		
Name	NLA per Unit (SF)	Quantity
1 BED	553.39 SF	2
2 BED	839.26 SF	8
3 BED	1,125.14 SF	6

UNIT DISTRIBUTION	QTY
20.0355 Bonanza Unit Plan 1.rvt	2
20.0355 Bonanza Unit Plan 2.rvt	8
20.0355 Bonanza Unit Plan 3.rvt	6
TOTAL UNITS	16

BUILDING AREA		
LEVEL	AREA*	COMMENTS
LEVEL 01 Commercial	8,639 SF	5% Area Contingency
LEVEL 02 Residential	11,126 SF	5% Area Contingency
LEVEL 03 Residential	11,324 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	31,089 SF	

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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THE DESIGNS SHOWN AND DESCRIBED HEREIN INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATIONS & MODELS THEREOF, ARE PROPRIETARY & CAN NOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM METHOD STUDIO INC.

project:

BONANZA 5-ACRE SITE - BUILDING 6

PARCELS BOUNDED BY
BONANZA DR
MUNCHKIN RD
KEARNS BLVD

PARK CITY, UTAH

project #: 25.0355
date: 03 / 16 / 2026
revisions :

title:

PLANS/ ELEVATIONS OVERVIEW

sheet:

SD.6.01

SCHEMATIC DESIGN

4/3/2026 10:15:03 AM Autodesk Docs://MFMU Sandbox - Jdemiga/20.0355 Bonanza Building 6.rvt



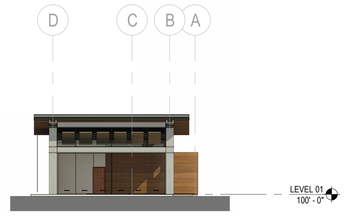
E3 EXTERIOR ELEVATION - EAST
1/16" = 1'-0"



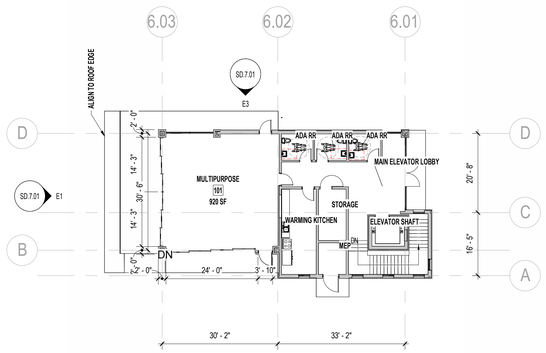
D1 EXTERIOR ELEVATION - WEST
1/16" = 1'-0"



D3 EXTERIOR ELEVATION - SOUTH
1/16" = 1'-0"



E1 EXTERIOR ELEVATION - NORTH
1/16" = 1'-0"



A2 LEVEL 01 FLOOR PLAN
1/16" = 1'-0"

BUILDING 7 DESIGN NARRATIVE

GROUND FLOOR

- **FINISHED SPACE** [SEE AREA PLAN]. INTERIOR DESIGN BY OWNER.
  1. PARTITION WALLS PER PLAN
  2. MILLWORK/CASEWORK ALLOWANCE PER PLAN YES/NO
  3. MEP ASSUMED HEAT PUMPS
  4. SPECIAL POWER DISTRIBUTION/RACEWAYS IN ARTS SPACE

- **ELEVATOR/STAIR/RESTROOM GARAGE ENTRY LOBBY** [SEE AREA PLAN]:
  1. BASIS OF DESIGN OTIS 3500 ELEVATOR (OR LARGER)
  2. ARCHITECTURAL STAIRS, FINISHES AND RAILING BY OWNER'S ID
  3. INTERIOR DESIGN BY OWNER
  4. ELEVATOR, STAIR, AND RESTROOMS ARE PUBLIC. TIMED ACCESS.
  5. HARD LID

- **ARTS SPACE [SEE AREA PLAN]:**
  1. CURTAIN WALL GLAZING ALL SIDES
  2. HIGH PERFORMANCE GLAZING
  3. MOTORIZED WINDOW SHADES AND BLACKOUT SHADES
  4. STEEL MOMENT FRAMES ALL SIDES
  5. RADIANT FLOOR HEAT (ALTERNATIVELY ASCERTAIN LOCATION OF HEAT PUMP UNIT AND DUCTS)
  6. SLIDING RETRACTABLE WALL
  7. ACOUSTIC CEILING TREATMENTS
  8. HARDWOOD ATHLETIC FLOOR
  9. EXPOSED T+G WOOD CEILING
  10. EXPOSED LIGHTING TBS BY OWNER ID
  11. SPECIAL A/V EQUIPMENT TBS
  12. SPECIAL LIGHTING CONTROLS TBS
  13. TABLE AND CHAIR STORAGE RACKS
  14. EXTERIOR A/V HOOKUPS TBS AT STAGE

BUILDING AREA

LEVEL	AREA*	COMMENTS
LEVEL 01	2,563 SF	5% Area Contingency
TOTAL BUILDING AREA (GROSS)*:	2,563 SF	

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:

20.0355 FIVE ACRE @ BONANZA BUILDING 7

[SET PROJECT INFORMATION ADDRESS TEXT FIELD AND SET LOCATION UNDER ENERGY SETTINGS IF APPLICABLE]

project#: [SET PROJECT INFO NUMBER PARAMETER]
date:

revisions :

title:

PLANS/ ELEVATIONS OVERVIEW

sheet:

SD.7.01

SCHEMATIC DESIGN

4/30/2026 10:20:48 AM Autodesk Docs://MFMU Sandbox - Jdemiga/20.0355 Bonanza Building 7.rvt

BONANZA PARK ALTA/NSPS LAND TITLE SURVEY

LOCATED IN THE NORTH HALF AND THE SOUTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH
RECORD OF SURVEY

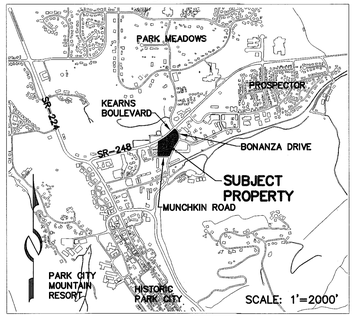
NARRATIVE

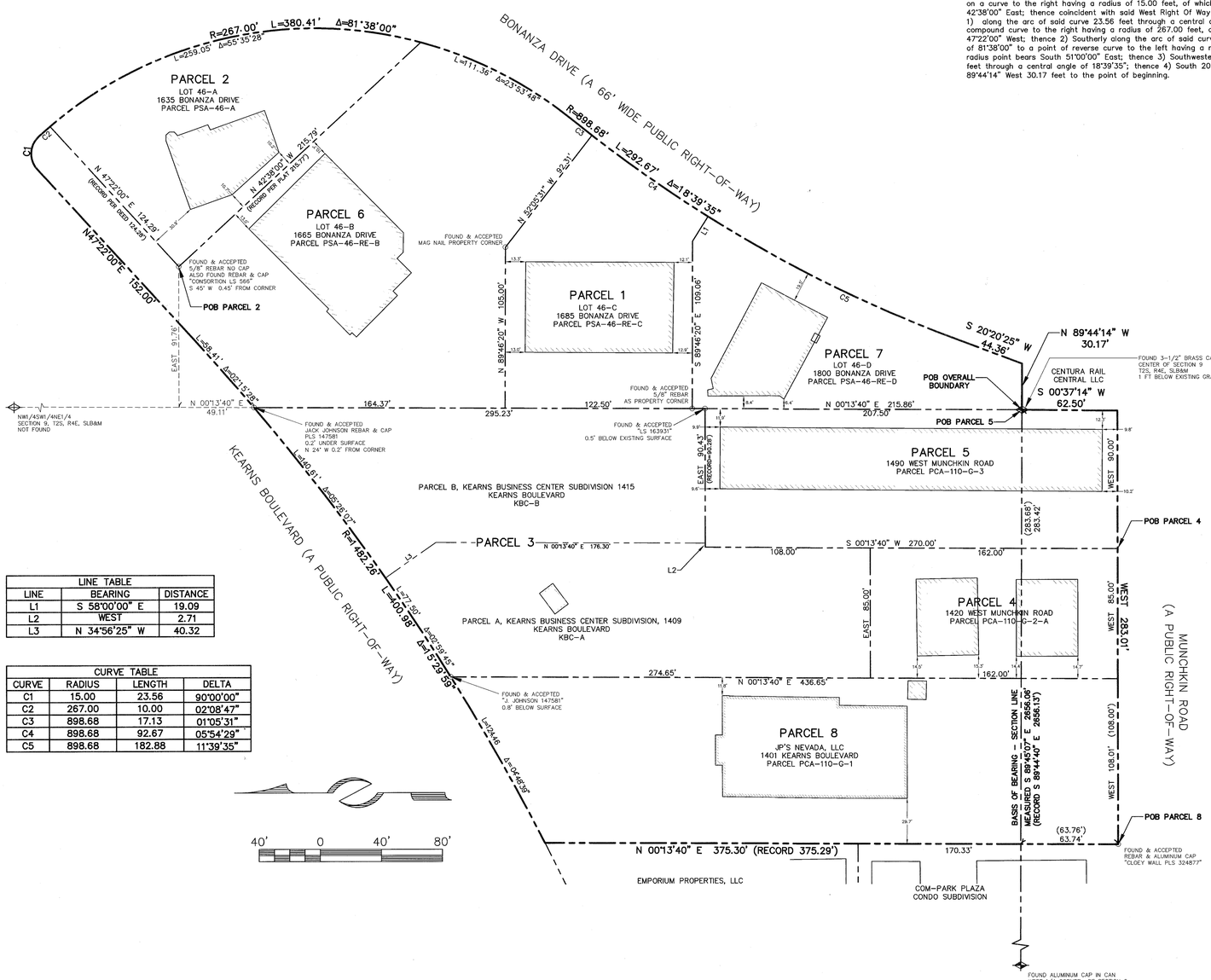
1. This survey was performed with a Commitment for Title Insurance issued by Coalition Title Agency, Inc. with an effective date of September 1, 2016 as File No. 26227.
2. The subject property is located in the city of Park City, Number 490139. The flood zone designation for the subject property is Zone X determined to be outside the 0.2% annual chance floodplain. This is indicated on Panel 0917C of the Flood Insurance Rate Map, Map Number 49043C0917C dated March 16, 2006.
3. The gross land area of the property is 5.24 acres.
4. The property contains a total of 135 striped parking spaces. Eight of these spaces are marked as handicap spaces.
5. There is no observable evidence of earth moving work or building construction within recent months.
6. There is no observable evidence of the property having been used as a solid waste dump, sump or sanitary landfill.
7. Record bearings and/or distances when different than measured are in parenthesis ( ).
8. An Overall Boundary Description has been prepared in anticipation of a future subdivision plat preparation. The Overall Boundary Description includes all subject parcels and very closely matches existing record descriptions.
9. Parcel 8 does not mathematically close. Record and measured distances are shown.
10. Parcel 2 & 6 common boundaries are different per plat and deed. Record and measured distances are shown.
11. Documents used in determining the boundary include:
    Kearns Business Center Subdivision (Entry No. 366123)
    Resubdivision of Lot 46 Prospector Square (Entry No. 231818)
    Com-Park Plaza Condominiums (Entry No. 181481)
    Prospector Square Amended Plat (Entry No. 125443)
    Record of Survey (S-4068)
    Record of Survey (S-3922)
    Record of Survey (S-3854)

    All on file and of record in the Office of the Summit County Recorder.

    In addition,
    An unrecorded ALTA/ACSM Land Title Survey by Alliance Engineering, dated June 29, 2010 (Job # 5-6-10)
12. Evidence found in the field, recorded deeds, and documents listed above were all considered in determining the boundary as shown.
13. Basis of Bearing is between Found 3-1/2" Brass Cap Monument at the center of Section 9 and Found Aluminum Cap at the west quarter corner of Section 9 South 89°45'07" East, 2656.06' (Record South 89°44'40" East 2656.13') as shown on this survey.

VICINITY MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 58°00'00" E	19.09
L2	WEST	2.71
L3	N 34°56'25" W	40.32

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	15.00	23.56	90°00'00"
C2	267.00	10.00	02°08'47"
C3	898.68	17.13	01°05'31"
C4	898.68	92.67	05°54'29"
C5	898.68	182.88	11°39'35"

OVERALL BOUNDARY DESCRIPTION

A parcel of land located in the north half and the southwest quarter of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at a point, said point being the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being South 89°45'07" East 2656.06 feet (record bearing and distance South 89°44'40" East 2656.13 feet) from the west quarter corner of said Section 9; and running thence South 00°37'14" West 62.50 feet to a point on the North Right Of Way Line of Munchkin Road; thence along said North Right Of Way Line West 283.01 feet to the southeast corner of Com-Park Plaza Condominiums, recorded July 10, 1981, as Entry No. 181481 in the Office of the Recorder, Summit County, Utah; thence coincident with said Com-Park Plaza Condominiums North 00°13'40" East 170.33 feet; thence continuing North 00°13'40" East 204.97 feet to a point on the South Right Of Way Line of Kearns Boulevard, said point also being on a non tangent curve to the left having a radius of 1482.26 feet, of which the radius point bears North 27°08'01" West; thence coincident with said South Right Of Way Line the following two (2) courses: 1) northeasterly along the arc of said curve 400.98 feet through a central angle of 15°29'59"; thence 2) North 47°22'00" East 152.00 feet to a point on the West Right Of Way Line of Bonanza Drive, said point also being on a curve to the right having a radius of 15.00 feet, of which the radius point bears South 42°38'00" East; thence coincident with said West Right Of Way Line the following four (4) courses: 1) along the arc of said curve 23.56 feet through a central angle of 90°00'00" to a point of compound curve to the right having a radius of 267.00 feet, of which the radius point bears South 47°22'00" West; thence 2) Southerly along the arc of said curve 380.41 feet through a central angle of 81°38'00" to a point of reverse curve to the left having a radius of 898.68 feet, of which the radius point bears South 51°00'00" East; thence 3) Southwesterly along the arc of said curve 292.67 feet through a central angle of 18°39'35"; thence 4) South 20°20'25" West 44.36 feet; thence North 89°44'14" West 30.17 feet to the point of beginning.

PROFESSIONAL LAND SURVEYOR No.7246891 CHARLES GALATI 4/18/2017 State of Utah

SURVEYOR'S CERTIFICATE

To: Bonanza Park L.L.C., Maverik Park City, L.L.C., JP's Nevada LLC, and Stewart Title Guaranty Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 2, 3, 4, 7a, 9 and 13 of Table A thereof. The fieldwork was completed on March 28, 2017.

LEGAL DESCRIPTION

PARCEL 1

LOT 46-C, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED MARCH 15, 1985, AS ENTRY NO. 231818, OF THE OFFICIAL RECORDS IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

(Tax Serial No. PSA-46-RE-C)

PARCEL 2

PART OF LOT 46, PROSPECTOR SQUARE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH IS NORTH 551.85 FEET AND EAST 93.95 FEET FROM THE CENTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 47°22' EAST 124.28 FEET TO A POINT OF A 267.00 FOOT RADIUS CURVE TO THE RIGHT, THE RADIUS POINT OF WHICH IS SOUTH 49°30'36" WEST 267.00 FEET; SAID POINT ALSO BEING THE WESTERLY RIGHT-OF-WAY LINE OF BONANZA DRIVE; THENCE ALONG THE ARC OF SAID CURVE AND WESTERLY RIGHT-OF-WAY LINE 259.05 FEET; THENCE NORTH 42°38' WEST 215.79 FEET TO THE POINT OF BEGINNING.

(Tax Serial No. PSA-46-A)

PARCEL 3

PARCELS A AND B, KEARNS BUSINESS CENTER SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

(Tax Serial Nos. KBC-A and KBC-B)

PARCEL 4

BEGINNING AT A POINT SOUTH 00 DEGREES 37 MINUTES 14 SECONDS WEST 62.50 FEET ALONG A SECTION LINE AND WEST 90.00 FEET FROM THE CENTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE WEST 85.00 FEET; THENCE NORTH 00 DEGREES 13 MINUTES 40 SECONDS EAST 162.00 FEET; THENCE EAST 85.00 FEET; THENCE SOUTH 00 DEGREES 13 MINUTES 40 SECONDS WEST 162.00 FEET TO THE POINT OF BEGINNING.

(Tax Serial No. PCA-110-G-2-A)

PARCEL 5

A PARCEL OF LAND SITUATED IN PARK CITY, SUMMIT COUNTY, STATE OF UTAH:

BEGINNING AT THE CENTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANCH 4 EAST, SALT LAKE BASE AND MERIDIAN AND RUNNING THENCE SOUTH 00 DEGREES 37 MINUTES 14 SECONDS WEST ALONG THE CENTER SECTION LINE 62.50 FEET; THENCE WEST 90.00 FEET; THENCE NORTH 00 DEGREES 13 MINUTES 40 SECONDS EAST 270.00 FEET; THENCE EAST 90.28 FEET TO THE CENTER SECTION LINE; THENCE SOUTH 00 DEGREES 13 MINUTES 40 SECONDS WEST ALONG SAID CENTER SECTION LINE 207.25 FEET TO THE POINT OF BEGINNING.

(Tax Serial No. PCA-110-G-3)

PARCEL 6

LOT 46-B, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED MARCH 15, 1985, AS ENTRY NO. 231818, OF THE OFFICIAL RECORDS IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

(Tax Serial No. PSA-46-RE-B)

PARCEL 7

LOT 46-D, RESUBDIVISION OF LOT 46 PROSPECTOR SQUARE, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED MARCH 15, 1985, AS ENTRY NO. 231818, OF THE OFFICIAL RECORDS IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

(Tax Serial No. PSA-46-RE-D)

PARCEL 8

BEGINNING AT A POINT NORTH 89°44'40" WEST ALONG THE CENTER SECTION LINE 283.68 FEET AND SOUTH 63.76 FEET FROM THE CENTER SECTION CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 0°13'40" EAST 375.29 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF STATE HIGHWAY U-248, SAID POINT BEING ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH IS NORTH 27°08'01" WEST 1482.26 FEET; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE AND SAID RIGHT-OF-WAY LINE 124.46 FEET; THENCE SOUTH 0°13'40" WEST 436.65 FEET; THENCE WEST 108.00 FEET TO THE POINT OF BEGINNING.

(Tax Serial No. PCA-110-G-1)

NOTE:

Parcel 6 & 7 Legal Descriptions are mistakenly listed as Entry No. 238183 in the deeds and title report. The correct Entry No. is 231818.

DRAWING INDEX

Boundary Survey	Sheet 1
Schedule B Part II Exceptions	Sheet 2
Existing Conditions	Sheet 3

FILE NO. S0009044
05/02/2017 11:41:51 AM
Survey 1 of 3
MARY ANN TRUSSELL, SUMMIT COUNTY RECORDER
FEE $ 60.00 BY ALLIANCE ENGINEERING

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CHARLES GALATI
MARSHALL KING
STEVE CONANT
RYAN BETZ

DATE: 4/18/17

ALTA/NSPS LAND TITLE SURVEY
BONANZA PARK
KEARNS BOULEVARD & BONANZA DRIVE

FOR: CENTURA BONANZA PARK LLC
JOB NO.: 14-7-16
FILE: X:\Prospector\dwg\srv\srvy2016\140716.dwg

SHEET 1 OF 3

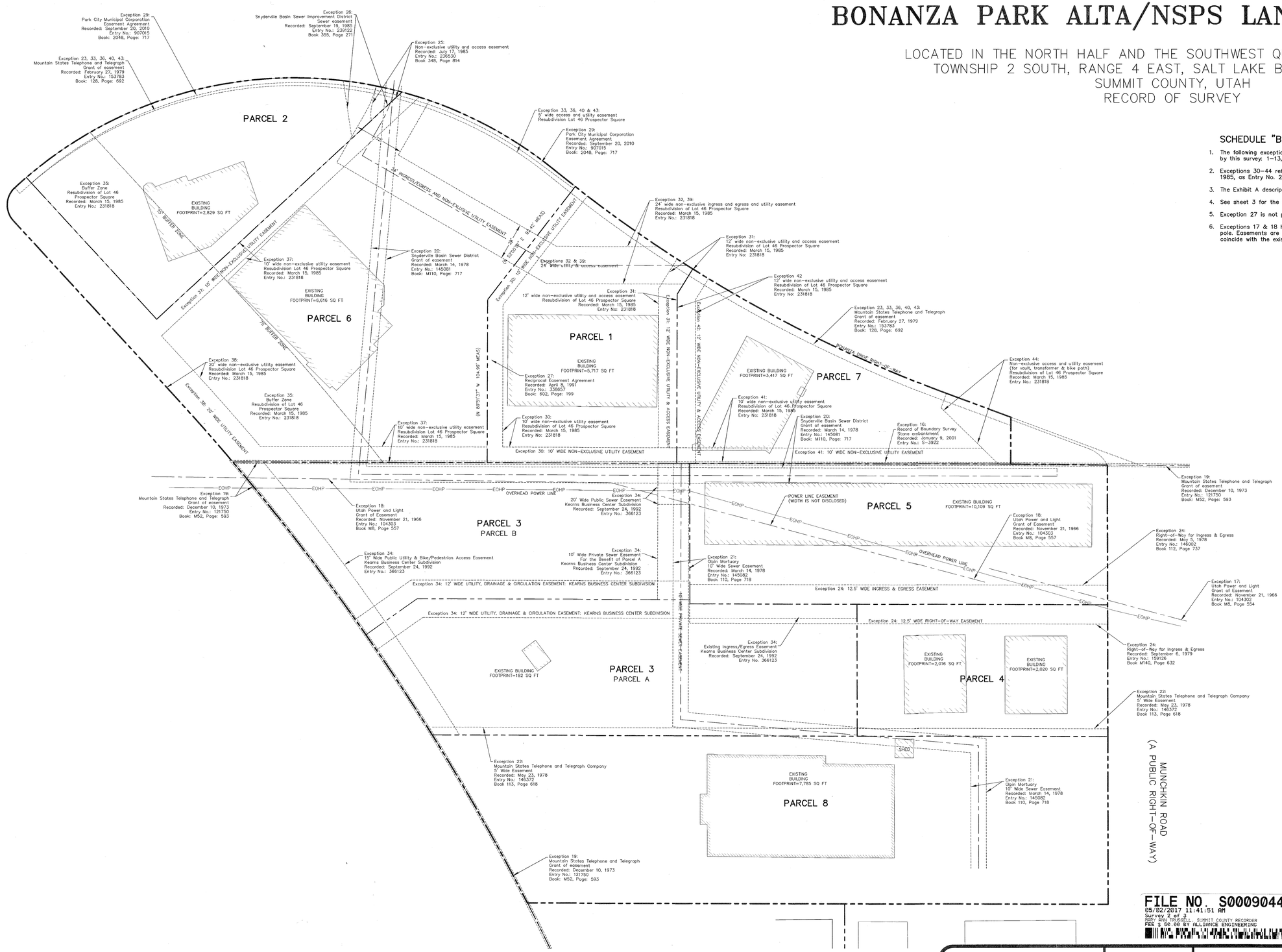
S-9044

BONANZA PARK ALTA/NSPS LAND TITLE SURVEY

LOCATED IN THE NORTH HALF AND THE SOUTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH
RECORD OF SURVEY

SCHEDULE "B" PART II EXCEPTIONS

1. The following exceptions in Schedule B, Part 2 of the Title Commitment are not addressed by this survey: 1–13, 15, 27, 28, 45–49.
2. Exceptions 30–44 refer to Resubdivision of Lot 46 Prospector Square, recorded March 15, 1985, as Entry No. 231818 in the Office of the Recorder, Summit County, Utah.
3. The Exhibit A description for Exception 14 is Parcel 2.
4. See sheet 3 for the stone embankment conflict with regard to Exception 16.
5. Exception 27 is not plotted on this survey. Refer to exhibit of recorded document.
6. Exceptions 17 & 18 have more or less descriptions and Exception 17 ties to an existing pole. Easements are plotted per easement description but it appears the intent was to coincide with the existing transmission line.



30' 0 30' 60'

PROFESSIONAL LAND SURVEYOR
No.7248891
CHARLES GALATI
4/18/2017
State of Utah

FILE NO. S0009044
05/02/2017 11:41:51 AM
Survey 2 of 3
MARY ANN TRUSSELL SUMMIT COUNTY RECORDER
FEE $ 58.00 BY ALLIANCE ENGINEERING

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CHARLES GALATI
MARSHALL KING
STEVE CONANT
RYAN BETZ

DATE: 4/18/17

ALTA/NSPS LAND TITLE SURVEY
BONANZA PARK
SCHEDULE "B" PART II EXCEPTIONS

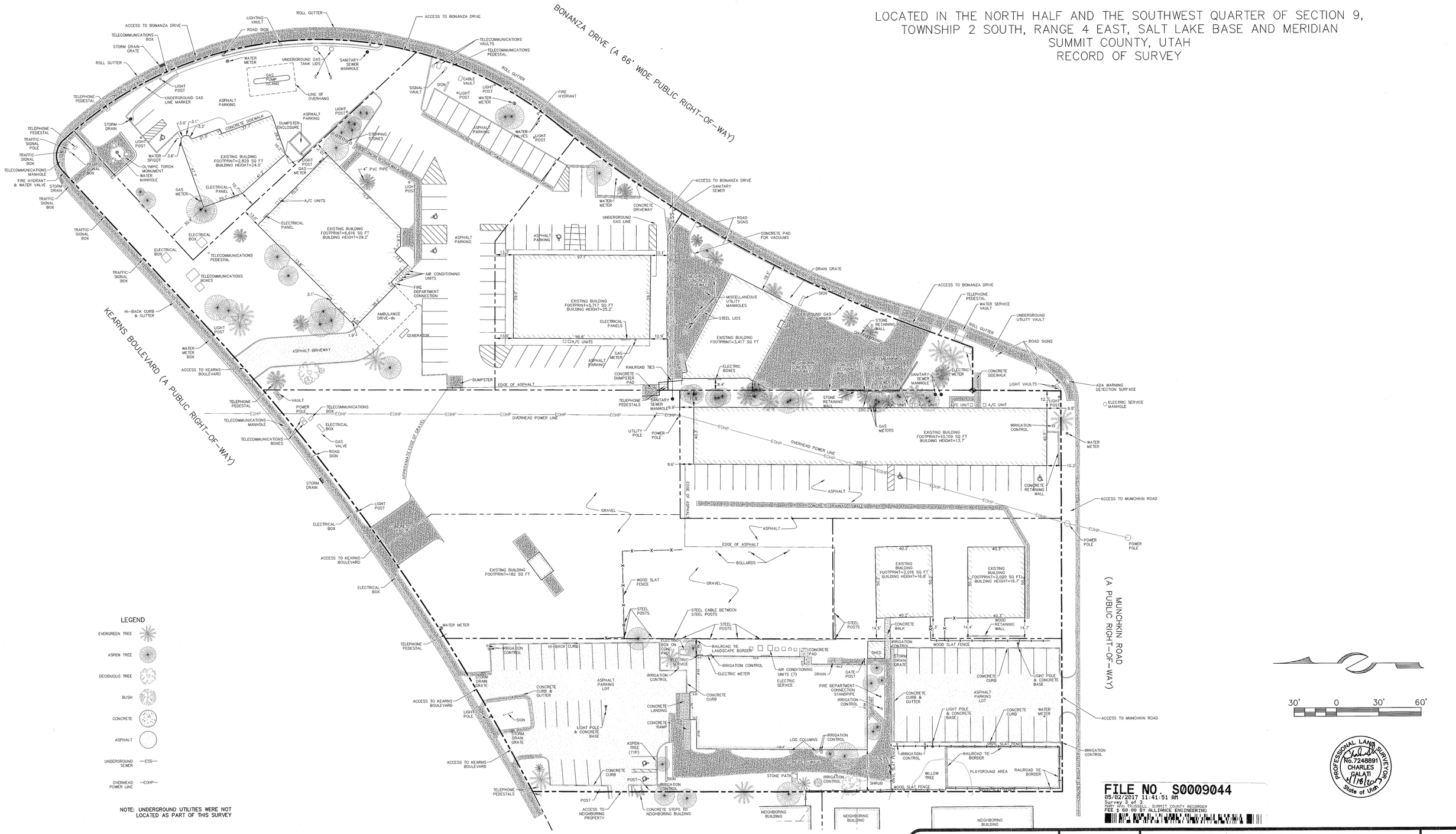
FOR: CENTURA BONANZA PARK LLC
JOB NO.: 14-7-16
FILE: X:\Prospector\dwg\srv\srvy2016\140716.dwg

SHEET 2 OF 3

S-9044

BONANZA PARK ALTA/NSPS LAND TITLE SURVEY

LOCATED IN THE NORTH HALF AND THE SOUTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
SUMMIT COUNTY, UTAH
RECORD OF SURVEY


BONANZA DRIVE (A 66' WIDE PUBLIC RIGHT-OF-WAY)
KEARNS BOULEVARD (A PUBLIC RIGHT-OF-WAY)
MUNCHKIN ROAD (A PUBLIC RIGHT-OF-WAY)
EXISTING BUILDING FOOTPRINT=2,829 SQ FT BUILDING HEIGHT=24.5'
EXISTING BUILDING FOOTPRINT=4,616 SQ FT BUILDING HEIGHT=29.2'
EXISTING BUILDING FOOTPRINT=5,717 SQ FT BUILDING HEIGHT=25.2'
EXISTING BUILDING FOOTPRINT=3,417 SQ FT
EXISTING BUILDING FOOTPRINT=10,109 SQ FT BUILDING HEIGHT=13.7'
EXISTING BUILDING FOOTPRINT=182 SQ FT
EXISTING BUILDING FOOTPRINT=2,016 SQ FT BUILDING HEIGHT=16.8'
EXISTING BUILDING FOOTPRINT=2,020 SQ FT BUILDING HEIGHT=16.7'
OVERHEAD POWER LINE
UNDERGROUND SEWER
APPROXIMATE EDGE OF GRAVEL
NEIGHBORING BUILDING
NEIGHBORING PROPERTY
ACCESS TO BONANZA DRIVE
ACCESS TO KEARNS BOULEVARD
ACCESS TO MUNCHKIN ROAD
ASPHALT PARKING
ASPHALT PARKING LOT
ASPHALT DRIVEWAY
CONCRETE SIDEWALK
CONCRETE DRIVEWAY
CONCRETE RETAINING WALL
STONE RETAINING WALL
WOOD SLAT FENCE
VINYL SLAT FENCE
GRAVEL
ASPHALT
CONCRETE CURB & GUTTER
CONCRETE CURB
CONCRETE LANDING
CONCRETE RAMP
CONCRETE PAD FOR VACUUMS
CONCRETE DUMPSTER PAD
CONCRETE WALK
CONCRETE STEPS TO NEIGHBORING BUILDING
STONE PATH
PLAYGROUND AREA
RAILROAD TIE BORDER
RAILROAD TIES
LOG COLUMNS
STEPPING STONES
STEEL CABLE BETWEEN STEEL POSTS
STEEL POSTS
WOOD RETAINING WALL
EDGE OF ASPHALT
EDGE OF GRAVEL
BOLLARDS
GAS PUMP ISLAND
LINE OF OVERHANG
DUMPSTER ENCLOSURE
DUMPSTER
A/C UNITS
AIR CONDITIONING UNITS
AMBULANCE DRIVE-IN
FIRE DEPARTMENT CONNECTION
GENERATOR
ELECTRICAL PANELS
ELECTRIC METER
ELECTRIC SERVICE
ELECTRIC BOXES
ELECTRIC SERVICE MANHOLE
ELECTRICAL BOX
ELECTRICAL PANEL
GAS METER
GAS METERS
GAS VALVE
UNDERGROUND GAS LINE MARKER
UNDERGROUND GAS TANK LIDS
UNDERGROUND UTILITY VAULT
MISCELLANEOUS UTILITY MANHOLES
STEEL LIDS
SANITARY SEWER MANHOLE
SANITARY SEWER MANHOLES
SANITARY SEWER
TELECOMMUNICATIONS BOX
TELECOMMUNICATIONS BOXES
TELECOMMUNICATIONS MANHOLE
TELECOMMUNICATIONS PEDESTAL
TELECOMMUNICATIONS VAULTS
TELEPHONE PEDESTAL
TELEPHONE PEDESTALS
WATER SERVICE VAULT
WATER METER
WATER VALVES
WATER METER BOX
FIRE HYDRANT
FIRE HYDRANT & WATER VALVE
OLYMPIC TORCH MONUMENT
WATER SPIGOT
WATER MANHOLE
STORM DRAIN
STORM DRAIN GRATE
STORM DRAIN GRATES
STORM DRAIN INLET
4" PVC PIPE
ROLL GUTTER
ROAD SIGN
ROAD SIGNS
SIGN
LIGHTING VAULT
LIGHT POST
LIGHT POSTS
LIGHT VAULTS
LIGHT POLE & CONCRETE BASE
TRAFFIC SIGNAL POLE
TRAFFIC SIGNAL BOX
TRAFFIC SIGNAL BOXES
TRAFFIC SIGNAL MANHOLE
HI-BACK CURB & GUTTER
ADA WARNING DETECTION SURFACE
IRRIGATION CONTROL
IRRIGATION CONTROL VALVE
UNDERGROUND GAS LINE MARKER
UTILITY POLE
POWER POLE
VAULT
SHED
DRAIN
GATE POST
ASPEN TREE (TYP)
WILLOW TREE
SHRUB
POST
SIGN
DRAIN GRATE
ACCESS TO BONANZA DRIVE
ACCESS TO KEARNS BOULEVARD
ACCESS TO MUNCHKIN ROAD
ACCESS TO NEIGHBORING PROPERTY
ACCESS TO BONANZA DRIVE
SANITARY SEWER
ROAD SIGNS
CONCRETE PAD FOR VACUUMS
DRAIN GRATE
ACCESS TO BONANZA DRIVE
TELEPHONE PEDESTAL
WATER SERVICE VAULT
UNDERGROUND UTILITY VAULT
ROAD SIGNS
SIGN
STONE RETAINING WALL
CONCRETE SIDEWALK
LIGHT VAULTS
ADA WARNING DETECTION SURFACE
ELECTRIC SERVICE MANHOLE
ELECTRIC METER
SANITARY SEWER MANHOLE
ELECTRIC BOXES
A/C UNIT
IRRIGATION CONTROL
WATER METER
ACCESS TO MUNCHKIN ROAD
POWER POLE
POWER POLE
ACCESS TO MUNCHKIN ROAD
IRRIGATION CONTROL
CONCRETE CURB
LIGHT POLE & CONCRETE BASE
CONCRETE CURB & GUTTER
ASPHALT PARKING LOT
LIGHT POLE & CONCRETE BASE
CONCRETE CURB
WATER METER
IRRIGATION CONTROL
RAILROAD TIE BORDER
PLAYGROUND AREA
RAILROAD TIE BORDER
WILLOW TREE
WOOD SLAT FENCE
VINYL SLAT FENCE
CONCRETE RETAINING WALL
CONCRETE CURB & GUTTER
CONCRETE RETAINING WALL
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CONCRETE CURB & GUTTER
CONCRETE CURB


CAFE


CAFE


SHOP
RETAIL
SHOPPING


RESTAURANT
RAILYARD COMMONS
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RAILYARD COMMONS


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SHOP
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RESTAURANT
PARK CITY
ONLY
BUS


RESTAURANT


HOT COCOA


HOT COCOA
MORE S'MORES


HOT COCOA
MORE S'MORE


HOT COCOA
MORE SMOK


MORES
PARK CITY FEST






PARK CITY FEST


PARK CITY FEST


PARK CITY FES


PARK CITY FEST
SHOPPING
Tenneys


ARTS WORKSHOP


ARTS WORKSHOP


SHOPPING
Jenneys


CAFE


CAFE
PARK CITY


CAFE
PARK CITY




5K
PARK CITY FEST

Housing Obligation Compliance Form

Resolution 12-2025

1) Project Information

Project Name: Five Acre Redevelopment

Project Address/ Legal Description: Intersection of Kearns Blvd. and Bonanza Drive, P

Owner/ Developer/ Applicant Name: Brinshore Development, L.L.C.

Date Submitted: 5/1/26

Type of Project:

☐ Residential

☐ Commercial

☑ Mixed-Use

2) Affordable Housing Requirement Summary

(enter values directly from the Housing Mitigation Excel Workbook)

Total Required AUEs (from Excel): 19.8

Total Proposed AUEs: 88

Select how you will meet the obligation (Section 9):

☑ Construction of unit(s) on-site
☐ Construction of unit(s) within Park City
☐ Dedication of existing units within Park City
☐ Construction of units outside Park City (within Park City School District)
☐ Conveyance of Land (within Park City School District)
☐ Payment of Fees in Lieu of Development
☐ Combination approach (provide description):

3) Unit Type & Square Footage Standards (Section 9)

Select Dwelling Unit Distribution:

☐ Single-Family
☑ Multi-family
☐ Mixed
☐ Alternate Distribution Ratios

List the proposed affordable units: Total net affordable SF: approx. 73,291 SF

Unit Type *(e.g., Studio/1BR/2BR)*	# units	Net Livable SF/ unit	Max Occupancy	Sale/ Rental	Target AMI
1BR	2	553.39	2	Rental	40%
2BR	9	845.47	3	Rental	40%
3BR	3	1,155.97	4	Rental	40%
1BR	7	553.39	2	Rental	50%
2BR	10	845.47	3	Rental	50%
3BR	4	1,155.97	4	Rental	50%
1BR	11	553.39	2	Rental	60%
2BR	11	845.47	3	Rental	60%
3BR	8	1,155.97	4	Rental	60%
1BR	3	553.39	2	Rental	70%
2BR	9	845.47	3	Rental	70%
3BR	2	1,155.97	4	Rental	70%
1BR	1	553.39	2	Rental	80%
2BR	6	845.47	3	Rental	80%
3BR	2	1,155.97	4	Rental	80%

Note: Minimum/maximum SF and occupancy per unit type must comply with Section 9.C.

Attach:

☑ Unit floor plan(s)

☑ Documentation demonstrating compliance with Section 9.C.3.

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

See enclosed sheet for response.

5) Affordable Unit Amenities (Section 9.G)

Describe how unit amenities meet or exceed minimum requirements.

Unit amenities will be identical between affordable and market-rate units.

6) HOA/ CC&R Requirements (Section 9.H)

If applicable, describe how HOA dues and assessments comply with affordability limitations.

N/A.

8) Timing of Occupancy (Section 11)

Describe how affordable units will be delivered in relation to market-rate units.

- ☑ Delivered concurrently
- ☐ Delivered proportionally by phase
- ☐ Alternative timing (describe below)

9) Housing Mitigation Plan Requirements (Section 13)

Attach:

- ☑ Completed Housing Mitigation Excel Workbook
- ☑ Site Plan(s) showing the location of affordable units
- ☑ Unit floor plan(s) showing unit size and required minimum clearances
- ☑ Supporting documentation per Section 13

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

See enclosed sheet for response.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

See enclosed sheet for response.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

See enclosed sheet for response.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

See enclosed sheet for response.

14) Calculation of Sale Price (Section 18) *if applicable*

Describe how maximum sale price is determined per Section 18.

N/A.

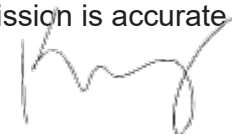
15) Rental Procedures (Section 19) *if applicable*

Provide a description of rental procedures and restrictions.

See enclosed sheet for response.

17) Certification & Reporting

- After full occupation, the Owner/ Developer/ Property Manager must submit an annual compliance report to the City (Section 21). For for-sale units, each property owner is responsible for submitting the annual compliance report beginning in the second year of their ownership.
- By signing below, the Applicant/ Developer certifies the information in this submission is accurate and complete.

Signature: 

Printed Name: Karly Brinla

Date: 5/1/26

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

The project will be designed to obtain Enterprise Green Communities and Energy Star Certification.

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

Affordable and market-rate units will be dispersed throughout each of the buildings throughout the project. Within each building, affordable and market-rate units will delivered for occupancy simultaneously.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

Brinshore works with management companies well-versed in the specifics of deed-restricted and mixed-income property management, and for the Five Acre Redevelopment intends to work with EMG Management, our partner for Brinshore's Utah properties. EMG will advertise through local Park City media sources such as The Park Record, outreach marketing to local businesses and preferred Park City employers to capture those that work in the local market. In addition, more traditional sources such as Apartments.com, Zillow.com, Facebook Marketplace, and similar sites. All internet ads will be monitored by the Property Manager daily and weekly (at minimum) by the Regional Property Manager and updated with professional pictures and descriptions. Additionally, the management company will work with local housing groups and agencies to send referrals for potential tenants. Targeted SEO will also be utilized to increase traffic during lease up. The team will conduct monthly to bi-monthly market surveys of the area to determine the stability of the market as well as monitor other lease up progress and comparative pricing of additional items.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

Household qualifications will be dictated by a tenant selection plan and management plan. In general, households will need to meet particular unit income restrictions; pass a credit check and provide a deposit; undergo a criminal background check, with convictions evaluated on an individualized basis, with a review board considering the nature and severity of the crime, as well as how much time has passed and other mitigating factors; and two years of rental history showing residency in good standing.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

The application process will be dictated by a property tenant selection plan finalized before closing. In general, prospective tenants will complete an application; consent to credit reports and criminal background checks, with convictions evaluated on an individualized basis depending on the nature and severity of the crime; provide rental history and income information, including income verification in the case of the income-restricted units. After completion of an application, all applicants will be advised of their eligibility in writing promptly after receipt of the completed application. In the event that there are no available apartment homes of the appropriate size at the time of an application, the prospective resident will be placed on a waiting list in the order the applications are received.

15) Rental Procedures (Section 19)

Provide a description of rental procedures and restrictions.

The property management agreement finalized before closing will describe rental procedures and restrictions in full. In general, of the total 106 units in the project, 88 will be restricted by income. After completion of an application, all applicants will be advised of their eligibility in writing promptly. A member of the on-site staff will inspect the specific unit that a prospective resident will occupy prior to signing the lease agreement. The resident and the member of the staff will sign a move-in inspection form which will state in detail any defects in the unit. All residents will go through a resident orientation at the time of move-in. This should include a thorough review of the lease agreement and property rules and regulations. All residents will be required to adhere to policies listed within the residential rental agreement as well as our community rules and regulations. Warnings, notices, and legal notice will be provided appropriately for any violations or situations that may arise. Periodic inspections will be conducted on each unit to determine the physical condition of

the unit, housekeeping of the unit, and the condition of the safety items inside the unit. Other inspections may be required by other inspecting entities (Utah Housing Corporation, HUD, etc.), and residents will always be given a minimum 24-hour notice before the inspections occur unless an emergency constitutes immediate entry. A move-out inspection will record condition of unit upon move-out and disposition of security deposit.

9) Housing Mitigation Plan Requirements

Please see below total net residential square footage and total net affordable residential square footage.

Net Residental Square Footage By Unit Type

Unit Type	Total Net SF	Total Affordable Net SF
1BR	16,602	13,281
2BR	43,964	38,046
3BR	27,743	21,963
Total	**88,309**	**73,291**

Housing mitigation calculation workbook sheets are enclosed below, followed by site plan and unit floor plans.

PLEASE REFER TO RESOLUTION 12-2025 AFFORDABLE HOUSING GUIDELINES, SECTION 8 FOR CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

LINK: https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/parkcity/resolutions/documents/1750880306_12-2025_Affordable_Housing_Guidelines.pdf

APPLICANT TO ONLY EDIT CELLS IN BLUE

Date	5/1/2026
Applicant	Brinshore Development, L.L.C.
Project Name	5-Acre Redevelopment
Project Location	Intersection of Kearns Blvd. and Bonanza Drive, Park City, UT 84060
Entitlement Type	Master Planned Development

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

RESIDENTIAL CALCULATION

Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Net SF	15,018 SF
RUE Equivalent	7.5 RUE
Residential Mitigation Rate	1.5 AUE
SF net livable area	1,350 SF

MPD to Provide		
1.5 AUE	EQUALING	1,350 SF

**This is not the total. Please refer to the Intro tab for overall total*

COMMERCIAL CALCULATION

Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Type of Use	Full-Time Equivalents (1,560 hours) per 1,000 New Leaseable SF	SF	FTEs
Restaurant/ Bar	6.5	4,300 SF	28.0 FTE
Education	2.3	4,300 SF	9.9 FTE
Finance/ Booking	3.3	*0 SF*	0.0 FTE
Medical Professional	2.9	0 SF	0.0 FTE
Other Professional Services	3.7	11,156 SF	41.3 FTE
Personal Services	1.3	0 SF	0.0 FTE
Real Estate/ Property Manager	5.9	2,188 SF	12.9 FTE
Commercial/ Retail	3.3	13,711 SF	45.2 FTE
Recreation/ Amusements	5.3	0 SF	0.0 FTE
Utilities	2.9	0 SF	0.0 FTE
Lodging/ Hotels	0.6 per room	0 rooms	0.0 FTE
Condominium Hotel	Greater of lodging/ hotel calculation or residential mitigation rate		
Overal/ General*	4.4	0 SF	0.0 FTE
Total			137.3 FTE
Mitigation Rate			27.5 households
Workers per Household			18.3 AUE
SF net livable area			16,470 SF

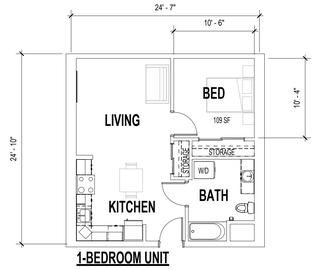
**The Overall/ General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.*

MPD to Provide*		
18.3 AUE	EQUALING	16,470 SF

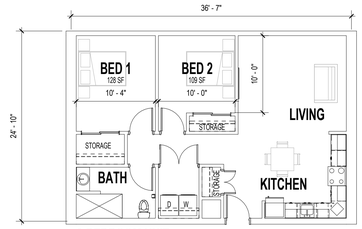
**This is not the total. Please refer to the Intro tab for overall total*



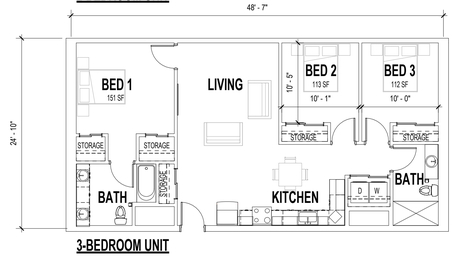
1 SITE PLAN - AFFORDABLE HOUSING
1" = 30'-0"



1-BEDROOM UNIT



2-BEDROOM UNIT



3-BEDROOM UNIT

2 UNIT PLANS
1/8" = 1'-0"

AFFORDABLE AND UNRESTRICTED UNITS WILL BE DISPERSED THROUGHOUT EACH BUILDING TO ENSURE A FULLY MIXED-INCOME COMMUNITY, AND AS ALLOWED BY LOW-INCOME HOUSING TAX CREDIT RULES, AFFORDABLE UNIT LOCATIONS WILL LIKELY FLOAT RATHER THAN BEING DESIGNATED TO PARTICULAR UNITS TO ALLOW FLEXIBILITY.

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:
Site Plan - Affordable Housing

sheet:
RD-003
MPD + CUP

Autodesk Docs://MPMU Sandbox - Jdemirge/25.0355 Bonanza Garage.rvt
5/1/2026 11:59:52 AM

June 29, 2026

RE: Five Acre Redevelopment Master Planned Development (MPD)

Dear Planning Commissioners:

The Housing Team has reviewed the Five Acre Redevelopment MPD application submitted by Brinshore Development, L.L.C. The following analysis evaluates the materials submitted on May 1, 2026, for compliance with the affordable housing requirements outlined in Resolution 12-2025 Affordable Housing Guidelines.

Analysis
Section 8 of Resolution 12-2025 requires developers to provide Affordable Unit Equivalents (AUEs) equal to 20% of the total Residential Unit Equivalents (RUEs) generated by a development. The resulting AUEs establish the project's affordable housing obligation. For purposes of calculating the required housing mitigation, each AUE is equivalent to 900 square feet (SF). The applicant was provided with the City's housing obligation compliance form and an Excel file that calculates the required affordable housing square footage for the proposed development.

The proposed development contains both market-rate rental units and commercial uses. Therefore, housing obligations generated by each use must be calculated and combined to determine the total affordable housing requirement.

Residential Obligation
The proposed development includes 20 market-rate rental units totaling 15,018 net square feet (NSF). In accordance with Section 8 of Resolution 12-2025, the residential component generates an affordable housing obligation of 1.5 AUEs, equivalent to 1,350 SF.

Commercial Obligation
The commercial component totals 35,655 SF, including a mix of restaurant/bar, educational, commercial/retail, real estate/property management, and other professional service uses. In accordance with Section 8.B, each commercial use category is assigned an employee-generation ratio per 1,000 SF. The total number of employees generated by the proposed commercial uses is then converted into an affordable housing obligation.

Based on the applicant's submitted calculations, the commercial component generates 18.3 AUEs, equivalent to 16,470 SF.

Total Housing Obligation
A summary of the affordable housing obligation for the Five Acre Redevelopment is shown in Figure 1 below.

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

Figure 1: Total Housing Obligation

Based on the proposed residential and commercial development program, the project generates a total affordable housing obligation of 19.8 AUEs, equivalent to 17,820 SF.

Fulfillment of the Housing Obligation
Section 9 of Resolution 12-2025 outlines six methods for satisfying an affordable housing obligation, listed in order of preference established by the Housing Authority. On-site construction of affordable housing units is identified as the preferred mitigation strategy.

The applicant proposes to satisfy the housing obligation by constructing 88 affordable rental units distributed throughout the development. The proposed affordable housing program contains approximately 73,291 NSF of affordable housing, which substantially exceeds the minimum requirement of 17,820 NSF required.

The proposed affordable unit mix is summarized in Figure 2 below.

Unit Type	# units	Net Liveable SF/ unit	Total NSF	Max Occupancy	Sale/ Rental	Target AMI
1 BR	2	553.39	1,107	2	Rental	40%
2 BR	9	845.47	7,609	3	Rental	40%
3 BR	3	1,155.97	3,468	4	Rental	40%
1 BR	7	553.39	3,874	2	Rental	50%
2 BR	10	845.47	8,455	3	Rental	50%
3 BR	4	1,155.97	4,624	4	Rental	50%
1 BR	11	553.39	6,087	2	Rental	60%
2 BR	11	845.47	9,300	3	Rental	60%
3 BR	8	1,155.97	9,248	4	Rental	60%
1 BR	3	553.39	1,660	2	Rental	70%
2 BR	9	845.47	7,609	3	Rental	70%
3 BR	2	1,155.97	2,312	4	Rental	70%
1 BR	1	553.39	553	2	Rental	80%
2 BR	6	845.47	5,073	3	Rental	80%
3 BR	2	1,155.97	2,312	4	Rental	80%
TOTAL	**88**		**73,291**			

Figure 2: Proposed Unit Mix

While the proposed three-bedroom units contain approximately 1,156 SF and exceed the size range identified in Section 9.C of the Affordable Housing Guidelines, the Housing Team supports the proposed unit size. The modest increase in square footage provides additional opportunities for family-oriented housing and does not negatively impact the project's ability to satisfy its housing obligation.

Figure 3 illustrates the proposed unit layouts.

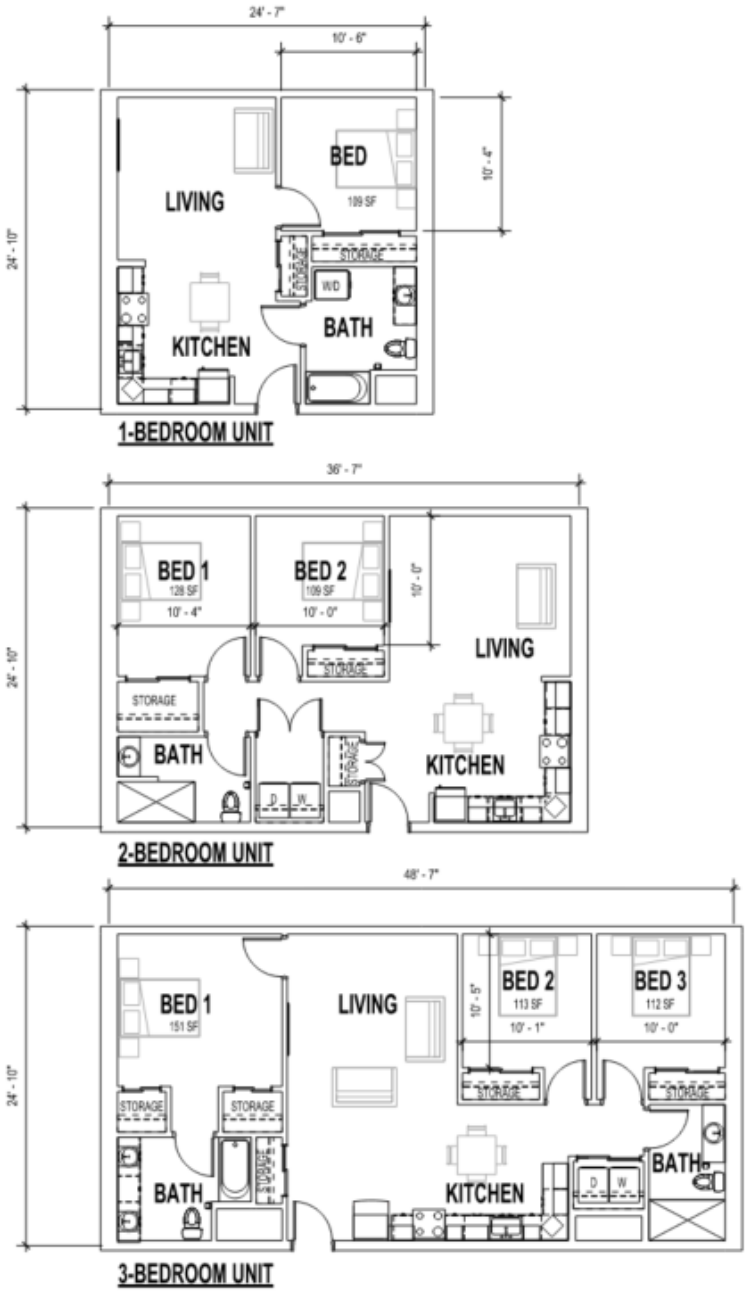


Figure 3: Proposed Unit Layouts

Recommendation
Based on the Housing Team's analysis, the Five Acre Redevelopment Housing Mitigation Plan complies with the requirements of Resolution 12-2025 Affordable Housing Guidelines and exceeds the affordable housing obligation generated by the proposed development. The Housing Team recommends that the Planning Commission find that the proposed Housing Mitigation Plan satisfies the affordable housing requirements set forth in Resolution 12-2025.

Attachments:
Exhibit A Five Acre Redevelopment Housing Obligation Compliance Form

Housing Obligation Compliance Form

Resolution 12-2025

1) Project Information

Project Name: Five Acre Redevelopment

Project Address/ Legal Description: Intersection of Kearns Blvd. and Bonanza Drive, P

Owner/ Developer/ Applicant Name: Brinshore Development, L.L.C.

Date Submitted: 5/1/26

Type of Project:

☐ Residential

☐ Commercial

☑ Mixed-Use

2) Affordable Housing Requirement Summary

(enter values directly from the Housing Mitigation Excel Workbook)

Total Required AUEs (from Excel): 19.8

Total Proposed AUEs: 88

Select how you will meet the obligation (Section 9):

☑ Construction of unit(s) on-site
☐ Construction of unit(s) within Park City
☐ Dedication of existing units within Park City
☐ Construction of units outside Park City (within Park City School District)
☐ Conveyance of Land (within Park City School District)
☐ Payment of Fees in Lieu of Development
☐ Combination approach (provide description):

3) Unit Type & Square Footage Standards (Section 9)

Select Dwelling Unit Distribution:

☐ Single-Family
☑ Multi-family
☐ Mixed
☐ Alternate Distribution Ratios

List the proposed affordable units: Total net affordable SF: approx. 73,291 SF

Unit Type *(e.g., Studio/1BR/2BR)*	# units	Net Livable SF/ unit	Max Occupancy	Sale/ Rental	Target AMI
1BR	2	553.39	2	Rental	40%
2BR	9	845.47	3	Rental	40%
3BR	3	1,155.97	4	Rental	40%
1BR	7	553.39	2	Rental	50%
2BR	10	845.47	3	Rental	50%
3BR	4	1,155.97	4	Rental	50%
1BR	11	553.39	2	Rental	60%
2BR	11	845.47	3	Rental	60%
3BR	8	1,155.97	4	Rental	60%
1BR	3	553.39	2	Rental	70%
2BR	9	845.47	3	Rental	70%
3BR	2	1,155.97	4	Rental	70%
1BR	1	553.39	2	Rental	80%
2BR	6	845.47	3	Rental	80%
3BR	2	1,155.97	4	Rental	80%

Note: Minimum/maximum SF and occupancy per unit type must comply with Section 9.C.

Attach:

☑ Unit floor plan(s)

☑ Documentation demonstrating compliance with Section 9.C.3.

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

See enclosed sheet for response.

5) Affordable Unit Amenities (Section 9.G)

Describe how unit amenities meet or exceed minimum requirements.

Unit amenities will be identical between affordable and market-rate units.

6) HOA/ CC&R Requirements (Section 9.H)

If applicable, describe how HOA dues and assessments comply with affordability limitations.

N/A.

8) Timing of Occupancy (Section 11)

Describe how affordable units will be delivered in relation to market-rate units.

- ☑ Delivered concurrently
- ☐ Delivered proportionally by phase
- ☐ Alternative timing (describe below)

9) Housing Mitigation Plan Requirements (Section 13)

Attach:

- ☑ Completed Housing Mitigation Excel Workbook
- ☑ Site Plan(s) showing the location of affordable units
- ☑ Unit floor plan(s) showing unit size and required minimum clearances
- ☑ Supporting documentation per Section 13

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

See enclosed sheet for response.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

See enclosed sheet for response.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

See enclosed sheet for response.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

See enclosed sheet for response.

14) Calculation of Sale Price (Section 18) *if applicable*

Describe how maximum sale price is determined per Section 18.

N/A.

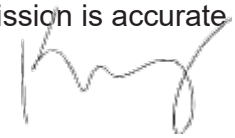
15) Rental Procedures (Section 19) *if applicable*

Provide a description of rental procedures and restrictions.

See enclosed sheet for response.

17) Certification & Reporting

- After full occupation, the Owner/ Developer/ Property Manager must submit an annual compliance report to the City (Section 21). For for-sale units, each property owner is responsible for submitting the annual compliance report beginning in the second year of their ownership.
- By signing below, the Applicant/ Developer certifies the information in this submission is accurate and complete.

Signature: 

Printed Name: Karly Brinla

Date: 5/1/26

4) Minimum Green Building Requirements (Section 9.F)

Provide a description summarizing how the proposed affordable units comply with the green building requirements.

The project will be designed to obtain Enterprise Green Communities and Energy Star Certification.

10) Construction Timing (Section 14)

Provide a description explaining compliance with construction timing requirements.

Affordable and market-rate units will be dispersed throughout each of the buildings throughout the project. Within each building, affordable and market-rate units will delivered for occupancy simultaneously.

11) Good Faith Marketing Requirements (Section 15)

Provide a description of your marketing plan for deed-restricted units.

Brinshore works with management companies well-versed in the specifics of deed-restricted and mixed-income property management, and for the Five Acre Redevelopment intends to work with EMG Management, our partner for Brinshore's Utah properties. EMG will advertise through local Park City media sources such as The Park Record, outreach marketing to local businesses and preferred Park City employers to capture those that work in the local market. In addition, more traditional sources such as Apartments.com, Zillow.com, Facebook Marketplace, and similar sites. All internet ads will be monitored by the Property Manager daily and weekly (at minimum) by the Regional Property Manager and updated with professional pictures and descriptions. Additionally, the management company will work with local housing groups and agencies to send referrals for potential tenants. Targeted SEO will also be utilized to increase traffic during lease up. The team will conduct monthly to bi-monthly market surveys of the area to determine the stability of the market as well as monitor other lease up progress and comparative pricing of additional items.

12) Household Qualifications Requirements (Section 16)

Provide a description of your household qualifications for deed-restricted units.

Household qualifications will be dictated by a tenant selection plan and management plan. In general, households will need to meet particular unit income restrictions; pass a credit check and provide a deposit; undergo a criminal background check, with convictions evaluated on an individualized basis, with a review board considering the nature and severity of the crime, as well as how much time has passed and other mitigating factors; and two years of rental history showing residency in good standing.

13) Application Process (Section 17)

Explain the applicant selection, application, and review process.

The application process will be dictated by a property tenant selection plan finalized before closing. In general, prospective tenants will complete an application; consent to credit reports and criminal background checks, with convictions evaluated on an individualized basis depending on the nature and severity of the crime; provide rental history and income information, including income verification in the case of the income-restricted units. After completion of an application, all applicants will be advised of their eligibility in writing promptly after receipt of the completed application. In the event that there are no available apartment homes of the appropriate size at the time of an application, the prospective resident will be placed on a waiting list in the order the applications are received.

15) Rental Procedures (Section 19)

Provide a description of rental procedures and restrictions.

The property management agreement finalized before closing will describe rental procedures and restrictions in full. In general, of the total 106 units in the project, 88 will be restricted by income. After completion of an application, all applicants will be advised of their eligibility in writing promptly. A member of the on-site staff will inspect the specific unit that a prospective resident will occupy prior to signing the lease agreement. The resident and the member of the staff will sign a move-in inspection form which will state in detail any defects in the unit. All residents will go through a resident orientation at the time of move-in. This should include a thorough review of the lease agreement and property rules and regulations. All residents will be required to adhere to policies listed within the residential rental agreement as well as our community rules and regulations. Warnings, notices, and legal notice will be provided appropriately for any violations or situations that may arise. Periodic inspections will be conducted on each unit to determine the physical condition of

the unit, housekeeping of the unit, and the condition of the safety items inside the unit. Other inspections may be required by other inspecting entities (Utah Housing Corporation, HUD, etc.), and residents will always be given a minimum 24-hour notice before the inspections occur unless an emergency constitutes immediate entry. A move-out inspection will record condition of unit upon move-out and disposition of security deposit.

9) Housing Mitigation Plan Requirements

Please see below total net residential square footage and total net affordable residential square footage.

Net Residental Square Footage By Unit Type

Unit Type	Total Net SF	Total Affordable Net SF
1BR	16,602	13,281
2BR	43,964	38,046
3BR	27,743	21,963
Total	**88,309**	**73,291**

Housing mitigation calculation workbook sheets are enclosed below, followed by site plan and unit floor plans.

PLEASE REFER TO RESOLUTION 12-2025 AFFORDABLE HOUSING GUIDELINES, SECTION 8 FOR CALCULATION OF MINIMUM AFFORDABLE HOUSING REQUIREMENTS

LINK: https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/parkcity/resolutions/documents/1750880306_12-2025_Affordable_Housing_Guidelines.pdf

APPLICANT TO ONLY EDIT CELLS IN BLUE

Date	5/1/2026
Applicant	Brinshore Development, L.L.C.
Project Name	5-Acre Redevelopment
Project Location	Intersection of Kearns Blvd. and Bonanza Drive, Park City, UT 84060
Entitlement Type	Master Planned Development

MPD to Provide (TOTAL)			
Residential	1.5 AUE	EQUALING	1,350 SF
Commercial	18.3 AUE	EQUALING	16,470 SF
TOTAL	**19.8 AUE**	**EQUALING**	**17,820 SF**

RESIDENTIAL CALCULATION

Residential Development. For projects where dwelling units are offered for sale or rent, the Developer shall provide affordable housing units in an amount equal to twenty percent (20%) of the total RUEs in the project. Affordable Housing Units developed on-site in fulfillment of this requirement are not included in the density calculation for the project.

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Net SF	15,018 SF
RUE Equivalent	7.5 RUE
Residential Mitigation Rate	1.5 AUE
SF net livable area	1,350 SF

MPD to Provide		
1.5 AUE	EQUALING	1,350 SF

**This is not the total. Please refer to the Intro tab for overall total*

COMMERCIAL CALCULATION

Commercial Development. The Developer shall be required to mitigate 20 percent of the employees generated. For projects with a commercial component, the minimum affordable housing requirements shall be determined according to the following formulas:

****APPLICANT TO ONLY EDIT CELLS IN BLUE****

Type of Use	Full-Time Equivalents (1,560 hours) per 1,000 New Leaseable SF	SF	FTEs
Restaurant/ Bar	6.5	4,300 SF	28.0 FTE
Education	2.3	4,300 SF	9.9 FTE
Finance/ Booking	3.3	*0 SF*	0.0 FTE
Medical Professional	2.9	0 SF	0.0 FTE
Other Professional Services	3.7	11,156 SF	41.3 FTE
Personal Services	1.3	0 SF	0.0 FTE
Real Estate/ Property Manager	5.9	2,188 SF	12.9 FTE
Commercial/ Retail	3.3	13,711 SF	45.2 FTE
Recreation/ Amusements	5.3	0 SF	0.0 FTE
Utilities	2.9	0 SF	0.0 FTE
Lodging/ Hotels	0.6 per room	0 rooms	0.0 FTE
Condominium Hotel	Greater of lodging/ hotel calculation or residential mitigation rate		
Overal/ General*	4.4	0 SF	0.0 FTE
Total			137.3 FTE
Mitigation Rate			27.5 households
Workers per Household			18.3 AUE
SF net livable area			16,470 SF

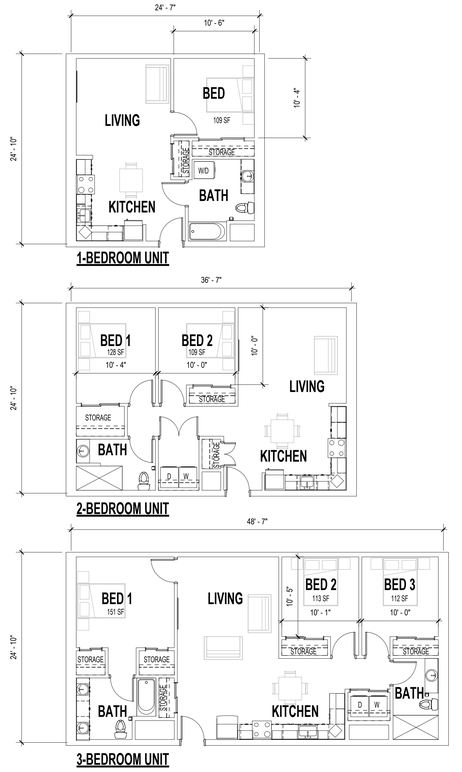
**The Overall/ General Type of Use shall apply to any use not listed in the Employee Generation Table if an Independent Calculation is not performed.*

MPD to Provide*		
18.3 AUE	EQUALING	16,470 SF

**This is not the total. Please refer to the Intro tab for overall total*



1 SITE PLAN - AFFORDABLE HOUSING
1" = 30'-0"



2 UNIT PLANS
1/8" = 1'-0"

AFFORDABLE AND UNRESTRICTED UNITS WILL BE DISPERSED THROUGHOUT EACH BUILDING TO ENSURE A FULLY MIXED-INCOME COMMUNITY, AND AS ALLOWED BY LOW-INCOME HOUSING TAX CREDIT RULES, AFFORDABLE UNIT LOCATIONS WILL LIKELY FLOAT RATHER THAN BEING DESIGNATED TO PARTICULAR UNITS TO ALLOW FLEXIBILITY.

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801 532 4422

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project:
5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:
Site Plan - Affordable Housing

sheet:
RD-003
MPD + CUP

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5/1/2026 11:59:52 AM

Bonanza 5-Acre Site - Supplemental Building Height Narrative
June 29, 2026

During the June 24, 2026 Planning Commission work session, the Commission requested additional information regarding the proposed Building Height increases, including how the additional height contributes to façade variation, public benefits, open space, landscaping, roof design, and overall site functionality. The following supplemental narrative responds to those questions while preserving the required findings of Land Management Code Section 15-6-5.

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits.

The requested increase in Building Height does not result in additional square footage or building volume beyond what would otherwise be permitted under the applicable zoning regulations. **Please see Exhibit F.1, Sheet RD-007.**

Based on the applicable setbacks, building height, parking, and open space requirements, the GC Zoning District would permit an approximate building envelope of 499,450 cubic feet. The proposed development utilizes only 185,512 square feet of building area, demonstrating that the requested Building Height is not intended to maximize development potential, but rather to improve the quality of the project through better site planning, architectural design, and community benefits.

The additional height is concentrated within limited architectural roof elements that provide desired façade articulation and varied rooflines rather than increasing the overall scale of the buildings. The proposed 12:12 pitched gable roof forms break long building elevations into human-scale segments through roof-height transitions, balconies, architectural projections, façade offsets, and changes in exterior materials. These elements reduce the perceived mass of the buildings while reflecting architectural forms consistent with Park City's historical character.

Throughout **multiple public work sessions**, the City Council consistently emphasized the importance of creating a project with architectural variation, visual interest, and high-quality design that would establish a lasting sense of place. The proposed roof forms are a direct response to that policy direction. Rather than maximizing building volume, the requested Building Height is used to achieve the architectural articulation and visual character envisioned through those public discussions.

The requested Building Height also provides meaningful community benefits. By accommodating portions of the development program vertically rather than horizontally,

the project reduces overall building footprints and maximizes the amount of usable open space within the interior of the site. This design approach preserves nearly two acres of centrally located community gathering space and allows the project to achieve approximately 62 percent publicly accessible open space, more than double the minimum required by the Land Management Code.

The additional height also allows the project to incorporate important community-serving amenities, including the artist studios within the ground floor of Building 2, without reducing the size or functionality of the central gathering area. Rather than increasing development footprint, the requested Building Height enables the project to provide a more generous public realm that serves residents, visitors, and the broader community.

2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site-specific analysis.

Adjacent uses to the north, east, and south are separated from the project by public streets and highways. These adjoining uses include the cemetery to the north, commercial properties and surface parking to the east, and industrial warehouse uses to the south. Due to these roadway separations and the nature of the surrounding land uses, visual and operational impacts are limited.

The directly adjacent uses on the west consist of Compark Plaza and the Emporium commercial center. Neither property contains significant outdoor activity areas adjacent to the shared property line.

The proposed Building Heights are also consistent with the broader development context surrounding the site. While portions of the project exceed the underlying zoning height, the buildings are not visually out of scale with existing and possible future development. The site is bordered on three sides by public rights-of-way, creating additional visual separation from neighboring properties and reducing the perceived mass of the buildings.

The project has been designed to minimize visual impacts through thoughtful building orientation, increased setbacks, varied roof forms, extensive landscaping, and building articulation. Building placement, roof transitions, and landscape buffering work together to reduce the perceived scale of the buildings while mitigating potential impacts related to shadows, solar access, and air circulation. For example, Building 2 was intentionally angled to align its front façade with the neighboring building frontage along Bonanza Drive. This design decision creates a more consistent street edge, reduces the perception that the building projects toward or encroaches on the public street, and lessens the visual prominence of the building from the pedestrian perspective while maintaining an active and inviting streetscape.

To further evaluate the visual effects of the proposed Building Height, View Corridor Renderings (Attachment A) have been prepared from Monitor drive key public

viewpoints both east and west along Kearns Boulevard, Bonanza Drive, and within the central community gathering area. Building 1 has been intentionally located away from the primary Kearns Boulevard and Bonanza Drive frontages and is set farther back within the site, where its visual prominence is moderated by distance, building orientation, landscaping, and the site's natural topography.

The visual impact is moderated by the project's overall design and in the increased set backs on Bonanza Drive and the fifty foot setback on Kearns Boulevard. The requested height is concentrated in articulated roof forms rather than continuous wall height, and the buildings have been carefully designed with varied rooflines, façade articulation, material transitions, increased setbacks, extensive landscaping, and thoughtful building orientation to reduce their perceived scale. As a result, the project does not create a continuous wall or overwhelming street presence. Instead, the buildings read as a series of smaller architectural elements that establish a comfortable street edge, maintain a pedestrian-scaled environment, and remain compatible with the surrounding streetscape despite the additional height.

To further evaluate potential impacts, the Solar Analysis (Attachment B) analyzes shadow conditions during the Winter Solstice, Summer Solstice, and the Spring and Fall Equinoxes at 9:00 a.m., 12:00 p.m., and 5:00 p.m. The analysis demonstrates that, due to the project's building placement, surrounding public rights-of-way, and site design, shadow impacts on adjacent properties are mitigated and consistent with the findings presented in this narrative.

Together, the View Corridor Renderings (Attachment A) and the Solar Analysis (Attachment B) demonstrate that while the requested Building Height creates some visual difference from a 35-foot building envelope, the project's design minimizes potential impacts through building placement, architectural articulation, landscaping, and the site's natural topography.

The site has been designed to respond to the existing topography. Because the site slopes across the length of the buildings, portions of the same level building are located at different elevations. As a result, the apparent building height varies depending on the viewer's location. By stepping the development with the natural grade and incorporating a sloping underground parking garage, the project minimizes the apparent height of the buildings from adjacent streets while reducing the need for extensive site grading.

The project site also sits at a lower elevation than many of the properties to the south. Consequently, the buildings are viewed from a lower grade, further reducing their perceived height when viewed from those adjacent properties.

Additionally, the requested Building Height should be considered within the context of current and future redevelopment opportunities in the area. Several surrounding properties have exceeded the allowed 35-foot building height, including the clock tower and the Engine House. In addition, others could be redeveloped under the current or future zoning regulations and, depending on future site design and topography, could

accommodate buildings of comparable or greater apparent height. The requested Building Height is therefore compatible with the surrounding area. The approved Bonanza Park Small Area Plan anticipates 45’ tall buildings in the area.

3. There is adequate Landscaping and buffering from adjacent Properties and Uses.

Landscaping and buffering have been provided on all sides of the project.
Three of the four property boundaries front public rights-of-way. The western property line is the only boundary directly adjacent to neighboring private development. Along this edge, the project provides a setback of approximately 40 feet, exceeding the required 25-foot setback by nearly 15 feet. This additional separation creates space for enhanced landscaping, including trees and buffering, that softens views of the development and provides a gradual transition between the project and adjacent commercial properties.
The landscape design incorporates canopy trees, evergreen trees, understory planting, shrubs, and groundcover to soften building edges while maintaining visibility and safety throughout the site. Combined with the varied roof forms and increased setbacks, the landscaping helps reduce the perceived scale of the buildings and improve compatibility with surrounding uses. Please see the attached landscape plan.

4. Increased Setbacks and separations from adjacent projects are proposed.

The setback along the west property line has been increased from the required 25 feet to approximately 40 feet, providing nearly 15 additional feet of separation from adjacent commercial properties.

This increased setback creates greater separation than required by the Land Management Code while providing additional opportunities for enhanced landscaping, pedestrian circulation, and visual buffering. The increased separation further reduces the perceived impact of the proposed Building Height when viewed from neighboring properties.

5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.

The project provides approximately 62% publicly accessible landscaped and hardscaped open space, substantially exceeding the 30% minimum open space requirement for redevelopment projects. The nearly 2 acres of open space includes many amenities; the community gathering area includes artistic play areas, a sloped amphitheater as well as significant landscaping and multi-use pathways. Please see the landscape site plan.

The requested Building Height is a significant factor in achieving this public benefit. By accommodating portions of the development program vertically rather than expanding building footprints across the site, the project maximizes the amount of open space that can be concentrated within the heart of the development.

This design preserves nearly two acres of contiguous, publicly accessible community gathering space while providing flexible event lawns, pedestrian plazas, outdoor dining,

children's play areas, public art opportunities, the arts pavilion, and other community amenities. Concentrating these spaces within the center of the site creates a cohesive civic destination rather than a series of smaller, fragmented open spaces.

This approach allows the project to maximize the amount and quality of publicly accessible open space available to residents and visitors. Without the requested Building Height, accommodating the same development program would require larger building footprints, reducing the amount of publicly accessible open space and limiting opportunities for community gathering and programming.

6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.

Buildings 1 through 6 exceed 120 feet in façade length and are therefore required to provide significant changes in building mass in accordance with Chapter 15-5, Architectural Review. The proposed design satisfies this requirement through a combination of roof-height transitions and façade depth offsets that exceed the minimum architectural shift required by the Land Management Code. Rather than relying solely on façade offsets, the project incorporates roof-height variation, balconies, architectural projections, and changes in exterior materials to create human-scaled buildings with articulated façades and visual interest.

During the design process, alternative roof forms, including flatter roof profiles, were evaluated. While flatter roof forms could reduce portions of the requested Building Height within the Frontage Protection Zone, they would also result in longer uninterrupted rooflines, reduce façade articulation, diminish the perceived architectural quality of the buildings, and lessen the project's ability to achieve the design objectives of Chapter 15-5.

Throughout multiple public work sessions, the City Council consistently emphasized the importance of creating a development with architectural variation, visual interest, and a distinctive sense of place. The proposed 12:12 gable roof forms are a direct response to that policy direction. By introducing roof-height transitions at key locations, the design breaks large building masses into smaller architectural elements, reduces the perceived scale of the buildings, and reinforces architectural forms that are consistent with Park City's character.

The requested Building Height is therefore not simply an architectural feature, but a design tool that improves both the appearance and functionality of the project. The roof forms contribute to a higher-quality pedestrian environment while also allowing portions of the development program to be accommodated vertically, preserving publicly accessible open space and supporting important community amenities, including the arts pavilion and central community gathering area. The additional height associated with these gable elements is limited to specific roof features rather than uniformly increasing the height of the entire building. Gables add 11 feet to the height of the

parapets. Please see project elevations with dimensions on sheet RD-008. Table 1 below identifies how much of the increased height is caused by the gables.

Conclusion
The requested Building Height is not intended to increase development intensity or maximize building volume. Instead, it is used strategically to achieve better architectural design, reduce perceived building mass, maximize nearly 2 acres of centrally located community gathering area, preserve 62% of the site as open space, improve the pedestrian experience, accommodate important community-serving amenities, and create a more compatible transition to surrounding properties.

The View Corridor Renderings (Attachment A) and Solar Analysis (Attachment B) provide a transparent evaluation of the project's visual and environmental impacts. They demonstrate that while the requested Building Height is visible from certain public viewpoints, the project has been intentionally designed to minimize its perceived scale through articulated roof forms, varied building massing, thoughtful building orientation, increased setbacks, extensive landscaping, and integration with the site's natural topography. These design strategies allow the development to fit comfortably within the evolving Bonanza Park streetscape while delivering significant public benefits that would not otherwise be achievable.

Taken together, these design strategies result in a development that exceeds the minimum open space requirements, provides greater setbacks and landscaping than required, incorporates high-quality architectural variation consistent with the City's design objectives, and delivers meaningful public benefits while remaining substantially below the maximum developable area permitted by the underlying zoning.

Attachments
Attachment A.1, A.2, A.3, A.4 - View Corridor Renderings
Attachment B1, B2, B3- Solar Analysis
Attachment C- Open Space Plan
Attachment D- Landscape Plan
Attachment E- Development Density Potential RD-007
Attachment F- Elevations with dimensions RD-008


CAFE


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CAFE


CAFE


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CAFE


PARK CITY
RAILYARD C


CAFE

INTERPOLATED SITE TOPOGRAPHY



BONANZA 5-ACRE SITE

- 25 FT MPD SETBACK AT BONANZA DR
- 40 FT PROPOSED INTERIOR SETBACK AT WEST PROPERTY LINE
- 30 FT FPZ SETBACK AT KEARNS
- 35 FT BUILDING HEIGHT, PLUS 5 FT FOR EXCEPTION, LMC 15-2.18-4(A)
- 25 FT MPD SETBACK AT BONANZA DR

Buildable Area & Volume

482,078 SF*
5,624,245 CU FT**

*Calculation: 229,561 SF total site area * 0.7 (30% open space requirement)*(3) stories

** Calculation: 229,561 SF * 0.7 (open space requirement) * 35 FT (height limit)

Proposed Development

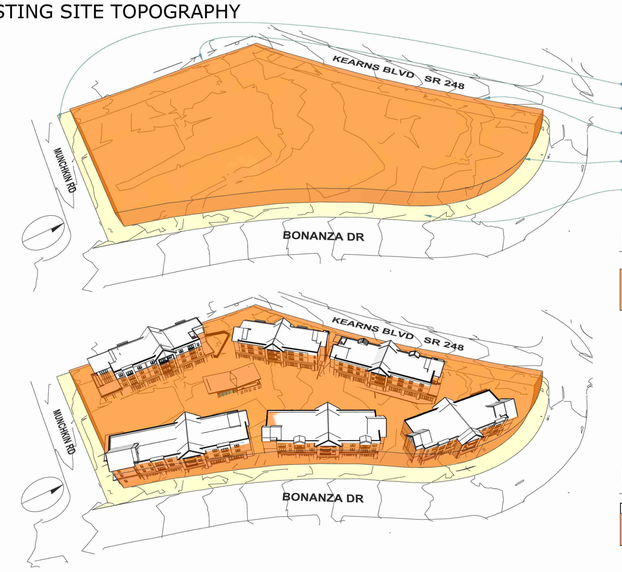
185,512 SF total floor area proposed.
2,164,307 CU FT total volume proposed.

38% of developable area proposed.

15-6-5 Master Planned Development Requirements
All Master Planned Developments shall contain the following minimum requirements. Many of the requirements and standards will have to be increased in order for the Planning Commission to make the necessary findings to approve the Master Planned Development.

DENSITY. The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section. The Site shall be looked at in its entirety, including all adjacent Property under the same ownership, and the Density shall be located in the locations that support the goals set forth in Section 15-6-1.

EXISTING SITE TOPOGRAPHY



BONANZA 5-ACRE SITE

- 25 FT MPD SETBACK AT BONANZA DR
- 40 FT PROPOSED INTERIOR SETBACK AT WEST PROPERTY LINE
- 30 FT FPZ SETBACK AT KEARNS
- 35 FT BUILDING HEIGHT, PLUS 5 FT FOR EXCEPTION, LMC 15-2.18-4(A)
- 25 FT MPD SETBACK AT BONANZA DR

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 06 / 30
revisions :

title:

Development Density Potential

sheet:

RD-007

MPD + CUP

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HALES ENGINEERING
innovative transportation solutions

5-Acre Development

Traffic Impact Study



Park City, Utah

June 5, 2026

UT26-3220

LICENSED PROFESSIONAL ENGINEER
NO. 14018341
SCOTTIE M. DUCLOS
06/05/2026
STATE OF UTAH

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed 5-Acre Development located in Park City, Utah. The development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) conditions, as well as opening (2027) and future (2037) conditions with and without the proposed project and to recommend mitigation measures as needed. The morning and evening peak hour level of service (LOS) results are shown in Table ES-1. A site plan of the project is provided in Appendix A.

Table ES-1: Peak Hour Level of Service Results

	Intersection	Level of Service									
		Existing (2026)		Opening (2027)				Future (2037)			
		Background		Background		Plus Project		Background		Plus Project	
		AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
1	Woodbine Way / Kearns Boulevard	a	a	a	a	a	a	a	a	a	a
2	Bonanza Drive / Kearns Boulevard	C	C	C	C	C	C	D	E	D	E
3	Sidewinder Drive / Kearns Boulevard	e	f	e	f	f	f	f	f	f	f
4	Prospector Avenue / Bonanza Drive	f	f	f	f	f	f	f	f	f	f
5	Munchkin Road / Bonanza Drive	e	e	e	e	f	f	e	f	f	f
6	Kearns Boulevard / Park Avenue	C	C	C	C	C	C	B	C	B	C
7	Deer Valley Drive / Park Avenue	E	F	E	F	E	F	C	D	C	D
8	Bonanza Drive / Deer Valley Drive	B	C	B	C	B	C	B	C	B	C
9	Comstock Drive / Kearns Boulevard	A	B	B	B	A	B	C	C	C	C
10	Project Drive / Kearns Boulevard	-	-	-	-	a	a	-	-	a	a
11	Garage Access / Bonanza Drive	-	-	-	-	b	a	-	-	b	a

1. Intersection LOS values represent the overall intersection average for roundabout, signalized, and all-way stop-controlled (AWSC) intersections (uppercase letter) and the worst movement for all other unsignalized intersections (lowercase letter)

Source: Hales Engineering, June 2026

SUMMARY OF KEY FINDINGS & RECOMMENDATIONS

Project Conditions		
• The development will consist of 88 affordable housing units, 18 multifamily housing units, and 26,930 square feet of commercial/retail • The project is anticipated to generate approximately 1,238 (+588 pass-by) weekday daily trips, including 104 (+42 pass-by) trips in the morning peak hour, and 112 (+60 pass-by) trips in the evening peak hour • The development plans to incorporate intensive travel demand reduction strategies to tie into the existing trail network and the future planned bus rapid transit project • No auxiliary lanes are recommended for the project accesses • Due to limited sight distance and access offsets, it is recommended that left turns be restricted at the east Garage Access and that sight triangles be left clear of obstructions to allow for safe right turns • Due to heavy traffic volumes and queuing, it is recommended that left turns be restricted at the Private Drive / Kearns Boulevard intersection		
2026	**Background**	
Findings	• Poor LOS at: ○ Sidewinder Dr / Kearns Blvd ○ Prospector Ave / Bonanza Dr ○ Munchkin Rd / Bonanza Dr ○ Deer Valley Dr / Park Ave • Significant queuing sources: ○ Deer Valley Dr / Park Ave: ▪ Southbound LT: >1,000 ft ▪ Westbound RT: >1,000 ft ○ Bonanza Dr / Kearns Blvd: ▪ Westbound LT: >650 ft	
2027	**Background**	**Plus Project**
Assumptions	• Traffic volumes grown according to the travel demand model	• Full project buildout • North Private Drive and east Garage Access limited to right turns only due to traffic volumes, queuing, and/or offsets
Findings	• Poor LOS at: ○ Sidewinder Dr / Kearns Blvd ○ Prospector Ave / Bonanza Dr ○ Munchkin Rd / Bonanza Dr ○ Deer Valley Dr / Park Ave • Significant queuing sources: ○ Deer Valley Dr / Park Ave: ▪ Southbound LT: >1,000 ft ▪ Westbound RT: >1,000 ft ○ Bonanza Dr / Kearns Blvd: ▪ Westbound LT: >1,000 ft	• Poor LOS at: ○ Sidewinder Dr / Kearns Blvd ○ Prospector Ave / Bonanza Dr ○ Munchkin Rd / Bonanza Dr ○ Deer Valley Dr / Park Ave • Significant queuing sources: ○ Deer Valley Dr / Park Ave: ▪ Southbound LT: >1,000 ft ▪ Westbound RT: >1,000 ft ○ Bonanza Dr / Kearns Blvd: ▪ Westbound LT: >650 ft ▪ Northbound RT: 700 ft

2037	Background	Plus Project
Assumptions	• Signal timing optimization • Traffic volumes grown according to the travel demand model	• None

Findings	• Poor LOS at:
	  ○ Sidewinder Dr / Kearns Blvd
	  ○ Prospector Ave / Bonanza Dr
	  ○ Munchkin Rd / Bonanza Dr
	  ○ Bonanza Dr / Kearns Blvd
	• Significant queuing sources:
	  ○ Deer Valley Dr / Park Ave:
	  ▪ Southbound LT: 550 ft
	  ▪ Westbound RT: 800 ft
	  ○ Bonanza Dr / Kearns Blvd:
	  ▪ Westbound LT: >900 ft
	  ▪ Northbound RT: >1,000 ft
	  ▪ Eastbound T: >1,000 ft
		• Poor LOS at:
		  ○ Sidewinder Dr / Kearns Blvd
		  ○ Prospector Ave / Bonanza Dr
		  ○ Munchkin Rd / Bonanza Dr
		  ○ Bonanza Dr / Kearns Blvd
		• Significant queuing sources:
		  ○ Deer Valley Dr / Park Ave:
		  ▪ Southbound LT: 550 ft
		  ▪ Westbound RT: 925 ft
		  ○ Bonanza Dr / Kearns Blvd:
		  ▪ Westbound LT: >1,000 ft
		  ▪ Northbound RT: >1,000 ft
		  ▪ Eastbound T: >1,000 ft

Mitigation Considerations	In alignment with Park City goals for reduced vehicle trips and increased multi-modal options, the following improvements could be considered to increase pedestrian safety and reduce vehicle delay:
	
	• **Deer Valley Drive / Park Avenue:**
	  ○ Remove pedestrians from the intersection by providing grade separated crossings.
	  ○ Improve signal timing to prioritize southbound left and westbound right movements.
	• **Prospector Avenue / Bonanza Drive:**
	  ○ Due to significant queues on Kearns Boulevard, many vehicles appear to be cutting through the neighborhoods to get to Bonanza Drive via Prospector Avenue. To discourage cut through movements, egress left turn movements could be restricted.
	• **Overall Vicinity:**
	  ○ Improve interconnectivity between Homestake Road, Munchkin Road, and Iron Horse Drive, including the upcoming Munchkin Road connection.
	  ○ Increase grade separation for pedestrians for improved safety and less vehicle interference.
	
	Additional major improvements that could be considered if traffic volumes are not reduced:
	
	• **Deer Valley Drive / Park Avenue:**
	  ○ Dual left-turn lanes on the southbound approach.
	  ○ Channelized right-turn lane on the westbound approach.
	• **Bonanza Drive / Kearns Boulevard:**
	  ○ Dual left-turn lanes on the westbound approach.
	  ○ Channelized right-turn lane on the northbound approach.
	• **Bonanza Drive / Deer Valley Drive:**
	  ○ Channelized right-turn lane on the northbound approach.	

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed 5-Acre Development located in Park City, Utah. The proposed project is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. Figure 1 shows a vicinity map of the proposed development.

The purpose of this traffic impact study is to analyze traffic operations at key intersections for existing (2026) conditions, as well as opening (2027) and future (2037) conditions with and without the proposed project and to recommend mitigation measures as needed.



Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

The study area was defined based on conversations with the development team. This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Woodbine Way / Kearns Boulevard (SR-248)
- Bonanza Drive / Kearns Boulevard (SR-248)
- Sidewinder Drive / Kearns Boulevard (SR-248)
- Prospector Avenue / Bonanza Drive
- Munchkin Road / Bonanza Drive
- Park Avenue (SR-224) / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224)
- Bonanza Drive / Deer Valley Drive (SR-224)
- Comstock Drive / Kearns Boulevard (SR-248)
- Private Drive / Kearns Boulevard (SR-248)
- Garage Access / Bonanza Drive

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections.

The *Highway Capacity Manual* (HCM), 7th Edition, 2022 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized, roundabout, and all-way stop-controlled (AWSC) intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst movement.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix C. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix D.

Many of the figures in this report are printouts of the Synchro model. These figures are not meant to be a design exhibit for exact lane striping and design, due to the limitations of the Synchro software. Instead, the purpose of these figures is to show assumed peak hour turning movement volumes and the conceptual travel lane configuration of the study roadway network.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. A LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

LOS		Description of Traffic Conditions	Average Delay (seconds/vehicle)	
			Signalized Intersections	Unsignalized Intersections
A		Free Flow / Insignificant Delay	≤ 10	≤ 10
B		Stable Operations / Minimum Delays	> 10 to 20	> 10 to 15
C		Stable Operations / Acceptable Delays	> 20 to 35	> 15 to 25
D		Approaching Unstable Flows / Tolerable Delays	> 35 to 55	> 25 to 35
E		Unstable Operations / Significant Delays	> 55 to 80	> 35 to 50
F		Forced Flows / Unpredictable Flows / Excessive Delays	> 80	> 50

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 7th Edition, 2022 Methodology (Transportation Research Board)

II. EXISTING (2026) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Kearns Boulevard (SR-248) – is a state-maintained roadway (classified by UDOT access management standards as a "Community – Rural Importance" facility, or access category 7 roadway). The roadway has two travel lanes in each direction with a center two-way left-turn lane near the study area. As identified and controlled by UDOT, this roadway has minimum signalized intersection spacing of one-quarter mile (1,320 feet), minimum unsignalized street spacing of 300 feet, and minimum driveway spacing of 150 feet. The posted speed limit is 35 mph in the study area.

Bonanza Drive – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction separated by a traversable raised median. The posted speed limit is 25 mph in the study area.

Munchkin Road – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction with parking on both sides of the street. The assumed posted speed limit is 25 mph in the study area.

Woodbine Way – is a city-maintained roadway which is classified by the Park City Traffic & Transportation Master Plan (2011) as a commercial collector. The roadway has one travel lane in each direction with parking on both sides of the street. The assumed posted speed limit is 25 mph in the study area.

C. Crash Data Summary

Hales Engineering obtained crash data within 250 feet of the study intersection(s) that are located adjacent to the development property. Five years of crash data were collected between January 1, 2021, and December 31, 2025, and the data is summarized by crash severity in Table 2 and by crash type in Table 3. As shown, there were a total of 67 crashes within the study area. There were no suspected serious injury or fatal crashes reported in the study area. The detailed crash

data reports are provided in Appendix E. Due to the use of crash data, this report may be protected by 23 USC 407. There are no mitigation measures recommended based on the crash reports.

Table 2: Crash Severity by Intersection

Intersection	Crash Severity					Total Crashes at Intersection
	Fatal	Suspected Serious Injury	Suspected Minor Injury	Possible Injury	Property Damage Only	
Woodbine Way / Kearns Boulevard	0	0	3	3	6	**12**
Bonanza Drive / Kearns Boulevard	0	0	4	7	33	**44**
Prospector Avenue / Bonanza Drive	0	0	2	0	4	**6**
Munchkin Road / Bonanza Drive	0	0	1	1	3	**5**
TOTAL	**0**	**0**	**10**	**11**	**46**	**67**

Source: UDOT Numetric AASHTOWare, June, 2026

Table 3: Crash Type by Intersection

Intersection	Crash Type					Total Crashes at Intersection
	Front to Rear	Single Vehicle	Angle	Sideswipe	Other	
Woodbine Way / Kearns Boulevard	1	2	6	0	3	**12**
Bonanza Drive / Kearns Boulevard	14	7	18	3	2	**44**
Prospector Avenue / Bonanza Drive	1	3	1	1	0	**6**
Munchkin Road / Bonanza Drive	2	2	0	0	1	**5**
TOTAL	**18**	**14**	**25**	**4**	**6**	**67**

Source: UDOT Numetric AASHTOWare, June, 2026

D. Traffic Volumes

Morning (7:00 to 9:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed on Friday, April 10, 2026 at the following minor intersections:

- Woodbine Way / Kearns Boulevard (SR-248)
- Sidewinder Drive / Kearns Boulevard (SR-248)
- Prospector Avenue / Bonanza Drive
- Munchkin Road / Bonanza Drive

Additionally, counts were provided by Park City for a peak winter Friday condition at the following major intersections:

- Bonanza Drive / Kearns Boulevard (SR-248)
- Park Avenue (SR-224) / Kearns Boulevard (SR-248)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224)

- Bonanza Drive / Deer Valley Drive (SR-224)
- Comstock Drive / Kearns Boulevard (SR-248)

The counts were performed on Friday, February 23, 2024. The morning peak hour was determined to be between 9:00 and 10:00 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 20% higher than the morning peak hour volumes. Both the morning and evening peak hour volumes were used in the analysis. The counts from the major intersection were balanced through the minor intersections. Detailed count data are included in Appendix B.

Since the counts at the major intersections were collected during one of the busiest days of the year, Hales Engineering did not make seasonal adjustments to the observed traffic volumes. The traffic volumes were brought from 2024 volumes to 2026 projections using a 1% historical annual growth rate based on traffic data collected at the UDOT automatic traffic recorder (ATR) #606 located on SR-248

Figure 2 shows the existing morning and evening peak hour volumes as well as intersection geometry at the study intersections.

E. Level of Service Analysis

Hales Engineering determined that the following study intersections are currently operating at poor levels of service during the morning and evening peak hours, as shown in Table 4:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)

F. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

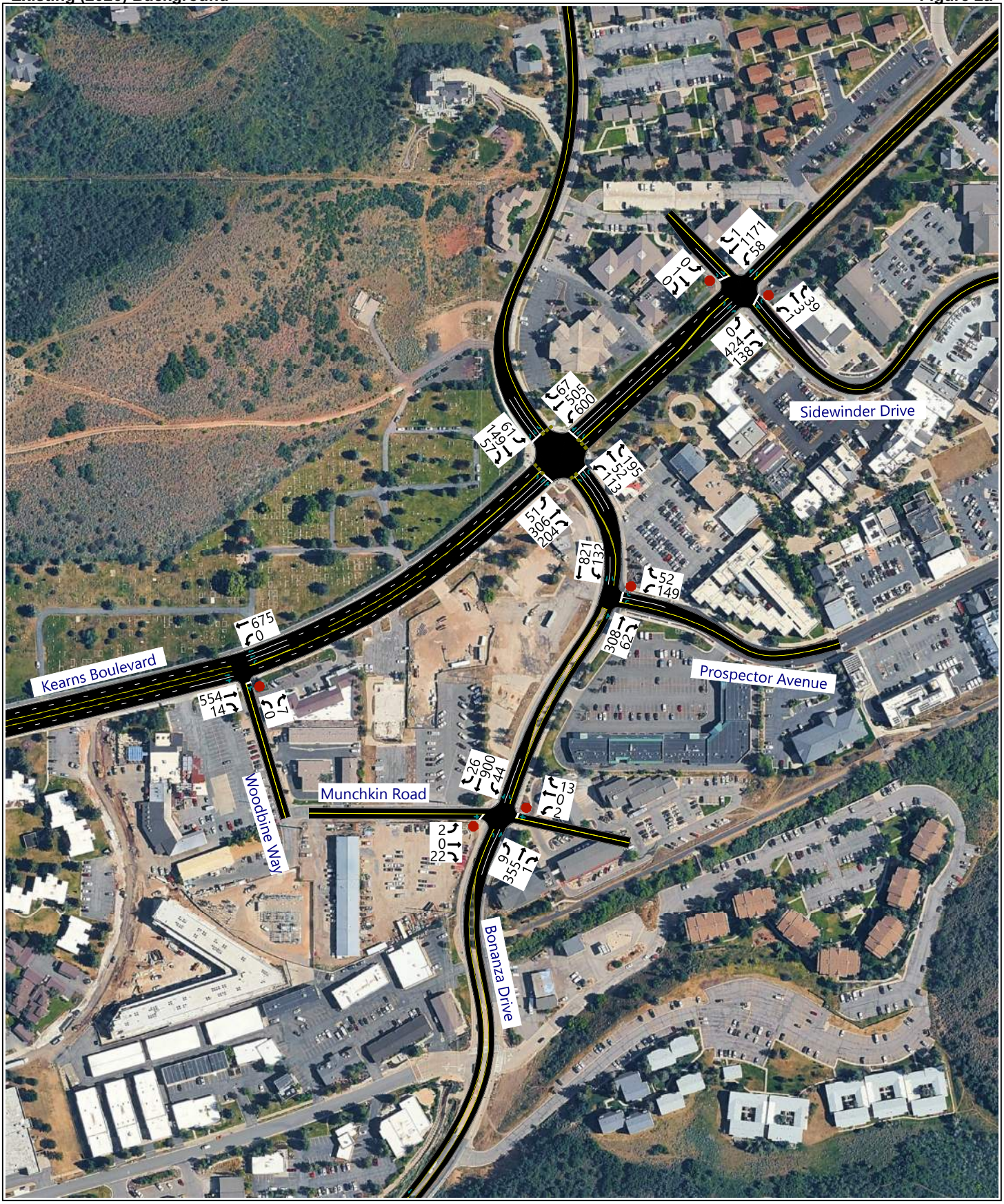
Bonanza Drive / Kearns Boulevard:
- Southwest-bound: 1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >675 feet (PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 825 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >650 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)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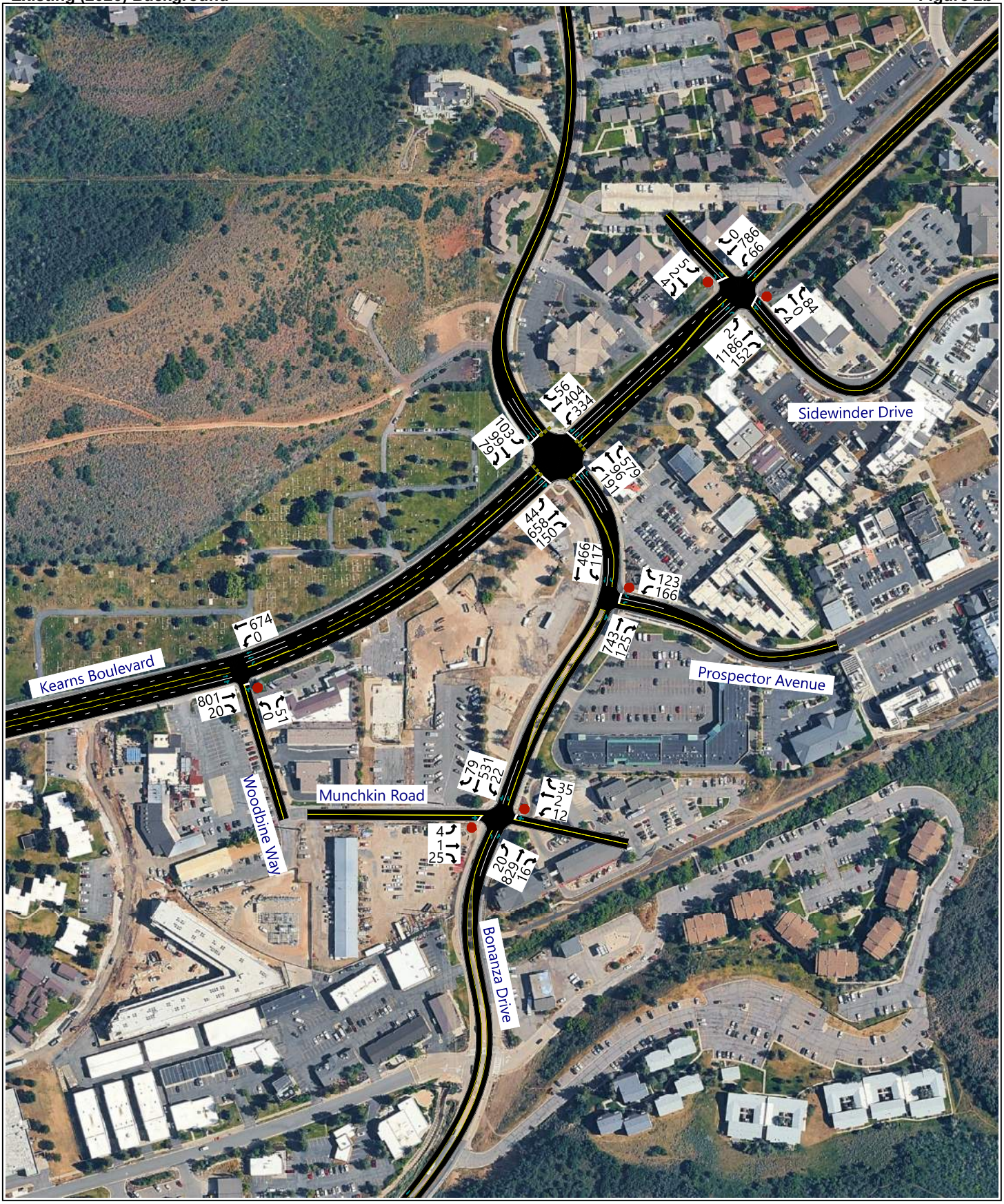
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658
150
466
117
123
166
743
125
79
531
22
35
2
12
4
1
25
20
829
16

Table 4: Existing (2026) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (3.6) / NBR	a (6.0) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (29.5)	C (24.6)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	e (46.0) / SET	f (>50) / SET
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (35.9) / WBL	e (36.4) / WBL
Kearns Boulevard / Park Avenue	Signal	C (21.8)	C (24.9)
Deer Valley Drive / Park Avenue	Signal	E (59.9)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.6)	C (24.6)
Comstock Drive / Kearns Boulevard	Signal	A (8.9)	B (13.4)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

G. Mitigation Measures

During the peak hours of peak ski season, significant queues backs up from the signalized intersections in the study area and blocks the unsignalized intersections near the project, making it difficult to find gaps to make left turns. This significantly impacts the Prospector Avenue / Bonanza Drive intersection and occasionally backs into the other study intersections.

Additionally, due to the heavy ski resort traffic, the left turn on the southbound approach and the right turn on the westbound approach of the Deer Valley Drive / Park Avenue intersection queue up significantly, backing through the Kearns Boulevard / Park Avenue and Bonanza Drive / Deer Valley Drive intersections.

The mission of Park City is to reduce the number of vehicles on the road through multimodal transportation infrastructure, including transit improvements, multi-use trails, and other transportation demand management strategies. Vehicle trips are discouraged and roadway improvements that encourage individual vehicle trips are not prioritized. Due to this, the following mitigation measures could be considered:

- **Deer Valley Drive / Park Avenue:**
  - Remove pedestrians from the intersection by providing grade separated connections.
  - Improve signal timing to prioritize southbound left and westbound right.

- **Prospector Avenue / Bonanza Drive:**
  - Due to significant queues on Kearns Boulevard, many vehicles appear to be cutting through the neighborhoods to get to Bonanza Drive via Prospector Avenue. To discourage cut through movements, egress left turn movements could be restricted.
- **Overall Vicinity:**
  - Improve interconnectivity between roads like Homestake Road Munchkin Road, and Iron Horse Drive.
  - Increase grade separation for pedestrians for improved safety and less vehicle interference.

If multi-modal goals are not as successful as planned, the following additional mitigation measures could be considered based on traffic volumes at the intersections:

- **Deer Valley Drive / Park Avenue:**
  - Dual left-turn lanes on the southbound approach.
  - Channelized right-turn lane on the westbound approach.
- **Bonanza Drive / Kearns Boulevard:**
  - Dual left-turn lanes on the westbound approach.
  - Channelized right-turn lane on the northbound approach.
- **Bonanza Drive / Deer Valley Drive:**
  - Channelized right-turn lane on the northbound approach.

None of the mitigation considerations were implemented and analyzed as part of the traffic impact study and are only provided for the City to consider. There are plans to provide bus rapid transit services to reduce vehicles on Kearns Boulevard and Park Avenue, which may solve many of the existing and future congestion and queuing.

III. OPENING (2027) BACKGROUND CONDITIONS

A. Purpose

The purpose of the opening (2027) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions when the development is anticipated to begin leasing. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Park City General Plan (2025), there are no projects planned before 2027 in the study area. However, per discussions with the City, there are two upcoming projects being considered near the development site, as described below:

- Munchkin Road Connection to Homestake Road: Per City staff, Munchkin Road will connect to Homestake Road, providing better connectivity in the area. It is anticipated that this will serve trips well in both directions, with trips produced near Homestake Road now travelling on Munchkin Road, and vice versa. It is not anticipated that traffic volumes will increase or decrease significantly one way or the other. Therefore, no re-routing of trips were assumed for the future conditions.
- Woodbine Way Updates: Per City staff, Woodbine Way is anticipated to be converted to a one-way roadway in the coming years. Additional details about the design or one-way direction of the roadway; therefore, it was not assumed in this study.
    - If Woodbine is made into a southbound facility, the LOS of the Woodbine / SR-248 intersection would be acceptable due to no side-street egress movements. It is anticipated that existing northbound right-turn vehicles would re-route to Homestake Road once Munchkin Road connects there, due to the proximity of Homestake Road and the difficulty in turning left from Munchkin Road to Bonanza Drive.
    - If Woodbine is made into a northbound facility, the LOS of the Woodbine / SR-248 intersection would remain unacceptable. It is anticipated that existing eastbound right-turn vehicles would re-route to Homestake Road once Munchkin Road connects there, due to the proximity of Homestake Road.

No changes were made to the roadway network for the future (2027) analysis.

C. Traffic Volumes

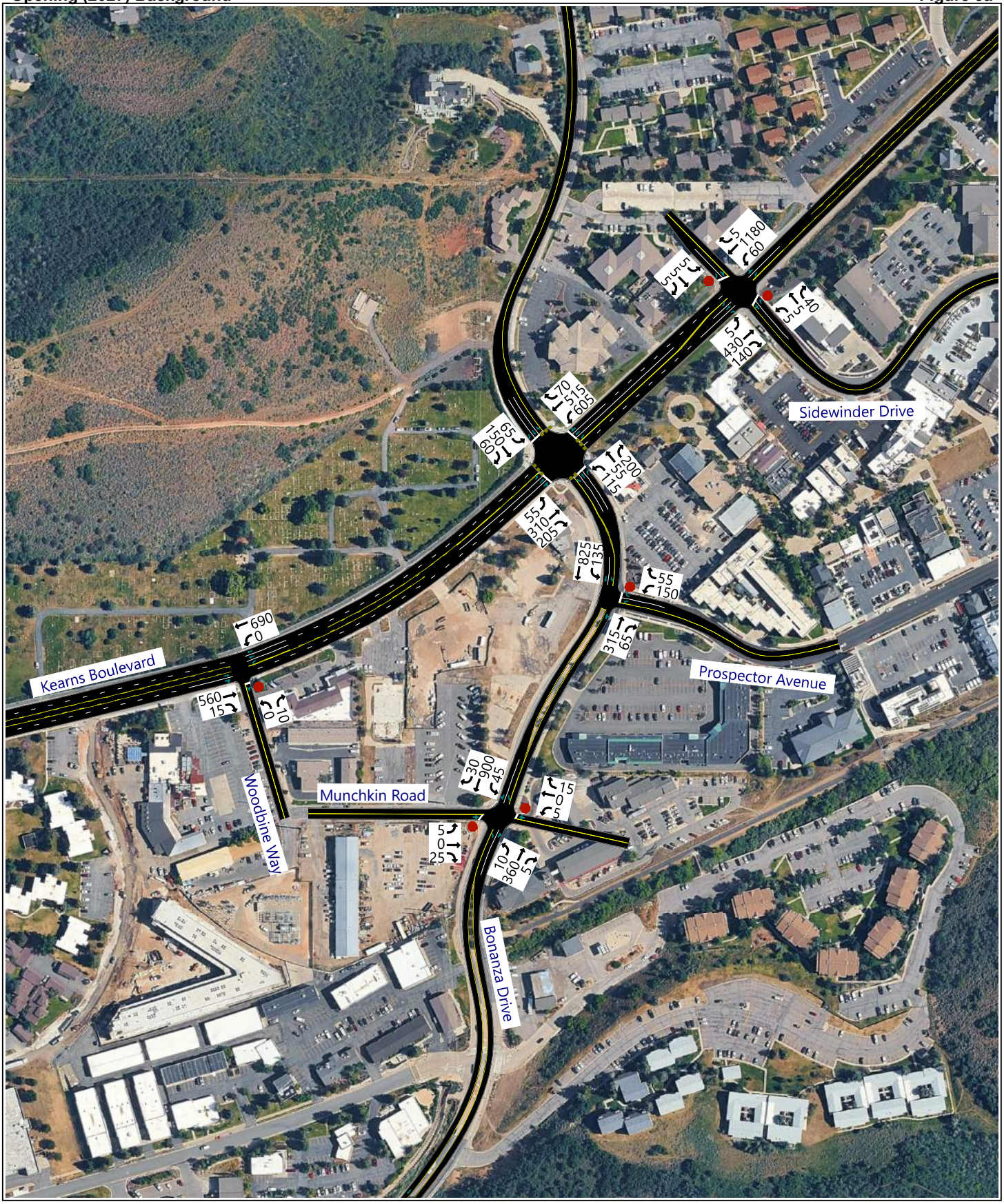
Hales Engineering obtained opening (2027) forecasted volumes from the Wasatch & Summit Counties travel demand model. Peak period turning movement counts were estimated using National Cooperative Highway Research Program (NCHRP) 255 and 765 methodologies which utilize existing peak period turn volumes and future average weekday daily traffic (AWDT)

volumes to project the future turn volumes at the major intersections. Opening (2027) morning and evening peak hour turning movement volumes are shown in Figure 3.

D. Level of Service Analysis

Hales Engineering determined that the following study intersections are currently operating at poor levels of service during the morning and evening peak hours in opening (2027) background conditions, as shown in Table 5:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)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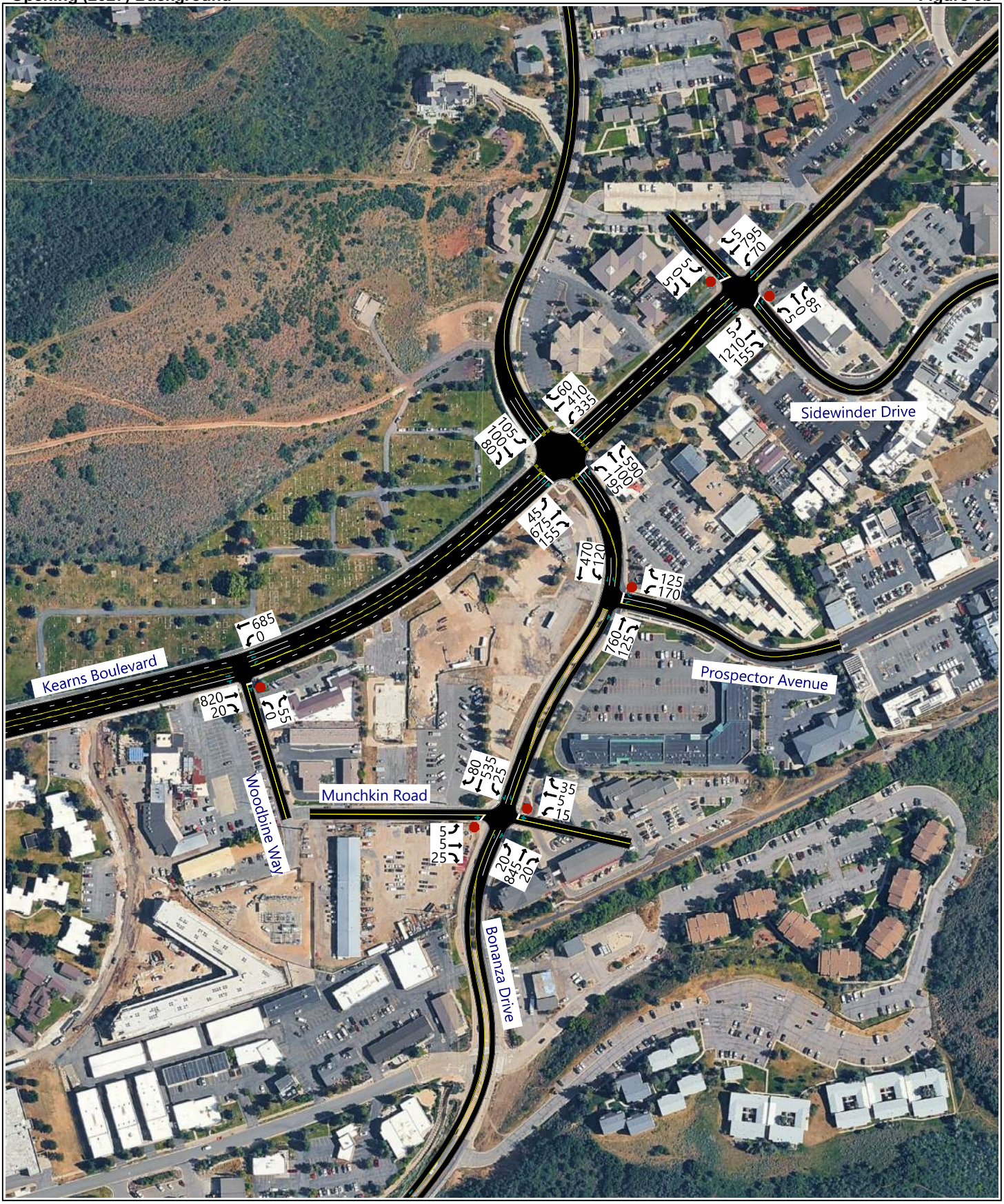
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100
195
125
170
760
125
5
795
70
5
5
5
5
5
12
10
155

Table 5: Opening (2027) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.0) / NBR	a (6.3) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (30.2)	C (27.2)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	e (43.1) / SET	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (39.7) / EBL	e (38.7) / WBL
Kearns Boulevard / Park Avenue	Signal	C (28.8)	C (33.4)
Deer Valley Drive / Park Avenue	Signal	E (65.9)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.6)	C (27.1)
Comstock Drive / Kearns Boulevard	Signal	B (10.1)	B (13.9)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >400 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 900 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >725 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended for consideration beyond those recommended in the Existing (2026) Background Conditions chapter. The results of the background conditions serve as a baseline condition for the impact analysis of the proposed development for opening (2027) conditions.

IV. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed 5-Acre Development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. The development will consist of a mix of residential and commercial land uses. A concept plan for the proposed development is provided in Appendix A. The proposed land use for the development has been identified in Table 6.

Table 6: Project Land Uses

Land Use	Intensity
Affordable Housing	88 Units
Multifamily Housing	18 Units
Commercial / Retail	26,930 sq. ft.

C. Travel Demand Management Strategies

The project is planning a robust mix of travel demand management strategies to reduce potential trips to the site. The development will be oriented toward the future transit improvements in the City and will incorporate the following strategies:

- A bike-share program will be incorporated, in partnership with Summit County, to provide convenient, low-impact mobility options .
- A vanpool/carpool program will be incorporated, in collaboration with the local transit authority and Community Foundation, to provide regional access for shared rides.
- A future bus rapid transit system is planned in Park City along SR-248 and Bonanza Drive that will have stops at the development and will provide quick access to primary regional locations and avoid delays and queues from vehicular traffic. A bus loading zone is being planned on the east project frontage on Bonanza Drive.
- Parking at the site will be located in a parking garage with paid public parking available for public retail use as well as a separate reserved section only for residents.

D. Trip Generation

Trip generation for the development was calculated using trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 12th Edition, 2025. Trip reductions for pass-by trips, internal capture, and non-vehicle trips were estimated and applied to the project.

Pass-by trips are trips already on the road that visit the site before continuing the original route. Hales Engineering referenced average ITE pass-by rates and assumed equal or lower percentages to be conservative in the analysis, as shown in Table 7.

Internal capture trips are trips that stay within the development due to a mix of land uses instead of entering or exiting the site externally. Hales Engineering estimated internal capture based on ITE's Internal Trip Capture Estimation Tool and assumed lower percentages to be conservative in the analysis, as shown in Table 7. Printouts of the internal capture results from the tool are provided in Appendix F.

Multimodal reductions were taken based on the anticipated number of people that will walk, bike, or take transit to/from the development. These percentages were based off of the Park City Transportation Demand Management Report and the strategies listed in Section C of this chapter. Percentages were rounded down to be conservative in the analysis.

Table 7: Trip Reductions

Time Period	Land Use	Pass-by		Internal Capture		Multimodal (Transit, Walk, Bike)	
		ITE	Assumed	ITE	Assumed	Park City	Assumed
Daily	Residential	0%	0%	-	15%	9%	5%
	Commercial	40%	40%				
Morning	Residential	0%	0%	9%	5%	9%	5%
	Commercial	40%	40%				
Evening	Residential	0%	0%	34%	20%	9%	5%
	Commercial	40%	40%				

Trip generation for the proposed project is included in Table 8. The total trip generation for the development is as follows:

- Daily Trips: 1,238 (+588 pass-by)
- Morning Peak Hour Trips: 104 (+42 pass-by)
- Evening Peak Hour Trips: 112 (+60 pass-by)

Table 8: Trip Generation

Trip Generation Park City 5-Acre Site														
	Land Use[1]	# of Units	Unit Type	Trip Generation					Reductions			New Trips		
				Total	% In	% Out	In	Out	Internal Capture	Transit	Pass-by	In	Out	Total
Weekday Daily														
	Affordable Housing (223)	88	DU	424	50%	50%	212	212	15%	5%	0%	171	171	342
	Multifamily Housing (Low-Rise) (220)	18	DU	228	50%	50%	114	114	15%	5%	0%	92	92	184
	Strip Retail Plaza, <40k (822)	26.9	KSF	1,468	50%	50%	734	734	15%	5%	40%	356	356	712
	TOTAL			**2,120**			**1,060**	**1,060**				**619**	**619**	**1,238**
AM Peak Hour														
	Affordable Housing (223)	88	DU	32	29%	71%	9	23	5%	5%	0%	8	20	29
	Multifamily Housing (Low-Rise) (220)	18	DU	20	24%	76%	5	15	5%	5%	0%	5	14	18
	Strip Retail Plaza, <40k (822)	26.9	KSF	106	55%	45%	58	48	5%	5%	40%	31	26	57
	TOTAL			**158**			**72**	**86**				**44**	**60**	**104**
PM Peak Hour														
	Affordable Housing (223)	88	DU	42	59%	41%	24	18	20%	5%	0%	18	13	32
	Multifamily Housing (Low-Rise) (220)	18	DU	16	62%	38%	10	6	20%	5%	0%	8	5	12
	Strip Retail Plaza, <40k (822)	26.9	KSF	150	50%	50%	75	75	20%	5%	40%	34	34	68
	TOTAL			**208**			**109**	**99**				**60**	**52**	**112**

1. Land Use Code from the Institute of Transportation Engineers (ITE) *Trip Generation*, 12th Edition, 2025.
SOURCE: Hales Engineering, June 2026

E. Trip Distribution and Assignment

Trip distribution percentages for new trips were based on the type of trip and the proximity of project access points to major streets, high population densities, and regional trip attractions. Existing travel patterns observed during data collection were also used to establish these distribution percentages, especially near the site. The assumed distribution of new trips during the morning and evening peak hour is shown in Table 9.

Table 9: New Trip Distribution

Direction	% To/From Project
North	15%
South	30%
East	15%
West	40%

Total percentages shown include the direction away from the project. North and south include Bonanza Drive (Monitor Drive), while east and west include Kearns Boulevard. These percentage will be further broken down as they extend further from the project, based on existing travel patterns.

Trip distribution percentages for pass-by trips were calculated based on the existing directional traffic on the major roads near the project, as summarized in Table 10.

Table 10: Pass-by Trip Distribution

Roadway	Direction	Percentage (%)	
		AM	PM
Kearns Boulevard	Eastbound	25%	30%
	Westbound	25%	20%
Bonanza Drive	Northbound	15%	30%
	Southbound	35%	20%

These trip distribution assumptions were used to assign the morning and evening peak hour trip generation at the study intersections to create trip assignment for the proposed development. Trip assignment for the development is shown in Figure 4.

F. Access

The proposed access for the site will be gained at the following locations:

Kearns Boulevard:

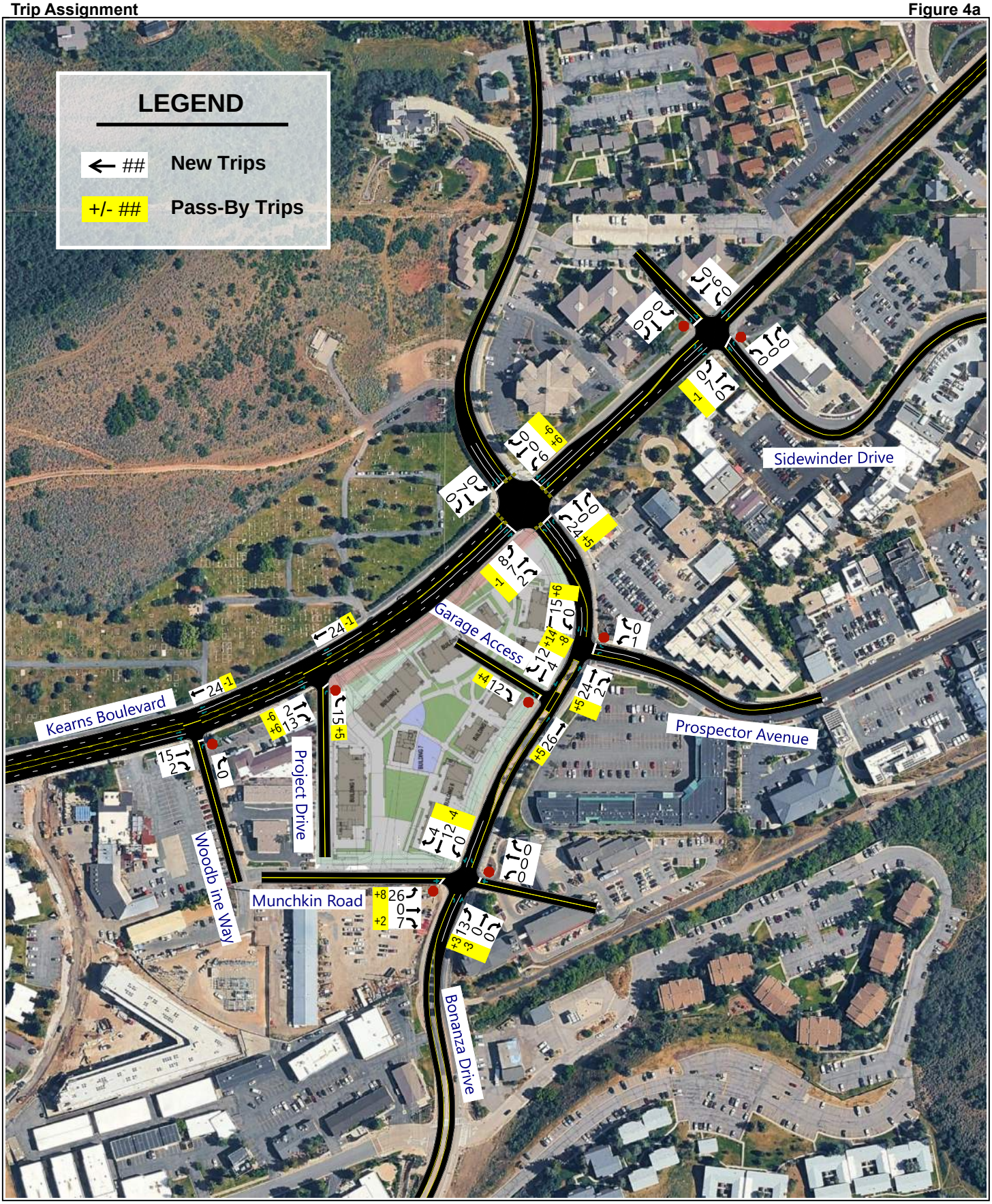
- The Private Drive access will be located approximately 500 feet west of the Bonanza Drive / Kearns Boulevard intersection. It will access the project on the south side of Kearns Boulevard. It is anticipated that the access will be stop-controlled. This access does not meet UDOT's access spacing requirements with nearby accesses and may require a variance request. Due to heavy traffic volumes on Kearns Boulevard, and in alignment with other recent changes to accesses and intersections along this stretch of roadway, the Private Drive was assumed to be limited to right turns only. During the peak hour, this will likely be how the access functions due to queues backing across the access.

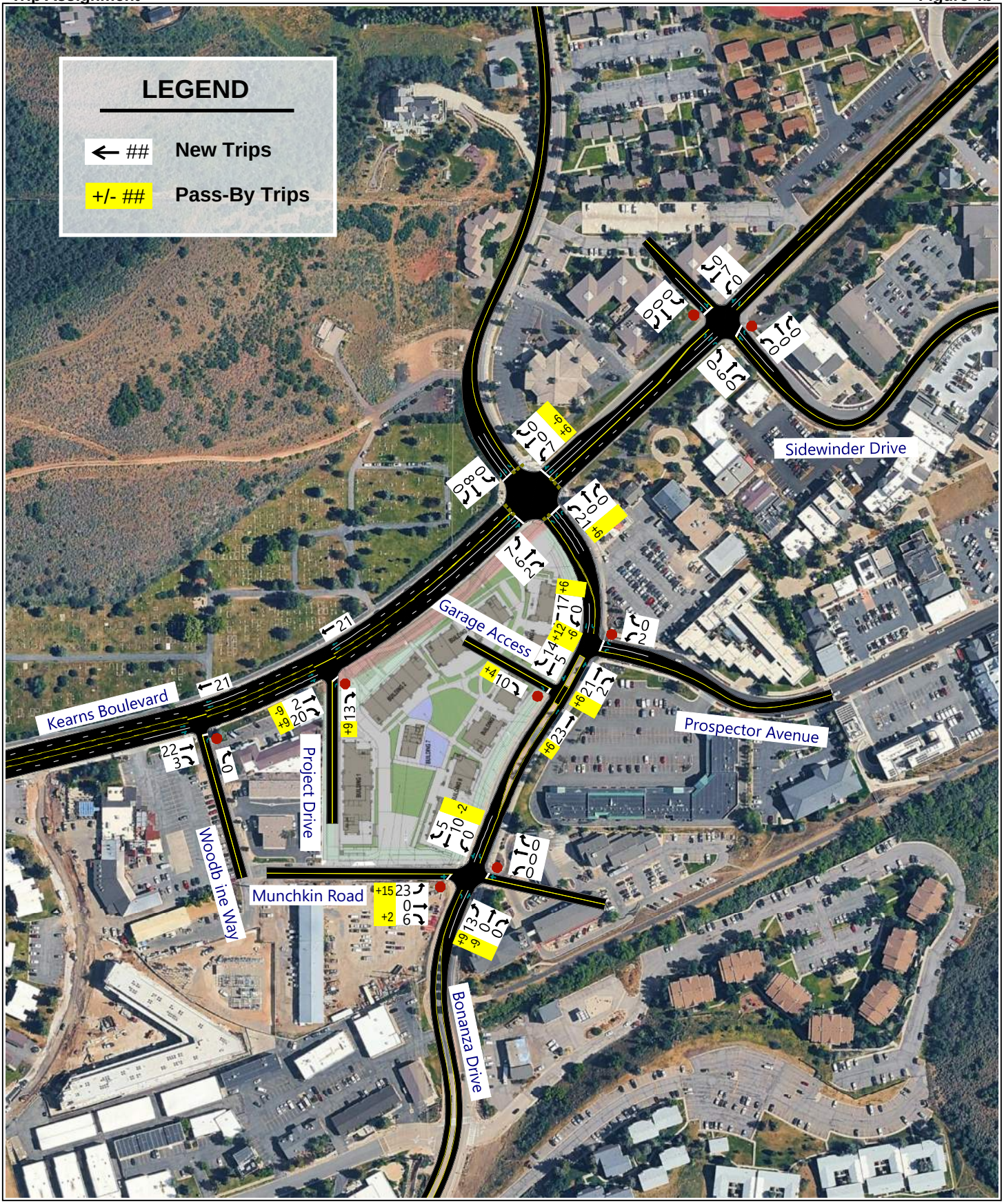
Bonanza Drive:

- The garage access will be located approximately 50 feet south of the Prospector Avenue / Bonanza Drive intersection. It will access the project on the west side of Bonanza Drive. It is anticipated that the access will be stop-controlled. Due to queuing from the Bonanza Drive / Kearns Boulevard intersection, the proximity of Prospector Avenue and other accesses creating unsafe offsets, and the presence of a traversable center median, the garage access was assumed to be limited to right turns only, at least functionally during the peak hours.

Munchkin Road:

- The Private Drive access will be located approximately 225 feet west of the Munchkin Road / Bonanza Drive intersection. It will access the project on the north side of Munchkin Road. It is anticipated that the access will be stop-controlled and open to all turning movements.


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodb ine Way
Munchkin Road
Garage Access
Sidewinder Drive
Prospector Avenue
Bonanza Drive


LEGEND
New Trips
+/- ## Pass-By Trips
Kearns Boulevard
Project Drive
Woodb ine Way
Munchkin Road
Bonanza Drive
Garage Access
Sidewinder Drive
Prospector Avenue

G. Auxiliary Lanes

Auxiliary lanes are deceleration (ingress) or acceleration (egress) turn lanes that provide for safe turning movements that have less impact on through traffic. These lanes are sometimes needed at accesses or roadway intersections if right- or left-turn volumes are high enough.

UDOT Administrative Rule R930-6 outlines minimum peak hour turn volumes to warrant auxiliary lanes on UDOT roadways. The following are the minimum requirements for these lanes on SR-248:

- Left-turn Deceleration (Ingress): 25 left-turn vehicles per hour
- Right-turn Deceleration (Ingress): 50 right-turn vehicles per hour

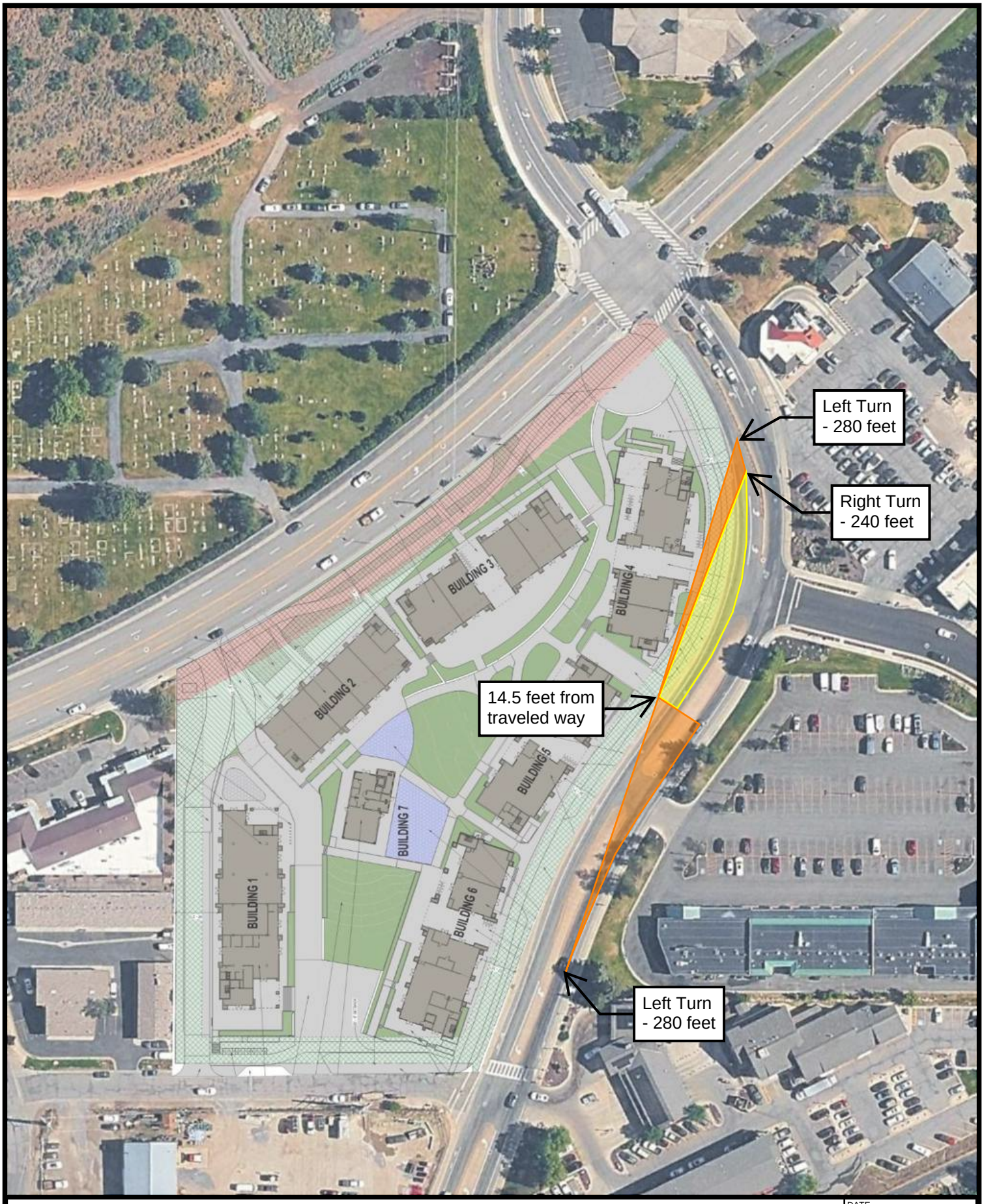
These warrants are generally used for guidelines to City streets as well. Based on these warrants and the anticipated project traffic, no auxiliary lanes are recommended.

H. Sight Distance Evaluation

A sight distance evaluation was conducted for the proposed new project accesses to Kearns Boulevard (SR-248) and Bonanza Drive. Sight distance requirements were calculated based on the American Association of State Highway and Transportation Officials (AASHTO) "*A Policy on Geometric Design of Highways and Streets*" 7th Edition, 2018 (Green Book). Case B of intersection sight distance was used for right and left turns from stop control on the minor road. It was assumed that the primary vehicle would be a passenger vehicle and that the speed of vehicles was equal to the speed limit for the roadway.

The access to Kearns Boulevard (SR-248) is anticipated to have adequate sight distance in both directions to meet the requirement of 335 feet for right turns and 390 feet for left turns.

The access to Bonanza Drive is planning to be located just after a curve. Due to offsets with nearby intersections, the access will likely be limited to right-in/right-out only. However, for the sight distance evaluation, both right and left turns were evaluated. An access at this location would require 240 feet for a right turn and 280 feet for a left turn. A sight distance triangle for the turning movements at the Garage Access / Bonanza Drive intersection is provided in Figure 5. As shown, the sight distance can be met but will require no obstructions within the shaded areas, especially when looking left from the access.



HALES ENGINEERING
innovative transportation solutions

Sight Distance Evaluation

Park City - 5-Acre Development

N

DATE 05/19/2026

PROJECT UT26-3220

Figure 5

V. OPENING (2027) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the opening (2027) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the opening (2027) background traffic volumes to predict turning movement volumes for opening (2027) plus project conditions. Opening (2027) plus project morning and evening peak hour turning movement volumes are shown in Figure 6.

C. Level of Service Analysis

Hales Engineering determined that the following intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in opening (2027) plus project conditions, as shown in Table 11:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Deer Valley Drive (SR-224) / Park Avenue (SR-224) (signalized)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Northeast-bound: 700 feet (PM)
- Southwest-bound: >1,000 feet (AM)

Prospector Avenue / Bonanza Drive:
- Westbound: >475 feet (AM & PM)

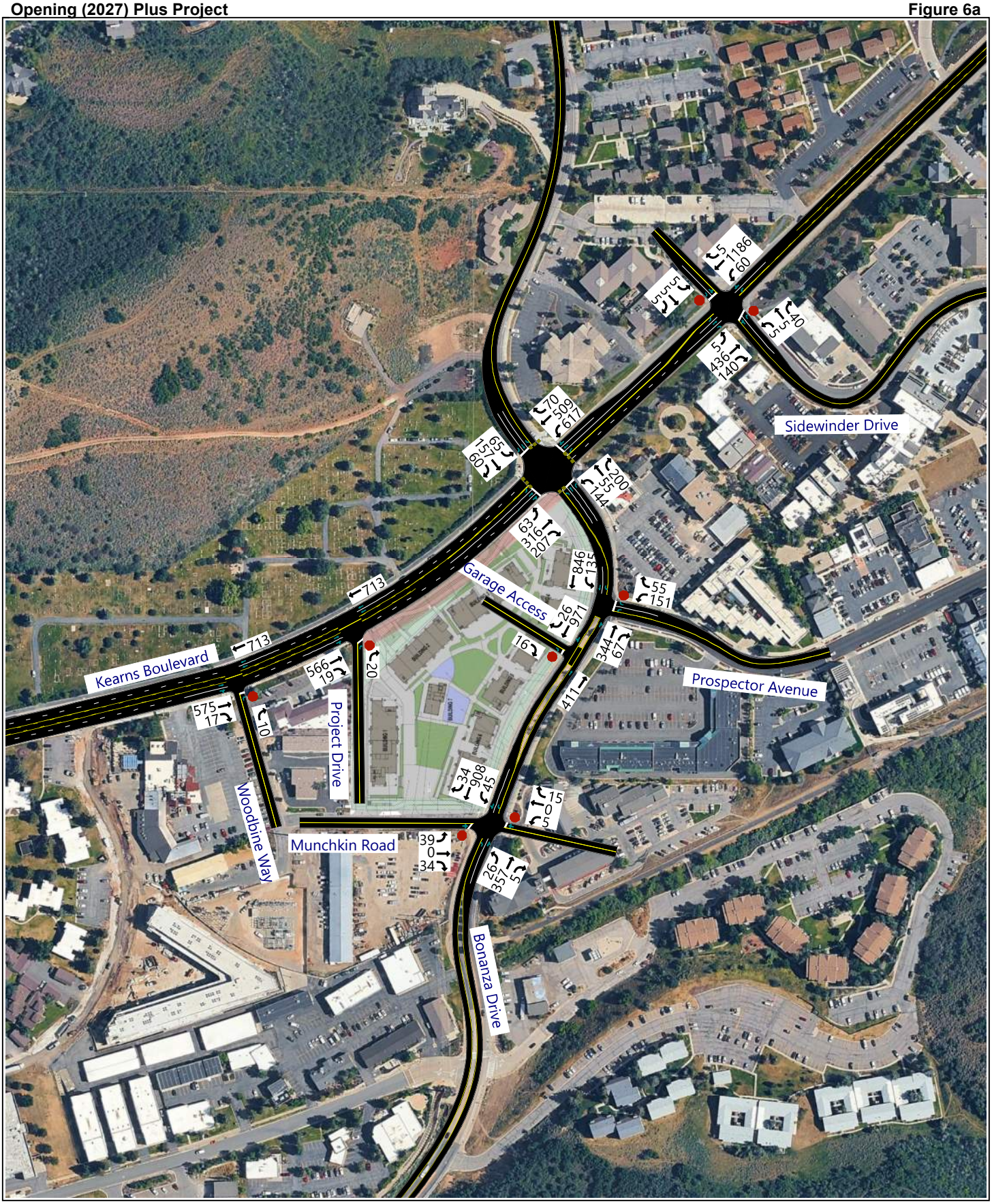
Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 800 feet (PM)

Kearns Boulevard / Park Avenue:
- Eastbound: >600 feet (AM & PM)

Deer Valley Drive / Park Avenue:
- Southbound: >1,500 feet (AM & PM)
- Westbound: >1,000 feet (PM)

Park City 5-Acre Development
Opening (2027) Plus Project

Morning Peak Hour
Figure 6a



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801.766.4343
05/07/2026

Park City 5-Acre Development
Opening (2027) Plus Project

Evening Peak Hour
Figure 6b

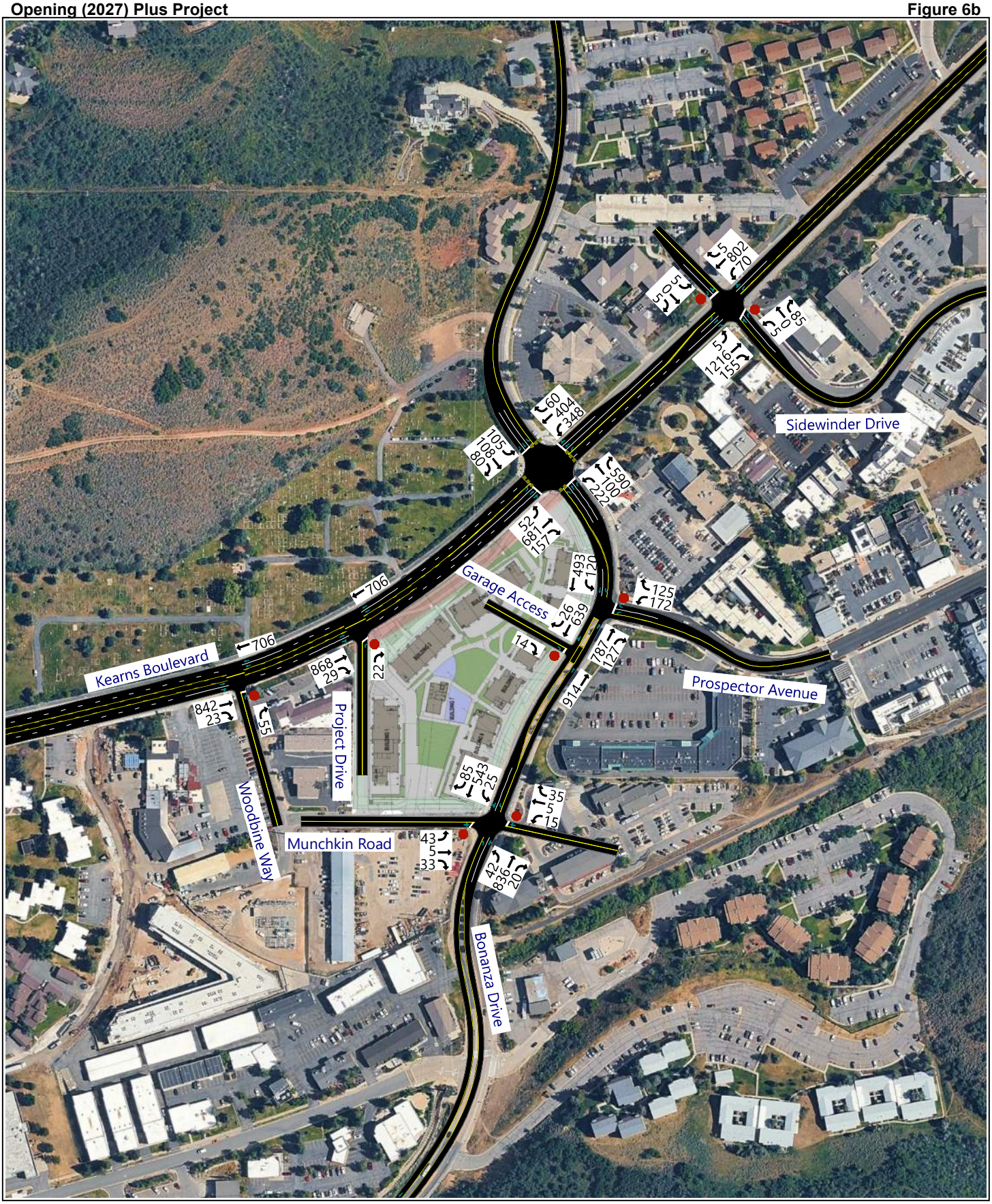


Table 11: Opening (2027) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.8) / NBR	a (5.8) / NBR
Bonanza Drive / Kearns Boulevard	Signal	C (31.6)	C (29.8)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / SER	f (>50) / SEL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	f (>50) / EBL	f (>50) / WBT
Kearns Boulevard / Park Avenue	Signal	C (32.2)	C (34.5)
Deer Valley Drive / Park Avenue	Signal	E (70.4)	F (>80)
Bonanza Drive / Deer Valley Drive	Signal	B (11.5)	C (25.6)
Comstock Drive / Kearns Boulevard	Signal	A (9.6)	B (13.8)
Project Drive / Kearns Boulevard	NB Stop	a (3.6) / NBR	a (5.8) / NBR
Garage Access / Bonanza Drive	EB Stop	b (11.1) / EBR	a (6.4) / EBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Mitigation Measures

No additional mitigation measures are recommended for the project intersections. Due to traffic volumes on the major streets and queuing from nearby signals, the access points will likely be functionally restricted to right turns only. They could still operate as full movement accesses during off peak hours, or if traffic volumes are reduced on the major streets. Vehicles wanting to make left turns have other alternatives during busy traffic periods. Further interconnectivity between Munchkin Road, Homestake Road, and Iron Horse Drive could also improve left-turn availability.

An additional connection between Munchkin Road and Homestake Road is planned within the next few years. This connection would likely reduce project traffic from the Munchkin Road / Bonanza Drive intersection. It is not anticipate that this would increase eastbound cut-through traffic due to the difficulty of making a left turn on Bonanza Drive. There may be an increase in westbound cut-through traffic for vehicles trying to get to the grocery store or other commercial locations. Overall, Hales Engineering does not anticipate a significant net increase or decrease to Munchkin Road with this future connection, but it is anticipated that it will provide access to major streets where it is easier to make egress left turns.

VI. FUTURE (2037) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2037) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

According to the Utah Unified Transportation Plan, there are no roadway projects planned before 2037 in the study area. Bus Rapid Transit improvements are planned along Kearns Boulevard in attempt to reduce vehicles on the roadway, but these plans are not anticipated until Phase 2. Signal timing changes were assumed in the future to account for changing traffic patterns. Therefore, this was the only change made to the roadway network for the future (2037) analysis.

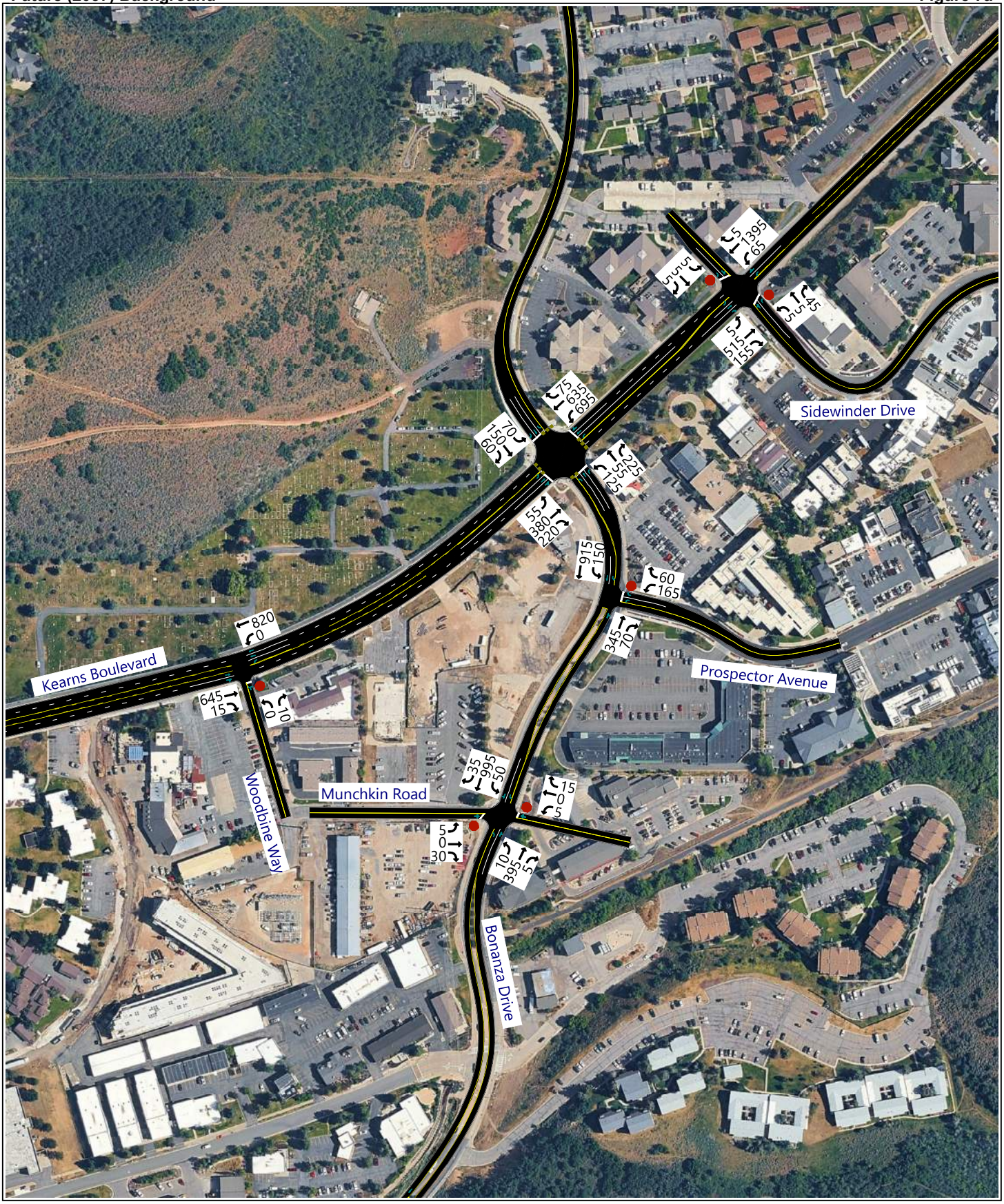
C. Traffic Volumes

Hales Engineering obtained future (2037) forecasted volumes from the Summit & Wasatch Counties travel demand model. Peak period turning movement counts were estimated using NCHRP 255 and 765 methodologies which utilize existing peak period turn volumes and future AWDT volumes to project the future turn volumes at the major intersections. Future (2037) background morning and evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that the following study intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2037) background conditions, as shown in Table 12:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Bonanza Drive / Kearns Boulevard (SR-248) (signalized)


Kearns Boulevard
Woodbine Way
Munchkin Road
Bonanza Drive
Prospector Avenue
Sidewinder Drive
820 0
645 15
10 0
35 995 50
5 0 30
10 395 5
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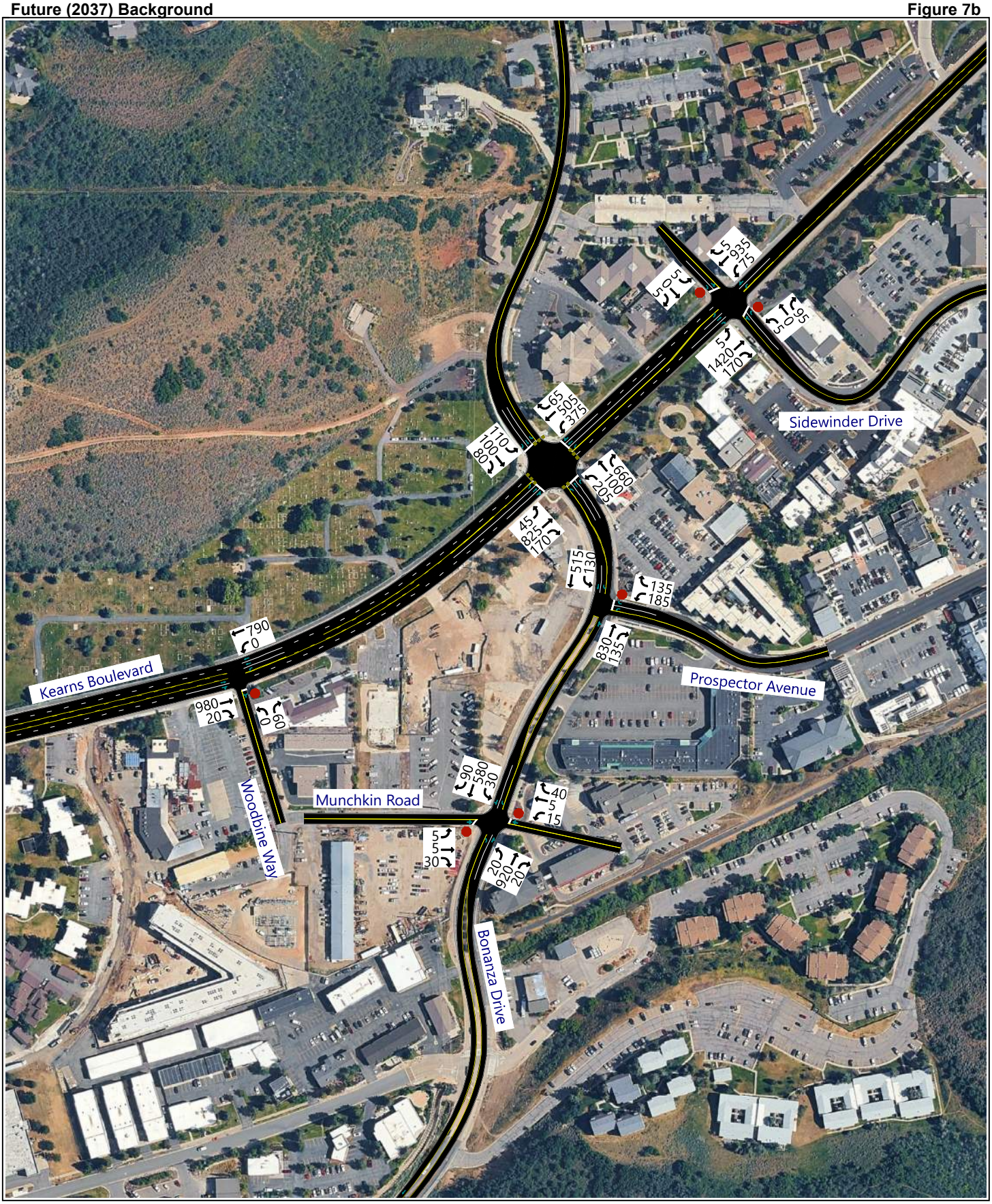
55 380 220
915 150
60 165
345 70


Sidewinder Drive
Prospector Avenue
Kearns Boulevard
Munchkin Road
Woodbine Way
Bonanza Drive
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75
5
0
5
95
0
5
5
1420
170
65
505
375
110
100
80
660
100
205
45
825
170
515
130
135
185
830
135
790
0
980
20
60
0
90
580
30
40
5
15
5
5
30
20
920
20

Table 12: Future (2037) Background Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (4.6) / NBR	a (9.4) / NBR
Bonanza Drive / Kearns Boulevard	Signal	D (44.3)	E (63.7)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / SET	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	e (43.1) / EBL	f (>50) / WBT
Kearns Boulevard / Park Avenue	Signal	B (13.6)	C (22.3)
Deer Valley Drive / Park Avenue	Signal	C (30.0)	D (53.9)
Bonanza Drive / Deer Valley Drive	Signal	B (13.5)	C (22.6)
Comstock Drive / Kearns Boulevard	Signal	C (26.5)	C (23.8)

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

Source: Hales Engineering, June 2026

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >900 feet (AM & PM)
- Northeast-bound: >1,000 feet (PM)
- Northwest-bound: >1,000 feet (PM)

Prospector Avenue / Bonanza Drive:
- Westbound: >625 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 750 feet (PM)

Deer Valley Drive / Park Avenue:
- Southbound: 550 feet (AM & PM)
- Westbound: 800 feet (PM)
- Eastbound: 525 feet (PM)

Comstock Drive / Kearns Boulevard:
- Southwest-bound: 875 feet (AM)
- Northeast-bound: 700 feet (PM)

Sidewinder Drive / Kearns Boulevard:
- Northwest-bound: 850 feet (PM)

F. Mitigation Measures

No mitigation measures are recommended beyond those provided in previous chapters. The future (2037) background results serve as a baseline condition for the impact analysis of the proposed development for future (2037) conditions.

VII. FUTURE (2037) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2037) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III to the future (2037) background traffic volumes to predict turning movement volumes for future (2037) plus project conditions. Future (2037) plus project morning and evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that the following intersections are anticipated to operate at poor levels of service during the morning and evening peak hours in future (2037) plus project conditions, as shown in Table 13:

- Sidewinder Drive / Kearns Boulevard (unsignalized)
- Prospector Avenue / Bonanza Drive (unsignalized)
- Munchkin Road / Bonanza Drive (unsignalized)
- Bonanza Drive / Kearns Boulevard (SR-248) (signalized)

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. Significant 95th percentile queue lengths during the morning and evening peak hour are summarized as follows:

Bonanza Drive / Kearns Boulevard:
- Southwest-bound: >1,000 feet (AM & PM)
- Northeast-bound: >1,000 feet (PM)
- Northwest-bound: >1,000 feet (PM)

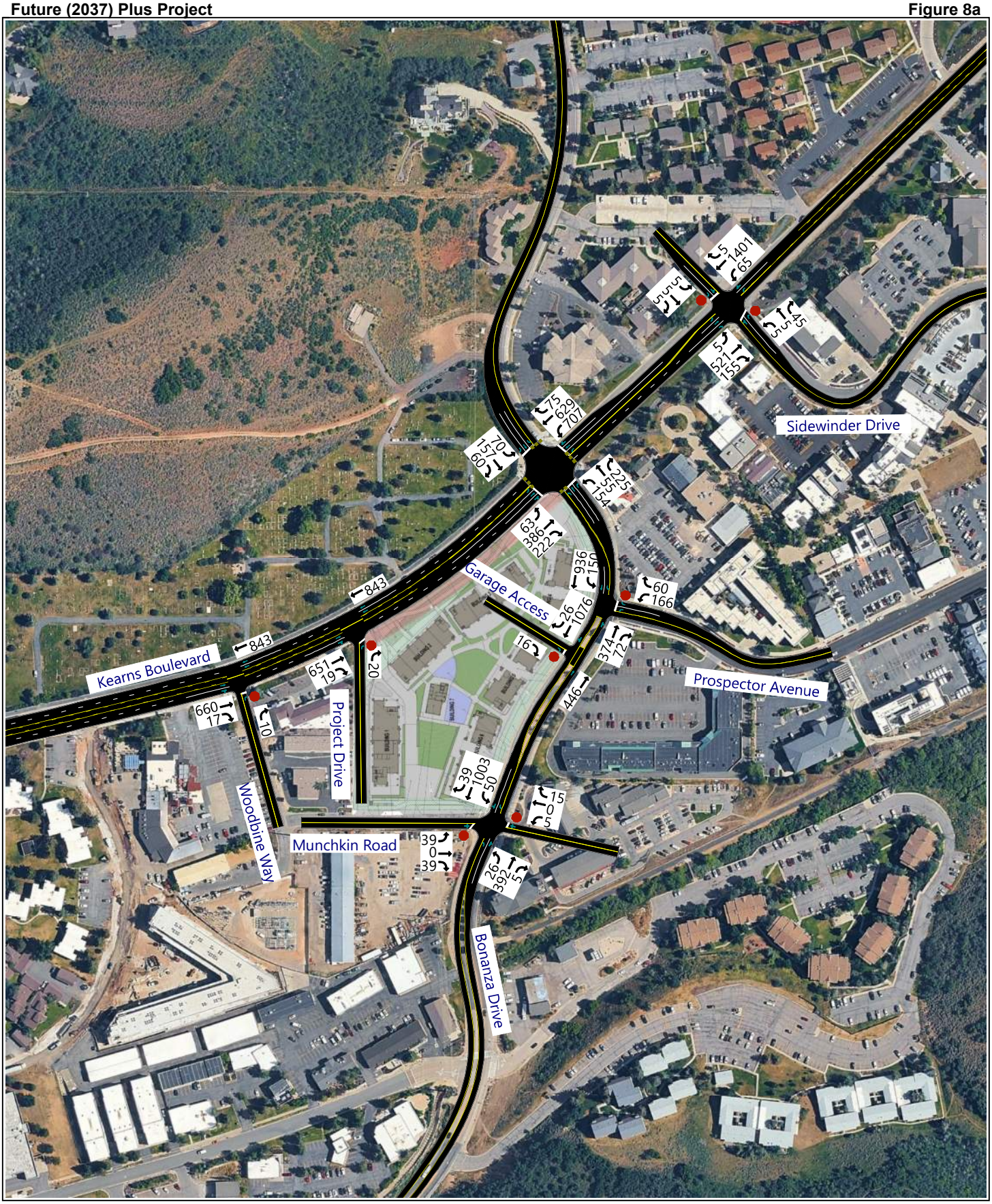
Prospector Avenue / Bonanza Drive:
- Westbound: >575 feet (AM & PM)

Bonanza Drive / Deer Valley Drive:
- Northwest-bound: 750 feet (PM)

Deer Valley Drive / Park Avenue:
- Southbound: >550 feet (AM & PM)
- Westbound: 925 feet (PM)
- Eastbound: 525 feet (PM)

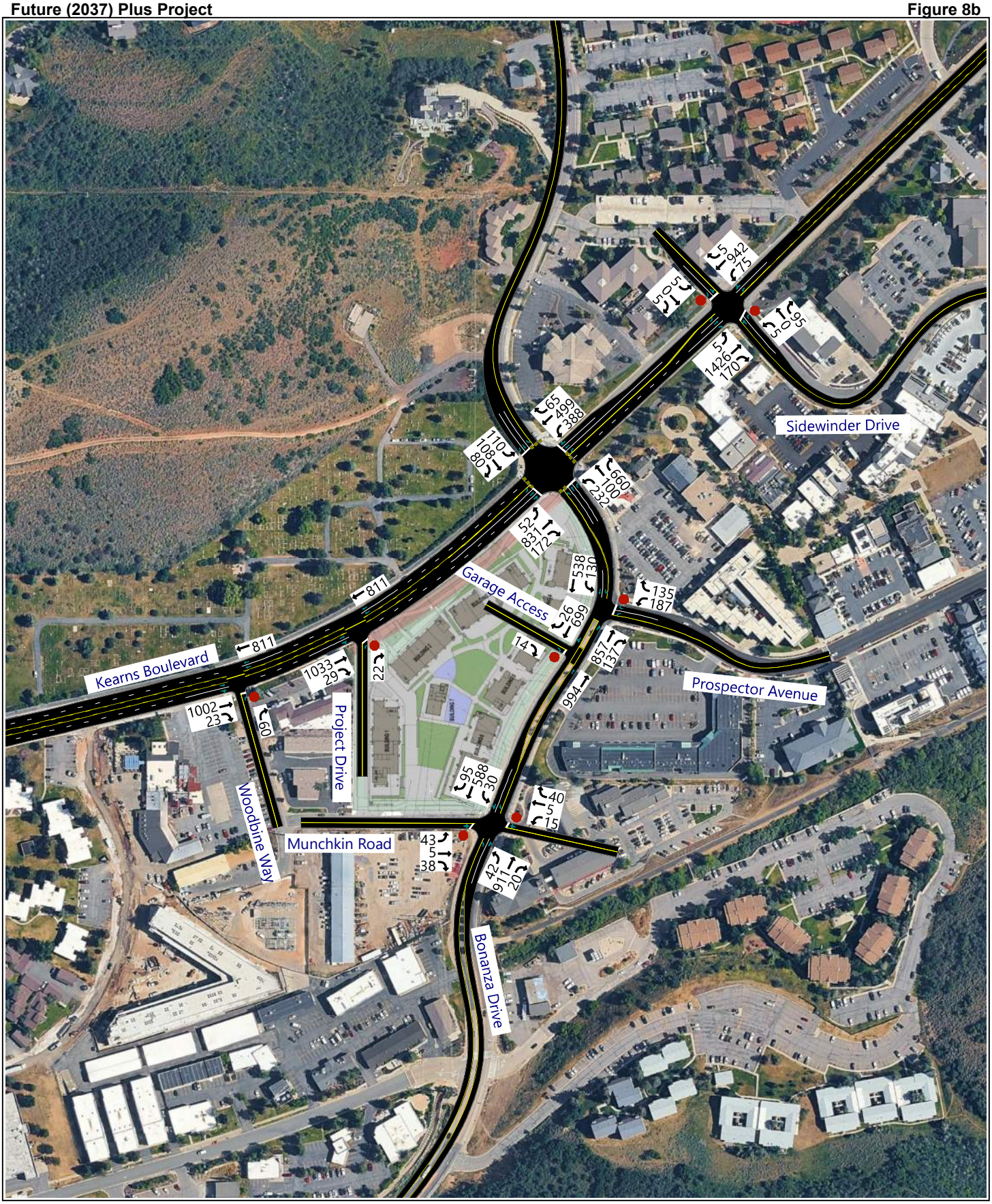
Comstock Drive / Kearns Boulevard:
- Southwest-bound: 875 feet (AM)
- Northeast-bound: >1,000 feet (PM)

Sidewinder Drive / Kearns Boulevard:
- Northwest-bound: 825 feet (PM)


Kearns Boulevard
Project Drive
Woodbine Way
Munchkin Road
Garage Access
Prospector Avenue
Sidewinder Drive
Bonanza Drive
843
843
651
19
20
660
17
10
16
936
150
26
1076
60
166
63
386
222
70
157
60
75
629
701
225
55
154
5
521
155
5
1401
65
5
5
5
45
374
72
446
39
1003
50
15
0
5
39
0
39
26
392
5

Park City 5-Acre Development
Future (2037) Plus Project

Evening Peak Hour
Figure 8b



Hales Engineering
1220 North 500 West Ste 202, Lehi, UT, 84043

801.766.4343
05/07/2026

Table 13: Future (2037) Plus Project Peak Hour LOS

Intersection		LOS (Sec. Delay / Veh.) / Movement[1]	
Description	Control	Morning Peak	Evening Peak
Woodbine Way / Kearns Boulevard	NB Stop	a (5.0) / NBR	a (10.4) / NBR
Bonanza Drive / Kearns Boulevard	Signal	D (52.9)	E (70.3)
Sidewinder Drive / Kearns Boulevard	NW/SE Stop	f (>50) / NWL	f (>50) / NWL
Prospector Avenue / Bonanza Drive	WB Stop	f (>50) / WBL	f (>50) / WBL
Munchkin Road / Bonanza Drive	EB/WB Stop	f (>50) / EBL	f (>50) / EBT
Kearns Boulevard / Park Avenue	Signal	B (13.5)	C (24.0)
Deer Valley Drive / Park Avenue	Signal	C (29.4)	D (54.2)
Bonanza Drive / Deer Valley Drive	Signal	B (13.1)	C (23.1)
Comstock Drive / Kearns Boulevard	Signal	C (26.6)	C (30.7)
Project Drive / Kearns Boulevard	NB Stop	a (4.3) / NBR	a (8.7) / NBR
Garage Access / Bonanza Drive	EB Stop	b (13.9) / EBR	a (5.9) / EBR

1. Movement indicated for unsignalized intersections where delay and LOS represents worst movement. SBL = Southbound left movement, etc.
2. Uppercase LOS used for signalized, roundabout, and AWSC intersections. Lowercase LOS used for all other unsignalized intersections.

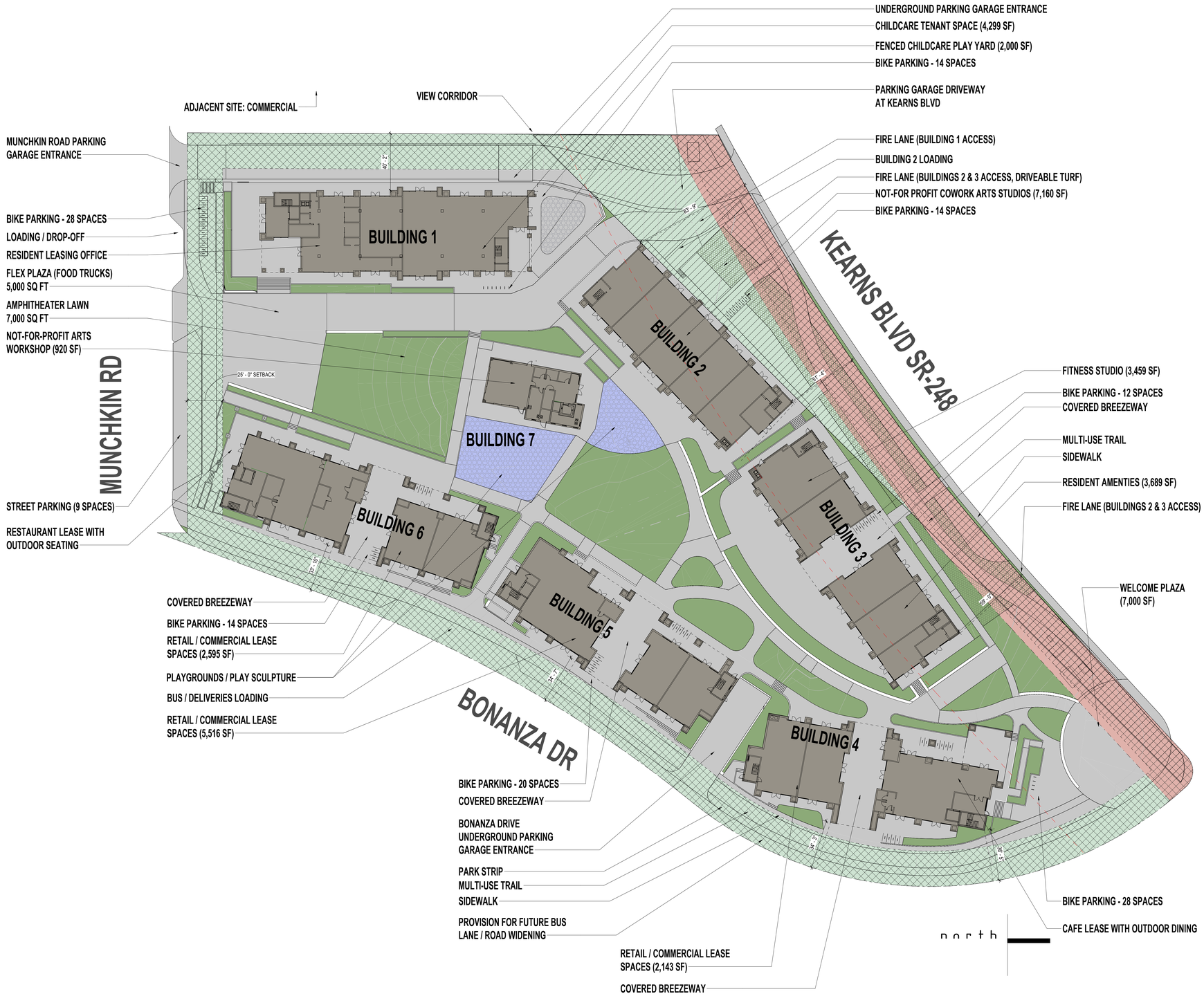
Source: Hales Engineering, June 2026

E. Mitigation Measures

No further mitigation measures are recommended beyond those listed as considerations in previous chapters.

APPENDIX A

Site Plan



1 SITE PLAN - ARCHITECTURAL
1" = 30'-0"

Bonanza 5-Acre Site Building Use Area

	Ground Floor Non-residential leaseable area (SF)	Ground floor residential amenity area (SF)	Residential Area (NLA) (SF)
Building 1	6,488	1,249	20,402
Building 2	7,160		12,009
Building 3	3,459	3,689	14,185
Building 4	4,343		12,882
Building 5	5,516		14,025
Building 6	4,695		14,806
Building 7	920		
Total:	32,581	4,938	88,309

SITE AREA: 5.27 ACRES

ZONING REQUIREMENTS

LMC 15-6-5(C) MPD 25'-0" SETBACK FOR SITES > 2 ACRES

LMC 15-2.20-4(B.) FPZ 100 FT - DEPTH SETBACK REQUIRING CONDITIONAL USE PERMIT PER §15-1-10

LMC 15-2.18-3(A.) FRONT SETBACK AT FPZ: 30 FT DEPTH LANDSCAPE BUFFER
LMC 15-2.20-4(A.) FPZ 30 FT- DEPTH SETBACK - STRUCTURES NOT PERMITTED

ZONING: GC
FRONTAGE PROTECTION OVERLAY ZONE (FPZ): SR 248 / KEARNS BLVD
BUILDING HEIGHT:
15-2.18-4 BUILDING HEIGHT: 35 FT MAX.
15-2.18-4(A)(1) 40 FT MAX. AT GABLE.
15-2.18-4(A)(3) 40 FT MAX. AT MECHANICAL SCREENING.
15-2.18-4(A)(5) 43 FT MAX. AT ELEVATOR PENTHOUSE.

ARCHITECTURAL REVIEW: PER §15-5
15-5-5(D) NUMBER OF EXTERIOR WALL MATERIALS:
MAX (3) MATERIALS PER BUILDING*
*TRIM IS NOT COUNTED IF LESS THAN 10%
5-5-5(E) ROOFING MATERIALS:
PROVIDE NEUTRAL ROOFING COLOR

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Site Plan - Architectural

sheet:

RD-002

MPD + CUP

5/7/2026 12:46:36 PM Autodesk Docs://MPMU Sandbox - J.Jennings/20.0355 Bonanza Garage.rvt

APPENDIX B

Turning Movement Counts

Intersection Turning Movement Summary

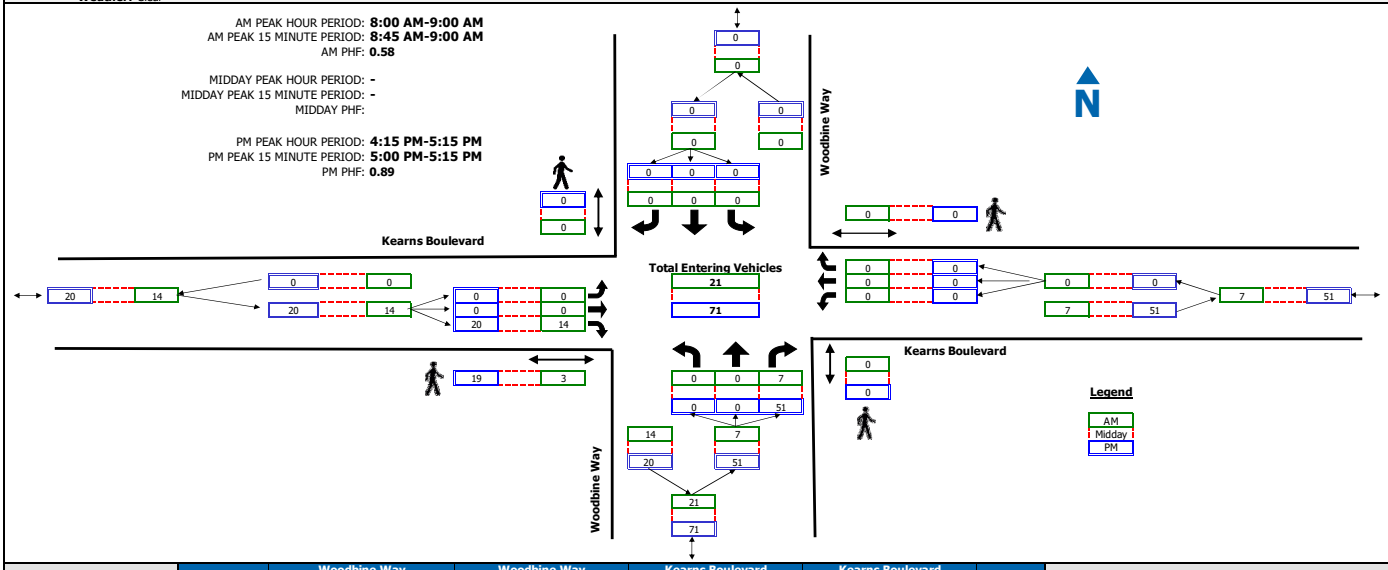
Intersection: Woodbine Way / Kearns Boulevard
North/South Road: Woodbine Way
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:45 AM-9:00 AM**
AM PHF: **0.58**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.89**



COUNT SUMMARY	Woodbine Way Northbound				Woodbine Way Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	3
7:15 - 7:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
7:30 - 7:45	0	0	2	0	0	0	0	0	0	0	1	2	0	0	0	0	3
7:45 - 8:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
8:00 - 8:15	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	2
8:15 - 8:30	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	4
8:30 - 8:45	0	0	2	0	0	0	0	0	0	0	4	1	0	0	0	0	6
8:45 - 9:00	0	0	2	0	0	0	0	0	0	0	7	1	0	0	0	0	9
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	0	9	2	0	0	0	0	0	0	5	2	0	0	0	0	14
16:15 - 16:30	0	0	13	0	0	0	0	0	0	0	5	6	0	0	0	0	18
16:30 - 16:45	0	0	11	0	0	0	0	0	0	0	6	7	0	0	0	0	17
16:45 - 17:00	0	0	14	0	0	0	0	0	0	0	2	1	0	0	0	0	16
17:00 - 17:15	0	0	13	0	0	0	0	0	0	0	7	5	0	0	0	0	20
17:15 - 17:30	0	0	14	0	0	0	0	0	0	0	5	4	0	0	0	0	19
17:30 - 17:45	1	0	12	0	0	0	0	0	0	0	0	5	0	0	0	0	13
17:45 - 18:00	0	0	9	0	0	0	0	0	0	0	7	9	0	0	0	0	16

Bonanza Drive Kearns Blvd
Park City Utah
Friday, February 23, 2024

	Southbound Bonanza Drive						Westbound Kearns Boulevard (SR-248)						Northbound Bonanza Drive						Eastbound Kearns Boulevard (SR-248)						
Time	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	8	8	4	0	*20*	0	96	83	13	0	*192*	0	11	3	25	2	*39*	0	4	46	14	0	*64*	**315**
7:15 AM	0	13	12	9	0	*34*	0	140	73	7	0	*220*	0	19	7	41	1	*67*	0	4	62	16	1	*82*	**403**
7:30 AM	0	14	8	7	0	*29*	0	149	107	11	0	*267*	0	18	7	36	0	*61*	0	3	74	37	0	*114*	**471**
7:45 AM	0	15	19	10	0	*44*	0	130	111	14	0	*255*	0	9	3	41	0	*53*	0	10	88	22	0	*120*	**472**
8:00 AM	0	9	19	8	0	*36*	0	149	141	11	0	*301*	0	18	6	49	7	*73*	0	7	80	18	2	*105*	**515**
8:15 AM	0	16	27	16	2	*59*	0	157	144	8	0	*309*	1	20	9	55	1	*85*	0	5	76	30	0	*111*	**564**
8:30 AM	0	16	37	11	1	*64*	0	132	130	10	0	*272*	0	29	7	58	1	*94*	0	6	69	38	2	*113*	**543**
8:45 AM	0	13	31	11	0	*55*	0	151	123	20	1	*294*	0	25	13	44	0	*82*	0	8	69	37	0	*114*	**545**
9:00 AM	0	16	31	16	1	*63*	0	142	128	15	1	*285*	0	28	19	46	2	*93*	0	16	70	56	1	*142*	**583**
9:15 AM	0	15	50	11	1	*76*	0	137	111	15	1	*263*	0	22	11	34	2	*67*	0	13	74	53	0	*140*	**546**
9:30 AM	0	19	33	18	2	*70*	0	148	131	15	0	*294*	0	31	9	52	2	*92*	0	10	78	44	0	*132*	**588**
9:45 AM	0	10	32	11	0	*53*	0	161	125	21	2	*307*	0	30	12	59	3	*101*	0	11	78	47	1	*136*	**597**
10:00 AM	0	19	21	10	1	*50*	0	117	144	23	2	*284*	0	31	15	67	3	*113*	0	9	95	37	1	*141*	**588**
10:15 AM	0	13	19	14	1	*46*	0	104	110	18	4	*232*	0	30	14	74	1	*118*	0	12	88	41	0	*141*	**537**
10:30 AM	0	14	15	16	1	*45*	0	84	110	12	3	*206*	0	23	13	79	0	*115*	0	5	89	39	0	*133*	**499**
10:45 AM	0	15	17	24	1	*56*	0	99	121	20	1	*240*	0	32	15	72	1	*119*	0	9	82	44	2	*135*	**550**
11:00 AM	0	17	24	14	0	*55*	0	101	111	13	0	*225*	0	34	10	69	0	*113*	0	9	82	37	0	*128*	**521**
11:15 AM	0	19	24	14	4	*57*	0	93	101	16	0	*210*	0	47	19	65	0	*131*	0	12	90	33	0	*135*	**533**
11:30 AM	0	21	30	19	2	*70*	0	94	108	21	1	*223*	0	34	22	81	2	*137*	0	8	105	43	0	*156*	**586**
11:45 AM	0	12	25	19	1	*56*	0	112	130	20	0	*262*	0	33	19	99	2	*151*	0	17	94	43	1	*154*	**623**
12:00 PM	0	16	32	23	0	*71*	0	99	131	19	2	*249*	0	33	29	85	2	*147*	0	22	131	49	1	*202*	**669**
12:15 PM	0	18	21	20	6	*59*	0	96	107	11	7	*214*	0	55	28	93	0	*176*	0	11	124	53	0	*188*	**637**
12:30 PM	0	19	25	18	1	*62*	0	86	103	17	4	*206*	0	34	30	98	0	*162*	0	13	116	28	1	*157*	**587**
12:45 PM	0	13	28	17	3	*58*	0	88	113	16	3	*217*	0	64	31	129	3	*224*	0	17	100	34	2	*151*	**650**
1:00 PM	0	17	22	13	1	*52*	0	101	138	27	1	*266*	0	47	20	104	2	*171*	0	10	125	52	1	*187*	**676**
1:15 PM	0	20	27	21	0	*68*	0	67	126	15	4	*208*	0	56	24	107	2	*187*	0	11	117	44	2	*172*	**635**
1:30 PM	0	17	25	14	1	*56*	0	91	101	17	2	*209*	0	46	31	115	0	*192*	0	16	107	34	0	*157*	**614**
1:45 PM	0	14	23	12	0	*49*	0	81	109	11	1	*201*	0	46	23	102	1	*171*	0	12	130	55	0	*197*	**618**
2:00 PM	0	21	20	19	1	*60*	0	82	111	7	2	*200*	0	49	22	119	1	*190*	0	8	121	52	3	*181*	**631**
2:15 PM	0	17	28	19	0	*64*	0	84	115	19	3	*218*	0	45	14	111	2	*170*	0	15	133	57	0	*205*	**657**
2:30 PM	0	19	23	13	0	*55*	0	90	106	10	0	*206*	0	56	17	121	4	*194*	0	9	124	41	1	*174*	**629**
2:45 PM	0	13	25	24	1	*62*	0	100	105	10	3	*215*	0	35	16	130	1	*181*	0	12	113	45	0	*170*	**628**

3:00 PM	0	19	17	17	1	*53*	0	85	84	13	5	*182*	0	41	29	139	1	*209*	0	12	147	44	0	*203*	**647**
3:15 PM	0	26	18	11	0	*55*	0	85	103	19	1	*207*	0	35	29	138	6	*202*	0	11	126	29	0	*166*	**630**
3:30 PM	0	24	20	10	5	*54*	0	65	96	10	8	*171*	0	58	19	131	7	*208*	0	14	140	37	1	*191*	**624**
3:45 PM	0	28	17	15	1	*60*	0	78	103	17	3	*198*	0	38	22	134	8	*194*	0	16	153	42	4	*211*	**663**
4:00 PM	0	18	30	14	4	*62*	0	86	104	16	4	*206*	0	51	22	163	2	*236*	0	8	156	42	0	*206*	**710**
4:15 PM	0	32	27	16	1	*75*	0	60	101	16	7	*177*	0	58	22	146	4	*226*	0	14	150	40	0	*204*	**682**
4:30 PM	0	32	14	19	3	*65*	0	89	88	10	4	*187*	0	48	26	142	2	*216*	0	13	169	31	2	*213*	**681**
4:45 PM	0	19	26	28	2	*73*	0	92	103	13	7	*208*	0	30	24	117	6	*171*	0	8	170	34	0	*212*	**664**
5:00 PM	0	31	12	18	13	*61*	1	71	105	20	6	*197*	0	33	15	126	18	*174*	0	19	154	20	3	*193*	**625**
5:15 PM	0	32	27	15	0	*74*	0	83	123	14	6	*220*	0	36	16	110	7	*162*	0	10	141	31	0	*182*	**638**
5:30 PM	0	27	21	17	4	*65*	0	77	118	15	4	*210*	0	32	13	118	5	*163*	0	7	140	19	2	*166*	**604**
5:45 PM	0	21	25	17	1	*63*	0	84	91	11	7	*186*	0	29	16	91	6	*136*	0	10	151	36	0	*197*	**582**
6:00 PM	0	20	18	17	1	*55*	0	77	96	12	6	*185*	0	24	18	137	6	*179*	0	18	138	35	1	*191*	**610**
6:15 PM	0	20	25	14	2	*59*	0	71	83	21	5	*175*	0	49	16	99	1	*164*	0	11	131	39	1	*181*	**579**
6:30 PM	0	11	15	14	1	*40*	0	85	64	8	10	*157*	0	35	15	91	2	*141*	0	17	91	40	1	*148*	**486**
6:45 PM	0	10	11	9	0	*30*	0	78	79	8	5	*165*	0	25	14	88	4	*127*	0	16	105	25	1	*146*	**468**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Intersection Turning Movement Summary

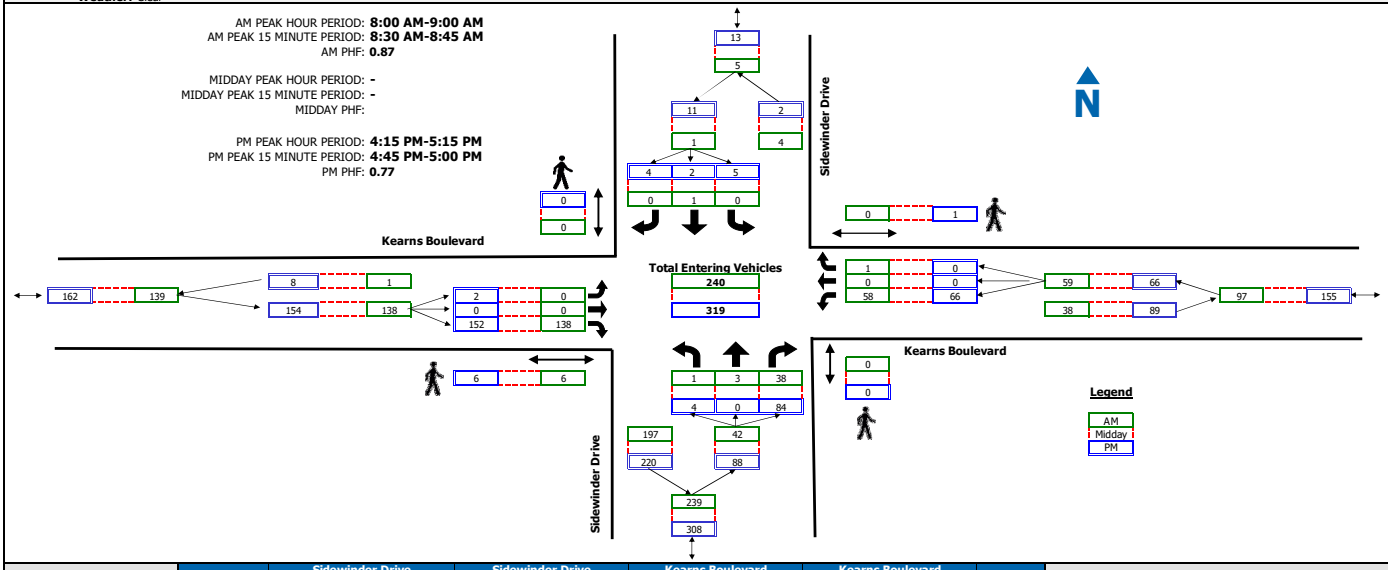
Intersection: Sidewinder Drive / Kearns Boulevard
North/South Road: Sidewinder Drive
East/West Road: Kearns Boulevard
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.87**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:45 PM-5:00 PM**
PM PHF: **0.77**



COUNT SUMMARY	Sidewinder Drive Northbound				Sidewinder Drive Southbound				Kearns Boulevard Eastbound				Kearns Boulevard Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	

AM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00 - 7:15	1	0	11	0	0	0	0	0	0	0	9	2	9	0	0	0	30
7:15 - 7:30	4	0	6	0	0	0	0	0	0	0	27	0	11	0	0	0	48
7:30 - 7:45	1	0	12	0	0	0	0	0	0	0	26	0	19	0	0	0	58
7:45 - 8:00	2	0	9	0	0	0	0	0	0	0	22	0	22	0	0	0	55
8:00 - 8:15	0	0	15	0	0	0	0	0	0	0	30	1	13	0	0	0	58
8:15 - 8:30	0	0	4	0	0	0	0	0	0	0	37	2	9	0	0	0	50
8:30 - 8:45	1	2	14	0	0	1	0	0	0	0	37	1	14	0	0	0	69
8:45 - 9:00	0	1	5	0	0	0	0	0	0	0	34	2	22	0	1	0	63

MIDDAY PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PM PERIOD COUNTS

Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00 - 16:15	2	0	28	0	0	0	0	0	1	0	35	4	8	0	0	0	74
16:15 - 16:30	2	0	20	0	0	0	0	0	0	0	34	4	13	0	0	0	69
16:30 - 16:45	1	0	19	0	1	0	0	0	0	0	30	2	13	0	0	0	64
16:45 - 17:00	1	0	19	0	0	2	2	0	2	0	58	0	19	0	0	1	103
17:00 - 17:15	0	0	26	0	4	0	2	0	0	0	30	0	21	0	0	0	83
17:15 - 17:30	2	0	28	0	0	0	0	0	0	0	26	1	15	0	0	0	71
17:30 - 17:45	2	0	32	0	0	0	0	0	0	0	26	4	6	0	1	0	67
17:45 - 18:00	5	0	11	0	1	0	0	0	0	0	11	1	4	0	0	0	32

Intersection Turning Movement Summary

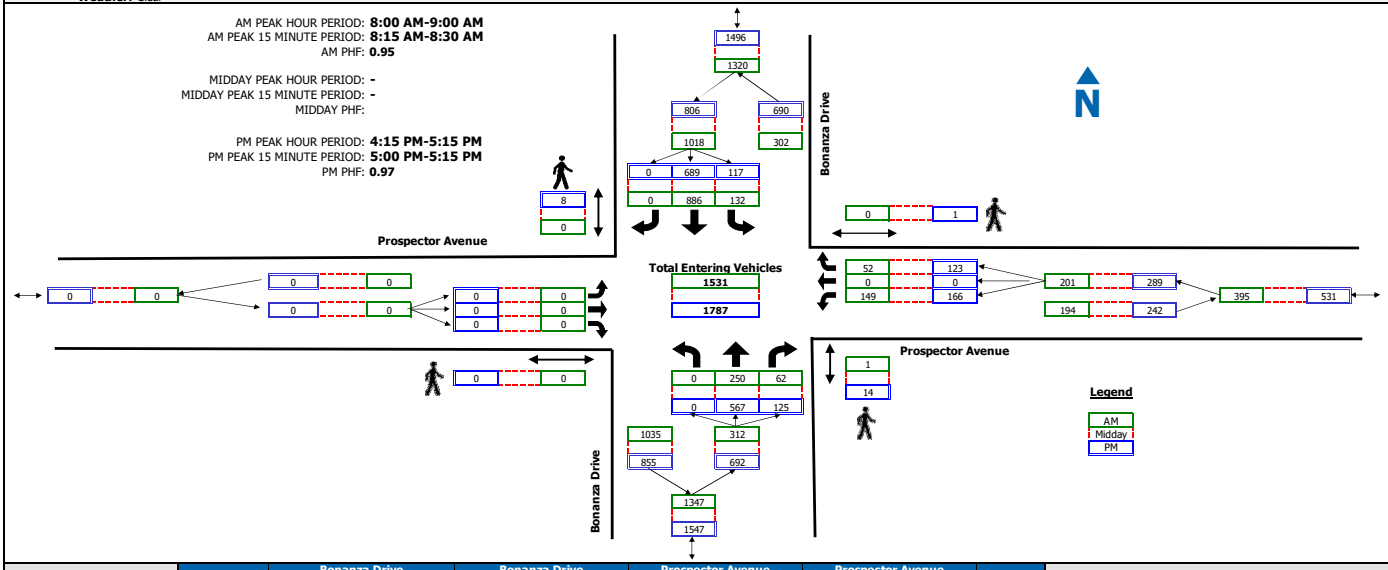
Intersection: Bonanza Drive / Prospector Avenue
North/South Road: Bonanza Drive
East/West Road: Prospector Avenue
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:15 AM-8:30 AM**
AM PHF: **0.95**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **5:00 PM-5:15 PM**
PM PHF: **0.97**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Prospector Avenue Eastbound				Prospector Avenue Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	0	47	11	1	7	152	0	0	0	0	0	0	11	0	4	0	232
7:15 - 7:30	0	70	7	0	7	152	0	0	0	0	0	0	19	0	5	0	260
7:30 - 7:45	0	67	13	0	20	169	0	0	0	0	0	0	25	0	8	0	302
7:45 - 8:00	0	49	14	0	21	207	0	0	0	0	0	0	25	0	16	0	332
8:00 - 8:15	0	68	16	0	28	200	0	0	0	0	0	0	36	0	6	0	354
8:15 - 8:30	0	58	11	1	36	250	0	0	0	0	0	0	32	0	18	0	405
8:30 - 8:45	0	61	14	0	27	224	0	0	0	0	0	0	41	0	14	0	381
8:45 - 9:00	0	63	21	0	41	212	0	0	0	0	0	0	40	0	14	0	391
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	0	124	26	0	36	183	0	0	0	0	0	0	35	0	25	0	429
16:15 - 16:30	0	139	27	5	27	183	0	2	0	0	0	0	39	0	21	0	436
16:30 - 16:45	0	131	34	2	35	166	0	1	0	0	0	0	43	0	43	1	452
16:45 - 17:00	0	131	28	5	29	182	0	4	0	0	0	0	43	0	25	0	438
17:00 - 17:15	0	166	36	2	26	158	0	1	0	0	0	0	41	0	34	0	461
17:15 - 17:30	0	149	36	0	30	154	0	0	0	0	0	0	37	0	27	0	433
17:30 - 17:45	0	120	30	1	18	155	0	0	0	0	0	0	35	0	16	0	374
17:45 - 18:00	0	91	19	1	29	183	0	1	0	0	0	0	43	0	15	0	380

Intersection Turning Movement Summary

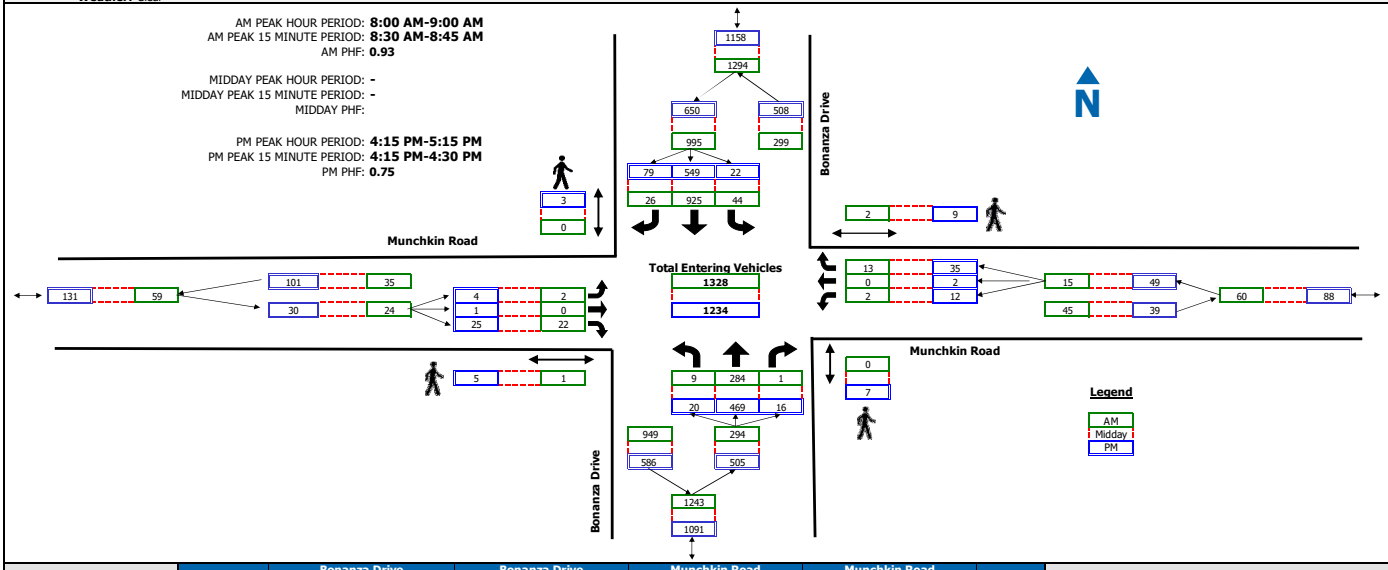
Intersection: Bonanza Drive / Munchkin Road
North/South Road: Bonanza Drive
East/West Road: Munchkin Road
Jurisdiction: Park City
Project Title: 5-Acre Development TIS
Project No: UT26-3220
Weather: Clear

Date: 4-10-26, Fri
Day of Week Adjustment: 100.0%
Month of Year Adjustment: 85.7%
Adjustment Station #: 606
Growth Rate: 0.0%
Number of Years: 0

AM PEAK HOUR PERIOD: **8:00 AM-9:00 AM**
AM PEAK 15 MINUTE PERIOD: **8:30 AM-8:45 AM**
AM PHF: **0.93**

MIDDAY PEAK HOUR PERIOD: **-**
MIDDAY PEAK 15 MINUTE PERIOD: **-**
MIDDAY PHF:

PM PEAK HOUR PERIOD: **4:15 PM-5:15 PM**
PM PEAK 15 MINUTE PERIOD: **4:15 PM-4:30 PM**
PM PHF: **0.75**



COUNT SUMMARY	Bonanza Drive Northbound				Bonanza Drive Southbound				Munchkin Road Eastbound				Munchkin Road Westbound				TOTAL
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
7:00 - 7:15	1	40	0	0	2	126	5	0	1	0	5	0	1	0	1	0	182
7:15 - 7:30	4	60	2	0	1	156	9	1	1	0	7	1	4	0	1	1	245
7:30 - 7:45	2	84	1	0	5	181	15	0	1	0	4	1	1	0	4	0	298
7:45 - 8:00	4	57	1	0	5	223	5	0	2	1	9	1	2	0	4	0	313
8:00 - 8:15	2	70	0	0	6	203	8	0	0	0	4	0	0	0	2	1	295
8:15 - 8:30	1	71	0	0	13	250	7	0	1	0	11	0	1	0	1	0	356
8:30 - 8:45	5	69	0	0	16	249	6	0	1	0	5	1	1	0	5	1	357
8:45 - 9:00	1	74	1	0	9	223	5	0	0	0	2	0	0	0	5	0	320
MIDDAY PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
9:00 - 9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 - 9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 - 9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**	**TOTAL**
16:00 - 16:15	9	141	4	0	6	155	16	0	2	0	11	2	1	0	9	2	354
16:15 - 16:30	7	152	4	4	7	180	25	1	1	0	14	0	6	0	14	6	410
16:30 - 16:45	6	148	5	1	6	179	32	1	0	0	6	0	4	1	13	1	400
16:45 - 17:00	6	134	7	2	9	165	16	1	2	1	4	5	1	1	6	1	352
17:00 - 17:15	1	35	0	0	0	25	6	0	1	0	1	0	1	0	2	1	72
17:15 - 17:30	4	156	13	1	5	158	16	0	0	0	12	2	4	1	12	5	381
17:30 - 17:45	7	131	4	4	6	151	14	0	2	0	12	0	1	0	4	4	332
17:45 - 18:00	6	84	4	5	5	169	28	1	2	0	16	1	2	1	9	1	326

Park Avenue and Kearns Blvd, Park City, UT
Park City Utah
Friday, February 23, 2024

	Southbound Park Avenue (SR-224)						Westbound Kearns Boulevard (SR-248)						Northbound Park Avenue (SR-224)						Eastbound 0						
Time	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	VEHICLE TOTAL
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	28	187	0	0	*215*	0	39	0	47	2	*86*	0	0	83	25	0	*108*	0	0	0	0	0	*0*	**409**
7:15 AM	0	48	220	0	2	*268*	0	33	0	38	0	*71*	0	0	83	22	0	*105*	0	0	0	0	0	*0*	**444**
7:30 AM	0	61	311	0	0	*372*	0	65	0	49	0	*114*	0	0	91	30	0	*121*	0	0	0	0	0	*0*	**607**
7:45 AM	0	73	299	0	0	*372*	0	48	0	58	1	*106*	0	0	102	34	0	*136*	0	0	0	0	0	*0*	**614**
8:00 AM	0	63	309	0	0	*372*	0	71	0	76	0	*147*	0	0	125	29	0	*154*	0	0	0	0	0	*0*	**673**
8:15 AM	0	65	311	0	0	*376*	0	89	0	78	2	*167*	0	0	129	33	0	*162*	0	0	0	0	0	*0*	**705**
8:30 AM	0	66	285	0	0	*351*	0	71	0	78	1	*149*	0	0	159	23	0	*182*	0	0	0	0	0	*0*	**682**
8:45 AM	0	72	251	0	0	*323*	0	68	0	60	2	*128*	0	0	118	24	0	*142*	0	0	0	0	0	*0*	**593**
9:00 AM	0	70	191	0	0	*261*	0	58	0	79	0	*137*	0	0	128	25	0	*153*	0	0	0	0	0	*0*	**551**
9:15 AM	0	64	321	0	1	*385*	0	60	0	58	2	*118*	0	0	141	40	0	*181*	0	0	0	0	0	*0*	**684**
9:30 AM	0	79	309	0	0	*388*	0	71	0	68	1	*139*	0	0	135	26	0	*161*	0	0	0	0	0	*0*	**688**
9:45 AM	0	83	293	0	4	*376*	0	64	0	77	7	*141*	0	0	149	45	0	*194*	0	0	0	0	0	*0*	**711**
10:00 AM	0	66	257	0	2	*323*	0	65	0	74	1	*139*	0	0	183	33	0	*216*	0	0	0	0	0	*0*	**678**
10:15 AM	0	77	257	0	0	*334*	0	68	0	72	6	*140*	0	0	186	30	0	*216*	0	0	0	0	0	*0*	**690**
10:30 AM	0	74	257	0	0	*331*	0	56	0	87	7	*143*	0	0	183	44	0	*227*	0	0	0	0	0	*0*	**701**
10:45 AM	0	76	253	0	2	*329*	0	55	0	87	4	*142*	0	0	194	42	0	*236*	0	0	0	0	0	*0*	**707**
11:00 AM	0	68	239	0	0	*307*	0	51	0	74	3	*125*	0	0	192	42	0	*234*	0	0	0	0	0	*0*	**666**
11:15 AM	0	73	238	0	1	*311*	0	45	0	77	6	*122*	0	0	196	39	0	*235*	0	0	0	0	0	*0*	**668**
11:30 AM	0	78	235	0	1	*313*	0	65	0	72	4	*137*	0	0	214	39	0	*253*	0	0	0	0	0	*0*	**703**
11:45 AM	0	84	231	0	0	*315*	0	57	0	73	3	*130*	0	0	234	62	0	*296*	0	0	0	0	0	*0*	**741**
12:00 PM	0	80	244	0	5	*324*	0	74	0	88	6	*162*	0	0	231	74	0	*305*	0	0	0	0	0	*0*	**791**
12:15 PM	0	95	234	0	2	*329*	0	70	0	85	7	*155*	0	0	231	54	0	*285*	0	0	0	0	0	*0*	**769**
12:30 PM	0	67	214	0	0	*281*	0	46	0	84	6	*130*	0	0	255	57	0	*312*	0	0	0	0	0	*0*	**723**
12:45 PM	0	77	219	0	1	*296*	0	54	0	93	5	*147*	0	0	213	50	0	*263*	0	0	0	0	0	*0*	**706**
1:00 PM	0	68	232	0	2	*300*	0	65	0	91	6	*156*	0	0	254	70	0	*324*	0	0	0	0	0	*0*	**780**
1:15 PM	0	69	236	0	1	*305*	0	65	0	97	0	*162*	0	0	222	47	0	*269*	0	0	0	0	0	*0*	**736**
1:30 PM	0	71	214	0	0	*285*	0	51	0	79	1	*130*	0	0	232	56	0	*288*	0	0	0	0	0	*0*	**703**
1:45 PM	0	94	216	0	1	*310*	0	40	0	89	7	*129*	0	0	250	43	0	*293*	0	0	0	0	0	*0*	**732**
2:00 PM	0	93	245	0	4	*338*	0	52	0	85	9	*137*	0	0	215	45	0	*260*	0	0	0	0	0	*0*	**735**
2:15 PM	0	86	219	0	0	*305*	0	48	0	77	10	*125*	0	0	266	69	0	*335*	0	0	0	0	0	*0*	**765**
2:30 PM	0	88	230	0	0	*318*	0	50	0	99	11	*149*	0	0	259	48	0	*307*	0	0	0	0	0	*0*	**774**
2:45 PM	0	86	208	0	4	*294*	0	56	0	80	8	*136*	0	0	262	53	0	*315*	0	0	0	0	0	*0*	**745**

3:00 PM	0	80	207	0	0	*287*	0	37	0	67	11	*104*	0	0	304	68	0	*372*	0	0	0	0	0	*0*	**763**
3:15 PM	0	66	230	0	0	*296*	0	54	0	71	3	*125*	0	0	304	70	0	*374*	0	0	0	0	0	*0*	**795**
3:30 PM	0	97	222	0	1	*319*	0	42	0	88	3	*130*	0	0	304	55	0	*359*	0	0	0	0	0	*0*	**808**
3:45 PM	0	80	224	0	3	*304*	0	53	0	74	9	*127*	0	0	298	70	0	*368*	0	0	0	0	0	*0*	**799**
4:00 PM	0	84	220	0	3	*304*	0	54	0	97	5	*151*	0	0	287	81	0	*368*	0	0	0	0	0	*0*	**823**
4:15 PM	0	84	255	0	2	*339*	0	41	0	90	4	*131*	0	0	324	80	0	*404*	0	0	0	0	0	*0*	**874**
4:30 PM	0	68	229	0	5	*297*	0	42	0	70	10	*112*	0	0	370	82	0	*452*	0	0	0	0	0	*0*	**861**
4:45 PM	0	63	244	0	5	*307*	0	55	0	78	19	*133*	0	0	333	93	0	*426*	0	0	0	0	0	*0*	**866**
5:00 PM	0	68	267	0	8	*335*	0	41	0	86	18	*127*	0	0	341	106	0	*447*	0	0	0	0	0	*0*	**909**
5:15 PM	0	77	230	0	1	*307*	1	55	0	99	8	*155*	0	0	341	65	0	*406*	0	0	0	0	0	*0*	**868**
5:30 PM	0	62	210	0	0	*272*	0	52	0	90	10	*142*	0	0	363	55	0	*418*	0	0	0	0	0	*0*	**832**
5:45 PM	0	51	209	0	4	*260*	0	38	0	81	14	*119*	0	0	336	61	0	*397*	0	0	0	0	0	*0*	**776**
6:00 PM	0	80	227	0	3	*307*	0	40	0	63	7	*103*	0	0	230	76	0	*306*	0	0	0	0	0	*0*	**716**
6:15 PM	0	62	205	0	6	*267*	0	37	0	94	6	*131*	0	0	266	63	0	*329*	0	0	0	0	0	*0*	**727**
6:30 PM	0	71	199	0	0	*270*	0	37	0	60	7	*97*	0	0	230	44	0	*274*	0	0	0	0	0	*0*	**641**
6:45 PM	0	83	213	0	4	*296*	0	44	0	70	7	*114*	0	0	201	48	0	*249*	0	0	0	0	0	*0*	**659**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Empire Avenue and Park Avenue
Park City Utah
Friday, February 23, 2024

Time	Southbound Park Avenue (SR-224)						Westbound Deer Valley Drive (SR-224)						Northbound Park Avenue						Eastbound Empire Avenue						VEHICLE TOTAL
	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	23	4	22	1	*49*	0	1	6	14	0	*21*	0	1	5	2	0	*8*	0	13	2	4	0	*19*	**97**
6:15 AM	0	30	3	31	3	*64*	0	4	6	22	0	*32*	0	1	8	4	0	*13*	0	12	5	2	0	*19*	**128**
6:30 AM	0	62	15	51	0	*128*	0	3	10	20	0	*33*	0	1	12	3	0	*16*	0	16	11	2	0	*29*	**206**
6:45 AM	0	87	27	64	1	*178*	0	5	14	21	1	*40*	0	7	11	5	0	*23*	0	29	14	4	1	*47*	**288**
7:00 AM	0	100	23	78	3	*201*	1	1	6	51	2	*59*	0	2	20	4	1	*26*	0	32	9	5	0	*46*	**332**
7:15 AM	0	126	26	77	2	*229*	0	7	13	45	4	*65*	0	9	26	5	2	*40*	0	24	20	6	0	*50*	**384**
7:30 AM	0	160	55	108	2	*323*	0	3	22	38	8	*63*	0	5	18	14	5	*37*	0	52	13	10	0	*75*	**498**
7:45 AM	0	162	61	100	8	*323*	0	12	29	44	2	*85*	0	13	27	5	1	*45*	0	45	19	11	2	*75*	**528**
8:00 AM	0	165	51	143	13	*359*	0	4	33	62	7	*99*	0	8	25	14	1	*47*	0	52	35	4	2	*91*	**596**
8:15 AM	0	158	41	169	7	*368*	0	5	59	42	10	*106*	0	17	40	3	0	*60*	0	68	42	6	0	*116*	**650**
8:30 AM	0	122	34	115	6	*271*	0	7	69	80	5	*156*	0	17	38	8	2	*63*	0	71	51	10	0	*132*	**622**
8:45 AM	0	136	48	94	14	*278*	0	6	48	48	5	*102*	1	22	34	4	0	*61*	0	58	38	11	6	*107*	**548**
9:00 AM	0	119	42	88	3	*249*	0	13	59	55	1	*127*	0	17	36	5	5	*58*	0	53	40	20	1	*113*	**547**
9:15 AM	0	148	73	125	8	*346*	0	11	45	71	8	*127*	0	11	43	11	1	*65*	0	47	32	16	1	*95*	**633**
9:30 AM	0	158	81	100	22	*339*	0	9	53	54	3	*116*	0	10	42	8	2	*60*	0	57	30	12	5	*99*	**614**
9:45 AM	0	148	80	122	12	*350*	0	12	33	85	5	*130*	0	19	54	13	1	*86*	0	62	33	9	1	*104*	**670**
10:00 AM	0	148	65	108	2	*321*	0	10	42	87	8	*139*	0	13	50	11	5	*74*	0	64	28	13	2	*105*	**639**
10:15 AM	0	140	64	102	10	*306*	0	17	33	86	10	*136*	0	21	49	17	0	*87*	0	61	31	8	1	*100*	**629**
10:30 AM	0	140	49	99	7	*288*	0	10	27	106	2	*143*	1	17	43	10	0	*71*	0	57	35	12	1	*104*	**606**
10:45 AM	0	123	72	104	6	*299*	0	14	33	97	9	*144*	0	14	54	14	4	*82*	0	69	36	19	0	*124*	**649**
11:00 AM	0	115	63	77	7	*255*	0	9	32	96	8	*137*	0	9	66	11	5	*86*	0	53	37	7	4	*97*	**575**
11:15 AM	0	132	62	79	16	*273*	0	4	33	109	3	*146*	0	15	44	15	0	*74*	0	63	44	10	5	*117*	**610**
11:30 AM	0	112	70	81	6	*263*	0	8	30	129	3	*167*	0	13	53	10	0	*76*	0	56	23	20	1	*99*	**605**
11:45 AM	0	122	58	79	4	*259*	0	7	34	120	5	*161*	0	14	68	9	0	*91*	0	68	39	11	4	*118*	**629**
12:00 PM	0	115	73	89	12	*277*	0	10	27	132	8	*169*	0	17	84	12	2	*113*	0	74	35	11	6	*120*	**679**
12:15 PM	0	130	57	72	9	*259*	0	12	30	145	4	*187*	0	13	50	9	5	*72*	0	63	42	16	1	*121*	**639**
12:30 PM	0	98	59	73	3	*230*	0	9	33	138	10	*180*	0	13	80	14	2	*107*	0	70	28	14	5	*112*	**629**
12:45 PM	0	92	48	105	5	*245*	0	10	35	112	5	*157*	0	10	62	20	2	*92*	0	76	52	14	0	*142*	**636**
1:00 PM	0	126	57	88	8	*271*	0	13	33	149	4	*195*	1	26	60	8	0	*95*	0	72	42	9	0	*123*	**684**
1:15 PM	0	109	66	97	3	*272*	0	5	39	134	8	*178*	0	14	59	5	0	*78*	0	52	40	15	3	*107*	**635**
1:30 PM	0	107	48	74	6	*229*	0	11	39	131	1	*181*	0	15	50	13	4	*78*	0	69	26	14	4	*109*	**597**
1:45 PM	0	100	62	65	10	*227*	0	8	31	119	4	*158*	0	21	62	14	0	*97*	0	82	22	8	9	*112*	**594**
2:00 PM	0	108	71	90	14	*269*	0	10	27	130	10	*167*	0	11	49	8	1	*68*	0	71	46	15	7	*132*	**636**
2:15 PM	0	117	41	70	1	*228*	0	9	35	167	5	*211*	0	15	80	20	1	*115*	0	74	52	13	1	*139*	**693**
2:30 PM	0	108	62	67	8	*237*	0	12	33	118	4	*163*	0	16	73	15	0	*104*	0	94	37	21	1	*152*	**656**
2:45 PM	0	91	63	66	8	*220*	0	9	33	150	19	*192*	0	18	60	7	11	*85*	0	86	43	16	1	*145*	**642**

3:00 PM	0	106	58	63	9	*227*	0	13	31	148	5	*192*	0	19	60	17	1	*96*	0	116	50	9	0	*175*	**690**
3:15 PM	0	110	64	77	2	*251*	0	14	47	150	7	*211*	0	19	82	10	0	*111*	0	122	58	15	0	*195*	**768**
3:30 PM	0	111	59	63	14	*233*	0	6	45	154	15	*205*	0	19	77	12	3	*108*	0	126	51	9	7	*186*	**732**
3:45 PM	0	113	62	78	17	*253*	0	11	42	148	34	*201*	0	13	83	13	19	*109*	0	135	66	15	7	*216*	**779**
4:00 PM	0	99	56	76	21	*231*	0	20	31	130	30	*181*	0	24	80	9	7	*113*	0	151	77	12	14	*240*	**765**
4:15 PM	0	115	54	80	20	*249*	0	12	30	128	22	*170*	0	16	78	6	19	*100*	0	163	57	19	11	*239*	**758**
4:30 PM	0	109	63	68	27	*240*	0	11	47	160	22	*218*	0	17	95	10	4	*122*	0	148	52	12	13	*212*	**792**
4:45 PM	0	114	74	72	40	*260*	0	18	43	153	28	*214*	0	16	71	3	9	*90*	0	177	63	10	16	*250*	**814**
5:00 PM	0	98	62	53	19	*213*	0	14	37	140	21	*191*	0	15	89	13	17	*117*	0	191	67	17	11	*275*	**796**
5:15 PM	0	125	68	52	13	*245*	0	9	23	163	20	*195*	0	20	93	9	2	*122*	0	144	57	12	6	*213*	**775**
5:30 PM	0	114	67	50	18	*231*	0	9	24	167	9	*200*	0	18	92	11	11	*121*	0	116	31	13	8	*160*	**712**
5:45 PM	0	110	67	54	24	*231*	0	11	37	163	11	*211*	0	21	85	9	10	*115*	0	103	35	9	27	*147*	**704**
6:00 PM	0	127	74	48	9	*249*	0	9	24	118	14	*151*	0	12	72	12	2	*96*	0	72	37	12	2	*121*	**617**
6:15 PM	0	121	85	40	5	*246*	0	19	15	156	7	*190*	0	13	76	5	2	*94*	0	70	30	17	15	*117*	**647**
6:30 PM	0	118	78	40	9	*236*	0	11	27	152	4	*190*	0	9	67	8	7	*84*	0	63	26	6	12	*95*	**605**
6:45 PM	0	117	74	50	13	*241*	0	13	29	106	18	*148*	0	11	77	7	5	*95*	0	50	18	18	13	*86*	**570**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Deer Valley Drive Bonanza Drive
Park City Utah
Friday, February 23, 2024

Time	Southbound Bonanza Drive						Westbound Deer Valley Drive (SR-224)						Northbound 0						Eastbound Deer Valley Drive (SR-224)						VEHICLE TOTAL
	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	94	0	13	0	*107*	0	0	54	22	0	*76*	0	0	0	0	0	*0*	0	9	103	0	0	*112*	**295**
7:15 AM	0	140	0	19	0	*159*	0	0	50	35	0	*85*	0	0	0	0	0	*0*	0	18	139	0	0	*157*	**401**
7:30 AM	0	166	0	17	0	*183*	0	0	42	20	0	*62*	0	0	0	0	0	*0*	0	19	181	0	0	*200*	**445**
7:45 AM	0	161	0	27	0	*188*	0	0	70	30	0	*100*	0	0	0	0	0	*0*	0	13	212	0	0	*225*	**513**
8:00 AM	0	153	0	27	0	*180*	0	0	78	35	0	*113*	0	0	0	0	0	*0*	0	29	196	0	0	*225*	**518**
8:15 AM	0	179	0	47	0	*226*	0	0	73	45	0	*118*	0	0	0	0	0	*0*	0	23	203	0	0	*226*	**570**
8:30 AM	0	162	0	42	0	*204*	0	0	110	41	0	*151*	0	0	0	0	0	*0*	0	26	175	0	0	*201*	**556**
8:45 AM	0	164	0	30	0	*194*	0	0	86	42	0	*128*	0	0	0	0	0	*0*	0	30	183	0	0	*213*	**535**
9:15 AM	0	182	0	47	0	*229*	0	0	81	48	0	*129*	0	0	0	0	0	*0*	0	23	177	0	0	*200*	**558**
9:30 AM	0	205	0	34	0	*239*	0	0	85	36	0	*121*	0	0	0	0	0	*0*	0	17	208	0	0	*225*	**585**
9:45 AM	0	211	0	34	0	*245*	0	0	91	59	0	*150*	0	0	0	0	0	*0*	0	27	185	0	0	*212*	**607**
10:00 AM	0	135	0	40	0	*175*	0	0	109	73	0	*182*	0	0	0	0	0	*0*	0	20	168	0	0	*188*	**545**
10:15 AM	0	138	0	32	0	*170*	0	0	119	88	0	*207*	0	0	0	0	0	*0*	0	28	167	0	0	*195*	**572**
10:30 AM	0	103	0	32	0	*135*	0	0	114	82	0	*196*	0	0	0	0	0	*0*	0	31	160	0	0	*191*	**522**
10:45 AM	0	121	0	30	0	*151*	0	0	114	79	0	*193*	0	0	0	0	0	*0*	0	28	142	0	0	*170*	**514**
11:00 AM	0	86	0	38	0	*124*	0	0	113	67	0	*180*	0	0	0	0	0	*0*	1	34	151	0	0	*186*	**490**
11:15 AM	0	99	0	29	0	*128*	0	0	129	79	0	*208*	0	0	0	0	0	*0*	0	32	158	0	0	*190*	**526**
11:30 AM	0	127	0	28	0	*155*	0	0	146	94	0	*240*	0	0	0	0	0	*0*	0	24	137	0	0	*161*	**556**
11:45 AM	0	102	0	30	0	*132*	0	0	142	105	0	*247*	0	0	0	0	0	*0*	0	28	148	0	0	*176*	**555**
12:00 PM	0	108	0	23	0	*131*	0	0	146	118	0	*264*	0	0	0	0	0	*0*	0	28	137	0	0	*165*	**560**
12:15 PM	0	116	0	36	0	*152*	0	0	153	98	0	*251*	0	0	0	0	0	*0*	0	38	141	0	0	*179*	**582**
12:30 PM	0	89	0	26	0	*115*	0	0	164	98	0	*262*	0	0	0	0	0	*0*	0	32	132	0	0	*164*	**541**
12:45 PM	0	96	0	31	0	*127*	0	0	126	126	0	*252*	0	0	0	0	0	*0*	0	39	124	0	0	*163*	**542**
1:00 PM	0	101	0	33	0	*134*	0	0	175	123	0	*298*	0	0	0	0	0	*0*	0	38	140	0	0	*178*	**610**
1:15 PM	0	99	0	34	0	*133*	0	0	147	104	0	*251*	0	0	0	0	0	*0*	0	39	132	0	0	*171*	**555**
1:30 PM	0	80	0	44	0	*124*	0	0	147	123	0	*270*	0	0	0	0	0	*0*	0	26	134	0	0	*160*	**554**
1:45 PM	0	102	0	34	0	*136*	0	0	143	109	0	*252*	0	0	0	0	0	*0*	0	38	110	0	0	*148*	**536**
2:00 PM	0	109	0	23	0	*132*	0	0	161	122	0	*283*	0	0	0	0	0	*0*	0	40	131	0	0	*171*	**586**
2:15 PM	0	105	0	37	0	*142*	0	0	200	120	0	*320*	0	0	0	0	0	*0*	0	43	161	0	0	*204*	**666**
2:30 PM	0	115	0	27	0	*142*	0	0	138	118	0	*256*	0	0	0	0	0	*0*	0	35	135	0	0	*170*	**568**
2:45 PM	0	132	0	24	0	*156*	0	0	191	145	0	*336*	0	0	0	0	0	*0*	0	35	127	0	0	*162*	**654**
3:00 PM	0	125	0	27	0	*152*	0	0	165	154	0	*319*	0	0	0	0	0	*0*	0	36	138	0	0	*174*	**645**

3:15 PM	0	115	0	30	0	*145*	0	0	191	143	0	*334*	0	0	0	0	0	*0*	0	47	151	0	0	*198*	**677**
3:30 PM	0	108	0	24	0	*132*	0	0	200	150	0	*350*	0	0	0	0	0	*0*	0	29	139	0	0	*168*	**650**
3:45 PM	0	98	0	29	0	*127*	0	0	201	170	0	*371*	0	0	0	0	0	*0*	0	56	162	0	0	*218*	**716**
4:00 PM	0	109	0	28	0	*137*	0	0	174	181	0	*355*	0	0	0	0	0	*0*	0	60	142	0	0	*202*	**694**
4:15 PM	0	92	0	20	0	*112*	0	0	187	167	0	*354*	0	0	0	0	0	*0*	0	47	150	0	0	*197*	**663**
4:30 PM	0	90	0	18	0	*108*	0	0	229	177	0	*406*	0	0	0	0	0	*0*	0	36	146	0	0	*182*	**696**
4:45 PM	0	90	0	26	0	*116*	0	0	213	106	0	*319*	0	0	0	0	0	*0*	0	34	137	0	0	*171*	**606**
5:00 PM	0	80	0	18	0	*98*	0	0	203	137	0	*340*	0	0	0	0	0	*0*	0	50	150	0	0	*200*	**638**
5:15 PM	0	105	0	19	0	*124*	0	0	204	111	0	*315*	0	0	0	0	0	*0*	0	52	156	0	0	*208*	**647**
5:30 PM	0	88	0	16	0	*104*	0	0	230	118	0	*348*	0	0	0	0	0	*0*	0	37	138	0	0	*175*	**627**
5:45 PM	0	110	0	23	0	*133*	0	0	197	131	0	*328*	0	0	0	0	0	*0*	0	19	137	0	0	*156*	**617**
6:00 PM	0	103	0	10	0	*113*	0	0	151	105	0	*256*	0	0	0	0	0	*0*	0	36	157	0	0	*193*	**562**
6:15 PM	0	89	0	18	0	*107*	0	0	192	111	0	*303*	0	0	0	0	0	*0*	0	36	145	0	0	*181*	**591**
6:30 PM	0	91	0	27	0	*118*	0	0	163	102	0	*265*	0	0	0	0	0	*0*	0	20	133	0	0	*153*	**536**
6:45 PM	0	103	0	17	0	*120*	0	0	131	73	0	*204*	0	0	0	0	0	*0*	0	19	150	0	0	*169*	**493**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

Comstock Drive and Kearns Blvd
Park City Utah
Friday, February 23, 2024

Time	Southbound Comstock Drive						Westbound Kearns Boulevard (SR-248)						Northbound Comstock Drive						Eastbound Kearns Boulevard (SR-248)						VEHICLE TOTAL
	SB U Turns	SB Left Turns	SB Straight Through	SB Right Turns	SB Crosswalk Crossings	*SB Vehicle Approach Total*	WB U Turns	WB Left Turns	WB Straight Through	WB Right Turns	WB Crosswalk Crossings	*WB Vehicle Approach Total*	NB U Turns	NB Left Turns	NB Straight Through	NB Right Turns	NB Crosswalk Crossings	*NB Vehicle Approach Total*	EB U Turns	EB Left Turns	EB Straight Through	EB Right Turns	EB Crosswalk Crossings	*EB Vehicle Approach Total*	
12:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
12:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
1:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
2:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
3:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
4:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
5:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:00 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:15 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:30 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
6:45 AM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:00 AM	0	0	0	0	0	*0*	0	4	190	1	0	*195*	0	5	0	8	0	*13*	0	1	47	0	0	*48*	**256**
7:15 AM	0	0	0	0	0	*0*	0	7	218	2	0	*227*	0	2	0	2	0	*4*	0	4	74	1	0	*79*	**310**
7:30 AM	0	3	0	0	0	*3*	0	22	261	0	0	*283*	0	9	0	9	0	*18*	0	0	78	1	0	*79*	**383**
7:45 AM	0	2	0	1	0	*3*	0	22	247	0	0	*269*	0	5	0	7	0	*12*	0	1	83	2	0	*86*	**370**
8:00 AM	0	0	0	0	0	*0*	0	20	278	0	0	*298*	0	11	0	10	0	*21*	0	0	100	5	0	*105*	**424**
8:15 AM	0	3	0	0	0	*3*	0	16	278	0	0	*294*	0	7	0	6	1	*13*	0	1	92	2	0	*95*	**405**
8:30 AM	0	2	0	2	0	*4*	0	16	251	0	0	*267*	0	15	0	10	0	*25*	0	1	102	6	0	*109*	**405**
8:45 AM	0	1	0	3	0	*4*	0	29	281	2	0	*312*	0	8	0	7	1	*15*	0	1	90	1	0	*92*	**423**
9:00 AM	0	0	0	0	0	*0*	0	12	278	1	0	*291*	0	9	0	4	1	*13*	0	1	91	2	0	*94*	**398**
9:15 AM	0	3	0	0	0	*3*	0	22	255	0	0	*277*	0	8	1	6	1	*15*	0	2	76	4	0	*82*	**377**
9:30 AM	0	1	1	2	0	*4*	0	9	281	0	0	*290*	0	10	0	11	0	*21*	0	3	95	8	0	*106*	**421**
9:45 AM	0	4	0	2	0	*6*	0	11	290	1	0	*302*	0	7	0	7	0	*14*	0	0	101	6	0	*107*	**429**
10:00 AM	0	4	0	1	0	*5*	0	15	257	0	0	*272*	0	7	0	9	0	*16*	0	0	136	2	0	*138*	**431**
10:15 AM	0	0	0	0	0	*0*	0	17	208	0	0	*225*	0	4	0	5	0	*9*	0	2	147	5	0	*154*	**388**
10:30 AM	0	3	0	1	0	*4*	0	11	190	2	0	*203*	0	7	0	10	0	*17*	0	0	138	3	0	*141*	**365**
10:45 AM	0	2	0	2	0	*4*	0	13	214	4	0	*231*	0	7	0	11	6	*18*	0	1	151	2	0	*154*	**407**
11:00 AM	0	0	0	0	0	*0*	0	9	203	0	0	*212*	0	11	0	16	1	*27*	0	1	125	5	0	*131*	**370**
11:15 AM	0	4	0	0	0	*4*	0	5	193	0	0	*198*	0	9	0	9	1	*18*	0	2	147	2	0	*151*	**371**
11:30 AM	0	3	0	4	0	*7*	0	13	202	0	0	*215*	0	12	0	7	0	*19*	0	2	173	4	0	*179*	**420**
11:45 AM	0	2	0	4	0	*6*	0	15	222	2	0	*239*	0	10	0	9	0	*19*	0	0	176	3	0	*179*	**443**
12:00 PM	0	2	0	1	0	*3*	0	11	227	1	0	*239*	0	8	0	13	1	*21*	0	2	188	5	0	*195*	**458**
12:15 PM	0	3	0	1	0	*4*	1	12	203	0	0	*216*	0	10	0	17	3	*27*	0	2	187	6	0	*195*	**442**
12:30 PM	0	1	0	1	1	*2*	0	7	167	0	0	*174*	0	11	0	10	0	*21*	0	1	196	3	0	*200*	**397**
12:45 PM	0	0	0	0	1	*0*	0	6	244	1	0	*251*	0	9	0	9	2	*18*	0	0	201	3	0	*204*	**473**
1:00 PM	0	2	0	0	0	*2*	0	8	215	0	0	*223*	0	10	0	12	0	*22*	1	0	209	10	0	*220*	**467**
1:15 PM	0	1	0	2	0	*3*	0	8	168	2	0	*178*	0	9	0	20	0	*29*	0	1	220	4	0	*225*	**435**
1:30 PM	0	6	0	1	0	*7*	0	10	180	0	0	*190*	0	8	0	19	0	*27*	1	1	212	7	0	*221*	**445**
1:45 PM	0	3	0	0	0	*3*	0	8	211	1	0	*220*	0	6	0	21	0	*27*	0	1	202	5	0	*208*	**458**
2:00 PM	0	3	0	1	0	*4*	0	4	151	1	0	*156*	0	7	0	12	1	*19*	0	1	222	0	0	*223*	**402**
2:15 PM	0	4	0	1	0	*5*	0	14	184	0	0	*198*	0	10	0	15	4	*25*	0	0	234	4	0	*238*	**466**
2:30 PM	0	1	0	1	0	*2*	0	12	196	0	0	*208*	0	10	0	13	3	*23*	0	0	212	1	0	*213*	**446**
2:45 PM	0	0	0	0	0	*0*	0	13	169	1	0	*183*	0	10	0	17	1	*27*	0	0	238	9	0	*247*	**457**

3:00 PM	0	4	0	0	0	*4*	0	11	156	0	0	*167*	0	12	0	11	0	*23*	0	0	246	6	0	*252*	**446**
3:15 PM	0	3	0	0	0	*3*	0	12	174	0	0	*186*	0	11	0	18	0	*29*	0	1	263	1	0	*265*	**483**
3:30 PM	0	4	0	0	0	*4*	0	15	159	0	0	*174*	0	15	0	19	2	*34*	0	1	287	6	0	*294*	**506**
3:45 PM	0	1	0	1	0	*2*	0	11	177	2	0	*190*	0	8	0	19	2	*27*	0	0	277	8	0	*285*	**504**
4:00 PM	0	4	0	1	0	*5*	0	8	180	1	0	*189*	0	14	0	21	6	*35*	0	0	281	5	0	*286*	**515**
4:15 PM	0	1	0	0	0	*1*	0	9	143	0	0	*152*	0	9	0	32	1	*41*	0	0	307	5	0	*312*	**506**
4:30 PM	0	1	0	0	0	*1*	0	8	175	1	0	*184*	0	11	0	18	0	*29*	0	0	295	5	0	*300*	**514**
4:45 PM	0	1	0	0	0	*1*	0	17	195	0	0	*212*	0	11	0	28	0	*39*	0	1	272	4	0	*277*	**529**
5:00 PM	0	1	0	2	0	*3*	0	9	144	1	0	*154*	0	18	0	35	0	*53*	0	1	277	2	0	*280*	**490**
5:15 PM	0	0	0	0	0	*0*	0	18	185	0	0	*203*	0	12	0	32	1	*44*	0	0	233	2	0	*235*	**482**
5:30 PM	0	0	1	0	0	*1*	0	13	167	0	0	*180*	0	15	0	34	0	*49*	0	0	228	1	0	*229*	**459**
5:45 PM	0	3	0	1	0	*4*	0	14	143	1	0	*158*	0	11	0	41	0	*52*	0	0	228	5	0	*233*	**447**
6:00 PM	0	1	0	0	0	*1*	0	6	158	0	0	*164*	0	8	1	20	0	*29*	0	0	255	5	0	*260*	**454**
6:15 PM	0	0	0	0	0	*0*	0	10	158	0	0	*168*	0	8	0	17	1	*25*	0	0	222	7	0	*229*	**422**
6:30 PM	0	0	0	0	0	*0*	0	14	125	0	0	*139*	0	3	0	16	0	*19*	0	0	172	8	0	*180*	**338**
6:45 PM	0	0	0	0	0	*0*	0	11	128	0	0	*139*	0	3	0	15	0	*18*	0	0	149	7	0	*156*	**313**
7:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
7:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
8:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
9:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
10:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:00 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:15 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:30 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**
11:45 PM	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	0	0	0	0	0	*0*	**0**

APPENDIX C

LOS Results

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***7***	***7***	***97***	***3.6***	***A***
	Subtotal	7	7	100	3.6	*A*
EB	T	554	546	99	1.3	*A*
	R	14	15	105	1.2	*A*
	Subtotal	568	561	99	1.3	*A*
WB	T	675	672	100	1.6	*A*
	Subtotal	675	672	100	1.6	*A*
Total		1,250	1,240	99	1.5	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	113	113	100	55.5	*E*
	T	52	55	106	50.8	*D*
	R	195	190	98	4.5	*A*
	Subtotal	360	358	99	27.7	*C*
SE	L	61	59	97	60.7	*E*
	T	149	152	102	64.7	*E*
	R	57	60	106	12.0	*B*
	Subtotal	267	271	101	52.2	*D*
NE	L	51	50	98	34.3	*C*
	T	306	299	98	35.7	*D*
	R	204	203	100	27.1	*C*
	Subtotal	561	552	98	32.4	*C*
SW	L	600	596	99	36.4	*D*
	T	505	499	99	9.7	*A*
	R	67	68	101	7.7	*A*
	Subtotal	1,172	1,163	99	23.3	*C*
Total		2,360	2,344	99	29.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	1	0	0		
	T	3	4	133	37.6	*E*
	R	39	37	95	6.0	*A*
	Subtotal	43	41	95	9.1	*A*
SE	***T***	***1***	***1***	***100***	***46.0***	***E***
	Subtotal	1	1	100	46.0	*E*
NE	T	424	413	97	2.4	*A*
	R	138	136	99	2.2	*A*
	Subtotal	562	549	98	2.4	*A*
SW	L	58	58	100	16.4	*C*
	T	1,171	1,165	99	12.5	*B*
	R	1	1	100	7.9	*A*
	Subtotal	1,230	1,224	100	12.7	*B*
Total		1,836	1,815	99	9.5	*A*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	309	305	99	1.2	*A*
	R	62	64	104	0.7	*A*
	Subtotal	371	369	99	1.1	*A*
SB	L	132	134	102	4.8	*A*
	T	822	817	99	1.4	*A*
	Subtotal	954	951	100	1.9	*A*
WB	***L***	***149***	***145***	***97***	***98.2***	***F***
	R	52	53	102	11.7	*B*
	Subtotal	201	198	99	75.0	*F*
Total		1,525	1,518	100	11.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	9	8	86	8.2	*A*
	T	355	352	99	1.0	*A*
	R	1	2	200	0.5	*A*
	Subtotal	365	362	99	1.2	*A*
SB	L	44	44	99	3.6	*A*
	T	900	890	99	1.5	*A*
	R	26	27	105	1.1	*A*
	Subtotal	970	961	99	1.6	*A*
EB	L	2	2	100	28.5	*D*
	R	22	20	92	12.3	*B*
	Subtotal	24	22	92	13.8	*B*
WB	***L***	***2***	***2***	***100***	***35.9***	***E***
	R	13	15	113	5.4	*A*
	Subtotal	15	17	113	9.0	*A*
Total		1,375	1,362	99	1.7	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	258	253	98	40.6	*D*
	T	128	128	100	0.7	*A*
	R	288	289	100	9.4	*A*
	Subtotal	674	670	99	19.5	*B*
EB	L	302	299	99	26.0	*C*
	T	1,136	1,119	99	24.3	*C*
	Subtotal	1,438	1,418	99	24.7	*C*
WB	T	564	564	100	20.6	*C*
	R	139	138	99	7.4	*A*
	Subtotal	703	702	100	18.0	*B*
Total		2,816	2,790	99	21.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	58	53	92	34.0	*C*
	T	179	174	97	38.1	*D*
	R	38	39	103	14.9	*B*
	Subtotal	275	266	97	33.9	*C*
SB	L	584	550	94	165.1	*F*
	T	366	350	96	47.7	*D*
	R	444	447	101	17.0	*B*
	Subtotal	1,394	1,347	97	85.4	*F*
EB	L	223	219	98	41.7	*D*
	T	138	136	99	28.3	*C*
	R	58	60	104	18.6	*B*
	Subtotal	419	415	99	34.0	*C*
WB	L	46	45	97	44.1	*D*
	T	194	197	102	34.9	*C*
	R	270	277	103	8.8	*A*
	Subtotal	510	519	102	21.8	*C*
Total		2,598	2,547	98	59.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	337	346	103	11.2	*B*
	R	205	204	100	2.3	*A*
	Subtotal	542	550	101	7.9	*A*
SE	L	95	90	95	20.5	*C*
	T	737	706	96	11.1	*B*
	Subtotal	832	796	96	12.2	*B*
SW	L	783	770	98	14.8	*B*
	R	163	165	101	6.6	*A*
	Subtotal	946	935	99	13.4	*B*
Total		2,319	2,281	98	11.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	35	100	20.8	*C*
	T	1	1	100	21.8	*C*
	R	29	30	103	5.6	*A*
	Subtotal	65	66	102	13.9	*B*
SE	L	8	8	97	19.4	*B*
	T	1	1	100	23.7	*C*
	R	4	4	100	30.7	*C*
	Subtotal	13	13	100	23.2	*C*
NE	L	6	6	96	28.5	*C*
	T	437	426	97	5.3	*A*
	R	20	19	96	3.4	*A*
	Subtotal	463	451	97	5.5	*A*
SW	L	55	52	95	9.7	*A*
	T	1,126	1,121	100	9.8	*A*
	R	2	3	150	4.6	*A*
	Subtotal	1,183	1,176	99	9.8	*A*
Total		1,724	1,706	99	8.9	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***51***	***49***	***96***	***6.0***	***A***
	Subtotal	51	49	96	6.0	*A*
EB	T	801	794	99	1.8	*A*
	R	20	21	106	1.9	*A*
	Subtotal	821	815	99	1.8	*A*
WB	T	674	664	98	1.7	*A*
	Subtotal	674	664	99	1.7	*A*
Total		1,547	1,528	99	1.9	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	191	171	90	41.7	*D*
	T	97	101	104	31.9	*C*
	R	579	555	96	12.6	*B*
	Subtotal	867	827	95	21.0	*C*
SE	L	103	106	103	40.7	*D*
	T	99	94	95	36.1	*D*
	R	79	81	102	6.3	*A*
	Subtotal	281	281	100	29.2	*C*
NE	L	44	41	93	30.9	*C*
	T	658	647	98	36.4	*D*
	R	150	152	101	27.5	*C*
	Subtotal	852	840	99	34.5	*C*
SW	L	334	328	98	25.7	*C*
	T	404	412	102	9.6	*A*
	R	56	56	100	6.2	*A*
	Subtotal	794	796	100	16.0	*B*
Total		2,794	2,744	98	24.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	4	5	125	142.0	*F*
	R	84	85	101	82.3	*F*
	Subtotal	88	90	102	85.6	*F*
SE	L	5	5	100	110.4	*F*
	T	***2***	***2***	***100***	***201.3***	***F***
	R	4	4	100	5.2	*A*
	Subtotal	11	11	100	88.7	*F*
NE	L	2	1	50	15.8	*C*
	T	1,186	1,161	98	9.4	*A*
	R	152	149	98	4.3	*A*
	Subtotal	1,340	1,311	98	8.8	*A*
SW	L	66	59	89	44.6	*E*
	T	786	787	100	5.2	*A*
	Subtotal	852	846	99	7.9	*A*
Total		2,292	2,258	99	11.9	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	744	717	96	3.8	*A*
	R	125	127	102	3.2	*A*
	Subtotal	869	844	97	3.7	*A*
SB	L	117	115	98	15.3	*C*
	T	466	459	98	1.2	*A*
	Subtotal	583	574	98	4.0	*A*
WB	***L***	***166***	***138***	***83***	***254.4***	***F***
	R	123	106	86	77.8	*F*
	Subtotal	289	244	84	177.7	*F*
Total		1,740	1,662	96	31.4	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	21	106	7.5	*A*
	T	830	808	97	2.9	*A*
	R	16	16	98	2.3	*A*
	Subtotal	866	845	98	3.0	*A*
SB	L	22	19	87	10.3	*B*
	T	531	500	94	1.5	*A*
	R	79	77	97	1.0	*A*
	Subtotal	632	596	94	1.7	*A*
EB	L	4	4	100	22.1	*C*
	T	1	1	100	12.4	*B*
	R	25	24	97	6.8	*A*
	Subtotal	30	29	97	9.1	*A*
WB	***L***	***12***	***11***	***90***	***36.4***	***E***
	T	2	1	50	22.8	*C*
	R	35	33	94	14.4	*B*
	Subtotal	49	45	92	20.0	*C*
Total		1,577	1,515	96	3.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	196	184	94	64.4	*E*
	T	136	133	98	0.6	*A*
	R	342	339	99	26.6	*C*
	Subtotal	674	656	97	31.9	*C*
EB	L	305	313	103	51.6	*D*
	T	967	972	101	11.7	*B*
	Subtotal	1,272	1,285	101	21.4	*C*
WB	T	1,340	1,319	98	26.1	*C*
	R	343	337	98	18.1	*B*
	Subtotal	1,683	1,656	98	24.5	*C*
Total		3,629	3,597	99	24.9	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	74	73	99	39.7	*D*
	T	330	333	101	50.4	*D*
	R	29	30	103	32.0	*C*
	Subtotal	433	436	101	47.3	*D*
SB	L	446	400	90	244.4	*F*
	T	415	411	99	61.9	*E*
	R	302	302	100	16.7	*B*
	Subtotal	1,163	1,113	96	115.2	*F*
EB	L	652	661	101	46.7	*D*
	T	254	249	98	32.0	*C*
	R	54	54	100	28.1	*C*
	Subtotal	960	964	100	41.9	*D*
WB	L	62	61	99	82.2	*F*
	T	269	263	98	59.5	*E*
	R	582	545	94	137.0	*F*
	Subtotal	913	869	95	109.7	*F*
Total		3,468	3,382	98	86.4	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	819	801	98	30.3	*C*
	R	644	645	100	27.7	*C*
	Subtotal	1,463	1,446	99	29.1	*C*
SE	L	181	162	89	36.5	*D*
	T	587	557	95	6.0	*A*
	Subtotal	768	719	94	12.9	*B*
SW	L	389	363	93	34.3	*C*
	T	85	84	99	0.9	*A*
	R	94	86	92	25.9	*C*
	Subtotal	568	533	94	27.7	*C*
Total		2,799	2,698	96	24.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Existing (2026) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	46	47	102	26.2	*C*
	R	101	105	104	30.3	*C*
	Subtotal	147	152	103	29.0	*C*
SE	L	7	8	110	24.0	*C*
	R	1	1	100	11.4	*B*
	Subtotal	8	9	113	22.6	*C*
NE	L	1	1	100	24.1	*C*
	T	1,256	1,231	98	15.8	*B*
	R	19	18	96	11.0	*B*
	Subtotal	1,276	1,250	98	15.7	*B*
SW	L	43	39	90	30.3	*C*
	T	707	700	99	4.7	*A*
	R	2	2	100	1.4	*A*
	Subtotal	752	741	99	6.0	*A*
Total		2,184	2,152	99	13.4	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.0***	***A***
	Subtotal	10	10	100	4.0	*A*
EB	T	560	550	98	1.3	*A*
	R	15	15	98	1.3	*A*
	Subtotal	575	565	98	1.3	*A*
WB	T	690	682	99	1.6	*A*
	Subtotal	690	682	99	1.6	*A*
Total		1,276	1,257	99	1.5	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	115	112	97	53.5	*D*
	T	55	53	97	51.5	*D*
	R	200	204	102	4.8	*A*
	Subtotal	370	369	100	26.3	*C*
SE	L	65	71	109	54.5	*D*
	T	150	156	104	64.7	*E*
	R	60	55	92	12.2	*B*
	Subtotal	275	282	103	51.9	*D*
NE	L	55	52	95	36.3	*D*
	T	311	302	97	35.9	*D*
	R	205	206	100	27.0	*C*
	Subtotal	571	560	98	32.7	*C*
SW	L	605	589	97	40.1	*D*
	T	516	516	100	10.4	*B*
	R	70	74	106	7.0	*A*
	Subtotal	1,191	1,179	99	25.0	*C*
Total		2,406	2,390	99	30.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	40.5	*E*
	T	5	6	120	41.6	*E*
	R	40	42	105	6.7	*A*
	Subtotal	50	52	104	13.3	*B*
SE	L	5	4	80	40.6	*E*
	T	***5***	***5***	***100***	***43.1***	***E***
	R	5	6	120	40.8	*E*
	Subtotal	15	15	100	41.5	*E*
NE	L	5	5	100	34.4	*D*
	T	430	435	101	2.7	*A*
	R	140	137	98	2.1	*A*
	Subtotal	575	577	100	2.8	*A*
SW	L	60	58	97	22.8	*C*
	T	1,180	1,172	99	19.5	*C*
	R	5	5	100	16.8	*C*
	Subtotal	1,245	1,235	99	19.6	*C*
Total		1,886	1,879	100	14.5	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	316	314	99	1.2	*A*
	R	65	66	102	0.7	*A*
	Subtotal	381	380	100	1.1	*A*
SB	L	135	129	96	4.8	*A*
	T	825	824	100	1.4	*A*
	Subtotal	960	953	99	1.9	*A*
WB	***L***	***150***	***146***	***97***	***110.0***	***F***
	R	55	57	104	18.0	*C*
	Subtotal	205	203	99	84.2	*F*
Total		1,546	1,536	99	13.2	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	9.1	*A*
	T	360	359	100	1.0	*A*
	R	5	5	100	0.5	*A*
	Subtotal	375	373	99	1.2	*A*
SB	L	45	46	102	4.0	*A*
	T	900	893	99	1.5	*A*
	R	30	30	100	1.2	*A*
	Subtotal	975	969	99	1.6	*A*
EB	***L***	***5***	***4***	***80***	***39.7***	***E***
	R	25	25	101	15.1	*C*
	Subtotal	30	29	97	18.5	*C*
WB	L	5	4	80	30.2	*D*
	R	15	16	105	5.5	*A*
	Subtotal	20	20	100	10.4	*B*
Total		1,401	1,391	99	2.0	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	260	257	99	42.8	*D*
	T	140	135	96	0.6	*A*
	R	290	291	100	9.7	*A*
	Subtotal	690	683	99	20.4	*C*
EB	L	305	288	94	36.7	*D*
	T	1,140	1,096	96	38.8	*D*
	Subtotal	1,445	1,384	96	38.4	*D*
WB	T	565	568	100	20.6	*C*
	R	140	148	106	8.2	*A*
	Subtotal	705	716	102	18.0	*B*
Total		2,840	2,783	98	28.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	32.1	*C*
	T	180	184	102	38.2	*D*
	R	40	40	100	13.6	*B*
	Subtotal	280	281	100	33.5	*C*
SB	L	585	541	92	187.5	*F*
	T	365	346	95	54.5	*D*
	R	450	432	96	16.7	*B*
	Subtotal	1,400	1,319	94	96.7	*F*
EB	L	225	224	100	39.8	*D*
	T	140	137	98	29.0	*C*
	R	60	61	102	20.6	*C*
	Subtotal	425	422	99	33.5	*C*
WB	L	50	48	96	45.0	*D*
	T	195	199	102	36.2	*D*
	R	270	282	105	9.5	*A*
	Subtotal	515	529	103	22.8	*C*
Total		2,619	2,551	97	65.9	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	348	102	11.2	*B*
	R	210	207	99	2.1	*A*
	Subtotal	550	555	101	7.8	*A*
SE	L	95	91	96	20.5	*C*
	T	740	696	94	11.2	*B*
	Subtotal	835	787	94	12.3	*B*
SW	L	790	776	98	14.6	*B*
	R	165	170	103	6.7	*A*
	Subtotal	955	946	99	13.2	*B*
Total		2,340	2,288	98	11.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	32	91	21.2	*C*
	T	5	5	100	17.5	*B*
	R	30	32	107	5.8	*A*
	Subtotal	70	69	99	13.8	*B*
SE	L	10	9	88	22.7	*C*
	T	5	6	120	28.5	*C*
	R	5	5	100	19.1	*B*
	Subtotal	20	20	100	23.5	*C*
NE	L	10	8	78	29.5	*C*
	T	445	454	102	5.3	*A*
	R	20	19	96	3.5	*A*
	Subtotal	475	481	101	5.6	*A*
SW	L	55	53	97	10.7	*B*
	T	1,140	1,138	100	11.5	*B*
	R	5	5	100	6.9	*A*
	Subtotal	1,200	1,196	100	11.4	*B*
Total		1,765	1,766	100	10.1	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***55***	***51***	***93***	***6.3***	***A***
	Subtotal	55	51	93	6.3	*A*
EB	T	820	812	99	1.8	*A*
	R	20	18	91	2.1	*A*
	Subtotal	840	830	99	1.8	*A*
WB	T	686	686	100	1.7	*A*
	Subtotal	686	686	100	1.7	*A*
Total		1,580	1,567	99	1.9	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	195	187	96	44.9	*D*
	T	100	98	98	33.2	*C*
	R	590	550	93	13.2	*B*
	Subtotal	885	835	94	22.6	*C*
SE	L	105	108	103	44.6	*D*
	T	100	101	101	37.8	*D*
	R	80	85	106	6.6	*A*
	Subtotal	285	294	103	31.3	*C*
NE	L	45	40	88	30.9	*C*
	T	675	662	98	42.2	*D*
	R	155	158	102	34.1	*C*
	Subtotal	875	860	98	40.2	*D*
SW	L	335	330	99	26.8	*C*
	T	412	416	101	9.5	*A*
	R	60	57	95	7.5	*A*
	Subtotal	807	803	100	16.5	*B*
Total		2,852	2,792	98	27.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***4***	***80***	***123.0***	***F***
	R	85	87	102	67.0	*F*
	Subtotal	90	91	101	69.5	*F*
SE	L	5	4	80	93.4	*F*
	R	5	5	100	6.9	*A*
	Subtotal	10	9	90	45.3	*E*
NE	L	5	4	80	12.8	*B*
	T	1,210	1,165	96	9.2	*A*
	R	155	153	99	4.4	*A*
	Subtotal	1,370	1,322	96	8.7	*A*
SW	L	70	67	96	43.2	*E*
	T	795	795	100	5.6	*A*
	R	5	4	80	4.8	*A*
	Subtotal	870	866	100	8.5	*A*
Total		2,341	2,288	98	11.2	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	761	729	96	3.8	*A*
	R	125	120	96	2.9	*A*
	Subtotal	886	849	96	3.7	*A*
SB	L	120	121	101	14.6	*B*
	T	471	469	100	1.4	*A*
	Subtotal	591	590	100	4.1	*A*
WB	***L***	***170***	***143***	***84***	***308.6***	***F***
	R	125	106	85	98.4	*F*
	Subtotal	295	249	84	219.1	*F*
Total		1,771	1,688	95	38.7	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	6.9	*A*
	T	846	812	96	2.9	*A*
	R	20	18	91	2.1	*A*
	Subtotal	886	848	96	3.0	*A*
SB	L	25	21	85	7.6	*A*
	T	535	508	95	1.7	*A*
	R	80	82	102	1.1	*A*
	Subtotal	640	611	95	1.8	*A*
EB	L	5	6	120	36.4	*E*
	T	5	5	100	34.1	*D*
	R	25	26	105	10.1	*B*
	Subtotal	35	37	106	17.6	*C*
WB	***L***	***15***	***15***	***98***	***38.7***	***E***
	T	5	5	100	29.9	*D*
	R	35	33	94	19.3	*C*
	Subtotal	55	53	96	25.8	*D*
Total		1,616	1,549	96	3.6	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	200	189	95	95.2	*F*
	T	140	137	98	1.5	*A*
	R	345	348	101	27.1	*C*
	Subtotal	685	674	98	41.0	*D*
EB	L	305	306	100	65.8	*E*
	T	970	939	97	30.5	*C*
	Subtotal	1,275	1,245	98	39.2	*D*
WB	T	1,340	1,324	99	27.2	*C*
	R	345	335	97	18.9	*B*
	Subtotal	1,685	1,659	98	25.5	*C*
Total		3,645	3,578	98	33.4	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	38.5	*D*
	T	330	320	97	48.4	*D*
	R	30	33	110	25.2	*C*
	Subtotal	435	429	99	44.9	*D*
SB	L	450	403	90	245.3	*F*
	T	415	391	94	69.5	*E*
	R	305	282	92	22.9	*C*
	Subtotal	1,170	1,076	92	123.1	*F*
EB	L	660	679	103	47.4	*D*
	T	255	249	98	32.6	*C*
	R	55	54	99	25.3	*C*
	Subtotal	970	982	101	42.4	*D*
WB	L	65	63	97	81.4	*F*
	T	264	254	96	57.9	*E*
	R	585	548	94	132.8	*F*
	Subtotal	914	865	95	107.1	*F*
Total		3,489	3,352	96	87.8	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	820	793	97	34.9	*C*
	R	645	615	95	33.0	*C*
	Subtotal	1,465	1,408	96	34.1	*C*
SE	L	185	170	92	35.3	*D*
	T	590	552	94	5.8	*A*
	Subtotal	775	722	93	12.7	*B*
SW	L	395	370	94	33.8	*C*
	T	85	82	97	0.8	*A*
	R	95	94	99	27.0	*C*
	Subtotal	575	546	95	27.7	*C*
Total		2,814	2,676	95	27.1	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2027) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	50	48	96	26.3	*C*
	R	105	109	104	29.2	*C*
	Subtotal	155	157	101	28.3	*C*
SE	L	10	10	98	32.0	*C*
	R	5	6	120	7.5	*A*
	Subtotal	15	16	107	22.8	*C*
NE	L	5	4	80	19.3	*B*
	T	1,276	1,233	97	16.6	*B*
	R	20	19	96	11.8	*B*
	Subtotal	1,301	1,256	97	16.5	*B*
SW	L	45	43	95	31.7	*C*
	T	715	720	101	5.0	*A*
	R	5	6	120	1.4	*A*
	Subtotal	765	769	101	6.5	*A*
Total		2,236	2,198	98	13.9	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.8***	***A***
	Subtotal	10	10	100	4.8	*A*
EB	T	575	559	97	1.4	*A*
	R	17	20	116	1.5	*A*
	Subtotal	592	579	98	1.4	*A*
WB	T	713	711	100	0.2	*A*
	Subtotal	713	711	100	0.2	*A*
Total		1,315	1,300	99	0.8	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	144	138	96	54.8	*D*
	T	55	55	100	50.0	*D*
	R	200	200	100	4.3	*A*
	Subtotal	399	393	98	28.4	*C*
SE	L	65	64	98	55.9	*E*
	T	157	157	100	64.7	*E*
	R	60	61	102	11.1	*B*
	Subtotal	282	282	100	51.1	*D*
NE	L	63	63	100	42.2	*D*
	T	316	311	98	40.2	*D*
	R	207	201	97	31.3	*C*
	Subtotal	586	575	98	37.3	*D*
SW	L	617	610	99	38.0	*D*
	T	510	512	100	12.7	*B*
	R	70	73	104	9.1	*A*
	Subtotal	1,197	1,195	100	25.4	*C*
Total		2,463	2,445	99	31.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	121.1	*F*
	T	5	6	120	78.5	*F*
	R	40	42	105	7.0	*A*
	Subtotal	50	52	104	24.0	*C*
SE	L	5	3	60	49.1	*E*
	T	5	4	80	62.8	*F*
	R	***5***	***6***	***120***	***143.9***	***F***
	Subtotal	15	13	87	97.1	*F*
NE	L	5	5	100	21.9	*C*
	T	436	429	98	3.2	*A*
	R	140	141	101	2.5	*A*
	Subtotal	581	575	99	3.2	*A*
SW	L	60	59	99	21.8	*C*
	T	1,186	1,185	100	16.8	*C*
	R	5	5	100	10.7	*B*
	Subtotal	1,251	1,249	100	17.0	*C*
Total		1,897	1,889	100	13.6	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	344	340	99	0.5	*A*
	R	67	65	97	0.2	*A*
	Subtotal	411	405	99	0.5	*A*
SB	L	135	133	99	5.0	*A*
	T	846	835	99	1.5	*A*
	Subtotal	981	968	99	2.0	*A*
WB	***L***	***151***	***141***	***93***	***159.6***	***F***
	R	55	54	99	29.5	*D*
	Subtotal	206	195	95	123.6	*F*
Total		1,598	1,568	98	17.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	25	97	10.3	*B*
	T	357	352	99	1.0	*A*
	R	5	6	120	0.7	*A*
	Subtotal	388	383	99	1.6	*A*
SB	L	45	46	102	3.4	*A*
	T	909	887	98	1.1	*A*
	R	34	35	103	0.8	*A*
	Subtotal	988	968	98	1.2	*A*
EB	***L***	***39***	***40***	***103***	***70.0***	***F***
	R	34	33	97	42.7	*E*
	Subtotal	73	73	100	57.7	*F*
WB	L	5	5	100	38.1	*E*
	R	15	13	85	8.0	*A*
	Subtotal	20	18	90	16.4	*C*
Total		1,470	1,442	98	4.4	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	266	270	102	48.4	*D*
	T	140	141	101	0.6	*A*
	R	307	300	98	9.8	*A*
	Subtotal	713	711	100	22.6	*C*
EB	L	318	305	96	39.0	*D*
	T	1,140	1,098	96	44.8	*D*
	Subtotal	1,458	1,403	96	43.5	*D*
WB	T	565	576	102	21.4	*C*
	R	144	144	100	8.1	*A*
	Subtotal	709	720	102	18.7	*B*
Total		2,880	2,834	98	32.2	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	32.4	*C*
	T	182	188	103	37.7	*D*
	R	42	44	104	14.4	*B*
	Subtotal	284	289	102	33.1	*C*
SB	L	585	528	90	200.8	*F*
	T	368	351	95	64.1	*E*
	R	453	446	98	23.0	*C*
	Subtotal	1,406	1,325	94	104.7	*F*
EB	L	227	231	102	41.2	*D*
	T	142	140	99	31.2	*C*
	R	60	63	105	20.5	*C*
	Subtotal	429	434	101	35.0	*C*
WB	L	53	56	106	45.8	*D*
	T	198	198	100	35.6	*D*
	R	270	268	99	9.1	*A*
	Subtotal	521	522	100	23.1	*C*
Total		2,639	2,570	97	70.4	*E*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	11.2	*B*
	R	219	217	99	2.0	*A*
	Subtotal	559	557	100	7.6	*A*
SE	L	99	91	92	20.3	*C*
	T	740	690	93	11.0	*B*
	Subtotal	839	781	93	12.1	*B*
SW	L	801	779	97	14.9	*B*
	R	171	169	99	6.6	*A*
	Subtotal	972	948	98	13.4	*B*
Total		2,371	2,286	96	11.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	35	32	91	22.9	*C*
	T	5	5	100	21.2	*C*
	R	30	32	107	6.0	*A*
	Subtotal	70	69	99	14.9	*B*
SE	L	10	10	98	25.6	*C*
	T	5	6	120	21.3	*C*
	R	5	6	120	28.5	*C*
	Subtotal	20	22	110	25.2	*C*
NE	L	10	9	88	30.5	*C*
	T	451	445	99	5.6	*A*
	R	20	21	106	4.1	*A*
	Subtotal	481	475	99	6.0	*A*
SW	L	55	59	108	10.6	*B*
	T	1,146	1,139	99	10.4	*B*
	R	5	6	120	4.8	*A*
	Subtotal	1,206	1,204	100	10.4	*B*
Total		1,777	1,770	100	9.6	*A*

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***20***	***21***	***106***	***3.6***	***A***
	Subtotal	20	21	105	3.6	*A*
EB	T	566	551	97	0.4	*A*
	R	19	19	101	0.2	*A*
	Subtotal	585	570	97	0.4	*A*
WB	T	713	711	100	1.4	*A*
	Subtotal	713	711	100	1.4	*A*
Total		1,318	1,302	99	1.0	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	412	405	98	0.7	*A*
	Subtotal	412	405	98	0.7	*A*
SB	T	972	952	98	0.5	*A*
	R	26	24	93	0.3	*A*
	Subtotal	998	976	98	0.5	*A*
EB	***R***	***16***	***15***	***92***	***11.1***	***B***
	Subtotal	16	15	94	11.1	*B*
Total		1,426	1,396	98	0.7	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***55***	***54***	***99***	***5.8***	***A***
	Subtotal	55	54	98	5.8	*A*
EB	T	842	839	100	2.1	*A*
	R	23	22	97	2.5	*A*
	Subtotal	865	861	100	2.1	*A*
WB	T	706	691	98	0.2	*A*
	Subtotal	706	691	98	0.2	*A*
Total		1,626	1,606	99	1.4	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	222	208	94	53.6	*D*
	T	100	90	90	35.5	*D*
	R	590	553	94	13.9	*B*
	Subtotal	912	851	93	25.9	*C*
SE	L	105	102	97	42.6	*D*
	T	108	109	101	40.0	*D*
	R	80	82	102	5.8	*A*
	Subtotal	293	293	100	31.3	*C*
NE	L	52	47	91	32.3	*C*
	T	682	681	100	41.1	*D*
	R	157	152	97	32.4	*C*
	Subtotal	891	880	99	39.1	*D*
SW	L	348	351	101	27.0	*C*
	T	405	402	99	9.9	*A*
	R	60	65	109	6.4	*A*
	Subtotal	813	818	101	17.0	*B*
Total		2,908	2,842	98	29.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	6	120	178.9	*F*
	R	85	88	103	99.6	*F*
	Subtotal	90	94	104	104.7	*F*
SE	***L***	***5***	***5***	***100***	***193.4***	***F***
	R	5	6	120	11.7	*B*
	Subtotal	10	11	110	94.3	*F*
NE	L	5	5	100	14.8	*B*
	T	1,216	1,174	97	9.4	*A*
	R	155	156	100	4.6	*A*
	Subtotal	1,376	1,335	97	8.9	*A*
SW	L	70	75	107	46.5	*E*
	T	802	807	101	6.1	*A*
	R	5	8	160	6.7	*A*
	Subtotal	877	890	101	9.5	*A*
Total		2,354	2,330	99	13.6	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	788	758	96	2.0	*A*
	R	127	124	98	0.9	*A*
	Subtotal	915	882	96	1.8	*A*
SB	L	120	116	96	17.1	*C*
	T	494	497	101	1.9	*A*
	Subtotal	614	613	100	4.8	*A*
WB	***L***	***172***	***120***	***70***	***406.2***	***F***
	R	125	92	74	144.6	*F*
	Subtotal	297	212	71	292.7	*F*
Total		1,825	1,707	94	43.2	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	38	90	7.9	*A*
	T	836	801	96	3.4	*A*
	R	20	20	101	3.2	*A*
	Subtotal	898	859	96	3.6	*A*
SB	L	25	24	97	7.5	*A*
	T	544	503	92	1.3	*A*
	R	85	81	95	0.8	*A*
	Subtotal	654	608	93	1.5	*A*
EB	L	43	46	106	64.6	*F*
	T	5	6	120	57.0	*F*
	R	33	34	103	38.4	*E*
	Subtotal	81	86	106	53.7	*F*
WB	L	15	15	98	70.6	*F*
	T	***5***	***5***	***100***	***88.4***	***F***
	R	35	35	100	41.4	*E*
	Subtotal	55	55	100	53.6	*F*
Total		1,689	1,608	95	7.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	205	198	97	88.8	*F*
	T	140	139	99	0.6	*A*
	R	361	351	97	31.5	*C*
	Subtotal	706	688	97	41.7	*D*
EB	L	324	327	101	68.6	*E*
	T	970	946	98	33.0	*C*
	Subtotal	1,294	1,273	98	42.1	*D*
WB	T	1,340	1,314	98	27.2	*C*
	R	351	351	100	18.6	*B*
	Subtotal	1,691	1,665	98	25.4	*C*
Total		3,692	3,626	98	34.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	75	100	39.9	*D*
	T	333	335	101	47.9	*D*
	R	32	34	106	27.4	*C*
	Subtotal	440	444	101	45.0	*D*
SB	L	450	398	88	233.0	*F*
	T	417	404	97	60.6	*E*
	R	308	294	95	24.9	*C*
	Subtotal	1,175	1,096	93	113.6	*F*
EB	L	663	664	100	46.9	*D*
	T	257	265	103	32.2	*C*
	R	55	55	100	25.6	*C*
	Subtotal	975	984	101	41.8	*D*
WB	L	68	60	88	75.8	*E*
	T	267	251	94	61.2	*E*
	R	585	548	94	134.8	*F*
	Subtotal	920	859	93	109.2	*F*
Total		3,510	3,383	96	84.8	*F*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	820	791	96	32.2	*C*
	R	654	641	98	30.8	*C*
	Subtotal	1,474	1,432	97	31.6	*C*
SE	L	189	173	91	35.0	*C*
	T	590	563	95	6.0	*A*
	Subtotal	779	736	94	12.8	*B*
SW	L	406	378	93	33.3	*C*
	T	85	77	90	0.7	*A*
	R	100	92	92	22.4	*C*
	Subtotal	591	547	93	26.9	*C*
Total		2,844	2,715	95	25.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	50	51	101	27.1	C
	R	105	99	94	28.6	C
	Subtotal	155	150	97	28.1	C
SE	L	10	10	98	27.1	C
	R	5	6	120	6.8	A
	Subtotal	15	16	107	19.5	B
NE	L	5	5	100	23.4	C
	T	1,282	1,240	97	16.5	B
	R	20	20	101	11.4	B
	Subtotal	1,307	1,265	97	16.4	B
SW	L	45	42	93	32.1	C
	T	722	735	102	5.2	A
	R	5	6	120	2.1	A
	Subtotal	772	783	101	6.6	A
Total		2,249	2,214	98	13.8	B

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***22***	***22***	***101***	***5.8***	***A***
	Subtotal	22	22	100	5.8	A
EB	T	869	863	99	0.8	A
	R	29	31	107	0.4	A
	Subtotal	898	894	100	0.8	A
WB	T	706	692	98	1.5	A
	Subtotal	706	692	98	1.5	A
Total		1,626	1,608	99	1.1	A

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Opening (2027) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	914	882	96	2.9	*A*
	Subtotal	914	882	96	2.9	*A*
SB	T	640	594	93	0.5	*A*
	R	26	23	89	0.4	*A*
	Subtotal	666	617	93	0.5	*A*
EB	***R***	***14***	***14***	***98***	***6.4***	***A***
	Subtotal	14	14	100	6.4	*A*
Total		1,594	1,513	95	1.9	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***10***	***98***	***4.6***	***A***
	Subtotal	10	10	100	4.6	*A*
EB	T	645	647	100	1.3	*A*
	R	15	17	111	1.4	*A*
	Subtotal	660	664	101	1.3	*A*
WB	T	820	821	100	1.7	*A*
	Subtotal	820	821	100	1.7	*A*
Total		1,491	1,495	100	1.6	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	125	126	101	66.8	*E*
	T	56	53	95	55.4	*E*
	R	225	222	99	4.7	*A*
	Subtotal	406	401	99	30.9	*C*
SE	L	70	71	101	61.3	*E*
	T	150	150	100	68.0	*E*
	R	60	60	100	13.8	*B*
	Subtotal	280	281	100	54.7	*D*
NE	L	55	53	97	51.3	*D*
	T	381	387	102	60.2	*E*
	R	220	217	99	53.0	*D*
	Subtotal	656	657	100	57.1	*E*
SW	L	695	687	99	35.1	*D*
	T	635	633	100	10.5	*B*
	R	75	78	104	7.7	*A*
	Subtotal	1,405	1,398	100	22.4	*C*
Total		2,746	2,737	100	44.3	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	5	4	80	92.1	*F*
	T	5	5	100	119.5	*F*
	R	45	44	97	9.4	*A*
	Subtotal	55	53	96	26.0	*D*
SE	L	5	5	100	153.8	*F*
	T	***5***	***5***	***100***	***182.5***	***F***
	R	5	6	120	38.6	*E*
	Subtotal	15	16	107	119.6	*F*
NE	L	5	5	100	36.1	*E*
	T	515	511	99	4.1	*A*
	R	155	163	105	2.9	*A*
	Subtotal	675	679	101	4.0	*A*
SW	L	65	59	91	24.2	*C*
	T	1,395	1,389	100	17.5	*C*
	R	5	4	80	13.5	*B*
	Subtotal	1,465	1,452	99	17.8	*C*
Total		2,211	2,200	100	14.5	*B*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	346	348	101	1.4	*A*
	R	70	70	100	1.1	*A*
	Subtotal	416	418	100	1.3	*A*
SB	L	150	153	102	5.1	*A*
	T	916	901	98	1.5	*A*
	Subtotal	1,066	1,054	99	2.0	*A*
WB	***L***	***165***	***141***	***86***	***271.0***	***F***
	R	60	55	92	71.9	*F*
	Subtotal	225	196	87	215.1	*F*
Total		1,706	1,668	98	29.5	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	11.0	*B*
	T	395	399	101	1.2	*A*
	R	5	6	120	1.3	*A*
	Subtotal	410	415	101	1.4	*A*
SB	L	50	48	96	3.9	*A*
	T	995	954	96	1.6	*A*
	R	35	39	111	1.2	*A*
	Subtotal	1,080	1,041	96	1.7	*A*
EB	***L***	***5***	***4***	***80***	***43.1***	***E***
	R	30	31	103	15.1	*C*
	Subtotal	35	35	100	18.3	*C*
WB	L	5	4	80	26.4	*D*
	R	15	16	105	6.2	*A*
	Subtotal	20	20	100	10.2	*B*
Total		1,546	1,511	98	2.1	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	265	265	100	38.0	*D*
	T	250	250	100	0.8	*A*
	R	305	306	100	10.1	*B*
	Subtotal	820	821	100	16.3	*B*
EB	L	320	322	101	18.1	*B*
	T	1,140	1,148	101	8.0	*A*
	Subtotal	1,460	1,470	101	10.2	*B*
WB	T	565	573	101	19.9	*B*
	R	145	138	95	8.0	*A*
	Subtotal	710	711	100	17.6	*B*
Total		2,990	3,002	100	13.6	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	61	102	39.2	*D*
	T	180	178	99	46.8	*D*
	R	40	42	105	19.6	*B*
	Subtotal	280	281	100	41.1	*D*
SB	L	590	593	101	39.4	*D*
	T	310	315	102	17.7	*B*
	R	505	509	101	8.6	*A*
	Subtotal	1,405	1,417	101	23.5	*C*
EB	L	245	252	103	51.9	*D*
	T	150	150	100	39.7	*D*
	R	60	64	107	28.3	*C*
	Subtotal	455	466	102	44.7	*D*
WB	L	50	48	96	61.4	*E*
	T	230	229	100	43.5	*D*
	R	270	263	97	8.9	*A*
	Subtotal	550	540	98	28.2	*C*
Total		2,690	2,704	101	30.0	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	15.2	*B*
	R	230	231	101	2.4	*A*
	Subtotal	570	571	100	10.0	*A*
SE	L	120	120	100	22.7	*C*
	T	740	740	100	14.4	*B*
	Subtotal	860	860	100	15.6	*B*
SW	L	865	831	96	15.3	*B*
	R	210	201	96	6.9	*A*
	Subtotal	1,075	1,032	96	13.7	*B*
Total		2,505	2,463	98	13.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	40	41	102	42.7	*D*
	T	5	5	100	45.9	*D*
	R	35	38	109	7.1	*A*
	Subtotal	80	84	105	26.8	*C*
SE	L	10	10	98	39.6	*D*
	T	5	6	120	38.7	*D*
	R	5	4	80	49.2	*D*
	Subtotal	20	20	100	41.3	*D*
NE	L	10	8	78	60.8	*E*
	T	535	529	99	6.2	*A*
	R	20	21	106	4.6	*A*
	Subtotal	565	558	99	6.9	*A*
SW	L	60	56	94	32.5	*C*
	T	1,355	1,341	99	34.2	*C*
	R	5	6	120	22.9	*C*
	Subtotal	1,420	1,403	99	34.1	*C*
Total		2,086	2,065	99	26.5	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	60	100	9.4	*A*
	Subtotal	60	60	100	9.4	*A*
EB	T	980	956	98	11.2	*B*
	R	***20***	***19***	***96***	***12.8***	***B***
	Subtotal	1,000	975	98	11.2	*B*
WB	T	791	779	99	1.8	*A*
	Subtotal	791	779	98	1.8	*A*
Total		1,850	1,814	98	7.2	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	205	194	95	58.9	*E*
	T	100	94	94	52.8	*D*
	R	660	614	93	22.0	*C*
	Subtotal	965	902	93	33.1	*C*
SE	L	110	107	97	55.0	*D*
	T	100	99	99	53.2	*D*
	R	80	78	97	7.8	*A*
	Subtotal	290	284	98	41.4	*D*
NE	L	45	44	97	67.6	*E*
	T	825	787	95	97.7	*F*
	R	170	170	100	92.4	*F*
	Subtotal	1,040	1,001	96	95.5	*F*
SW	L	375	380	101	39.1	*D*
	T	506	508	100	11.2	*B*
	R	65	64	98	8.1	*A*
	Subtotal	946	952	101	22.1	*C*
Total		3,242	3,139	97	63.7	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***860.6***	***F***
	R	95	66	70	660.9	*F*
	Subtotal	100	69	69	669.6	*F*
SE	L	5	4	80	673.2	*F*
	R	5	6	120	27.8	*D*
	Subtotal	10	10	100	286.0	*F*
NE	L	5	6	120	27.2	*D*
	T	1,420	1,337	94	16.2	*C*
	R	170	161	95	9.6	*A*
	Subtotal	1,595	1,504	94	15.5	*C*
SW	L	75	77	102	142.3	*F*
	T	935	939	100	12.7	*B*
	R	5	6	120	15.3	*C*
	Subtotal	1,015	1,022	101	22.5	*C*
Total		2,720	2,605	96	44.5	*E*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	833	100	13.5	*B*
	R	135	139	103	11.9	*B*
	Subtotal	965	972	101	13.3	*B*
SB	L	130	128	99	28.2	*D*
	T	516	520	101	2.0	*A*
	Subtotal	646	648	100	7.2	*A*
WB	***L***	***185***	***93***	***50***	***589.2***	***F***
	R	135	70	52	225.7	*F*
	Subtotal	320	163	51	433.1	*F*
Total		1,931	1,783	92	55.2	*F*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	20	18	91	10.7	*B*
	T	920	932	101	7.1	*A*
	R	20	18	91	6.2	*A*
	Subtotal	960	968	101	7.2	*A*
SB	L	30	23	77	12.8	*B*
	T	581	510	88	1.7	*A*
	R	90	76	85	1.2	*A*
	Subtotal	701	609	87	2.1	*A*
EB	L	5	4	80	73.7	*F*
	T	5	5	100	30.7	*D*
	R	30	32	107	23.5	*C*
	Subtotal	40	41	103	29.3	*D*
WB	L	15	14	92	57.5	*F*
	T	***5***	***5***	***100***	***73.9***	***F***
	R	40	40	100	39.0	*E*
	Subtotal	60	59	98	46.3	*E*
Total		1,760	1,677	95	7.3	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	200	193	97	49.0	*D*
	T	226	224	99	0.9	*A*
	R	365	361	99	27.0	*C*
	Subtotal	791	778	98	24.9	*C*
EB	L	325	315	97	50.1	*D*
	T	970	976	101	6.7	*A*
	Subtotal	1,295	1,291	100	17.3	*B*
WB	T	1,340	1,319	98	26.5	*C*
	R	355	355	100	18.4	*B*
	Subtotal	1,695	1,674	99	24.8	*C*
Total		3,780	3,743	99	22.3	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	46.2	*D*
	T	330	332	101	57.9	*E*
	R	30	30	100	38.8	*D*
	Subtotal	435	438	101	54.6	*D*
SB	L	450	439	98	76.6	*E*
	T	385	390	101	22.2	*C*
	R	335	335	100	7.3	*A*
	Subtotal	1,170	1,164	99	38.4	*D*
EB	L	730	716	98	72.5	*E*
	T	280	290	104	39.8	*D*
	R	55	54	99	35.2	*D*
	Subtotal	1,065	1,060	100	61.7	*E*
WB	L	65	67	103	78.0	*E*
	T	306	304	100	39.5	*D*
	R	585	576	98	74.0	*E*
	Subtotal	956	947	99	63.2	*E*
Total		3,625	3,609	100	53.9	*D*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	835	855	102	29.5	*C*
	R	715	717	100	22.4	*C*
	Subtotal	1,550	1,572	101	26.3	*C*
SE	L	230	236	103	34.1	*C*
	T	590	588	100	10.2	*B*
	Subtotal	820	824	100	17.0	*B*
SW	L	435	389	89	25.6	*C*
	T	70	62	89	0.8	*A*
	R	120	103	86	14.1	*B*
	Subtotal	625	554	89	20.7	*C*
Total		2,995	2,950	99	22.6	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Background*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	55	49	89	44.4	*D*
	R	115	114	99	54.3	*D*
	Subtotal	170	163	96	51.3	*D*
SE	L	10	9	88	47.8	*D*
	R	5	5	100	15.1	*B*
	Subtotal	15	14	93	36.1	*D*
NE	L	5	4	80	39.2	*D*
	T	1,495	1,381	92	29.1	*C*
	R	20	20	101	24.8	*C*
	Subtotal	1,520	1,405	92	29.1	*C*
SW	L	50	49	98	59.7	*E*
	T	855	863	101	7.7	*A*
	R	5	6	120	5.0	*A*
	Subtotal	910	918	101	10.5	*B*
Total		2,615	2,500	96	23.8	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***10***	***9***	***88***	***5.0***	***A***
	Subtotal	10	9	90	5.0	*A*
EB	T	660	664	101	1.3	*A*
	R	17	17	99	1.3	*A*
	Subtotal	677	681	101	1.3	*A*
WB	T	843	835	99	0.2	*A*
	Subtotal	843	835	99	0.2	*A*
Total		1,531	1,525	100	0.8	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	154	146	95	86.1	*F*
	T	55	53	97	56.5	*E*
	R	225	228	101	4.8	*A*
	Subtotal	434	427	98	39.0	*D*
SE	L	70	73	104	58.2	*E*
	T	157	157	100	66.0	*E*
	R	60	63	105	11.6	*B*
	Subtotal	287	293	102	52.4	*D*
NE	L	63	62	99	57.7	*E*
	T	386	387	100	60.1	*E*
	R	222	226	102	55.4	*E*
	Subtotal	671	675	101	58.3	*E*
SW	L	707	686	97	38.1	*D*
	T	629	627	100	13.8	*B*
	R	75	80	106	11.1	*B*
	Subtotal	1,411	1,393	99	25.6	*C*
Total		2,804	2,788	99	52.9	*D*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***786.0***	***F***
	T	5	4	80	601.7	*F*
	R	45	42	93	40.3	*E*
	Subtotal	55	49	89	131.8	*F*
SE	L	5	5	100	153.2	*F*
	T	5	5	100	198.4	*F*
	R	5	4	80	550.2	*F*
	Subtotal	15	14	93	282.8	*F*
NE	L	5	4	80	69.2	*F*
	T	522	526	101	4.2	*A*
	R	155	158	102	2.9	*A*
	Subtotal	682	688	101	4.3	*A*
SW	L	65	60	92	35.0	*D*
	T	1,401	1,387	99	29.1	*D*
	R	5	6	120	33.8	*D*
	Subtotal	1,471	1,453	99	29.4	*D*
Total		2,223	2,204	99	27.2	*D*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	375	380	101	1.5	*A*
	R	72	69	96	1.0	*A*
	Subtotal	447	449	100	1.4	*A*
SB	L	150	142	95	5.7	*A*
	T	936	928	99	1.6	*A*
	Subtotal	1,086	1,070	99	2.1	*A*
WB	***L***	***166***	***117***	***71***	***402.0***	***F***
	R	60	46	77	134.2	*F*
	Subtotal	226	163	72	326.4	*F*
Total		1,758	1,682	96	37.8	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	26	26	101	11.7	*B*
	T	392	392	100	1.9	*A*
	R	5	5	100	1.2	*A*
	Subtotal	423	423	100	2.5	*A*
SB	L	50	46	92	3.5	*A*
	T	1,004	947	94	1.3	*A*
	R	39	42	108	0.9	*A*
	Subtotal	1,093	1,035	95	1.4	*A*
EB	***L***	***39***	***40***	***103***	***138.3***	***F***
	R	39	37	95	98.9	*F*
	Subtotal	78	77	99	119.4	*F*
WB	L	5	4	80	66.0	*F*
	R	15	17	111	10.2	*B*
	Subtotal	20	21	105	20.8	*C*
Total		1,614	1,556	96	8.2	*A*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	271	271	100	37.7	*D*
	T	250	241	96	0.7	*A*
	R	322	320	99	9.7	*A*
	Subtotal	843	832	99	16.2	*B*
EB	L	333	338	102	17.9	*B*
	T	1,140	1,132	99	7.5	*A*
	Subtotal	1,473	1,470	100	9.9	*A*
WB	T	565	547	97	20.3	*C*
	R	149	147	98	7.9	*A*
	Subtotal	714	694	97	17.7	*B*
Total		3,030	2,996	99	13.5	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	55	92	41.4	*D*
	T	182	181	99	46.3	*D*
	R	42	40	95	19.7	*B*
	Subtotal	284	276	97	41.5	*D*
SB	L	590	584	99	36.9	*D*
	T	313	311	99	16.8	*B*
	R	508	506	100	8.4	*A*
	Subtotal	1,411	1,401	99	22.1	*C*
EB	L	247	232	94	51.3	*D*
	T	152	153	100	42.2	*D*
	R	60	59	99	29.4	*C*
	Subtotal	459	444	97	45.3	*D*
WB	L	53	50	95	56.5	*E*
	T	234	227	97	44.9	*D*
	R	270	267	99	9.5	*A*
	Subtotal	557	544	98	28.6	*C*
Total		2,710	2,665	98	29.4	*C*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	340	340	100	14.5	*B*
	R	239	241	101	2.4	*A*
	Subtotal	579	581	100	9.5	*A*
SE	L	124	119	96	23.5	*C*
	T	740	736	99	14.0	*B*
	Subtotal	864	855	99	15.3	*B*
SW	L	876	825	94	15.1	*B*
	R	216	203	94	6.6	*A*
	Subtotal	1,092	1,028	94	13.4	*B*
Total		2,536	2,464	97	13.1	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	40	41	102	40.2	*D*
	T	5	5	100	36.0	*D*
	R	35	39	111	7.7	*A*
	Subtotal	80	85	106	25.0	*C*
SE	L	10	11	107	37.3	*D*
	T	5	5	100	40.1	*D*
	R	5	4	80	53.7	*D*
	Subtotal	20	20	100	41.3	*D*
NE	L	10	10	98	63.2	*E*
	T	541	546	101	6.0	*A*
	R	20	19	96	4.4	*A*
	Subtotal	571	575	101	6.9	*A*
SW	L	60	63	105	31.1	*C*
	T	1,361	1,347	99	34.8	*C*
	R	5	6	120	26.7	*C*
	Subtotal	1,426	1,416	99	34.6	*C*
Total		2,098	2,096	100	26.6	*C*

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***R***	***20***	***20***	***101***	***4.3***	***A***
	Subtotal	20	20	100	4.3	*A*
EB	T	652	654	100	0.5	*A*
	R	19	19	101	0.2	*A*
	Subtotal	671	673	100	0.5	*A*
WB	T	843	835	99	1.5	*A*
	Subtotal	843	835	99	1.5	*A*
Total		1,534	1,528	100	1.1	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Morning Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	447	451	101	3.4	*A*
	Subtotal	447	451	101	3.4	*A*
SB	T	1,077	1,020	95	0.6	*A*
	R	26	26	101	0.2	*A*
	Subtotal	1,103	1,046	95	0.6	*A*
EB	***R***	***16***	***15***	***92***	***13.9***	***B***
	Subtotal	16	15	94	13.9	*B*
Total		1,566	1,512	97	1.5	*A*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Woodbrine Way & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	60	56	94	10.4	*B*
	Subtotal	60	56	93	10.4	*B*
EB	T	1,002	996	99	12.6	*B*
	R	***23***	***24***	***105***	***13.4***	***B***
	Subtotal	1,025	1,020	100	12.6	*B*
WB	T	811	790	97	0.3	*A*
	Subtotal	811	790	97	0.3	*A*
Total		1,895	1,866	98	7.4	*A*

Intersection: Kearns Boulevard & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	232	207	89	62.0	*E*
	T	100	90	90	50.6	*D*
	R	660	623	94	21.9	*C*
	Subtotal	992	920	93	33.7	*C*
SE	L	110	107	97	53.4	*D*
	T	108	111	103	54.1	*D*
	R	80	85	106	7.4	*A*
	Subtotal	298	303	102	40.8	*D*
NE	L	52	53	102	61.3	*E*
	T	831	796	96	88.0	*F*
	R	172	163	95	80.3	*F*
	Subtotal	1,055	1,012	96	85.4	*F*
SW	L	388	388	100	42.3	*D*
	T	500	499	100	12.0	*B*
	R	65	71	109	9.4	*A*
	Subtotal	953	958	101	24.1	*C*
Total		3,299	3,193	97	70.3	*E*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Sidewinder Drive
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	***L***	***5***	***3***	***60***	***784.0***	***F***
	R	95	72	76	583.1	*F*
	Subtotal	100	75	75	591.1	*F*
SE	L	5	3	60	775.5	*F*
	R	5	4	80	35.9	*E*
	Subtotal	10	7	70	352.9	*F*
NE	L	5	4	80	24.8	*C*
	T	1,426	1,348	94	16.7	*C*
	R	170	168	99	10.1	*B*
	Subtotal	1,601	1,520	95	16.0	*C*
SW	L	75	69	92	161.2	*F*
	T	942	951	101	23.2	*C*
	R	5	4	80	23.1	*C*
	Subtotal	1,022	1,024	100	32.5	*D*
Total		2,734	2,626	96	45.7	*E*

Intersection: Bonanza Drive & Prospector Avenue
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	858	868	101	4.8	*A*
	R	137	135	99	3.1	*A*
	Subtotal	995	1,003	101	4.6	*A*
SB	L	130	122	94	32.3	*D*
	T	539	539	100	2.3	*A*
	Subtotal	669	661	99	7.8	*A*
WB	***L***	***187***	***81***	***43***	***689.0***	***F***
	R	135	59	44	279.2	*F*
	Subtotal	322	140	43	516.3	*F*
Total		1,986	1,804	91	52.3	*F*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Munchkin Road
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	42	99	9.4	*A*
	T	911	920	101	6.1	*A*
	R	20	19	96	5.3	*A*
	Subtotal	973	981	101	6.2	*A*
SB	L	30	25	83	12.0	*B*
	T	589	510	87	1.4	*A*
	R	95	78	82	1.0	*A*
	Subtotal	714	613	86	1.8	*A*
EB	L	43	42	97	151.5	*F*
	T	***5***	***4***	***80***	***192.1***	***F***
	R	38	39	103	128.5	*F*
	Subtotal	86	85	99	142.9	*F*
WB	L	15	13	85	70.1	*F*
	T	5	5	100	69.0	*F*
	R	40	41	102	47.3	*E*
	Subtotal	60	59	98	54.2	*F*
Total		1,834	1,738	95	13.3	*B*

Intersection: Park Avenue & Kearns Boulevard
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	205	201	98	47.9	*D*
	T	225	220	98	0.7	*A*
	R	381	366	96	28.6	*C*
	Subtotal	811	787	97	25.7	*C*
EB	L	344	336	98	60.3	*E*
	T	970	983	101	7.2	*A*
	Subtotal	1,314	1,319	100	20.7	*C*
WB	T	1,340	1,316	98	27.3	*C*
	R	361	364	101	19.3	*B*
	Subtotal	1,701	1,680	99	25.6	*C*
Total		3,826	3,786	99	24.0	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Park Avenue & Deer Valley Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	76	101	44.6	*D*
	T	333	338	102	64.0	*E*
	R	32	36	112	50.3	*D*
	Subtotal	440	450	102	59.6	*E*
SB	L	450	451	100	107.1	*F*
	T	387	391	101	25.1	*C*
	R	338	334	99	6.9	*A*
	Subtotal	1,175	1,176	100	51.4	*D*
EB	L	733	718	98	78.8	*E*
	T	282	279	99	41.8	*D*
	R	55	53	97	36.2	*D*
	Subtotal	1,070	1,050	98	66.8	*E*
WB	L	68	69	101	82.1	*F*
	T	307	305	99	44.4	*D*
	R	585	575	98	89.3	*F*
	Subtotal	960	949	99	74.3	*E*
Total		3,645	3,625	99	54.2	*D*

Intersection: Deer Valley Drive & Bonanza Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	T	835	838	100	31.1	*C*
	R	724	733	101	23.3	*C*
	Subtotal	1,559	1,571	101	27.5	*C*
SE	L	234	235	101	33.5	*C*
	T	590	593	101	10.4	*B*
	Subtotal	824	828	100	17.0	*B*
SW	L	446	382	86	24.9	*C*
	T	70	63	89	0.8	*A*
	R	125	114	91	12.9	*B*
	Subtotal	641	559	87	19.7	*B*
Total		3,024	2,958	98	23.1	*C*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Kearns Boulevard & Comstock Drive
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	L	55	55	100	44.2	*D*
	R	115	119	103	52.3	*D*
	Subtotal	170	174	102	49.7	*D*
SE	L	10	12	117	62.3	*E*
	R	5	6	120	14.1	*B*
	Subtotal	15	18	120	46.2	*D*
NE	L	5	3	60	54.5	*D*
	T	1,501	1,386	92	41.8	*D*
	R	20	19	96	35.4	*D*
	Subtotal	1,526	1,408	92	41.7	*D*
SW	L	50	47	94	64.9	*E*
	T	862	874	101	6.7	*A*
	R	5	6	120	2.0	*A*
	Subtotal	917	927	101	9.6	*A*
Total		2,628	2,527	96	30.7	*C*

Intersection: Project Drive & Kearns Boulevard
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	22	20	92	8.7	*A*
	Subtotal	22	20	91	8.7	*A*
EB	***T***	***1,034***	***1,012***	***98***	***17.2***	***C***
	R	29	29	100	14.1	*B*
	Subtotal	1,063	1,041	98	17.1	*C*
WB	T	812	792	98	1.5	*A*
	Subtotal	812	792	98	1.5	*A*
Total		1,896	1,853	98	10.4	*B*

SimTraffic LOS Report

Project: Park City 5-Acre Development TIS
Analysis Period: *Future (2037) Plus Project*
Time Period: *Evening Peak Hour* **Project #:** *UT26-3220*

Intersection: Bonanza Drive & Garage Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	***T***	***994***	***1,004***	***101***	***8.9***	***A***
	Subtotal	994	1,004	101	8.9	*A*
SB	T	700	596	85	0.5	*A*
	R	26	22	85	0.2	*A*
	Subtotal	726	618	85	0.5	*A*
EB	R	14	17	119	5.9	*A*
	Subtotal	14	17	121	5.9	*A*
Total		1,734	1,639	94	5.7	*A*

APPENDIX D

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Existing (2026) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					100		225	275	150		75	125					250		125	250	450		425	225								
03: Kearns Boulevard & Sidewinder Drive											50										75			400								
04: Bonanza Drive & Prospector Avenue													75																350		175	
05: Bonanza Drive & Munchkin Road													50			50										50				50		
06: Park Avenue & Kearns Boulevard													175	150											350		725				150	200
07: Park Avenue & Deer Valley Drive	100		150	125									975	1,300	1,725										150			175	75		125	200
08: Deer Valley Drive & Bonanza Drive											75	125					100			175	175	100										
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		275									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Existing (2026) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																														
02: Kearns Boulevard & Bonanza Drive					100		325	325	175		225	275					150		75	125	225		125	125								
03: Kearns Boulevard & Sidewinder Drive						225	275			150	150							50			100			100								
04: Bonanza Drive & Prospector Avenue				150									100		75														675		375	
05: Bonanza Drive & Munchkin Road	25			75									50			50										50				75		
06: Park Avenue & Kearns Boulevard													200	275											350		325				200	475
07: Park Avenue & Deer Valley Drive	150		250	200									950	1,250	1,750										350			275	275		1,100	1,025
08: Deer Valley Drive & Bonanza Drive											275	825					150			125	225	125										
09: Kearns Boulevard & Comstock Drive						50	300			125	125							50			75		150									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2027) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					100		250	275	150		100	125					250		150	250	475		500	275								
03: Kearns Boulevard & Sidewinder Drive										50	50							50	50		100			800								
04: Bonanza Drive & Prospector Avenue													75																400		175	
05: Bonanza Drive & Munchkin Road													50													50				50		
06: Park Avenue & Kearns Boulevard													175	150											425		950				150	225
07: Park Avenue & Deer Valley Drive	100		150	125									975	1,500	1,875										150			175	100		125	200
08: Deer Valley Drive & Bonanza Drive											50	125					100			175	175	100										
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		300									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2027) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																														
02: Kearns Boulevard & Bonanza Drive					125		375	400	175		225	275					150		75	150	250		125	150								
03: Kearns Boulevard & Sidewinder Drive						175	250			125	150										100			100							
04: Bonanza Drive & Prospector Avenue				150									100		75													700		425	
05: Bonanza Drive & Munchkin Road				75									50			50										75				75		
06: Park Avenue & Kearns Boulevard													375	275											475		725				200	500
07: Park Avenue & Deer Valley Drive	150		250	225									1,000	1,500	1,850										350			275	250		1,050	975
08: Deer Valley Drive & Bonanza Drive											275	900					150			125	200	125										
09: Kearns Boulevard & Comstock Drive						50	325			100	125							50			75		150									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Opening (2027) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					100		250	275	175		75	125					250		150	250	475		525	175									
03: Kearns Boulevard & Sidewinder Drive							25			50	50							50	50		100			575									
04: Bonanza Drive & Prospector Avenue													75																	475		225	
05: Bonanza Drive & Munchkin Road	50												50													150					50		
06: Park Avenue & Kearns Boulevard													200	150											450		1,000					150	200
07: Park Avenue & Deer Valley Drive	100		175	125									1,000	1,700	2,000										150				200	100		125	200
08: Deer Valley Drive & Bonanza Drive											50	100					100			175	175	100											
09: Kearns Boulevard & Comstock Drive							125			75	50							50			75		275										
10: Project Drive & Kearns Boulevard																																	
11: Bonanza Drive & Garage Access																										50							

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Opening (2027) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					150		350	375	200		250	300					150		75	150	250		150	125									
03: Kearns Boulevard & Sidewinder Drive					50	200	250			175	175							50	25		100			125									
04: Bonanza Drive & Prospector Avenue				100									100		125														725		425		
05: Bonanza Drive & Munchkin Road	50			125									50			50										150				125			
06: Park Avenue & Kearns Boulevard													300	350											475		800				200	475
07: Park Avenue & Deer Valley Drive	150		250	225									975	1,525	1,825										350			300	250		1,075	975
08: Deer Valley Drive & Bonanza Drive											275	875					150			125	200	125										
09: Kearns Boulevard & Comstock Drive						50	325			100	100							50			75		175									
10: Project Drive & Kearns Boulevard		50																														
11: Bonanza Drive & Garage Access			150																							50						

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																														
02: Kearns Boulevard & Bonanza Drive					150		375	400	175		125	150					250		150	250	475		500	250								
03: Kearns Boulevard & Sidewinder Drive							50			50	50							50	50		75			400								
04: Bonanza Drive & Prospector Avenue				50									75																650		375	
05: Bonanza Drive & Munchkin Road													50													75				50		
06: Park Avenue & Kearns Boulevard													175	150											200		275				150	225
07: Park Avenue & Deer Valley Drive	100		175	150									550	175	225										175			225	100		150	250
08: Deer Valley Drive & Bonanza Drive											75	125					125			225	200	125										
09: Kearns Boulevard & Comstock Drive					50		150			100	50							50			225	50	875									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Background

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB				WB			
	L	LR	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																									275	300				
02: Kearns Boulevard & Bonanza Drive					350		800	825	225		250	375					175		100	175	350		225	175								
03: Kearns Boulevard & Sidewinder Drive					50	425	475			850	250							75	25		225			650								
04: Bonanza Drive & Prospector Avenue				500									150		175														625		450	
05: Bonanza Drive & Munchkin Road	50			325									50			50										100				125		
06: Park Avenue & Kearns Boulevard													150	275											350		250				200	475
07: Park Avenue & Deer Valley Drive	225		275	250									650	150	425										525			400	225		800	525
08: Deer Valley Drive & Bonanza Drive											300	750					200			175	175	100										
09: Kearns Boulevard & Comstock Drive					50	75	700			200	150							50			125		375									

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Plus Project

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		50																															
02: Kearns Boulevard & Bonanza Drive					175		350	400	200		125	200					275		150	250	475		600	175									
03: Kearns Boulevard & Sidewinder Drive					25	50	50			225	75							100	75		125			750									
04: Bonanza Drive & Prospector Avenue				50									75		75														725		400		
05: Bonanza Drive & Munchkin Road	50			75									50			50										225				50			
06: Park Avenue & Kearns Boulevard													175	150											200			225				150	200
07: Park Avenue & Deer Valley Drive	100		175	150									475	175	200										175				225	100		150	250
08: Deer Valley Drive & Bonanza Drive											75	125					125			200	200	100											
09: Kearns Boulevard & Comstock Drive					50		150			75	50							50			250	75	875										
10: Project Drive & Kearns Boulevard																																	
11: Bonanza Drive & Garage Access			125																								50						

SimTraffic Queueing Report

Project: Park City 5-Acre Development TIS

Analysis: Future (2037) Plus Project

Time Period: Evening Peak Hour

95th Percentile Queue Length (feet) - Rounded Up to Nearest Multiple of 25 ft

HALES ENGINEERING
innovative transportation solutions

Project #: UT26-3220

Intersection	NB				NE				NW				SB				SE				SW				EB					WB			
	L	R	T	TR	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LT	R	T	L	R	T	TR	L	LTR	R	T	TR	L	LTR	R	T
01: Woodbrine Way & Kearns Boulevard		75																										300	325				
02: Kearns Boulevard & Bonanza Drive					400		600	600	225		250	400					175		100	175	375		300	150									
03: Kearns Boulevard & Sidewinder Drive					50	425	475			825	275							75			200			1,050									
04: Bonanza Drive & Prospector Avenue				200									150		175														575		450		
05: Bonanza Drive & Munchkin Road	75			250									50			50										300				125			
06: Park Avenue & Kearns Boulevard													150	300											400			325			200	500
07: Park Avenue & Deer Valley Drive	225		300	250									825	200	750										600				450	225		925	675
08: Deer Valley Drive & Bonanza Drive											300	750					200			175	175	100											
09: Kearns Boulevard & Comstock Drive						100	1,075			175	150							50			125		225										
10: Project Drive & Kearns Boulevard																												300	300				
11: Bonanza Drive & Garage Access			375																							50							

APPENDIX E

Crash Data Reports

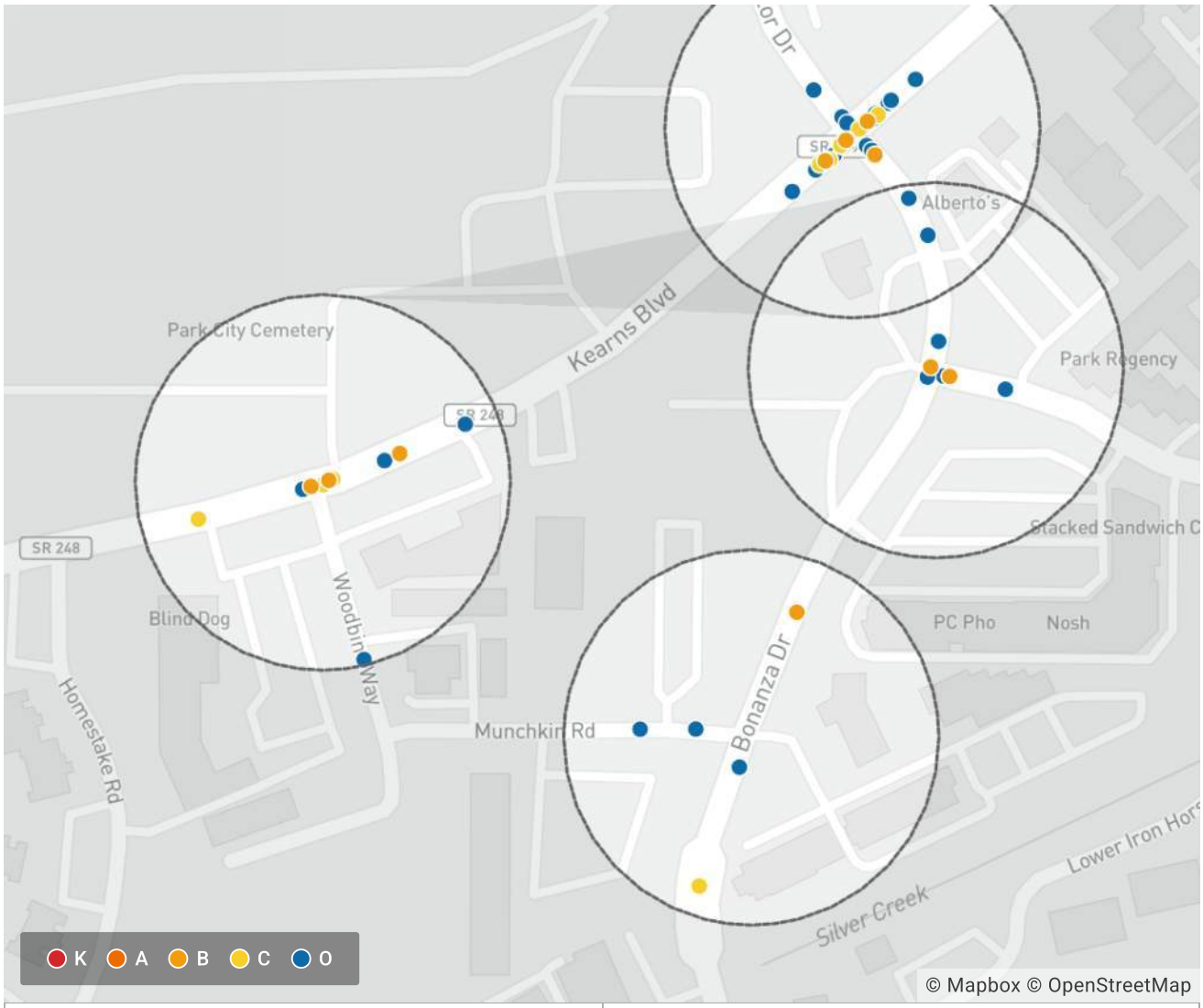
CRASH SUMMARY REPORT

Park City 5-Acre Development

Created on May 2, 2026
Created by Scottie Duclos
Requested by Hales Engineering
Data extents: January 1, 2021 to December 31, 2025

Applied Filters

Shape: Circle	250 ft	Shape: Circle	250 ft	Shape: Circle	250 ft	Shape: Circle	250 ft



Total Crashes	67	Fatal Crashes	0

UDOT Crash Summary		Crash_View
Total Crashes	67	100.00%
Intersection Related	53	79.10%
CMV Involved	8	11.94%

Distracted Driving	7	10.45%
Roadway Departure	7	10.45%
Pedalcycle Involved	6	8.96%
Speed Related	3	4.48%
DUI	1	1.49%
+ 5 more	3	4.47%

Crash Verified		Crash_View
True	67	100.00%
False	0	0.00%

Crash Severity		Crash_View
No injury/PDO	46	68.66%
Possible injury	11	16.42%
Suspected Minor Injury	10	14.93%
+ 2 more	0	0%

Injury Level		Person_View
No injury	130	82.80%
Possible injury	16	10.19%
Suspected Minor Injury	11	7.01%
+ 4 more	0	0%

Manner of Collision		Crash_View
Angle	25	37.31%
Front to Rear	18	26.87%
Not Applicable/Single Vehicle	14	20.90%
Head On (front-to-front)	4	5.97%
Sideswipe Same Direction	4	5.97%
Parked Vehicle	2	2.99%
+ 6 more	0	0%

Crash Date Time (Year)		Crash_View
2025	22	32.84%
2024	10	14.93%
2023	16	23.88%
2022	11	16.42%
2021	8	11.94%
+ 12 more	0	0%

V1 & V2 Movement & Direction (Crash Level Only)		Crash_View
Turning Left (Westbound) & Straight Ahead (Eastbound)	15	22.39%
Straight Ahead (Eastbound) & Stopped in Traffic Lane (Eastbound)	3	4.48%
Straight Ahead (Eastbound) & Turning Left (Westbound)	3	4.48%
Straight Ahead (Westbound) & Stopped in Traffic Lane (Westbound)	3	4.48%
Straight Ahead (Northbound) & Stopped in Traffic Lane (Northbound)	2	2.99%
Turning Left (Eastbound) & Straight Ahead (Westbound)	2	2.99%
Turning Left (Northbound) & Straight Ahead (Eastbound)	2	2.99%
& Parked (Not On Roadway (also for parked motor vehicle))	1	1.49%
+ 992 more	22	32.78%

Roadway Surface Condition		Crash_View
Dry	56	83.58%
Snow	7	10.45%
Wet	4	5.97%
+ 12 more	0	0%

Weather Condition		Crash_View
Clear	48	71.64%
Cloudy	12	17.91%
Snowing	6	8.96%
Unknown	1	1.49%
+ 9 more	0	0%

Most Harmful Event		Vehicle_View
Collision With Other Motor Vehicle in Transport	105	85.37%
Pedacycle	5	4.07%
Collision With Parked Motor Vehicle	3	2.44%
Concrete Barrier	2	1.63%
Other Fixed Object*	2	1.63%
Pedestrian	2	1.63%
Curb	1	0.81%
Other Non-Fixed Object*	1	0.81%
+ 53 more	2	1.62%

Light Condition		Crash_View
Daylight	49	73.13%
Dark - Lighted	10	14.93%
Dark - Not Lighted	6	8.96%

Dusk	1	1.49%
Unknown	1	1.49%
+ 4 more	0	0%

Countermeasures		Crash_View
Countermeasure: Left Turn Lane	25	37.31%
Countermeasure: Left Turn Phase Change	13	19.40%
Countermeasure: Roundabout or Signal	12	17.91%
Countermeasure: Active Transportation Improvement	7	10.45%
Countermeasure: Pave Or Widen Shoulder	4	5.97%
Countermeasure: Horizontal Curve Improvements	2	2.99%
Countermeasure: Intersection Lighting	2	2.99%
Countermeasure: Right Turn Lane	2	2.99%
+ 7 more	0	0%

APPENDIX F

Internal Capture Reduction Spreadsheet

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	5-Acre Development	**Organization:**	Hales Engineering
Project Location:	Park City, UT	**Performed By:**	Jordi Berrett
Scenario Description:	Trip Generation	**Date:**	4/15/2026
Analysis Year:	2027	**Checked By:**	Scottie Duclos
Analysis Period:	**AM Street Peak Hour**	**Date:**	5/1/2026

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail	822	20	1,000 SF	89	49	40
Restaurant			1,000 SF	17	9	8
Cinema/Entertainment				0		
Residential	220, 223	127	Units	52	14	38
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				158	72	86

Table 2-A: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.06	0%	0%	1.06	0%	0%
Retail	1.17	0%	0%	1.17	0%	0%
Restaurant						
Cinema/Entertainment						
Residential	1.13	0%	0%	1.13	0%	0%
Hotel	1.26	0%	0%	1.26	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail						
Restaurant						
Cinema/Entertainment						
Residential						
Hotel						

Table 4-A: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	0	0
Restaurant	0	1		0	0	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	0	2	0		0
Hotel	0	0	0	0	0	

Table 5-A: Computations Summary

	Total	Entering	Exiting
All Person-Trips	180	82	98
Internal Capture Percentage	9%	10%	8%
External Vehicle-Trips[5]	143	64	79
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-A: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	2%	11%
Restaurant	78%	13%
Cinema/Entertainment	N/A	N/A
Residential	0%	5%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

NCHRP 684 Internal Trip Capture Estimation Tool			
Project Name:	5-Acre Development	**Organization:**	Hales Engineering
Project Location:	Park City, UT	**Performed By:**	Jordi Berrett
Scenario Description:	Trip Generation	**Date:**	4/15/2026
Analysis Year:	2027	**Checked By:**	Scottie Duclos
Analysis Period:	**PM Street Peak Hour**	**Date:**	5/1/2026

Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)

Land Use	Development Data (*For Information Only*)			Estimated Vehicle-Trips[3]		
	ITE LUCs[1]	Quantity	Units	Total	Entering	Exiting
Office			1,000 SF	0		
Retail	822	20	1,000 SF	126	63	63
Restaurant			1,000 SF	24	12	12
Cinema/Entertainment				0		
Residential	220, 223	127	Units	58	34	24
Hotel			Rooms	0		
All Other Land Uses[2]				0		
				208	109	99

Table 2-P: Mode Split and Vehicle Occupancy Estimates

Land Use	Entering Trips			Exiting Trips		
	Veh. Occ.[4]	% Transit	% Non-Motorized	Veh. Occ.[4]	% Transit	% Non-Motorized
Office	1.11	0%	0%	1.11	0%	0%
Retail	1.21	0%	0%	1.21	0%	0%
Restaurant	1.39	0%	0%	1.39	0%	0%
Cinema/Entertainment						
Residential	1.15	0%	0%	1.15	0%	0%
Hotel	1.30	0%	0%	1.30	0%	0%
All Other Land Uses[2]	1.15	0%	0%	1.15	0%	0%

Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office						
Retail					200	
Restaurant					200	
Cinema/Entertainment						
Residential		200				
Hotel						

Table 4-P: Internal Person-Trip Origin-Destination Matrix*

Origin (From)	Destination (To)					
	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		0	0	0	0	0
Retail	0		5	0	18	0
Restaurant	0	7		0	3	0
Cinema/Entertainment	0	0	0		0	0
Residential	0	8	2	0		0
Hotel	0	0	0	0	0	

Table 5-P: Computations Summary

	Total	Entering	Exiting
All Person-Trips	253	132	121
Internal Capture Percentage	34%	33%	36%
External Vehicle-Trips[5]	138	73	65
External Transit-Trips[6]	0	0	0
External Non-Motorized Trips[6]	0	0	0

Table 6-P: Internal Trip Capture Percentages by Land Use

Land Use	Entering Trips	Exiting Trips
Office	N/A	N/A
Retail	20%	30%
Restaurant	41%	59%
Cinema/Entertainment	N/A	N/A
Residential	54%	36%
Hotel	N/A	N/A

[1]Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

[2]Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

[3]Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

[4]Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be

[5]Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

[6]Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

METHODS CONSULTING

To: John Robertson, City Engineer **Project #:** 26-169 Task 1

From: Scott Johnson, PE, PTOE **Date:** 7/1/2026
Jeremy Searle, PE, PTOE

Subject: Independent Technical Review: 5-Acre Development TIS

METHODS Consulting was asked to review the traffic impact study (TIS) for the proposed 5-Acre Development in Park City, Utah. The TIS is dated June 5, 2026, and includes an analysis of the existing (2026) conditions, opening day (2027) conditions, and future 2037 conditions, both with and without the proposed project. The purpose of this memorandum is to provide an independent 3rd party review of the TIS and summarize our comments and findings.

The TIS was reviewed and a summary of our comments and observations are provided below.

CONFORMANCE WITH PARK CITY TIS GUIDELINES

METHODS Consulting compared the TIS to the Park City Municipal Corporation Traffic Impact Study Guidelines (TISG), dated June 23, 2023. The TIS appears to address the majority of requirements in the TISG. Additional information regarding the seasonal adjustments used for the traffic data could be provided, and there was no information provided regarding parking supply or demand.

Table 1: Summary of conformance to Park City TIS Guidelines; highlighted rows do not meet guidelines

Guideline	Guideline Met?	Notes
Project Scoping Memo	Yes	Scoping memo was previously reviewed by METHODS Consulting
Study Requirement Threshold	Yes	Study required: 104 AM / 112 PM
Minimum Study Area	Yes	Five main intersections studied along with four intersections near the proposed development.
Study Time Period	Yes	Data was collected on a Friday and adjusted to match the data provided by the City at the five main intersections.

Guideline	Guideline Met?	Notes
Traffic Data Seasonal Adjustment	Unclear	The Intersection Turning Movement Summary sheets in Appendix A for the data collected in April have a Month of Year Adjustment applied that appears to be based on data from a UDOT count station. This does not appear to match the specific adjustments prescribed in the TISG. The deviation from the TISG should be explained.
Trip Generation	Yes	Trip Generation, 12th Edition was used.
Trip Distribution and Assignment	Yes	
Traffic Volumes / Analysis Years	Yes	
Traffic Operations Analysis	Yes, partial	Heavy truck percentages, if used, were not documented. 50th percentile queues were not evaluated relative to storage.
Site Access Analysis	Yes, partial	Vehicle accesses were identified and analyzed, and sight distance was addressed. Access points for people walking and biking to the project site were not described, nor was access for commercial/delivery vehicles.
Parking	No	Parking demand and supply was not evaluated; bicycle parking is identified in the site plan in Appendix A, but it is not quantified anywhere in the body of the report.
Traffic Safety	Yes, partial	Crash severity and type were documented; further evaluation for patterns in crash data is recommended
Non-Motorized Transportation	Yes	A multi-modal reduction assumption was included in the trip generation calculations along with a basis for the assumption.

TECHNICAL REVIEW

1. **Signal Timing Plans.** Although not stated in the report, it is assumed that Hales Engineering obtained existing signal timing plans from the UDOT TOC for use in the existing conditions analysis.
2. **Crash Analysis.** The crash analysis consisted of a summary of crash severity and crash type at each intersection. However, there appears to be many front-to-rear and angle crashes at the Bonanza Drive / Kearns Boulevard intersection. Are there any common factors in these collisions that could lead to recommended mitigation measures?
3. **Travel Demand Management.** The TIS lists several demand management strategies thar are planned for the project. In addition to the planned bike-share program, will there be facilities for resident or employee bike owners such as covered and/or secure bike storage? There is bike parking labeled on the site plan in Appendix A, but it all appears to be out in the open.
4. **Parking.** There is no discussion in the TIS regarding the number of parking stalls that will be provided on site, nor the projected demand for on-site parking. The TIS does state that there will be parking available for retail use and parking reserved for residents. Will all parking areas be accessible from both garage accesses or will one access be for residential parking while the other is for retail? If so, does trip assignment reflect this?
5. **Other Comments:**
    a. **Bonanza Drive / Kearns Boulevard.** This intersection operates at LOS C in the 2026 and 2027 scenarios. In the 2037 scenarios the intersection deteriorates to LOS E during the PM peak hour. What can this deterioration be attributed to and what mitigation measures could be proposed to mitigate it?
    b. **Deer Valley Drive / Park Avenue.** This intersection operates at LOS E or LOS F in the 2026 and 2027 scenarios. In the 2037 scenarios the intersection improves to LOS C and LOS D. What can this improvement be attributed to?

Bonanza 5-Acre Site - Parking and Transportation Strategy Supplemental Info.
June 29, 2026

During the June 24, 2026 Planning Commission work session, the Commission requested additional information regarding the proposed parking, and specifically the additional parking in excess of Land Management Code requirements, including any impacts the additional parking will have on traffic. The following supplemental narrative responds to those questions.

The Land Management Code requires 208 parking spaces for the proposed mix of residential and commercial uses. The proposed development includes 280 parking spaces, or 72 spaces above the minimum requirement. For clarity, the project proposes an additional 9 spaces along Munchkin Road. However, since those spaces are not counted since they are considered street parking, they are not included in the parking capacities referenced in this narrative. See the attached parking exhibit with identified uses (Attachment A).

The project team recognizes that the Bonanza Small Area Plan and General Plan has consistently emphasized the importance of creating a more walkable, transit-oriented community, including within the Bonanza Park District. The proposed parking strategy was developed with those same objectives in mind while balancing several additional community priorities.

The additional 72 parking spaces are intentional and are not anticipated to materially change the transportation impacts associated with the proposed development. The project's transportation impacts have been evaluated through the submitted Traffic Impact Study, and the additional parking is intended to improve the operation of the approved mix of uses rather than increase the intensity of development. Rather than supporting additional development intensity, they are intended to improve how the site functions by accommodating larger affordable family households, supporting community-serving uses and special events, reducing the potential for spillover parking into adjacent neighborhoods, and providing flexibility for future parking management strategies.

The project combines residential, commercial, arts, childcare, and community uses within a compact, walkable environment. Parking demand for these uses varies throughout the day and week, allowing portions of the parking supply to serve multiple users at different times while maintaining adequate parking for residents and community activities. The additional parking serves several purposes:

- **Supporting community-serving uses.** The project includes restaurants, local retail, artist studios, an arts pavilion, childcare, and nearly two acres of publicly accessible gathering area designed to serve the community.

While the Land Management Code requires only one parking space per 1,000 square feet for the artist studios and arts pavilion, the City intentionally envisions these spaces

as active community destinations rather than passive studio space. Programming may include art classes, workshops, dance rehearsals, performances, exhibits, markets, and other community events that periodically generate parking demand beyond the minimum code requirement.

In addition, the centrally located community gathering area is anticipated to host both informal and organized activities, including special events. The site can accommodate approximately 56 tents or 980 individuals within the flex plazas and amphitheater lawn seating area. Special events will be supported through appropriate operational transportation management measures, which may include transit coordination, bicycle facilities, and event-specific traffic management to minimize impacts on surrounding neighborhoods. The on-site parking supply will be managed as a flexible resource and used, as needed, to support these activities while maintaining safe and efficient site operations. Please see the memo from Park City's Special Events Department Attachment B).

The additional parking provides flexibility to accommodate these activities while supporting the project's role as a year-round community gathering place.

- **Supporting family-oriented affordable housing.** City Council directed the project team to include a mix of affordable housing unit sizes that are practical and marketable for working families and specifically requested additional residential parking for larger units. This recognizes that many larger households, including families or roommates, may own more than one vehicle and helps reduce the potential for overflow parking into surrounding neighborhoods.
- **Meeting LIHTC financing and operational requirements.** Parking serving the affordable housing component must remain reserved for residents and cannot function as shared parking for commercial or public uses.
- **Providing future operational flexibility.** The additional parking also creates opportunities for dynamic parking management strategies and the potential for neighborhood or capture parking should the City determine those uses are appropriate, and with consideration of mitigating traffic impacts.

At the same time, the project has been intentionally designed to reduce reliance on the automobile by investing in transit, walking, and bicycling infrastructure.
In addition to supporting its own parking needs, the project contributes to significant public transportation and multimodal infrastructure that benefits the broader Bonanza Park District. These improvements include:

- Access to the parking garage on Bonanza Drive is right in and right out, decreasing traffic impacts.
- The proposed circulation consolidates multiple existing driveways into one garage access point on each road, simplifying circulation, reducing potential conflict points, and improving pedestrian safety.
- Dedicating sufficient right-of-way to accommodate two dedicated transit lanes along Bonanza Drive.

- Accommodating a transit stop on Kearns Boulevard and future transit stops along Bonanza Drive within the dedicated transit lanes.
- Supporting future connections, including consideration of improved connectivity to the Prospector neighborhood in coordination with the Transportation Planning Department.
- Providing wide multi-use pathways, bicycle facilities, and safe pedestrian connections throughout the site and along adjacent streets.
- Creating a mixed-use environment where residents and visitors can walk between local businesses, art amenities, housing, and community gathering spaces.
- Locating nearly all parking underground, decreases the visibility of the parking, preserving the surface for people rather than vehicles, and creating a safer, more walkable public realm which encourages community members to move throughout the site on foot.

The proposed parking strategy reflects policy direction received from the City Council throughout the project's public work sessions. Council emphasized the importance of providing sufficient on-site parking to support residents, employees, customers, and community-serving uses while continuing to advance the City's long-term transportation goals through investments in transit, walking, and bicycling infrastructure.

The additional 72 parking spaces are not intended to support additional development intensity, but to improve how the proposed development functions for residents, businesses, and the community. As described, the additional parking supports larger affordable family households, accommodates active community-serving uses and special events, satisfies LIHTC operational requirements, reduces the potential for spillover parking into surrounding neighborhoods, and provides flexibility for future parking management strategies.

At the same time, the project makes significant investments in multimodal transportation by accommodating dedicated transit lanes and future transit stops, consolidating driveway access, expanding pedestrian and bicycle facilities, and locating nearly all parking underground to prioritize a safe, walkable public realm.

The traffic engineer completed a sitewide parking analysis based on the proposed uses. Please see the Parking Study Memo.

Taken together, the proposed parking strategy balances the City's transportation objectives with the operational needs of a mixed-use, community-focused development. The result is a parking program that supports the project's intended public benefits while advancing the Bonanza Park Small Area Plan's vision for a vibrant, walkable, transit-supportive neighborhood.

Attachments
Attachment A- Parking Exhibit
Attachment B- Parking Study Memo
Attachment C- Special Events Memo

Attachment D- Event Concept Plans RD-009

MEMORANDUM



Date: June 26, 2026

To: Park City

From: Hales Engineering

Subject: 5-Acre Development Parking Study

UT26-3220

Introduction

This memorandum discusses the parking study completed for the proposed 5-Acre development located in Park City, Utah. The study identifies the City parking supply rates and parking demand rates identified by the Institute of Transportation Engineers (ITE). The proposed development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection in Park City, Utah. A vicinity map of the project site is shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Project Description

The development consists of a mix of residential and commercial land uses, as well as some arts, park, and event space. A supply of 289 stalls is currently planned for the project. A site plan is provided in Appendix A.

City Parking Code

The Park City municipal code specifies parking rates for various land use types. The required parking rates found in the City code for the study land uses are shown in Table 1. The calculations for the parking required by the City are shown in Table 2. As shown, it is anticipated that the City would require 165 stalls for the proposed development without any event venues.

Table 1: City Parking Rates

Land Use	Unit Type	Rate (stalls per unit)
Apartment < 1000 sq ft	DU	1.0
Apartment > 1000 and < 2000 sq ft	DU	1.5
Child Care Center	Employees	1.0
Non-Profit Arts Spaces	KSF	1.0
Retail & Service Commercial, Minor, Personal Service	KSF	3.0
Café/Deli	KSF	3.0
Restaurant, Standard and Bar	KSF	10.0
Source: Park City code, 2026		

Table 2: City Parking Calculations

City Parking Calculations Park City - 5-Acre Development				
Land Use	# of Units	Unit Type	Rate (stalls per unit)	Total Stalls
Apartment < 1000 sq ft	82	DU	1.0	82
Apartment > 1000 and < 2000 sq ft	24	DU	1.5	36
Child Care Center	4	Employees	1.0	4
Non-Profit Arts Spaces	8.1	KSF	1.0	8
Retail & Service Commercial, Minor, Personal Service	10.3	KSF	3.0	31
Café/Deli	2.2	KSF	3.0	7
Restaurant, Standard and Bar	3.4	KSF	10.0	34
Resident Leasing Office	2	KSF	3.00	7
TOTAL				**209**
Source: Park City municipal code, 2026.				

ITE Parking Demand

Hales Engineering referred to the Institute of Transportation Engineers (ITE) *Parking Generation* (6th Edition, 2023) to identify parking demand rates for the study land uses. ITE has gathered actual parking demand counts at various land uses and identified average, 85th percentile, and maximum rates. The 85th percentile rate represents a demand that is higher than 85 percent of study sites. The industry standard is to apply this rate. Hales Engineering calculated the anticipated parking demand based on the 85th percentile rates. The number of stalls needed based on these rates is shown in Table 3. As shown, ITE would suggest that the parking demand for the proposed project will be 272 stalls.

Table 3: ITE Parking Generation

ITE Parking Demand and Supply Park City - 5-Acre Development					
Land Use	# of Units	Unit Type	85th %-tile Rate	Demand	Supply (+10%)
Multifamily Housing 1 BR (Low-Rise)(217)	82	DU	1.27	104	114
Multifamily Housing (Low-Rise)(220)	24	DU	1.59	38	42
Day Care Center (565)	4	Employees	1.79	7	8
Public Park (411)	0.2	Acres	6.49	1	1
Strip Retail Plaza <40k	10.3	KSF	4.36	45	50
Coffee/Donut Shop without Drive-Through window (936)	2.2	KSF	16.80	37	41
High-Turnover (Sit Down) Restaurant (932)	3.4	KSF	11.76	40	44
TOTAL				272	**300**
Source: ITE Parking Generation, 6th Edition, 2023					

Since the ITE rates represent actual parking demand, it is common to provide a parking supply beyond what the anticipated demand is to accommodate occasional surges in demand and to reduce the need for drivers to circle the parking lot to find an open stall. Hales Engineering recommends providing 10% additional stalls beyond the anticipated demand for parking garages. Based on this, a supply of 300 stalls should be provided for the project based on ITE data during non-event operations.

Time-of-Day Parking Demand

To further identify a reduction in parking supply requirements, Hales Engineering utilized ITE time-of-day parking demand percentages for the proposed land uses on a typical weekday to identify the needed parking supply at each hour of the day. Land uses that have offset peaks throughout the day can reduce the amount of parking demand for the site overall. The residential parking is

exclusive and was not included in the shared parking analysis. A time-of-day parking supply requirement chart has been provided in Figure 2.

As shown, there is anticipated to be sufficient parking for the development during non-event operations. A total of 260 stalls should be provided to meet the shared parking supply requirements.

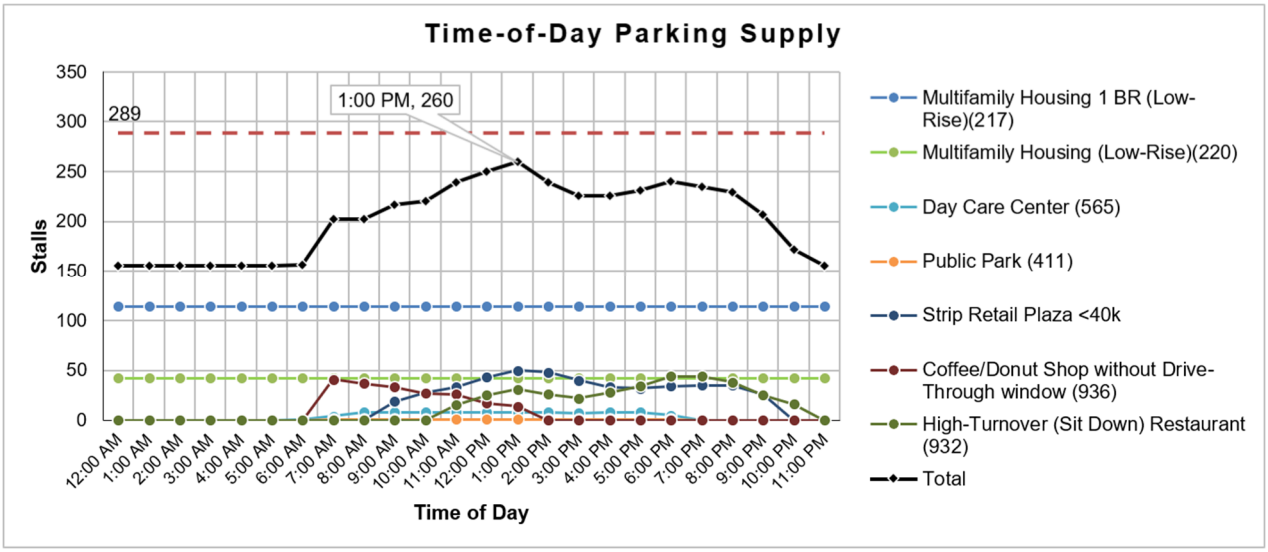


Figure 2: Time-of-day parking supply requirements

Event Center Analysis

The proposed project also includes plans for an event space with a capacity of 980 seats. Using the Park City's assumption of 4 seats per vehicle, the event space would generate demand for an additional 270 parking stalls.

Assuming that the events are in the off peak hours, likely in the evening, the event space will bring the total parking need to a total of 505 parking spaces. This demand is 216 parking spaces greater than the proposed capacity of 289 stalls. Events held at the proposed project should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.

Comparison and Recommendation

A comparison of the proposed supply, the city's parking requirement, and the recommended supply based on the ITE Parking Generation rates is shown in Table 4. Based on the provided information, it is anticipated that the 289 proposed stalls would be sufficient for non-event operations. Events held at the proposed project should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.

Table 4: Parking Comparison

Source	# of Stalls
Proposed Site Plan	289
City Requirement	209
ITE Parking Generation + 10%	300
Time-of-Day Parking +10%	260
Event Parking Demand	505

Additional Considerations

The proposed development offers a rich combination of residential, commercial, public recreation and community facilities. The demand patterns for this mixed use may be more complex than captured by the municipal code. The modest parking surplus during non-event operations allows the 5-Acre development flexibility to accommodate varying parking demands without overflowing to nearby neighborhoods.

Park City has long-term transportation goals to reduce vehicle dependence by promoting active and public transportation. The proposed project accommodates future planned transit improvements and contributes to the city's vison of a walkable environment. The proposed parking plan is intended to support the project's mixed-use character and community benefits while remaining consistent with the City's broader goal for walkability, transit use and transportation choice without displacing parking demand onto surrounding public streets.

Conclusions

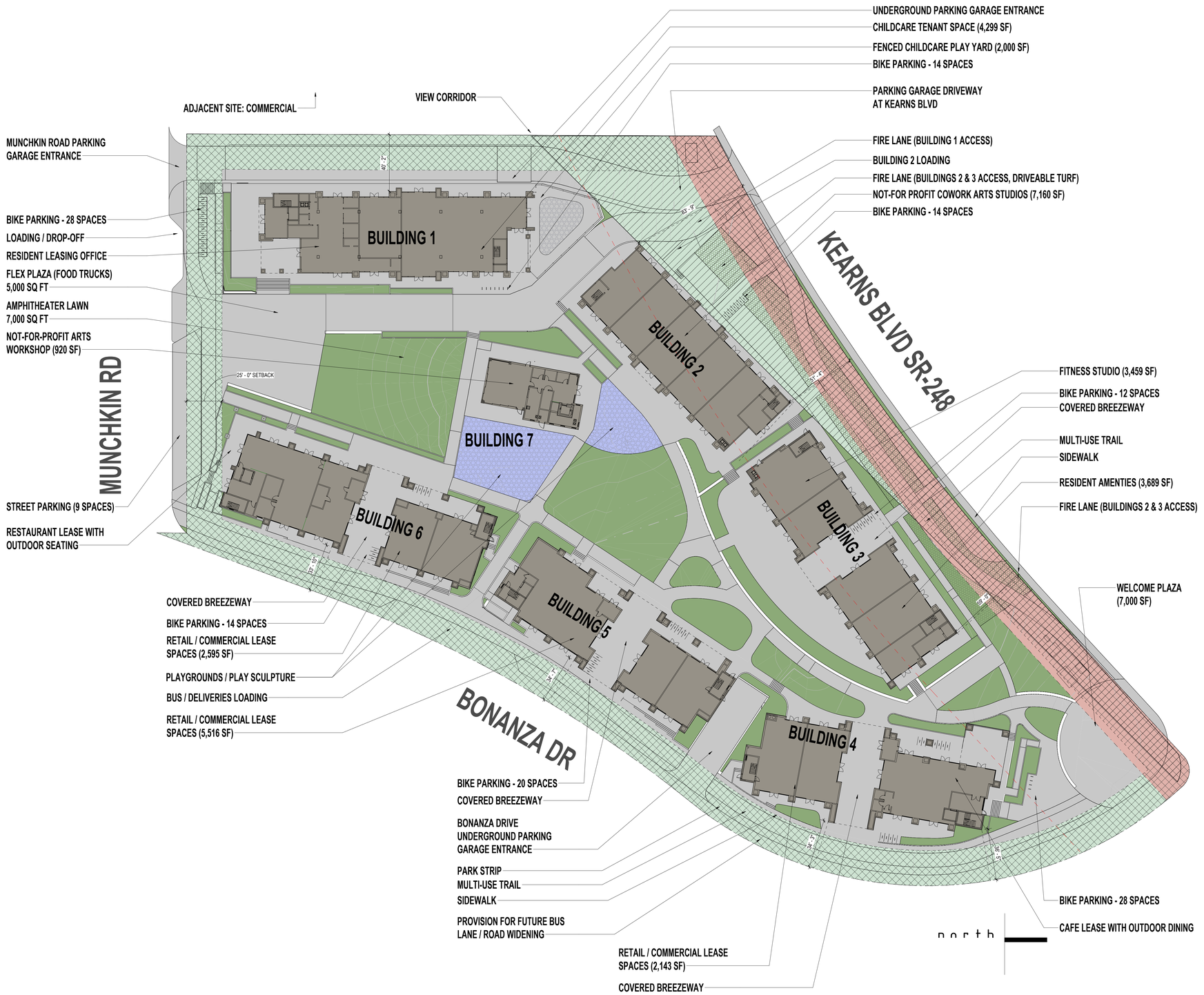
The key findings of this study are as follows:

- The proposed 5-Acre Development is located on the southwest corner of the Bonanza Drive / Kearns Boulevard intersection. The development will consist of a mix of residential and commercial land uses, as well as arts, park, and event space.
- Based on City parking rates, the proposed site would require 209 stalls.
- ITE parking generation rates would suggest that a 300 parking stall supply be provided without any shared parking.
- With shared parking included, the site is recommended to support at least 260 parking stalls during non-event operations.
- It is anticipated that the 289 proposed stalls would be sufficient for non-event operations
- Events held at the proposed project should utilize an off-site parking plan to accommodate the additional demand without negatively impacting the surrounding neighborhoods.
- The proposed parking surplus maintains the mixed-use character of Park City while reducing the impact of displaced parking demand on adjacent neighborhoods.

If you have any questions regarding this memorandum, please contact us at 801.766.4343.

APPENDIX A

Site Plan



1 SITE PLAN - ARCHITECTURAL
1" = 30'-0"

Bonanza 5-Acre Site Building Use Area			
	Ground Floor Non-residential leaseable area (SF)	Ground floor residential amenity area (SF)	Residential Area (NLA) (SF)
Building 1	6,488	1,249	20,402
Building 2	7,160		12,009
Building 3	3,459	3,689	14,185
Building 4	4,343		12,882
Building 5	5,516		14,025
Building 6	4,695		14,806
Building 7	920		
Total:	32,581	4,938	88,309

SITE AREA: 5.27 ACRES

ZONING REQUIREMENTS

LMC 15-6-5(C) MPD 25'-0" SETBACK FOR SITES > 2 ACRES

LMC 15-2.20-4(B.) FPZ 100 FT - DEPTH SETBACK REQUIRING CONDITIONAL USE PERMIT PER §15-1-10

LMC 15-2.18-3(A.) FRONT SETBACK AT FPZ: 30 FT DEPTH LANDSCAPE BUFFER
LMC 15-2.20-4(A.) FPZ 30 FT- DEPTH SETBACK - STRUCTURES NOT PERMITTED

ZONING: GC
FRONTAGE PROTECTION OVERLAY ZONE (FPZ): SR 248 / KEARNS BLVD
BUILDING HEIGHT:
15-2.18-4 BUILDING HEIGHT: 35 FT MAX.
15-2.18-4(A)(1) 40 FT MAX. AT GABLE.
15-2.18-4(A)(3) 40 FT MAX. AT MECHANICAL SCREENING.
15-2.18-4(A)(5) 43 FT MAX. AT ELEVATOR PENTHOUSE.

ARCHITECTURAL REVIEW: PER §15-5
15-5-5(D) NUMBER OF EXTERIOR WALL MATERIALS:
MAX (3) MATERIALS PER BUILDING*
*TRIM IS NOT COUNTED IF LESS THAN 10%
5-5-5(E) ROOFING MATERIALS:
PROVIDE NEUTRAL ROOFING COLOR

method studio
360 west aspen avenue
salt lake city, utah 84101
801 532 4422

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project:

5-Acre Site at Bonanza Park Redevelopment

Bonanza-Kearns-Munchkin
Park City, UT

project#: 25.0355
date: 2026 / 04 / 30
revisions :

title:

Site Plan - Architectural

sheet:

RD-002

MPD + CUP

5/7/2026 12:46:36 PM Autodesk Docs://MPMU Sandbox - J.Jennings/20.0355 Bonanza Garage.rvt

From: planning
Sent: Tuesday, June 30, 2026 8:06 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 acres Bonanza site

Follow Up Flag: Follow up
Flag Status: Flagged

From: Kate Greig <[redacted]
Sent: Monday, June 29, 2026 10:44 PM
To: planning <planning@parkcity.gov>
Subject: 5 acres Bonanza site

Hello,

I would love to see the plans include a family-friendly activity. We don't necessarily need another concert lawn or gathering space where people simply sit. Instead, consider adding a roller skating area similar to the one at Millcreek Commons.

It would provide a fun, active attraction for families and help encourage people to spend more time enjoying the space together.

Thank you for considering this suggestion.

Thank you,

Kate Greig

Sent from my iPhone

From: planning
Sent: Wednesday, July 1, 2026 9:39 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 Acres Park City

Follow Up Flag: Follow up
Flag Status: Flagged

From: Lisa B <[redacted]>
Sent: Wednesday, July 1, 2026 8:47 AM
To: planning <planning@parkcity.gov>
Subject: 5 Acres Park City

Dear Park City Planning Commission,

I attended the meeting on June 24. The presentation gave me a better understanding of the proposed plan for the 5 acres property. I realize that the Planning Commission is required to consider the current application for development. However, while the proposed plan is a beautiful design that satisfies many objectives that it was tasked to consider, growth in Park City and the surrounding areas has changed the community's needs. I believe the best use of the space would be as an open green space and a public park.

When people drive into Park City on Rt. 248 they don't need to see more buildings, even if the buildings are architecturally significant. Construction of the proposed plan will move Park City one step closer to becoming "Vail, Utah." Deer Valley Resort is already doing that in Deer Valley East. Vail is doing that in the Canyons. In fact, any direction you travel today you see continued development.

Park City has changed since the property was acquired in 2017 for $19.5 million. I ask the Commission to adapt to the present and plan for the future by preserving this land as open space. Make these five acres a lasting green space for the community. Please do what you can to stop this development and allow for a reset on how this property will be used. It is unfortunate that the space has remained vacant for so many years, but I urge the commission not to rush into a solution just to finish the project.

Thank you for taking the time to read my letter and for the work you do on the commission.

Sincerely yours,

Lisa Bedell

[redacted]
Park City, UT 84060

From: planning
Sent: Tuesday, June 30, 2026 3:24 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 Acre Project on Kearns and Bonanza

Follow Up Flag: Follow up
Flag Status: Flagged

From: David H <[redacted]
Sent: Tuesday, June 30, 2026 1:26 PM
To: planning <planning@parkcity.gov>
Subject: 5 Acre Project on Kearns and Bonanza

Dear Commissioners,

My name is David and I live in 84060.

I'm writing in support of the 5 acre project. Here is a framework for how I see it.

When a place is in demand, there are really only three responses to that demand. There is no fourth. Demand itself isn't something the commission or community gets to vote on. People want to live here. That's a given. What's actually on the table is where that demand goes.

The first option is to do nothing. This one tends to feel like the cautious, neutral choice, but it isn't neutral in its effects. Demand doesn't disappear when we decline to build for it — it simply bids up the limited housing we already have. Prices climb, and the people priced out first are the ones who keep the town running: the nurses, teachers, ski patrol, line cooks, servers. Young families follow, because there's no entry-level option left. Over time we're left with a place that's beautiful and expensive and quietly emptying of anyone below a certain income; a town that becomes something closer to a museum than a community.

It's also worth naming plainly that doing nothing isn't morally neutral. The national housing shortage isn't a mystery; it's the sum of thousands of communities each saying they support housing, just not nearby. Everyone wants the supply; few want it next door. Choosing to do nothing doesn't opt us out of that problem. It exports the cost onto our own workforce and our kids.

The second option is to sprawl. This at least takes demand seriously, but it meets it by spreading outward; at the cost of the open space, hillsides, and green that are the very reason people want to be here. It's car-dependent by design, with more traffic and longer commutes, and it stretches infrastructure thin across more miles of road and pipe. And it's irreversible. We don't get the ridgeline back.

The third option is density: meeting demand within the footprint we already have. It's the only path that keeps our workforce housed and keeps the open space intact; the two things the other options each give up. It uses infrastructure we've already paid for, supports walkability and transit rather than guaranteeing more cars, and keeps the town economically mixed rather than sorted by wealth.

Seen this way, the real question isn't change versus no change. It's who pays. Do nothing, and our workers and young families pay. Sprawl, and the landscape pays. Density asks the most of our comfort with how things look, and the least of the people and the place we say we're trying to protect.

The 5 acre project is a concrete step in the right direction. Honestly, I wish it was more dense.

Thanks,
-David

From: planning
Sent: Friday, June 26, 2026 1:12 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park Proposal -- Let's Make it Open Space

Follow Up Flag: Follow up
Flag Status: Completed

From: Kathleen Carey [redacted]
Sent: Friday, June 26, 2026 12:43 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Proposal -- Let's Make it Open Space

Dear Planning Commissioners,

Thank you for the hard and important work you do to serve the Park City Community. Your experience and good judgment make a big difference in the quality of life for Parkites, no matter the neighborhood, no matter the size of plot or dwelling, and no matter the individual status.

I attended the Planning Commission Work Session on Wednesday, June 24th and I appreciate your thoughtful questioning of the Brinshore team. Looks like they really need to go back to their drawing boards.

However, regardless of the plan they bring back to you, I believe that **this is simply and obviously NOT the location for this type of development.**

When our municipality purchased this precious piece of land, the **goal was to prevent development and to meet the needs of the community**. The proposed densely packed buildings, which already do not meet code, might meet the needs of a small number of individuals (and who is to say that the residents of the buildings would necessarily be Park City residents?), but the greater community would be shut out.

Shut out from the view of our beautiful mountains, shut out of an opportunity for community gathering, shut out of access to open space.

The developers and Brinshore clearly **do not really understand the meaning of "open space",** since what they are currently showing in their renderings are simply a collection of interior courtyards, small pieces of green amidst sidewalks that are not contiguous and are not "open". In fact, from the interior of the surrounding 3- and 4-story buildings, one would not even be able to see the beautiful hills and mountains. They will be looking at buildings, other people's porches, windows and walls. And from the exterior, one would not be able to see the small courtyards.

They are fooling us by calling this interior courtyard area "open space". By definition, Open Space is: "land that remains largely undeveloped and is used for natural resource preservation, outdoor recreation, agriculture, or protection from natural hazards"; "open space is envisioned to be natural land holding values for recreation, species habitat, and scenic views"; "Open space refers to undeveloped land that is preserved for public use and ecological health."

Other concerns I have that are greatly amplified by the Brinshore proposal are:

- traffic congestion at an already well-known choke point
- noise pollution from increased traffic
- parking availability -- looks like most spaces will be used by residents, creating even MORE traffic
- community exclusion from a piece of land that is CITY-OWNED
- childcare drop-off and pick-up could lead to even MORE traffic backup
- commercial spaces that could detract from our vibrant Main Street
- Fiscal responsibility -- the spending on this project is going to be big

Perhaps many of you also do not like the idea of this development on this particular piece of special property. But, City Council approved it and sent it to you, perhaps so that they could check it off their list of things to "get done". However, expediency is not always the best solution -- sometimes it takes a longer, harder look to get something right.

And, Bonanza Park is worth the longer, harder look to get it right. Or, at the very least, to NOT get it wrong.

We may not all agree on exactly what belongs in this 5-acre parcel, and it may evolve over the course of several generations. But I can tell you that building a **dense development that doesn't serve the citizens of Park City and looks like a fake mountain town or movie set, is NOT what belongs on the Bonanza Park parcel**.

I am proposing that you send this entire project back to City Council and ask them to reconsider. Ask them to genuinely listen to the community. Ask them to save the money from the development and make it Open Space -- a beautiful, professionally landscaped "urban park", a welcoming community place for all, with no exclusions. And once the dust has settled from all of the neighboring developments and the two ski resorts have completed their proposed employee housing projects, we can revisit the true needs of the community and get it right. **Take your time to get it right, I'd tell them. Because, this is NOT RIGHT.**

Finally, I am sure you took notice, as I did, when at the end of the discussion, the developer simply said **"This is a private park, open to the public". That is NOT what we asked for when we bought this land.**

Respectfully,
Kathy Carey
84060 full-time resident

From: planning
Sent: Friday, June 26, 2026 11:15 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Opposition to the Proposed Bonanza Park Development Concept

Follow Up Flag: Follow up
Flag Status: Completed

From: Sarah Baldwin Horacek [redacted]
Sent: Friday, June 26, 2026 10:33 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Opposition to the Proposed Bonanza Park Development Concept

Dear Park City Planning Commission and City Council Members,

I am writing to formally voice my concern and opposition to the current proposed development concept for the Bonanza Park area. As a local property owner within walking distance of this project, I believe my perspective, as well as the allocation of our resident and transient tax dollars, is highly relevant to this decision.

The current direction of this project is deeply disappointing and does not deliver on the original promise made to the public. While I am aware of statements suggesting otherwise, including those from Tanya Tolly, I respectfully disagree. This central zone should be developed into a space that primarily serves the broader community.

While the need for affordable housing in Park City is clear, prioritizing extreme density in the absolute center of town is the wrong approach. Our community has alternative locations that can better accommodate high density housing without disrupting established neighborhoods. Concentrating high density housing in this corridor, especially alongside projects like Engine House, risks over-saturation. This shifts the character of the neighborhood and could negatively impact the property values of nearby residents.

Furthermore, I am strongly opposed to granting any height exemptions or variances for this district. Our existing height restrictions exist for a clear purpose: they protect the small town feel and the mountain views that define Park City. Deviating from these standards sets a problematic precedent. Additionally, the proposed density will inevitably create severe traffic congestion in an already busy area.

For these reasons, I cannot support the project as it is currently proposed. I urge the commission and the council to reconsider the scope, density, and height of this development to better align with the interests of the immediate neighborhood and the wider community.

Additionally, I am deeply concerned by the lack of community outreach and engagement regarding this proposal. The announcement of these major changes came as a complete surprise to me and to many of my neighbors. While we were well aware of the original vision for Bonanza Park, the significant shifts in density, height, and scope were never clearly communicated. As a result, the immediate community missed the opportunity to voice concerns or offer meaningful feedback prior to recent decisions. A transformation of this magnitude requires public transparency. More effort should have been made to involve the residents who will be directly affected by these changes.

Thank you for your time and your consideration of this feedback.

Sincerely,

Sarah Horacek

[redacted]

[redacted]

From: planning
Sent: Thursday, June 25, 2026 4:37 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: An 84060 resident's comment on Bonanza 5-Acre Site proposal

Follow Up Flag: Follow up
Flag Status: Completed

From: Sara Giedgowd Milligan [redacted]
Sent: Thursday, June 25, 2026 2:11 PM
To: planning <planning@parkcity.gov>
Cc: matt.day@parkcity.gov; Matthew Day <Matthew.Day@parkcity.gov>
Subject: An 84060 resident's comment on Bonanza 5-Acre Site proposal

Dear Planning Commissioners,

After watching last night's working meeting about the 5 acres, I am left with a handful of questions around the project, specifically around the math behind the applicant's proposal and the data behind the 6 point test. As I understand it, the applicant is asking for increased height allowances on 6 of the 7 buildings, and I am deeply concerned that the current proposal does not include enough public benefit - truly public, open, non-revenue gated spaces for the community to gather - to justify this ask.

I've listed a few topics and questions that I would love to get smarter on (below). And before I expose my detail-orientation and love of getting in the weeds, I want you all to know that I am grateful for your willingness to help educate us 84060 residents on these important topics that will continue to impact our community for decades to come.

Open space
- How much open space is required by code?
- How much open space is being proposed above that requirement?
- What is the definition of open space? The applicant advertises 62% open space. What is in the numerator and denominator of this calculation? What is being excluded in this calculation - how do the exclusions affect the math?

A few examples that were concerning:
- The applicant cited a few examples in the discussion of open spaces that didn't look, sound, or feel like true open space. Take the arts studio, which as I understand it, will be closed when it isn't rented (closed when it isn't revenue generating). I would hope something like this is excluded from the open space calc, as it doesn't sound like it is broadly accessible to the public.
- Matt Day brought up the daycare example as well - if this is gated, that doesn't sound like open space, either.

Volume of development
- The jello mold visual and the applicant's math around the volume of development didn't make any sense to me. The applicant shared that the buildable area for the 5-Acre proposal was 4.7 million cubic feet, and that the proposed developed area is 43% of that 4.7 million, around 2.03 million cubic feet. How does the 60% open space requirement fit into this math and the jello mold visual?
- What is in the numerator and denominator of the applicant's math to get to this 43% figure?

On the off chance that my bias doesn't come through in these questions, I am in major opposition of the current 5-Acre proposal, and I deeply encourage you all to deny the current proposal as submitted. Yes, the proposal was well done, but I do not think the violations in the plan are offset by resounding benefits for all Park City residents and enough truly public open space for this community to enjoy for generations to come.

Thank you,
Sara Giedgowd Milligan (Prospector)

From: planning
Sent: Thursday, June 25, 2026 1:10 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Joe Backer [redacted]
Sent: Thursday, June 25, 2026 1:07 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.
For those of us living in 84060 we have been waiting years for a recreation facility that replaced our local gas station and Mexican grocery store, hopefully not for more housing !

Thank you.

From: planning
Sent: Thursday, June 25, 2026 1:10 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: 5 acre parcel

Follow Up Flag: Follow up
Flag Status: Completed

From: lisa shine [redacted]
Sent: Thursday, June 25, 2026 12:07 PM
To: planning <planning@parkcity.gov>
Subject: 5 acre parcel

Dear Members of the Planning Commission and City Council,

I am writing as a 14 year Park City resident, and Park Meadows neighbor, to express my firm opposition to any proposal that would repurpose the Bonanza Five Acres into high-density, multi-story residential housing skewed toward low-income units. This land was acquired with a community vision in mind — one that residents have consistently and vocally supported through surveys and public engagement. That vision deserves to be honored, not quietly set aside in favor of a development that neither reflects our community's character nor the intent behind acquiring this parcel in the first place.

Though the original players were compelled to move on after an exhaustive period of waiting to no avail for direction for an arts and culture district, The economic case for an arts and culture district is compelling and lasting. A well-developed district of local businesses and art maker spaces with adjoining and significant green space draws visitors, supports local businesses, and reinforces Park City's identity as a world-class destination. High-density residential development on this specific parcel delivers none of those community-wide benefits — and introduces density and scale that are simply incompatible with the surrounding area. There are more appropriate locations around the city to address affordable housing needs without sacrificing a once-in-a-generation opportunity to build something that defines this community's cultural future.

I urge you to hold firm to the original vision for the Bonanza Five Acres. The community was engaged, the community responded, and the answer was clear. Please do not trade a lasting cultural asset for a short-term housing solution in the wrong place.

Respectfully,

Lisa Shine
Park Meadows
Park City

Lisa Shine
[redacted]
[redacted]
Apologies for typos

From: planning
Sent: Thursday, June 25, 2026 11:42 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: joshua wysong [redacted]
Sent: Thursday, June 25, 2026 11:22 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: public_comments
Sent: Thursday, June 25, 2026 8:08 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Public Comment Submission

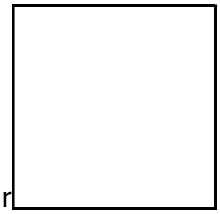
Follow Up Flag: Follow up
Flag Status: Completed

From: No Reply <noreply@civicplus.com>
Sent: Wednesday, June 24, 2026 5:59 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Suze Weir
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3687/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: Hello my comment pertains to Item 5 of the work season "5 Acre site subdivision" I strongly oppose the building of a large affordable housing building in the middle of town to be included in this public land, especially in view of the fact that there is already a large affordable housing unit not 100 yards away, "right in the middle of town" by the existing recycle centre. There are many, many other locations all over town and in Summit and Wasatch counties where more affordable housing could be built. The city spent $17 or $18 MILLIONS of taxpayers dollars for this parcel of land that originally was conceptualized as a beautiful art centre which would be a beacon of inspiration and pride to the town. That concept has been molded and shaped into a dreadful and uninspirational joke of an excuse for multiple private parties to benefit from the tax dollar purchase to create an ordinary uninspired concept including boring and unnecessary "affordable housing" and mundane store front accommodations and possible other boutique hotels. What I would like to see and what I hear others talk about time and again is a beautifully conceived park that will set this exceptional town apart from the other vacation destinations where the entryways are identified too often, by the mundane "strip mall feeling" that is currently under review. Furthermore, the additional traffic, first and foremost on many locals' minds, will in no way be reduced by your current concept. Whereas a well conceived park area, to which the public can gravitate on foot, by bike or public transportation for concerts, a central gathering space, a feeling where the community has been included and HEARD in its development and an area where visitors to the town will say "WOW this is a fabulous innovative and UNIQUE space", will set Park City apart from the traditional and boring high end expensive and illusive concept you are now considering. Over the last 10 years there have been many attempts to come up with a plan

for this 5 acre parcel. Tax payers' money has been spent for recommendations for development of this parcel. It seems to me that the recommendations made were always what the Planning commission/ City Council wanted with very little to no consideration of what the tax payers actually wanted. How about LISTENING and ACTING on what tax payers want for a change. Suze Weir 

From: planning
Sent: Thursday, June 25, 2026 8:07 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Housing

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Marianne Birch-Jensen [redacted]>
Sent: Thursday, June 25, 2026 7:34 AM
To: planning <planning@parkcity.gov>
Subject: Housing

Please no affordable housing inside Park City. Whoever can not afford to live here, should not!!!

Marianne Birch Jensen

From: planning
Sent: Thursday, June 25, 2026 8:06 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Virginia Napoli [redacted]>
Sent: Thursday, June 25, 2026 6:17 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Virginia and Joe Napoli
[redacted]
Park City, UT 84060

From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Stacy Wintzer [redacted]>
Sent: Wednesday, June 24, 2026 6:29 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council, I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision. Thank you.
This is not the place for affordable housing. This would cause worse traffic and does not give the community what this space is meant for. This space should be a great gathering place for our community

Best
Stacy Wintzer

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Stacy Wintzer
Real Estate Specialist

[redacted]

www.vuere.com

Christie's International Real Estate VUE
[redacted]
Park City, UT 84060
Office is Independently Owned and Operated

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From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Jacobson, Noah [redacted]>
Sent: Wednesday, June 24, 2026 5:23 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Noah Jacobson, CFP®
Senior Director, Wealth Management

Work: [redacted]

[redacted]

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From: planning
Sent: Thursday, June 25, 2026 8:05 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 Acres is the place for me,

Follow Up Flag: Follow up
Flag Status: Completed

From: Charlotte OConnell [redacted]
Sent: Wednesday, June 24, 2026 5:10 PM
To: planning <planning@parkcity.gov>
Subject: 5 Acres is the place for me,

I'm told we are not going to be allowed to talk at this session. That is flat out wrong.
Many of you told us that this was the time to voice our concerns.
When I wasn't listened to by Molly at the library, I was told this was the venue.
So I am coming to the venue and I do expect to be permitted to talk.

Open Space in the center of town should NOT be DEVELOPED for a majority of commercial isn't right. Years ago people wanted the Arts Council and Sundance. Now neither are in play and we DO NOT Want commercial. As if there isn't enough commercial space in PC already and as if a 10% sales tax will be corrected with more commercial, and as if we NEED more money when it rolls off the hills of PCMR and DV. Stop spending like it there will never be another rainy day. With 8000 full time residences the original 800 work force housing estimate was correct. I don't remember who said we needed 1200 but that is flat wrong. I support workforce housing, but not for temporary workers (that is the resorts' responsibility). And I want to ensure it goes to Park City teachers and firemen and police and Tana's and the rest of Council's employees.

And Another Thing! Giving a 99 year lease to a corporation on the land for which my (and previous residents') taxes paid for is total dog doo. Come on. What are you guys thinking?
We watched the same thing happen when Ryan gave up Deer Valley Drive for $15 million.

Stop giving our town away!

In disgust,

Charlotte O'Connell

From: planning
Sent: Wednesday, June 24, 2026 5:05 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Anne Briscoe <[redacted]>
Sent: Wednesday, June 24, 2026 4:30 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

The main reason we voted in favor of the bond to purchase the property was to avoid something like is currently planned. It should be open space that residents can use. I think most people in favor of the current plan don't live in park city. They are just hoping to buy something in town that's subsidized.

Thanks for considering my opinion,
Anne Briscoe

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 5:05 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Patti Blake <[redacted]
Sent: Wednesday, June 24, 2026 4:32 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 3:19 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Lillian LASZLO <[redacted]
Sent: Wednesday, June 24, 2026 2:49 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Lillian Laszlo
[redacted]
Park City UT 84060

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 3:18 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: [redacted]
Sent: Wednesday, June 24, 2026 2:40 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you,

Diane S. Thompson
[redacted]

From: planning
Sent: Wednesday, June 24, 2026 3:18 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: I'd like to amend my comments for tonight.

Follow Up Flag: Follow up
Flag Status: Completed

From: Nancyandjk [redacted]
Sent: Wednesday, June 24, 2026 2:25 PM
To: planning <planning@parkcity.gov>
Subject: Re: I'd like to amend my comments for tonight.

I forgot to sign!

Nancy Davidson
[redacted]
Park City, UT 84060

Sent from my iPhone

> On Jun 24, 2026, at 1:13 PM, [redacted] wrote:
>
> I don't want to introduce negativity. I apologize. Here is my statement:
>
> "Dear Commissioners:
>
> The question of what should be done with the five-acre parcel at Kearns and Bonanza should ultimately be decided by the citizens who live and vote in ZIP code 84060. The issue has become deeply divisive within our community, and I believe a referendum would provide the clearest and most democratic path forward.
>
> My sense is that more residents would prefer a public park without housing development than additional development on the site, but rather than relying on assumptions, we should let the voters decide."

From: planning
Sent: Wednesday, June 24, 2026 3:17 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza project

Follow Up Flag: Follow up
Flag Status: Completed

From: linda mccausland [redacted]>
Sent: Wednesday, June 24, 2026 1:57 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza project

Please do not proceed with the latest proposal of multiple buildings and affordable housing on this site. Make it a park and/or an arts center for the community that lives in Park City permanently.
Thank you, Linda McCausland (20+ year resident)

[redacted]

From: planning
Sent: Wednesday, June 24, 2026 3:16 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: 5 acre parcel concerns

Follow Up Flag: Follow up
Flag Status: Completed

From: Seth Beal [redacted]
Sent: Wednesday, June 24, 2026 1:45 PM
To: Debra Stafsholt <[redacted]>
Cc: planning <planning@parkcity.gov>
Subject: Re: 5 acre parcel concerns

Thanks Deb. I am copying the planning department on this so everyone can have the benefit of your comments.

Hope all is well with you (I loved seeing the picture of you with your Thank You cake from the library).

Seth

On Wed, Jun 24, 2026 at 1:25 PM Debra Stafsholt [redacted]> wrote:

> Hi Seth,
>
> I hope you and your family are well. I am writing with concerns about the 5 Acre Parcel proposal. I drive through Kearns and Bonanza intersection 4 times a day, Mon-Fri to drop off and pick up my daughter from day program and work. I am sure you are aware that it does not take much disruption to create a traffic choke point there. The current 5 Acre Plans include 6, 3 story buildings and mixed use with 250 underground parking spots. I am absolutely concerned about the impact the construction and future density these plans will have on that intersection. Please consult with the Fire Dept, the Police and Emergency medical services as to their concerns during an emergency. I have long thought that intersection as is will make evacuation in a fire impossible.
>
> Please also weigh the following when making you ultimate decision on density at this location:
>
> 1. The volume of housing construction in nearby zip codes.
> 2. The prohibitive cost of underground parking.

3. Project cost.
4. Current ski season and event volumes at that intersection.
5. New plans for development at Deer Valley and Park City resorts.
6. Affordable housing solutions at the current Senior center, Studio Crossing, Park City Heights.
7. Growth projections for the new Community and Senior centers, welcoming county participants.
8. Dakota Pacific and Canyons housing availability.
9. 260,000+ visits to the library.
10. “Mixed use” competition to Main Street businesses.

John and I worked in Salt Lake for the majority of our working lives to afford to live in Park City. Why are we stuffing 84060 when we have alternative solutions so close by. Good intentions, wrong location. I support a park, a new city building or something with drastically reduced density for that location. I can’t help but think the current plans are rushed through to show the city can get something done as opposed to a thoughtful consideration of what the actual reality would be in the context of the greater “Park City”, Summit and Wasatch Counties. Seth, I am so glad someone with your specific skill set, your attention to detail and common sense is on our planning commission. Thank you for your time.

See you tonight,

Debbie Stafsholt

From: planning
Sent: Tuesday, June 23, 2026 1:14 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Regarding the 5-acre site

Follow Up Flag: Follow up
Flag Status: Completed

From: Terese Walton [redacted]
Sent: Tuesday, June 23, 2026 1:02 PM
To: planning <planning@parkcity.gov>
Subject: Regarding the 5-acre site

Hi Nannette
Thank you for taking my call the other day to explain the process of the work sessions. Please pass along this note to the planning commission.

Hello Planning Commission -
It won't surprise you that we are looking for a way to physically connect Prospector Square to the new Brinshore Development along Bonanza Drive. Our board and members have been advocating for this throughout the city's long-term planning process for the site.

This connection is win-win: it's vital for the ongoing success of Prospector Square, while our business and residential community will bring value and economic success to the new Brinshore development.

Thank you for continuing to keep this in mind while plans are underway.

Terese Walton
Property Owner, Clockwork Cafe building

Terese Walton, Managing Partner
Principal Broker
[redacted]

From:	Turner Bitton <[redacted]>
Sent:	Wednesday, June 24, 2026 2:44 PM
To:	planning
Cc:	Christin VanDine; Grant Tilson; Henry Sigg; John Frontero; Rick Shand; Seth Beal; Adam Strachan; Alec Barton; Nannette Larsen
Subject:	Supportive for Development at the Southwest Corner of Kearns Boulevard and Bonanza Drive
Attachments:	Park City Development Comment - Mixed Use on Kearns and Bonanza.pdf
Follow Up Flag:	Follow up
Flag Status:	Completed

Dear Planning Commissioners and Planning Staff,

My name is Turner Bitton, and I serve as Executive Director of Wasatch Advocates for Livable Communities (WALC), a nonprofit organization that supports well-planned communities across the Wasatch Region through advocacy focused on housing, land use, transportation, and local governance.
I wanted to share the attached public comment letter regarding the proposed Five-Acre Site redevelopment at Kearns Boulevard and Bonanza Drive.

After reviewing the application materials, staff report, and the City's adopted planning documents, WALC believes this proposal represents an important opportunity to advance many of the goals outlined in the Park City General Plan and Bonanza Park Small Area Plan. In particular, we support the project's significant investment in workforce housing, its mixed-use design, its location within an area planned for redevelopment, and the substantial public benefits it provides through childcare, public open space, pedestrian improvements, and community-serving commercial uses.

We also recognize that residents have raised thoughtful concerns regarding building height, traffic, and neighborhood character. Our letter encourages the Commission to continue carefully evaluating those issues while also considering the long-term community benefits that this redevelopment would provide. We believe the project demonstrates how Park City can accommodate growth in a location specifically intended for mixed-use development while expanding housing opportunities for the people who live and work in the community.

Thank you for your service to Park City and for considering our comments. Please don't hesitate to reach out if I can answer any questions about WALC or our support for the project.

Sincerely,
Turner C. Bitton (he/him)
Executive Director

Wasatch Advocates for Livable Communities
[redacted]
[redacted]

Want to meet? Please put some time on my Calendar: [redacted]

From: planning
Sent: Wednesday, June 24, 2026 8:47 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Tina Quinn [redacted]
Sent: Tuesday, June 23, 2026 5:03 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. A place for people to convene, walk, enjoy being together. This land was acquired for the community, and the community has spoken clearly in favor of more open space. Please honor that vision.

Thank you.

Tina Quinn
Life & Leadership Coach
[redacted]

Get your copy of my best selling book here - Invisible Things, the most important things in life are the ones you can't see.

"Wisdom has never been about fast answers. It has always been about better questions." Chip Conley

From: planning
Sent: Wednesday, June 24, 2026 1:28 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: kim white [redacted]
Sent: Wednesday, June 24, 2026 6:24 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Wednesday, June 24, 2026 1:19 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Item 5A_5-Acre Work Session Input

Follow Up Flag: Follow up
Flag Status: Completed

From: William Johnson [redacted]
Sent: Wednesday, June 24, 2026 1:16 PM
To: planning <planning@parkcity.gov>
Cc: Rebecca Ward <rebecca.ward@parkcity.gov>
Subject: Item 5A_5-Acre Work Session Input

Dear Planning Staff,

Can you forward to commissioners and assigned staff?

Thank you for your service to this community! Truly appreciate all your efforts.

After reviewing the staff report for tonight's work session, I've compiled some questions and clarifications for your consideration:

Bonanza Park Small Area Plan

The Bonanza Park Small Area Plan envisioned a mixed-use neighborhood with limited residential uses and careful transitions to surrounding development. How does staff find that the proposed mix of market-rate condominiums, affordable housing, time-interval ownership, and nightly rental accommodations remains consistent with the Small Area Plan's vision? Or how does this proposed mix of residential units align with the current code? 15-2.18-1 only references “limited Residential Uses” within the GC district.

More importantly, the Bonanza Park Mixed Use District code updates have stalled with City Council. As a reminder, Council held three public hearings on that code (May 22, 2025; June 26, 2025; and August 26, 2025), yet consensus was never reached. While the Small Area Plan was adopted, until the code is updated, it leaves the plan without corresponding regulatory standards.

As a side note: It is interesting to me that updating the code does not appear to be a priority. If implementation of the Small Area Plan is truly the goal, updating the underlying code would seem to be the logical first step.

FPZ Encroachment

One of the intents of the Frontage Protection Zone (FPZ) is to preserve future transportation improvements along Kearns Boulevard and protect UDOT's right-of-way. Why are the pedestrian pathways located within the 0'-30' portion of the FPZ rather than within the remaining 30'-100' area? Has staff evaluated whether these improvements may require future relocation if UDOT or the City widens or otherwise modifies the corridor? Easier to move a building now...

Kearns Blvd Access

Is the proposed Kearns Boulevard access right-in/right-out only, full movement, or emergency access only? My experience with a previous proposal (close by) led me to believe that full movement access would not comply with UDOT access management requirements, nor the city engineer's requirements.

Emergency Access

The plans appear to show emergency vehicle access within the FPZ adjacent to Buildings 2 and 3. How does this configuration satisfy the Fire District recommendation that emergency access routes remain free of landscaping, trees, site furnishings, or other design elements that could impede emergency access? Will future landscape plans be restricted from placing improvements within these access corridors? Or utilities? Future bus stops?

Residential Use

What public benefit is achieved by allowing multiple residential ownership and occupancy formats; including affordable housing, market-rate condominiums, time-interval ownership, and nightly rental accommodations; within a single development? If allowed, has staff evaluated a minimum occupancy requirement, such as 30-60 days, for market-rate units?

Architectural Stepback

The Bonanza Park Small Area Plan contemplated upper-story stepbacks to reduce perceived mass and scale. Why does the current proposal not incorporate the 10-foot stepback previously discussed during development of the Bonanza Park code framework, particularly for Buildings 2 and 3 and within the FPZ? By omitting this stepback, the developer can achieve maximum height using roof-pitch exception, but if the city is using the Bonanza Park Small Area Plan framework, this doesn't align.

Building Height

My interpretation of LMC 15-2.20-4 is that development within the FPZ must comply with the underlying zoning district. In this case, the GC height limit is 35 feet. The FPZ contains its own enumerated exceptions, but the MPD provisions do not expressly supersede FPZ height limitations.

Can staff clarify the specific code provision that authorizes building heights exceeding 35 feet within the FPZ? LMC 15-2.20-4 appears to require compliance with the underlying zoning district, and LMC 15-2.18-4(a) identifies specific exceptions. What code section authorizes additional height beyond those provisions?

Bonanza Loading Area

Is the Bonanza Drive access intended to function as a loading and service area? If so, where is the designated truck turnaround area or hammerhead configuration? Has staff evaluated whether service vehicles would be required to back into Bonanza Drive or otherwise impede traffic operations?

Solar Study

Exhibit D presents the conclusions of a solar/shadow analysis but does not appear to describe the underlying methodology. What assumptions were used regarding building massing, topography, and surrounding structures? Without a documented methodology, it is difficult to independently evaluate whether the study accurately represents impacts on adjacent properties. This seems like low hanging fruit for the developer, and the public record would benefit with more information.

Again, I appreciate all you and your service! And I'll probably have more comments down the road...

Thanks for your time and consideration,

Bill Johnson

84060

From: planning
Sent: Wednesday, June 24, 2026 9:39 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza Park Development

Follow Up Flag: Follow up
Flag Status: Completed

From: Lynn FEY [redacted]
Sent: Wednesday, June 24, 2026 9:24 AM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Development

Dear Planning Commission,

As I will not be able to attend the meeting tonight in person, I want you all to know that I am vehemently opposed to the current plan for Bonanza Park. I have lived in Park Meadows for 33 years and am most probably at the intersection of Kearns and Bonanza several times a day and have watched the congestion get worse and worse every year. Why would we add a development of this size at this exact spot? Of course, I am against the 45 foot height which you have some control over, but I am hoping that you have control over this outsized development as well! As you know, nearby on Kearns Boulevard, there are other already approved new developments. I ask myself WHY?? Can you ask yourselves the same question?
Thank you for your consideration.
Lynn Fey, for Tom, too

From: planning
Sent: Wednesday, June 24, 2026 9:11 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park

Follow Up Flag: Follow up
Flag Status: Completed

From: matt strong [redacted]
Sent: Wednesday, June 24, 2026 9:08 AM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park

Dear Park City Planning Commission,

I am writing as a Park City property owner to formally oppose the proposed dense housing development on the Bonanza Park 5-acre parcel at the corner of Kearns and Bonanza.

This site is irreplaceable. A 5-acre gateway property of this significance is a once-in-a-generation asset — it should reflect the character and identity of Park City, not be defaulted into a dense housing project with minimal public awareness or community input.

The proposed concept plan — seven large buildings reaching four stories at an already-strained intersection — would wall off mountain views and create a canyon effect at one of the most visible entry points into our city. That scale and density is fundamentally incompatible with what makes Park City distinct.

It's also worth noting that this land was originally acquired with a community-oriented purpose in mind. That purpose was never replaced when Sundance and the Kimball Arts Center departed — it was quietly abandoned. Dense private housing does not honor that original intent.

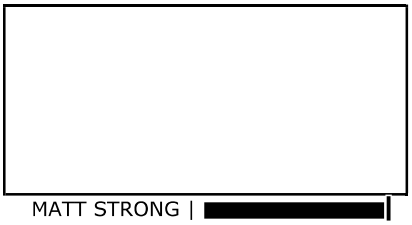
Public gathering space matters. When it disappears, communities retreat into private enclaves — those who can afford them. Park City loses the common ground where people of all backgrounds actually share a town together. That is a harder loss to quantify than square footage, but it is a real one.

I urge the Commission to slow this process, bring it into full public view, and give serious consideration to a community-centered alternative that reflects the irreplaceable nature of this site.

Thank you for your consideration.

Respectfully,

Matt Strong
[redacted]



MATT STRONG | [redacted]

From: planning
Sent: Wednesday, June 24, 2026 8:52 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Flagged

-----Original Message-----
From: Candace Grannis <[redacted]
Sent: Wednesday, June 24, 2026 8:17 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

Once this land is built on, you can not get it back Take a look at the Engine House Project, Do we really want multiple buildings like this at the entrance to our town?I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

From: planning
Sent: Wednesday, June 24, 2026 8:50 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Opposition to Proposed Development at Bonanza Park 5-Acre Parcel

Follow Up Flag: Follow up
Flag Status: Completed

From: Chelsea Strong <[redacted]
Sent: Wednesday, June 24, 2026 7:51 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Opposition to Proposed Development at Bonanza Park 5-Acre Parcel

Dear Park City Planning Commission,

I am writing as a Park City property owner to formally oppose the proposed dense housing development on the Bonanza Park 5-acre parcel at the corner of Kearns and Bonanza.

This site is irreplaceable. A 5-acre gateway property of this significance should reflect the identity of our community — not be defaulted into a $60M housing project with little public awareness or meaningful community support.

The proposed concept plan — seven large buildings reaching four stories at an already-strained intersection — would wall off mountain views and create a canyon effect at one of Park City's most visible entry points. That is not the Park City we know.

This land was originally acquired to anchor cultural anchors like Sundance and the Kimball Arts Center. Both left. The community-oriented purpose was never replaced — it was quietly abandoned. Dense private housing is not a substitute for that vision.

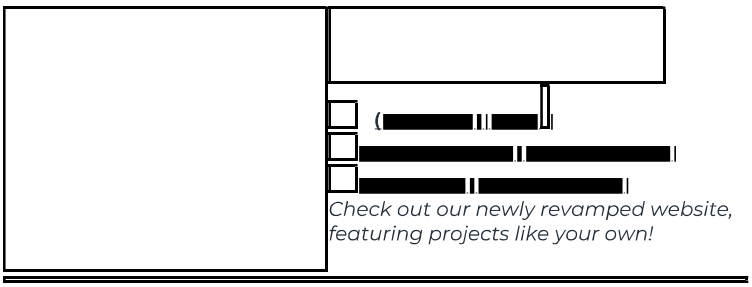
When public gathering space disappears, communities fracture. Private amenities fill the void for those who can afford them, and the common ground where people of all backgrounds share a town together is lost. That loss is real, even if it's hard to quantify.

I urge the Commission to pause this process, increase public transparency around the proposal, and give serious consideration to a community-centered alternative — one that honors the gateway character of this once-in-a-generation site.

Thank you for your time and service to our community.

Respectfully,

Chelsea Strong
Park City Property Owner



From: planning
Sent: Wednesday, June 24, 2026 8:49 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission - Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: [redacted]>
Sent: Wednesday, June 24, 2026 7:38 AM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission - Bonanza Five Acres

Dear Planning Commission and City Council:

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Sincerely,

Pat

Daniel Patrick O'Connell
[redacted]
Park City, Utah 84060-7730
[redacted]

From: planning
Sent: Wednesday, June 24, 2026 8:49 AM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Michele Hart <[redacted]
Sent: Wednesday, June 24, 2026 6:14 AM
To: Tana Toly <tana.toly@parkcity.gov>; planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: Re: June 24 Planning Commission — Bonanza Five Acres

>
>
>
> Tana,
> Thank you for your quick response and forwarding the link to the new website. I apologize for the short email I sent previously, I should have taken more time to explain my concerns. I know this is sensitive, the council and planning commission have been working a long time on this project. Unfortunately, I won't be able to attend the upcoming meeting so please hear me out below.
>
> Some things to consider:
>
> Now that the apartment buildings are completed in the area relatively close to the bonanza site, the magnitude of the having this area developed really starts to make an impression and I feel it might worth taking the time to show on a larger scale the modeling to community and allowing additional feedback. I do not recall seeing the plans put forth to the community other than on the website, but I might be mistaken.
>
> The marketing says there will be "62% open space." I don't know about you, but when I think of open space, my thoughts go to grass fields, large expanses allowing views or vistas, etc. I was excited to hear that 62% will be open space but after looking at the modeling more closely I am concerned that the statement 62% open space can be misleading. Imagine driving the perimeter or walking through this development, will we be seeing tall buildings blocking the views? Is it too late to add further height restrictions in order to see our gorgeous views we all cherish as we drive or walk in this area?
>
> There are so many great things about the plan and the stated goals for this development; more parking, affordable housing, I could go on and on but I think it is so very important to protect the aesthetic of Park City. The proposed modern style is great now but I hope it doesn't look dated in 10-20 years. I found it interesting that many of the pictures shown on the website you forwarded are of the older buildings with character and charm in Park City. Should we try to capture that in this project?
>
> You are correct I have not been participating in the process to this point, we are newer to the area. I trust the council and the planning commission to make the right decision. However, I do think it is appropriate to allow more time for the community to engage considering the recent apartment developments that allow us to understand the scale of the buildings that are being proposed.

>
> Respectfully,
> Michele Hart
>[redacted]
>
>> On Jun 23, 2026, at 6:49 PM, Tana Toly <tana.toly@parkcity.gov> wrote:
>> Michele,
>>
>> Thank you for reaching out and sharing your thoughts on the Bonanza 5-acre site. I appreciate your engagement, but I want to be entirely clear about our timeline and process because we have absolutely not rushed this decision.
>>
>> Since I joined the City Council, we have held more than 30 public meetings and extensive data workshops specifically to gather resident feedback on this parcel. To say we need more time for public input overlooks the years of community dialogue and the 30+ meetings and over 1500 comments that have already taken place to carefully shape this plan. Did you have an opportunity to attend or tune into any of those 30 meetings?
>>
>> The concern that residents would "agree with the lack of open space" comes down to a misunderstanding of what the new plans actually look like. Right now, this 5-acre parcel is a giant patch of concrete, rubble, and an asphalt parking lot. Far from taking open space away, our plan actively "un-paves" the concrete to create 2 full acres of dedicated, programmable public park space right in the center. Nearly half the entire site is being preserved for the public.
>>
>> When this property was originally purchased, it was funded by a tax placed entirely on our nightly visitors. The City Council at that time explicitly envisioned a gateway that combined transit, arts and culture, and workforce housing, not a park. This isn't a new concept, and the current proposal is actually less dense than the plans put forward back in 2020.
>>
>> The Bonanza site sits directly on our major bike and bus transit corridors and uniquely has zero immediate residential neighbors to impact. By combining a massive 2-acre public park and local arts infrastructure with a small footprint for essential housing, we are delivering mixed use development that the majority of our 1,500 respondents asked for.
>>
>> A new website was released this month that has all the updated site plans, details, and project information explicitly so residents can see exactly how much open park space is included. I highly encourage you to take a look 5acresite.com
>>
>> Thank you again for your time and for sharing your perspective.
>>
>> With Gratitude,
>> Tana Toly
>> Park City Council
>>
>> -----Original Message-----
>> From: Michele Hart <[redacted]
>> Sent: Tuesday, June 23, 2026 4:44 PM
>> To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
>> Subject: June 24 Planning Commission — Bonanza Five Acres
>>
>> Dear Planning Commission and City Council,
>>
>> I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space.

This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.
>>
>> Park City residents deserve better.
>>
>> Please take more time for public input. I do not believe residents know what the new plans look like and I feel strongly they would agree with the lack of open space.
>>
>> Thank you,
>> Michele Hart

From: planning
Sent: Wednesday, June 24, 2026 8:48 AM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza and Kearns Best Use

Follow Up Flag: Follow up
Flag Status: Completed

From: Wendy Petersen [redacted]
Sent: Wednesday, June 24, 2026 12:57 AM
To: planning <planning@parkcity.gov>
Subject: Fwd: Bonanza and Kearns Best Use

---------- Forwarded message ---------
From: **Wendy Petersen** [redacted]
Date: Wed, Jun 24, 2026 at 7:50 AM
Subject: Bonanza and Kearns Best Use
To: council_mail@parkcity.gov <council_mail@parkcity.gov>

Hello Ryan Dickey, Park City Council Members , and Park City Planning Committee Members,

I am out of town for the next Council meeting on the Bonanza and Kearns Development plans.

I'm writing to you urging a change of plans of the use of this land . I believe that the amount of affordable housing is overwhelming this land that was to be used over a decade ago for a Park and Arts Community .
Please step back and reconsider what long time residents , myself included , are urging you to change.

I drive past this piece of land from my residence to anywhere I need to go many times a day .
If it becomes a multi residential area for affordable housing , it will be even more of a grid lock than it is now . It will feel like overwhelming traffic every day as it was for decades during Sundance or traffic after the ski resorts close.
It will be unsightly with apartment complexes rising up to 3-4 stories . I left city life decades ago to enjoy this beautiful town with its Mountain View's.
Please do not bring this gridlock in town as it is at Kimball Junction.

Please , I urge you to use Bonanza and Kearns area for Open Space, Entertainment , and Walkability with a Park. Thank you .

Sincerely,
Wendy Petersen
Park City Resident since 1988.

From: planning
Sent: Tuesday, June 23, 2026 4:54 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----
From: Terry Sidford [redacted]
Sent: Tuesday, June 23, 2026 4:53 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Tuesday, June 23, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: sally shannon [redacted]
Sent: Tuesday, June 23, 2026 4:45 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Thank you.

Sent from my iPhone
Sally Shannon
[redacted]

From: planning
Sent: Tuesday, June 23, 2026 4:51 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: Michele Hart <[redacted]>
Sent: Tuesday, June 23, 2026 4:44 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to preserve the Bonanza Five Acres as open civic space. This land was acquired for the community, and the community has spoken clearly in favor of open space. Please honor that vision.

Park City residents deserve better.

Please take more time for public input. I do not believe residents know what the new plans look like and I feel strongly they would agree with the lack of open space.

Thank you,
Michele Hart

From: planning
Sent: Tuesday, June 23, 2026 4:41 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

-----Original Message-----
From: Mary Bourke <[redacted]
Sent: Tuesday, June 23, 2026 4:31 PM
To: planning <planning@parkcity.gov>; Council_Mail <Council_Mail@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to develop the Bonanza Five Acres without turning it into a multi story high density Mini city. This land was acquired for the community, and the community has spoken clearly in favor of responsible development.

Please honor that vision.

Thank you.

Sent from my iPhone

From: planning
Sent: Tuesday, June 23, 2026 2:02 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: June 24 Planning Commission — Bonanza Five Acres

Follow Up Flag: Follow up
Flag Status: Completed

From: Trigger Reital [redacted]
Sent: Tuesday, June 23, 2026 1:57 PM
To: planning <planning@parkcity.gov>
Subject: June 24 Planning Commission — Bonanza Five Acres

Dear Planning Commission and City Council,

I am writing as a Park City resident to urge you to build housing for the community. This land was acquired for the community, and the community has spoken clearly that affordable housing is needed in Park City. Affordable housing is vital to the Park City community.

Thank you.

Trigger Reital
Executive Managing Director

[redacted]
Salt Lake City, UT 84111
[redacted]
Please Note My New Email Address

Newmark Mountain West Alliance Press Release
[redacted] View my Bio
LinkedIn X Instagram

From: planning
Sent: Tuesday, June 23, 2026 1:14 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Bonanza Park Planning Commission Review

Follow Up Flag: Follow up
Flag Status: Completed

From: Craig Dennis [redacted]
Sent: Tuesday, June 23, 2026 12:51 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza Park Planning Commission Review

Park City Planning Commissioners:

As you begin your review and deliberations regarding the Bonanza Park five-acre development, please know the neighbors across the street at Prospector Square have been following the discussions at city hall closely. You will likely hear from us when there is public comment.

There are three items we care about:

- Connectivity across the street to the Prospector Square neighborhood and beyond. Right now Bonanza acts as a barrier.
- It is time something gets done. The property has been vacant for nine years. Vitality of this property will help all of Park City.
- Any additional traffic lanes for the SR248 Rapid Bus proposal be put on the Bonanza Park side of the street so no businesses are impacted in Prospector Square.

Feel free to reach out anytime for our input.

Craig

Craig Dennis
Executive Director
Prospector Square Property Owners Association
[redacted]
Park City, Utah
[redacted]

From: planning
Sent: Monday, June 22, 2026 4:55 PM
To: Alec Barton; Nannette Larsen; Rebecca Ward
Subject: FW: Bonanza 5 a parcel input

Follow Up Flag: Follow up
Flag Status: Completed

From: Jan Jones-Schenk [redacted]
Sent: Monday, June 22, 2026 4:52 PM
To: planning <planning@parkcity.gov>
Subject: Bonanza 5 a parcel input

Dear neighbors,
As a 40 year resident of Park City I write to ask you to consider the impacts of the development proposed for this parcel.
Impacts on view corridor which can never be replaced.
Please do not consider height limitations in our code as suggestions. They must be absolute and even if the buildings met the height limitations, they will spoil views that are the essence of our community.
Impacts on density at an already overcrowded and intense traffic corridor cannot be mitigated.
There are currently more than 7 affordable housing projects within 1/2 mile of this site. The density in this congested part of our community is already extreme. Traffic at the Bonanza Kearns intersection just yesterday at 3pm, was backed up 2 blocks so the left. North turn lane could not be accessed. This is still the less busy time of year and traffic is unmanageable.
Proposed open space is not public green space.
Sidewalks are 'counted' as open space. This is not the intention of open space requirements. Further, when AH projects do have green space like Holliday Village apartments, that space is not used as community access and gathering. It's like sitting in someone's front yard. That does not meet the intent for community gathering no matter how many times it is said to.

Park City is lacking in park space and open green space and this proposal does not support or advance the stated vision for Bonanza Park:

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

future Parkites of all ages.

Please do not approve and advance this project.

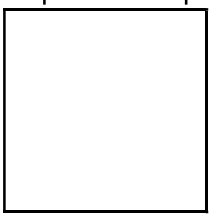
Warm regards,
Jan Jones-Schenk
[redacted]
Park City UT 84060

From: public_comments
Sent: Monday, June 22, 2026 3:48 PM
To: Nannette Larsen; Alec Barton; Rebecca Ward
Subject: FW: Public Comment Submission

From: No Reply <noreply@civicplus.com>
Sent: Monday, June 22, 2026 3:32 PM
To: public_comments <Public_Comments@parkcity.gov>
Subject: Public Comment Submission

Submitted by: Jan Jones-Schenk
Email Address: [redacted]

Commented on event: https://parkcityut.portal.civicclerk.com/event/3687/overview
If you are having trouble viewing the URL above, cut and paste the string into your browser window.

User comment: I do not understand why community survey results are not included in the staff report on this project. This information should be highlighted for any full deliberation on this project especially since so many exceptions to the code are requested by the developer. This appears to assume the project partnership is already in place and this is simply a reshuffling of deck chairs exercise. 

Planning Commission
Staff Report

Subject: **Saddle Condominiums**
685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Application: **PL-26-06968**
Author: **Alec Barton, Senior Planner**
Date: **July 8, 2026**
Type of Item: **Modification to Plat Amendment**

Recommendation

(I) Review the proposed Modification to the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10, (II) conduct a public hearing, and (III) consider approving the Modification based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicants:	Unit 6: Sarah Langridge Unit 7: Tiffany Marshall and Robert Saunders Unit 8: Kelley Haines Unit 10: Roseann Woodward Applicants' Representative: Megan Blosser, Alliance Engineering
Location:	685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Zoning District:	Residential Development
Adjacent Land Uses:	Single Family Residential, Open Space
Reason for Review:	The Planning Commission reviews and approves requests to modify Plat Amendments.[1]

LMC Land Management Code
RD Residential Development

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

Background

Saddle Condominiums Phase One is a 16-unit condominium project in the Residential Development (RD) Zoning District. Units 6 (685 Saddle View Way), 7 (695 Saddle View Way), 8 (705 Saddle View Way), and 10 (725 Saddle View Way) are three-level units that originally had the same layout and dimensions, each 3,102 square feet. Unit 6 was

[1] LMC § 15-1-8

amended along with Unit 9 on June 25, 2025, to allow separate 318-square-foot additions to the first floor of each unit (Summit County Recorder Entry No. 1240920). The addition to Unit 6 was never constructed.

On March 11, 2026, the Planning Commission approved the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 (Meeting Packet, Item 6.A; Minutes, p. 12). The approved plat was never recorded.

On June 15, 2026, the Applicant applied for a Modification to Plat Amendment to reflect changes to square footages for the approved plat. The proposed Modification ensures the recorded plat accurately reflects final square footage.

See the March 11, 2026, Staff Report for additional background on Saddle Condominiums.

Analysis

The Applicant provided a narrative explaining the request for a Modification to Plat Amendment approval (Exhibit B). The requested Modification updates the amount of private ownership area:

- **Level 1** – reduced from 391 square feet to 338 square feet. The smaller private ownership area corresponds with an increase in common area, reflecting both existing structural elements and a secondary foundational support wall needed in the crawl space where excavation to support the addition is occurring.
- **Level 2** – reduced from 1,090 square feet to 1,073 square feet because the outer walls are common area.
- **Level 3** – reduced from 620 square feet to 580 square feet because the outer walls are common area.

The proposed updates reduce the private ownership area for each unit from 3,439 square feet to 3,376 square feet and accurately represent outer walls and structural

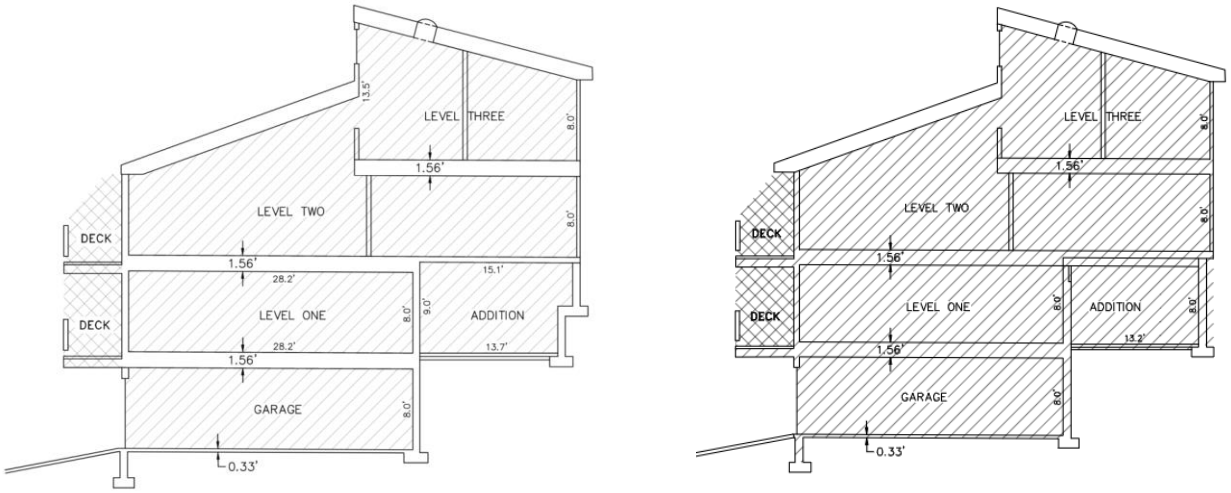


Figure 1. The proposed modified plat (left) reflects a smaller level one addition compared to the plat approved March 11, 2026 (right) and shows the outer and structural walls are common area (depicted in white).

elements as common area.

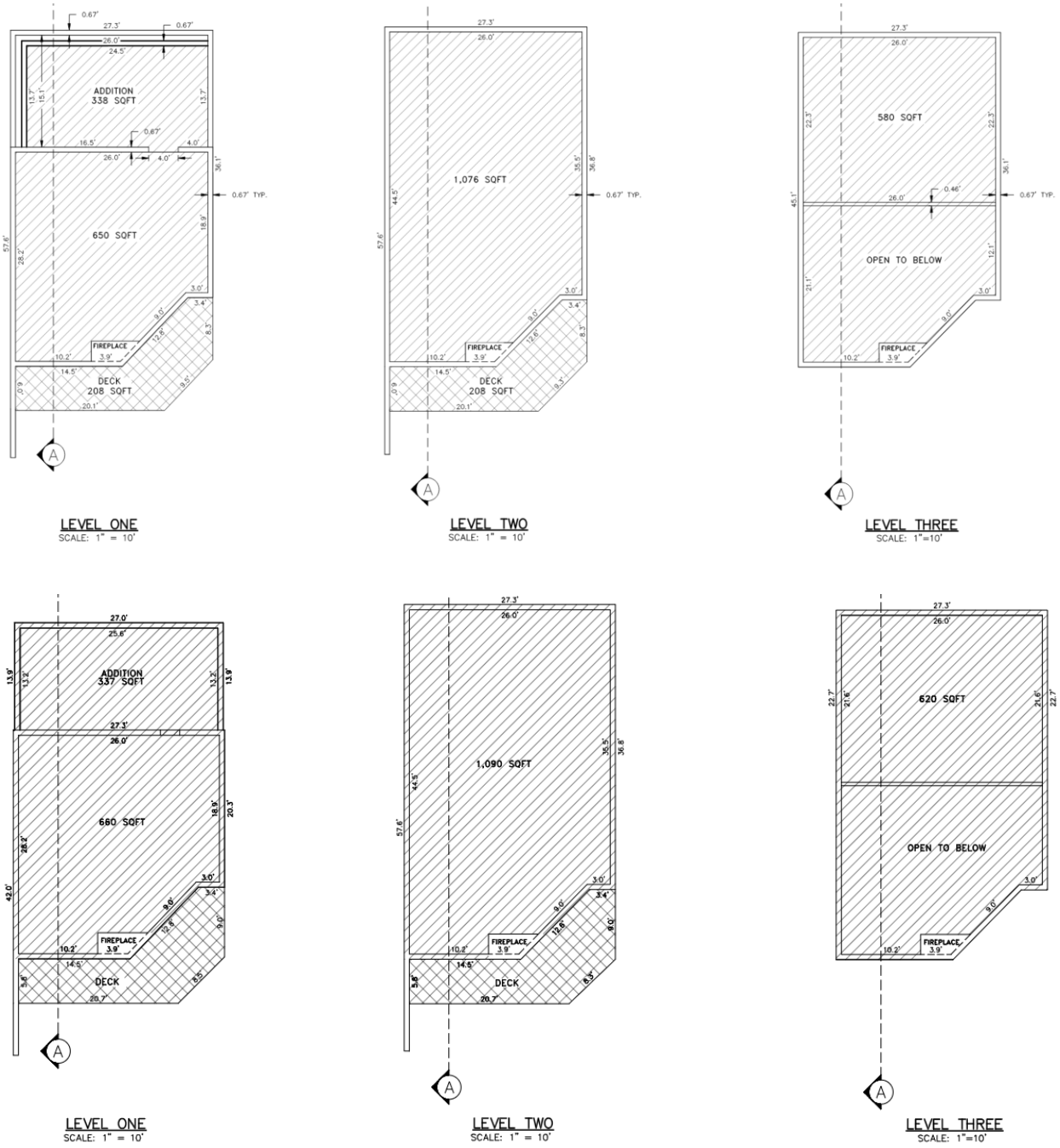


Figure 2. Proposed plat (top) showing a smaller addition to level one and correcting the square footages of private areas on levels one, two, and three. The plat approved March 11, 2026 (bottom) incorrectly included outer and structural walls in private area calculations.

Analysis

(I) The proposed modifications to the Plat Amendment comply with the RD Zoning District requirements in Land Management Code (LMC) Chapter 15-2.13.

LMC § 15-2.13-1 states the purpose of the RD Zoning District is to:

1. Allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities;
2. Encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services;
3. Allow commercial and recreational activities that are in harmony with residential neighborhoods;
4. Minimize impacts of the automobile on architectural design;
5. Promote pedestrian connections within Developments and between adjacent Areas; and
6. Provide opportunities for variation in architectural design and housing types.

Development in the RD Zoning District must meet the Lot and Site requirements in LMC § 15-2.13-3:

Requirement	**Analysis of Proposal**
Setbacks: Front – 20 Feet Rear – 15 Feet Side – 12 Feet	**Complies:** The proposed additions are within existing Building Footprints. The Structures maintain Setbacks greater than 120 feet from all property lines.
Maximum Building Height: No Structure shall be erected to a height greater than 28 feet from Existing Grade	**Complies:** The proposed additions do not increase the Building Height of any Structure. The existing Structures are approximately 27 feet from Existing Grade**.**
Density: The maximum Density is three Units per acre.	**Complies:** The Lot for Saddle Condominiums is 3.71 acres. The Saddle Condominiums were platted in 1981 for 16 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC § 15-9-6(A) because it does not create an additional Unit or enlarge any non-compliance. The proposed Plat Amendment complies with the original Condominium approval for 16 units.

(II) The proposed modifications to the Plat Amendment comply with LMC 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 6, 7, 8, and 10 are each proposed to expand from 3,102 square feet to 3,376 square feet. Each unit currently requires two Parking Spaces. The proposed additions do not increase the Off-Street Parking requirement for

any unit.

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. Each unit has a two-car garage that is approximately 26 feet wide by 20.33 feet deep. Therefore, each unit complies with the Off-Street Parking requirements of the LMC.

(III) The Planning Commission found Good Cause for the Plat Amendment and the requested modifications to the Plat Amendment are minor and reflect a smaller addition for each unit.

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."

The Planning Commission found Good Cause for the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 approved March 11, 2026 (Minutes, p. 13). The requested modifications to the Plat Amendment are minor and reflect a smaller addition for each unit.

There is Good Cause for the requested modifications to the Plat Amendment because the amendment, as modified, 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.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 23, 2026. The *Park Record* published courtesy notice

on June 24, 2026.[2]

Public Input

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

Alternatives

The Planning Commission may:

- Approve the requested modifications to the Saddle Condominiums Phase One Amending Units 6, 7, 8 and 10 Plat
- Deny the requested modifications 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 Narrative for Requested Modifications

[2] LMC § 15-1-21

Planning Department

July 8, 2026

Alliance Engineering
Attn: Megan Blosser

Saddle Condominiums: 685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way

CC: Sarah Langridge, Tiffany Marshall and Robert Saunders, Kelley Haines, Roseann Woodward

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	685 (Unit 6), 695 (Unit 7), 705 (Unit 8), and 725 (Unit 10) Saddle View Way
Zoning District:	Residential Development
Application:	Modification to Plat Amendment
Project Number:	PL-26-06968
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	July 8, 2026
Project Summary:	The Applicant proposes a modification to the Planning Commission's March 11, 2026, Approval of the Saddle Condominiums Phase One Amending Units 6, 7, 8 and 10 Plat.

Action Taken

On July 8, 2026, the Planning Commission conducted a public hearing and approved the modification to the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 according to the following findings of fact, conclusions of law, and conditions of approval:

Background

1. Saddle Condominiums Phase One is a 16-Unit Condominium project in the Residential Development (RD) Zoning District.

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2. The Saddle Condominiums Phase One Plat was recorded with Summit County on January 23, 1981 (Recorder Entry No. 175675).
3. Unit 6 was amended along with Unit 9 on June 25, 2025, when the Planning Commission approved a Plat Amendment to construct separate 318-square-foot additions within the existing Building Footprints.
4. The Planning Commission approved the Saddle Condominiums Phase One Amending Units 6, 7, 8 and 10 Plat on March 11, 2026. The plat was never recorded.
5. The Applicant applied for a Modification to the approved Plat Amendment on June 15, 2026.

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 274-square-foot addition to the first floor of Units 6, 7, 8, and 10. The proposed additions increase the private area for each unit to 3,376 square feet.
3. On February 9, 2026, 82.06% of the Saddle Condominiums Homeowners Association (HOA) ownership voted in favor of the proposed Plat Amendment.
4. The proposed Plat Amendment complies with the RD Zoning District requirements.
    a. Setbacks for the RD Zoning District are as follows: Front – 20 feet, Rear – 15 feet, Side – 12 feet.
        i. **Complies.** The proposed additions are within existing Building Footprints. The Structures maintain Setbacks greater than 120 feet from all property lines.
    b. Building Height for the RD Zoning District is 28 feet from Existing Grade.
        i. **Complies.** The proposed additions do not increase the Building Height of any Structure. The existing Structures are approximately 27 feet from Existing Grade.
    c. Density for the RD Zoning District is three Units per acre.
        i. **Complies.** The Lot for the Saddle Condominiums is 3.71 acres. The Saddle Condominiums were platted in 1981 for 16 units. The LMC in effect at the time did not have a Density limitation. The proposed Plat Amendment complies with LMC Section 15-9-6(A) because it does not create an additional Unit or enlarge any non-

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compliance. The proposed Plat Amendment complies with the original Condominium approval for 16 units.

5. The proposal complies with LMC Chapter 15-3, Off-Street Parking Requirements.
    a. Condominiums greater than 2,000 square feet require two Parking Spaces per Dwelling Unit. Units 6, 7, 8, and 10 are each proposed to expand from 3,102 square feet to 3,376 square feet. Each unit currently requires two Parking Spaces.
        i. **Complies.** The proposed additions do not increase the Off-Street Parking requirement for any unit.
    b. Two-car garages must have a minimum interior dimension of twenty feet in width by twenty feet in depth.
        i. **Complies.** Each unit has a two-car garage that is approximately 26 feet wide by 20.33 feet deep.
6. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.
    a. Changes to platted elements including private area additions within a condominium require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC Section 15-7-1.6 and approval shall require a finding of Good Cause.
    b. LMC Section 15-15-1 defines Good Cause as “providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
        i. The Planning Commission found Good Cause for the Saddle Condominiums Phase One Plat Amending Units 6, 7, 8 and 10 approved March 11, 2026. The requested modifications to the Plat Amendment are minor and reflect a smaller addition for each unit.
        ii. There is Good Cause for the requested modifications to the Plat Amendment because the amendment, as modified, 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

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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.

Conclusions of Law

1. There is Good Cause for the modifications to the 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 modifications to 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.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 435-731-6088 or email alexander.barton@parkcity.gov.

Sincerely,

Christin Van Dine

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Planning Commission Chair

CC: Alec Barton

Attachment 1: Proposed Plat

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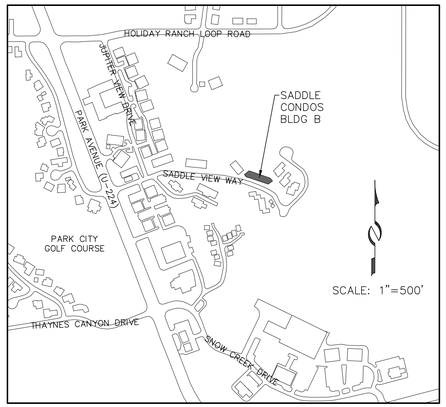


VICINITY MAP

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 46°45'00" E	40.00'
L2	S 0°00'00" E	56.72'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	250.00'	17.52'	4°00'55"	N 79°28'27" W	17.52'
C2	135.00'	17.00'	7°13'00"	N 73°51'30" W	16.99'
C3	135.00'	25.72'	10°55'00"	N 64°47'30" W	25.68'
C4	45.00'	26.97'	34°20'00"	N 42°10'00" W	26.56'
C5	25.00'	48.76'	111°45'00"	S 80°52'30" E	41.39'
C6	71.99'	42.91'	34°09'00"	N 7°55'30" W	42.28'
C7	15.00'	47.12'	180°00'00"	S 80°51'00" E	30.00'
C8	71.99'	42.93'	34°09'55"	S 26°13'58" W	42.29'
C9	15.00'	23.56'	89°59'33"	S 66°15'47" E	21.21'
C10	150.00'	67.46'	25°46'04"	S 81°37'02" W	66.89'
C11	100.00'	44.96'	25°46'00"	S 81°37'00" W	44.59'
C12	15.00'	23.56'	89°59'33"	S 23°44'13" W	21.21'

SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH

DRAFT FOR REVIEW

SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold License No. 4857264 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have reference a record of of survey map of the existing property boundaries in accordance with Section 17-73-504 and have verified all measurements represented on the plat. I do further certify that by authority of the owners, I have prepared this condominium plat amendment of the property described hereon, hereafter to be known as SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10

LEGAL DESCRIPTION

UNIT 6, IN BUILDING B, SADDLE CONDOMINIUMS, PHASE ONE, AMENDING UNITS 6 & 9, TOGETHER WITH AN UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE SECOND AMENDMENT TO DECLARATION OF CONDOMINIUM, RECORDED SEPTEMBER 11, 2025, AS ENTRY NO. 1240922 IN BOOK 2874 AT PAGE 565, AND THE RECORD OF SURVEY MAP RECORDED SEPTEMBER 11, 2025, AS ENTRY NO. 1240920, OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 7, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M-178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE TO THE POINT OF BEGINNING.

AND

UNIT 8, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M-178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE OT THE POINT OF BEGINNING.

AND

UNIT 10, IN BUILDING B, OF THE SADDLE CONDOMINIUMS, PHASE ONE, TOGETHER WITH UNDIVIDED OWNERSHIP INTEREST IN THE COMMON AREAS OF SAID SADDLE CONDOMINIUMS, WHICH INTEREST IS APPURTENANT TO SAID UNIT, AS THE SAME ARE ESTABLISHED AND IDENTIFIED IN THE DECLARATION AND EXHIBITS THEREOF, FILED AS ENTRY NO. 175674 IN BOOK M-178 AT PAGE 185 OF THE OFFICIAL RECORDS, AND THE RECORD OF SURVEY MAP FILED AS ENTRY NO. 175675 OF THE OFFICIAL RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH RIGHT OF WAY BEGINNING AT A POINT SOUTH 1091.32 FEET FROM THE NORTHEAST CORNER OF SECTION 8, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF HIGHWAY U-224 AND BEING ALSO ON A CURVE TO THE LEFT, THE RADIUS POINT OF WHICH BEARS NORTH 68°44' EAST 15.00 FEET AND RUNNING THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY; THENCE NORTH 68°44' EAST 320.00 FEET TO THE POINT OF A 150.00 FOOT RADIUS CURVE TO THE RIGHT; THENCE NORTHEASTERLY ALONG THE ARC OF SAID CURVE 67.46 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 85°30' EAST 412.71 FEET TO THE POINT OF THE SECTION LINE OF SAID SECTION 8; THENCE SOUTH 16°20' WEST ALONG SAID SECTION LINE 50.14 FEET; THENCE NORTH 85°30' WEST 416.41 FEET TO THE POINT OF A 100.00 FOOT RADIUS CURVE TO THE LEFT; THENCE NORTHWESTERLY ALONG THE ARC OF SAID CURVE 44.96 FEET TO THE POINT OF TANGENCY; THENCE SOUTH 68°44' WEST 320.00 FEET TO THE POINT OF A 15.00 FOOT RADIUS CURVE TO THE LEFT; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE 23.56 FEET TO THE POINT OF TANGENCY, SAID POINT BEING ALSO ON THE EASTERLY RIGHT OF WAY LINE OF STATE HIGHWAY U-224; THENCE NORTH 21°16' WEST ALONG SAID RIGHT OF WAY LINE OT THE POINT OF BEGINNING.

NOTES

1. This plat amendment is subject to the Conditions of Approval in the Final Action Letter dated March 11, 2026, and on file with the Planning Department (PL-26-06826).
2. Saddle Condominiums Phase One recorded January 23, 1981, as Entry No. 175675 in the Summit County Recorder's Office. All conditions of approval of Saddle Condominiums Phase One shall continue to apply and remain in full force and effect. Also the following plat amendments and declarations, conditions of approval will remain in full force and effect: Saddle Condominiums Phase One Amending Unit 11 recorded March 5, 2025, as Entry No. 1232261 and the First Amended Declarations recorded March 5, 2025, as Entry No. 1232262 in the Summit County Recorder's Office and Saddle Condominiums Phase One Amending Units 6 & 9, recorded September 11, 2025 as Entry No. 1240920 and the Second Amended Declarations recorded September 11, 2025, as Entry No. 1240922 in the Summit County Recorder's Office. Also, see Survey S-04939 in Summit County.
3. The dimensions of the private spaces and square footage calculations are based on the Saddle Condominiums Phase One plat, and on measurements in the field. Minor variations may occur. It is the intent that the private ownership area of the unit will be as constructed.
4. This Plat Amendment changes use from Common to Private Ownership at the rear of Level One.
5. The addition done at the Rear of Level One consists of 338 square feet of additional Private Ownership for Units 6, 7, 8, & 10.
6. The addresses of the units are as follows:
   Unit 6, 685 Saddle View Way, Park City, UT 84060
   Unit 7, 695 Saddle View Way, Park City, UT 84060
   Unit 8, 705 Saddle View Way, Park City, UT 84060
   Unit 10, 725 Saddle View Way, Park City, UT 84060
7. A Right of Way Easement in favor of MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY affects the common area of the subject property, its exact location cannot be determined. Said easement recorded April 2, 1980, as Entry No. 165537, in Book 155, at Page 531, Summit County Recorder's Office.
8. The purpose of this plat is to expand the private ownership area of Level One of the Units shown hereon and to adjust square footages for the other levels to be as-built.

6/15/2026 JOB NO.: 4-11-25 FILE: X:\ParkMeadows\dwg\srv\plat2025\041125-Units 6-8&10 update.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026

BY _____

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS ___ DAY OF _____, 2026

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2026

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, 2026

BY _____
PARK CITY ATTORNEY

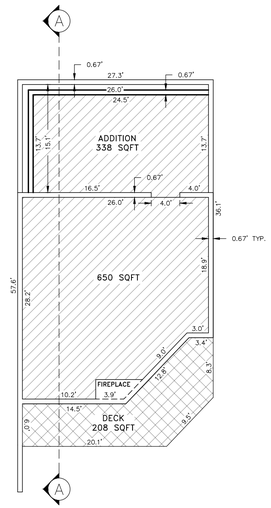
PUBLIC SAFETY ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____, 2026

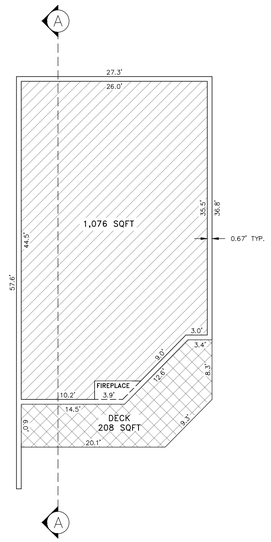
BY _____
SUMMIT COUNTY GIS COORDINATOR

RECORDED

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



LEVEL ONE
SCALE: 1" = 10'



LEVEL TWO
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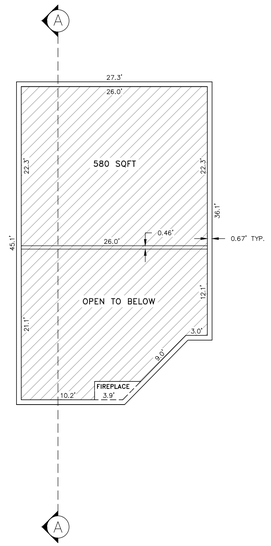
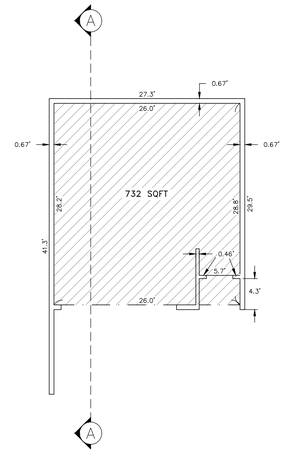
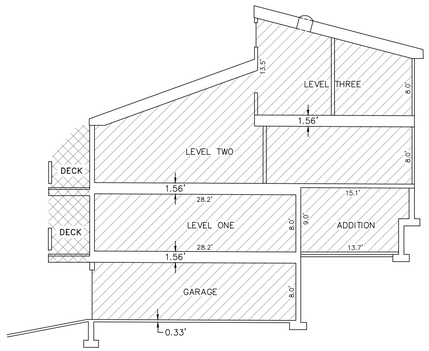


LEVEL THREE
SCALE: 1"=10'



GARAGE
SCALE: 1"=10'

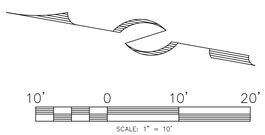


SECTION A–A
SCALE: 1"=10'

UNIT #	ADDRESS
UNIT 6	685 SADDLE VIEW WAY
UNIT 7	695 SADDLE VIEW WAY
UNIT 8	705 SADDLE VIEW WAY
UNIT 10	725 SADDLE VIEW WAY

685, 695, 705 & 725 SADDLE VIEW WAY
PARK CITY, UTAH
SQUARE FOOTAGE TABLE

LEVEL ONE=	988 S.F.
LEVEL TWO=	1,076 S.F.
LEVEL THREE=	580 S.F.
GARAGE=	732 S.F.
TOTAL	3,376 S.F.



COMMON OWNERSHIP
LIMITED COMMON AREA
PRIVATE OWNERSHIP

SADDLE CONDOMINIUMS PHASE ONE
AMENDING UNITS 6, 7, 8 & 10

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

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

6/22/2026

JOB NO.: 4-11-25 FILE: X:\ParkMeadows\dwg\srv\plat2025\041125-Units 6-8&10 update.dwg

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

OWNER'S CONSENT TO RECORD (AS TO UNIT 6)

KNOW ALL BY THESE PRESENTS that the undersigned, S. Langridge, as Trustee of the S. Langridge Living Trust dated November 2, 2018, and any amendments thereto, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

the S. Langridge Living Trust dated November 2, 2018

By: _____
S. Langridge, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, S. Langridge personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the Trustee of the S. Langridge Living Trust dated November 2, 2018, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10
.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD (AS TO UNIT 8)

KNOW ALL BY THESE PRESENTS that the undersigned, Kelley Haines as Trustee of the Kelley Haines Living Trust, U/A dated October 29, 2014, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

the Kelley Haines Living Trust U/A dated October 29, 2014

By: _____
Kelley Haines, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Kelley Haines personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the Trustee of the Kelley Haines Living Trust, U/A dated October 29, 2014, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD (AS TO UNIT 10)

KNOW ALL BY THESE PRESENTS that the undersigned, Roseann Woodward as Trustee of the Roseann Woodward Trust, dated the 27 day of October 2010, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10.

the Roseann Woodward Trust, dated the 27 day of October 2010

By: _____
Roseann Woodward, Trustee

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Roseann Woodward personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is the Trustee of The Roseann Woodward Trust, dated the 27 day of October 2010, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

OWNER'S CONSENT TO RECORD (AS TO UNIT 7)

KNOW ALL BY THESE PRESENTS that the undersigned, Tiffany Marshall and Robert Saunders, wife and husband as joint tenants, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consent to the recording of this SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

_____
Tiffany Marshall

_____
Robert Saunders

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Tiffany Marshall personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that she is a Joint Tenant, and that she acknowledged to me that she executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Robert Saunders personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is a Joint Tenant, and that he acknowledged to me that he executed SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8, & 10.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Saddle Condominiums Owners Association, Inc., a Utah nonprofit corporation, having complied with the requirements of both Statutes and the Recorded Declaration hereby consents to the recording of this Condominium Plat Amendment.

Saddle Condominiums Owners Association Inc., a Utah nonprofit corporation

By: _____
Frank Mitchell, President

ACKNOWLEDGMENT

State of _____)

:ss

County of _____)

On this _____ day of _____, 2026, Frank Mitchell personally appeared before me, the undersigned Notary Public, in and for said County and State, being duly sworn, acknowledged to me that he is the President of the Saddle Condominiums Owners Association, Inc., a Utah nonprofit corporation, and that he signed the above Consent to Record for, on, and in behalf of all of the unit owners at the Saddle Condominiums Phase One, acting as a group (under the name of Saddle Condominiums Owners Association Inc., a Utah nonprofit corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Saddle Condominiums Phase One.

By: _____
Notary Public

A Notary Public Commissioned in _____

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No.: _____

SADDLE CONDOMINIUMS PHASE ONE AMENDING UNITS 6, 7, 8 & 10

A UTAH CONDOMINIUM PROJECT LOCATED IN THE NORTHWEST QUARTER OF SECTION 9,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

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ALLIANCE ENGINEERING
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P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

6/15/2026

JOB NO.: 4-11-25 FILE: X:\ParkMeadows\dwg\srv\plat2025\041125-Units 6-8&10 update.dwg

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

Request For Modification

685 695 705 & 725 Saddle View Way Condominium Plat Amendment

6/15/2026

This request for modification is to account for changes in the plat square footages occurring after initial submittal and planning commission approval. Conversations with the Summit County Surveyor and with the architect and contractor lead to small changes in the project square footages as explained below:

Level One:

The addition will add 338 square feet of Private Ownership Area overall to what exists currently at Units 6, 7, 8 & 10 of Saddle Condominiums. (The current iteration of Unit 6 was never built, and this amendment will make all 4 aforementioned units the same)

The original request was for 391 square feet of Private Ownership Area. The Declaration States that structural elements are to be common area. Due to the expansion area being a crawl space dig out, a secondary foundational support wall is needed, and will be considered Common Ownership.

Level Two:

The square footage is updated from 1090 square feet to 1073. No changes in layout are happening or new construction is on this level, but it is to account for the outer walls being common ownership, not private, per the declaration.

Level 3:

The original plat shows Level Three as 1090 square feet, when it is in fact open to below as a half loft level, measuring 580 square feet, as depicted in the elevation view of the structure. No changes in layout or new construction are happening on this level.

This brings the total square footage for all 4 units to 3,376.

Planning Commission
Staff Report

Subject: **209 Norfolk Avenue**
Application: **PL-26-06955**
Author: **Meredith Covey, Planner II**
Date: **July 8, 2026**
Type of Item: **Steep Slope Conditional Use Permit**

Recommendation

(I) Review the Single-Family Dwelling proposed to be constructed on a Steep Slope at 209 Norfolk Avenue in the Historic Residential – 1 Zoning District, (II) conduct a public hearing, and (III) consider approving the Steep Slope Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicants:	Douglas Ogilvy Jonathan DeGray
Location:	209 Norfolk Avenue
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Steep Slope Conditional Use Permits.[1]

HDDR	Historic District Design Review
HR-1	Historic Residential – 1
LMC	Land Management Code
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit

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

Background

209 Norfolk Avenue is a vacant Lot with Steep Slopes in the Historic Residential – 1 (HR-1) Zoning District. The property is located along Upper Norfolk Avenue, a steep narrow road that splits from Norfolk Avenue due to Steep Slopes to provide access to seven other Lots.

[1] LMC § 15-2.2-6



Figure 1: Norfolk Avenue Right-of-Way highlighted in yellow showing where Upper Norfolk Avenue splits from Norfolk Avenue with 209 and 213 Norfolk Avenue highlighted in orange by staff from ESRI.

The Applicant evaluated access to 209 Norfolk Avenue and the adjacent 213 Norfolk Avenue to minimize impacts to Steep Slopes and proposed:

- Shared access to the properties from Upper Norfolk Avenue.
- Widening the portion of Upper Norfolk from where it splits from Norfolk Avenue to the shared access for 209 and 213 Norfolk Avenue.
- Heating Upper Norfolk Avenue to the northern boundary of 213 Norfolk Avenue.



Figure 2: South entryway to Upper Norfolk Avenue viewed from Norfolk Avenue that the Applicant will widen to meet Park City Fire District and Engineering requirements.

On April 8, 2026, the Planning Commission conducted a site visit and work session to evaluate the shared access and impacts to Steep Slopes for the Single-Family Dwellings (SFDs) and Plat Amendment for 209 and 213 Norfolk Avenue (Packet, Item 5.B; Minutes, p. 7). The Planning Commission expressed support for shared access for the properties because it reduced disturbance to Steep Slopes and complied with Land Management Code (LMC) § 15-2.1-6(C)(3) *Development on Steep Slopes - Access*.

On May 13, 2026, the Planning Commission approved the Plat Amendment creating two Lots with shared access: Lot A (213 Norfolk Avenue) is 3,750 square feet and Lot B (209 Norfolk Avenue) is 3,750 square feet (Packet, Item 5.H; Minutes, p. 35).

The Applicant proposes constructing two SFDs, one on each Lot. Both require a Steep Slope Conditional Use Permit (SSCUP). The design of the two SFDs will also be reviewed by the Planning Director through the Historic District Design Review (HDDR) process for compliance with Land Management Code § 15-13-8 *Regulations for New Residential Infill Construction in Historic Districts*. This staff report outlines the SFD at 209 Norfolk Avenue.

(I) The proposed Single-Family Dwelling complies with the requirements of Land Management Code Chapter 15-2.2 *Historic Residential – 1 Zoning District*.

The purposes of the HR-1 Zoning District include:

1. Preserving present land Uses and character of the Historic residential Areas of Park City;
2. Encouraging the preservation of Historic Buildings and/or Structures;
3. Encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. Defining Development parameters that are consistent with the General Plan policies for the Historic core; and
5. Establishing Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment (LMC § 15-2.2-1).

The proposed SFD mitigates impacts to mass and scale on Steeply Sloped sites in part because of the shared access. The SFD will be constructed in a manner that is compatible with SFDs within the streetscape.

LMC § 15-2.2-2(A)(1) *Uses* establishes SFDs as an allowed Use in the HR-1 Zoning District.

The proposed SFD complies with LMC § 15-2.2-3 *Lot and Site Requirements* for the HR-1 Zoning District:

Requirement	**Analysis of Proposal**
Lot Size: The minimum Lot Area is 1,875 square feet for a SFD and the maximum Lot Area is 3,750 square feet.	**Complies:** 209 Norfolk is 3,750 square feet.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line.	**Complies:** 209 Norfolk is 50 feet wide.
Building Footprint: The maximum Building Footprint of any Structure located on a Lot or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be	**Complies:** The proposed Building Footprint is 1,417 square feet, 101 square feet less than allowed.

calculated according to the following formula: MAXIMUM FP = (A/2) x $0.9^{A/1875}$ The maximum Building Footprint for the Lot is 1,518 square feet.	
Front and Rear Setbacks: For Lots that are up to 75 feet the Front and Rear Setback must be 10 feet each for a combined total of 20 feet.	**Complies:** The proposed SFD is 12 feet 5 inches from the Front Lot Line and is compliant. The proposed SFD is 13 feet 11 inches from the Rear Lot Line and is compliant. In the Front Setback retaining walls are permitted to be no taller than 4 feet in height pursuant to LMC § 15-4-2. The proposed retaining wall in the Front Setback is no more than 4 feet in height. In the Rear Setback retaining walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The proposed retaining wall in the Rear Setback is 6 feet in height and is compliant. Pursuant to LMC § 15-2.2-3(H) patios not more than 30 inches above Final Grade, not including any required handrail, and located at least one foot from the Rear Lot Line are permitted within the Rear Setback. The proposed patio in the Rear Setback is at grade and is 6 feet 8 inches from the Rear Lot Line and is compliant.
Side Setbacks: The Side Setbacks for a Lot that is 50 feet wide are 5 feet each for a combined total of 10 feet.	**Complies:** The proposed Structure is set back 7 feet 2 inches from the east side property line. The proposed SFD is set back 7 feet 5 inches from the west side property line. The combined total of the two Setbacks is 14 feet 7 inches and is compliant. Pursuant to LMC § 15-2.2-3(J) roof overhangs or eaves projecting not more than 2 feet into the Side Setback on

	Lots with a minimum required Side Setback of five feet or greater are an allowed exception. The proposed roof eaves do not project more than two feet into the Side Setbacks. In the Side Setback retaining walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The tallest proposed retaining wall in the Side Setback is 6 feet in height and is compliant.

The proposed SFD is compliant with LMC § 15-2.2-5 *Building Height Regulations in the Historic Residential – 1 Zoning District* as demonstrated by the below table:

Building Height: The maximum height from Existing Grade is 27 feet. Final Grade must be within 4 vertical feet.	**Complies as Conditioned** The proposed maximum height from Existing Grade is approximately 24 feet 4 inches and is 2 feet 8 inches under the maximum Building Height for the Zoning District. Condition of Approval 4 requires the Applicant update Final Grade to be within 4 vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance pursuant to LMC § 15-2.2-5.
Interior Building Height: A Structure shall have a maximum height of 35 feet measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.	**Complies:** The maximum interior height is 35 inches
Stepback: A 10 foot minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing Grade. Architectural features,	**Complies:** On the north elevation the Structure steps back 14 feet 5 and ¼ inch at 16 feet 10 and ¼ inch from Existing Grade as seen in Figure 3. On the south elevation the Structure steps back 10 feet 2 inches where the Building Footprint is 19 feet 1 and ¼ inch from Existing Grade as seen in Figure 4.

that provide articulation to the upper story façade setback, may encroach into the minimum 10-foot setback but shall be limited to no more than 25% of the width of the building encroaching no more than 4 feet into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.	There is a bay window that encroaches 2 feet into the stepback area. The proposed bay window provided articulation to the upper story is 2 feet deep and 8 feet 8 inches deep as seen in Figure 5. The width of the SFD is 35 feet 8 inches. The bay window is 24% the width of the SFD. The encroachment into the stepback is compliant with LMC § 15-2.2-5(B).

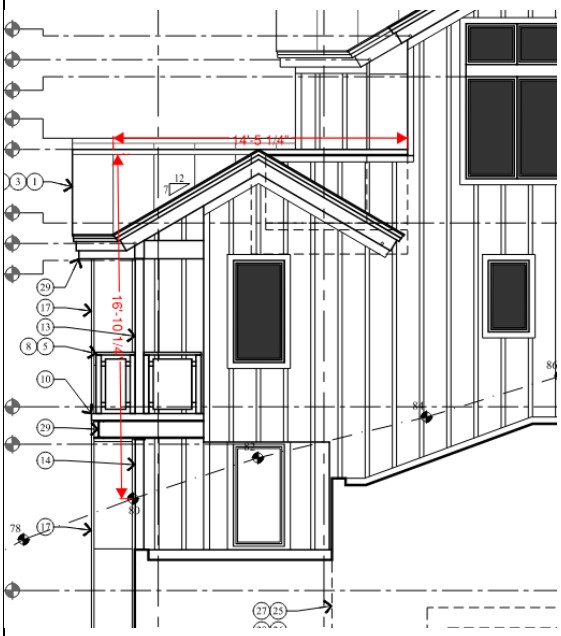

Figure 3 (left): North elevation.

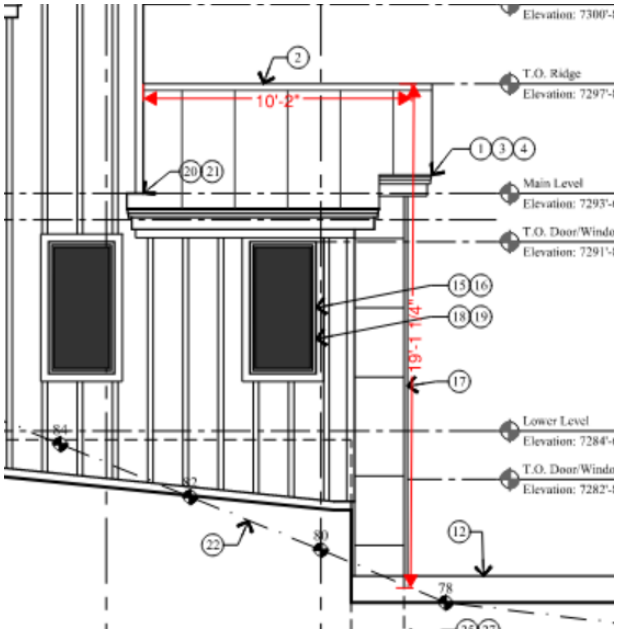

Figure 4 (right): South elevation.

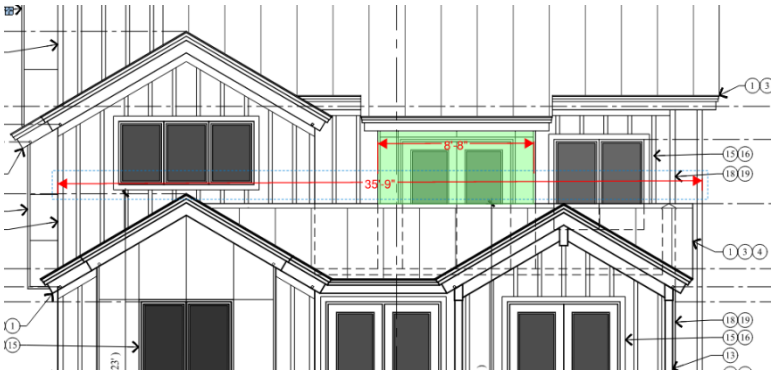

Figure 5: Bay window (highlighted in green) which encroaches into the 10-foot stepback area.

Roof Form: The roof pitch of a Structure's	**Complies:** The Structure's Contributing Roof Form

Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).	occupies approximately 26 feet in depth. There is a roof deck that is approximately 20 feet wide. The roof deck is set behind a gable roof form and is not visible from the public right-of-way.

(II) The proposed Single-Family Dwelling, as conditioned, complies with Land Management Code Section 15-2.2-6 *Development on Steep Slopes*.

Development on Steep Slopes must be environmentally sensitive to hillside Areas, carefully planned to mitigate adverse effects on neighboring land and improvements, and consistent with the Design Regulations for Historic Districts and Historic Sites in LMC Chapter 15-13 and Architectural Review in Chapter 15-5.

Pursuant to LMC § 15-2.2-6, "a Steep Slope Conditional Use Permit is required for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sq. ft.) if said Building Footprint is located on or projecting over an existing Slope of 30% or greater" or "a Steep Slope Conditional Use Permit is required for any Access driveway located on or projecting over an existing Slope of 30% or greater."

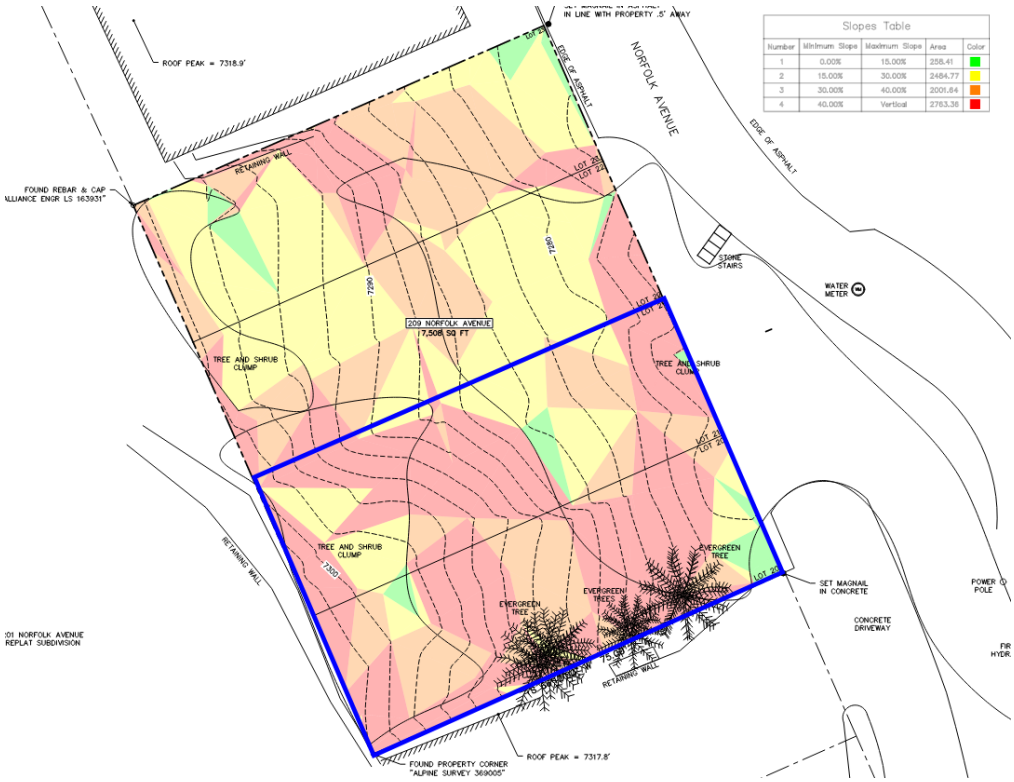

Figure 6: Topographic Map, 209 Norfolk Avenue is highlighted in blue.

The proposed SFD is located on Slopes that are over 30% with some of the proposed work on Slopes over 40%.

LMC § 15-2.2-6 outlines requirements for development on Steep Slopes within the HR-1 Zoning District, shown in the table below:

Requirement	**Analysis of Proposal**
Geotechnical Analysis. Structures that create a change from Existing Grade or elevation greater than four feet, cut into the Steep Slope, or require retaining walls to construct the Structure require a geotechnical report.	**Mitigating Condition of Approval Recommended:** The Applicant submitted a Geotechnical Analysis prepared by a licensed geotechnical engineer (Exhibit C). The engineer provided recommendations on pages 5 through page 17, and the Geotechnical Analysis will undergo final review in the Building Permit phase.

	Condition of Approval 5 requires that the slopes be revegetated to protect them from erosion.
Slope/Topographic Map. Certified boundary survey depicting contours at an interval of two feet (2') or less that identifies: Greater than fifteen percent (15%), but less than or equal to thirty percent (30%) (shown in yellow) Greater than thirty percent (30%) but less than or equal to forty percent (40%) (shown in orange) Very Steep Slopes, greater than forty percent (40%) (shown in red)	**Complies:** The Applicant submitted a topographic map shown in Figure 6.
Location of Development. Development is located and designed to reduce visual and environmental impacts of the Structure.	**Complies:** The Applicant located the SFD on the Site in a way that minimizes the need for retaining walls as the SFD will act as the primary retaining Structure. The Applicant has set the SFD back from the Front Lot Line further than required by the Setback. This reduces the visual impact of the Structure from the Street. Additionally, the Applicant has situated the SFD in such a way that access can be shared with 213 Norfolk Avenue, which consolidates the development and minimizes disturbances to Steep Slopes.
Visual Analysis. A visual analysis of the project from key Vantage Points is required to determine potential impacts of the proposed Access, Building mass and design; and to identify the potential for Screening, Slope stabilization erosion mitigation, vegetation protection, and other design opportunities.	**Complies:** The Applicant provided a Streetscape analysis of both 209 Norfolk and 213 Norfolk Avenue. Additionally, the Applicant provided a cross-canyon view from Ontario and Sandridge Avenues (Attachment 1; Figures 7 and 8). The Applicant has designed the massing of the SFD in such a way that it steps back with the slope of the Lot. The SFD does not maximize Building Footprint, exceeds required Setbacks, and is below allowable Building Height. The site is vacant. The Applicant will be required to revegetate and landscape the site to provide screening of retaining

	walls, as well as erosion mitigation as required by Condition of Approval 5.

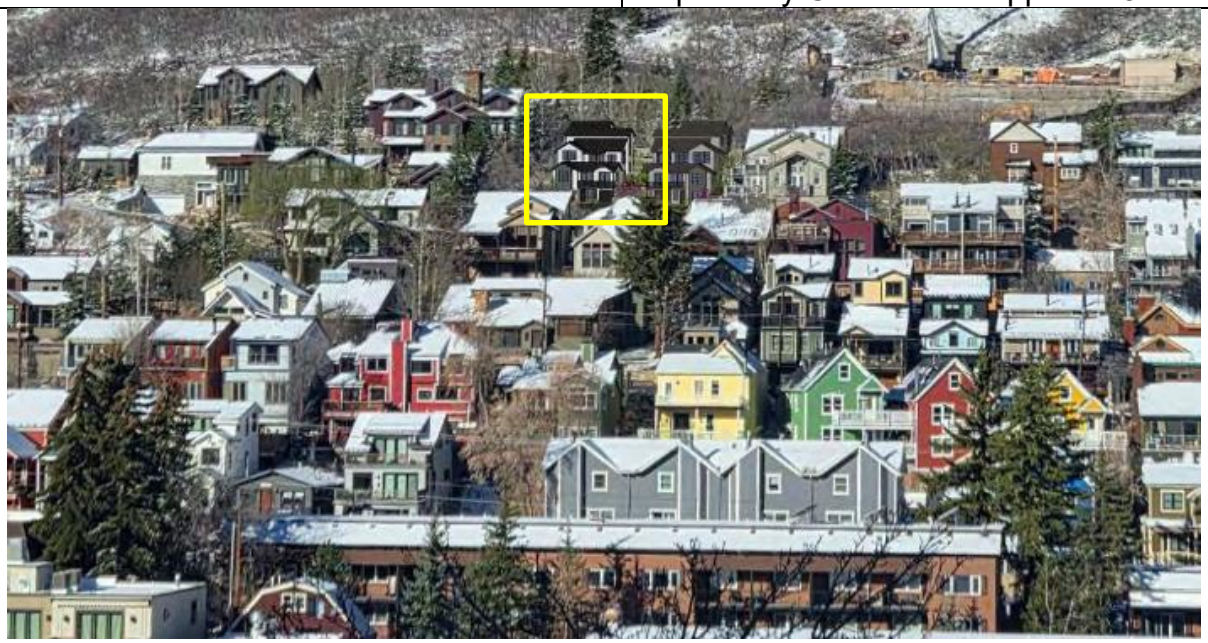

Figure 7: 209 Norfolk Avenue viewed from Ontario Avenue. Highlighted in yellow.

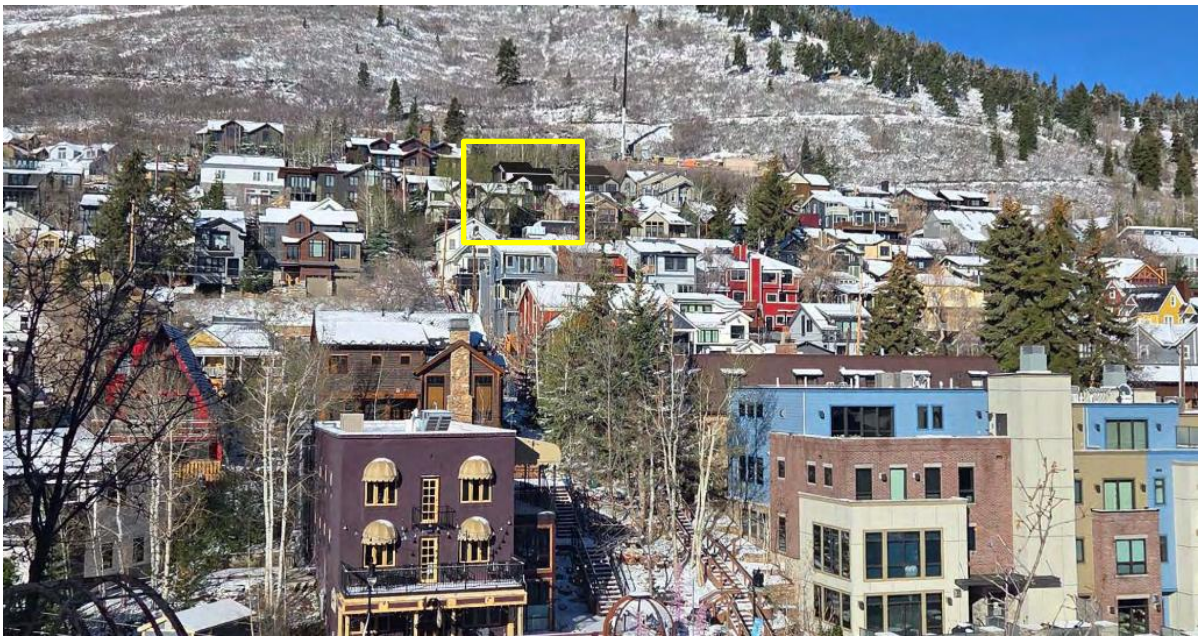

Figure 8: 209 Norfolk Avenue viewed from Sandridge Avenue. Highlighted in yellow.



Figure 9: 209 Norfolk Avenue viewed from Norfolk Avenue.

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.	**Complies as Conditioned:** The Planning Commission reviewed the proposed access for both 209 and 213 Norfolk Avenue and found that the shared access consolidated and reduced disturbance to Steep Slopes. The access minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less. The shared access and driveway have been designed in such a way that the common accessway will not have a slope of more than 10%.
Terracing. Retaining walls shall be terraced to return to Natural Grade. The Plans shall include detailed information, including height from existing Grade, width, and length of all proposed retaining walls. 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 in height**.**	**Complies:** The Applicant proposes a series of retaining walls that are terraced as the site slopes up toward the rear. The tallest wall is 6 feet in height, is located along the Rear Lot Line, and is screened from view by the SFD.

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 Sign 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.	**Complies:** The SFD is designed to be compatible with other SFDs in the area. The SFD does not maximize Building Footprint, Setbacks, or Height. The SFD follows the slope of the Site and is designed in a way where it is set back from the Streetscape.
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.	**Complies:** The SFD steps back with the grade and follows the Steep Slope of the Site. The Applicant has created articulation in the design of the Structure to break the SFD into smaller components that are compatible with other Structures in the Zoning District and streetscape. The garage is subordinate in scale to the primary Structure. The Applicant proposes a tandem parking configuration that reduces the visual impact of the garage on the street. The entryway is proud of the garage and is set closer to the Street.
 *Figure 10: Applicant's Rendering.*	
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	**Complies:** The Applicant proposed increased Setbacks which minimizes the creation of a wall effect.

the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.	The Applicant has provided articulation on the front façade which also minimizes large massing along the Streetscape.
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.	**Complies:** The SFD is designed to break up the massing into modules which mitigates its visual mass. The Applicant has broken up the roof form which also provides articulation that breaks up the massing when viewed from Norfolk Avenue.
Building Height: The Zone Height in the HR-1 Zoning District is 27 feet and is restricted as stated above in LMC § 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.	**Mitigating Condition of Approval Recommended:** The proposed SFD height is 24 feet 4 inches from Existing Grade, three feet below the allowable Zone Height. Condition of Approval 4 requires that the Applicant not change Final Grade more than 4 feet from Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance.

(III) The proposal to construct an SFD complies with the Off-Street Parking regulations, pursuant to Land Management Code Chapter 15-3.

LMC Chapter 15-3 outlines Off-Street Parking requirements, shown in the table below:

Requirement	Analysis of Proposal
Driveway Width: 10 Feet	**Complies:** The proposed driveway is 10 feet wide. Pursuant to LMC § 15-3-8 shared access in the Historic Zoning Districts is encouraged to minimize the impact of vehicles on the Streetscape. The Applicant proposes a shared access and paved area within the Front Yard. This

	access has been reviewed by the City Engineer as well as the Planning Commission as part of the Plat Amendment. The proposed paved area helps to mitigate impacts to Steep Slopes.
SFD Single Car Garages: Minimum 11 feet by 20 feet	**Complies:** The proposed garage is 21 feet 5 inches long by 11 feet wide.
Two Parking Spaces: Exterior 9 feet by 18 feet; interior 11 feet by 20 feet.	**Complies:** Two tandem Parking Spaces are provided, one in the garage, and one in the Driveway. Both spaces comply with dimension requirements for Parking Spaces.

(IV) The Development Review Committee reviewed the proposal on August 20, 2024, and June 30, 2026 and requires Conditions of Approval.[2]

The Conditions of Approval from the Plat Amendment will continue to apply.

The Building Department requires Condition of Approval 8 that Snow Shed and Access Agreements shall be obtained with the neighboring properties where the homes are 5' from the property line if not already in place.

The Engineering Department requires the following Conditions of Approval:

- No portion of the retaining wall (including but not limited to footings or pins) may cross into neighboring properties without an easement from the affected property.
- Stormwater runoff must be retained on site in accordance with Municipal Code of Park City § 13-5-3 Long-Term Storm Water Management.

Department Review

The Planning and Executive Departments 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 June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The Park Record published courtesy notice on June 24, 2026.

[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).

Public Input

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

Alternatives

The Planning Commission may:

- Approve the SSCUP for 209 Norfolk Avenue.
- Deny the SSCUP for 209 Norfolk Avenue and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date uncertain.

Exhibits

A: Draft Final Action Letter
    Attachment 1 – Proposed Plans
B: Applicant's Narrative
C: Geotechnical Analysis
D: Approved Plat
E: Existing Conditions

Planning Department

July 8, 2026

Douglas Ogilvy

CC: Jonathan DeGray

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	209 Norfolk Avenue
Zoning District:	Historic Residential – 1
Application:	Steep Slope Conditional Use Permit
Project Number:	PL-26-06955
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	July 8, 2026
Project Summary:	The Applicant proposes constructing a Single-Family Dwelling on a Very Steep Slope in the Historic Residential – 1 Zoning District.

Action Taken

On July 8, 2026, the Planning Commission conducted a public hearing and approved the Steep Slope Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

Background

1. 209 Norfolk Avenue is a vacant Lot with Steep Slopes in the Historic Residential – 1 (HR-1) Zoning District. The property is located along Upper Norfolk Avenue, a steep narrow road that splits from Norfolk Avenue due to Steep Slopes to provide access to seven other Lots.
2. The Applicant evaluated access to 209 Norfolk Avenue and the adjacent 213 Norfolk Avenue to minimize impacts to Steep Slopes and proposed:
    a. Shared access to the properties from Upper Norfolk Avenue.
    b. Widening the portion of Upper Norfolk from where it splits from Norfolk Avenue to the shared access for 209 and 213 Norfolk Avenue.

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c. Heating Upper Norfolk Avenue to the northern boundary of 213 Norfolk Avenue.

3. On April 8, 2026, the Planning Commission conducted a site visit and work session to evaluate the shared access and impacts to Steep Slopes for the Single-Family Dwellings (SFDs) and Plat Amendment for 209 and 213 Norfolk Avenue. The Planning Commission expressed support for shared access for the properties because it reduced disturbance to Steep Slopes and complied with Land Management Code (LMC).
4. On May 13, 2026, the Planning Commission approved the Plat Amendment creating two Lots with shared access: Lot A (213 Norfolk Avenue) is 3,750 square feet and Lot B (209 Norfolk Avenue) is 3,750 square feet.

Findings of Fact

1. On June 4, 2026, the Applicant submitted a Steep Slope Conditional Use Permit (SSCUP) to construct a SFD on 209 Norfolk Avenue.
2. LMC Chapter 15-2.2 outlined the requirements for SFDs in the HR-1 Zoning District.
3. LMC § 15-2.2-2(A)(1) *Uses* establishes SFDs as an allowed Use in the HR-1 Zoning District.
4. LMC § 15-2.2-3 *Lot and Site Requirements* outlines the HR-1 Zoning District standards:

Requirement	**Analysis of Proposal**
Lot Size: The minimum Lot Area is 1,875 square feet for a SFD and the maximum Lot Area is 3,750 square feet.	**Complies:** 209 Norfolk is 3,750 square feet.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line.	**Complies:** 209 Norfolk is 50 feet wide.
Building Footprint: The maximum Building Footprint of any Structure	**Complies:**

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located on a Lot or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula: MAXIMUM FP = (A/2) x $0.9^{A/1875}$ The maximum Building Footprint for the Lot is 1,518 square feet.	The proposed Building Footprint is 1,417 square feet, 101 square feet less than allowed.
Front and Rear Setbacks: For Lots that are up to 75 feet the Front and Rear Setback must be 10 feet each for a combined total of 20 feet.	**Complies:** The proposed SFD is 12 feet 5 inches from the Front Lot Line and is compliant. The proposed SFD is 13 feet 11 inches from the Rear Lot Line and is compliant. In the Front Setback retaining walls are permitted to be no taller than 4 feet in height pursuant to LMC § 15-4-2. The proposed retaining wall in the Front Setback is no more than 4 feet in height. In the Rear Setback retaining walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The proposed retaining wall in the Rear Setback is 6 feet in height and is compliant. Pursuant to LMC § 15-2.2-3(H) patios not more than 30 inches above Final Grade, not including any required handrail, and located at least one foot from the Rear Lot Line are permitted within the Rear Setback. The

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	proposed patio in the Rear Setback is at grade and is 6 feet 8 inches from the Rear Lot Line and is compliant.
Side Setbacks: The Side Setbacks for a Lot that is 50 feet wide are 5 feet each for a combined total of 10 feet.	**Complies:** The proposed Structure is set back 7 feet 2 inches from the east side property line. The proposed SFD is set back 7 feet 5 inches from the west side property line. The combined total of the two Setbacks is 14 feet 7 inches and is compliant. Pursuant to LMC § 15-2.2-3(J) roof overhangs or eaves projecting not more than 2 feet into the Side Setback on Lots with a minimum required Side Setback of five feet or greater are an allowed exception. The proposed roof eaves do not project more than two feet into the Side Setbacks. In the Side Setback retaining walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The tallest proposed retaining wall in the Side Setback is 6 feet in height and is compliant.

5. LMC § 15-2.2-5 *Building Height Regulations in the Historic Residential – 1 Zoning District* outlines the required standards:

Building Height: The maximum height from Existing Grade is 27 feet. Final Grade must be within 4 vertical feet.	**Complies as Conditioned** The proposed maximum height from Existing Grade is approximately 24 feet and 4 inches and is 2 feet 8 inches under the maximum Building Height for the Zoning District. Condition of Approval 4 requires the Applicant update Final Grade to be within 4

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	vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance pursuant to LMC § 15-2.2-5.
Interior Building Height: A Structure shall have a maximum height of 35 feet measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.	**Complies:** The maximum interior height is 35 feet.
Stepback: A 10 foot minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum 10-foot setback but shall be limited to no more than 25% of the width of the building encroaching no more than 4 feet into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.	**Complies:** On the north elevation the Structure steps back 14 feet 5 and ¼ inch at 16 feet 10 and ¼ inch from Existing Grade. On the south elevation the Structure steps back 10 feet 2 inches where the Building Footprint is 19 feet 1 and ¼ inch from Existing Grade. There is a bay window that encroaches 2 feet into the stepback area. The proposed bay window provided articulation to the upper story is 2 feet deep and 8 feet 8 inches deep. The width of the SFD is 35 feet 8 inches. The bay window is 24% the width of the SFD. The encroachment into the stepback is compliant with LMC § 15-2.2-5(B).
Roof Form: The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance	**Complies:** The Structure's Contributing Roof Form occupies approximately 26 feet in depth. There is a roof deck that is approximately 20 feet wide. The roof deck is set behind a

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of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).	gable roof form and is not visible from the public right-of-way.

6. LMC § 15-2.2-6 outlines requirements for development on Steep Slopes in the HR-1 Zoning District.
7. Pursuant to LMC § 15-2.2-6, "a Steep Slope Conditional Use Permit is required for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sq. ft.) if said Building Footprint is located on or projecting over an existing Slope of 30% or greater" or "a Steep Slope Conditional Use Permit is required for any Access driveway located on or projecting over an existing Slope of 30% or greater."
8. The proposed SFD is located on Slopes that are over 30% with some of the proposed work on Slopes over 40%.
9. LMC § 15-2.2-6 outlines requirements for development on Steep Slopes within the HR-1 Zoning District, shown in the table below:

Requirement	**Analysis of Proposal**
Geotechnical Analysis. Structures that create a change from Existing Grade or elevation greater than four feet, cut into the Steep Slope, or require retaining walls to construct the Structure require a geotechnical report.	**Mitigating Condition of Approval Recommended:** The Applicant submitted a Geotechnical Analysis prepared by a licensed geotechnical engineer (Exhibit C). The engineer provided recommendations on pages 5 through page 17 and the Geotechnical Analysis will undergo final review in the Building Permit phase.

	Condition of Approval 5 requires that the slopes be revegetated to protect from erosion.
Slope/Topographic Map. Certified boundary survey depicting contours at an interval of two feet (2') or less that identifies: Greater than fifteen percent (15%), but less than or equal to thirty percent (30%) (shown in yellow) Greater than thirty percent (30%) but less than or equal to forty percent (40%) (shown in orange) Very Steep Slopes, greater than forty percent (40%) (shown in red)	**Complies:** The Applicant submitted a topographic map.
Location of Development. Development is located and designed to reduce visual and environmental impacts of the Structure.	**Complies:** The Applicant located the SFD on the Site in a way that minimizes the need for retaining walls as the SFD will act as the primary retaining Structure. The Applicant has set the SFD back from the Front Lot Line further than required by the Setback. This reduces the visual impact of the Structure from the Street. Additionally, the Applicant has situated the SFD in such a way that access can be shared with 213 Norfolk Avenue which consolidates the development and minimizes disturbances to Steep Slopes.
Visual Analysis. A visual analysis of the project from key Vantage Points is required to determine potential impacts of the proposed Access, Building mass and design; and to identify the potential for Screening, Slope stabilization erosion mitigation, vegetation protection, and other design opportunities.	**Complies:** The Applicant provided a Streetscape analysis of both 209 Norfolk and 213 Norfolk Avenue. Additionally, the Applicant provided a cross-canyon view from Ontario and Sandridge Avenues. The Applicant has designed the massing of the SFD in such a way that it steps back with the slope of the Lot. The SFD does not maximize Building Footprint, exceeds required Setbacks, and is below allowable Building Height.

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	The site is vacant. The Applicant will be required to revegetate and landscape the site to provide screening of retaining walls, as well as erosion mitigation as required by Condition of Approval 5.
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.	**Complies as Conditioned:** The Planning Commission reviewed the proposed access for both 209 and 213 Norfolk Avenue and found that the shared access consolidated and reduced disturbance to Steep Slopes. The access minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less. The shared access and driveway have been designed in such a way that the common accessway will not have a slope of more than 10%.
Terracing. Retaining walls shall be terraced to return to Natural Grade. The Plans shall include detailed information, including height from existing Grade, width, and length of all proposed retaining walls. 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 in height.	**Complies:** The Applicant proposes a series of retaining walls that are terraced as the site slopes up toward the rear. The tallest wall is 6 feet in height, is located along the Rear Lot Line, and is screened from view by the SFD.
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 Sign 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.	**Complies:** The SFD is designed to be compatible with other SFDs in the area. The SFD does not maximize Building Footprint, Setbacks, or Height. The SFD follows the slope of the Site and is designed in a way where it is set back from the Streetscape.

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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.	**Complies:** The SFD steps back with the grade and follows the Steep Slope of the Site. The Applicant has created articulation in the design of the Structure to break the SFD into smaller components that are compatible with other Structures in the Zoning District and streetscape. The garage is subordinate in scale to the primary Structure. The Applicant proposes a tandem parking configuration that reduces the visual impact of the garage on the street. The entryway is proud of the garage and is set closer to the Street.
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.	**Complies:** The Applicant proposed increased Setbacks which minimizes the creation of a wall effect. The Applicant has provided articulation on the front façade which also minimizes large massing along the Streetscape.
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.	**Complies:** The SFD is designed to break up the massing into modules which mitigates its visual mass. The Applicant has broken up the roof form which also provides articulation that breaks up the massing when viewed from Norfolk Avenue.
Building Height: The Zone Height in the HR-1 Zoning District is 27 feet and is restricted as stated above in LMC § 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	**Mitigating Condition of Approval Recommended:** The proposed SFD height is 24 feet 4 inches from Existing Grade, 2 feet 8 inches below the allowable Zone Height. Condition of Approval 4 requires that the Applicant not change Final Grade more than 4 feet from Existing Grade, except

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scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.	for the placement of approved window wells, emergency egress, and a garage entrance.

10. LMC Chapter 15-3 outlines Off-Street Parking Requirements, shown in the Table below:

Requirement	**Analysis of Proposal**
Driveway Width: 10 Feet	**Complies:** The proposed driveway is 10 feet wide. Pursuant to LMC § 15-3-8 shared access in the Historic Zoning Districts is encouraged to minimize the impact of vehicles on the Streetscape. The Applicant proposes a shared access and paved area within the Front Yard. This access has been reviewed by the City Engineer as well as the Planning Commission as part of the Plat Amendment. The proposed paved area helps to mitigate impacts to Steep Slopes.
SFD Single Car Garages: Minimum 11 feet by 20 feet	**Complies:** The proposed garage is 21 feet 5 inches long by 11 feet wide.
Two Parking Spaces: Exterior 9 feet by 18 feet; interior 11 feet by 20 feet.	**Complies:** Two tandem Parking Spaces are provided, one in the garage, and one in the Driveway. Both spaces comply with dimension requirements for Parking Spaces.

11. The Development Review Committee reviewed the proposal on August 20, 2024.
12. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The Park Record published courtesy notice on June 24, 2026.

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Conclusions of Law

1. The proposed SFD, as conditioned, complies with LMC Chapter 15-2.2 *Historic Residential – 1 District*.
2. The proposed SFD complies with LMC Chapter 15-3 *Off-Street Parking*.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed July 8, 2026, by the Planning Commission, with required modifications in the Conditions of Approval of this Final Action Letter and pending additional design modifications required as part of the Historic District Design Review.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans; any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
3. 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.
4. The Applicant shall update Final Grade to be within 4 vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance.
5. The Applicant shall revegetate and landscape the site to provide screening of retaining walls, as well as erosion mitigation.
6. Additional modifications to the structural components may be required based on Engineering review and approval of the Geotechnical and Soils Investigation Report, prior to Building Permit issuance.
7. The Applicant will be required to provide intermediary shoring plans at the Building Permit phase.
8. Snow Shed and Access Agreements shall be obtained with the neighboring properties where the homes are 5’ from the property line if not already in place.
9. No portion of the retaining wall (including but not limited to footings or pins) may cross into neighboring properties without an easement from the affected property.
10. Stormwater runoff must be retained on site in accordance with Municipal Code of Park City § 13-5-3 Long-Term Storm Water Management.

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11. If the Applicant does not obtain a 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.

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 meredith.covey@parkcity.gov or call (435) 640-8683.

Sincerely,

Christin Van Dine, Planning Commission Chair

CC: Meredith Covey

ATTACHMENT 1 – Proposed Plans

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NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW

209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

CONSULTANTS

CIVIL ENGINEERING
ALLIANCE ENGINEERING, INC.
P.O. BOX 2664
2700 WEST HOMESTEAD ROAD, STE 50 & 60
PARK CITY, UTAH 84098
TEL. 435-649-9467
MICHAEL DEMKOWICZ
EMAIL: michael@alliance-engr.com

LEGEND

BRICK & STONE
EARTH
CONCRETE
CONCRETE MASONRY UNIT
STEEL (LARGE SCALE)
RIGID INSULATION
ROUGH WOOD
BLOCKING
ALUMINUM (LARGE SCALE)
GRAVEL
FINISHED WOOD
BATT OR BLOWN INSULATION
PLASTER, SAND, GROUT, MORTAR
STEEL (SMALL SCALE)
BITUMINOUS PAVING
PLYWOOD
GYPSUM BOARD

OFFICE 103 — ROOM NAME / ROOM NUMBER
FLOOR, POINT ELEV.
CENTER LINE
ROUND, DIA.
CHANNEL
ANGLE
DETAIL
SECTION CUT, DETAIL
BUILDING SECTION
KEYED NOTES
WINDOW TYPE
DOOR NUMBER
REVISION
INTERIOR WALL ELEV.
WALL TYPE

CODE ANALYSIS

APPLICABLE CODES

2021 IRC	2021 IBC
2021 IPC	2021 IMC
2020 NEC	2021 IFGC
2021 IECC RES.	2021 IFC
2021 IECC COM.	2021 IEBC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION

AREA CALCULATION
ENTRY / GARAGE LEVEL LIVING AREA: 1143 S/F
LOWER LEVEL LIVING AREA: 1488 S/F
MAIN LEVEL LIVING AREA: 1183 S/F
UPPER LEVEL LIVING AREA: 676 S/F
TOTAL LIVING AREA: 4490 S/F
GARAGE AREA: 273 S/F
ALLOWABLE FOOTPRINT: 1519 S/F
PROPOSED FOOTPRINT: 1519 S/F
LOT AREA: 3750 S/F
DISTURBED/GROUND COVER AREA: 1360 S/F
IMPERVIOUS AREA: 2644 S/F

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		CIVIL / SURVEY
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5	C2.0	209 & 213 OVERALL GRADNG PLAN
6	C3.0	209 & 213 OVERALL UTILTY PLAN
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24	A5.1	DOOR, WINDOW AND ROOM SCHEDULES

ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	PR.	PAIR
ACOUST.	ACOUSTICAL	FND	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANF'R	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTRICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	OF.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPNG	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2021 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

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Jonathan DeGray
Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
COVER SHEET

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
Aa



Slopes Table

Number	Minimum Slope	Maximum Slope	Area	Color
1	0.00%	15.00%	258.41	
2	15.00%	30.00%	2484.77	
3	30.00%	40.00%	2001.64	
4	40.00%	Vertical	2763.36	

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\srv\topo2024\14-4-24 209 Norfolk\140424 209 Norfolk.dwg

SHEET 1 **OF** 1

209 & 213 NORFOLK AVE CONDITIONAL USE PERMIT

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

SHEET INDEX

C1.0 UPPER NORFOLK OVERALL SITE PLAN
C2.0 209 & 213 OVERALL GRADING PLAN
C3.0 209 & 213 OVERALL UTILITY PLAN
C4.0 PLAN & PROFILE
C6.0 CONSTRUCTION MITIGATION PLAN/SWPPP

CIVIL ENGINEER

ALLIANCE ENGINEERING
2700 W. HOMESTEAD RD.
PARK CITY, UTAH 84098
CONTACT: CONNOR DINSMORE
PHONE: (435)-649-9467



GENERAL NOTES

1. ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING PLANS AND SPECIFICATIONS:

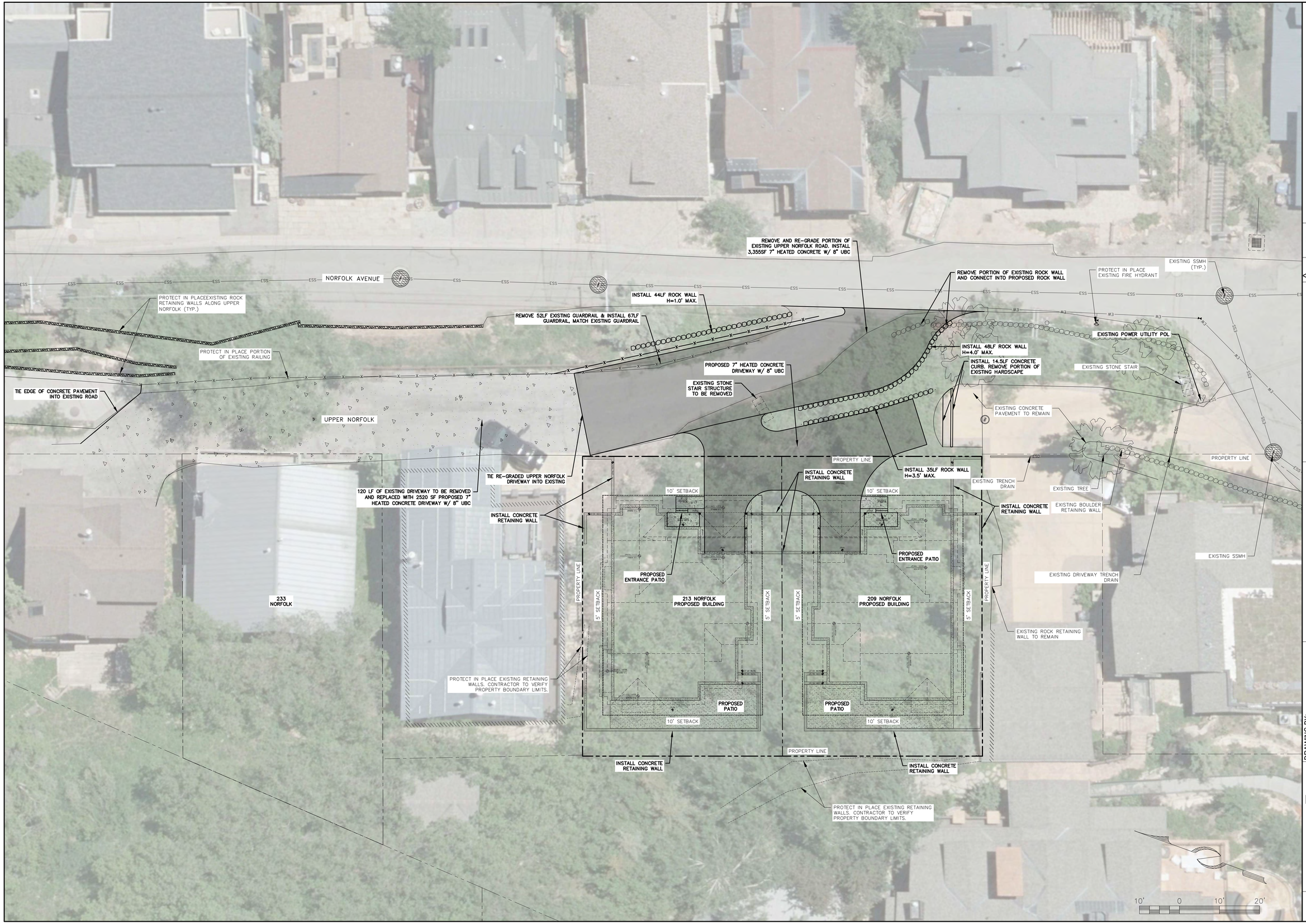
A. Park City Design Standards, Construction Specifications, and Standard Drawings, Latest Edition.

B. Manual on Uniform Traffic Control Devices 11th Edition, December 2023.

C. Special conditions of approval and/or permits as required and/or issued by regulatory bodies.

D. Approved Construction plans and details.

2. Contractor/Bidder shall obtain a copy of the specifications, at his cost. Copies of the specifications shall be kept at the job site by the Contractor and be available for the contractor, subcontractor, owner or his agent, design engineer, city engineer, and their designated representatives and inspectors.
3. The Contractor shall be responsible for ground and surface water during construction
4. Prior to any excavation work, the contractor shall contact Blue Stakes for location of existing utilities. The Contractor shall be responsible for determining the location of utilities, whether shown on the plans or not, and protecting the utilities during construction. If existing utility lines conflict in location with new construction, the Contractor shall notify the engineer in order to resolve the conflict. Save and protect all existing utilities including irrigation features.
5. All work performed shall be guaranteed by the Contractor and/or his surety against all defects in materials and workmanship of whatever nature for a period of one (1) year from the date of final acceptance of the work by Park City.
6. The Contractor shall be responsible for the installation and maintenance of adequate signs, traffic devices, and warning devices to inform and protect the public during all phases of construction.
7. Quality control testing is required for the concrete footings. Concrete compressive strength testing shall be performed by a qualified, independent testing company retained by the Contractor. The native material shall be compacted as necessary prior to concrete footing. Compaction shall occur with a jumping jack or equivalent.
8. The Contractor shall take all necessary steps to prevent tracking mud or debris onto public streets during operations. Contractor will be required to provide street cleaning/sweeping on a weekly basis. A final clean/sweep of Norfolk Ave is required at project completion.
9. The Contractor shall install orange construction fencing inside perimeter of easement area. Use t-post to secure orange fencing. Silt fence is required on all downhill slopes of disturbed area to prevent sediments from leaving the work site. The Contractor shall protect and replace fencing if damaged, and no equipment or vehicles will be allowed outside the limits of disturbance. Minimize disturbance of equipment access.
10. Vegetation and excavation material shall be hauled to a suitable disposal site.
11. The Contractor shall be responsible for securing a building permit from the Park City Building Department. The Contractor is responsible for submitting a Construction Mitigation Plan.
12. The contractor shall maintain accurate records of "As Built" conditions of all underground work. The "As Builts" shall be tied to easily defined monument and/or surface improvements or as required by accuracy for the as-built conditions. The as-built information shall be given to the owner and be incorporated in the final "As Built" drawings.



	DESCRIPTION	DATE
1		

UPPER NORFOLK OVERALL SITE PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

SEAL

FOR REVIEW ONLY

NOT FOR CONSTRUCTION

SHEET
C1.0

NORFOLK AVENUE

UPPER NORFOLK

REMOVE AND RE-GRADE PORTION OF EXISTING UPPER NORFOLK ROAD. INSTALL 3,355SF 7" HEATED CONCRETE W/ 8" UBC

REMOVE PORTION OF EXISTING ROCK WALL AND CONNECT INTO PROPOSED ROCK WALL

INSTALL 44LF ROCK WALL H=1.0' MAX.

REMOVE 52LF EXISTING GUARDRAIL & INSTALL 67LF GUARDRAIL, MATCH EXISTING GUARDRAIL

20' WIDE ROAD

40' VEHICLE TURNING CIRCLE

INSTALL 48LF ROCK WALL H=4.0' MAX.

2:1 GRADING

INSTALL 14.5LF CONCRETE CURB. REMOVE PORTION OF EXISTING HARDSCAPE

INSTALL 35LF ROCK WALL H=3.5' MAX.

12' WIDE DRIVEWAY

INSTALL 37LF CONCRETE RETAINING WALL H=4.5' MAX.

INSTALL 20LF CONCRETE RETAINING WALL H=2' MAX.

INSTALL 20LF CONCRETE RETAINING WALL H=2' MAX.

INSTALL 14LF CONCRETE RETAINING WALL H=4' MAX.

INSTALL 14LF CONCRETE RETAINING WALL H=4' MAX.

10' WIDE DRIVEWAY

10' WIDE DRIVEWAY

INSTALL (2) CONCRETE STEPS W/ 12" TREAD & 6" RISER

INSTALL (2) CONCRETE STEPS W/ 12" TREAD & 6" RISER

GARAGE FF=7274.5'

GARAGE FF=7275.0'

INSTALL 17.5LF CONCRETE RETAINING WALL H=4' MAX.

213 NORFOLK PROPOSED BUILDING

209 NORFOLK PROPOSED BUILDING

INSTALL 6.6LF CONCRETE RETAINING WALL H=3' MAX.

INSTALL 6.6LF CONCRETE RETAINING WALL H=3' MAX.

INSTALL 72LF CONCRETE RETAINING WALL H=6' MAX.

2:1 GRADING

INSTALL 73LF CONCRETE RETAINING WALL H=8' MAX.

2:1 GRADING

PROPERTY LINE

10' SETBACK

5' SETBACK

6' 0 6' 12'

	DESCRIPTION	DATE
1		

209 & 213 OVERALL GRADING PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE
05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

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PROPOSED 25LF 6" CPP
STORM DRAIN PIPE
S=1.0% MIN.

INSTALL 50LF 2" CTS HDPE WATER SERVICE & CONNECT TO PROPOSED 1.5" DUAL WATER METER. CONTRACTOR TO CONFIRM LOCATION, SIZE, & DEPTH OF EXISTING WATER MAIN PRIOR TO LATERAL CONNECTION. MAINTAIN 7 FT MIN. COVER

PROPOSED 36 LF DRIVEWAY
6" WIDE TRENCH DRAIN

NORFOLK AVENUE

PROPOSED 5'ø DRY SUMP W/
PERFORATE BOTTOM
RIM=7265.5'

INSTALL 67 LF 4" PVC SDR-35 SEWER LATERAL W/ 4" SS CLEANOUT 3'-5' FROM BLDG & (2) 45° BENDS MAINTAIN 5' COVER. SLOPE=2.0% MIN

INSTALL 53 LF 4" PVC SDR-35 SEWER LATERAL W/ 4" SS CLEANOUT 3'-5' FROM BLDG. INSTALL 8" PVC SDR-35 SLEEVE UNDERNEATH PROPOSED ROCK WALLS MAINTAIN 5' COVER. SLOPE=2.0% MIN

UPPER NORFOLK

PROPERTY LINE

10' SETBACK

5' SETBACK

GARAGE FF=7274.5'

GARAGE FF=7275.0'

INSTALL 1.5" DUAL WATER METER FOR PROPOSED 213 & 209 NORFOLK HOUSES. CONNECT TO PROPOSED BUILDINGS WITH 2" CTS HDPE WATER SERVICE MAINTAIN 7 FT MIN. COVER

213 NORFOLK
PROPOSED BUILDING

209 NORFOLK
PROPOSED BUILDING

6' 0 6' 12'

DESCRIPTION	DATE
1	

209 & 213 OVERALL
UTILITY PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT NO.: 14-04-24

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SHEET
C3.0

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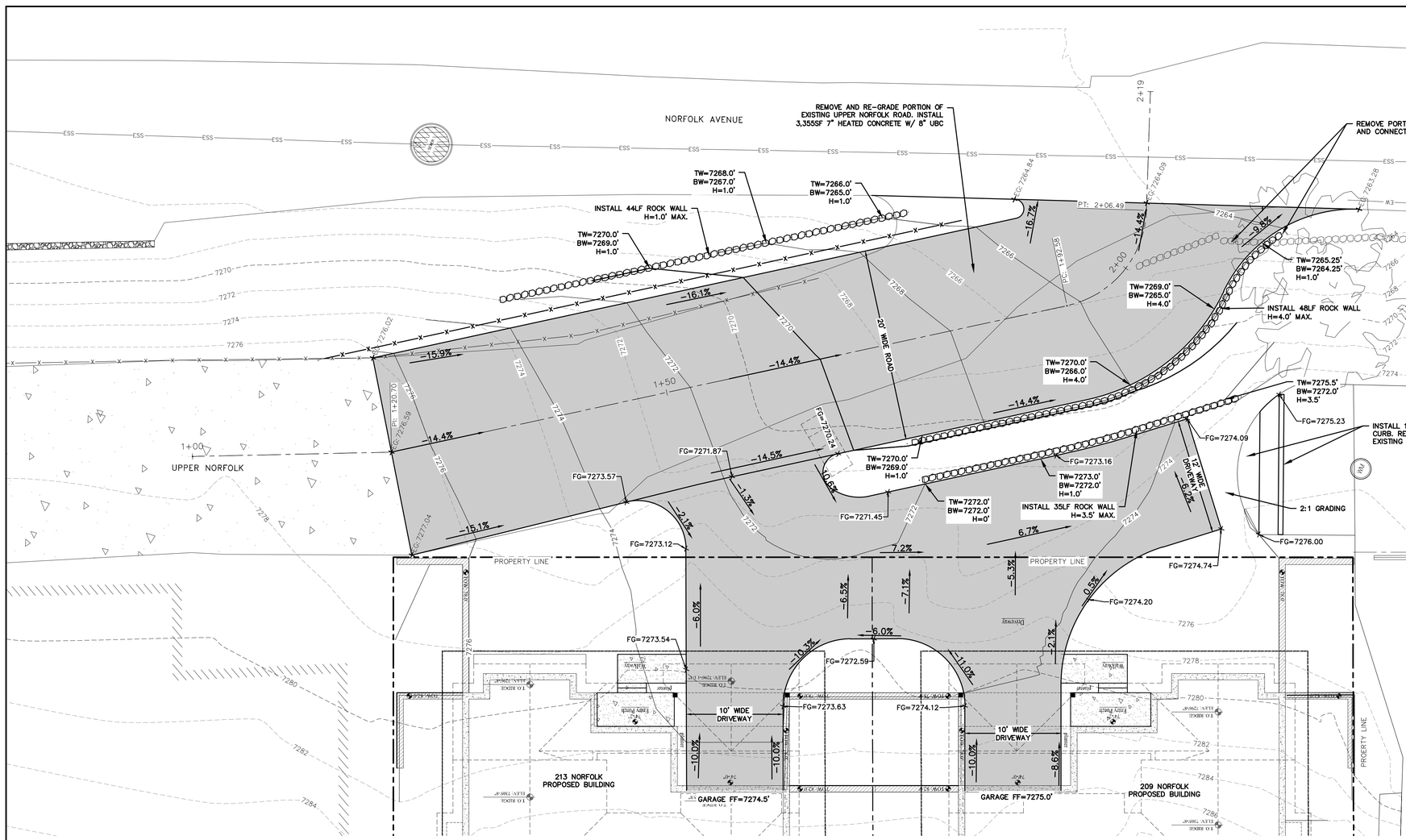

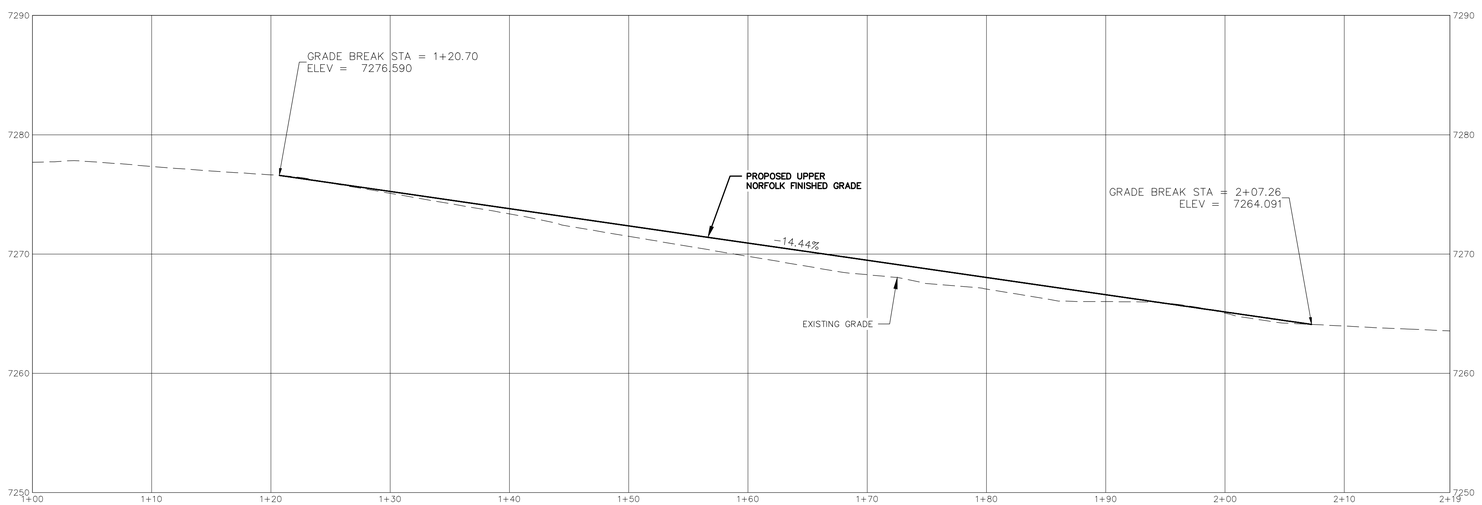

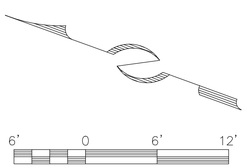

DATE	DESCRIPTION

PLAN AND PROFILE

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

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SHEET
C4.0

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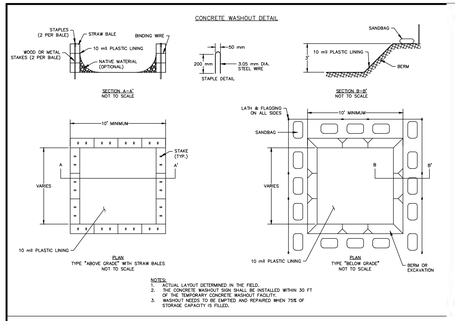
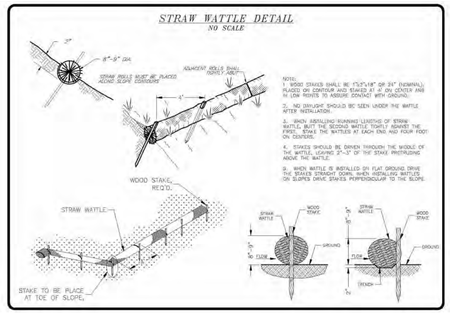
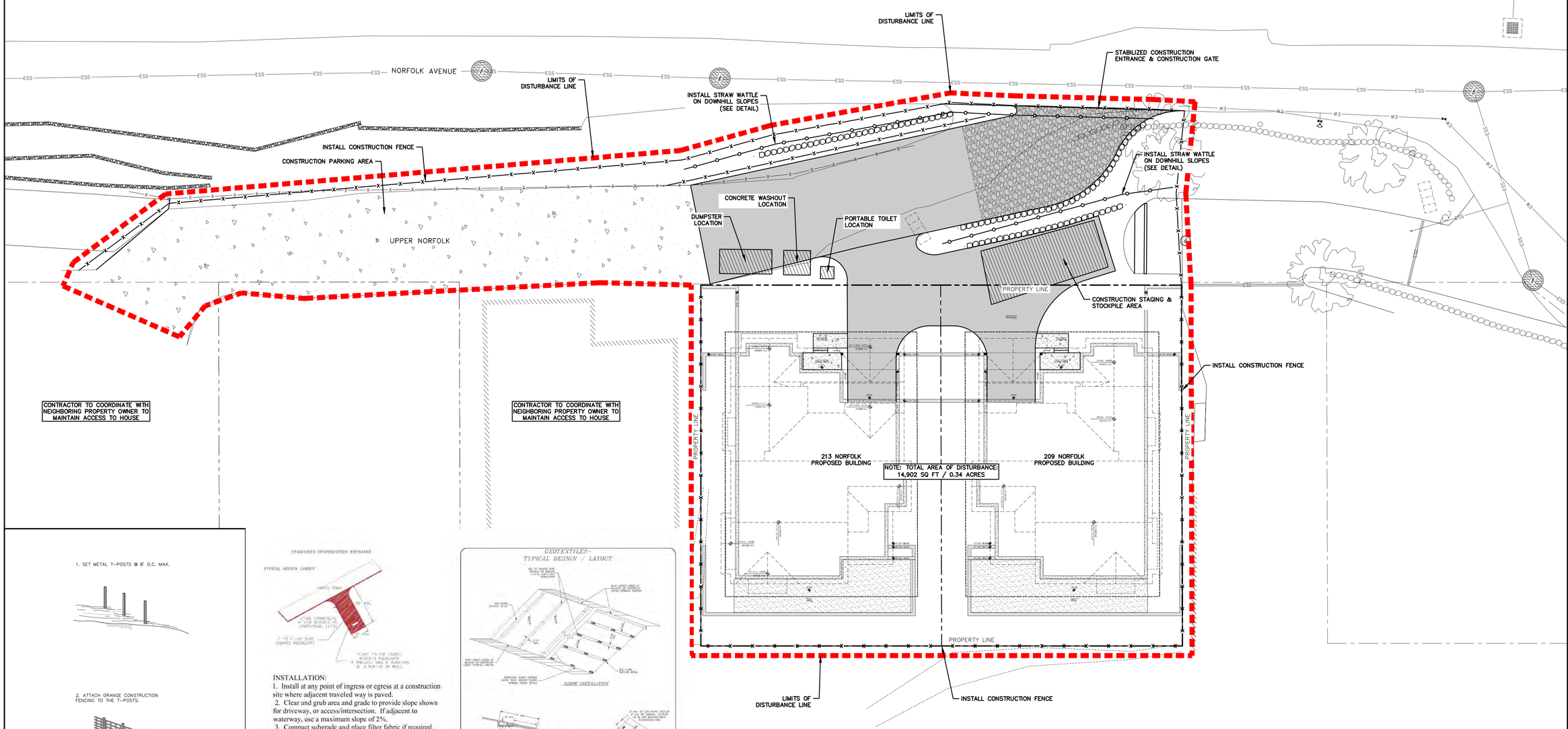






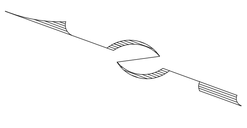
STANDARD DRAWING | CONSTRUCTION FENCE DETAIL | ALLIANCE ENGINEERING | dtl\parkcity\const fence

INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

MAINTENANCE:
1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

CMP NOTES

1. Construction parking/traffic may not block the street without a permit (available from the Engineering Division)
2. Mud tracked out onto the street must be cleaned prior to the end of the work day.
3. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the dumpster.
4. Roadside parking is not allowed from November 1st to April 1st.
5. Install erosion control blankets on all slopes 3:1 or steeper.



DESCRIPTION	DATE
1	

CONSTRUCTION MITIGATION PLAN/SWPPP

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

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NORTH



SOUTH



EAST



WEST

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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:
3D 1



NORTHEAST



NORTHWEST



SOUTHEAST



SOUTHWEST

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

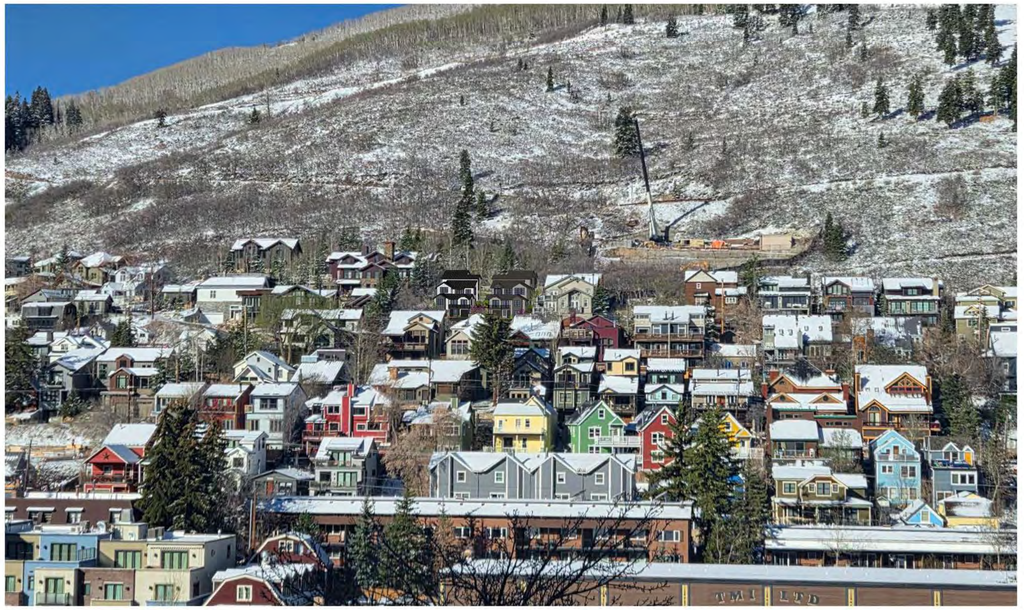
SHEET DESCRIPTION:
3D MODEL VIEWS

REVISIONS:

DATE:

PROJECT NUMBER:
April 2, 2026

SHEET NUMBER:
3D 2



Cross Canyon View

VIEW FROM ONTARIO AVE.



Cross Canyon 2

VIEW FROM SANDRIDGE AVE.



Streetscape

VIEW FROM UPPER NORFOLK AVE.

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PROJECT DESCRIPTION:
209 215 UPPER NORFOLK AVENUE
HISTORIC DISTRICT DESIGN REVIEW
209 215 NORFOLK AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
STREETSCAPE
AND CROSS CANYON VIEWS

REVISIONS:

DATE:
April 2, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
3D 3

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TOW: 7302.0'
BOW: 7298.0'
98.0'
CONCRETE RETAINING WALL SEE DETAIL 1/A0.3
10'-0" Set Back
TOW: 97.0'
TOW: Sloped
Patio
93'-2"
TOW: 95.5'
BOW: 95.0'
T.O. RIDGE ELEV: 7314'-6"
T.O. RIDGE ELEV: 7315'-6"
T.O. RIDGE ELEV: 7318'-1"
T.O. RIDGE ELEV: 7313'9"
TOW: 93.16'
TOW: 92.66'
TOW: 96.66'
TOW: 89.0'
BOW: 85.5'
5'-0" Set Back
TOW: 90.0'
TOW: 86.0'
BOW: 83.5'
TOW: 85.55'
BOW: 83.33'
TOW: 85.66'
BOW: 83.33'
T.O. RIDGE ELEV: 7306-8"
T.O. RIDGE ELEV: 7297'-8"
T.O. RIDGE ELEV: 7297'-1"
75'-2"
TOW: 81.0'
BOW: 77.0'
TOW: 77.5'
BOW: 73.5'
36'-2"
Entry Porch
planter
Walkway
Driveway
10'-0"
9'-6 1/2"
9'-4 1/2"
24'-0"
74.0'
72.5'
73.5'
74'-8"
5' DIA. PRECAST CONC. WATER METER VAULT. SEE SHEET A0.3 FOR DETAILS.
TOW: 78.0'
CONCRETE RETAINING WALL SEE DETAIL 1/A0.3
76.0'
74.74'
74.09'
12'-0"
(E) Driveway
WATER
7275.8'
70.24'
71.87'
73.57'
77.04'
Edge of Asphalt
CONTRACTOR TO FIELD VERIFY GAS LINE, SEWER LINE, ELECTRICAL LINE AND WATER LINE LOCATION AND DEPTH.
7/12
T.O. RIDGE ELEV: 7306-8"
7/12
7/12
7/12

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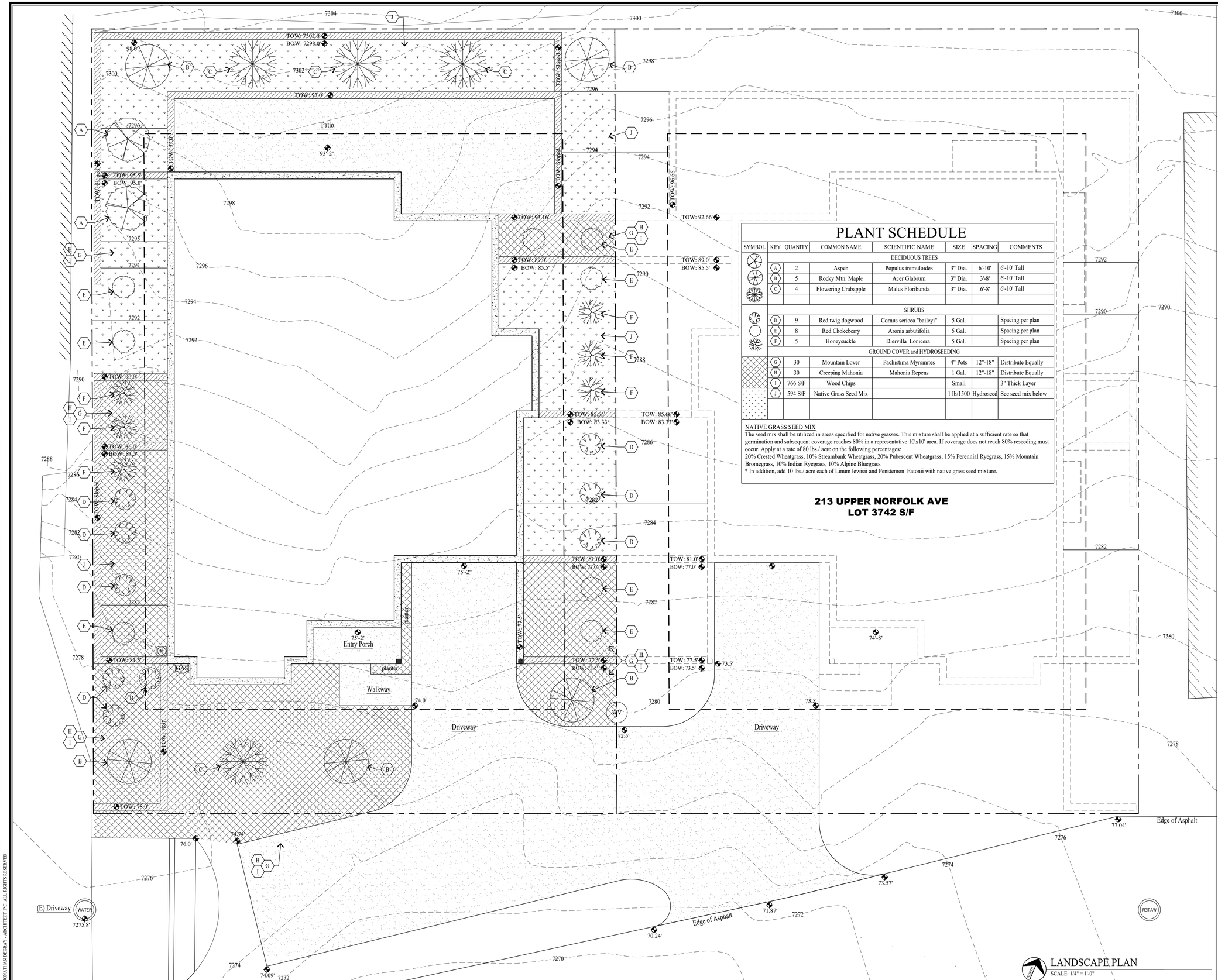

PLANT SCHEDULE

SYMBOL	KEY	QUANITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
			DECIDUOUS TREES				
	A	2	Aspen	Populus tremuloides	3" Dia.	6'-10'	6'-10' Tall
	B	5	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	6'-10' Tall
	C	4	Flowering Crabapple	Malus Floribunda	3" Dia.	6'-8'	6'-10' Tall
			SHRUBS				
	D	9	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing per plan
	E	8	Red Chokeberry	Aronia arbutifolia	5 Gal.		Spacing per plan
	F	5	Honeysuckle	Diervilla Lonicera	5 Gal.		Spacing per plan
			GROUND COVER and HYDROSEEDING				
	G	30	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	H	30	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	I	766 S/F	Wood Chips		Small		3" Thick Layer
	J	594 S/F	Native Grass Seed Mix		1 lb/1500	Hydroseed	See seed mix below

NATIVE GRASS SEED MIX
The seed mix shall be utilized in areas specified for native grasses. This mixture shall be applied at a sufficient rate so that germination and subsequent coverage reaches 80% in a representative 10'x10' area. If coverage does not reach 80% reseeding must occur. Apply at a rate of 80 lbs./ acre on the following percentages:
20% Crested Wheatgrass, 10% Streambank Wheatgrass, 20% Pubescent Wheatgrass, 15% Perennial Ryegrass, 15% Mountain Bromegrass, 10% Indian Ryegrass, 10% Alpine Bluegrass.
* In addition, add 10 lbs./ acre each of Linum lewisii and Penstemon Eatonii with native grass seed mixture.

213 UPPER NORFOLK AVE
LOT 3742 S/F

GENERAL NOTES

1. THE LANDSCAPING SHALL HAVE AN IRRIGATION SYSTEM WITH A WATERSENSE LABELED SMART IRRIGATION CONTROLLER. PER LMC 15-5-5 (N).

2. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.

3. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.

4. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS AND SPECIFICATIONS.

5. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.

6. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.

7. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.

8. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.

9. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.

10. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.

11. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.

12. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.

13. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.

14. NO BARE ROOT STOCK SHALL BE USED.

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

DISTURBED / GROUND COVER AREA: 1360
IMPERVIOUS AREA: 2644

NORTH

LANDSCAPE PLAN
SCALE: 1/4" = 1'-0"

0 5' 10'
GRAPHIC SCALE

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

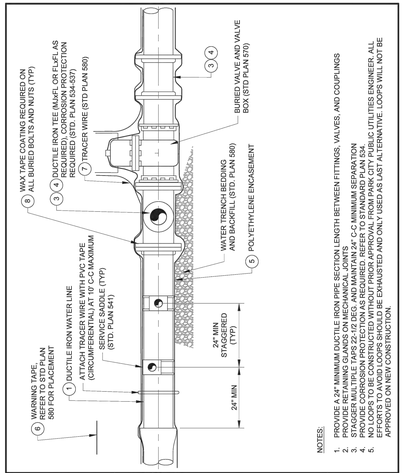
SHEET DESCRIPTION:
LANDSCAPE PLAN

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A0.2



NOTES:

1. PROVIDE A 24" MINIMUM DUCTILE IRON PIPE SECTION LENGTH BETWEEN FITTINGS, VALVES, AND COUPLINGS
2. PROVIDE 24" MINIMUM VERTICAL SEPARATION AT CROSSINGS
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. ALL BURIED BOLTS AND NUTS SHALL BE WAX TAPE COATED PER 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.

PARK CITY MUNICIPAL CORPORATION — WATER

DATE	03/2024
REV.	2

WATER MAIN DUCTILE IRON PIPE 4" TO 12" DIAMETER

STD. PLAN: **540-A**

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 **METER LAY LENGTH – 13 INCHES**	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

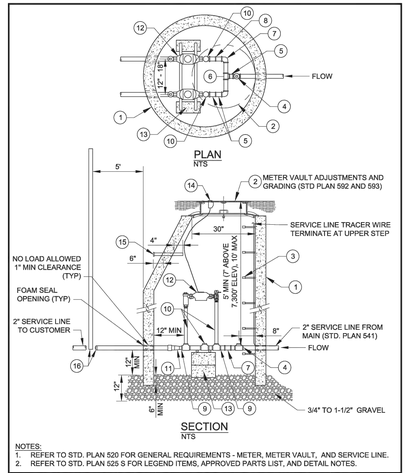
1. LOCATE METER VAULT PER APPROVED PLANS AND SET METER BOX PLUMB
2. SST INSERT STIFFENERS REQUIRED ON ALL CTS TUBING CONNECTIONS

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 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**

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 DURING 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 CITY INSPECTOR PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO CITY INSPECTOR
9. TAPPING EXISTING WATER MAIN: NOTIFY AND SECURE INSPECTION OF INSTALLATION BY WATER DEPARTMENT 48 HOURS PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO CITY INSPECTOR
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 C651-05, 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 CITY INSPECTOR 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	03/2024
REV.	2

GENERAL REQUIREMENTS WATER METER, METER VAULT AND SERVICE LINE

STD. PLAN: **520.2**

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 SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION OF ANY SERVICE LINE, METER VAULT, OR WATER MAIN TAP. SEE STANDARD DETAIL 594 FOR SIZING REQUIREMENTS. A 2" MINIMUM METER SERVICE SIZE IS REQUIRED FROM THE MAIN LINE.
3. INSTALLATION OF A WATER METER EXCEEDING 2-INCH WILL REQUIRE CITY ENGINEER APPROVAL. THE METER AND VAULT WILL REQUIRE A 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 CITY ENGINEER APPROVAL. THE SERVICE LINE REQUEST WILL REQUIRE SUBMITTAL OF A FLOWRATE AND DEMAND ANALYSIS BY THE DEVELOPER/BUILDER.
5. USE OF AN INSIDE WATER METER WILL REQUIRE CITY 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 CITY ENGINEER AND WATER DEPARTMENT PRIOR TO INSTALLATION OF ANY SERVICE LINE OR METER VAULT 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 CREATED 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.
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

PARK CITY MUNICIPAL CORPORATION — WATER

DATE	03/2024
REV.	2

GENERAL REQUIREMENTS WATER METER, METER VAULT AND SERVICE LINE

STD. PLAN: **520.1**

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 (¾" FORD CAP-24-3-NL, 1" FORD CAP-2-4-NL, OR FORD CAP 4-4-NL, 1.5"-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

DATE	03/2024
REV.	0

¾" TO 2" SERVICE LINE ABANDONMENT

STD. PLAN: **548**

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 SADDLE/CORP-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

1. COORDINATE SERVICE SIZE WITH CITY PRIOR TO ORDERING MATERIALS
2. LOCATE SERVICE PER APPROVED PLANS
3. NO SERVICE LINE FITTINGS ALLOWED BETWEEN CORPORATION STOP AND METER VAULT CURB STOP VALVE
4. 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	03/2024
REV.	2

WATER SERVICE LINE 3/4" TO 2" METERS

STD. PLAN: **541 S**

NOTES:

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

PARK CITY MUNICIPAL CORPORATION — WATER

DATE	03/2024
REV.	2

WATER SERVICE LINE 3/4" TO 2" METERS

STD. PLAN: **541**

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 — WATER

DATE	03/2024
REV.	1

WATER MAIN AND FIRE LINES

STD. PLAN: **540 S.2**

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	STANDARD JOINT PIPE: PUSH ON TYTON JOINT
		U.S. PIPE (1) PACIFIC STATES	RESTRAINED JOINT PIPE: 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)	STANDARD JOINT PIPE: 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-TYTE GASKETS	U.S. PIPE (1) PACIFIC STATES	PUSH ON STYLE FITTING: TYTON JOINT FLANGED FITTING:
		U.S. PIPE (1) PACIFIC STATES	RESTRAINED JOINT PIPE: 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)	FITTINGS: MECHANICAL JOINT RETAINER GLANDS: 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 ALL 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**

TYPICAL CONCRETE RETAINING WALL SCHEDULE

MARK	HT (max)	FE	TL	WT	HL	FT	KD	A	B	C	D
W1	8'-0"	2'-4"	6'-8"	10"	0	16"	24"	#6@10"	#4@12"	#6@10"	#4@12"
W2	6'-0"	2'-4"	4'-10"	8"	0	14"	12"	#5@12"	#4@12"	#5@12"	#4@12"
W3	4'-0"	2'-4"	2'-10"	8"	0	12"	0	#5@12"	#4@12"	#5@12"	#4@12"
W4	2'-0"	2'-4"	1'-4"	8"	0	12"	0	#4@12"	#4@12"	#4@12"	#4@12"

1 A0.3 L-SHAPE RETAINING WALL — NO SCALE

WATTLE SPACING TABLE	
SLOPE	MAX SPACING
> 1:1	5'
2:1 - 1:1	10'
4:1 - 2:1	20'
6:1 - 4:1	25'
< 6:1	50'

2 A0.3 FIBER ROLL/STRAW WATTLE DETAIL — NO SCALE

3 A0.3 6' HIGH LOD FENCE — NO SCALE

4 A0.3 STACKED STONE RETAINING WALL — NO SCALE

HORIZONTAL SEPARATION

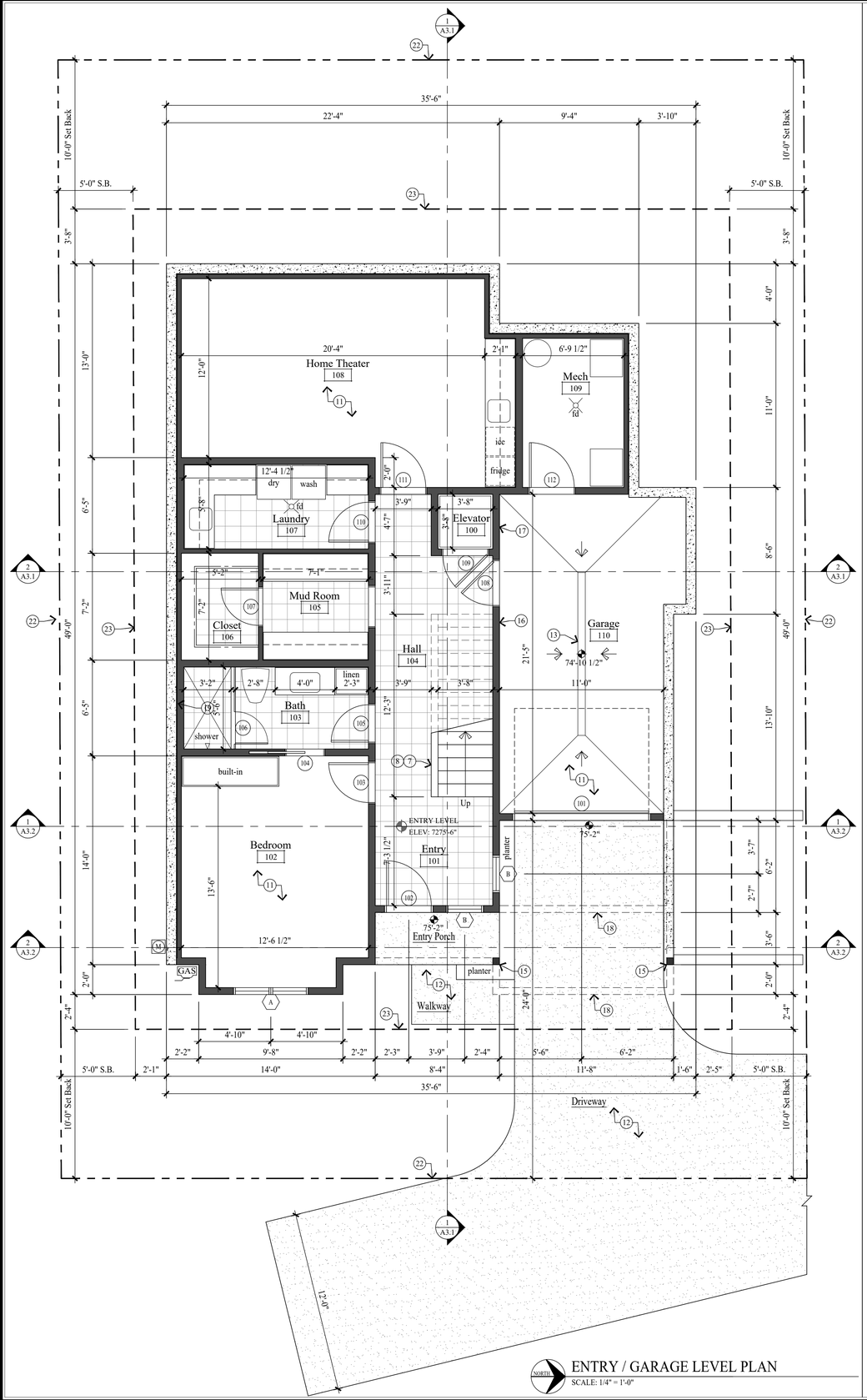
NOTES:

1. ZONE 1: WATER LINE AND SEWER LINE SEPARATED 10 FEET OR GREATER - NO SPECIAL REQUIREMENTS
   ZONE 2: A) WATER LINE SEPARATED BY AT LEAST 6 FEET AT OUTSIDE PIPE WALLS AND B) BOTTOM OF WATER LINE IS AT LEAST 18 INCHES ABOVE TOP OF SEWER LINE AND C) WATER LINE CONSTRUCTED WITH MECHANICAL, RESTRAINED JOINT PIPE AND SITE SPECIFIC REQUIREMENTS APPROVED BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
   ZONE 3: WATER LINE AND SEWER LINE SEPARATION LESS THAN 6 FEET - NOT ALLOWED
2. SERVICE LINE TAPS NOT ALLOWED IN ZONE 2.
3. SERVICE LINE TAPS WITHIN ZONE 3 ALLOWED ONLY BY SITE SPECIFIC APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
4. MAINTAIN 10 FEET HORIZONTAL SEPARATION AND 18 INCHES VERTICAL SEPARATION ABOVE SANITARY SEWER FORCE MAINS
5. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR SANITARY SEWER REQUIREMENTS AND SEWER LINE MODIFICATIONS

VERTICAL SEPARATION

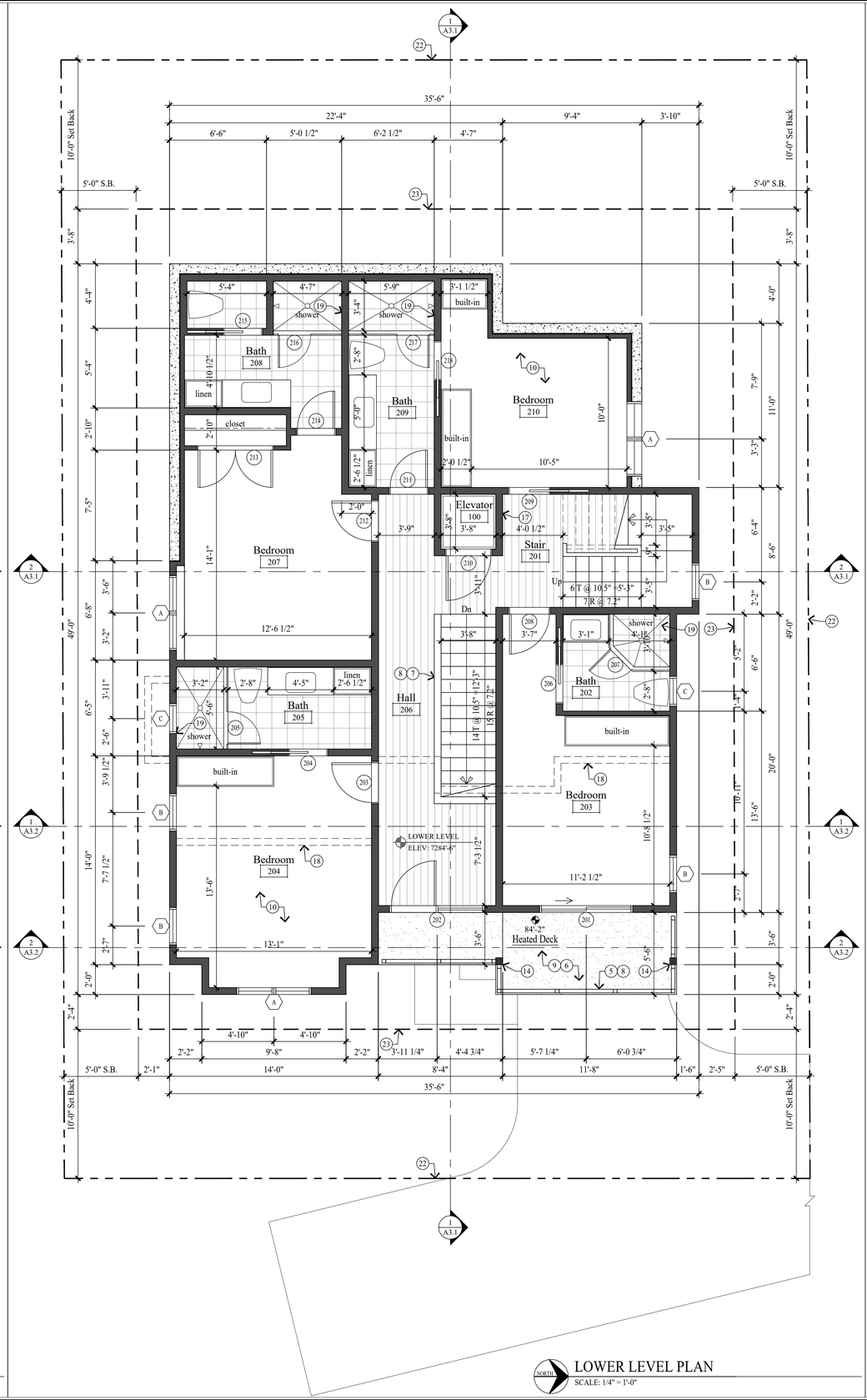
NOTES:

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 THAT 18 INCHES - LOOP WATER LINE, REFER TO STD. PLAN 543. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 3: WATER LINE BELOW SEWER LINE SEPARATED LESS THAN 18 INCHES - LOOP WATER LINE, REFER TO STD. PLAN 543. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 4: WATER LINE BELOW SEWER LINE SEPARATED GREATER THAN 18 INCHES - CENTER ONE FULL UNCUT 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 INCHES ABOVE 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 SANITARY SEWER REQUIREMENTS AND SEWER LINE MODIF



ENTRY / GARAGE LEVEL PLAN

SCALE: 1/4" = 1'-0"



LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 TYP. ROOF JOIST TO BE 9 1/2" TJI FRAMING W/ BIB INSULATION R-38 TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH.

KEY NOTES

1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ STEEL PANELS WELDED TO 1 1/2" x 2 1/2" HORIZONTAL TUBE STEEL RAILS, TOP & BOTTOM WELDED TO 3x3 VERT. TUBE STEEL POSTS.
6. ROOF DRAIN & OVER FLOW SYSTEM OR POLYCAST TRENCH DRAIN SYSTEM, CONTRACTOR TO COORDINATE PIPE/WALL LOCATION. ALL ROOF DRAINS TO TIE INTO GRAVEL SUMP.
7. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP , CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
8. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
9. HEATED DECK: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON METAL DECKING - SEE STRUCTURAL.
10. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
11. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
12. 4" REINFORCED HEATED CONCRETE PATIO / PORCH / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
13. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP.
14. 6x6 TIMBER COLUMN - STAIN/PAINT.
15. 5x5 TS COLUMN - PAINT.
16. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
17. ELEVATOR SHAFT TO BE 1 HOUR FIRE WALL: APPLY 5/8" TYPE X GYPSUM BOARD TO THE INTERIOR SIDE AND 5/8" FIRECODE CORE GYPSUM BOARD TO THE INSIDE OF SHAFT.
18. DASHED LINES INDICATES WALL/BEAM ABOVE.
19. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
20. 48" GAS FIREPLACE DIRECT VENT. ON 10" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS.
21. CONCRETE RETAINING WALL.
22. PROPERTY LINE.
23. SET BACK LINE.
24. 48" HIGH GUARD WALL: METAL RIDGE VENT TOP CAP. VERTICAL BOARD ABD BATTEN CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.

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PROJECT DESCRIPTION:

NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:

ENTRY / GARAGE LEVEL PLAN
LOWER LEVEL PLAN

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A1.1

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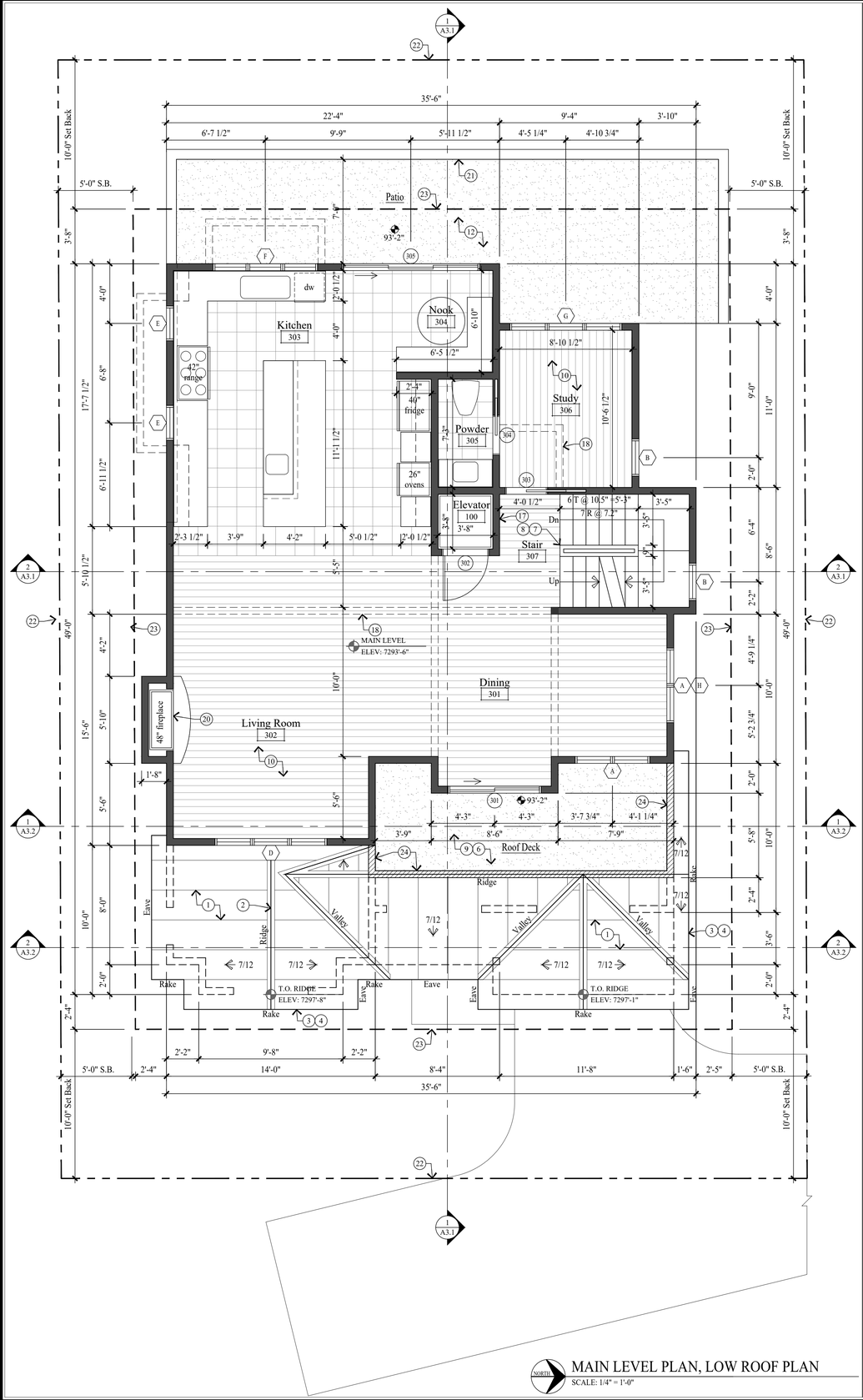
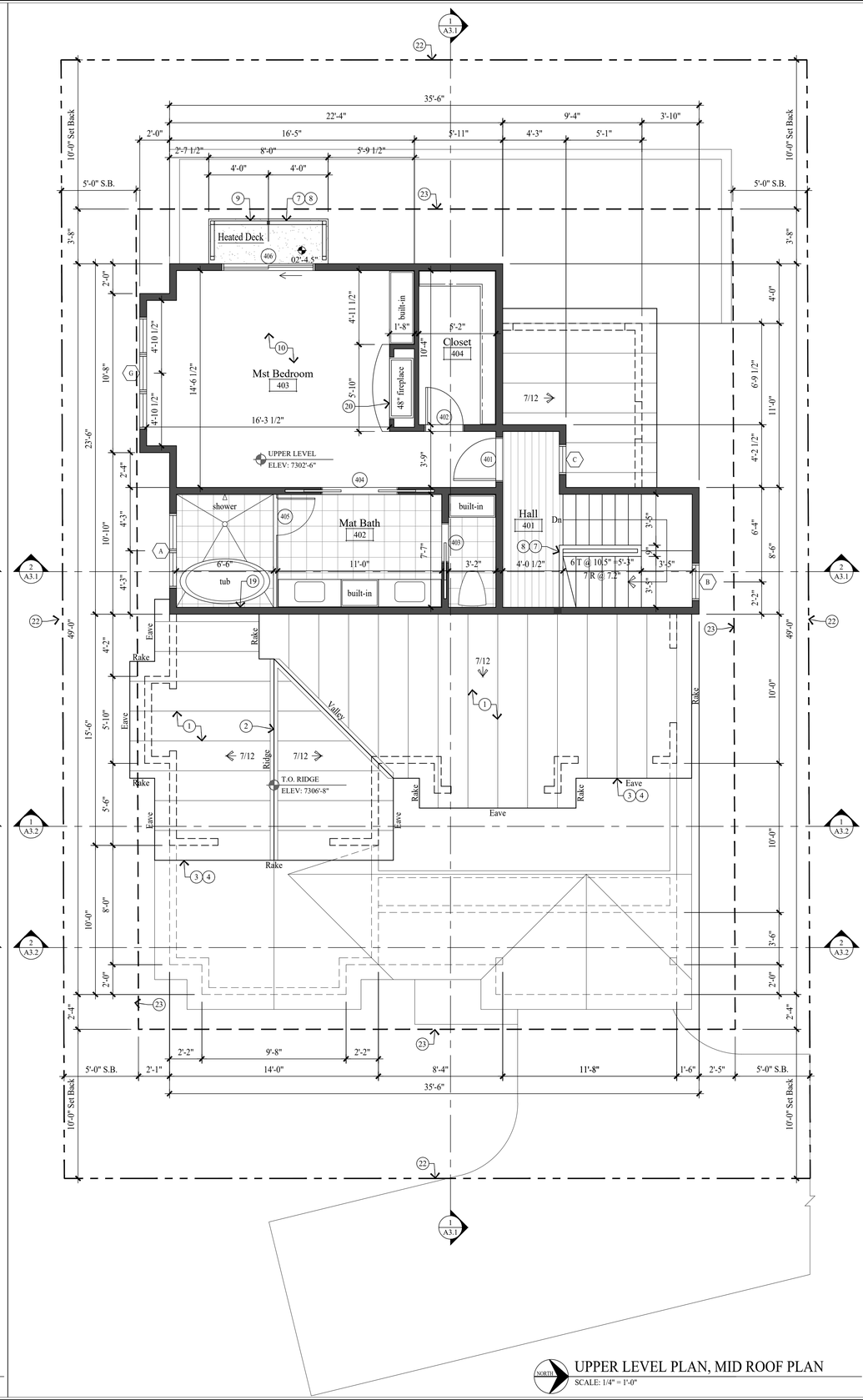


MAIN LEVEL PLAN, LOW ROOF PLAN
SCALE: 1/4" = 1'-0"



UPPER LEVEL PLAN, MID ROOF PLAN
SCALE: 1/4" = 1'-0"

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

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2. MEATAL RIDGE VENT.
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4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
MAIN LEVEL PLAN, LOW ROOF PLAN
UPPER LEVEL PLAN, MID ROOF PLAN

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A1.2

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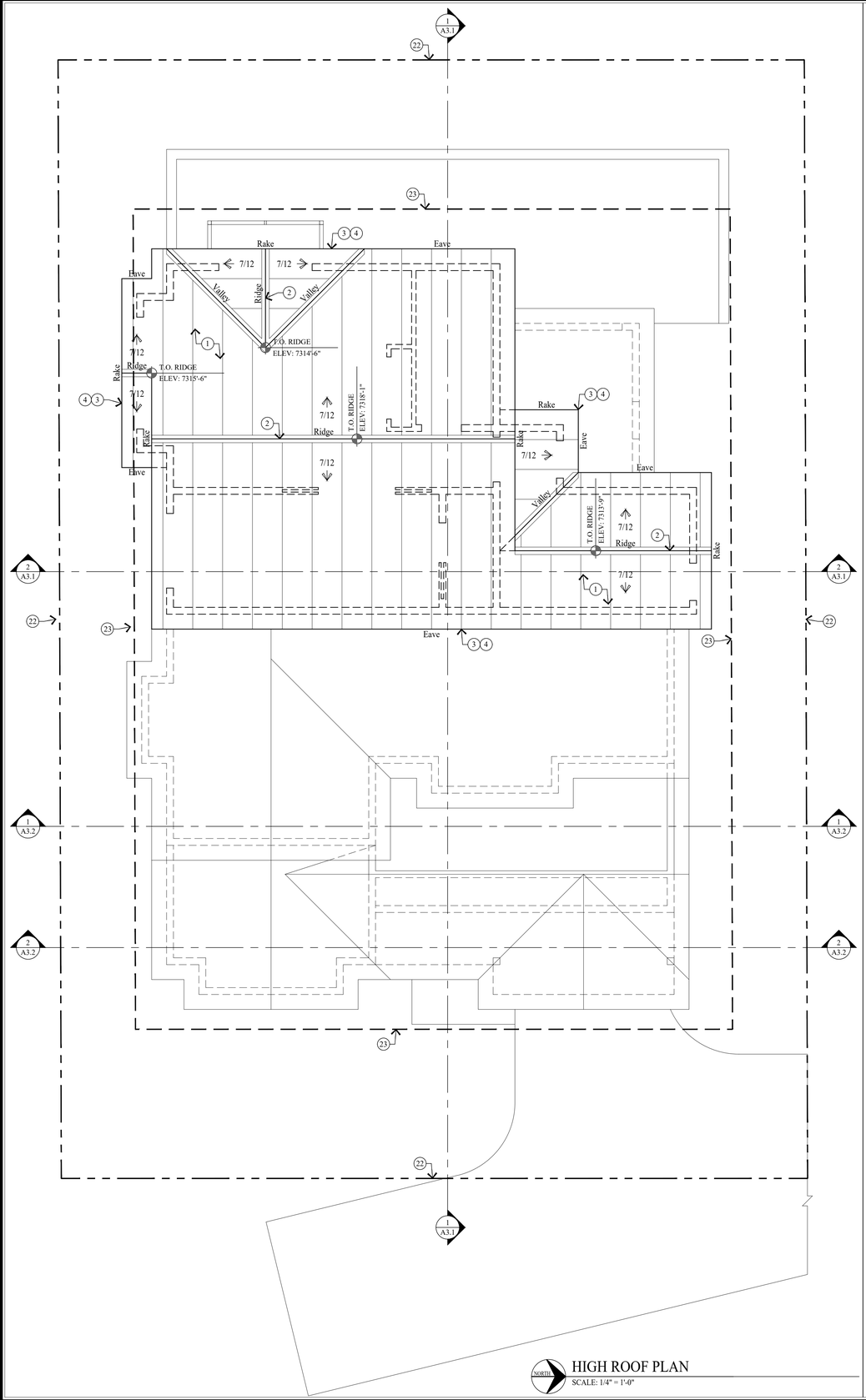

HIGH ROOF PLAN
SCALE: 1/4" = 1'-0"

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NEW CONCRETE WALL

NEW 2x FRAMED WALL

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2. MEATAL RIDGE VENT.
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
HIGH ROOF PLAN

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A1.3

KEY NOTES

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11. 4" REINFORCED HEATED CONCRETE PATIO / PORCH / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
12. CONCRETE RETAINING WALL.
13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 5x5 TS COLUMN - PAINT.
15. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULES ON SHEET A5.1.
16. WINDOW & DOOR TRIM @ WOOD SIDING TO BE 2x4 HEAD, 2x4 JAMB AND SILL, STAIN / PAINT. WINDOW & DOOR TRIM @ METAL SIDING TO BE 1 1/2" METAL TRIM.
17. FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
18. VERTICAL BOARD ABD BATTEN CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
19. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED/PAINT. SEE DETAIL 4/A4.1.
20. FLASHING AND COUNTER FLASHING - TYPICAL.
21. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
22. EXISTING GRADE LINE.
23. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
24. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
25. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
26. FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
27. DRAINAGE MATT ON WATERPROOF MEMBRANE.
28. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN.
29. STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.
30. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
31. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
32. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP.
33. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
34. ELEVATOR SHAFT TO BE 1 HOUR FIRE WALL: APPLY 5/8" TYPE X GYPSUM BOARD TO THE INTERIOR SIDE AND 5/8" FIRECODE CORE GYPSUM BOARD TO THE INSIDE OF SHAFT.
35. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
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37. SOLID BLOCKING AND HURRICANE HOLD DOWN AT EACH RAFTER OR SIMPSON VPA.
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39. ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY INCLUDING LEDGERS AND FURRING WALLS MUST BE PRESERVATIVELY TREATED OR FOUNDATION GRADE REDWOOD.
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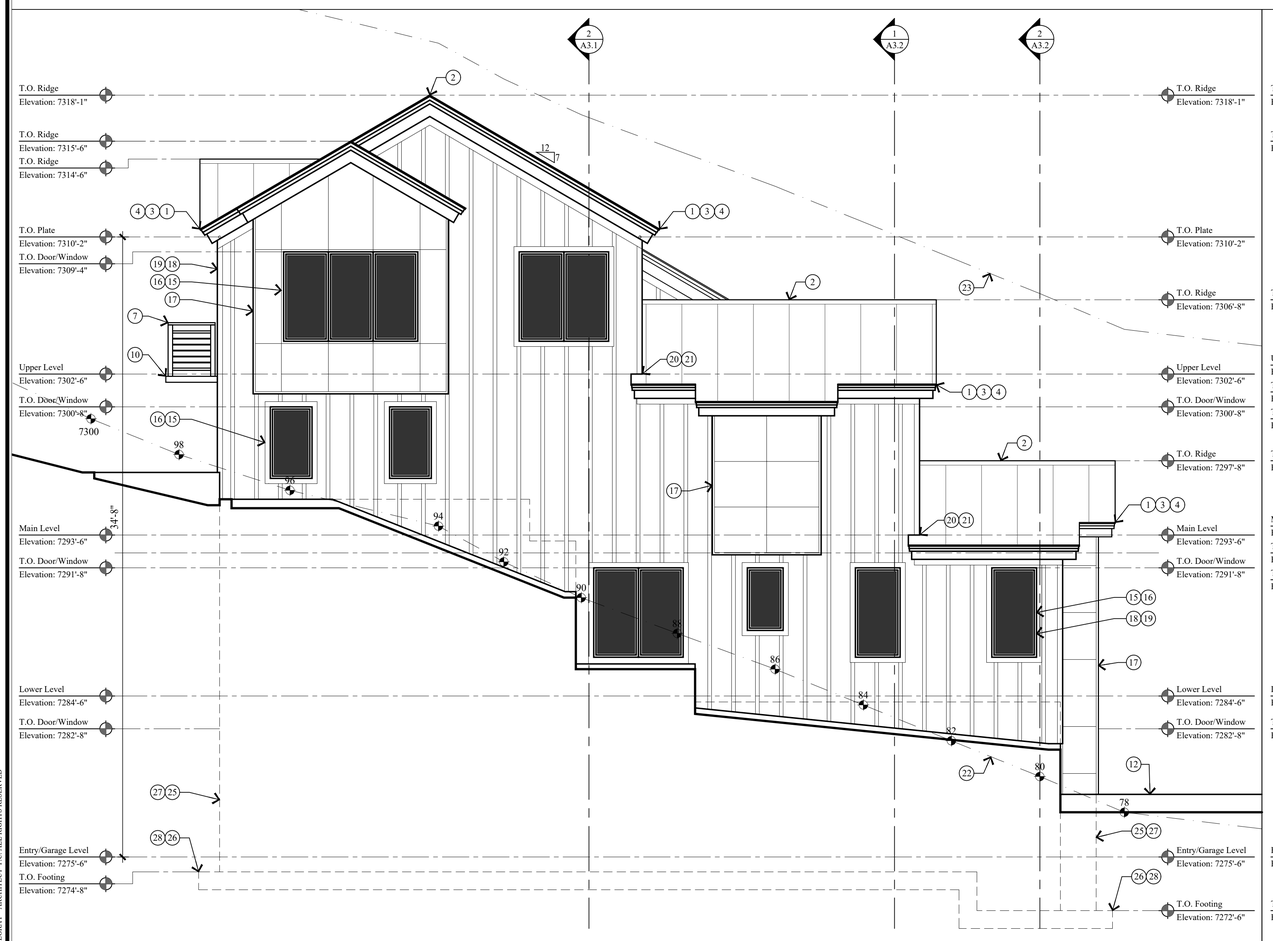
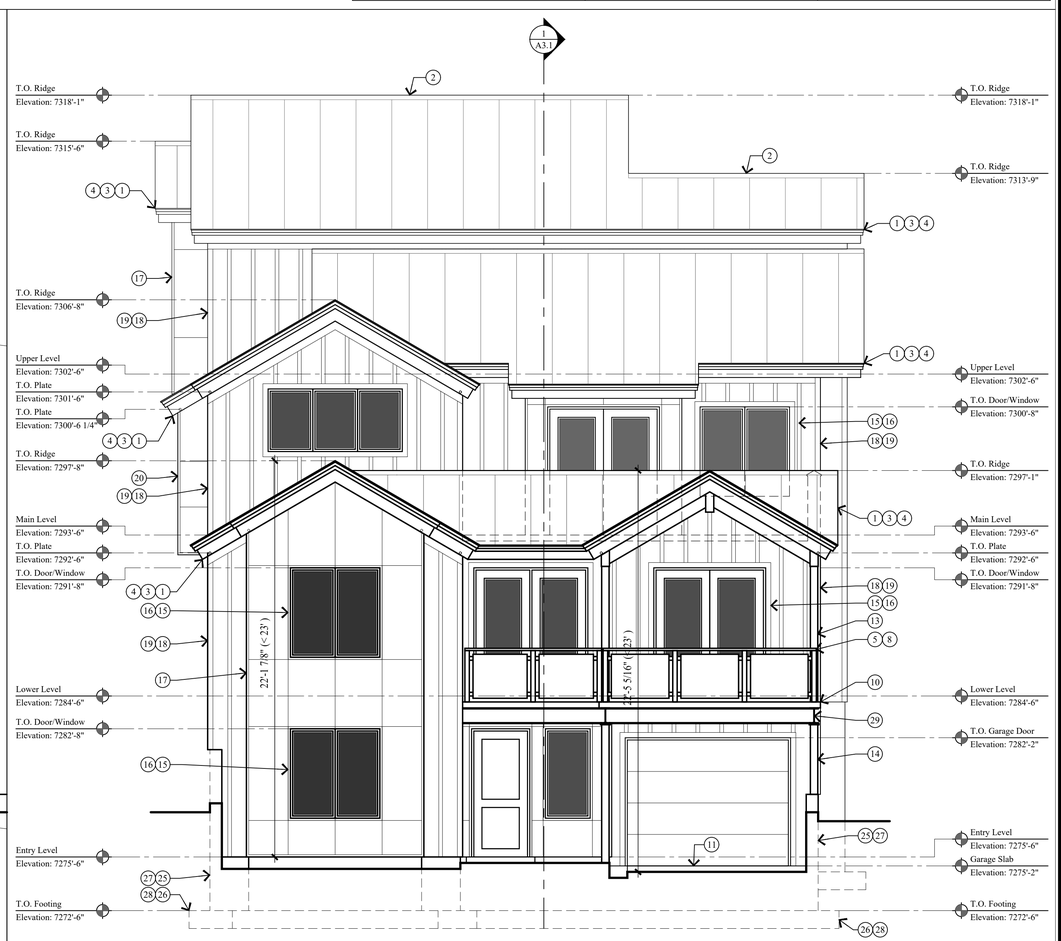
41. TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.



1 A2.1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.1 EAST ELEVATION
SCALE: 1/4" = 1'-0"

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Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
SOUTH AND EAST ELEVATIONS

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A2.1

KEY NOTES

1. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCT. FOR SIZE & SPACING.
2. MEATAL RIDGE VENT.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ STEEL PANELS WELDED TO 1 1/2" x 2 1/2" HORIZONTAL TUBE STEEL RAILS, TOP & BOTTOM WELDED TO 3x3 VERT. TUBE STEEL POSTS.
6. ROOF DRAIN & OVER FLOW SYSTEM OR POLYCAST TRENCH DRAIN SYSTEM, CONTRACTOR TO COORDINATE PIPE/WALL LOCATION. ALL ROOF DRAINS TO TIE INTO GRAVEL SUMP.
7. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ 1/2" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
8. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
9. 48" HIGH GUARD WALL: METAL RIDGE VENT TOP CAP. VERTICAL BOARD ABD BATTEN CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
10. HEATED DECK: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON METAL DECKING - SEE STRUCTURAL.
11. 4" REINFORCED HEATED CONCRETE PATIO / PORCH / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
12. CONCRETE RETAINING WALL.
13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 5x5 TS COLUMN - PAINT.
15. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULES ON SHEET A5.1.
16. WINDOW & DOOR TRIM @ WOOD SIDING TO BE 2x4 HEAD, 2x4 JAMB AND SILL, STAIN / PAINT. WINDOW & DOOR TRIM @ METAL SIDING TO BE 1 1/2" METAL TRIM.
17. FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
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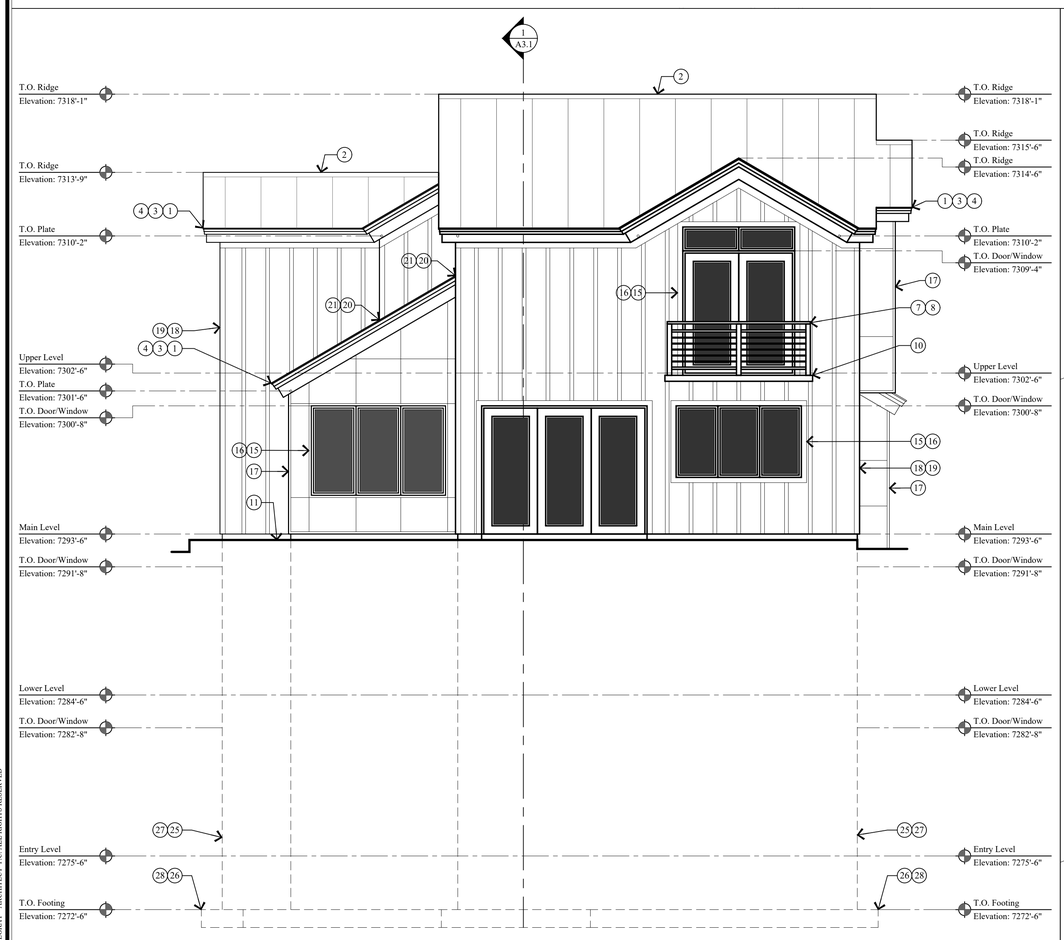
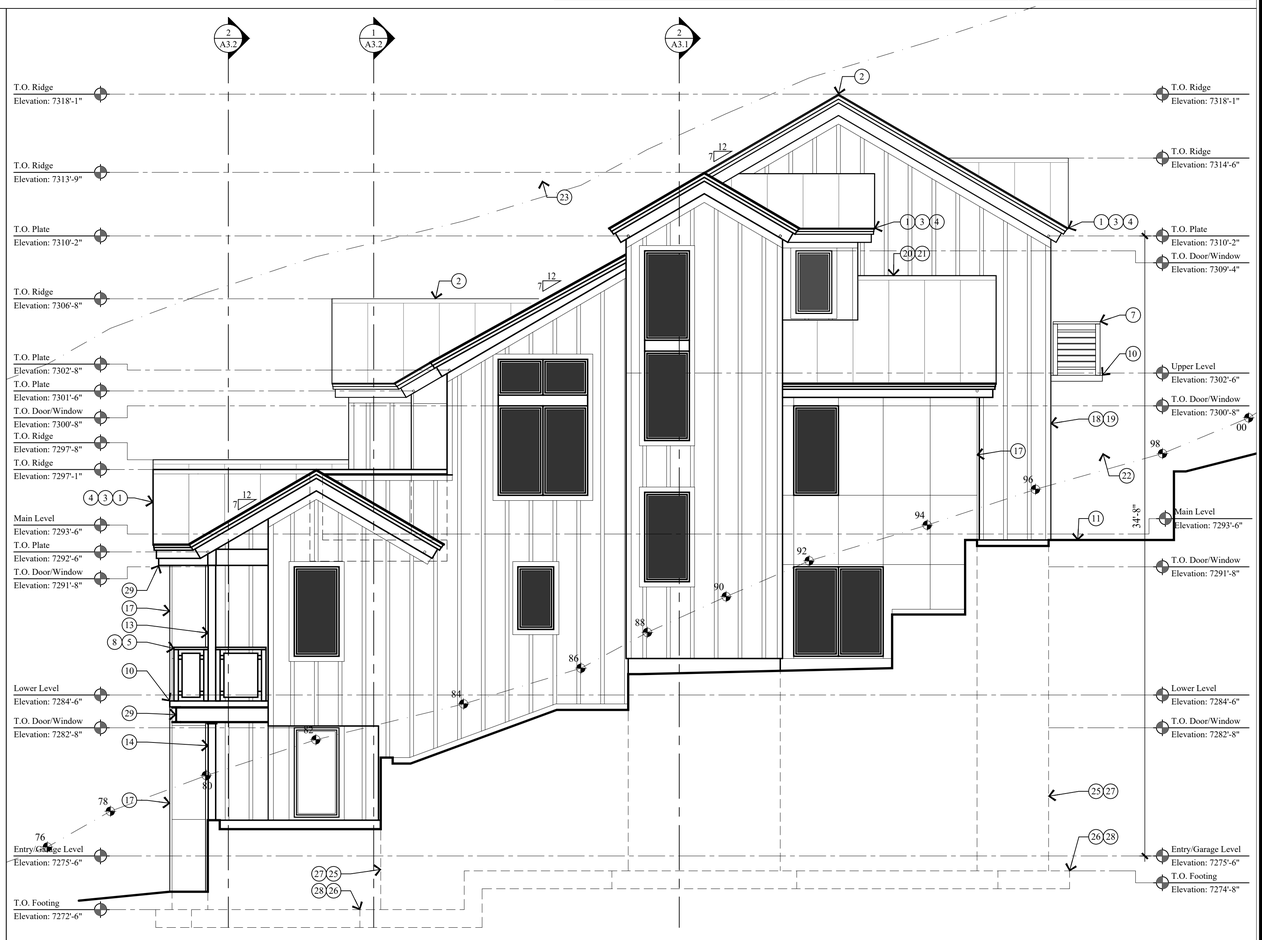


1 A2.2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.2 NORTH ELEVATION
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Jonathan DeGray
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
WEST AND NORTH ELEVATIONS

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A2.2

KEY NOTES

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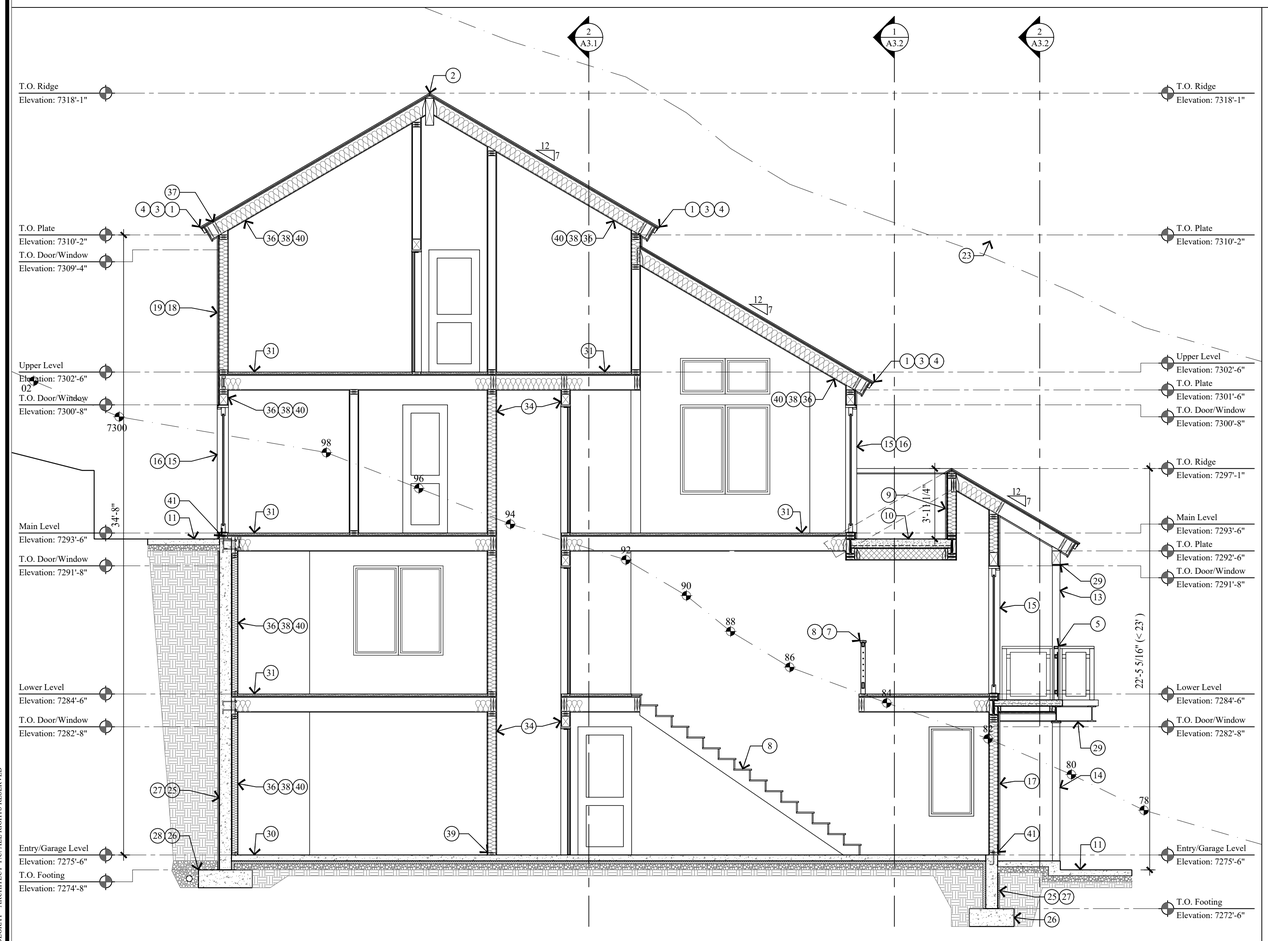
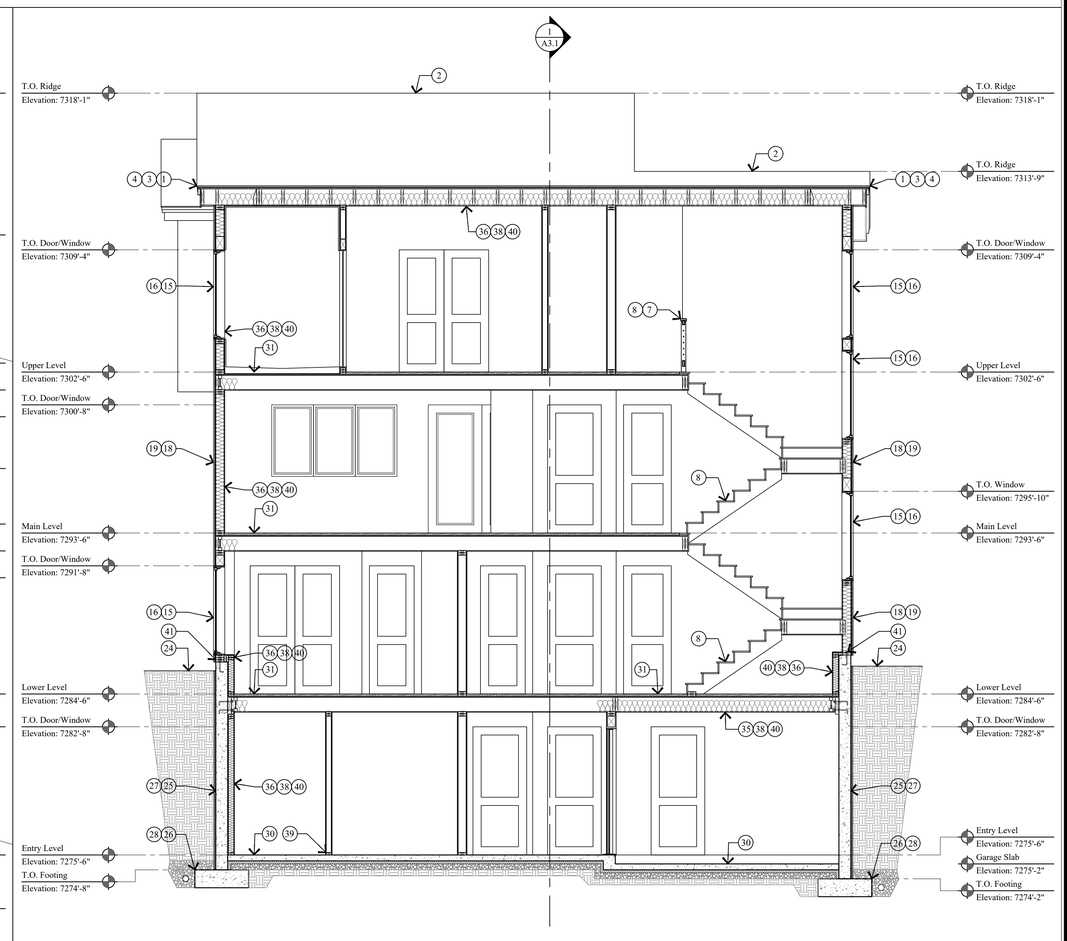


1 BUILDING SECTION
A3.1 SCALE: 1/4" = 1'-0"



2 BUILDING SECTION
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BUILDING SECTION

REVISIONS:

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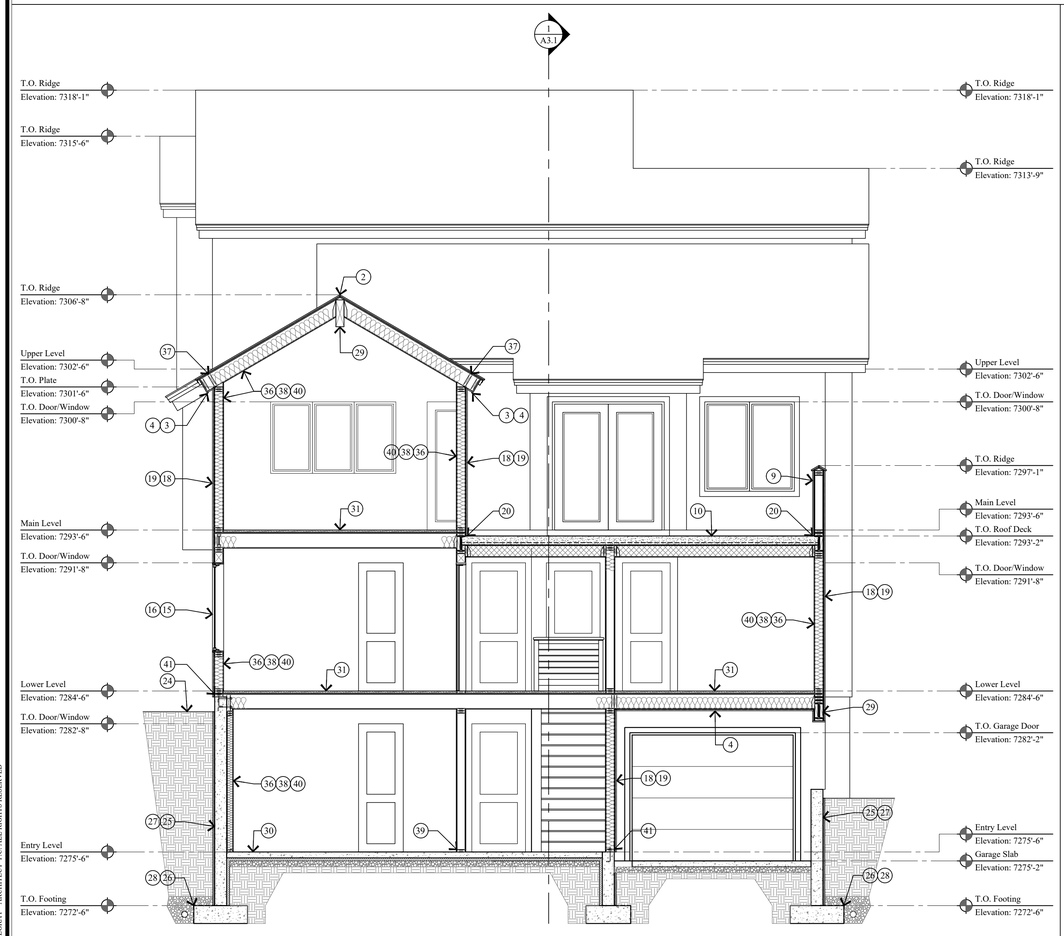
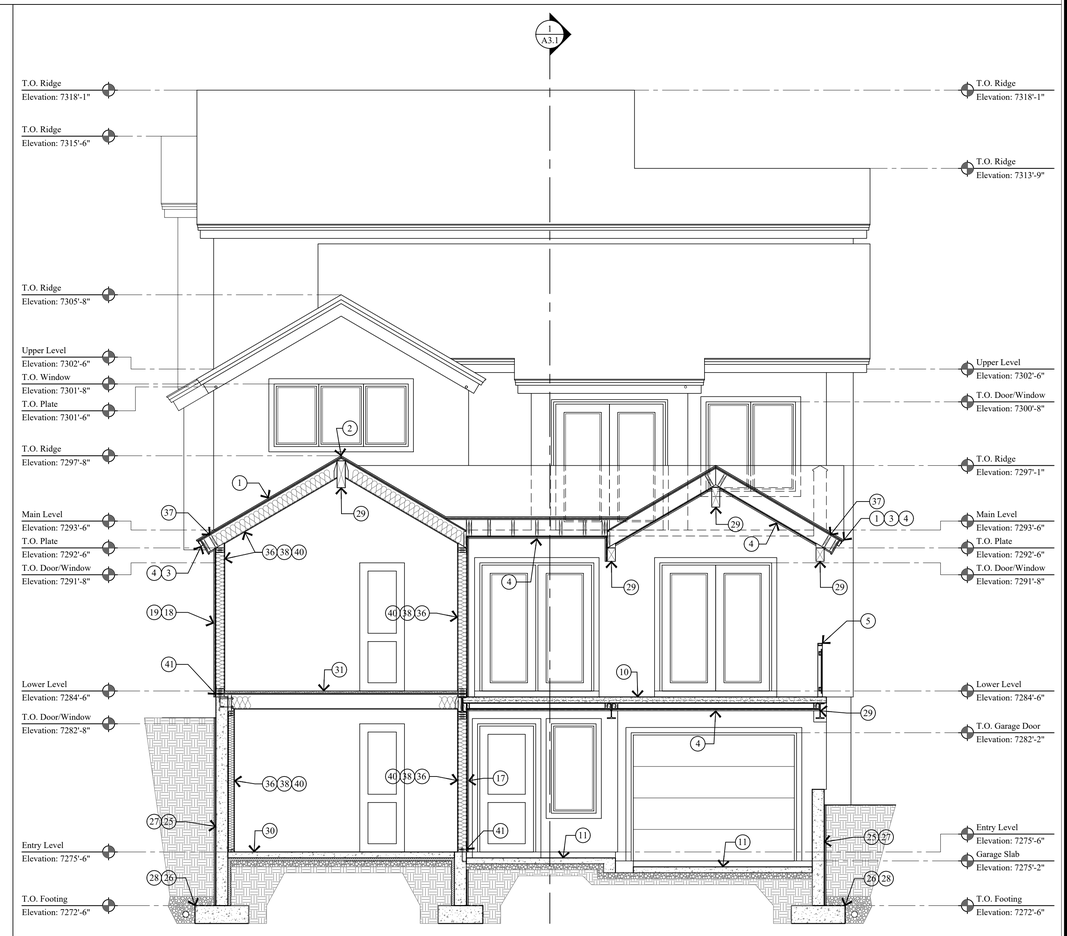
39. ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY INCLUDING LEDGERS AND FURRING WALLS MUST BE PRESERVATIVELY TREATED OR FOUNDATION GRADE REDWOOD.
40. FIRE BLOCK STUD SPACES AT SOFFIT, FLOOR AND CEILING JOIST LINES, AT 10 FT. VERTICALLY AND HORIZONTALLY, AND AT ANY OTHER LOCATIONS NOT SPECIFICALLY MENTIONED WHICH COULD AFFORD PASSAGE FOR FLAMES. - IRC R302.11
41. TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.



1 A3.2 BUILDING SECTION
SCALE: 1/4" = 1'-0"



2 A3.2 BUILDING SECTION
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BUILDING SECTION

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A3.2

STAIRWAY/HANDRAILING/GUARDRAILING NOTES:

1. STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH AT ALL POINTS ABOVE THE PERMITTED HANDRAIL HEIGHT AND BELOW THE REQUIRED HEADROOM HEIGHT. HANDRAILS SHALL NOT PROJECT MORE THAN 4.5 INCHES ON EITHER SIDE OF STAIRWAY AND THE MINIMUM CLEAR WIDTH OF THE STAIRWAY AT AND BELOW THE HANDRAIL HEIGHT, INCLUDING TREADS AND LANDINGS, SHALL NOT BE LESS THAN 31 ½ INCHES WHERE A HANDRAIL IS INSTALLED ON ONE SIDE AND 27 INCHES WHERE HANDRAILS ARE PROVIDED ON BOTH SIDES. -IRC R311.7.1

2. THE MINIMUM HEADROOM IN ALL PARTS OF THE STAIRWAY SHALL NOT BE LESS THAN 6 FEET 8 INCHES MEASURED VERTICALLY FROM THE SLOPED LINE ADJOINING THE TREAD NOSING OR FROM THE FLOOR SURFACE OF THE LANDING OR PLATFORM ON THAT PORTION OF THE STAIRWAY. -IRC R311.7.2

3. THE MAXIMUM RISER HEIGHT SHALL BE 7 ¾ INCHES. THE RISER SHALL BE MEASURED VERTICALLY BETWEEN LEADING EDGES OF THE ADJACENT TREADS. THE GREATEST RISER HEIGHT WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. -IRC R311.7.4.1

4. THE MINIMUM TREAD DEPTH SHALL BE 10 INCHES. THE TREAD DEPTH SHALL BE MEASURED HORIZONTALLY BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AND AT A RIGHT ANGLE TO THE TREADS LEADING EDGE. THE GREATEST TREAD DEPTH WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. CONSISTENTLY SHAPED WINDERS AT THE WALKLINE SHALL BE ALLOWED WITHIN THE SAME FLIGHT OF STAIRS AS RECTANGULAR TREADS AND DO NOT HAVE TO BE WITHIN ⅜ INCH OF THE RECTANGULAR TREAD DEPTH.
WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 10 INCHES MEASURED BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AT THE INTERSECTIONS WITH THE WALKLINE. WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 6 INCHES AT ANY POINT WITHIN THE CLEAR WIDTH OF STAIR. WITHIN ANY FLIGHT OF STAIRS, THE LARGEST WINDER TREAD DEPTH AT THE WALKLINE SHALL NOT EXCEED THE SMALLEST WINDER TREAD BY MORE THAN ⅜ INCH. -IRC R311.7.4.2

5. THE WIDTH OF EACH LANDING SHALL NOT BE LESS THAN THE WIDTH OF THE STAIRWAY SERVED. LANDINGS SHALL HAVE A MINIMUM DIMENSION OF 36 INCHES MEASURED IN THE DIRECTION OF TRAVEL. -IRC R311.7.5

6. HANDRAIL HEIGHT, MEASURED VERTICALLY FROM THE SLOPED PLANE ADJOINING THE TREAD NOSING, OR FINISH SURFACE OF THE RAMP SLOPE, SHALL BE NOT LESS THAN 34 INCHES AND NOT MORE THAN 38 INCHES. -IRC R311.7.7.1

7. HANDRAILS FOR STAIRWAYS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE FLIGHT, FROM A POINT DIRECTLY ABOVE THE TOP RISER OF THE FLIGHT TO A POINT DIRECTLY ABOVE THE LOWEST RISER OF THE FLIGHT. HANDRAIL ENDS SHAL BE RETURNED OR SHALL TERMINATE IN NEWL POSTS OR SAFETY TERMINALS. HANDRAILS ADJACENT TO A WALL SHALL HAVE A SPACE OF NOT LESS THAN 1 ½ INCH BETWEEN THE WALL AND THE HANDRAILS.
EXCEPTIONS:
1. HANDRAILS SHALL BE PERMITTED TO BE INTERRUPTED BY A NEWL POST AT THE TURN.
2. THE USE OF A VOLUTE, TURNOUT, STARTING EASING OR STARTING NEWL SHALL BE ALLOWED OVER THE LOWEST TREAD. -IRC R311.7.7.2

8. ALL REQUIRED HANDRAILS SHALL BE OF ONE OF THE FOLLOWING TYPES OR PROVIDE EQUIVALENT GRASPABILITY.
TYPE I: HANDRAILS WITH CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF 1 ¼ INCHES AND NOT GREATER THAN 2 INCHES. IF THE HANDRAIL IS NOT CIRCULAR, IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4 INCHES AND NOT GREATER THAN 6 ¼ INCHES WITH A MAXIMUM CROSS SECTION OF DIMENSION OF 2 ¼ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.01 INCH.
TYPE II: HANDRAILS WITH A PERIMETER GREATER THAN 6 ¼ INCHES SHALL HAVE A GRASPABLE FINGER RECESS AREA ON BOTH SIDES OF THE PROFILE. THE FINGER RECESS SHALL BEGIN WITHIN A DISTANCE OF ¾ INCH MEASURED VERTICALLY FROM THE TALLEST PORTION OF THE PROFILE AND ACHIEVE A DEPTH OF AT LEAST 5/16 INCH WITHIN ⅞ INCH BELOW THE WIDEST PORTION OF THE PROFILE. THE REQUIRED DEPTH SHALL CONTINUE FOR AT LEAST ⅞ INCH TO A LEVEL THAT IS NOT LESS THAN 1 ⅛ INCHES BELOW THE TALLEST PORTION OF THE PROFILE. THE MINIMUM WIDTH OF THE HANDRAIL ABOVE THE RECESS SHALL BE 1 ¼ INCHES TO MAXIMUM OF 2 ¾ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.10 INCH.
-IRC R311.7.7.3

9. GUARDS SHALL BE LOCATED ALONG OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. -IRC R312.1

10. GUARDS SHALL NOT BE LESS THAN 36 INCHES HIGH MEASURED VERTICALLY ABOVE THE ADJACENT WALKING SURFACE, ADJACENT FIXED SEATING OR THE LINE CONNECTING THE LEADING EDGES OF THE TREADS. -IRC R312.2

11. GUARDS SHALL NOT HAVE OPENINGS FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. -IRC R312.3

12. STAIR TREAD NOSING: THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE NO GREATER THAN 9/16 INCH . A NOSING NOT LESS THAN ½ INCH BUT NOT MORE THAN 1 ¼ INCHES SHALL BE PROVIDED ON STAIRWAYS WITH SOLID RISERS. THE GREATEST NOSING PROJECTION SHALL NOT EXCEED THE SMALLEST NOSING PROJECTION BY MORE THAN 3/8 INCH BETWEEN TWO STORIES, INCLUDING THE NOSING AT THE LEVEL OF FLOORS AND LANDINGS. BEVELING OF NOSING SHALL NOT EXCEED ½ INCH. RISERS SHALL BE VERTICAL OR SLOPED FROM THE UNDERSIDE OF THE LEADING EDGE OF THE TREAD ABOVE AT AN ANGLE NOT MORE THAN 30 DEGREES (0.51 RAD) FROM THE VERTICAL. OPEN RISERS ARE PERMITTED, PROVIDED THAT THE OPENING BETWEEN TREADS DOES NOT PERMIT THE PASSAGE OF A 4 INCH DIAMETER SPHERE.
(UTAH STATE AMENDMENT) EXCEPTIONS.
A. A NOSING IS NOT REQUIRED WHERE THE TREAD DEPTH IS A MINIMUM OF 10 INCHES.
B. THE OPENING BETWEEN ADJACENT TREADS IS NOT LIMITED ON STAIRS WITH A TOTAL RISE OF 30 INCHES OR LESS. NOTE: THIS MEANS THAT CONCRETE STAIRS, WITHOUT NOSINGS, MUST HAVE A TREAD DEPTH OF 10 INCHES

TYVEK VAPOR/AIR BARRIER INSTALLATION:

1. INSTALL AIR BARRIER AFTER SHEATHING IS INSTALLED AND BEFORE WINDOWS AND DOORS ARE INSTALLED. INSTALL LOWER LEVEL BARRIER PRIOR TO UPPER LAYERS TO ENSURE PROPER SHINGLING OF LAYERS.

2. OVERLAP AIR BARRIER AT CORNERS OF BUILDING BY A MINIMUM OF 12 INCHES.

3. OVERLAP AIR BARRIER VERTICAL SEAMS BY A MINIMUM OF 6 INCHES.

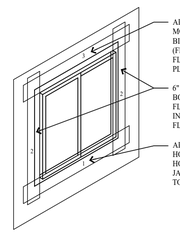
4. ENSURE BARRIER IS PLUM AND LEVEL WITH FOUNDATION, AND UNROLL EXTENDING AIR BARRIER OVER WINDOW AND DOOR OPENINGS.

5. ATTACH AIR BARRIER TO WOOD, INSULATED SHEATHING BOARD OR EXTERIOR GYPSUM WITH PLASTIC CAP NAILS EVERY 12" TO 16" ON VERTICAL STUD LINE WITH WOOD STUD FRAMING, AND SCREWS WITH WASHERS TO METAL STUD FRAMING. WHEN ATTACHING TO WOOD SHEATHING, A MINIMUM 1.0 INCH CROWN STAPLE MAY BE USED. WHEN ATTACHING TO MASONRY, USE ADHESIVE RECOMMENDED BY MANUFACTURER.

6. PREPARE WINDOW AND DOOR ROUGH OPENINGS AS FOLLOWS:
A. PREPARE EACH WINDOW ROUGH OPENING BY CUTTING A MODIFIED "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF HEADER.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF WINDOW OPENINGS FROM THE TOP OF THE WINDOW OPENING DOWN TO 2/3 OF THE WAY TO THE BOTTOM OF THE WINDOW OPENINGS.
3. DIAGONALLY CUT AIR BARRIER FROM THE BOTTOM OF THE VERTICAL CUT TO THE LEFT AND RIGHT CORNERS OF OPENING.
4. FOLD SIDE AND BOTTOM FLAPS INTO WINDOW OPENING AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.
B. PREPARE EACH ROUGH DOOR OPENING BY CUTTING A STANDARD "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF DOOR FRAME HEADER AND ALONG TOP OF SILL.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF DOOR OPENINGS FROM THE TOP OF THE DOOR OPENING (HEADER) DOWN TO THE BOTTOM OF THE DOOR OPENING (SILL).
3. FOLD SIDE FLAPS INSIDE AROUND DOOR OPENINGS AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.

7. TAPE ALL HORIZONTAL AND VERTICAL SEAM OF AIR BARRIER WITH DUPONT TYVEK TAPE.

8. SEAL ALL TEARS AND CUTS IN AIR BARRIER WITH DUPONT TYVEK TAPE.

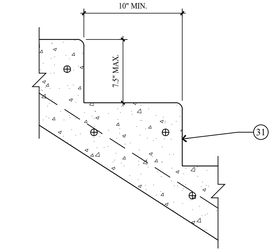


APPLY CONTINUOUS SEAL ALONG TOP (HEAD) MOUNTING FLANGE. EMBED BOTTOM OF 6" BITUTHANE HEAD FLASHING AGAINST SEALANT (FLASHING GOES OVER SEALANT). EXTEND HEAD FLASHING BEYOND EACH JAMB FLASHING. FASTEN IN PLACE.

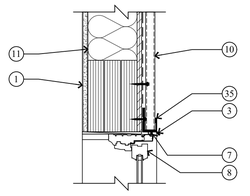
6" SELF-ADHESIVE BITUTHANE JAMB FLASHING AT BOTH SIDES OF OPENING. EXTEND BEYOND SILL FLASHING AND ABOVE WHERE HEAD FLASHING WILL INTERSECT. LAP JAMB FLASHING OVER TOP OF SILL FLASHING. LEAVE BOTTOM EDGE UNATTACHED.

APPLY 6" SELF-ADHESIVE BITUTHANE SILL FLASHING HORIZONTALLY BELOW THE SILL. EXTEND HORIZONTALLY TO PROJECT BEYOND VERTICAL JAMB. FASTEN THE TOP EDGE OF THE SILL FLASHING TO THE FRAMING. LEAVE LOWER EDGE UNATTACHED.

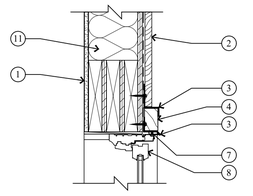
15 A4.1 VAPOR BARRIER SILL, JAMB AND HEAD FLASHING
NO SCALE



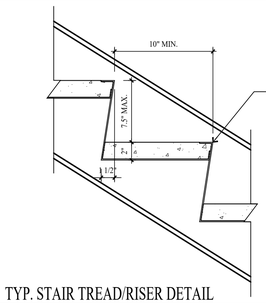
11 A4.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



6 A4.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



1 A4.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



12 A4.1 TYP. STAIR TREAD/RISER DETAIL
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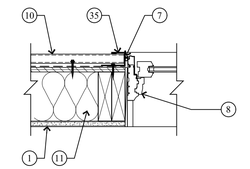
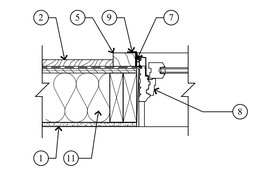
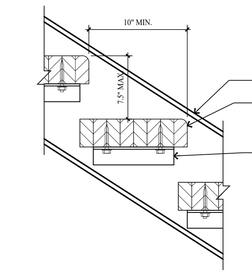


7 A4.1 JAMB DETAIL
SCALE: 1 1/2" = 1'-0"



2 A4.1 JAMB DETAIL
SCALE: 1 1/2" = 1'-0"



13 A4.1 TYP. STAIR TREAD/RISER DETAIL
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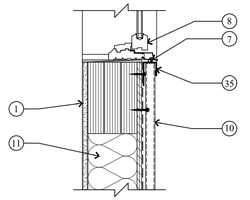
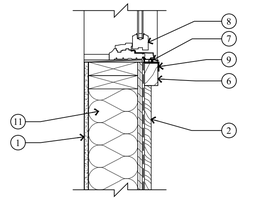


8 A4.1 SILL DETAIL
SCALE: 1 1/2" = 1'-0"



3 A4.1 SILL DETAIL
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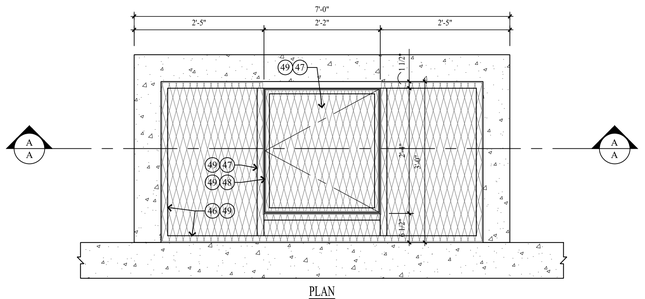
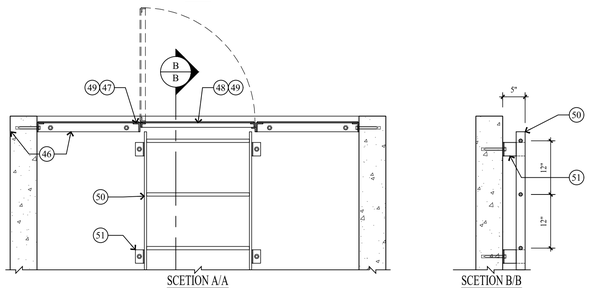


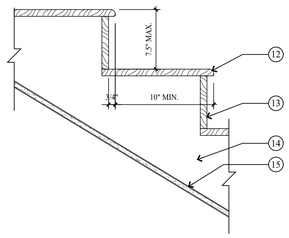
PLAN



SCETION A/A

SCETION B/B

17 A4.1 LIGHT WELL W/ STEEL GRATE AND ACCESS LADDER FOR EGRESS
SCALE: 3/4" = 1'-0"



14 A4.1 TYP. STAIR TREAD/RISER DETAIL
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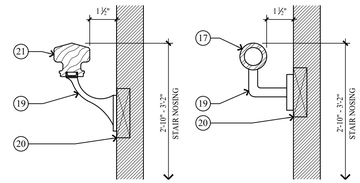
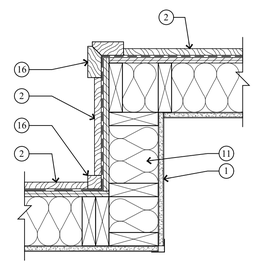
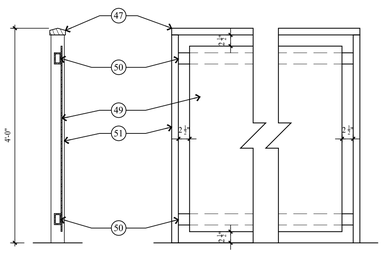


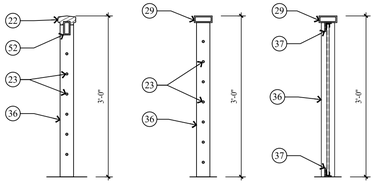
9 A4.1 TYPICAL HANDRAIL DETAIL
NO SCALE



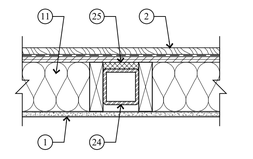
4 A4.1 INSIDE AND OUSIDE CORNER TRIM DETAIL
SCALE: 1 1/2" = 1'-0"



14 A5.1 TYPICAL GUARDRAIL SCREEN DETAIL
NO SCALE



10 A4.1 TYPICAL HANDRAIL/GUARDRAIL DETAILS
SCALE: 3/4" = 1'-0"



5 A4.1 THREMAL BREAK DETAIL @ TUBE STEEL COLUMN
SCALE: 1 1/2" = 1'-0"

KEY NOTES

1. 1/2" GYPSUM BOARD ON 2x6 STUDS @ 16" O.C.
2. EXTERIOR WOOD SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
3. HEAD FLASHING/TRIM.
4. 2x3 WINDOW/DOOR HEAD - PAINT/STAIN.
5. 2x3 WINDOW/DOOR JAMB - PAINT/STAINED.
6. 2x3 WINDOW SILL - PAINT/STAINED.
7. BACKER ROD AND CAULK.
8. WOOD ALUMINUM CLAD WINDOW W/ INSULATED GLASS - SEE SCHEDULE.
9. METAL FLASHING.
10. EXTERIOR METAL SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
11. EXTERIOR WALLS TO BE 2x6 FRAMING, FOR INSULATION SEE GENERAL NOTE 2 ON THE FLOOR PLAN SHEET A1.1.
12. 3/4" HARDWOOD TREAD - SEE STAIR NOTES.
13. 3/4" HARDWOOD CLOSED RISER - SEE STAIR NOTES.
14. 2x12 STRINGERS.
15. 1/2" GYPSUM BOARD.
16. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED
17. 1 1/2" DIA. STEEL PIPE - PAINTED.
18. 6x6 WOOD END POST.
19. HANDRAIL BRACKET.
20. SOLID BACKING - TYP..
21. HARDWOOD STANDARD MILL SHAPE HANDRAIL - STAINED.
22. 36" HIGH GUARD / HANDRAIL TO BE 2x SHAPED HARDWOOD CONTINUOUS TOP CAP.
23. 1/2" DIA. STEEL BARS - HORIZONTAL, SPACED LESS THAN 4". THROUGH 4"x4" VERTICAL TUBE STEEL POSTS.
24. TUBE STEEL COLUMN - SEE STRUCTURAL.
25. 3/4" RIGID INSULATION.
26. 12" STEEL CHANNEL STRINGER.
27. 3 1/8 x12 GLU LAM BEAM TREAD.
28. 2"x2"x¼" STEEL ANGLE W/ 2- ⅝ DIA. x 3" LAG BOLTS.
29. 36" HIGH TOP RAIL/HAND GRIP TO BE 1.5x4 TUBE STEEL CONT. PAINT/POWDER COATED.
30. 1/2" DIAMETER STEEL BALLAST, VERTICAL, SPACED LESS THAN 4" - PAINTED/POWDER COATED.
31. 4" REINFORCED CONCRETE STAIRS ON 4" GRAVEL BASE.
32. 36" HIGH HAND RAIL TO BE 2 ½" x 5" SHAPE HARDWOOD, CONTINUOUS.
33. (3) TOP AND BOTTOM RAILS TO BE 1 ½" x 3" TUBE STEEL - PAINT/POWDER COAT.
34. 6x6 HARDWOOD END POST TAPERED 3/4" - STAINED.
35. 1 1/2" METAL TRIM @ HEAD, JAMB & SILL.
36. 3"x3" TUBE STEEL END / MID POST - PAINT / POWDER COAT.
37. 1 1/2" x 3" STEEL ANGLE TOP AND BOTTOM W/ FLAT PANEL METAL SIDING INFILL.
38. ENTRY STAIRS: STEEL CHANNEL STRINGERS W/ CLOSED RISER METAL PAN, TREADS FILLED W/ CONCRETE.
39. 2x12 PRESSURE TREATED STRINGERS.
40. TREAD TO BE 2x6 TREX OR EQUAL.
41. RISERS TO BE 1x6 TREX OR EQUAL.
42. DECKING TO BE 2x6 TREX OR EQUAL ON 2x10 P.T. JOIST @ 16" O.C. - SEE STRUCTURAL FOR DETAILS.
43. DECK BEAM - SEE STRUCTURAL FOR DETAILS.
44. 8" CONCRETE PIER - SEE STRUCTURAL FOR DETAILS.
45. 4" REINFORCED CONCRETE WALKWAY / DRIVEWAY / CAR PORT / GARAGE ON 4" GRAVEL BASE.
46. 1 1/2"x2"x3/16" STEEL ANGLE W/ 1/2" DIA. x5" EXPANSION BOLTS @ 24" O.C.
47. 1 1/2"x2"x3/16" STEEL ANGLE @ PERIMTER OF ACCESS OPENING.
48. 1"x1"x3/16" STEEL ANGLE ACCESS DOOR, TO BE HINGED. FIELD VERIFY THAT WHEN OPEN IT WILL CLEAR EXTERIOR SIDING AND TRIM.
49. 1.5" x #6 EXPANDED STEEL MESH, DIAMOND SHAPE TO BE WELDED TO STEEL ANGLE.
50. 2"x3/8" STEEL LADDER W/ 3/4" DIA. STEEL RUNGS @ 12" O.C., FIELD VERIFY LENGTH TO BOTTOM OF GRAVEL.
51. 3"x4"x5"x3/16" STEEL ANGLE WELDED TO LADDER, BOLTED W/ 1/2" DIA. x5" EXPANSION BOLTS @ 24" O.C.
52. CONTINUOUS 1 1/2"x3" TUBE STEEL TOP RAIL - PAINT/POWDER COAT.

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

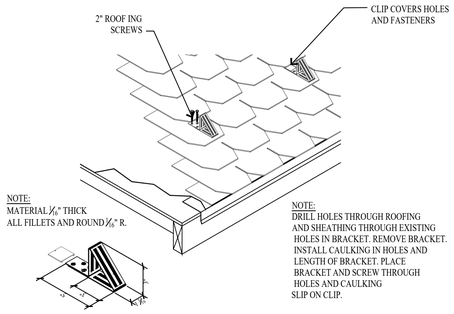
SHEET DESCRIPTION:
ARCHITECTURAL DETAILS
STAIR / RAILING NOTES

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A4.1



17 A4.2 SNOW BRAKET DETAIL
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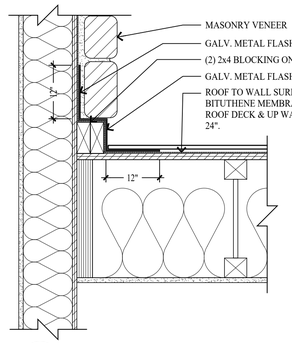
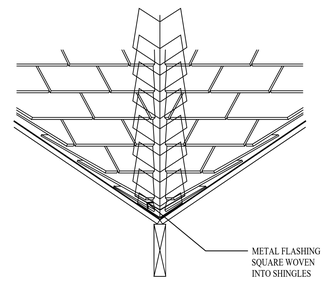


13 A4.2 MASONRY DETAIL @ CHIMNEY
SCALE: 1 1/2" = 1'-0"



9 A4.2 CLOSED VALLEY FLASHING
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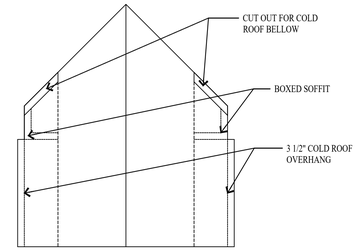

5 A4.2 DORMER ROOF
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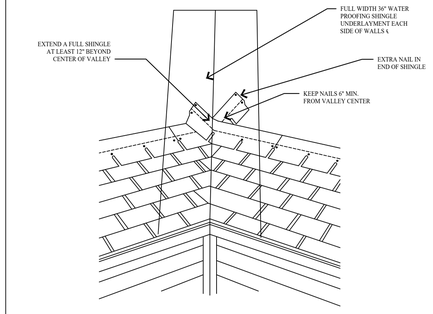

1 A4.2 WOVEN VALLEY DETAIL
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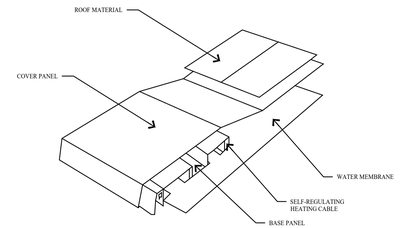

18 A4.2 EAVE SNOW MELT DETAIL
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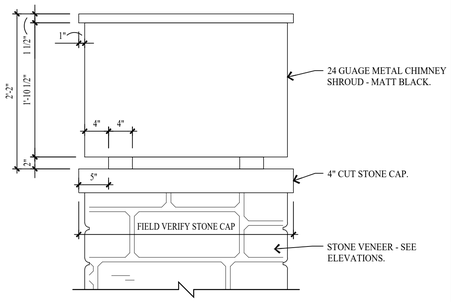

14 A5.2 METAL CHIMNEY SHROUD
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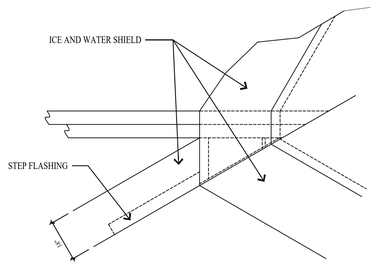

10 A4.2 DORMER FLASHING DETAIL
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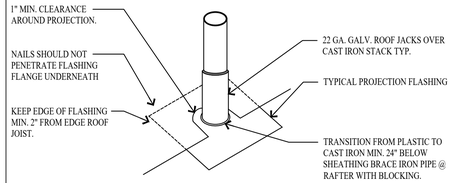

6 A4.2 VENT FLASHING DETAIL
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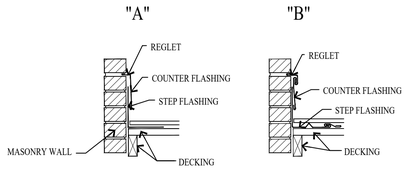

2 A4.2 RAKE WALL FLASHING DETAIL
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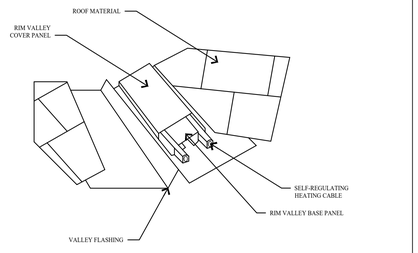

19 A4.2 VALLEY SNOW MELT DETAIL
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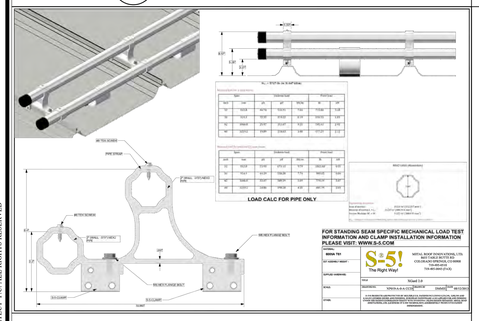

20 A4.2 SNOW RETENSION BARS DETAIL
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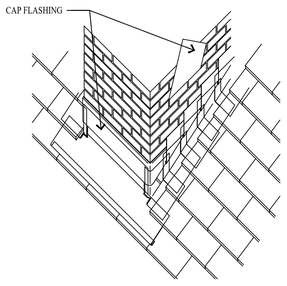

11 A4.2 CHIMNEY FLASHING
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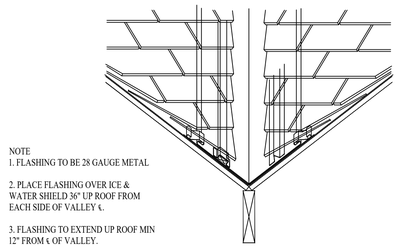

7 A4.2 OPEN VALLEY DETAIL
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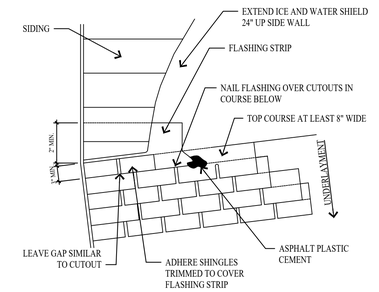

3 A4.2 ROOF/WALL FLASHING DETAIL
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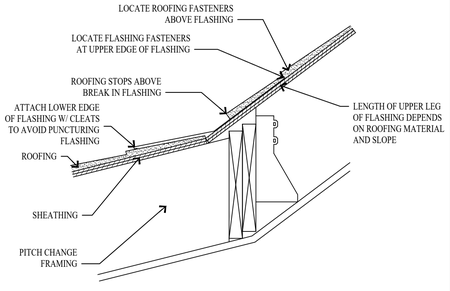

12 A4.2 ROOF PITCH TRANSITION DETAIL
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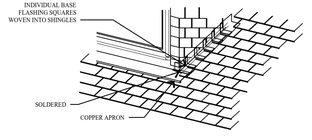

8 A4.2 FLASHING DETAIL
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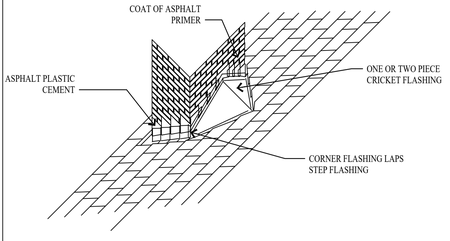

4 A4.2 CHIMNEY CRICKET FLASHING
NO SCALE

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ROOF FLASHING DETAILS

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A4.2

ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	FLOOR MAT'L	FLOOR BASE	WALLS NORTH	WALLS EAST	WALLS SOUTH	WALLS WEST	CEILING HEIGHT	CEILING MAT'L	REMARKS
ENTRY / GARAGE LEVEL										
100	ELEVATOR	CONCRETE	WOOD	GYP	GYP	GYP	GYP	25'- 11 3/4"	GYP	5/8" TYPE X GYPSUM BOARD
101	ENTRY	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
102	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
103	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
104	HALL	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
105	MUDROOM	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
106	CLOSET	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
107	LAUNDRY	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
108	HOME THEATER	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
109	MECH	CONCRETE	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
110	GARAGE	CONCRETE	WOOD	GYP	GYP	GYP	GYP	8'-5 3/4"	GYP	5/8" TYPE X GYPSUM BOARD
LOWER LEVEL										
201	STAIR	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
202	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
203	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
204	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
205	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
206	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
207	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
208	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
209	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
210	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
MAIN LEVEL										
301	DINING	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
302	LIVING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
303	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
304	NOOK	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
305	POWDER	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
306	STUDY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
307	STAIR	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
UPPER LEVEL										
401	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
402	MST BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
403	MST BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
404	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	

WINDOW SCHEDULE

MARK ⟨X⟩	SIZE WIDTH	SIZE HEIGHT	TYPE	FRAME MAT'L	EXTERIOR FINISH	INTERIOR FINISH	GLAZING	REMARKS
A	5'-0"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 5'-0" CASEMENT MULLED - SEE ELEVATION
B	2'-6"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
C	2'-0"	3'-6"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
D	7'-6"	3'-6"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-6" x 3'-6" CASEMENT MULLED - SEE ELEVATION
E	2'-4"	4'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
F	7'-0"	4'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-4" x 4'-0" CASEMENT MULLED - SEE ELEVATION
G	7'-6"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-6" x 5'-0" CASEMENT MULLED - SEE ELEVATION
H	5'-0"	2'-0"	PICTURE	WOOD ALUM. CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 2'-0" PICTURE MULLED - SEE ELEVATION
I								
J								
K								
L								

WINDOW NOTES

1. ALL WINDOWS OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. GLAZING IN HAZARDOUS LOCATION IS REQUIRED TO BE GLAZED WITH SAFETY MATERIAL. IRC SECTION R308.3 AND R308.4.

3. ALL WINDOWS IN BATHROOMS MUST BE TEMPERED GLASS

4. TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARC OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FEET STAIRS. OR GLAZING WITHIN 5 FEET OF SPAS OR POOLS, CERTAIN FIXED PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT. IRC R308

5. EGRESS WINDOWS: FINISH SILL HT. MIN 44" FROM FLOOR MIN. CLEAR OPENING OF 5.7 S/F MIN NET CLEAR OPENING 20" WIDTH AND 24" HT.

6. ALL WINDOWS TO HAVE A MIN. U-VALUE OF .31

DOOR SCHEDULE

MARK ①	TYPE	SIZE WIDTH	SIZE HEIGHT	THICK.	DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME FINISH	HDWR TYPE	REMARKS
ENTRY / GARAGE LEVEL										
101	OVERHEAD DOOR	9'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	GARAGE	AUTO DOOR OPENER
102	ENTRY	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
103	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
104	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
105	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
106	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
107	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
108	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
109	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
110	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
111	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
112	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
LOWER LEVEL										
201	PATIO	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
202	TERRACE	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
203	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
204	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
205	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
206	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
207	SHOWER	2'-0"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
208	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
209	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
210	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
211	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
212	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
213	STYLE & RAIL	5'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	2'-6" PAIR
214	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
215	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
216	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
217	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
218	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
MAIN LEVEL										
301	PATIO	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
302	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
303	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	POCKET DOOR
304	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
305	PATIO	9'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(3) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
UPPER LEVEL										
401	STYLE & RAIL	2'-10"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
402	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
403	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
404	STYLE & RAIL	5'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	2'-6" PAIR POCKET DOOR
405	SHOWER	2'-6"	6'-6"	1/2"	GLASS	CLEAR				TEMP - EURO GLASS ENCLOSURE - SWING
406	PATIO	6'-0"	7'-0" / 1'-4"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS MULLED TO (2) 3'-0" x 1'-4" TRANSOM INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.

DOOR NOTES

1. ALL DOOR OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. ALL DOORS TO BE 1 3/4" SOLID CORE UNLESS NOTED OTHERWISE.

3. ALL SHOWER DOORS AND GLASS SHOWER ENCLOSURES SHALL BE TEMPERED GLASS. IRC SECTION R308.3 AND R308.4

4. FRENCH/PATIO/TERRACE/NANNA DOORS TO BE SUPPLIED BY WINDOW MANUFACTURE TO HAVE A U-VALUE OF .31 MINIMUM.

5. AUTOMATIC GARAGE DOOR OPENERS SHALL BE TESTED IN ACCORDANCE WITH UL325. - IRC 309.4.

6. NO MORE THAN 30% OF GLASS IN GARAGE DOORS.

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
209 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
DOOR, WINDOW AND ROOM SCHEDULES

REVISIONS:

DATE:
JUNE 03, 2026

PROJECT NUMBER:
2604-01

SHEET NUMBER:
A5.1

June 3, 2026

Park City Municipal Corporation
443 Marsac Avenue
Park City, Utah 84060

Attn: Planning Department
Re: Steep Slope CUP Application for:
209 Upper Norfolk Ave.

Dear Staff,

The owner of 209 Upper Norfolk Ave. would like to build a new single-family home on this vacant plated lot. The lot slopes uphill from Upper Norfolk Ave. Slopes on the lot range from 15-30% and vary over the depth of the lot. See attached slope analysis.

Criteria for review 15-2.2-6 Development on Steep Slopes

1. **Location of Development** – The home will be sited on the lot so that the building acts as the primary retaining structure. This means that retaining walls will be minimized.
2. **Visual Analysis** – A rendering of the home has been included as seen from a cross canyon on Ontario Avenue.
3. **Access** – The driveway has been reviewed by Planning Commission as part of the plat amendment approval. Access includes improvements to Upper Upper Norfolk and a common driveway to serve both 209 and 213 Upper Norfolk Ave. Slope on the driveway do not exceed 10%. Slopes on the revised Upper Upper Norfolk Ave will not exceed 15%. The road and driveways are heated concrete.
4. **Terracing** – See response to criteria #1.
5. **Building Location** – The building has been placed to align with the other homes on the uphill side of the street to maintain the streetscape appearance. The home will act as the primary retaining element. These factors will allow the remaining site to blend with the adjacent slopes and fit into the hillside rather than sitting on the hillside.
6. **Building Form and Scale** – The building mass steps up the hillside following the topography of the lot.
7. **Setbacks** – The building setbacks exceed the required minimums. The front and rear are 12’ instead of the required 10’. The side yards are 7’ instead of the required 5’.
8. **Dwelling Volume** – Meets the requirements of code in roof shape, setbacks and stepping of the form.
9. **Building Height** – The building does not exceed the allowable building height and is compatible with other homes in the district.

Please let me know if you have any questions regarding this application.

Sincerely,
Jonathan DeGray
Jonathan DeGray - Architect

614 Main Street, Suite 302
P.O. Box 1674, Park City, Utah 84060 Tel./Fax [redacted]
[redacted]

SUMMIT GEOTECH

PRELIMINARY GEOTECHNICAL INVESTIGATION

PROPOSED RESIDENCES

209/215 NORFOLK AVENUE
PARK CITY, UTAH

PREPARED FOR:

VALLEY CREEK FARM, LLC

ATTENTION: MATTHEW PRINCE

PROJECT NO. 26003 **JANUARY 12, 2026**

595 North 1250 West Suite #2, Centerville, Utah 84014 | Office: 801.651.3864 | www.summit-geotech.com

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FIGURES

SITE PLAN . . . . . FIGURE 1

EXECUTIVE SUMMARY

1. A vacant residential building lot is located at 209 Norfolk Avenue in Park City, Utah. The property is planned to be subdivided into two residential building lots. Residences are planned to be constructed on each lot. We understand the south and north lots will be 209 and 215 Norfolk Avenue, respectively. Conceptual plans indicate the residences are planned to consist of four-level buildings. The garage, lower, main, and upper floor levels for the south lot are planned at elevations of approximately 7,276, 7,285½, 7,295½, and 7,305 feet, respectively. The garage, lower, main, and upper floor levels for the north lot are planned at elevations of approximately 7,274, 7,283½, 7,293½, and 7,303 feet, respectively.

   We have assumed that structural loads for the residences will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

2. It is difficult to access the property due to the vegetation and steep slope on the property. Based on previous experience on past projects near the property, we have assumed the subsurface soil on the property will consist of clayey gravel. Bedrock may be encountered below the natural soil.

   An engineer from Summit Geotech should observe the foundation excavations at the time of construction to determine whether the subsurface conditions encountered are similar to what has been assumed.

3. Based on previous experience in the area, there is a potential for subsurface water to flow through more permeable layers of the subsurface materials in a perched condition. A subsurface drain should be constructed around the below-grade portion of the building.

4. The proposed residences may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

   If a footing would bear partially on bedrock and partially on clayey gravel or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

5. Footings bearing on the undisturbed natural clayey gravel, bedrock, or compacted structural fill that extends down to the natural clayey gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

Executive Summary (continued)

6. We anticipate excavation in the clayey gravel can be accomplished using heavy-duty excavation equipment. Excavations that extend down into the bedrock will be difficult and likely require jack-hammering or other rock excavation methods.

7. There is a potential for subsurface water to occur in a perched condition during the early spring and summer as snow melts. A subsurface drain should be constructed to protect the below-grade portion of each residence.

8. Geotechnical information related to foundations, subgrade preparation, and materials is included in the report.

SCOPE

This report presents the results of a preliminary geotechnical investigation for two residences that are planned to be constructed at 209 and 215 Norfolk Avenue in Park City, Utah. The report presents the conditions observed at the time of our site visit and provides preliminary recommendations.

Subsurface conditions have been assumed based on previous experience in the area and our observations during a visit to the site. The assumed subsurface conditions were used for our engineering analysis and to develop recommendations for the proposed building foundation. Summit Geotech should be requested to visit the site during construction to determine whether the observed subsurface conditions are similar to what has been assumed.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the assumed subsurface conditions. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

An engineer from Summit Geotech visited the property on January 9, 2026. The property is undeveloped and is approximately 100 feet by 75 feet in size. There were no buildings or pavement on the property during our site visit. Vegetation on the property consists of dense oak brush, some trees, grass, and weeds. The ground surface on the property slopes steeply down to the east.

There are residences to the north, south, and west of the property. The residences consist of multi-level buildings. Norfolk Avenue extends along the east side of the property. It consists of a narrow, two-lane, asphalt-paved road.

ANTICIPATED SUBSURFACE CONDITIONS

It is difficult to access the property due to the vegetation and steep slope on the property. Based on previous experience on past projects near the property, we have assumed the subsurface soil on the property will consist of clayey gravel. Bedrock may be encountered below the natural soil.

SUBSURFACE WATER

Based on our experience in the area, subsurface water may occur in a perched condition during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

A vacant residential building lot is located at 209 Norfolk Avenue in Park City, Utah. The property is planned to be subdivided into two residential building lots. Residences are planned to be constructed on each lot. We understand the south and north lots will be 209 and 215 Norfolk Avenue, respectively. Conceptual plans indicate the residences are planned to consist of four-level buildings. The garage, lower, main, and upper floor levels for the south lot are planned at elevations

of approximately 7,276, 7,285½, 7,295½, and 7,305 feet, respectively. The garage, lower, main, and upper floor levels for the north lot are planned at elevations of approximately 7,274, 7,283½, 7,293½, and 7,303 feet, respectively.

We have assumed that structural loads for the residences will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

If the proposed construction or building loads are significantly different from those described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

Assuming the subsurface conditions consist of clayey gravel and bedrock and the proposed construction is as described above, the following recommendations are given:

A. Site Grading

Construction plans indicate a cut of up to approximately 30 feet will be needed to accommodate the proposed construction. We anticipate the ground surface will be raised less than 2 feet higher than the existing ground surface.

1. Subgrade Preparation

   Prior to placing grading fill, the topsoil, unsuitable fill, organic material, and other deleterious materials should be removed.

Care should be taken to not disturb the natural soil and bedrock to remain below the proposed residences, concrete flatwork, and other structures.

2. Temporary Excavation Slopes

Temporary unretained excavation slopes up to 30 feet in height in the undisturbed natural soil may be constructed at 1 horizontal to 1 vertical or flatter. Flatter excavation slopes may be needed, depending on the type of soil encountered and whether subsurface water is present.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

3. Long-term Slopes

Long-term unretained slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris, and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats, or other methods.

4. Shoring

Based on the proposed construction, we anticipate it will be necessary to construct shoring. We anticipate shoring would likely consist of soil nails with a shotcrete face. Soldier piles with lagging may also be used if there is not sufficient space to construct soil nails.

Shoring should be designed to retain the load of the soil along with any surcharge and other loading conditions located above and adjacent to the excavation. The amount of lateral movement of the shoring and its potential impact on adjacent structures and utilities should be considered in the design.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to commencement of the excavation.

5. Excavation

We anticipate excavation in the fill and natural soil can be accomplished using heavy-duty excavation equipment. Additional difficulty should be expected in confined excavations, such as utility trenches.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and the on-site soil. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

Fill Location	Recommendation
Below Footings	Non-expansive granular soil Passing No. 200 Sieve <35% Liquid Limit < 30% Maximum size 3 inches
Below Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve <5% Maximum size 2 inches
Below Floor Slabs (Deeper than 4 inches)	Non-expansive granular soil Passing No. 200 Sieve <50% Liquid Limit <30% Maximum size 3 inches

b. On-Site Materials

The clayey gravel and bedrock may be considered for use as structural fill below the proposed residences if they meet the criteria presented above for imported structural fill. These materials may also be considered for use as fill below concrete flatwork and as foundation wall backfill. The bedrock will need to be broken down to a size that allows for proper placement and compaction.

Topsoil, oversize material, and other deleterious material should be removed from the materials described above that will be used as fill.

c. Moisture Conditioning

Depending on the moisture content of the soil and bedrock at the time of construction, the soil and bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.

7. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

Fill Location	Compaction
Below Foundations	≥ 95%
Below Concrete Flatwork	≥ 90%
Foundation Wall Backfill	≥ 90%
Utility Trench Backfill (Outside building area)	≥ 90%
Landscaping	≥ 85%

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

8. Drainage

The ground surface surrounding the proposed residences should be sloped to drain away from the residences in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.

B. Foundations

1. Bearing Material

The proposed residences may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

If a footing would bear partially on bedrock and partially on clayey gravel or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

The topsoil, organics, debris, and other deleterious materials should be removed from below proposed foundations.

2. Bearing Pressure

Footings bearing on the undisturbed natural clayey gravel, bedrock, or compacted structural fill that extends down to the natural clayey gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Minimum Footing Width and Embedment

Footings should have a width of at least 2 feet and a depth of embedment of at least 1 foot.

5. Settlement

We estimate total and differential settlement will be less than ½ inch for footings bearing on the undisturbed natural soil or on compacted structural fill as described above.

Care should be taken to not disturb the natural soil and bedrock at the base of footing excavations so that settlement can be maintained within tolerable limits.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement. Loose soil and bedrock in the base of the excavations should be removed or be compacted.

8. Construction Observation

A geotechnical engineer from Summit Geotech should observe footing excavations for the residences prior to structural fill or concrete placement.

C. Concrete Slab-on-Grade

1. Slab Support

Concrete slabs may be supported on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

Unsuitable fill, topsoil, organics or other deleterious materials should be removed from below the proposed slabs.

2. Underslab Sand and/or Gravel

A 4-inch layer of free draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the concrete slabs for ease of construction and to promote even curing of the slab concrete.

D. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for footings is controlled by sliding resistance between the footing and the foundation soil or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may also be considered in design for lateral resistance of footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Material Type	Active	At-Rest	Passive
Clayey Gravel, Bedrock, or Granular Fill	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 19 pcf for the active condition, increased by 4 pcf for the at-rest condition and decreased by 19 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

E. Seismic Design Considerations

1. Building Code Parameters

Listed below are site-specific parameters that may be used with the 2021 International Building Code:

Description	Value
Site Class	C[1]
S_s - MCE_R ground motion (period=0.2s)	0.58g
S_1 - MCE_R ground motion (period=1.0s)	0.21g
F_a - Site amplification factor at 0.2s	1.27
F_v - Site amplification factor at 1.0s	1.5
PGA - MCE_G peak ground acceleration	0.26g
PGA_M - Site modified peak ground acceleration	0.31g

[1]Site Class C was selected based on the subsurface conditions encountered and our understanding of the geology in the area.

2. Faulting

No active faults are mapped as being located on the property. The nearest mapped active fault is the Salt Lake City segment of the Wasatch fault located approximately 15½ miles west of the site (Utah Geological Survey, 2026).

3. Liquefaction

Based on our experience in the area and the subsurface conditions encountered, liquefaction is not a potential hazard at the site.

F. Water Soluble Sulfates

Based on published literature and previous experience in the area, the natural soil possesses negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil. Other conditions may dictate the type of cement to be used in concrete for the project.

G. Subsurface Drain

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below-grade portion of the residences. The subsurface drain systems should consist of at least the following items.

1. The subsurface drain systems should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the residences. A geosynthetic drain could be used as an alternative. The drain should extend up the foundation walls high enough (to within approximately 3 feet of the ground surface) to intercept potential subsurface water.

2. Consideration should be given to increasing the gravel thickness below the floor slabs to facilitate drainage. The gravel should connect the perimeter drainage pipe.

3. The flow line of the pipe should be placed at least 14 inches below the finished floor levels and should slope to a sumps or outlets where water can be removed by pumping or by gravity flow.

4. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1:1 (horizontal to vertical) so as not to disturb the soil below the building.

5. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.

6. Consideration may be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

7. If requested, we could observe the subsurface drain construction.

H. Additional Services

It is important that Summit Geotech be involved during design and construction of the residences. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient, and help reduce the risk to the design team and the owner.

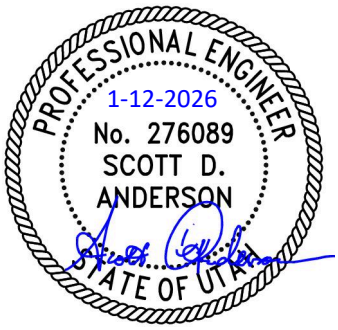
We recommend that at least the following additional services be provided:

1. Observe the foundation excavation for the residences.
2. Review construction plans for the project to determine whether recommendations in this report have been incorporated into the design.
3. Observe fill placement and compaction during construction. This is especially important in the area of the proposed building and concrete flatwork, including the driveway.
4. Provide other testing and inspections that may be required by the building code or local jurisdiction.

LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from a visit to the site and our experience in the area. Variations in the subsurface conditions will not become evident until exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

SUMMIT GEOTECH



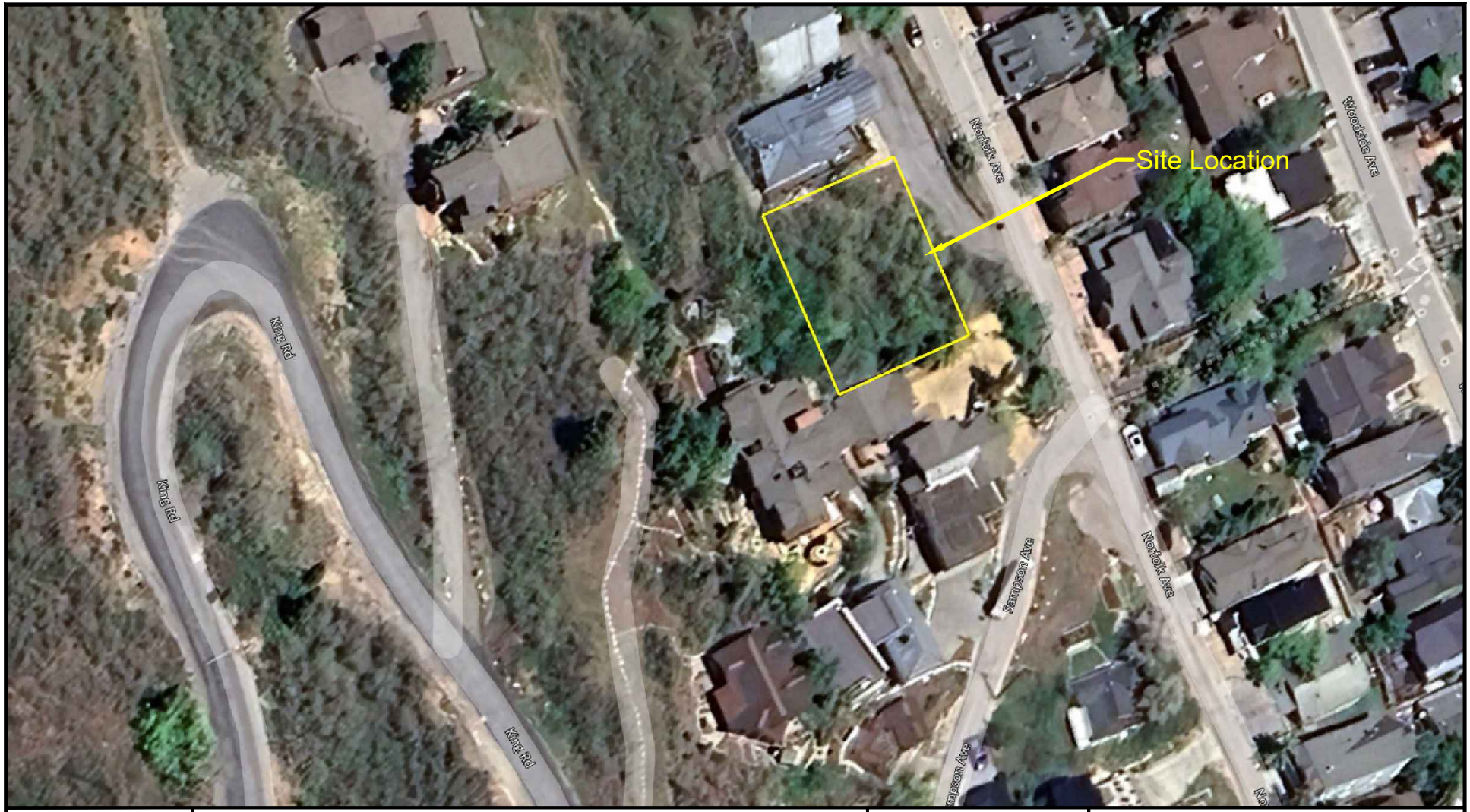
Scott D. Anderson, P.E.

Reviewed by Derek A. Wolfe, P.E.

REFERENCES

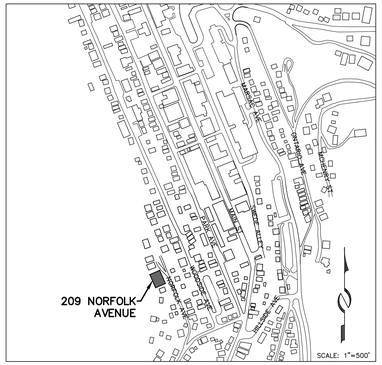
International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

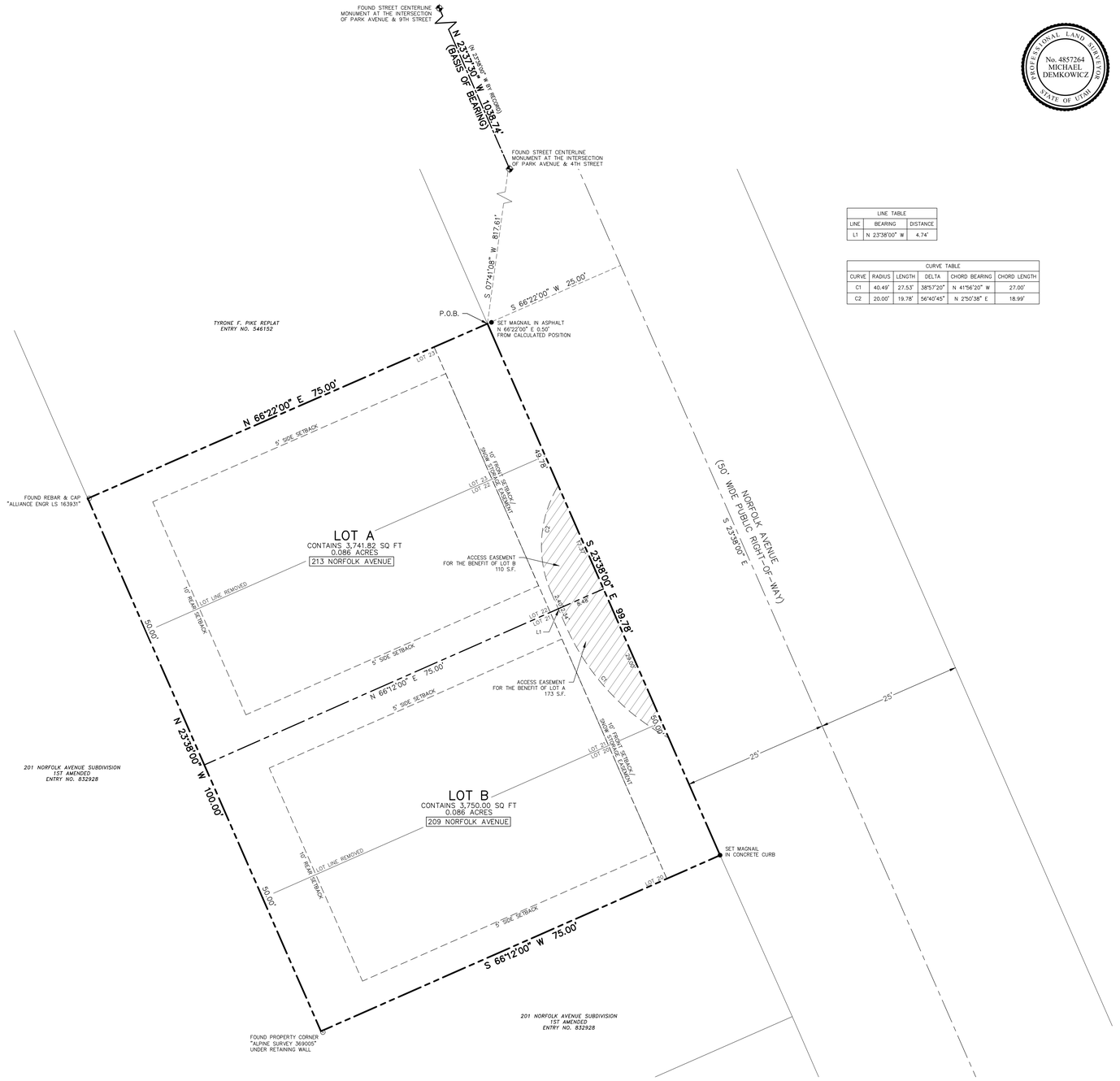
Utah Geological Survey, 2025; Utah Quaternary Fault and Fold Database, https://geology.utah.gov/apps/hazards/ accessed January 9, 2026.



SUMMIT GEOTECH	PROPOSED RESIDENCES 209/215 NORFOLK AVENUE PARK CITY, UTAH	No Scale	VICINITY PLAN Project Number 26003 Figure 1

VICINITY MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 23°38'00" W	4.74'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	40.49'	27.53'	38°57'20"	N 41°56'20" W	27.00'
C2	20.00'	19.78'	56°40'45"	N 2°50'38" E	18.99'

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 plat. 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.

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
STATE OF UTAH

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 _____)
:ss
County of _____)

On this _____ day of _____, 2026, 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

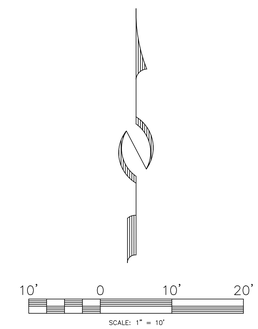
Residing in: _____

My commission expires: _____

Commission No.: _____

NOTES

1. 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-_____).
2. Fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
3. 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

4/8/2026 JOB NO.: 14-4-24 FILE: X:\ParkCitySurvey\dwg\srv\plat2024\140424.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026

BY _____

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION 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 Norfolk looking southwest



209 Norfolk looking west



209 Norfolk looking northeast



209 Norfolk looking south

Planning Commission
Staff Report

Subject: **213 Norfolk Avenue**
Application: **PL-25-06957**
Author: **Meredith Covey, Planner II**
Date: **July 8, 2026**
Type of Item: **Steep Slope Conditional Use Permit**

Recommendation

(I) Review the Single-Family Dwelling proposed to be constructed on a Steep Slope at 213 Norfolk Avenue in the Historic Residential – 1 Zoning District, (II) conduct a public hearing, and (III) consider approving the Steep Slope Conditional Use Permit based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Douglas Ogilvy Jonathan DeGray
Location:	213 Norfolk Avenue
Zoning District:	Historic Residential – 1 Zoning District
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and takes Final Action on Steep Slope Conditional Use Permits.[1]

HDDR	Historic District Design Review
HR-1	Historic Residential – 1
LMC	Land Management Code
SFD	Single-Family Dwelling
SSCUP	Steep Slope Conditional Use Permit

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

Background

213 Norfolk Avenue is a vacant Lot with Steep Slopes in the Historic Residential – 1 (HR-1) Zoning District. The property is located along Upper Norfolk Avenue, a steep narrow road that splits from Norfolk Avenue due to Steep Slopes to provide access to seven other Lots.

[1] LMC § 15-2.2-6



Figure 1: Norfolk Avenue Right-of-Way highlighted in yellow showing where Upper Norfolk Avenue splits from Norfolk Avenue with 209 and 213 Norfolk Avenue highlighted in orange by staff from ESRI.

The Applicant evaluated access to 209 Norfolk Avenue and the adjacent 213 Norfolk Avenue to minimize impacts to Steep Slopes and proposed:

- Shared access to the properties from Upper Norfolk Avenue.
- Widening the portion of Upper Norfolk from where it splits from Norfolk Avenue to the shared access for 209 and 213 Norfolk Avenue.
- Heating Upper Norfolk Avenue to the northern boundary of 213 Norfolk Avenue.



Figure 2: South entryway to Upper Norfolk Avenue viewed from Norfolk Avenue that the Applicant will widen to meet Park City Fire District and Engineering requirements.

On April 8, 2026, the Planning Commission conducted a site visit and work session to evaluate the shared access and impacts to Steep Slopes for the Single-Family Dwellings (SFDs) and Plat Amendment for 209 and 213 Norfolk Avenue (Packet, Item 5.B; Minutes, p. 7). The Planning Commission expressed support for shared access for the properties because it reduced disturbance to Steep Slopes and complied with Land Management Code (LMC) § 15-2.1-6(C)(3) *Development on Steep Slopes - Access*.

On May 13, 2026, the Planning Commission approved the Plat Amendment creating two Lots with shared access: Lot A (213 Norfolk Avenue) is 3,750 square feet and Lot B (209 Norfolk Avenue) is 3,750 square feet (Packet, Item 5.H; Minutes, p. 35).

The Applicant proposes constructing two SFDs, one on each Lot. Both require a Steep Slope Conditional Use Permit (SSCUP). The design of the two SFDs will also be reviewed by the Planning Director through the Historic District Design Review (HDDR) process for compliance with Land Management Code § 15-13-8 *Regulations for New Residential Infill Construction in Historic Districts*. This staff report outlines the SFD at 213 Norfolk Avenue.

(I) The proposed Single-Family Dwelling complies with the requirements of Land Management Code Chapter 15-2.2 *Historic Residential – 1 Zoning District*.

The purposes of the HR-1 Zoning District include:

1. Preserving present land Uses and character of the Historic residential Areas of Park City;
2. Encouraging the preservation of Historic Buildings and/or Structures;
3. Encouraging construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
4. Defining Development parameters that are consistent with the General Plan policies for the Historic core; and
5. Establishing Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment (LMC § 15-2.2-1).

The proposed SFD mitigates impacts to mass and scale on Steeply Sloped sites in part because of the shared access. The SFD will be constructed in a manner that is compatible with SFDs within the streetscape.

LMC § 15-2.2-2(A)(1) *Uses* establishes SFDs as an allowed Use in the HR-1 Zoning District.

The proposed SFD complies with LMC § 15-2.2-3 *Lot and Site Requirements* for the HR-1 Zoning District:

Requirement	**Analysis of Proposal**
Lot Size: The minimum Lot Area is 1,875 square feet for a Single-Family Dwelling and the maximum Lot Area is 3,750 square feet.	**Complies:** 213 Norfolk is 3,750 square feet.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line	**Complies:** 213 Norfolk is 50 feet wide.
Building Footprint: The maximum Building Footprint of any Structure located on a Lot or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to	**Complies:** The proposed Building Footprint is 1,415 square feet, 103 square feet less than allowed.

the following formula: MAXIMUM FP = (A/2) x $0.9^{A/1875}$ The maximum Building Footprint for the Lot is 1,518 square feet.	
Front and Rear Setbacks: For Lots that are up to 75 feet the Front and Rear Setback must be 10 feet each for a combined total of 20 feet.	**Complies:** The proposed SFD is 12 feet 5 inches from the Front Lot Line and is compliant. The proposed SFD is 13 feet 11 inches from the Rear Lot Line and is compliant. In the Front Setback walls are permitted to be no taller than 4 feet in height pursuant to LMC § 15-4-2. The proposed wall in the Front Setback is no more than 4 feet in height. In the Rear Setback walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The proposed wall in the Rear Setback is 6 feet in height and is compliant. Pursuant to LMC § 15-2.2-3(H) patios not more than 30 inches above Final Grade, not including any required handrail, and located at least one foot from the Rear Lot Line are permitted within the Rear Setback. The proposed patio in the Rear Setback is at grade and is 6 feet 8 inches from the Rear Lot Line and is compliant.
Side Setbacks: The Side Setbacks for a Lot that is 50 feet wide are 5 feet each for a combined total of 10 feet.	**Complies:** The proposed Structure is set back 7 feet 3 inches from the east property line. The proposed SFD is set back 7 feet from the west property line. The combined total of the two Setbacks is 14 feet 3 inches and is compliant. Pursuant to LMC § 15-2.2-3(J) roof overhangs or eaves projecting not more than 2 feet into the Side Setback on Lots with a minimum required Side Setback of five feet or greater are an allowed exception. The proposed roof

	eaves do not project more than two feet into the Side Setbacks. In the Side Setback walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The tallest proposed wall in the Side Setback is 6 feet in height and is compliant.

The proposed SFD is compliant with LMC § 15-2.2-5 *Building Height Regulations in the Historic Residential – 1 Zoning District* as demonstrated by the below table:

Building Height: The maximum height from Existing Grade is 27 feet. Final Grade must be within 4 vertical feet.	**Complies as Conditioned** The proposed maximum height from Existing Grade is approximately 26 feet 7 inches and is under the maximum Building Height for the Zoning District. Condition of Approval 4 requires the Applicant update Final Grade to be within 4 vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance pursuant to LMC § 15-2.2-5.
Interior Building Height: A Structure shall have a maximum height of 35 feet measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.	**Complies as conditioned:** The maximum interior height is 34 feet 8 inches.
Stepback A 10 foot minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing	**Complies:** On the north elevation the Structure steps back 10 feet 6 and ½ inches at 18 feet 4 and ¾ inches from Existing Grade as seen in Figure 3. On the south elevation the Structure steps back 13 feet 1 and ½ inch where the Building Footprint is 16 feet 10 and ¼ inches from Existing Grade as seen in Figure 4. There is a bay window that encroaches 2 feet into the stepback area. The proposed bay window provided articulation to the upper story is 2 feet deep and 8 feet 8 inches wide as seen in Figure 5. The width of the Building is 35 feet 8 inches. The bay window is 24% the width of the Building. The encroachment into the

Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum 10-foot setback but shall be limited to no more than 25% of the width of the building encroaching no more than 4 feet into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.	stepback is compliant with LMC § 15-2.2-5(B).

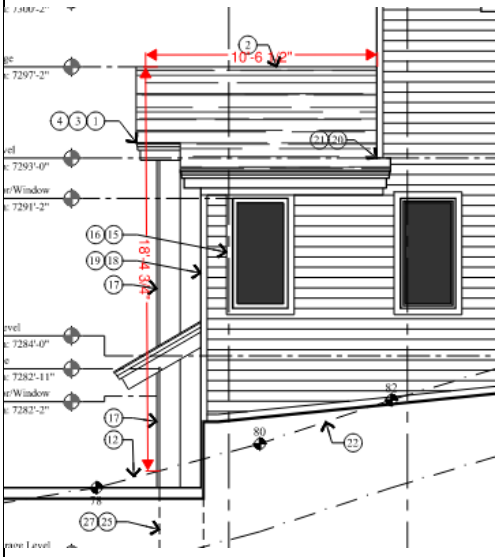


Figure 3 (left): North elevation

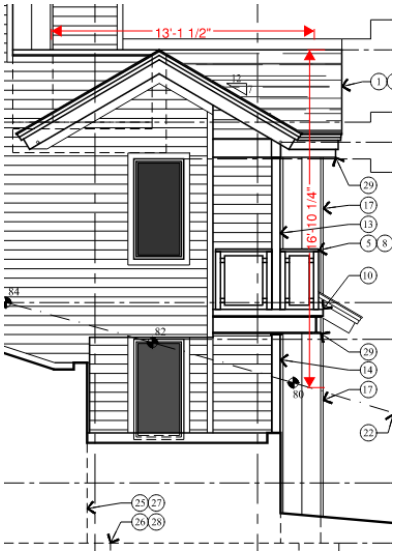


Figure 4 (right): south elevation

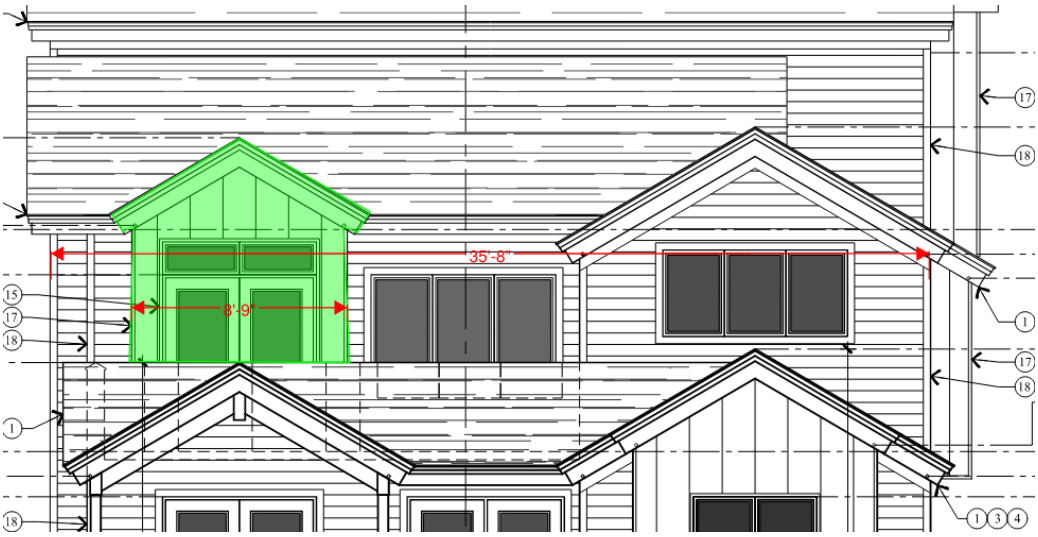


Figure 5: Bay window (highlighted in green) which encroaches into the 10 foot stepback area.

Roof Form: The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).	**Complies:** The Structure's Contributing Roof Form occupies a distance of approximately 27 feet. There is a roof deck that is approximately 20 feet wide. The Roof deck is set behind a gable roof form and is not visible from the public right of way.

(II) The proposed Single-Family Dwelling, as conditioned, complies with Land Management Code Section 15-2.2-6 *Development on Steep Slopes*.

Development on Steep Slopes must be environmentally sensitive to hillside Areas, carefully planned to mitigate adverse effects on neighboring land and improvements, and consistent with the Design Regulations for Historic Districts and Historic Sites in LMC Chapter 15-13 and Architectural Review in Chapter 15-5.

Pursuant to LMC § 15-2.2-6, “a Steep Slope Conditional Use Permit is required for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sq. ft.) if said Building Footprint is located on or projecting over an existing Slope of 30% or greater” or “a Steep Slope Conditional Use Permit is required for any Access driveway located on or projecting over an existing Slope of 30% or greater.”

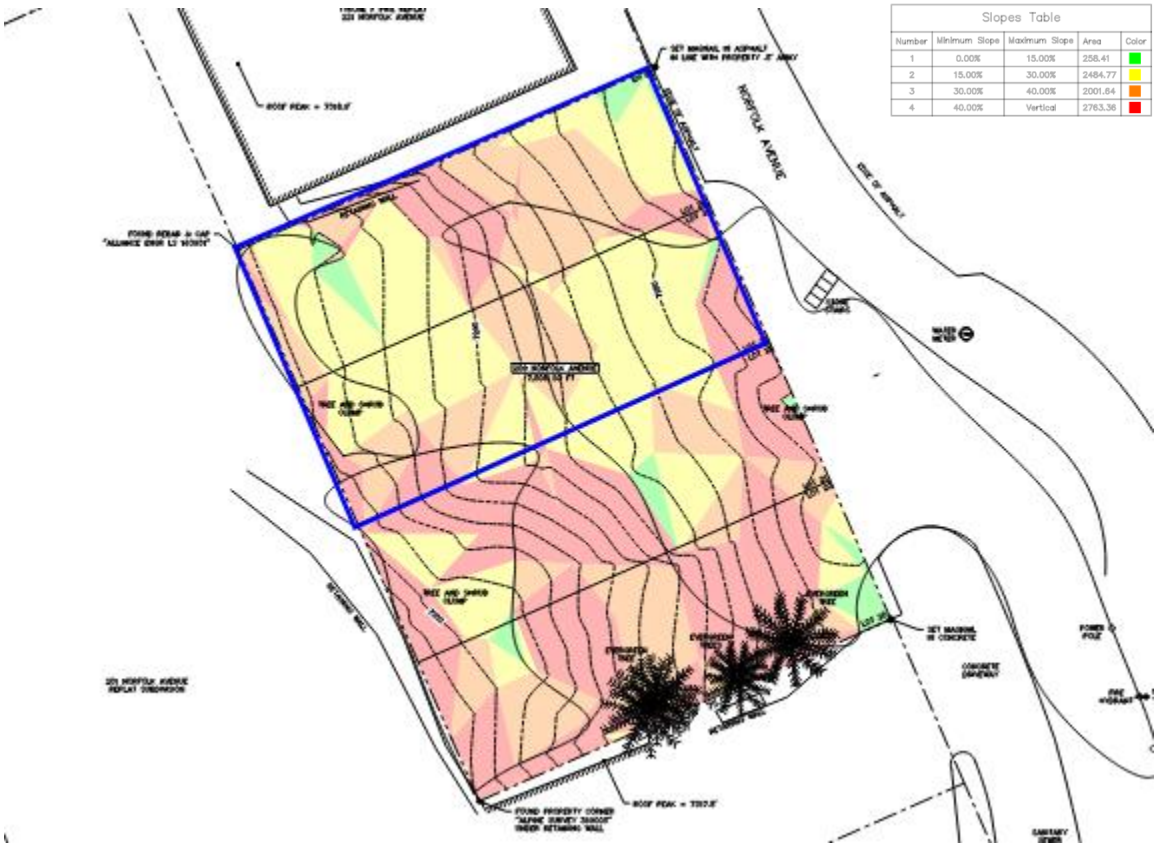


Figure 6: Topographic map. 213 Norfolk is highlighted in blue.

The proposed SFD is located on Slopes that are over 30% with some of the proposed work being on Slopes over 40%.

LMC § 15-2.2-6 outlines Development on Steep Slopes requirements within the HR-1 Zoning District, shown in the table below:

Requirement	Analysis of Proposal
Geotechnical Analysis. Structures that create a change from Existing Grade or elevation greater than four feet, cut into the Steep Slope, or require retaining walls to construct the Structure require a geotechnical report.	**Mitigating Condition of Approval Recommended:** The Applicant submitted a Geotechnical Analysis prepared by a licensed geotechnical engineer (Exhibit C). The engineer provided recommendations on pages 5 through page 17.

	Condition of Approval 5 requires that the slopes be revegetated to protect from erosion.
Slope/Topographic Map. Certified boundary survey depicting contours at an interval of two feet (2') or less that identifies: Greater than fifteen percent (15%), but less than or equal to thirty percent (30%) (shown in yellow) Greater than thirty percent (30%) but less than or equal to forty percent (40%) (shown in orange) Very Steep Slopes, greater than forty percent (40%) (shown in red)	**Complies:** The Applicant has submitted a topographic map shown in Figure 6.
Location of Development. Development is located and designed to reduce visual and environmental impacts of the Structure.	**Complies:** The Applicant has located the home on the Site in a way that minimizes the need for retaining walls as the SFD will act as the primary retaining Structure. The Applicant has set the Structure back from the Front Lot Line further than required by the Setback requirements. This reduces the visual impact of the Structure from the street. Additionally, the Applicant has situated the home in such a way that access can be shared with 209 Norfolk which consolidates the development and minimizes disturbances to Steep Slopes.
Visual Analysis. A visual analysis of the project from key Vantage Points is required to determine potential impacts of the proposed Access, Building mass and design; and to identify the potential for Screening, Slope stabilization erosion mitigation, vegetation protection, and other design opportunities.	**Complies:** The Applicant provided a Streetscape analysis of both 209 Norfolk and 213 Norfolk Avenue. Additionally the Applicant provided a cross-canyon view from Ontario and Sandridge Avenues (Attachment 1; Figures 7 and 8). The Applicant has designed the massing of the SFD in such a way that it steps back with the slope of the Lot. The SFD does not maximize Building Footprint, exceeds required Setbacks, and is below allowable Building Height.

	The site is vacant. The Applicant will be required to revegetate and landscape the site to provide screening of retaining walls, as well as erosion mitigation as required by Condition of Approval 5.



Figure 7: 209 Norfolk viewed from Ontario Avenue.



Figure 8: 209 Norfolk viewed from Sandridge Avenue



Figure 9: 209 Norfolk viewed from Norfolk Avenue.

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.	**Complies as Conditioned:** The Planning Commission reviewed the proposed access for both 209 and 213 Norfolk and found that the proposed access consolidated disturbance to Steep Slopes. The access minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less. The shared access and driveway have been designed in such a way that the common accessway will not have a slope of more than 10%.
Terracing. Retaining walls shall be terraced to return to Natural Grade. The Plans shall include detailed information, including height from existing Grade, width, and length of all proposed retaining walls. 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 in height**.**	**Complies:** The Applicant proposes a series of retaining walls that are terraced as the site slopes up toward the rear. The tallest wall is 6 feet in height, is located along the Rear Lot Line, and is screened from view by the SFD.

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 Sign 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.	**Complies:** The SFD is designed to be compatible with other homes in the Historic District. The SFD does not maximize Building Footprint, Setbacks or Height. The SFD follows the slope of the Site and is designed in a way where it is set back from the Streetscape.
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.	**Complies:** The SFD steps back with the grade and follows the slope of the Site. The Applicant has created articulation in the design of the Structure to break the Dwelling into smaller components that are compatible with other Structures in the Zoning District. The garage is subordinate in scale to the primary Structure. The Applicant proposes a tandem parking configuration that reduces the visual impact of the garage on the street. The entryway is proud of the garage and is set closer to the Street.



Figure 10: Applicant's Rendering

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.	**Complies:** The Applicant proposed increased Setbacks which minimizes the creation of a wall effect. The Applicant has provided articulation on the front façade which also minimizes large massing along the Streetscape.
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.	**Complies:** The SFD is designed to break up the massing into modules which mitigates its visual mass. The Applicant has broken up the roof form which also provides articulation that breaks up the massing when viewed from Norfolk Avenue.
Building Height: The Zone Height in the HR-1 District is 27 feet 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	**Mitigating Condition of Approval Recommended:** The proposed SFD height is 26 feet 7 inches from Existing Grade. Condition of Approval 4 requires that the Applicant not change Final Grade more than 4 feet from Existing Grade, except

mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.	for the placement of approved window wells, emergency egress, and a garage entrance.

(III) The proposed Single-Family Dwelling complies with Land Management Code Chapter 15-3 *Off-Street Parking*.

LMC Chapter 15-3 outlines Off-Street Parking requirements, shown in the table below:

Requirement	Analysis of Proposal
Driveway Width: 10 Feet	**Complies:** The proposed driveway is 10 feet wide. Pursuant to LMC § 15-3-8 shared access in the Historic Zoning Districts is encouraged to minimize the impact of vehicles on the Streetscape. The Applicant proposes a shared access and paved area within the Front Yard. This access has been reviewed by the City Engineer as well as the Planning Commission as part of the Plat Amendment. The proposed paved area helps to mitigate impacts to Steep Slopes.
SFD Single Car Garages: Minimum 11 feet by 20 feet	**Complies:** The proposed garage is 21 feet 5 inches long by 11 feet wide.
Two Parking Spaces: Exterior 9 feet by 18 feet; interior 11 feet by 20 feet.	**Complies:** Two Parking Spaces are provided, one interior to a garage, and one tandem space in the Driveway. Both spaces comply with dimension requirements for Parking Spaces.

(IV) The Development Review Committee reviewed the proposal on August 20, 2024, and June 30, 2026 and requires Conditions of Approval.[2]

[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).

The Conditions of Approval from the Plat Amendment will continue to apply.

The Building Department requires Condition of Approval 8 that Snow Shed and Access Agreements shall be obtained with the neighboring properties where the homes are 5' from the property line if not already in place.

The Engineering Department requires the following Conditions of Approval:

- No portion of the retaining wall (including but not limited to footings or pins) may cross into neighboring properties without an easement from the affected property.
- Stormwater runoff must be retained on site in accordance with Municipal Code of Park City § 13-5-3 Long-Term Storm Water Management.

Department Review

The Planning and Executive Departments 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 June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The Park Record published courtesy notice on June 24, 2026.

Public Input

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

Alternatives

The Planning Commission may:

- Approve the SSCUP for 213 Norfolk Avenue.
- Deny the SSCUP for 213 Norfolk Avenue and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date uncertain.

Exhibits

A: Draft Final Action Letter
    Attachment 1 – Proposed Plans
B: Applicant's Narrative
C: Geotechnical Analysis
D: Approved Plat
E: Existing Conditions

Planning Department

July 8, 2026

Douglas Ogilvy

CC: Jonathan DeGray

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	213 Norfolk Avenue
Zoning District:	Historic Residential – 1
Application:	Steep Slope Conditional Use Permit
Project Number:	PL-26-06955
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	July 8, 2026
Project Summary:	The Applicant proposes constructing a Single-Family Dwelling on a Very Steep Slope in the Historic Residential – 1 Zoning District.

Action Taken

On July 8, 2026, the Planning Commission conducted a public hearing and approved the Steep Slope Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

Background

1. 213 Norfolk Avenue is a vacant Lot with Steep Slopes in the Historic Residential – 1 (HR-1) Zoning District. The property is located along Upper Norfolk Avenue, a steep narrow road that splits from Norfolk Avenue due to Steep Slopes to provide access to seven other Lots.
2. The Applicant evaluated access to 213 Norfolk Avenue and the adjacent 209 Norfolk Avenue to minimize impacts to Steep Slopes and proposed:
    a. Shared access to the properties from Upper Norfolk Avenue.
    b. Widening the portion of Upper Norfolk from where it splits from Norfolk Avenue to the shared access for 209 and 213 Norfolk Avenue.

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c. Heating Upper Norfolk Avenue to the northern boundary of 213 Norfolk Avenue.

3. On April 8, 2026, the Planning Commission conducted a site visit and work session to evaluate the shared access and impacts to Steep Slopes for the Single-Family Dwellings (SFDs) and Plat Amendment for 209 and 213 Norfolk Avenue. The Planning Commission expressed support for shared access for the properties because it reduced disturbance to Steep Slopes and complied with Land Management Code (LMC).
4. On May 13, 2026, the Planning Commission approved the Plat Amendment creating two Lots with shared access: Lot A (213 Norfolk Avenue) is 3,750 square feet and Lot B (209 Norfolk Avenue) is 3,750 square feet.

Findings of Fact

1. On June 4, 2026, the Applicant submitted a Steep Slope Conditional Use Permit (SSCUP) to construct a SFD on 213 Norfolk Avenue.
2. LMC Chapter 15-2.2 outlined the requirements for SFDs in the HR-1 Zoning District.
3. LMC § 15-2.2-2(A)(1) *Uses* establishes SFDs as an allowed Use in the HR-1 Zoning District.
4. LMC § 15-2.2-3 *Lot and Site Requirements* outlines the HR-1 Zoning District standards:

Requirement	**Analysis of Proposal**
Lot Size: The minimum Lot Area is 1,875 square feet for a Single-Family Dwelling and the maximum Lot Area is 3,750 square feet.	**Complies:** 213 Norfolk is 3,750 square feet.
Lot Width: The minimum width of a Lot is 25 feet when measured 15 feet back from the Front Lot Line	**Complies:** 213 Norfolk is 50 feet wide.
Building Footprint: The maximum Building Footprint of any Structure located on a Lot or	**Complies:** The proposed Building Footprint is 1,415 square feet, 103 square feet less than allowed.

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combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula: MAXIMUM FP = (A/2) x $0.9^{A/1875}$ The maximum Building Footprint for the Lot is 1,518 square feet.	
Front and Rear Setbacks: For Lots that are up to 75 feet the Front and Rear Setback must be 10 feet each for a combined total of 20 feet.	**Complies:** The proposed SFD is 12 feet 5 inches from the Front Lot Line and is compliant. The proposed SFD is 13 feet 11 inches from the Rear Lot Line and is compliant. In the Front Setback walls are permitted to be no taller than 4 feet in height pursuant to LMC § 15-4-2. The proposed wall in the Front Setback is no more than 4 feet in height. In the Rear Setback walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The proposed wall in the Rear Setback is 6 feet in height and is compliant. Pursuant to LMC § 15-2.2-3(H) patios not more than 30 inches above Final Grade, not including any required handrail, and located at least one foot from the Rear Lot Line are permitted within the Rear Setback. The proposed patio in the Rear Setback is at grade and is 6 feet 8 inches from the Rear Lot Line and is compliant.
Side Setbacks: The Side Setbacks for a Lot that is 50 feet wide are 5 feet each for a combined total of 10 feet.	**Complies:** The proposed Structure is set back 7 feet 3 inches from the east property line. The proposed SFD is set back 7 feet from the west property line.

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	The combined total of the two Setbacks is 14 feet 3 inches and is compliant. Pursuant to LMC § 15-2.2-3(J) roof overhangs or eaves projecting not more than 2 feet into the Side Setback on Lots with a minimum required Side Setback of five feet or greater are an allowed exception. The proposed roof eaves do not project more than two feet into the Side Setbacks. In the Side Setback walls are permitted to be no taller than 6 feet in height pursuant to LMC § 15-4-2. The tallest proposed wall in the Side Setback is 6 feet in height and is compliant.

LMC § 15-2.2-3 *Lot and Site Requirements* outlines the HR-1 Zoning District standards

Building Height: The maximum height from Existing Grade is 27 feet. Final Grade must be within 4 vertical feet.	**Complies as Conditioned** The proposed maximum height from Existing Grade is approximately 26 feet 7 inches and is under the maximum Building Height for the Zoning District. Condition of Approval 4 requires the Applicant update Final Grade to be within 4 vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance pursuant to LMC § 15-2.2-5.
Interior Building Height: A Structure shall have a maximum height of 35 feet measured from the Lowest Floor Plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.	**Complies as conditioned:** The maximum interior height is 34 feet 8 inches.
Stepback A 10 foot minimum horizontal step in the	**Complies:** On the south elevation the Structure steps back 13 feet 1 and ½ inch where the Building Footprint is 16 feet 10

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downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum 10-foot setback but shall be limited to no more than 25% of the width of the building encroaching no more than 4 feet into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.	and ¼ inches from Existing Grade. On the north elevation the Structure steps back 10 feet 6 and ½ inches at 18 feet 4 and ¾ inches from Existing Grade. There is a bay window that encroaches 2 feet into the stepback area. The proposed bay window provided articulation to the upper story is 2 feet deep and 8 feet 8 inches wide. The width of the Building is 35 feet 8 inches. The bay window is 24% the width of the Building. The encroachment into the stepback is compliant with LMC § 15-2.2-5(B).
Roof Form: The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary	**Complies:** The Structure's Contributing Roof Form occupies a distance of approximately 27 feet. There is a roof deck that is approximately 20 feet wide. The Roof deck is set behind a gable roof form and is not visible from the public right of way.

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Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).	

5. LMC § 15-2.2-6 outlines requirements for development on Steep Slopes in the HR-1 Zoning District.
6. Pursuant to LMC § 15-2.2-6, "a Steep Slope Conditional Use Permit is required for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sq. ft.) if said Building Footprint is located on or projecting over an existing Slope of 30% or greater" or "a Steep Slope Conditional Use Permit is required for any Access driveway located on or projecting over an existing Slope of 30% or greater."
7. The proposed SFD is located on Slopes that are over 30% with some of the proposed work on Slopes over 40%.
8. LMC § 15-2.2-6 outlines requirements for development on Steep Slopes within

Requirement	**Analysis of Proposal**
Geotechnical Analysis. Structures that create a change from Existing Grade or elevation greater than four feet, cut into the Steep Slope, or require retaining walls to construct the Structure require a geotechnical report.	**Mitigating Condition of Approval Recommended:** The Applicant submitted a Geotechnical Analysis prepared by a licensed geotechnical engineer. The engineer provided recommendations on pages 5 through page 17. Condition of Approval 5 requires that the slopes be revegetated to protect from erosion.
Slope/Topographic Map. Certified boundary survey depicting contours at an	**Complies:** The Applicant has submitted a topographic map.

interval of two feet (2') or less that identifies: Greater than fifteen percent (15%), but less than or equal to thirty percent (30%) (shown in yellow) Greater than thirty percent (30%) but less than or equal to forty percent (40%) (shown in orange) Very Steep Slopes, greater than forty percent (40%) (shown in red)	
Location of Development. Development is located and designed to reduce visual and environmental impacts of the Structure.	**Complies:** The Applicant has located the home on the Site in a way that minimizes the need for retaining walls as the SFD will act as the primary retaining Structure. The Applicant has set the Structure back from the Front Lot Line further than required by the Setback requirements. This reduces the visual impact of the Structure from the street. Additionally, the Applicant has situated the home in such a way that access can be shared with 209 Norfolk which consolidates the development and minimizes disturbances to Steep Slopes.
Visual Analysis. A visual analysis of the project from key Vantage Points is required to determine potential impacts of the proposed Access, Building mass and design; and to identify the potential for Screening, Slope stabilization erosion mitigation, vegetation protection, and other design opportunities.	**Complies:** The Applicant provided a Streetscape analysis of both 209 Norfolk and 213 Norfolk Avenue. Additionally the Applicant provided a cross-canyon view from Ontario and Sandridge Avenues. The Applicant has designed the massing of the SFD in such a way that it steps back with the slope of the Lot. The SFD does not maximize Building Footprint, exceeds required Setbacks, and is below allowable Building Height. The site is vacant. The Applicant will be required to revegetate and landscape the site to provide screening of retaining

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	walls, as well as erosion mitigation as required by Condition of Approval 5.
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.	**Complies as Conditioned:** The Planning Commission reviewed the proposed access for both 209 and 213 Norfolk and found that the proposed access consolidated disturbance to Steep Slopes. The access minimizes Grading of the natural topography, reduces the need for new retaining walls, and limits retaining wall heights to four feet or less. The shared access and driveway have been designed in such a way that the common accessway will not have a slope of more than 10%.
Terracing. Retaining walls shall be terraced to return to Natural Grade. The Plans shall include detailed information, including height from existing Grade, width, and length of all proposed retaining walls. 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 in height**.**	**Complies:** The Applicant proposes a series of retaining walls that are terraced as the site slopes up toward the rear. The tallest wall is 6 feet in height, is located along the Rear Lot Line, and is screened from view by the SFD.
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 Sign 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.	**Complies:** The SFD is designed to be compatible with other homes in the Historic District. The SFD does not maximize Building Footprint, Setbacks or Height. The SFD follows the slope of the Site and is designed in a way where it is set back from the Streetscape.
Building Form and Scale. Where Building masses orient against the Lot's existing	**Complies:** The SFD steps back with the grade and follows the slope of the Site.

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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 has created articulation in the design of the Structure to break the Dwelling into smaller components that are compatible with other Structures in the Zoning District. The garage is subordinate in scale to the primary Structure. The Applicant proposes a tandem parking configuration that reduces the visual impact of the garage on the street. The entryway is proud of the garage and is set closer to the Street.
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.	**Complies:** The Applicant proposed increased Setbacks which minimizes the creation of a wall effect. The Applicant has provided articulation on the front façade which also minimizes large massing along the Streetscape.
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.	**Complies:** The SFD is designed to break up the massing into modules which mitigates its visual mass. The Applicant has broken up the roof form which also provides articulation that breaks up the massing when viewed from Norfolk Avenue.
Building Height: The Zone Height in the HR-1 District is 27 feet 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	**Mitigating Condition of Approval Recommended:** The proposed SFD height is 26 feet 7 inches from Existing Grade. Condition of Approval 4 requires that the Applicant not change Final Grade more than 4 feet from Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance.

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neighborhood's existing residential Structures.	

9. LMC Chapter 15-3 outlines Off-Street Parking Requirements, shown in the Table below:

Requirement	Analysis of Proposal
Driveway Width: 10 Feet	**Complies:** The proposed driveway is 10 feet wide. Pursuant to LMC § 15-3-8 shared access in the Historic Zoning Districts is encouraged to minimize the impact of vehicles on the Streetscape. The Applicant proposes a shared access and paved area within the Front Yard. This access has been reviewed by the City Engineer as well as the Planning Commission as part of the Plat Amendment. The proposed paved area helps to mitigate impacts to Steep Slopes.
SFD Single Car Garages: Minimum 11 feet by 20 feet	**Complies:** The proposed garage is 21 feet 5 inches long by 11 feet wide.
Two Parking Spaces: Exterior 9 feet by 18 feet; interior 11 feet by 20 feet.	**Complies:** Two tandem Parking Spaces are provided, one in the garage, and one in the Driveway. Both spaces comply with dimension requirements for Parking Spaces.

10. The Development Review Committee reviewed the proposal on August 20, 2024 and June 30, 2026.
11. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The Park Record published courtesy notice on June 24, 2026.

Conclusions of Law

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1. The proposed SFD, as conditioned, complies with LMC Chapter 15-2.2 *Historic Residential – 1 District*.
2. The proposed SFD complies with LMC Chapter 15-3 *Off-Street Parking*.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans reviewed July 8, 2026, by the Planning Commission, with required modifications in the Conditions of Approval of this Final Action Letter and pending additional design modifications required as part of the Historic District Design Review.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans; any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or designee prior to construction.
3. 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.
4. The Applicant shall update Final Grade to be within 4 vertical feet of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance.
5. The Applicant shall revegetate and landscape the site to provide screening of retaining walls, as well as erosion mitigation.
6. Additional modifications to the structural components may be required based on Engineering review and approval of the Geotechnical and Soils Investigation Report, prior to Building Permit issuance.
7. The Applicant will be required to provide intermediary shoring plans at the Building Permit phase.
8. Snow Shed and Access Agreements shall be obtained with the neighboring properties where the homes are 5’ from the property line if not already in place.
9. No portion of the retaining wall (including but not limited to footings or pins) may cross into neighboring properties without an easement from the affected property.
10. Stormwater runoff must be retained on site in accordance with Municipal Code of Park City § 13-5-3 Long-Term Storm Water Management.
11. If the Applicant does not obtain a building permit within one year of the date of this approval, this SSCUP approval will expire unless the Applicant submits a

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written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.

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 meredith.covey@parkcity.gov or call (435) 640-8683.

Sincerely,

Christin Van Dine, Planning Commission Chair

CC: Meredith Covey

ATTACHMENT 1 – Proposed Plans

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NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW

213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

CONSULTANTS

CIVIL ENGINEERING
ALLIANCE ENGINEERING, INC.
P.O. BOX 2664
2700 WEST HOMESTEAD ROAD, STE 50 & 60
PARK CITY, UTAH 84098
TEL. 435-649-9467
MICHAEL DEMKOWICZ
EMAIL: michael@alliance-engr.com

LEGEND

BRICK & STONE
EARTH
CONCRETE
CONCRETE MASONRY UNIT
STEEL (LARGE SCALE)
RIGID INSULATION
ROUGH WOOD
BLOCKING
ALUMINUM (LARGE SCALE)
GRAVEL
FINISHED WOOD
BATT OR BLOWN INSULATION
PLASTER, SAND, GROUT, MORTAR
STEEL (SMALL SCALE)
BITUMINOUS PAVING
PLYWOOD
GYPSUM BOARD

OFFICE 103 — ROOM NAME / ROOM NUMBER
FLOOR, POINT ELEV.
CENTER LINE
ROUND, DIA.
CHANNEL
ANGLE
DETAIL
SECTION CUT, DETAIL
BUILDING SECTION
KEYED NOTES
WINDOW TYPE
DOOR NUMBER
REVISION
INTERIOR WALL ELEV.
WALL TYPE

CODE ANALYSIS

APPLICABLE CODES

2021 IRC	2021 IBC
2021 IPC	2021 IMC
2020 NEC	2021 IFGC
2021 IECC RES.	2021 IFC
2021 IECC COM.	2021 IEBC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION

AREA CALCULATION
ENTRY / GARAGE LEVEL LIVING AREA: 1143 S/F
LOWER LEVEL LIVING AREA: 1488 S/F
MAIN LEVEL LIVING AREA: 1183 S/F
UPPER LEVEL LIVING AREA: 676 S/F
TOTAL LIVING AREA: 4490 S/F
GARAGE AREA: 273 S/F
ALLOWABLE FOOTPRINT: 1519 S/F
PROPOSED FOOTPRINT: 1519 S/F
LOT AREA: 3742 S/F
DISTURBED/GROUND COVER AREA: 1592 S/F
IMPERVIOUS AREA: 2402 S/F

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		CIVIL / SURVEY
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3	1 of 1	COVER SHEET
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6	C3.0	209 & 213 OVERALL UTILTY PLAN
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		ARCHITECTURAL
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24	A5.1	DOOR, WINDOW AND ROOM SCHEDULES

ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	PR.	PAIR
ACOUST.	ACOUSTICAL	FND	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANF'R	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTRICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	OF.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPN'G	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2021 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

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.
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:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
COVER SHEET

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
Aa



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

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\srv\topo2024\14-4-24 209 Norfolk\140424 209 Norfolk.dwg

SHEET 1 **OF** 1

209 & 213 NORFOLK AVE CONDITIONAL USE PERMIT

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

SHEET INDEX

C1.0 UPPER NORFOLK OVERALL SITE PLAN
C2.0 209 & 213 OVERALL GRADING PLAN
C3.0 209 & 213 OVERALL UTILITY PLAN
C4.0 PLAN & PROFILE
C6.0 CONSTRUCTION MITIGATION PLAN/SWPPP

CIVIL ENGINEER

ALLIANCE ENGINEERING
2700 W. HOMESTEAD RD.
PARK CITY, UTAH 84098
CONTACT: CONNOR DINSMORE
PHONE: (435)-649-9467



GENERAL NOTES

1. ALL WORK PERFORMED SHALL BE DONE IN ACCORDANCE WITH THE FOLLOWING PLANS AND SPECIFICATIONS:

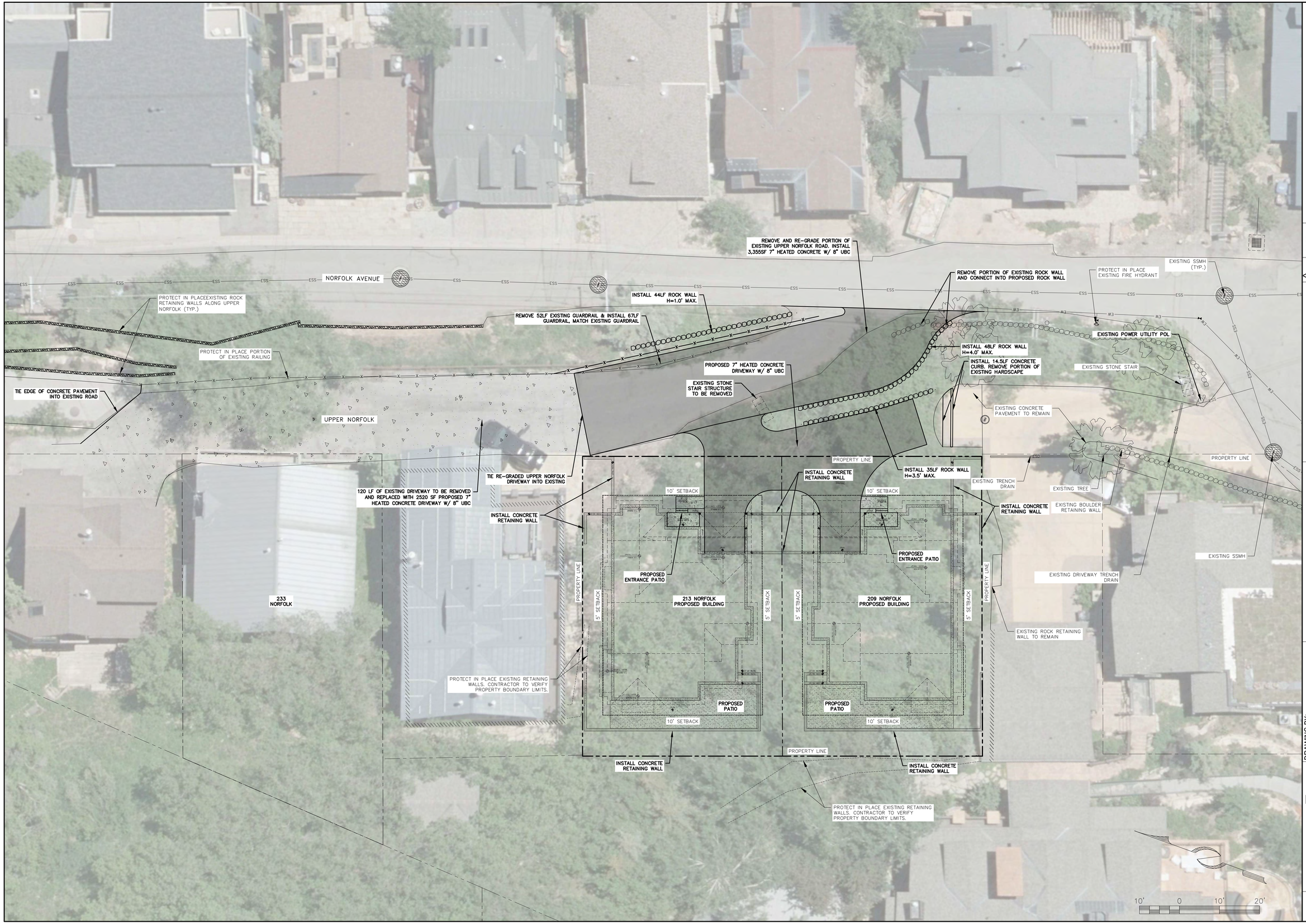
A. Park City Design Standards, Construction Specifications, and Standard Drawings, Latest Edition.

B. Manual on Uniform Traffic Control Devices 11th Edition, December 2023.

C. Special conditions of approval and/or permits as required and/or issued by regulatory bodies.

D. Approved Construction plans and details.

2. Contractor/Bidder shall obtain a copy of the specifications, at his cost. Copies of the specifications shall be kept at the job site by the Contractor and be available for the contractor, subcontractor, owner or his agent, design engineer, city engineer, and their designated representatives and inspectors.
3. The Contractor shall be responsible for ground and surface water during construction
4. Prior to any excavation work, the contractor shall contact Blue Stakes for location of existing utilities. The Contractor shall be responsible for determining the location of utilities, whether shown on the plans or not, and protecting the utilities during construction. If existing utility lines conflict in location with new construction, the Contractor shall notify the engineer in order to resolve the conflict. Save and protect all existing utilities including irrigation features.
5. All work performed shall be guaranteed by the Contractor and/or his surety against all defects in materials and workmanship of whatever nature for a period of one (1) year from the date of final acceptance of the work by Park City.
6. The Contractor shall be responsible for the installation and maintenance of adequate signs, traffic devices, and warning devices to inform and protect the public during all phases of construction.
7. Quality control testing is required for the concrete footings. Concrete compressive strength testing shall be performed by a qualified, independent testing company retained by the Contractor. The native material shall be compacted as necessary prior to concrete footing. Compaction shall occur with a jumping jack or equivalent.
8. The Contractor shall take all necessary steps to prevent tracking mud or debris onto public streets during operations. Contractor will be required to provide street cleaning/sweeping on a weekly basis. A final clean/sweep of Norfolk Ave is required at project completion.
9. The Contractor shall install orange construction fencing inside perimeter of easement area. Use t-post to secure orange fencing. Silt fence is required on all downhill slopes of disturbed area to prevent sediments from leaving the work site. The Contractor shall protect and replace fencing if damaged, and no equipment or vehicles will be allowed outside the limits of disturbance. Minimize disturbance of equipment access.
10. Vegetation and excavation material shall be hauled to a suitable disposal site.
11. The Contractor shall be responsible for securing a building permit from the Park City Building Department. The Contractor is responsible for submitting a Construction Mitigation Plan.
12. The contractor shall maintain accurate records of "As Built" conditions of all underground work. The "As Builts" shall be tied to easily defined monument and/or surface improvements or as required by accuracy for the as-built conditions. The as-built information shall be given to the owner and be incorporated in the final "As Built" drawings.



	DESCRIPTION	DATE
1		

UPPER NORFOLK
OVERALL SITE PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

SEAL

FOR REVIEW ONLY

NOT FOR CONSTRUCTION

SHEET
C1.0

NORFOLK AVENUE

UPPER NORFOLK

REMOVE AND RE-GRADE PORTION OF EXISTING UPPER NORFOLK ROAD. INSTALL 3,355SF 7" HEATED CONCRETE W/ 8" UBC

REMOVE PORTION OF EXISTING ROCK WALL AND CONNECT INTO PROPOSED ROCK WALL

INSTALL 44LF ROCK WALL H=1.0' MAX.

REMOVE 52LF EXISTING GUARDRAIL & INSTALL 67LF GUARDRAIL, MATCH EXISTING GUARDRAIL

40' VEHICLE TURNING CIRCLE

20' WIDE ROAD

INSTALL 48LF ROCK WALL H=4.0' MAX.

2:1 GRADING

INSTALL 14.5LF CONCRETE CURB. REMOVE PORTION OF EXISTING HARDSCAPE

INSTALL 35LF ROCK WALL H=3.5' MAX.

12' WIDE DRIVEWAY

PROPERTY LINE

INSTALL 20LF CONCRETE RETAINING WALL H=2' MAX.

INSTALL 37LF CONCRETE RETAINING WALL H=4.5' MAX.

INSTALL 20LF CONCRETE RETAINING WALL H=2' MAX.

INSTALL 14LF CONCRETE RETAINING WALL H=4' MAX.

INSTALL 14LF CONCRETE RETAINING WALL H=4' MAX.

10' SETBACK

10' WIDE DRIVEWAY

INSTALL (2) CONCRETE STEPS W/ 12" TREAD & 6" RISER

GARAGE FF=7274.5'

GARAGE FF=7275.0'

INSTALL (2) CONCRETE STEPS W/ 12" TREAD & 6" RISER

INSTALL 17.5LF CONCRETE RETAINING WALL H=4' MAX.

5' SETBACK

213 NORFOLK PROPOSED BUILDING

209 NORFOLK PROPOSED BUILDING

INSTALL 6.6LF CONCRETE RETAINING WALL H=3' MAX.

INSTALL 6.6LF CONCRETE RETAINING WALL H=3' MAX.

INSTALL 72LF CONCRETE RETAINING WALL H=6' MAX.

2:1 GRADING

INSTALL 73LF CONCRETE RETAINING WALL H=8' MAX.

2:1 GRADING

6' 0 6' 12'

	DESCRIPTION	DATE
1		

209 & 213 OVERALL GRADING PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE
05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

SEAL

FOR REVIEW ONLY

NOT FOR CONSTRUCTION

SHEET
C2.0

PROPOSED 25LF 6" CPP
STORM DRAIN PIPE
S=1.0% MIN.

INSTALL 50LF 2" CTS HDPE WATER SERVICE & CONNECT TO PROPOSED 1.5" DUAL WATER METER. CONTRACTOR TO CONFIRM LOCATION, SIZE, & DEPTH OF EXISTING WATER MAIN PRIOR TO LATERAL CONNECTION. MAINTAIN 7 FT MIN. COVER

PROPOSED 36 LF DRIVEWAY
6" WIDE TRENCH DRAIN

NORFOLK AVENUE

PROPOSED 5'ø DRY SUMP W/
PERFORATE BOTTOM
RIM=7265.5'

INSTALL 67 LF 4" PVC SDR-35 SEWER LATERAL W/ 4" SS CLEANOUT 3'-5' FROM BLDG & (2) 45° BENDS MAINTAIN 5' COVER. SLOPE=2.0% MIN

INSTALL 53 LF 4" PVC SDR-35 SEWER LATERAL W/ 4" SS CLEANOUT 3'-5' FROM BLDG. INSTALL 8" PVC SDR-35 SLEEVE UNDERNEATH PROPOSED ROCK WALLS MAINTAIN 5' COVER. SLOPE=2.0% MIN

UPPER NORFOLK

PROPERTY LINE

10' SETBACK

5' SETBACK

GARAGE FF=7274.5'

GARAGE FF=7275.0'

INSTALL 1.5" DUAL WATER METER FOR PROPOSED 213 & 209 NORFOLK HOUSES. CONNECT TO PROPOSED BUILDINGS WITH 2" CTS HDPE WATER SERVICE MAINTAIN 7 FT MIN. COVER

213 NORFOLK
PROPOSED BUILDING

209 NORFOLK
PROPOSED BUILDING

6' 0 6' 12'

	DESCRIPTION	DATE
1		

209 & 213 OVERALL
UTILITY PLAN

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50.
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE
CHECKED BY:
05/29/26
PROJECT NO.: 14-04-24

SEAL

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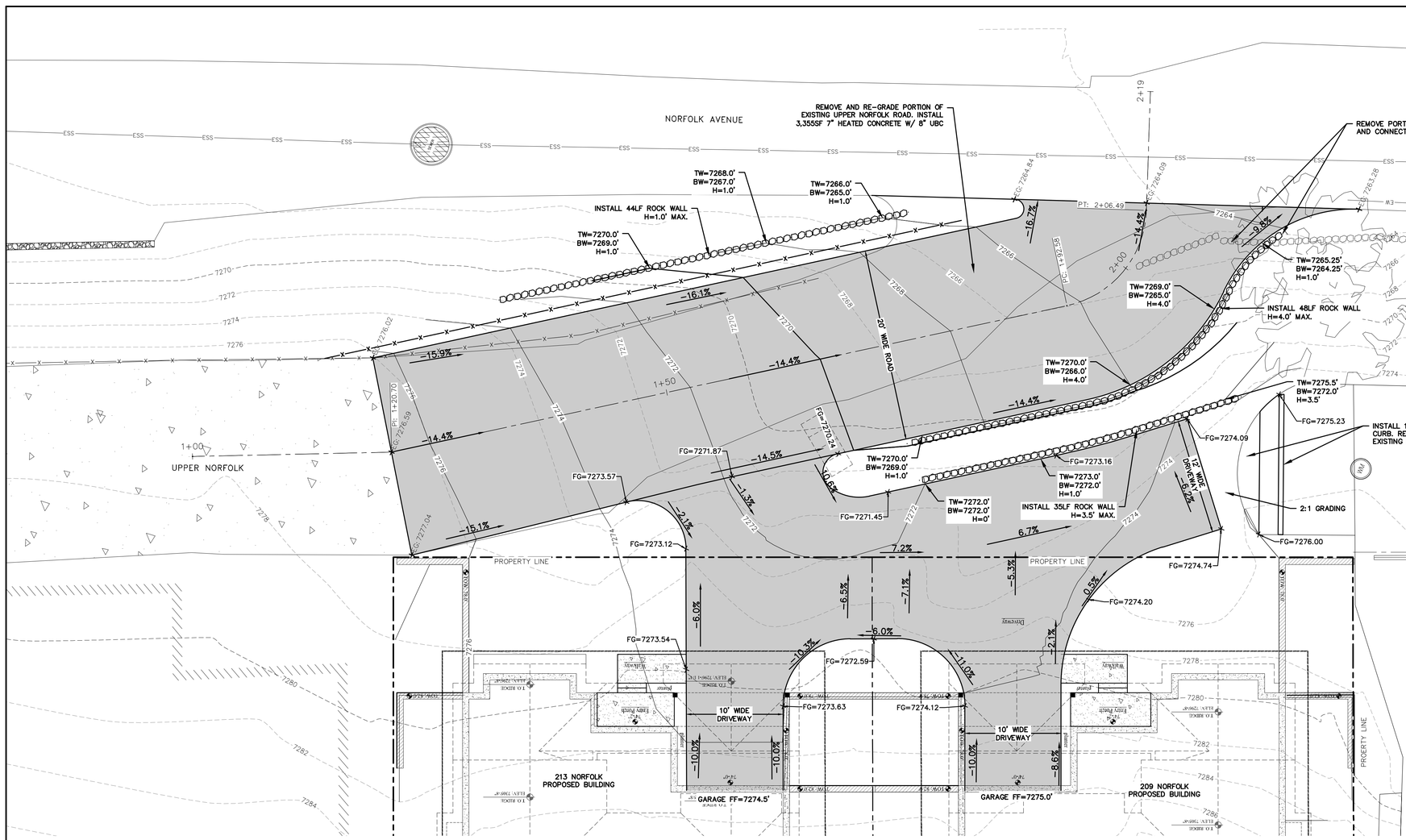
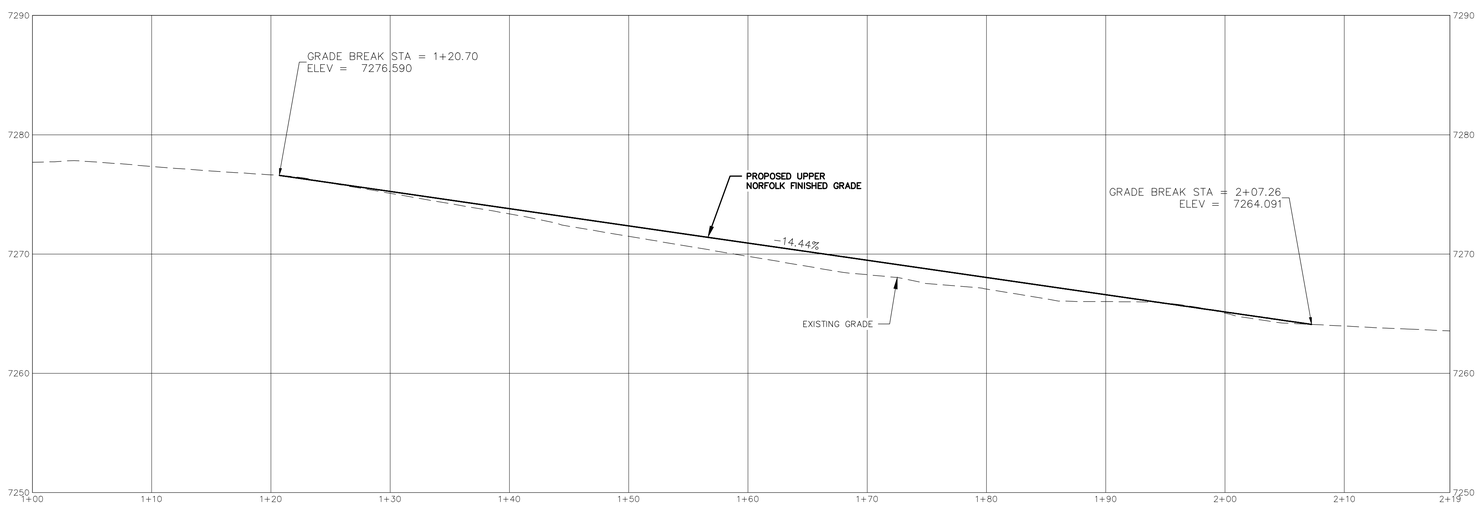
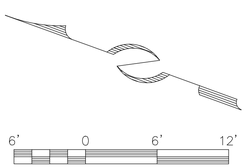
SHEET
C3.0







DATE	DESCRIPTION

PLAN AND PROFILE

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE 05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

SEAL

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NOT FOR CONSTRUCTION

SHEET
C4.0

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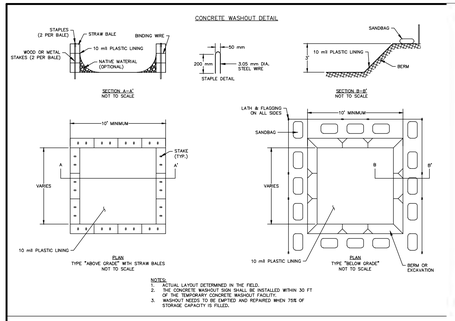
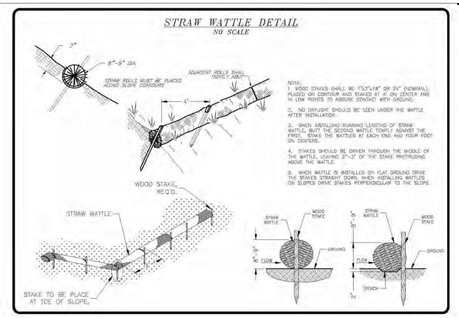
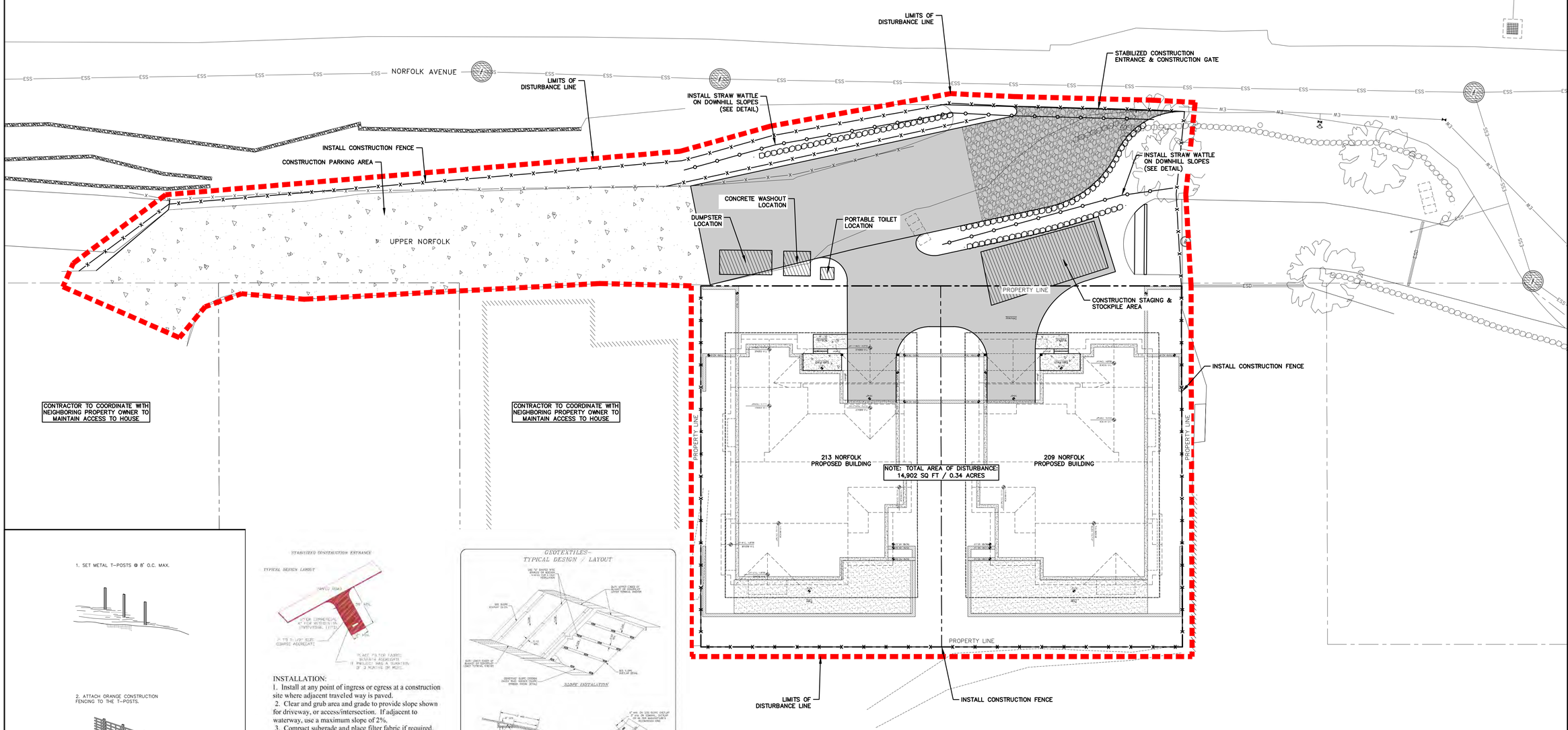






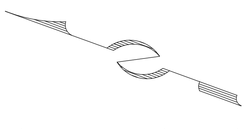
STANDARD DRAWING | CONSTRUCTION FENCE DETAIL | ALLIANCE ENGINEERING | dtl\parkcity\const fence

INSTALLATION:
1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

MAINTENANCE:
1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

CMP NOTES

1. Construction parking/traffic may not block the street without a permit (available from the Engineering Division)
2. Mud tracked out onto the street must be cleaned prior to the end of the work day.
3. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the dumpster.
4. Roadside parking is not allowed from November 1st to April 1st.
5. Install erosion control blankets on all slopes 3:1 or steeper.



DESCRIPTION	DATE
1	

CONSTRUCTION MITIGATION PLAN/SWPPP

209 & 213 NORFOLK AVENUE
PARK CITY, UT 84060

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD, STE 50,
PARK CITY, UT 84098 | 435-649-9467

DRAWING BY:
DESIGNED BY: CONNOR DINSMORE
05/29/26
CHECKED BY:
PROJECT No.: 14-04-24

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SHEET
C6.0

X:\ParkCitySurvey\dwg\Projects\215 Norfolk\140424 209 215 Norfolk.dwg

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NORTH



SOUTH



EAST



WEST

Jonathan DeGray
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PROJECT DESCRIPTION:
215 UPPER NORFOLK AVENUE
HISTORIC DISTRICT DESIGN REVIEW
215 UPPER NORFOLK AVENUE PARK CITY UT 84060

SHEET DESCRIPTION:
3D MODEL VIEWS

REVISIONS:

DATE:
April 2, 2026

PROJECT NUMBER:

SHEET NUMBER:
3D 1



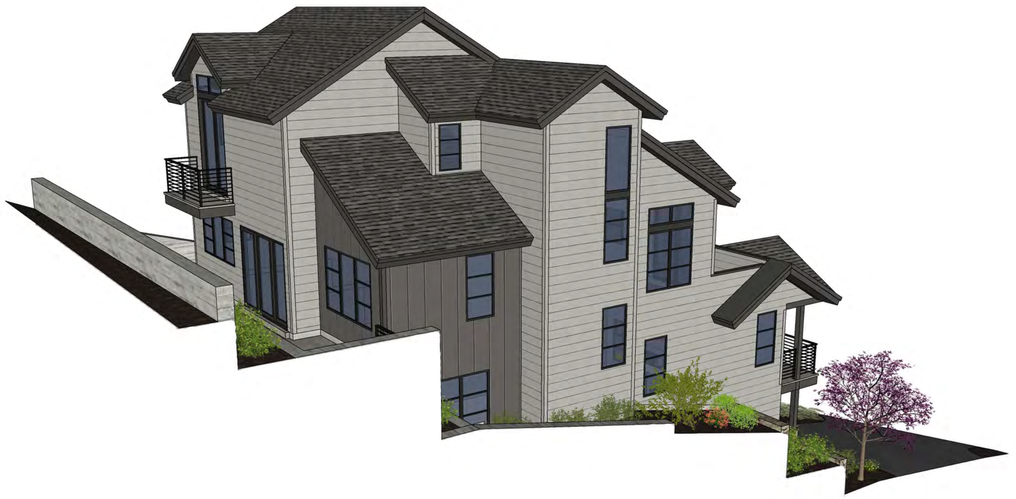
NORTHEAST



NORTHWEST



SOUTHEAST



SOUTHWEST

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Jonathan DeGray
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PROJECT DESCRIPTION:
215 UPPER NORFOLK AVENUE
HISTORIC DISTRICT DESIGN REVIEW
215 UPPER NORFOLK AVENUE PARK CITY UT 84060

SHEET DESCRIPTION:
3D MODEL VIEWS

REVISIONS:

DATE:

PROJECT NUMBER:
April 2, 2026

SHEET NUMBER:
3D 2

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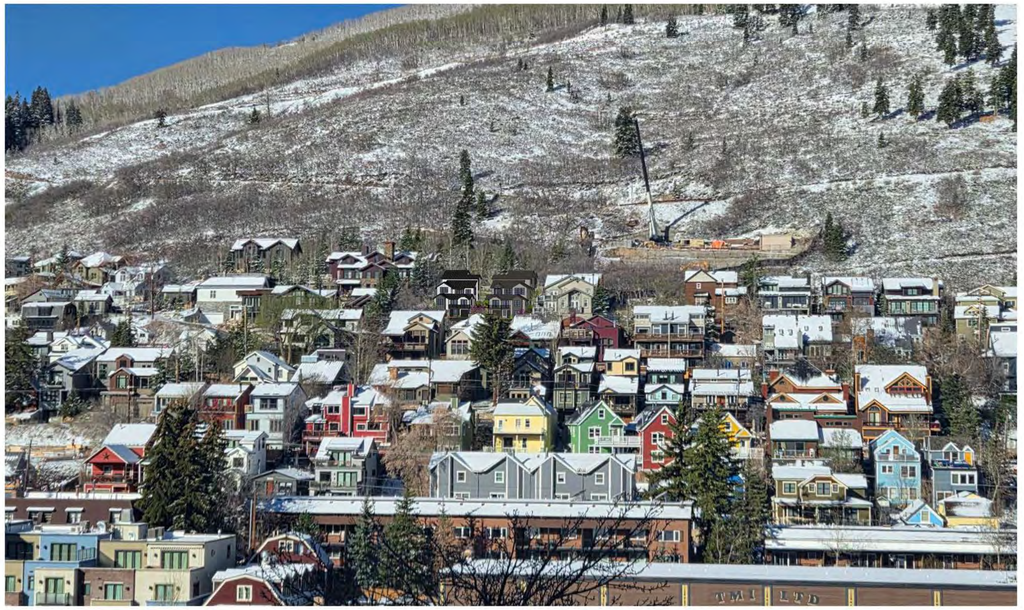

Cross Canyon View

VIEW FROM ONTARIO AVE.



Cross Canyon 2

VIEW FROM SANDRIDGE AVE.



Streetscape

VIEW FROM UPPER NORFOLK AVE.

Jonathan DeGray
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PROJECT DESCRIPTION:
209 215 UPPER NORFOLK AVENUE
HISTORIC DISTRICT DESIGN REVIEW
209 215 NORFOLK AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
STREETSCAPE
AND CROSS CANYON VIEWS

REVISIONS:

DATE:
April 2, 2026

PROJECT NUMBER:
2410-01

SHEET NUMBER:
3D 3

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209 UPPER NORFOLK AVE
LOT 3750 S/F

10'-0" Set Back
5'-0" Set Back
5'-0" Set Back
5'-0" Set Back
10'-0" Set Back
10'-0" Set Back
10'-0" Set Back
24'-0"
24'-0"

CONCRETE RETAINING WALL SEE DETAIL 1/A0.3
TOW: 96.66'
Patio
92'-8"
TOW: 96.66'
TOW: 96.66'
TOW: 92.66'
TOW: 89.0'
BOW: 85.5'
TOW: 85.66'
BOW: 83.33'
TOW: 89.5'
TOW: Stepped
TOW: 85.5'
TOW: 81.0'
BOW: 77.0'
TOW: 77.5'
BOW: 73.5'
TOW: 81.0'
TOW: 78.0'

T.O. RIDGE ELEV: 7314'-0"
T.O. RIDGE ELEV: 7315'-0"
T.O. RIDGE ELEV: 7317'-7"
T.O. RIDGE ELEV: 7313'-2 5/8"
T.O. RIDGE ELEV: 7305'-8 5/8"
T.O. RIDGE ELEV: 7306'-2"
T.O. RIDGE ELEV: 7297'-2"
T.O. RIDGE ELEV: 7296'-7 1/4"

7300
7296
7294
7292
7290
7290
7290
7288
7282
7282
7280
7280
7278
7278
7276
7276
7274
7274
7272
7272
7270

75'-0"
74'-8"
74'-8"
Entry Porch
planter
planter
Walkway
73.5'
72.5'
73.57'
71.87'
70.24'
77.04'
Edge of Asphalt
Edge of Asphalt

5' DIA. PRECAST CONC. WATER METER VAULT. SEE SHEET A0.3 FOR DETAILS.
CONTRACTOR TO FIELD VERIFY GAS LINE, SEWER LINE, ELECTRICAL LINE AND WATER LINE LOCATION AND DEPTH.
CONCRETE RETAINING WALL SEE DETAIL 1/A0.3

Driveway 10'-0"
9'-6 1/2"
9'-4 1/2"
Driveway 10'-0"
12'-0"
(E) Driveway
WATER
7275.8'

WL
SL
GL
GAS
M
WV

GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- SEWER MANHOLE LID
- ELECTRIC METER BOX
- GAS METER
- WATER VALVE
- WATER METER
- STORM DRAIN LID
- POWER POLE
- WATER METER VAULT
- DATUM ELEVATION
- FIRE HYDRANT
- TELECOM BOX
- ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- ASSUMED CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- EXISTING HOUSE FOOTPRINT
- EXISTING ELECTRICAL LINE
- WATER LINE
- SEWER LINE
- GAS LINE
- ELECTRICAL LINE

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

DISTURBED / GROUND COVER AREA: 1592
IMPERVIOUS AREA: 2402

0 5' 10'
GRAPHIC SCALE

ARCHITECTURAL SITE PLAN
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A0.1

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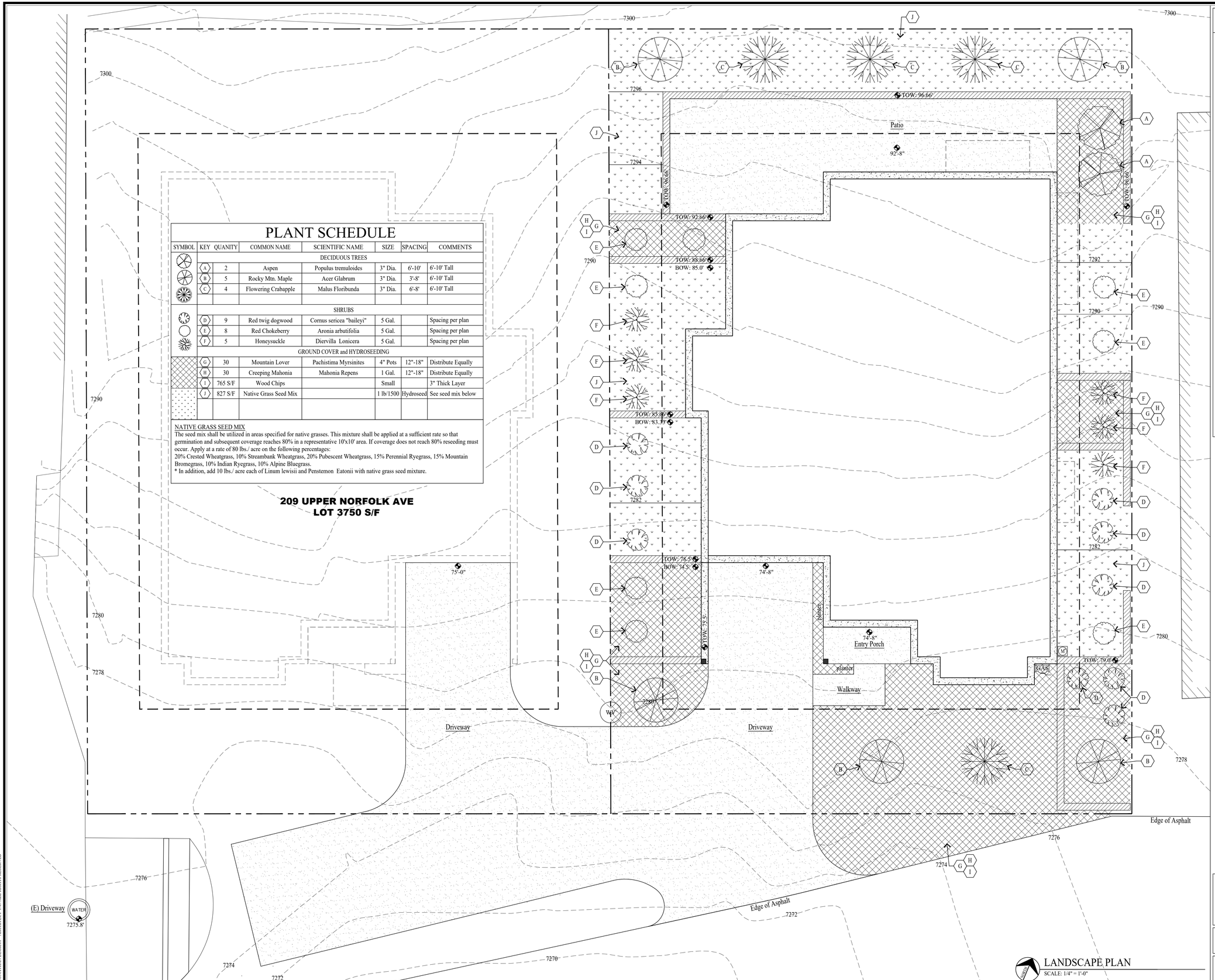
PLANT SCHEDULE

SYMBOL	KEY	QUANITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
			DECIDUOUS TREES				
	A	2	Aspen	Populus tremuloides	3" Dia.	6'-10'	6'-10' Tall
	B	5	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	6'-10' Tall
	C	4	Flowering Crabapple	Malus Floribunda	3" Dia.	6'-8'	6'-10' Tall
			SHRUBS				
	D	9	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing per plan
	E	8	Red Chokeberry	Aronia arbutifolia	5 Gal.		Spacing per plan
	F	5	Honeysuckle	Diervilla Lonicera	5 Gal.		Spacing per plan
			GROUND COVER and HYDROSEEDING				
	G	30	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	H	30	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	I	765 S/F	Wood Chips		Small		3" Thick Layer
	J	827 S/F	Native Grass Seed Mix		1 lb/1500	Hydroseed	See seed mix below

NATIVE GRASS SEED MIX
The seed mix shall be utilized in areas specified for native grasses. This mixture shall be applied at a sufficient rate so that germination and subsequent coverage reaches 80% in a representative 10'x10' area. If coverage does not reach 80% reseeding must occur. Apply at a rate of 80 lbs./ acre on the following percentages:
20% Crested Wheatgrass, 10% Streambank Wheatgrass, 20% Pubescent Wheatgrass, 15% Perennial Ryegrass, 15% Mountain Bromegrass, 10% Indian Ryegrass, 10% Alpine Bluegrass.
* In addition, add 10 lbs./ acre each of Linum lewisii and Penstemon Eatonii with native grass seed mixture.

209 UPPER NORFOLK AVE
LOT 3750 S/F



LANDSCAPE PLAN
SCALE: 1/4" = 1'-0"

GENERAL NOTES

1. THE LANDSCAPING SHALL HAVE AN IRRIGATION SYSTEM WITH A WATERSENSE LABELED SMART IRRIGATION CONTROLLER. PER LMC 15-5-5 (N).

2. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.

3. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.

4. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS AND SPECIFICATIONS.

5. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.

6. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.

7. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.

8. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.

9. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.

10. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.

11. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.

12. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.

13. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.

14. NO BARE ROOT STOCK SHALL BE USED.

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

DISTURBED / GROUND COVER AREA: 1592
IMPERVIOUS AREA: 2402

0 5' 10'
GRAPHIC SCALE

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LANDSCAPE PLAN

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A0.2

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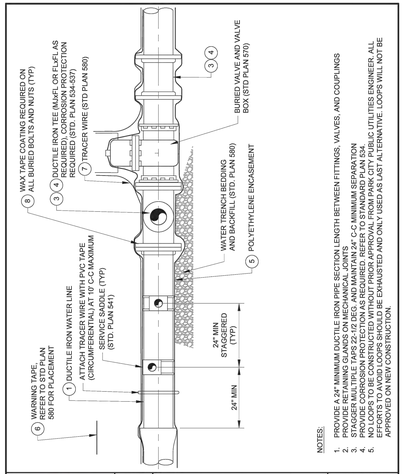


NOTES:
1. PROVIDE A 24" MINIMUM DUCTILE IRON PIPE SECTION LENGTH BETWEEN FITTINGS, VALVES, AND COUPLINGS
2. PROVIDE 24" MINIMUM VERTICAL SEPARATION AT CROSSINGS
3. STAGGER MULTIPLE TAPS 22-1/2 DEG. AND MAINTAIN 24" C-C MINIMUM SEPARATION
4. PROVIDE CORROSION PROTECTION AS REQUIRED REFER TO STANDARD PLAN 534.
5. EFFORTS TO AVOID LOOPS SHOULD BE EXHAUSTED AND ONLY USED AS LAST ALTERNATIVE. LOOPS WILL NOT BE APPROVED DURING CONSTRUCTION.

PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER MAIN DUCTILE IRON PIPE 4" TO 12" DIAMETER	STD. PLAN
	03/2024		540-A
	REV. 2		

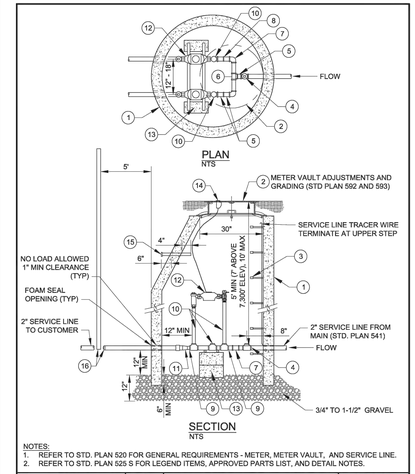
LEGEND AND APPROVED PARTS LIST

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-25122N
		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 **METER LAY LENGTH – 13 INCHES**	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-10036N

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" DUAL METERS OUTSIDE SETTING	STD. PLAN
	03/2024		525 S
	REV. 2		



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	1-1/2" DUAL METERS OUTSIDE SETTING	STD. PLAN
	05/2014		525
	REV. 0		

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 FROM 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 ELECTRONIC PRIOR APPROVAL IS PROVIDED BY THE CITY.
8. TAPPING NEW CONSTRUCTION WATER MAIN: NOTIFY AND SECURE INSPECTION OF INSTALLATION BY CITY INSPECTOR PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO CITY INSPECTOR
9. TAPPING EXISTING WATER MAIN: NOTIFY AND SECURE INSPECTION OF INSTALLATION BY WATER DEPARTMENT 48 HOURS PRIOR TO TAPPING WATER MAIN. PROVIDE TAPPING "COUPON" TO CITY INSPECTOR
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 C651-05, 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 CITY INSPECTOR 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 TAPPING 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
	03/2024		520.2
	REV. 2		

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 SHALL BE APPROVED BY THE CITY ENGINEER PRIOR TO INSTALLATION OF ANY SERVICE LINE, METER VAULT, OR WATER MAIN TAP. SEE STANDARD DETAIL 594 FOR SIZING REQUIREMENTS. A 2" MINIMUM WATER SERVICE SIZE IS REQUIRED FROM THE MAIN LINE.
3. INSTALLATION OF A WATER METER EXCEEDING 2-INCH WILL REQUIRE CITY ENGINEER APPROVAL. THE METER APPLICATION WILL REQUIRE A 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 CITY ENGINEER APPROVAL. THE SERVICE LINE REQUEST WILL REQUIRE SUBMITTAL OF A FLOWRATE AND DEMAND ANALYSIS BY THE DEVELOPER/BUILDER.
5. USE OF AN INSIDE WATER METER WILL REQUIRE CITY 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 CITY ENGINEER AND WATER DEPARTMENT 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.
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

PARK CITY MUNICIPAL CORPORATION WATER	DATE	GENERAL REQUIREMENTS WATER METER, METER VAULT AND SERVICE LINE	STD. PLAN
	03/2024		520.1
	REV. 2		

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 (¾" FORD CAP-24-3-NL, 1" FORD CAP-2-4-NL, OR FORD CAP 4-4-NL, 1 ½"-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	DATE	¾" TO 2" SERVICE LINE ABANDONMENT	STD. PLAN
	05/2024		548
	REV. 0		

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 SADDLE/CORP: 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

1. COORDINATE SERVICE SIZE WITH CITY PRIOR TO ORDERING MATERIALS
2. LOCATE SERVICE PER APPROVED PLANS
3. NO SERVICE LINE FITTINGS ALLOWED BETWEEN CORPORATION STOP AND METER VAULT CURB STOP VALVE
4. 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		541 S
	REV. 2		

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

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

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 WATER	DATE	WATER MAIN AND FIRE LINES	STD. PLAN
	03/2024		540 S.2
	REV. 1		

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	STANDARD JOINT PIPE: PUSH ON TYTON JOINT
		U.S. PIPE (1) PACIFIC STATES	RESTRAINED JOINT PIPE: 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)	STANDARD JOINT PIPE: 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-TYTE GASKETS	U.S. PIPE (1) PACIFIC STATES	PUSH ON STYLE FITTING: TYTON JOINT FLANGED FITTING:
		U.S. PIPE (1) PACIFIC STATES	RESTRAINED JOINT PIPE: 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)	FITTINGS: MECHANICAL JOINT RETAINER GLANDS: 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 ALL 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	WATER MAIN AND FIRE LINES	STD. PLAN
	03/2024		540 S.1
	REV. 1		

TYPICAL CONCRETE RETAINING WALL SCHEDULE											
MARK	HT (max)	FE	TL	WT	HL	FT	KD	A	B	C	D
W1	8'-0"	2'-4"	6'-8"	10"	0	16"	24"	#6@10"	#4@12"	#6@10"	#4@12"
W2	6'-0"	2'-4"	4'-10"	8"	0	14"	12"	#5@12"	#4@12"	#5@12"	#4@12"
W3	4'-0"	2'-4"	2'-10"	8"	0	12"	0	#5@12"	#4@12"	#5@12"	#4@12"
W4	2'-0"	2'-4"	1'-4"	8"	0	12"	0	#4@12"	#4@12"	#4@12"	#4@12"

1 A0.3 L-SHAPE RETAINING WALL — NO SCALE

WATTLE SPACING TABLE	
SLOPE	MAX SPACING
> 1:1	5'
2:1 - 1:1	10'
4:1 - 2:1	20'
6:1 - 4:1	25'
< 6:1	50'

2 A0.3 FIBER ROLL/STRAW WATTLE DETAIL — NO SCALE

3 A0.3 6' HIGH LOD FENCE — NO SCALE

4 A0.3 STACKED STONE RETAINING WALL — NO SCALE

HORIZONTAL SEPARATION

NOTES:

1. ZONE 1: WATER LINE AND SEWER LINE SEPARATED 10 FEET OR GREATER - NO SPECIAL REQUIREMENTS
   ZONE 2: A) WATER LINE SEPARATED BY AT LEAST 6 FEET AT OUTSIDE PIPE WALLS AND B) BOTTOM OF WATER LINE IS AT LEAST 18 INCHES ABOVE TOP OF SEWER LINE AND C) WATER LINE CONSTRUCTED WITH MECHANICAL, RESTRAINED JOINT PIPE AND SITE SPECIFIC REQUIREMENTS APPROVED BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
   ZONE 3: WATER LINE AND SEWER LINE SEPARATION LESS THAN 6 FEET - NOT ALLOWED
2. SERVICE LINE TAPS NOT ALLOWED IN ZONE 2.
3. SERVICE LINE TAPS WITHIN ZONE 3 ALLOWED ONLY BY SITE SPECIFIC APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
4. MAINTAIN 10 FEET HORIZONTAL SEPARATION AND 18 INCHES VERTICAL SEPARATION ABOVE SANITARY SEWER FORCE MAINS
5. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR SANITARY SEWER 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 THAT 18 INCHES - LOOP WATER LINE, REFER TO STD. PLAN 543. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 3: WATER LINE BELOW SEWER LINE SEPARATED LESS THAN 18 INCHES - LOOP WATER LINE, REFER TO STD. PLAN 543. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 150 PSI MAXIMUM MIX DESIGN WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 4: WATER LINE BELOW SEWER LINE SEPARATED GREATER THAN 18 INCHES - CENTER ONE FULL UNCUT 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 WIT

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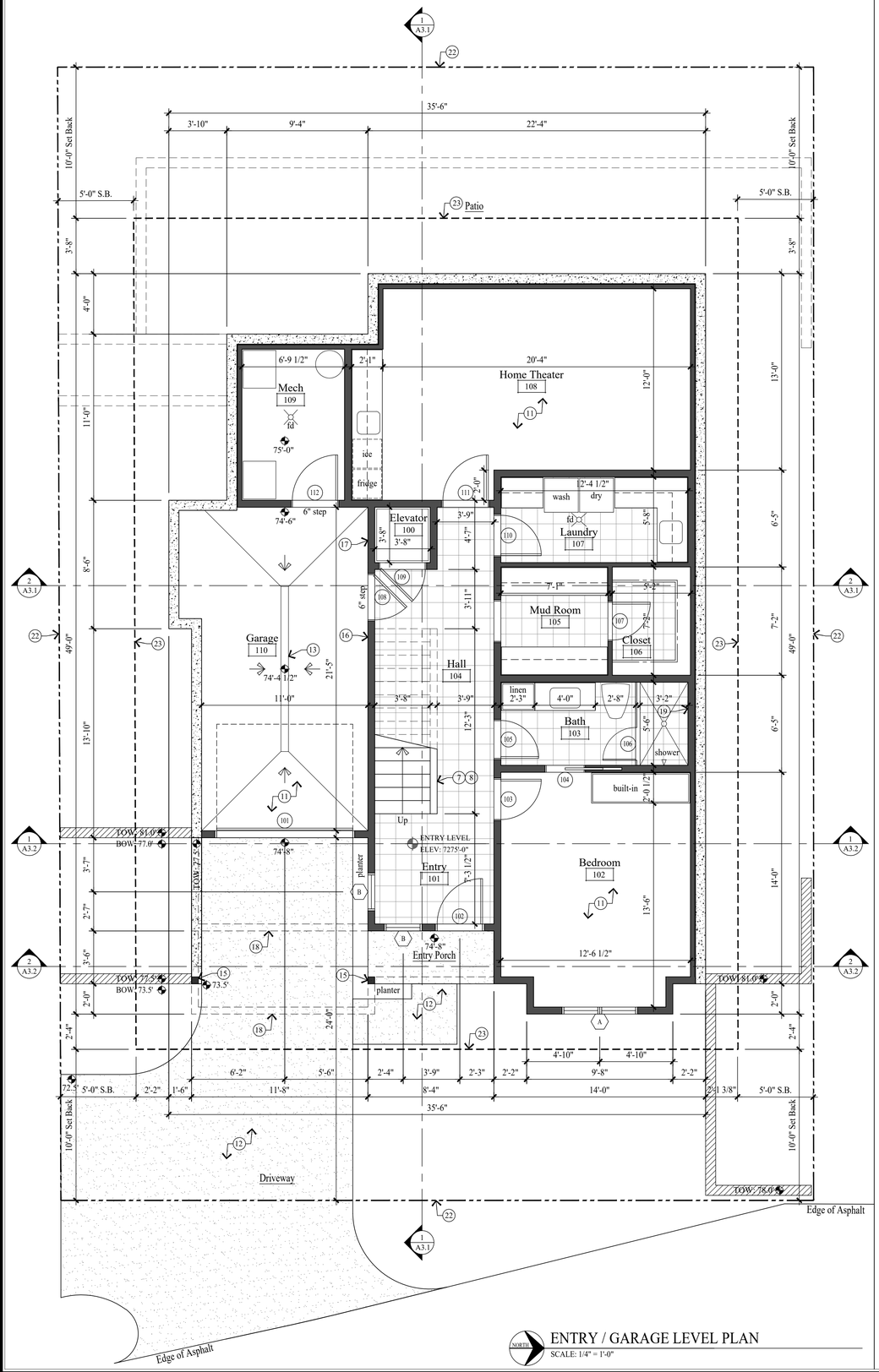
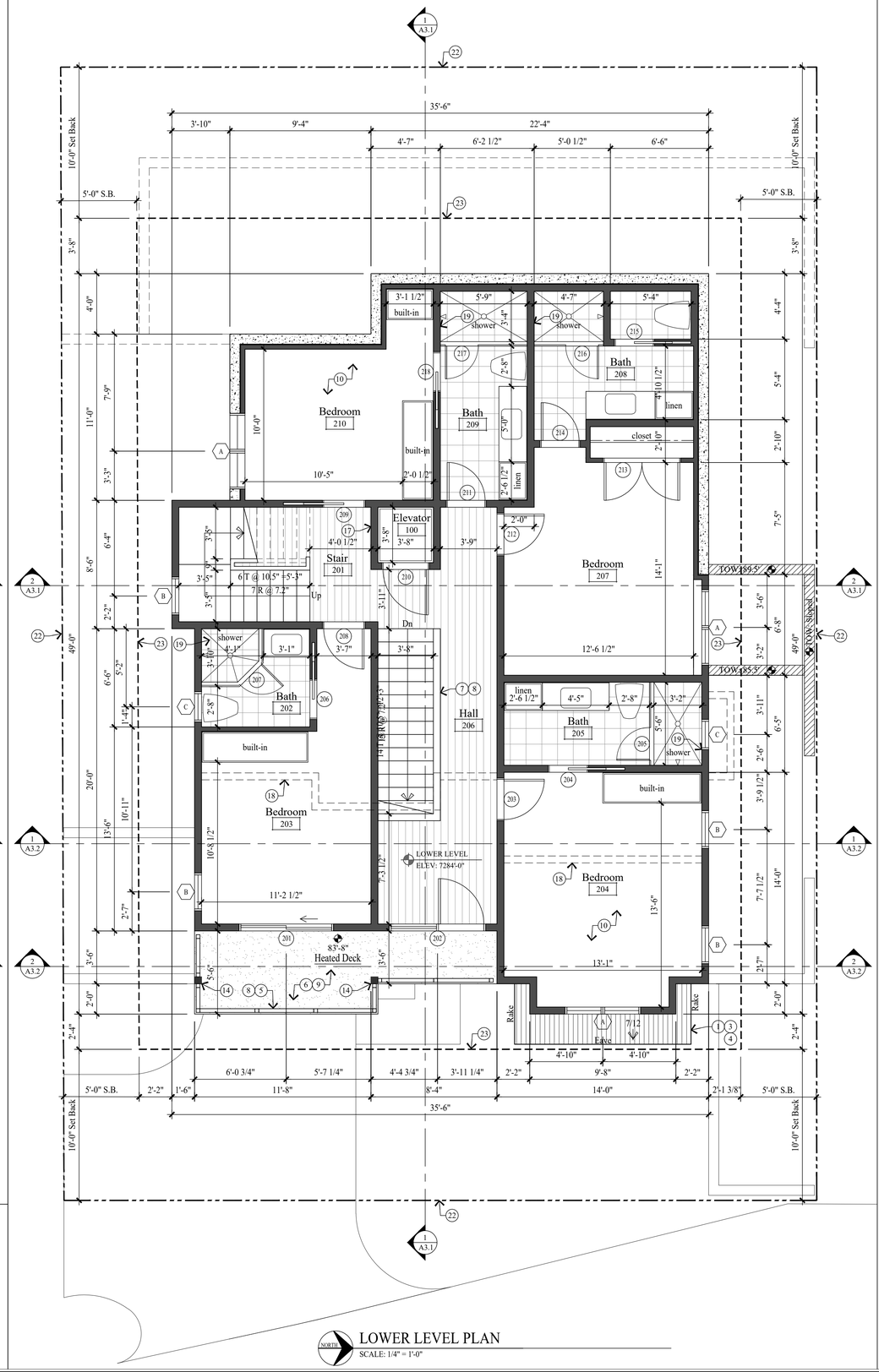


ENTRY / GARAGE LEVEL PLAN
SCALE: 1/4" = 1'-0"



LOWER LEVEL PLAN
SCALE: 1/4" = 1'-0"

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 TYP. ROOF JOIST TO BE 9 1/2" TJI FRAMING W/ BIB INSULATION R-38 TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH.

KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE. ON ICE & WATER MEMBRANE ON 5/8" EXT. SHEATHING ON ROOF JOIST - SEE STRUCT. ROOF MATERIAL SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. COMPOSITE RIDGE VENT; COBRA OR EQUAL.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ STEEL PANELS WELDED TO 1½" x 2 1/2" HORIZONTAL TUBE STEEL RAILS, TOP & BOTTOM WELDED TO 3x3 VERT. TUBE STEEL POSTS.
6. ROOF DRAIN & OVER FLOW SYSTEM OR POLYCAST TRENCH DRAIN SYSTEM, CONTRACTOR TO COORDINATE PIPE/WALL LOCATION. ALL ROOF DRAINS TO TIE INTO GRAVEL SUMP.
7. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP , CONTINUOUS W/ 1/2"" DIA. STEEL BARS HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
8. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
9. HEATED DECK: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON METAL DECKING - SEE STRUCTURAL.
10. 1 1/2" GYPCRETE W/ HYDRONIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
11. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
12. 4" REINFORCED HEATED CONCRETE PATIO / PORCH / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
13. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP.
14. 6x6 TIMBER COLUMN - STAIN/PAINT.
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16. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
17. ELEVATOR SHAFT TO BE 1 HOUR FIRE WALL: APPLY 5/8" TYPE X GYPSUM BOARD TO THE INTERIOR SIDE AND 5/8" FIRECODE CORE GYPSUM BOARD TO THE INSIDE OF SHAFT.
18. DASHED LINES INDICATES WALL/BEAM ABOVE.
19. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
20. 48" GAS FIREPLACE DIRECT VENT. ON 10" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS.
21. CONCRETE RETAINING WALL.
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ENTRY / GARAGE LEVEL PLAN
LOWER LEVEL PLAN

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A1.1

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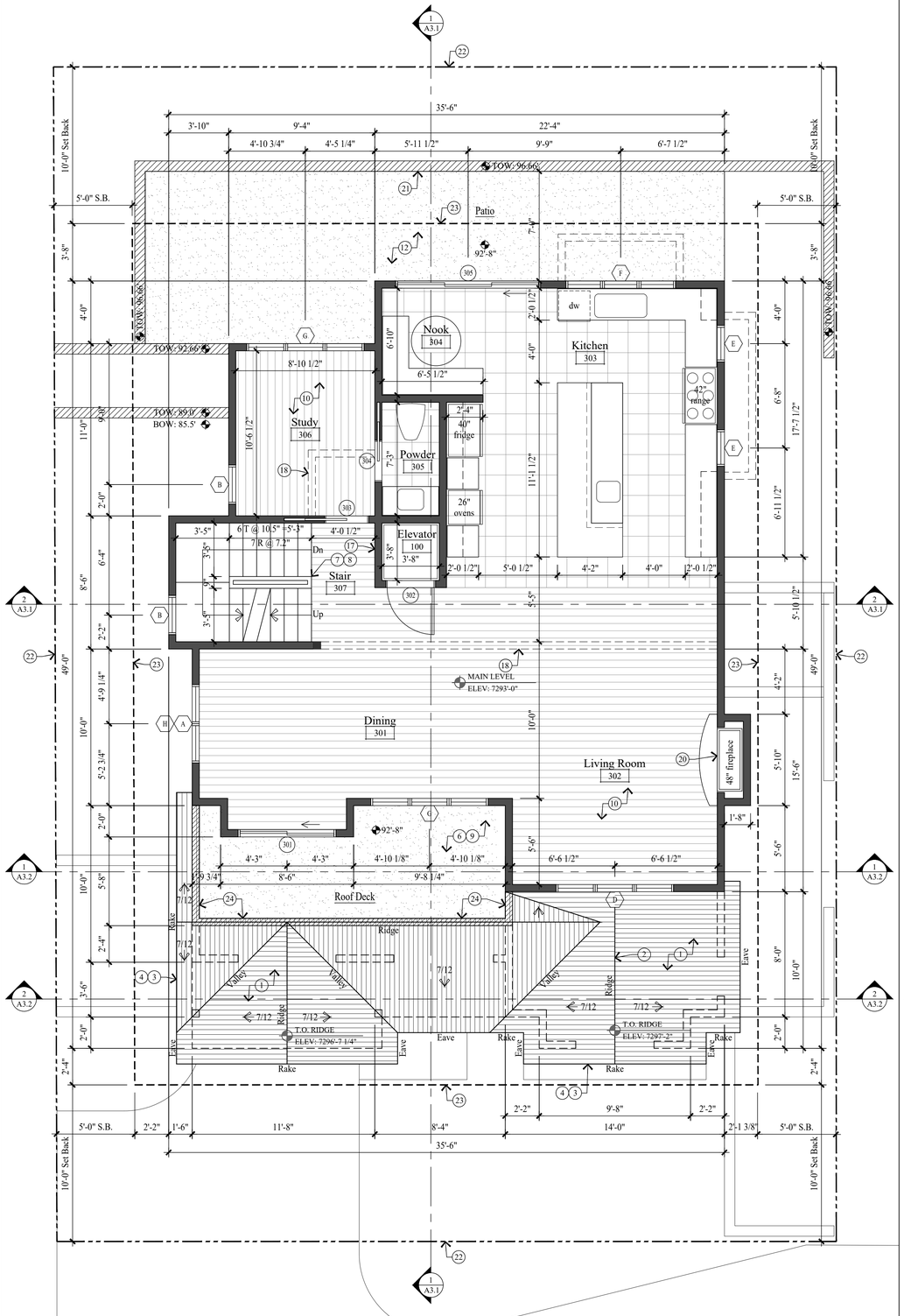
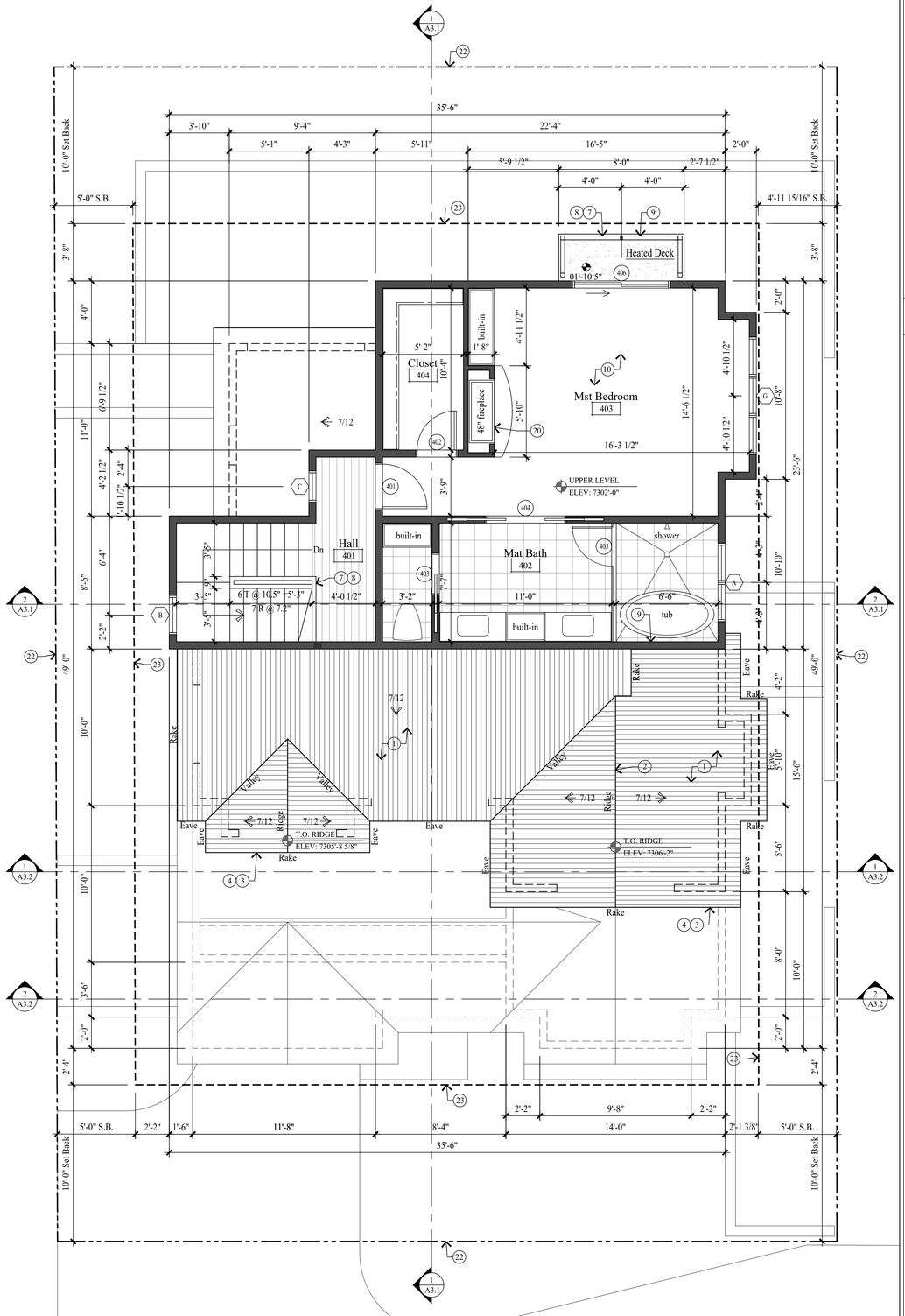


MAIN LEVEL PLAN, LOW ROOF PLAN
SCALE: 1/4" = 1'-0"



UPPER LEVEL PLAN, MID ROOF PLAN
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HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

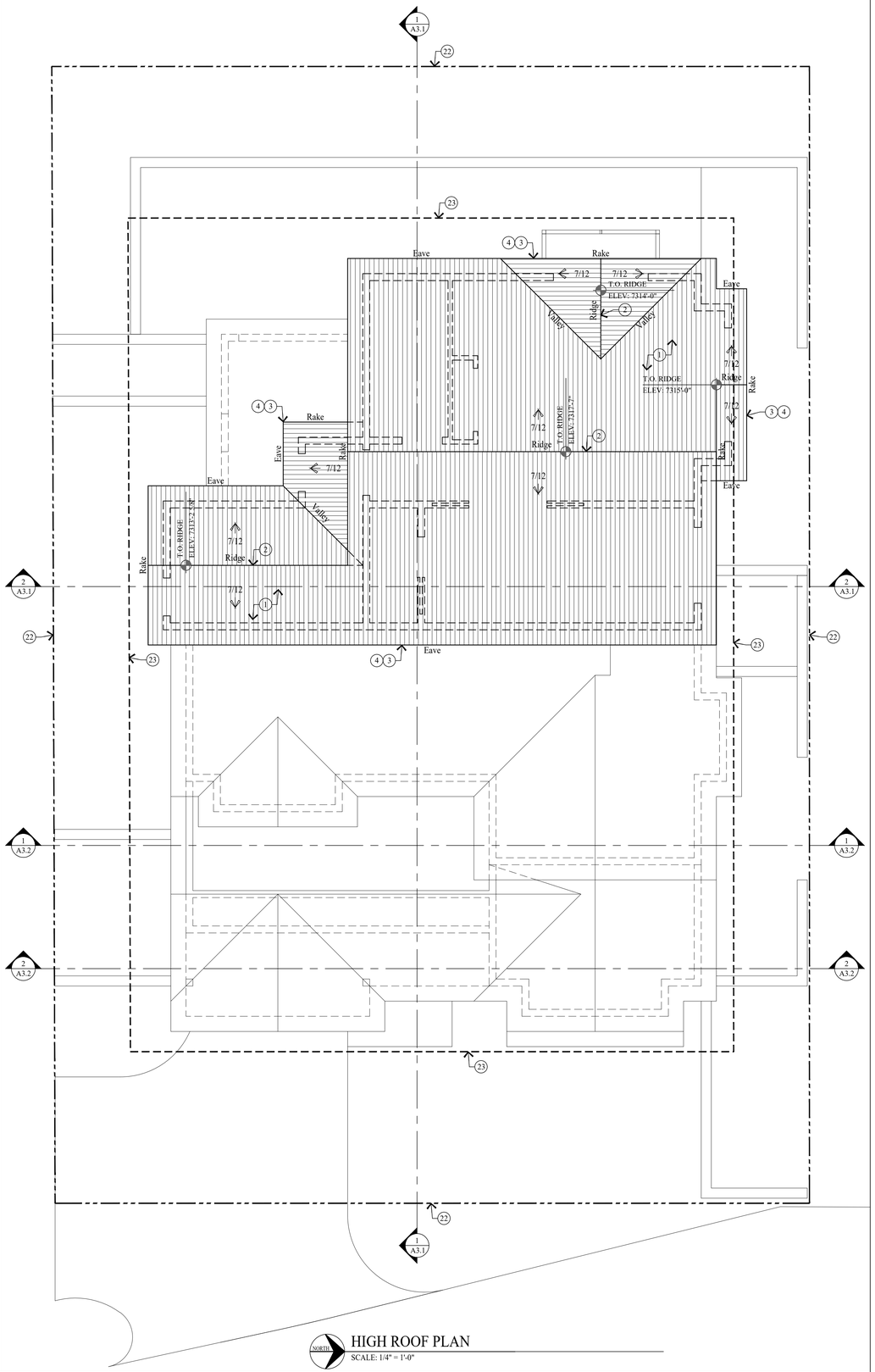
SHEET DESCRIPTION:
MAIN LEVEL PLAN, LOW ROOF PLAN
UPPER LEVEL PLAN, MID ROOF PLAN

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A1.2



HIGH ROOF PLAN
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
HIGH ROOF PLAN

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A1.3

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14. 5x5 TS COLUMN - PAINT.
15. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULES ON SHEET A5.1.
16. WINDOW & DOOR TRIM @ WOOD SIDING TO BE 2x4 HEAD, 2x4 JAMB AND SILL, STAIN / PAINT. WINDOW & DOOR TRIM @ METAL SIDING TO BE 1 1/2" METAL TRIM.
17. FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
18. 1x6 HORIZONTAL CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
19. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED/PAINT. SEE DETAIL 4/A4.1.
20. FLASHING AND COUNTER FLASHING - TYPICAL.
21. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
22. EXISTING GRADE LINE.
23. LINE 27-0" HEIGHT ABOVE EXISTING GRADE.
24. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
25. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
26. FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
27. DRAINAGE MATT ON WATERPROOF MEMBRANE.
28. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN.
29. STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.
30. 4" REINFORCED CONCRETE SLAB W/ HYDRONIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED/GRADED.
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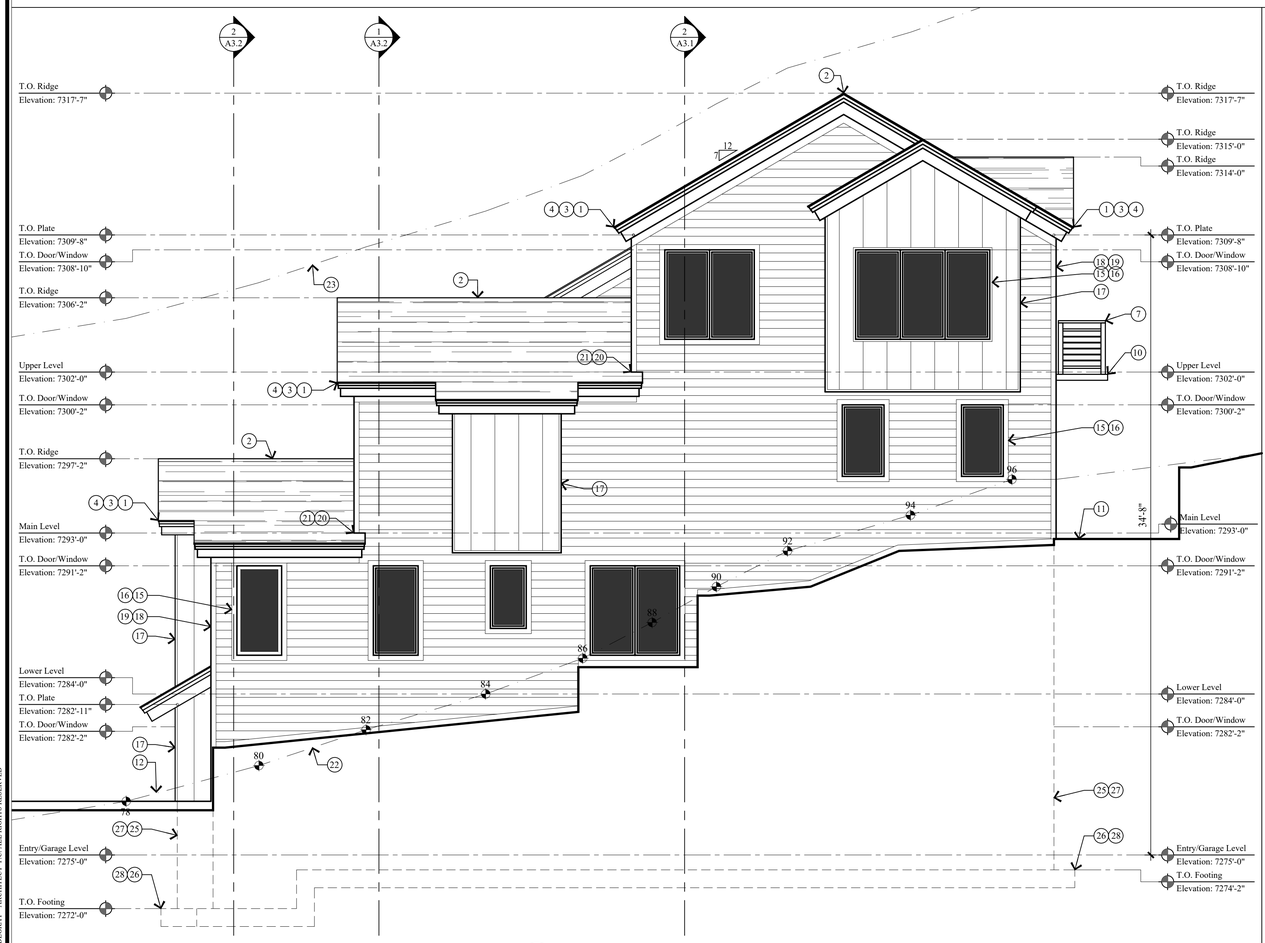
36. 1/2" GYP. BD. ON 4 MIL POLYETHYLENE VAPOR RETARDER AT FLOOR JOIST, ROOF JOIST AND EXTERIOR WALLS.
37. SOLID BLOCKING AND HURRICANE HOLD DOWN AT EACH RAFTER OR SIMPSON VPA.
38. INSULATION: SEE GENERAL NOTE #2 ON FLOOR PLAN SHEETS FOR TYPE AND R-VALUE.
39. ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY INCLUDING LEDGERS AND FURRING WALLS MUST BE PRESERVATIVELY TREATED OR FOUNDATION GRADE REDWOOD.
40. FIRE BLOCK STUD SPACES AT SOFFIT, FLOOR AND CEILING JOIST LINES, AT 10 FT. VERTICALLY AND HORIZONTALLY, AND AT ANY OTHER LOCATIONS NOT SPECIFICALLY MENTIONED WHICH COULD AFFORD PASSAGE FOR FLAMES. - IRC R302.11
41. TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.


T.O. Ridge Elevation: 7317'-7"
T.O. Ridge Elevation: 7315'-0"
T.O. Ridge Elevation: 7314'-0"
T.O. Plate Elevation: 7309'-8"
T.O. Door/Window Elevation: 7308'-10"
T.O. Ridge Elevation: 7306'-2"
Upper Level Elevation: 7302'-0"
T.O. Door/Window Elevation: 7300'-2"
T.O. Ridge Elevation: 7297'-2"
Main Level Elevation: 7293'-0"
T.O. Door/Window Elevation: 7291'-2"
Lower Level Elevation: 7284'-0"
T.O. Plate Elevation: 7282'-11"
T.O. Door/Window Elevation: 7282'-2"
Entry/Garage Level Elevation: 7275'-0"
T.O. Footing Elevation: 7272'-0"
T.O. Footing Elevation: 7274'-2"
3'-4"-8"
12
7
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92
94
96

1 NORTH ELEVATION
A2.1 SCALE: 1/4" = 1'-0"


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T.O. Plate Elevation: 7300'-0 1/4"
T.O. Ridge Elevation: 7297'-2"
T.O. Ridge Elevation: 7296'-7 1/4"
T.O. Plate Elevation: 7293'-3 1/4"
Main Level Elevation: 7293'-0"
T.O. Plate Elevation: 7292'-0"
T.O. Door/Window Elevation: 7291'-2"
Lower Level Elevation: 7284'-0"
T.O. Door/Window Elevation: 7282'-2"
T.O. Garage Door Elevation: 7281'-8"
Entry Level Elevation: 7275'-0"
Garage Slab Elevation: 7274'-8"
T.O. Footing Elevation: 7272'-0"
22'-5 5/16" (< 23')
22'-9 7/8" (< 23')

2 EAST ELEVATION
A2.1 SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
NORTH AND EAST ELEVATIONS

REVISIONS:

DATE:
JUNE 25, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A2.1

KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE. ON ICE & WATER MEMBRANE ON 5/8" EXT. SHEATHING ON ROOF JOIST - SEE STRUCT. ROOF MATERIAL SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. COMPOSITE RIDGE VENT; COBRA OR EQUAL.
3. 1 1/2" x 3" CONT. METAL DRIP EDGE ON 2x4 ON 1x10 BUILT-UP FASCIA - STAIN/PAINT.
4. 1x6 T&G CEDAR SOFFIT - STAIN/PAINT. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
5. 36" HIGH GUARD RAILING: 1 1/2"x4" METAL TOP CAP, CONTINUOUS W/ STEEL PANELS WELDED TO 1 1/2" x 2 1/2" HORIZONTAL TUBE STEEL RAILS, TOP & BOTTOM WELDED TO 3x3 VERT. TUBE STEEL POSTS.
6. ROOF DRAIN & OVER FLOW SYSTEM OR POLYCAST TRENCH DRAIN SYSTEM, CONTRACTOR TO COORDINATE PIPE/WALL LOCATION. ALL ROOF DRAINS TO TIE INTO GRAVEL SUMP.
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8. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A4.1.
9. 48" HIGH GUARD WALL: METAL RIDGE VENT TOP CAP. VERTICAL BOARD ABD BATTEN CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
10. HEATED DECK: 4"-6" CONCRETE TOPPING SLOPED TO DRAIN .25%, ON LIQUID APPLIED WATERPROOF MEMBRANE OR EQUAL, ON METAL DECKING - SEE STRUCTURAL.
11. 4" REINFORCED HEATED CONCRETE PATIO / PORCH / WALKWAY / DRIVEWAY ON 4" GRAVEL BASE.
12. CONCRETE RETAINING WALL.
13. 6x6 TIMBER COLUMN - STAIN/PAINT.
14. 5x5 TS COLUMN - PAINT.
15. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SCHEDULES ON SHEET A5.1.
16. WINDOW & DOOR TRIM @ WOOD SIDING TO BE 2x4 HEAD, 2x4 JAMB AND SILL, STAIN / PAINT. WINDOW & DOOR TRIM @ METAL SIDING TO BE 1 1/2" METAL TRIM.
17. FLAT PANEL METAL SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
18. 1x6 HORIZONTAL CEDAR SIDING ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL.
19. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED/PAINT. SEE DETAIL 4/A4.1.
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22. EXISTING GRADE LINE.
23. LINE 27-0" HEIGHT ABOVE EXISTING GRADE.
24. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
25. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
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27. DRAINAGE MATT ON WATERPROOF MEMBRANE.
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32. POLYCAST TRENCH DRAIN SYSTEM OR EQUAL, TIE INTO GRAVEL SUMP.
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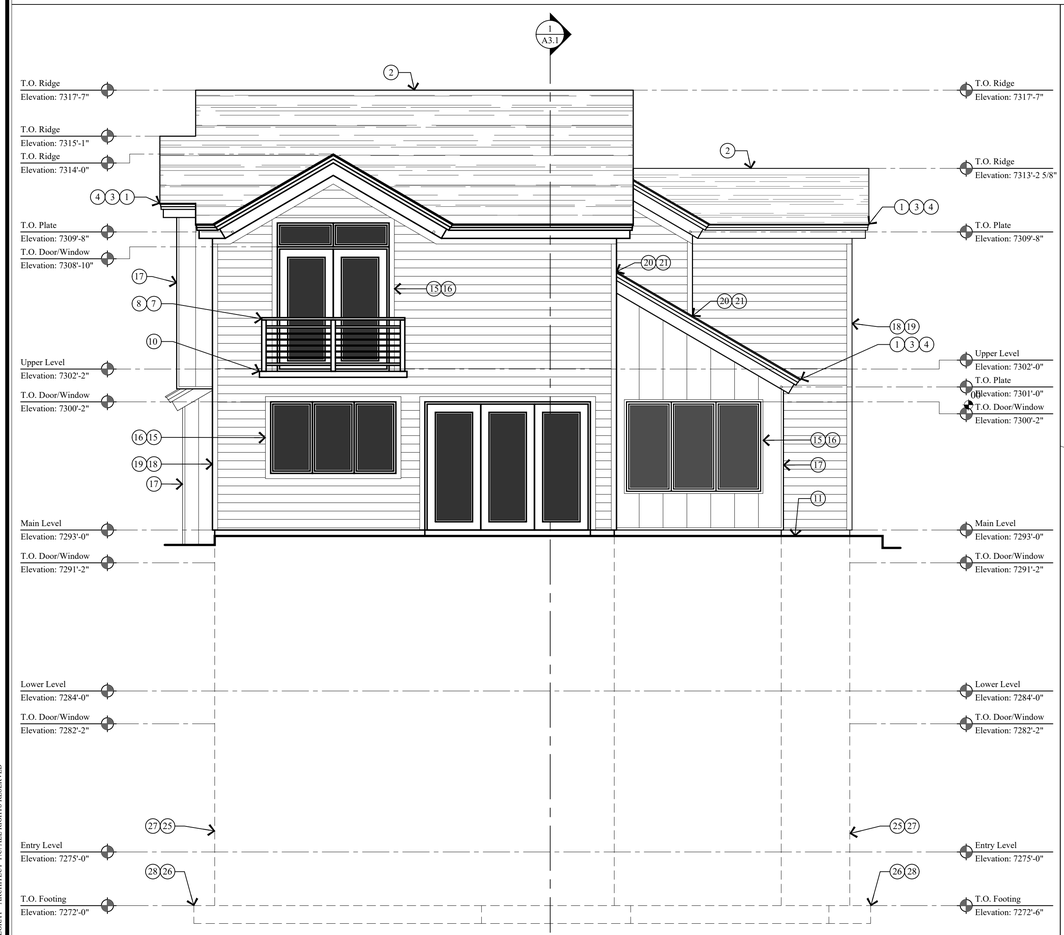

1 A2.2 WEST ELEVATION
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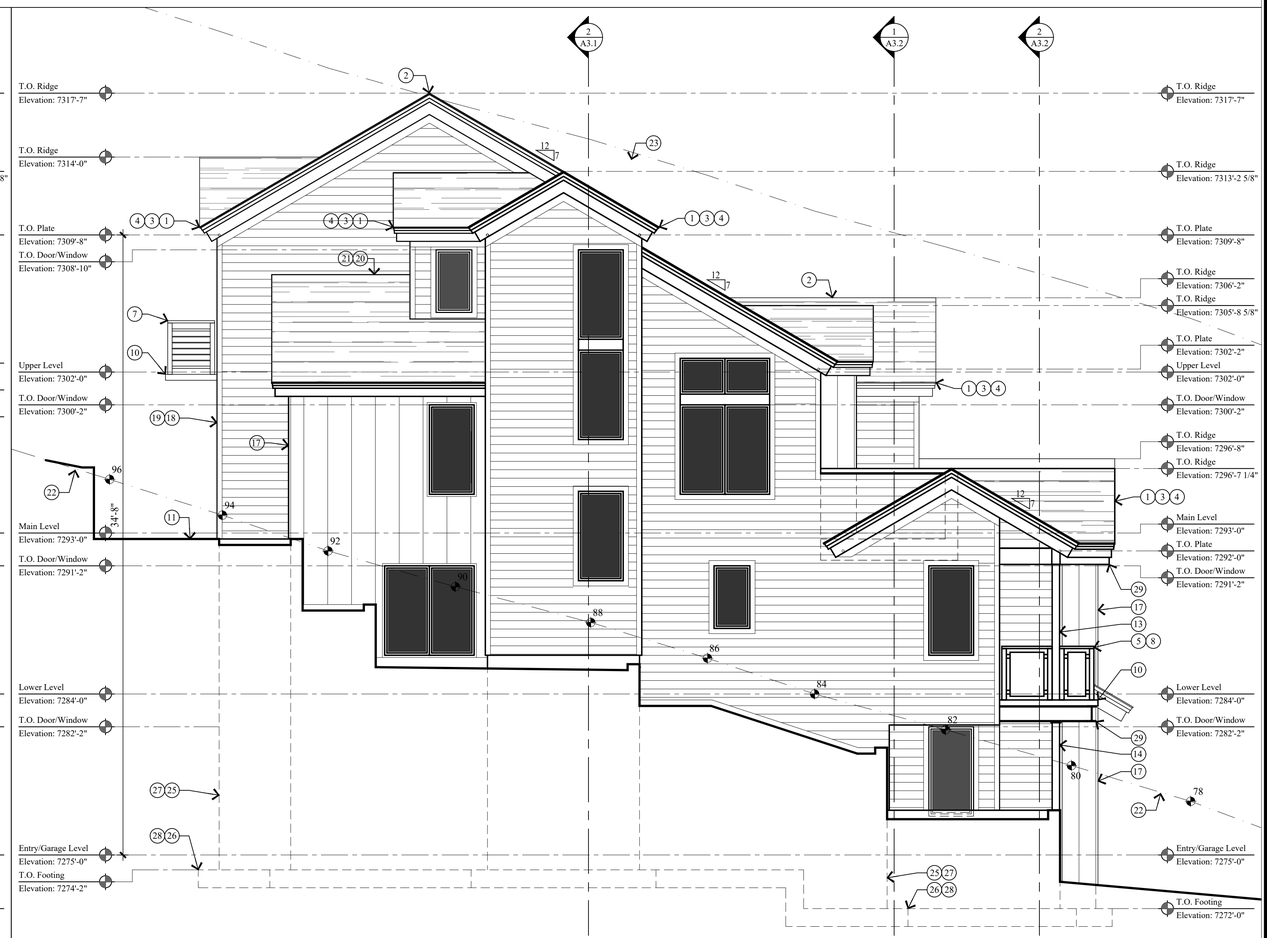

2 A2.2 SOUTH ELEVATION
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SHEET DESCRIPTION:
WEST AND SOUTH ELEVATIONS

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PROJECT NUMBER:
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SHEET NUMBER:
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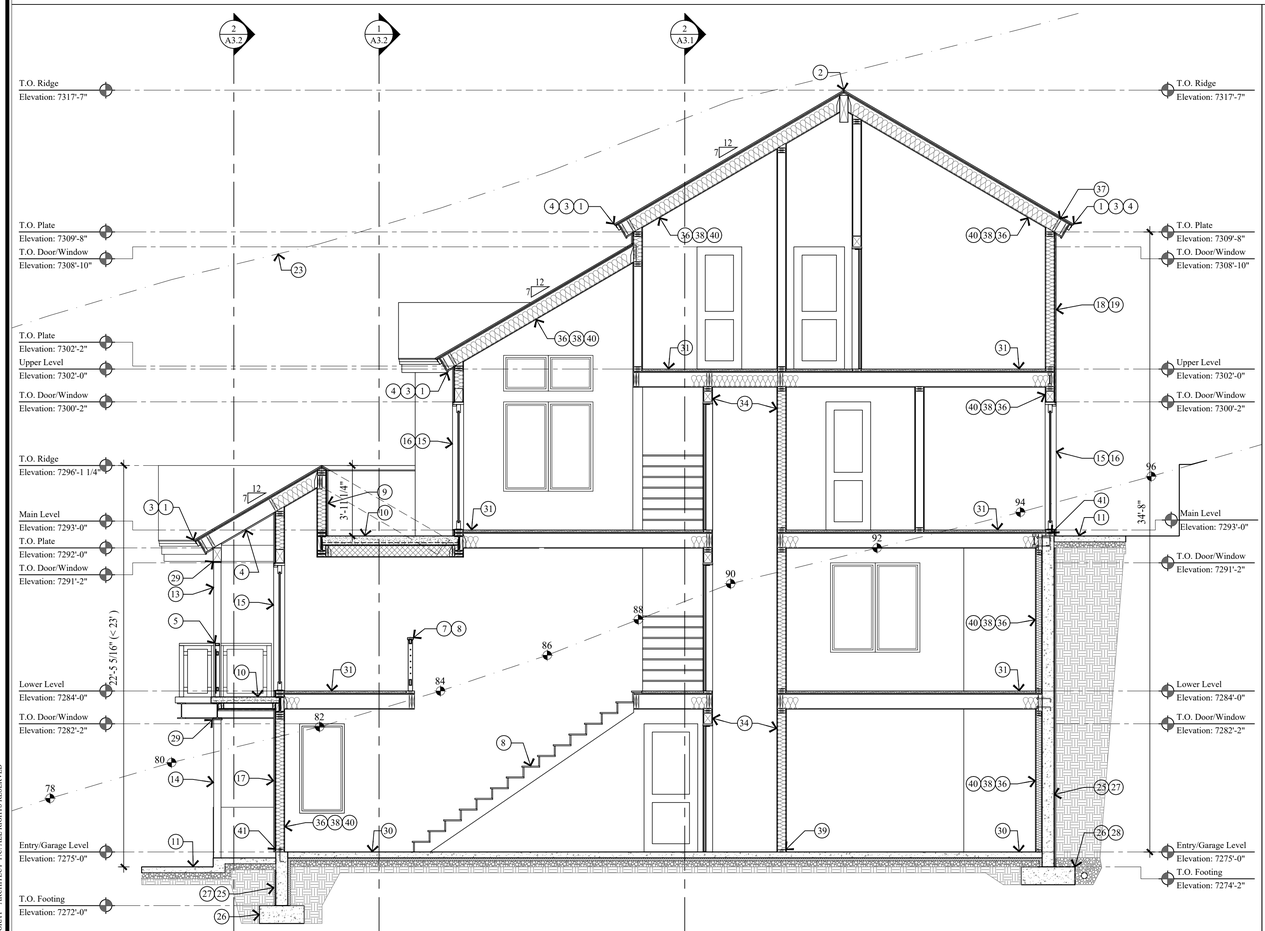
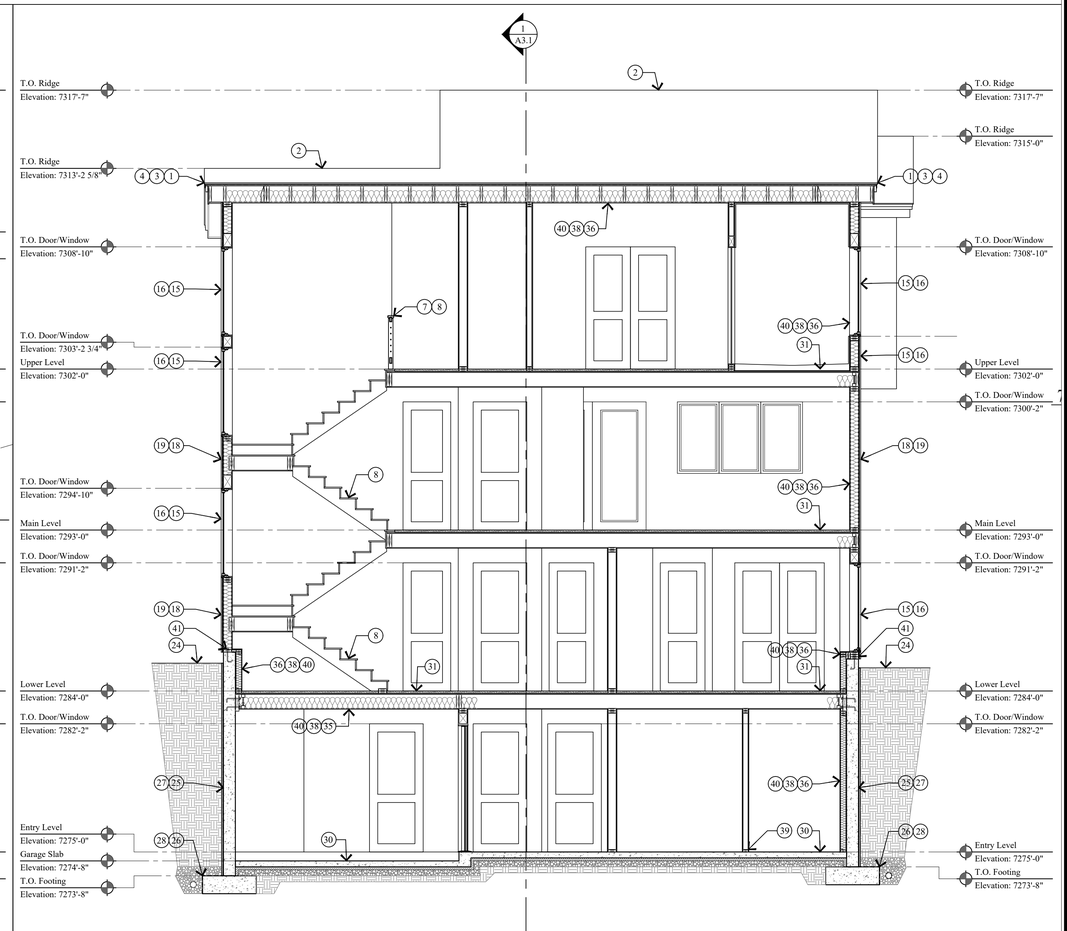


1 A3.1 BUILDING SECTION
SCALE: 1/4" = 1'-0"



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SCALE: 1/4" = 1'-0"



2 A3.2 BUILDING SECTION
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STAIRWAY/HANDRAILING/GUARDRAILING NOTES:

1. STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH AT ALL POINTS ABOVE THE PERMITTED HANDRAIL HEIGHT AND BELOW THE REQUIRED HEADROOM HEIGHT. HANDRAILS SHALL NOT PROJECT MORE THAN 4.5 INCHES ON EITHER SIDE OF STAIRWAY AND THE MINIMUM CLEAR WIDTH OF THE STAIRWAY AT AND BELOW THE HANDRAIL HEIGHT, INCLUDING TREADS AND LANDINGS, SHALL NOT BE LESS THAN 31 ½ INCHES WHERE A HANDRAIL IS INSTALLED ON ONE SIDE AND 27 INCHES WHERE HANDRAILS ARE PROVIDED ON BOTH SIDES. -IRC R311.7.1

2. THE MINIMUM HEADROOM IN ALL PARTS OF THE STAIRWAY SHALL NOT BE LESS THAN 6 FEET 8 INCHES MEASURED VERTICALLY FROM THE SLOPED LINE ADJOINING THE TREAD NOSING OR FROM THE FLOOR SURFACE OF THE LANDING OR PLATFORM ON THAT PORTION OF THE STAIRWAY. -IRC R311.7.2

3. THE MAXIMUM RISER HEIGHT SHALL BE 7 ¾ INCHES. THE RISER SHALL BE MEASURED VERTICALLY BETWEEN LEADING EDGES OF THE ADJACENT TREADS. THE GREATEST RISER HEIGHT WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ¾ INCH. -IRC R311.7.4.1

4. THE MINIMUM TREAD DEPTH SHALL BE 10 INCHES. THE TREAD DEPTH SHALL BE MEASURED HORIZONTALLY BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AND AT A RIGHT ANGLE TO THE TREADS LEADING EDGE. THE GREATEST TREAD DEPTH WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ¾ INCH. CONSISTENTLY SHAPED WINDERS AT THE WALKLINE SHALL BE ALLOWED WITHIN THE SAME FLIGHT OF STAIRS AS RECTANGULAR TREADS AND DO NOT HAVE TO BE WITHIN ½ INCH OF THE RECTANGULAR TREAD DEPTH.
WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 10 INCHES MEASURED BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AT THE INTERSECTIONS WITH THE WALKLINE. WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 6 INCHES AT ANY POINT WITHIN THE CLEAR WIDTH OF STAIR. WITHIN ANY FLIGHT OF STAIRS, THE LARGEST WINDER TREAD DEPTH AT THE WALKLINE SHALL NOT EXCEED THE SMALLEST WINDER TREAD BY MORE THAN ½ INCH. -IRC R311.7.4.2

5. THE WIDTH OF EACH LANDING SHALL NOT BE LESS THAN THE WIDTH OF THE STAIRWAY SERVED. LANDINGS SHALL HAVE A MINIMUM DIMENSION OF 36 INCHES MEASURED IN THE DIRECTION OF TRAVEL. -IRC R311.7.5

6. HANDRAIL HEIGHT, MEASURED VERTICALLY FROM THE SLOPED PLANE ADJOINING THE TREAD NOSING, OR FINISH SURFACE OF THE RAMP SLOPE, SHALL BE NOT LESS THAN 34 INCHES AND NOT MORE THAN 38 INCHES. -IRC R311.7.7.1

7. HANDRAILS FOR STAIRWAYS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE FLIGHT, FROM A POINT DIRECTLY ABOVE THE TOP RISER OF THE FLIGHT TO A POINT DIRECTLY ABOVE THE LOWEST RISER OF THE FLIGHT. HANDRAIL ENDS SHAL BE RETURNED OR SHALL TERMINATE IN NEWL POSTS OR SAFETY TERMINALS. HANDRAILS ADJACENT TO A WALL SHALL HAVE A SPACE OF NOT LESS THAN 1 ½ INCH BETWEEN THE WALL AND THE HANDRAILS.
EXCEPTIONS:
1. HANDRAILS SHALL BE PERMITTED TO BE INTERRUPTED BY A NEWL POST AT THE TURN.
2. THE USE OF A VOLUTE, TURNOUT, STARTING EASING OR STARTING NEWL SHALL BE ALLOWED OVER THE LOWEST TREAD. -IRC R311.7.7.2

8. ALL REQUIRED HANDRAILS SHALL BE OF ONE OF THE FOLLOWING TYPES OR PROVIDE EQUIVALENT GRASPABILITY.
TYPE I: HANDRAILS WITH CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF 1 ¼ INCHES AND NOT GREATER THAN 2 INCHES. IF THE HANDRAIL IS NOT CIRCULAR, IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4 INCHES AND NOT GREATER THAN 6 ¼ INCHES WITH A MAXIMUM CROSS SECTION OF DIMENSION OF 2 ¼ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.01 INCH.
TYPE II: HANDRAILS WITH A PERIMETER GREATER THAN 6 ¼ INCHES SHALL HAVE A GRASPABLE FINGER RECESS AREA ON BOTH SIDES OF THE PROFILE. THE FINGER RECESS SHALL BEGIN WITHIN A DISTANCE OF ¾ INCH MEASURED VERTICALLY FROM THE TALLEST PORTION OF THE PROFILE AND ACHIEVE A DEPTH OF AT LEAST 5/16 INCH WITHIN ⅞ INCH BELOW THE WIDEST PORTION OF THE PROFILE. THE REQUIRED DEPTH SHALL CONTINUE FOR AT LEAST ⅞ INCH TO A LEVEL THAT IS NOT LESS THAN 1 ½ INCHES BELOW THE TALLEST PORTION OF THE PROFILE. THE MINIMUM WIDTH OF THE HANDRAIL ABOVE THE RECESS SHALL BE 1 ¼ INCHES TO MAXIMUM OF 2 ¾ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.10 INCH.
-IRC R311.7.7.3

9. GUARDS SHALL BE LOCATED ALONG OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. -IRC R312.1

10. GUARDS SHALL NOT BE LESS THAN 36 INCHES HIGH MEASURED VERTICALLY ABOVE THE ADJACENT WALKING SURFACE, ADJACENT FIXED SEATING OR THE LINE CONNECTING THE LEADING EDGES OF THE TREADS. -IRC R312.2

11. GUARDS SHALL NOT HAVE OPENINGS FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. -IRC R312.3

12. STAIR TREAD NOSING: THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE NO GREATER THAN 9/16 INCH . A NOSING NOT LESS THAN ¾ INCH BUT NOT MORE THAN 1 ¼ INCHES SHALL BE PROVIDED ON STAIRWAYS WITH SOLID RISERS. THE GREATEST NOSING PROJECTION SHALL NOT EXCEED THE SMALLEST NOSING PROJECTION BY MORE THAN 3/8 INCH BETWEEN TWO STORIES, INCLUDING THE NOSING AT THE LEVEL OF FLOORS AND LANDINGS. BEVELING OF NOSING SHALL NOT EXCEED ½ INCH. RISERS SHALL BE VERTICAL OR SLOPED FROM THE UNDERSIDE OF THE LEADING EDGE OF THE TREAD ABOVE AT AN ANGLE NOT MORE THAN 30 DEGREES (0.51 RAD) FROM THE VERTICAL. OPEN RISERS ARE PERMITTED, PROVIDED THAT THE OPENING BETWEEN TREADS DOES NOT PERMIT THE PASSAGE OF A 4 INCH DIAMETER SPHERE.
(UTAH STATE AMENDMENT) EXCEPTIONS.
A. A NOSING IS NOT REQUIRED WHERE THE TREAD DEPTH IS A MINIMUM OF 10 INCHES.
B. THE OPENING BETWEEN ADJACENT TREADS IS NOT LIMITED ON STAIRS WITH A TOTAL RISE OF 30 INCHES OR LESS. NOTE: THIS MEANS THAT CONCRETE STAIRS, WITHOUT NOSINGS, MUST HAVE A TREAD DEPTH OF 10 INCHES

TYVEK VAPOR/AIR BARRIER INSTALLATION:

1. INSTALL AIR BARRIER AFTER SHEATHING IS INSTALLED AND BEFORE WINDOWS AND DOORS ARE INSTALLED. INSTALL LOWER LEVEL BARRIER PRIOR TO UPPER LAYERS TO ENSURE PROPER SHINGLING OF LAYERS.

2. OVERLAP AIR BARRIER AT CORNERS OF BUILDING BY A MINIMUM OF 12 INCHES.

3. OVERLAP AIR BARRIER VERTICAL SEAMS BY A MINIMUM OF 6 INCHES.

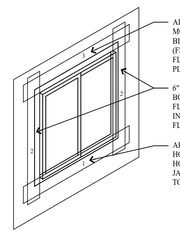
4. ENSURE BARRIER IS PLUM AND LEVEL WITH FOUNDATION, AND UNROLL EXTENDING AIR BARRIER OVER WINDOW AND DOOR OPENINGS.

5. ATTACH AIR BARRIER TO WOOD, INSULATED SHEATHING BOARD OR EXTERIOR GYPSUM WITH PLASTIC CAP NAILS EVERY 12" TO 16" ON VERTICAL STUD LINE WITH WOOD STUD FRAMING, AND SCREWS WITH WASHERS TO METAL STUD FRAMING. WHEN ATTACHING TO WOOD SHEATHING, A MINIMUM 1.0 INCH CROWN STAPLE MAY BE USED. WHEN ATTACHING TO MASONRY, USE ADHESIVE RECOMMENDED BY MANUFACTURER.

6. PREPARE WINDOW AND DOOR ROUGH OPENINGS AS FOLLOWS:
A. PREPARE EACH WINDOW ROUGH OPENING BY CUTTING A MODIFIED "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF HEADER.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF WINDOW OPENINGS FROM THE TOP OF THE WINDOW OPENING DOWN TO 2/3 OF THE WAY TO THE BOTTOM OF THE WINDOW OPENINGS.
3. DIAGONALLY CUT AIR BARRIER FROM THE BOTTOM OF THE VERTICAL CUT TO THE LEFT AND RIGHT CORNERS OF OPENING.
4. FOLD SIDE AND BOTTOM FLAPS INTO WINDOW OPENING AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.
B. PREPARE EACH ROUGH DOOR OPENING BY CUTTING A STANDARD "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF DOOR FRAME HEADER AND ALONG TOP OF SILL.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF DOOR OPENINGS FROM THE TOP OF THE DOOR OPENING (HEADER) DOWN TO THE BOTTOM OF THE DOOR OPENING (SILL).
3. FOLD SIDE FLAPS INSIDE AROUND DOOR OPENINGS AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.

7. TAPE ALL HORIZONTAL AND VERTICAL SEAM OF AIR BARRIER WITH DUPONT TYVEK TAPE.

8. SEAL ALL TEARS AND CUTS IN AIR BARRIER WITH DUPONT TYVEK TAPE.

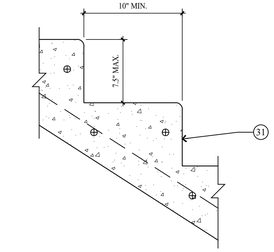


APPLY CONTINUOUS SEAL ALONG TOP (HEAD) MOUNTING FLANGE. EMBED BOTTOM OF 6" BITUTHANE HEAD FLASHING AGAINST SEALANT (FLASHING GOES OVER SEALANT). EXTEND HEAD FLASHING BEYOND EACH JAMB FLASHING. FASTEN IN PLACE.

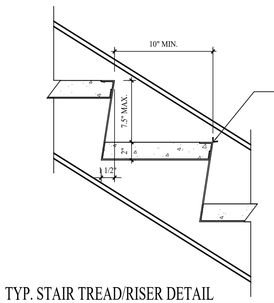
6" SELF-ADHESIVE BITUTHANE JAMB FLASHING AT BOTH SIDES OF OPENING. EXTEND BEYOND SILL FLASHING AND ABOVE WHERE HEAD FLASHING WILL INTERSECT. LAP JAMB FLASHING OVER TOP OF SILL FLASHING. LEAVE BOTTOM EDGE UNATTACHED.

APPLY 6" SELF-ADHESIVE BITUTHANE SILL FLASHING HORIZONTALLY BELOW THE SILL. EXTEND HORIZONTALLY TO PROJECT BEYOND VERTICAL JAMB. FASTEN THE TOP EDGE OF THE SILL FLASHING TO THE FRAMING. LEAVE LOWER EDGE UNATTACHED.

15 A4.1 VAPOR BARRIER SILL, JAMB AND HEAD FLASHING
NO SCALE



11 A4.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



12 A4.1 TYP. STAIR TREAD/RISER DETAIL
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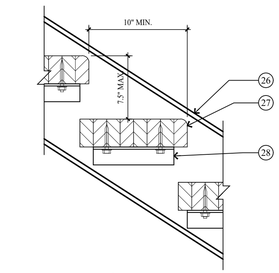

13 A4.1 TYP. STAIR TREAD/RISER DETAIL
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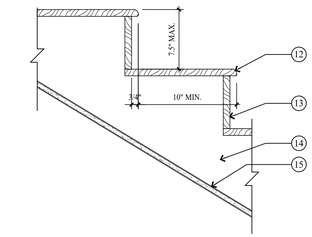
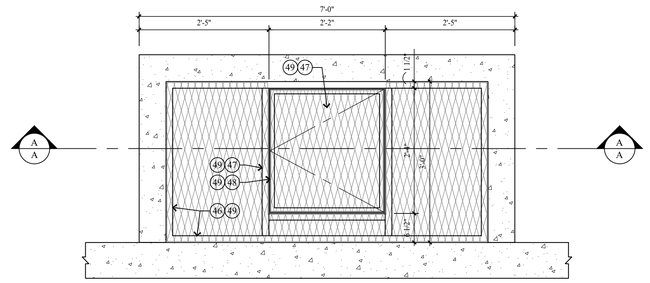
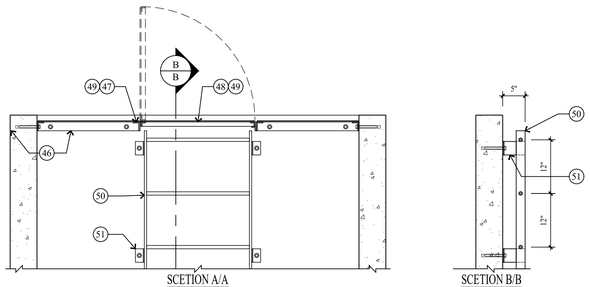


14 A4.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



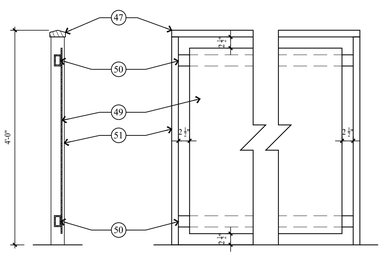
PLAN



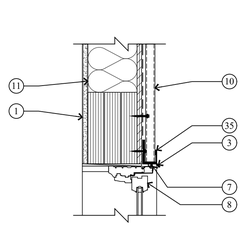
SCETION A/A

SCETION B/B

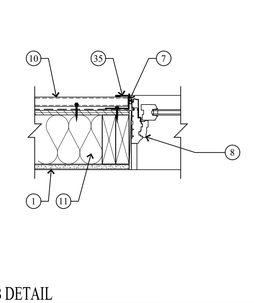
17 A4.1 LIGHT WELL W/ STEEL GRATE AND ACCESS LADDER FOR EGRESS
SCALE: 3/4" = 1'-0"



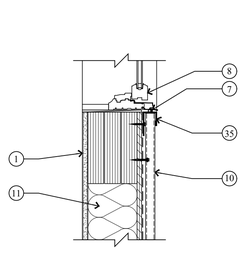
14 A5.1 TYPICAL GUARDRAIL SCREEN DETAIL
NO SCALE



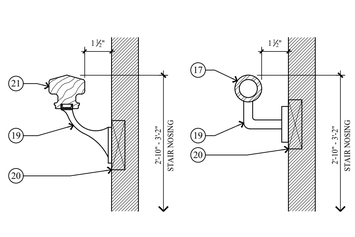
6 A4.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



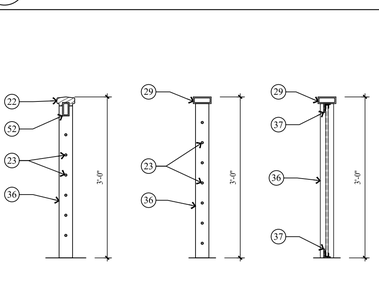
7 A4.1 JAMB DETAIL
SCALE: 1 1/2" = 1'-0"



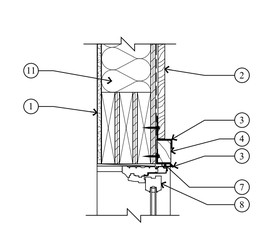
8 A4.1 SILL DETAIL
SCALE: 1 1/2" = 1'-0"



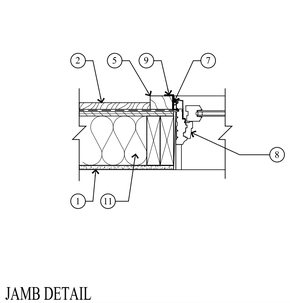
9 A4.1 TYPICAL HANDRAIL DETAIL
NO SCALE



10 A4.1 TYPICAL HANDRAIL/GUARDRAIL DETAILS
SCALE: 3/4" = 1'-0"



3 A4.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



2 A4.1 JAMB DETAIL
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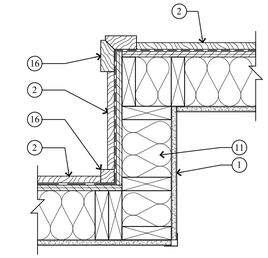
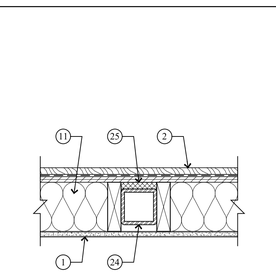


4 A4.1 INSIDE AND OUSIDE CORNER TRIM DETAIL
SCALE: 1 1/2" = 1'-0"



5 A4.1 THREMAL BREAK DETAIL @ TUBE STEEL COLUMN
SCALE: 1 1/2" = 1'-0"

KEY NOTES

1. 1/2" GYPSUM BOARD ON 2x6 STUDS @ 16" O.C.
2. EXTERIOR WOOD SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
3. HEAD FLASHING/TRIM.
4. 2x3 WINDOW/DOOR HEAD - PAINT/STAIN.
5. 2x3 WINDOW/DOOR JAMB - PAINT/STAINED.
6. 2x3 WINDOW SILL - PAINT/STAINED.
7. BACKER ROD AND CAULK.
8. WOOD ALUMINUM CLAD WINDOW W/ INSULATED GLASS - SEE SCHEDULE.
9. METAL FLASHING.
10. EXTERIOR METAL SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
11. EXTERIOR WALLS TO BE 2x6 FRAMING, FOR INSULATION SEE GENERAL NOTE 2 ON THE FLOOR PLAN SHEET A1.1.
12. 3/4" HARDWOOD TREAD - SEE STAIR NOTES.
13. 3/4" HARDWOOD CLOSED RISER - SEE STAIR NOTES.
14. 2x12 STRINGERS.
15. 1/2" GYPSUM BOARD.
16. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED
17. 1 1/2" DIA. STEEL PIPE - PAINTED.
18. 6x6 WOOD END POST.
19. HANDRAIL BRACKET.
20. SOLID BACKING - TYP..
21. HARDWOOD STANDARD MILL SHAPE HANDRAIL - STAINED.
22. 36" HIGH GUARD / HANDRAIL TO BE 2x SHAPED HARDWOOD CONTINUOUS TOP CAP.
23. 1/2" DIA. STEEL BARS - HORIZONTAL, SPACED LESS THAN 4". THROUGH 4"x4" VERTICAL TUBE STEEL POSTS.
24. TUBE STEEL COLUMN - SEE STRUCTURAL.
25. 3/4" RIGID INSULATION.
26. 12" STEEL CHANNEL STRINGER.
27. 3 1/8 x12 GLU LAM BEAM TREAD.
28. 2"x2"x ¼" STEEL ANGLE W/ 2- ½ DIA. x 3" LAG BOLTS.
29. 36" HIGH TOP RAIL/HAND GRIP TO BE 1.5x4 TUBE STEEL CONT. PAINT/POWDER COATED.
30. 1/2" DIAMETER STEEL BALLAST, VERTICAL, SPACED LESS THAN 4" - PAINTED/POWDER COATED.
31. 4" REINFORCED CONCRETE STAIRS ON 4" GRAVEL BASE.
32. 36" HIGH HAND RAIL TO BE 2 ½" x 5" SHAPE HARDWOOD, CONTINUOUS.
33. (3) TOP AND BOTTOM RAILS TO BE 1 ½" x 3" TUBE STEEL - PAINT/POWDER COAT.
34. 6x6 HARDWOOD END POST TAPERED 3/4" - STAINED.
35. 1 1/2" METAL TRIM @ HEAD, JAMB & SILL.
36. 3"x3" TUBE STEEL END / MID POST - PAINT / POWDER COAT.
37. 1 1/2" x 3" STEEL ANGLE TOP AND BOTTOM W/ FLAT PANEL METAL SIDING INFILL.
38. ENTRY STAIRS: STEEL CHANNEL STRINGERS W/ CLOSED RISER METAL PAN, TREADS FILLED W/ CONCRETE.
39. 2x12 PRESSURE TREATED STRINGERS.
40. TREAD TO BE 2x6 TREX OR EQUAL.
41. RISERS TO BE 1x6 TREX OR EQUAL.
42. DECKING TO BE 2x6 TREX OR EQUAL ON 2x10 P.T. JOIST @ 16" O.C. - SEE STRUCTURAL FOR DETAILS.
43. DECK BEAM - SEE STRUCTURAL FOR DETAILS.
44. 8" CONCRETE PIER - SEE STRUCTURAL FOR DETAILS.
45. 4" REINFORCED CONCRETE WALKWAY / DRIVEWAY / CAR PORT / GARAGE ON 4" GRAVEL BASE.
46. 1 1/2"x2"x3/16" STEEL ANGLE W/ 1/2" DIA. x5" EXPANSION BOLTS @ 24" O.C.
47. 1 1/2"x2"x3/16" STEEL ANGLE @ PERIMTER OF ACCESS OPENING.
48. 1"x1"x3/16" STEEL ANGLE ACCESS DOOR, TO BE HINGED. FIELD VERIFY THAT WHEN OPEN IT WILL CLEAR EXTERIOR SIDING AND TRIM.
49. 1.5" x #6 EXPANDED STEEL MESH, DIAMOND SHAPE TO BE WELDED TO STEEL ANGLE.
50. 2"x3/8" STEEL LADDER W/ 3/4" DIA. STEEL RUNGS @ 12" O.C., FIELD VERIFY LENGTH TO BOTTOM OF GRAVEL.
51. 3"x4"x5"x3/16" STEEL ANGLE WELDED TO LADDER, BOLTED W/ 1/2" DIA. x5" EXPANSION BOLTS @ 24" O.C.
52. CONTINUOUS 1 1/2"x3" TUBE STEEL TOP RAIL - PAINT/POWDER COAT.

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

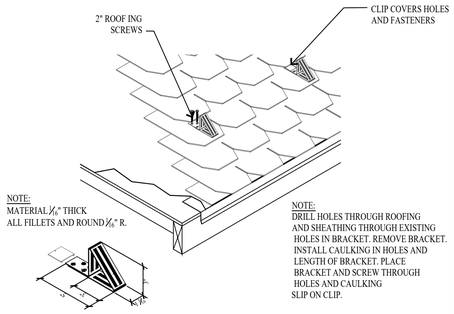
SHEET DESCRIPTION:
ARCHITECTURAL DETAILS
STAIR / RAILING NOTES

REVISIONS:

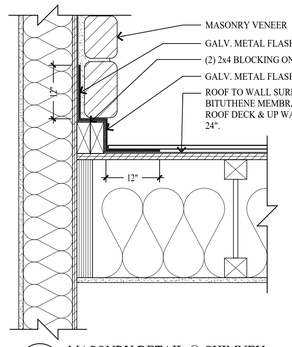
DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

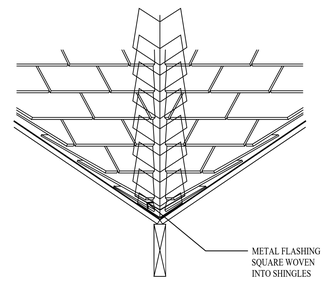
SHEET NUMBER:
A4.1



17 A4.2 SNOW BRAKET DETAIL
NO SCALE



13 A4.2 MASONRY DETAIL @ CHIMNEY
SCALE: 1 1/2" = 1'-0"



9 A4.2 CLOSED VALLEY FLASHING
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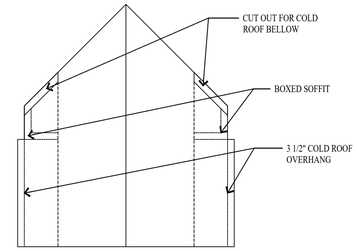
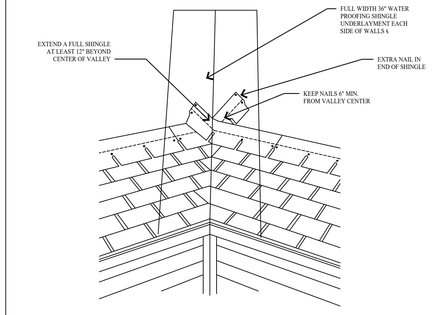
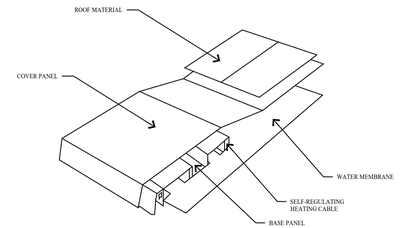


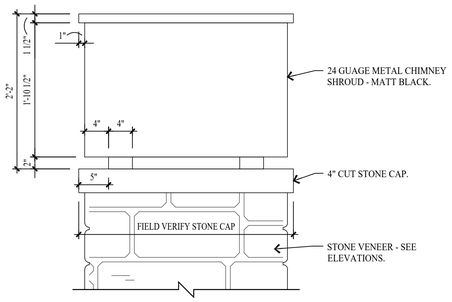
5 A4.2 DORMER ROOF
NO SCALE



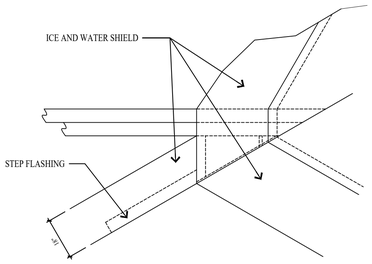
1 A4.2 WOVEN VALLEY DETAIL
NO SCALE



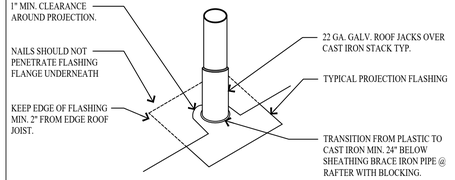
18 A4.2 EAVE SNOW MELT DETAIL
NO SCALE



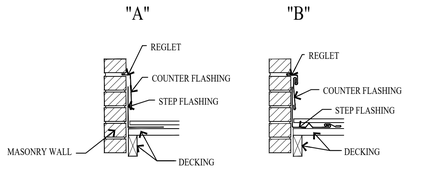
14 A5.2 METAL CHIMNEY SHROUD
NO SCALE



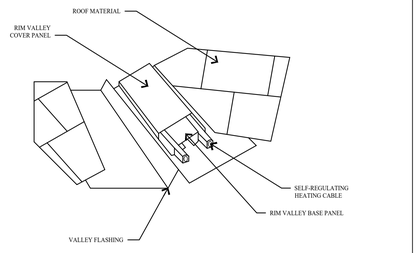
10 A4.2 DORMER FLASHING DETAIL
NO SCALE



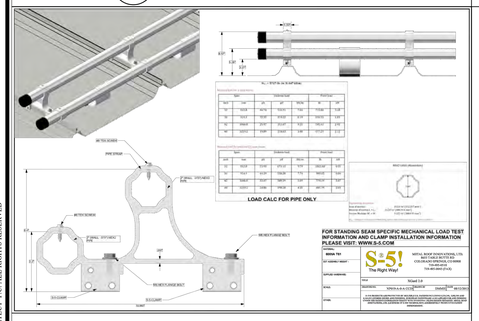
6 A4.2 VENT FLASHING DETAIL
NO SCALE



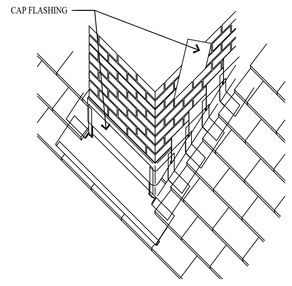
2 A4.2 RAKE WALL FLASHING DETAIL
NO SCALE



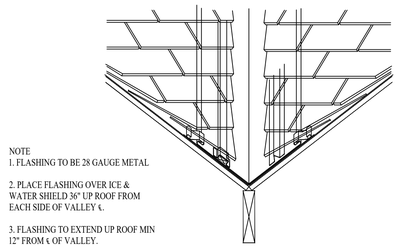
19 A4.2 VALLEY SNOW MELT DETAIL
NO SCALE



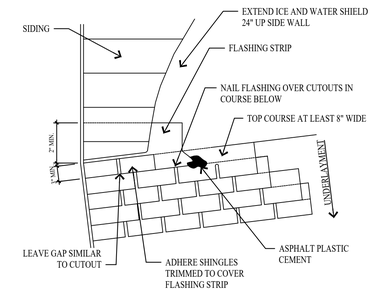
20 A4.2 SNOW RETENSION BARS DETAIL
NO SCALE



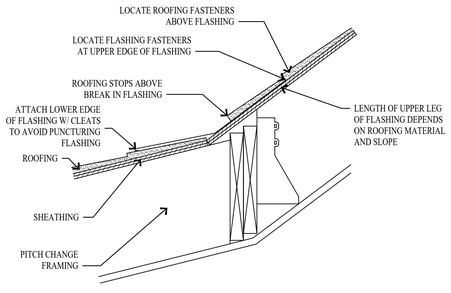
11 A4.2 CHIMNEY FLASHING
NO SCALE



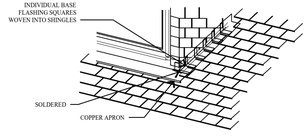
7 A4.2 OPEN VALLEY DETAIL
NO SCALE



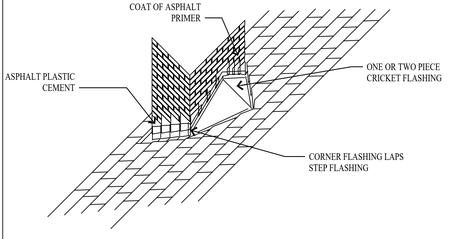
3 A4.2 ROOF/WALL FLASHING DETAIL
NO SCALE



12 A4.2 ROOF PITCH TRANSITION DETAIL
NO SCALE



8 A4.2 FLASHING DETAIL
NO SCALE



4 A4.2 CHIMNEY CRICKET FLASHING
NO SCALE

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ROOF FLASHING DETAILS

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A4.2

ROOM FINISH SCHEDULE

ROOM NO.	ROOM NAME	FLOOR MAT'L	FLOOR BASE	WALLS NORTH	WALLS EAST	WALLS SOUTH	WALLS WEST	CEILING HEIGHT	CEILING MAT'L	REMARKS
ENTRY / GARAGE LEVEL										
100	ELEVATOR	CONCRETE	WOOD	GYP	GYP	GYP	GYP	25'- 11 3/4"	GYP	5/8" TYPE X GYPSUM BOARD
101	ENTRY	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
102	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
103	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
104	HALL	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
105	MUDROOM	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
106	CLOSET	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
107	LAUNDRY	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
108	HOME THEATER	CARPET	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
109	MECH	CONCRETE	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
110	GARAGE	CONCRETE	WOOD	GYP	GYP	GYP	GYP	8'-5 3/4"	GYP	5/8" TYPE X GYPSUM BOARD
LOWER LEVEL										
201	STAIR	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
202	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
203	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
204	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
205	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
206	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
207	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
208	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
209	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
210	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
MAIN LEVEL										
301	DINING	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
302	LIVING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
303	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
304	NOOK	WOOD	WOOD	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
305	POWDER	TILE	TILE	GYP	GYP	GYP	GYP	7'-11 3/4"	GYP	
306	STUDY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
307	STAIR	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
UPPER LEVEL										
401	HALL	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
402	MST BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
403	MST BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
404	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	

WINDOW SCHEDULE

MARK ⟨X⟩	SIZE WIDTH	SIZE HEIGHT	TYPE	FRAME MAT'L	EXTERIOR FINISH	INTERIOR FINISH	GLAZING	REMARKS
A	5'-0"	5'-0"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 5'-0" CASEMENT MULLED - SEE ELEVATION
B	2'-6"	5'-0"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
C	2'-0"	3'-6"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
D	7'-6"	3'-6"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-6" x 3'-6" CASEMENT MULLED - SEE ELEVATION
E	2'-4"	4'-0"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	
F	7'-0"	4'-0"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-4" x 4'-0" CASEMENT MULLED - SEE ELEVATION
G	7'-6"	5'-0"	CASEMENT	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(3) 2'-6" x 5'-0" CASEMENT MULLED - SEE ELEVATION
H	5'-0"	2'-0"	PICTURE	WOOD ALUM CLAD	MANUFACTURER	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6" x 2'-0" PICTURE MULLED - SEE ELEVATION
I								
J								
K								
L								

WINDOW NOTES

1. ALL WINDOWS OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. GLAZING IN HAZARDOUS LOCATION IS REQUIRED TO BE GLAZED WITH SAFETY MATERIAL. IRC SECTION R308.3 AND R308.4.

3. ALL WINDOWS IN BATHROOMS MUST BE TEMPERED GLASS

4. TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARC OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FEET STAIRS. OR GLAZING WITHIN 5 FEET OF SPAS OR POOLS, CERTAIN FIXED PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT. IRC R308

5. EGRESS WINDOWS: FINISH SILL HT. MIN 44" FROM FLOOR MIN. CLEAR OPENING OF 5.7 S/F MIN NET CLEAR OPENING 20" WIDTH AND 24" HT.

6. ALL WINDOWS TO HAVE A MIN. U-VALUE OF .31

DOOR SCHEDULE

MARK ①	TYPE	SIZE WIDTH	SIZE HEIGHT	SIZE THICK.	DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME FINISH	HDWR TYPE	REMARKS
ENTRY / GARAGE LEVEL										
101	OVERHEAD DOOR	9'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	GARAGE	AUTO DOOR OPENER
102	ENTRY	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
103	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
104	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
105	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
106	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
107	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
108	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
109	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
110	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
111	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
112	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
LOWER LEVEL										
201	PATIO	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
202	TERRACE	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
203	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
204	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
205	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
206	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
207	SHOWER	2'-0"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
208	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
209	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
210	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
211	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
212	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
213	STYLE & RAIL	5'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	2'-6" PAIR
214	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
215	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
216	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
217	SHOWER	2'-2"	6'-6"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS ENCLOSURE - SWING
218	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
MAIN LEVEL										
301	PATIO	6'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
302	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	ELEVATOR DOOR - WEATHER STRIP - THRESHOLD
303	STYLE & RAIL	2'-8"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	POCKET DOOR
304	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
305	PATIO	9'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(1) 3'-0" DOORS - INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.
UPPER LEVEL										
401	STYLE & RAIL	2'-10"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
402	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
403	STYLE & RAIL	2'-6"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
404	STYLE & RAIL	5'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	2'-6" PAIR POCKET DOOR
405	SHOWER	2'-6"	6'-6"	1/2"	GLASS	CLEAR				TEMP - EURO GLASS ENCLOSURE - SWING
406	PATIO	6'-0"	7'-0" / 1'-4"	1 3/4"	WOOD-ALUM	STAIN - MANF'R	WOOD-ALUM	STAIN - MANF'R	LOCKSET	(2) 3'-0" DOORS MULLED TO (2) 3'-0" x 1'-4" TRANSOM INSUL - LOW E - TEMP - WEATHER STRIP - THRESH.

DOOR NOTES

1. ALL DOOR OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. ALL DOORS TO BE 1 3/4" SOLID CORE UNLESS NOTED OTHERWISE.

3. ALL SHOWER DOORS AND GLASS SHOWER ENCLOSURES SHALL BE TEMPERED GLASS. IRC SECTION R308.3 AND R308.4

4. FRENCH/PATIO/TERRACE/NANNA DOORS TO BE SUPPLIED BY WINDOW MANUFACTURE TO HAVE A U-VALUE OF .31 MINIMUM.

5. AUTOMATIC GARAGE DOOR OPENERS SHALL BE TESTED IN ACCORDANCE WITH UL325. - IRC 309.4.

6. NO MORE THAN 30% OF GLASS IN GARAGE DOORS.

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
213 UPPER NORFOLK AVE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
DOOR, WINDOW AND ROOM SCHEDULES

REVISIONS:

DATE:
JUNE 06, 2026

PROJECT NUMBER:
2605-01

SHEET NUMBER:
A5.1

June 3, 2026

Park City Municipal Corporation
443 Marsac Avenue
Park City, Utah 84060

Attn: Planning Department
Re: Steep Slope CUP Application for:
2013 Upper Norfolk Ave.

Dear Staff,

The owner of 213 Upper Norfolk Ave. would like to build a new single-family home on this vacant plated lot. The lot slopes uphill from Upper Norfolk Ave. Slopes on the lot range from 15-30% and vary over the depth of the lot. See attached slope analysis.

Criteria for review 15-2.2-6 Development on Steep Slopes

1. **Location of Development** – The home will be sited on the lot so that the building acts as the primary retaining structure. This means that retaining walls will be minimized.
2. **Visual Analysis** – A rendering of the home has been included as seen from a cross canyon on Ontario Avenue.
3. **Access** – The driveway has been reviewed by Planning Commission as part of the plat amendment approval. Access includes improvements to Upper Upper Norfolk and a common driveway to serve both 209 and 213 Upper Norfolk Ave. Slope on the driveway do not exceed 10%. Slopes on the revised Upper Upper Norfolk Ave will not exceed 15%. The road and driveways are heated concrete.
4. **Terracing** – See response to criteria #1.
5. **Building Location** – The building has been placed to align with the other homes on the uphill side of the street to maintain the streetscape appearance. The home will act as the primary retaining element. These factors will allow the remaining site to blend with the adjacent slopes and fit into the hillside rather than sitting on the hillside.
6. **Building Form and Scale** – The building mass steps up the hillside following the topography of the lot.
7. **Setbacks** – The building setbacks exceed the required minimums. The front and rear are 12’ instead of the required 10’. The side yards are 7’ instead of the required 5’.
8. **Dwelling Volume** – Meets the requirements of code in roof shape, setbacks and stepping of the form.
9. **Building Height** – The building does not exceed the allowable building height and is compatible with other homes in the district.

Please let me know if you have any questions regarding this application.

Sincerely,
Jonathan DeGray
Jonathan DeGray - Architect

614 Main Street, Suite 302
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SUMMIT GEOTECH

PRELIMINARY GEOTECHNICAL INVESTIGATION

PROPOSED RESIDENCES

209/215 NORFOLK AVENUE
PARK CITY, UTAH

PREPARED FOR:

VALLEY CREEK FARM, LLC

ATTENTION: MATTHEW PRINCE

PROJECT NO. 26003 **JANUARY 12, 2026**

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EXECUTIVE SUMMARY

1. A vacant residential building lot is located at 209 Norfolk Avenue in Park City, Utah. The property is planned to be subdivided into two residential building lots. Residences are planned to be constructed on each lot. We understand the south and north lots will be 209 and 215 Norfolk Avenue, respectively. Conceptual plans indicate the residences are planned to consist of four-level buildings. The garage, lower, main, and upper floor levels for the south lot are planned at elevations of approximately 7,276, 7,285½, 7,295½, and 7,305 feet, respectively. The garage, lower, main, and upper floor levels for the north lot are planned at elevations of approximately 7,274, 7,283½, 7,293½, and 7,303 feet, respectively.

   We have assumed that structural loads for the residences will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

2. It is difficult to access the property due to the vegetation and steep slope on the property. Based on previous experience on past projects near the property, we have assumed the subsurface soil on the property will consist of clayey gravel. Bedrock may be encountered below the natural soil.

   An engineer from Summit Geotech should observe the foundation excavations at the time of construction to determine whether the subsurface conditions encountered are similar to what has been assumed.

3. Based on previous experience in the area, there is a potential for subsurface water to flow through more permeable layers of the subsurface materials in a perched condition. A subsurface drain should be constructed around the below-grade portion of the building.

4. The proposed residences may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

   If a footing would bear partially on bedrock and partially on clayey gravel or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

5. Footings bearing on the undisturbed natural clayey gravel, bedrock, or compacted structural fill that extends down to the natural clayey gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

Executive Summary (continued)

6. We anticipate excavation in the clayey gravel can be accomplished using heavy-duty excavation equipment. Excavations that extend down into the bedrock will be difficult and likely require jack-hammering or other rock excavation methods.

7. There is a potential for subsurface water to occur in a perched condition during the early spring and summer as snow melts. A subsurface drain should be constructed to protect the below-grade portion of each residence.

8. Geotechnical information related to foundations, subgrade preparation, and materials is included in the report.

SCOPE

This report presents the results of a preliminary geotechnical investigation for two residences that are planned to be constructed at 209 and 215 Norfolk Avenue in Park City, Utah. The report presents the conditions observed at the time of our site visit and provides preliminary recommendations.

Subsurface conditions have been assumed based on previous experience in the area and our observations during a visit to the site. The assumed subsurface conditions were used for our engineering analysis and to develop recommendations for the proposed building foundation. Summit Geotech should be requested to visit the site during construction to determine whether the observed subsurface conditions are similar to what has been assumed.

This report has been prepared to summarize the data obtained during the study and to present our conclusions and recommendations based on the proposed construction and the assumed subsurface conditions. Design parameters and a discussion of geotechnical engineering considerations related to construction are included in the report.

SITE CONDITIONS

An engineer from Summit Geotech visited the property on January 9, 2026. The property is undeveloped and is approximately 100 feet by 75 feet in size. There were no buildings or pavement on the property during our site visit. Vegetation on the property consists of dense oak brush, some trees, grass, and weeds. The ground surface on the property slopes steeply down to the east.

There are residences to the north, south, and west of the property. The residences consist of multi-level buildings. Norfolk Avenue extends along the east side of the property. It consists of a narrow, two-lane, asphalt-paved road.

ANTICIPATED SUBSURFACE CONDITIONS

It is difficult to access the property due to the vegetation and steep slope on the property. Based on previous experience on past projects near the property, we have assumed the subsurface soil on the property will consist of clayey gravel. Bedrock may be encountered below the natural soil.

SUBSURFACE WATER

Based on our experience in the area, subsurface water may occur in a perched condition during the spring and early summer as snow melts.

PROPOSED CONSTRUCTION

A vacant residential building lot is located at 209 Norfolk Avenue in Park City, Utah. The property is planned to be subdivided into two residential building lots. Residences are planned to be constructed on each lot. We understand the south and north lots will be 209 and 215 Norfolk Avenue, respectively. Conceptual plans indicate the residences are planned to consist of four-level buildings. The garage, lower, main, and upper floor levels for the south lot are planned at elevations

of approximately 7,276, 7,285½, 7,295½, and 7,305 feet, respectively. The garage, lower, main, and upper floor levels for the north lot are planned at elevations of approximately 7,274, 7,283½, 7,293½, and 7,303 feet, respectively.

We have assumed that structural loads for the residences will consist of wall loads less than 4 kips per lineal foot and column loads less than 50 kips.

If the proposed construction or building loads are significantly different from those described above, we should be notified so that we can reevaluate the recommendations given.

RECOMMENDATIONS

Assuming the subsurface conditions consist of clayey gravel and bedrock and the proposed construction is as described above, the following recommendations are given:

A. Site Grading

Construction plans indicate a cut of up to approximately 30 feet will be needed to accommodate the proposed construction. We anticipate the ground surface will be raised less than 2 feet higher than the existing ground surface.

1. Subgrade Preparation

   Prior to placing grading fill, the topsoil, unsuitable fill, organic material, and other deleterious materials should be removed.

Care should be taken to not disturb the natural soil and bedrock to remain below the proposed residences, concrete flatwork, and other structures.

2. Temporary Excavation Slopes

Temporary unretained excavation slopes up to 30 feet in height in the undisturbed natural soil may be constructed at 1 horizontal to 1 vertical or flatter. Flatter excavation slopes may be needed, depending on the type of soil encountered and whether subsurface water is present.

The excavator is responsible to provide safe working conditions around temporary excavation slopes.

3. Long-term Slopes

Long-term unretained slopes may be constructed at 2 horizontal to 1 vertical or flatter. Fill placed on slopes steeper than 5 horizontal to 1 vertical should be keyed into the slope with a key for every 4 feet of vertical rise. Prior to placement of fill, the subgrade should be prepared by removing the topsoil, unsuitable fill, debris, and other deleterious materials.

Slopes should be protected from erosion by revegetation, erosion control mats, or other methods.

4. Shoring

Based on the proposed construction, we anticipate it will be necessary to construct shoring. We anticipate shoring would likely consist of soil nails with a shotcrete face. Soldier piles with lagging may also be used if there is not sufficient space to construct soil nails.

Shoring should be designed to retain the load of the soil along with any surcharge and other loading conditions located above and adjacent to the excavation. The amount of lateral movement of the shoring and its potential impact on adjacent structures and utilities should be considered in the design.

Lateral loads used in design of the shoring should be increased due to sloping excavations above the top of the wall. This load will be dependent on the steepness of the slope and height of material above the wall.

Details and calculations of proposed shoring and excavation should be submitted to the geotechnical engineer for review prior to commencement of the excavation.

5. Excavation

We anticipate excavation in the fill and natural soil can be accomplished using heavy-duty excavation equipment. Additional difficulty should be expected in confined excavations, such as utility trenches.

6. Materials

Materials used as fill for the project are anticipated to consist of imported fill and the on-site soil. Recommendations for these materials are shown below.

a. Imported Fill

Listed below are materials recommended for imported structural fill.

Fill Location	Recommendation
Below Footings	Non-expansive granular soil Passing No. 200 Sieve <35% Liquid Limit < 30% Maximum size 3 inches
Below Floor Slabs (Upper 4 inches)	Sand and/or Gravel Passing No. 200 Sieve <5% Maximum size 2 inches
Below Floor Slabs (Deeper than 4 inches)	Non-expansive granular soil Passing No. 200 Sieve <50% Liquid Limit <30% Maximum size 3 inches

b. On-Site Materials

The clayey gravel and bedrock may be considered for use as structural fill below the proposed residences if they meet the criteria presented above for imported structural fill. These materials may also be considered for use as fill below concrete flatwork and as foundation wall backfill. The bedrock will need to be broken down to a size that allows for proper placement and compaction.

Topsoil, oversize material, and other deleterious material should be removed from the materials described above that will be used as fill.

c. Moisture Conditioning

Depending on the moisture content of the soil and bedrock at the time of construction, the soil and bedrock may require wetting or drying prior to use as fill. Drying of the soil and bedrock may not be practical during cold or wet times of the year.

7. Compaction

Compaction of materials placed at the site should equal or exceed the minimum densities as indicated below when compared to the maximum dry density as determined by ASTM D 1557.

Fill Location	Compaction
Below Foundations	≥ 95%
Below Concrete Flatwork	≥ 90%
Foundation Wall Backfill	≥ 90%
Utility Trench Backfill (Outside building area)	≥ 90%
Landscaping	≥ 85%

To facilitate the compaction process, the fill should be compacted at a moisture content within 2 percent of the optimum moisture content.

Fill placed for the project should be frequently tested for compaction.

8. Drainage

The ground surface surrounding the proposed residences should be sloped to drain away from the residences in all directions. Roof downspouts and drains should discharge beyond the limits of backfill.

B. Foundations

1. Bearing Material

The proposed residences may be supported on spread footings bearing on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

If a footing would bear partially on bedrock and partially on clayey gravel or compacted structural fill, at least 2 feet of structural fill should be provided below the footing or the footing extended down to bear entirely on the bedrock.

The topsoil, organics, debris, and other deleterious materials should be removed from below proposed foundations.

2. Bearing Pressure

Footings bearing on the undisturbed natural clayey gravel, bedrock, or compacted structural fill that extends down to the natural clayey gravel or bedrock may be designed using a net allowable bearing pressure of 3,500 pounds per square foot.

3. Temporary Loading Conditions

The allowable bearing pressure may be increased by one-half for temporary loading conditions such as wind or seismic loads.

4. Minimum Footing Width and Embedment

Footings should have a width of at least 2 feet and a depth of embedment of at least 1 foot.

5. Settlement

We estimate total and differential settlement will be less than ½ inch for footings bearing on the undisturbed natural soil or on compacted structural fill as described above.

Care should be taken to not disturb the natural soil and bedrock at the base of footing excavations so that settlement can be maintained within tolerable limits.

6. Frost Depth

Exterior footings and footings beneath unheated areas should be placed at least 40 inches below grade for frost protection.

7. Foundation Base

The base of excavations should be cleared of loose or deleterious material prior to fill or concrete placement. Loose soil and bedrock in the base of the excavations should be removed or be compacted.

8. Construction Observation

A geotechnical engineer from Summit Geotech should observe footing excavations for the residences prior to structural fill or concrete placement.

C. Concrete Slab-on-Grade

1. Slab Support

Concrete slabs may be supported on the undisturbed natural clayey gravel, bedrock, or on compacted structural fill extending down to the undisturbed natural clayey gravel or bedrock.

Unsuitable fill, topsoil, organics or other deleterious materials should be removed from below the proposed slabs.

2. Underslab Sand and/or Gravel

A 4-inch layer of free draining sand and/or gravel (less than 5 percent passing the No. 200 sieve) should be placed below the concrete slabs for ease of construction and to promote even curing of the slab concrete.

D. Lateral Earth Pressures

1. Lateral Resistance for Footings

Lateral resistance for footings is controlled by sliding resistance between the footing and the foundation soil or bedrock. A friction value of 0.45 may be used in design for ultimate lateral resistance for footings. The passive resistance of the soil adjacent footings may also be considered in design for lateral resistance of footings.

2. Subgrade Walls and Retaining Structures

The following equivalent fluid weights are given for the design of subgrade walls and retaining structures. The active condition is where the wall moves away from the soil. The passive condition is where the wall moves into the soil and the at-rest condition is where the wall does not move. The values listed below assume a horizontal surface adjacent the wall.

Material Type	Active	At-Rest	Passive
Clayey Gravel, Bedrock, or Granular Fill	40 pcf	55 pcf	300 pcf

3. Seismic Conditions

Under seismic conditions, the equivalent fluid weight should be increased by 19 pcf for the active condition, increased by 4 pcf for the at-rest condition and decreased by 19 pcf for the passive condition. This assumes a horizontal ground acceleration of 0.31g which represents a 2 percent probability of exceedance in a 50-year period.

4. Safety Factors

The values recommended above assume mobilization of the soil to achieve ultimate soil strength. Conventional safety factors used for structural analysis for such items as overturning and sliding resistance should be used in design.

E. Seismic Design Considerations

1. Building Code Parameters

Listed below are site-specific parameters that may be used with the 2021 International Building Code:

Description	Value
Site Class	C[1]
S_s - MCE_R ground motion (period=0.2s)	0.58g
S_1 - MCE_R ground motion (period=1.0s)	0.21g
F_a - Site amplification factor at 0.2s	1.27
F_v - Site amplification factor at 1.0s	1.5
PGA - MCE_G peak ground acceleration	0.26g
PGA_M - Site modified peak ground acceleration	0.31g

[1]Site Class C was selected based on the subsurface conditions encountered and our understanding of the geology in the area.

2. Faulting

No active faults are mapped as being located on the property. The nearest mapped active fault is the Salt Lake City segment of the Wasatch fault located approximately 15½ miles west of the site (Utah Geological Survey, 2026).

3. Liquefaction

Based on our experience in the area and the subsurface conditions encountered, liquefaction is not a potential hazard at the site.

F. Water Soluble Sulfates

Based on published literature and previous experience in the area, the natural soil possesses negligible sulfate attack potential on concrete. No special cement type is required for concrete placed in contact with the natural soil. Other conditions may dictate the type of cement to be used in concrete for the project.

G. Subsurface Drain

With the potential for perched water conditions to develop during the wet times of the year, we recommend that a subsurface drain be provided around the below-grade portion of the residences. The subsurface drain systems should consist of at least the following items.

1. The subsurface drain systems should consist of a perforated pipe installed in a gravel filled trench around the perimeter of the subgrade floor portion of the residences. A geosynthetic drain could be used as an alternative. The drain should extend up the foundation walls high enough (to within approximately 3 feet of the ground surface) to intercept potential subsurface water.

2. Consideration should be given to increasing the gravel thickness below the floor slabs to facilitate drainage. The gravel should connect the perimeter drainage pipe.

3. The flow line of the pipe should be placed at least 14 inches below the finished floor levels and should slope to a sumps or outlets where water can be removed by pumping or by gravity flow.

4. If placing the gravel and drain pipe requires excavation below the bearing level of the footing, the excavation for the drain pipe and gravel should have a slope no steeper than 1:1 (horizontal to vertical) so as not to disturb the soil below the building.

5. A filter fabric should be placed between the natural soil and the drain gravel. This will help reduce the potential for fine grained material filling in the void spaces of the gravel.

6. Consideration may be given to installing cleanouts to allow access into the perimeter drain should cleaning of the pipe be required in the future.

7. If requested, we could observe the subsurface drain construction.

H. Additional Services

It is important that Summit Geotech be involved during design and construction of the residences. There are several items where we can provide value, help the design of the geotechnical aspects of the project be more efficient, and help reduce the risk to the design team and the owner.

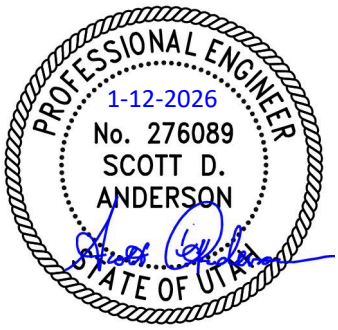
We recommend that at least the following additional services be provided:

1. Observe the foundation excavation for the residences.
2. Review construction plans for the project to determine whether recommendations in this report have been incorporated into the design.
3. Observe fill placement and compaction during construction. This is especially important in the area of the proposed building and concrete flatwork, including the driveway.
4. Provide other testing and inspections that may be required by the building code or local jurisdiction.

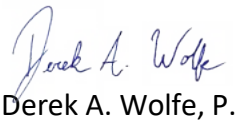
LIMITATIONS

This report has been prepared in accordance with generally accepted soil and foundation engineering practices in the area for the use of the client for design purposes. The conclusions and recommendations included within the report are based on the information obtained from a visit to the site and our experience in the area. Variations in the subsurface conditions will not become evident until exploration or excavation is conducted. If the subsurface conditions or groundwater level is found to be significantly different from what is described above, we should be notified to reevaluate the recommendations given.

SUMMIT GEOTECH



Scott D. Anderson, P.E.

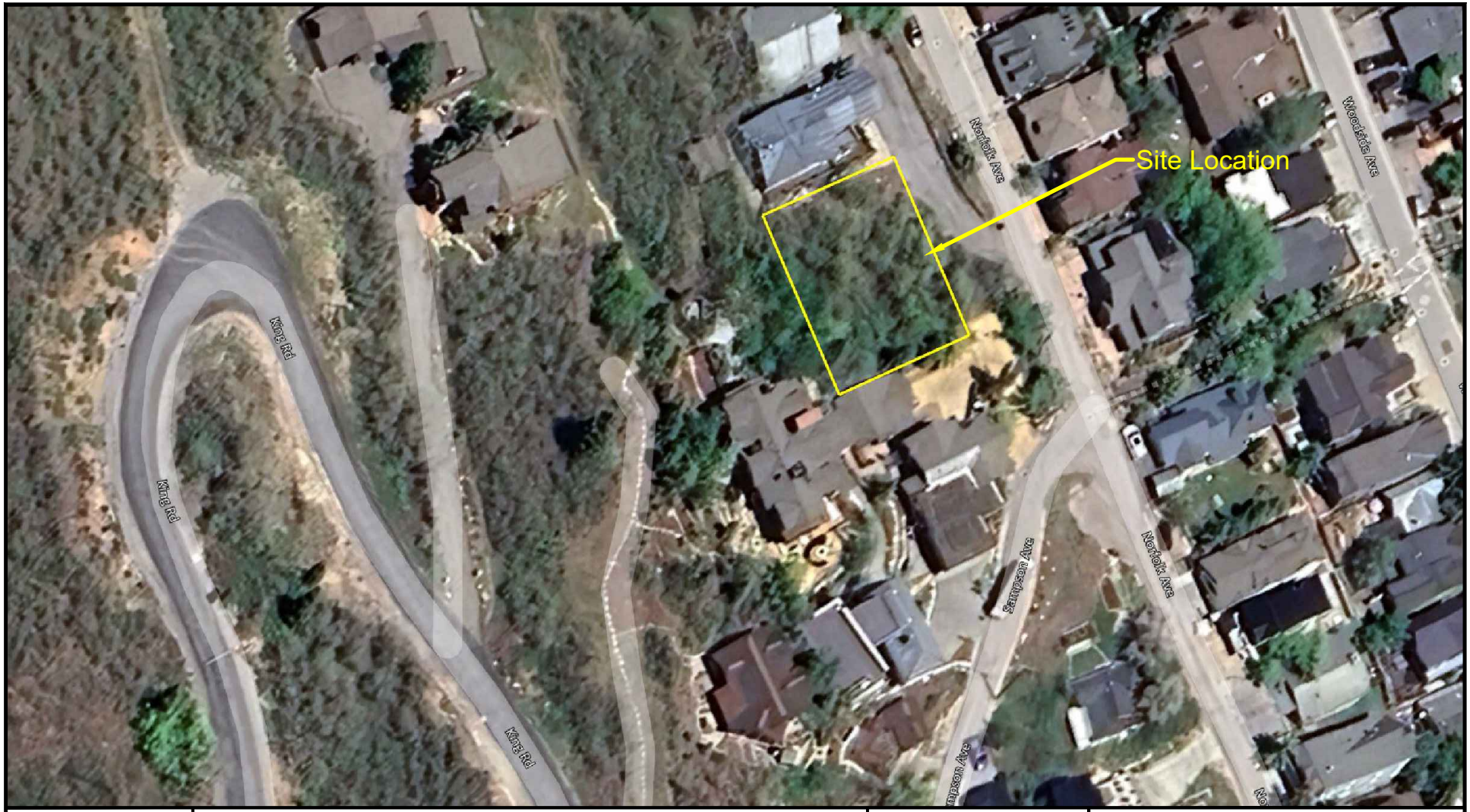


Reviewed by Derek A. Wolfe, P.E.

REFERENCES

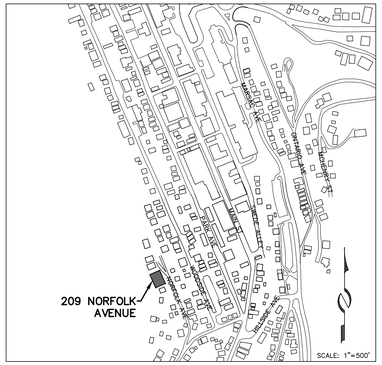
International Code Council 2020, 2021 International Building Code, Falls Church, Virginia.

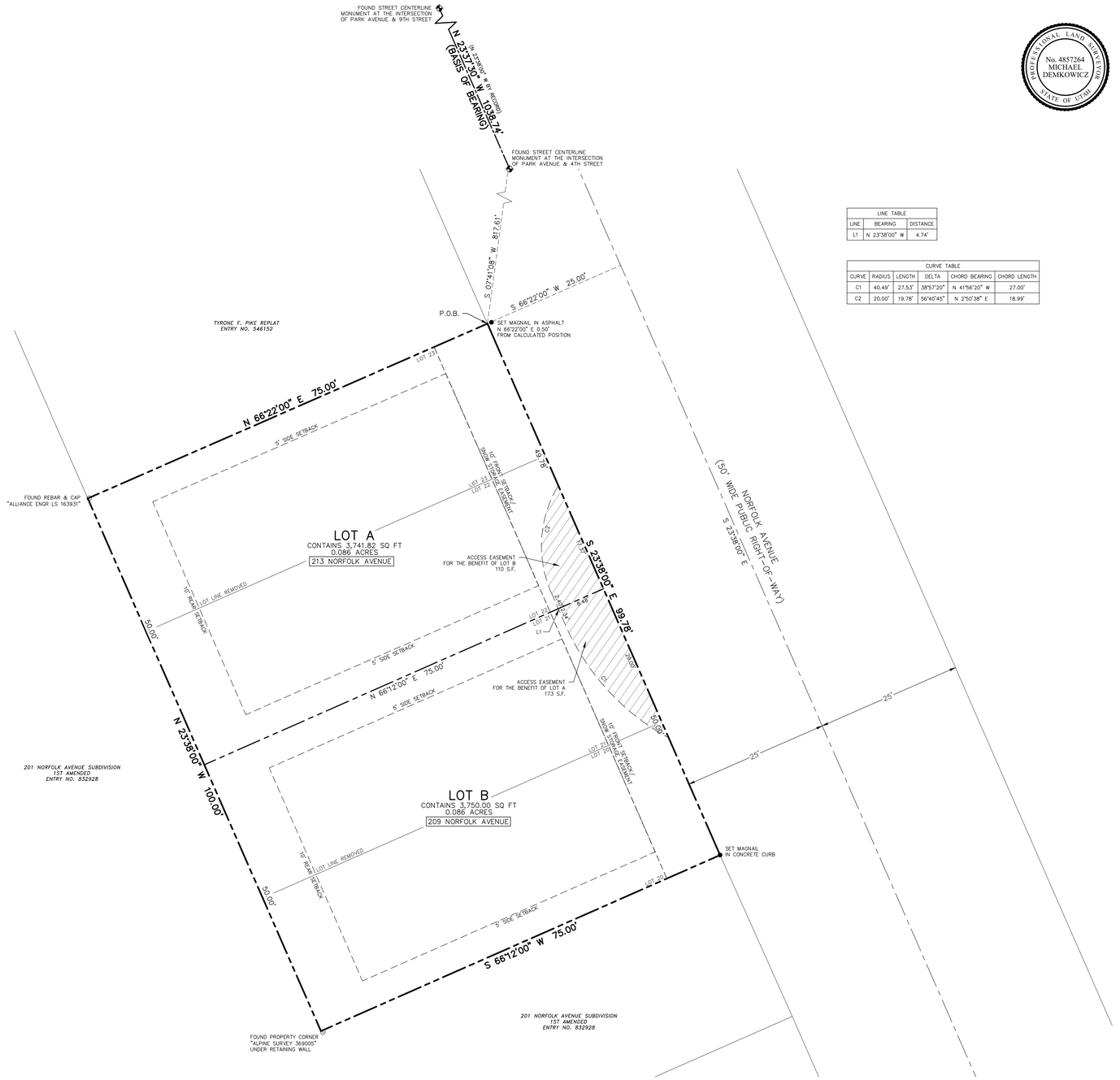
Utah Geological Survey, 2025; Utah Quaternary Fault and Fold Database, https://geology.utah.gov/apps/hazards/ accessed January 9, 2026.



SUMMIT GEOTECH	PROPOSED RESIDENCES 209/215 NORFOLK AVENUE PARK CITY, UTAH	No Scale	VICINITY PLAN Project Number 26003 Figure 1

VICINITY MAP





LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 23°38'00" W	4.74'

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	40.49'	27.53'	38°57'20"	N 41°56'20" W	27.00'
C2	20.00'	19.78'	56°40'45"	N 2°50'38" E	18.99'

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 plat. 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.

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

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 _____)
:ss
County of _____)

On this _____ day of _____, 2026, 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

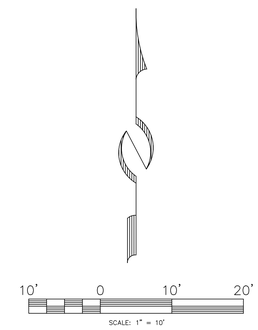
Residing in: _____

My commission expires: _____

Commission No.: _____

NOTES

1. 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-_____).
2. Fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
3. 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

4/8/2026 JOB NO.: 14-4-24 FILE: X:\ParkCitySurvey\dwg\srv\plat2024\140424.dwg

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2026
BY _____

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION 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 Norfolk looking southwest



209 Norfolk looking west



209 Norfolk looking northeast



209 Norfolk looking south

Planning Commission
Staff Report

Subject: **Aerie Phase I Lot 16 Plat Amendment**
1362 Aerie Drive
Application: **PL-26-06947**
Authors: **Jacob Klopfenstein, Planner II**
Virgil Lund, Planner III
Date: **July 8, 2026**
Type of Item: **Administrative**

Recommendation

(I) Review the Aerie Phase 1 Lot 16 Plat Amendment for 1362 Aerie Drive to reduce required Front Setbacks to accommodate access on a Steeply Sloped site, (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:	George Khoriaty Riley Angelo and Tyler Gant, Applicant's Representatives
Location:	1362 Aerie Drive
Zoning District:	Single-Family (SF), Sensitive Land Overlay (SLO)
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	Land Management Code § 15-2.11-3(C)(1) allows the Planning Commission to reduce the Front Setback for the Main Building from 20 to 10 feet and from 25 to 15 feet for a new Front-Facing Garage on specific Single-Family Lots to resolve access and Steep Grades.

LMC	Land Management Code
SFD	Single-Family Dwelling
SLO	Sensitive Land Overlay

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

Background

1362 Aerie Drive is Lot 16 of the Aerie Phase 1 Subdivision, approved by City Council on December 28, 1981 (Summit County Recorder Entry No. 187143). The vacant property is within the Masonic Hill neighborhood, the Single Family Zoning District, and Sensitive Land Overlay (SLO). The site contains Very Steep Slopes and Significant Vegetation. The southwest corner of the site is within a designated 150-foot Ridge Line

Area and the Lot is highly visible from Thaynes Drive/SR-224, the McPolin Farm, and the Park City School District.



Figure 1: Summit County Parcel Viewer showing 1362 Aerie Drive highlighted in blue by staff.


Figure 2: Existing conditions photo, taken by the Applicant. Front Lot line on the right.

Land Management Code (LMC) § 15-2.11-3(C)(1) establishes Planning Commission authority to grant Setback exceptions to resolve access on a Lot with Steep Slopes in the Single Family Zoning District. On May 26, 2026, the Applicant submitted a Plat Amendment application to request that the Planning Commission reduce the 20-foot

Front Setback to 10 feet for the SFD and the 25-foot Front Setback to 15 feet for the Front-Facing Garage. The highest point of the Lot is adjacent to Aerie Drive, and the Lot slopes down toward the rear (north) Lot line.

The Plat Amendment reduces impacts to Very Steep Slopes at the rear of the site and overall cut and fill. However, granting a reduced Front Setback would shift the massing of the SFD up the Steep Slope and the Ridge Line Area, resulting in a SFD more visible from certain Vantage Points, including the intersection of Thaynes Canyon Drive and SR-224, the McPolin Barn, and the Park City School District Campus. As a result, staff recommends Conditions of Approval, described in detail in the Analysis Section, to mitigate the impact of the SFD on the highly visible and Steeply Sloped Lot:

- Plat the Ridge Line Area;
- Designate at least 85% of the Lot as undisturbed Open Space;
- Limit the total disturbance area to 4,664 square feet;
- Require a landscape buffer;
- Require non-reflective and earth-toned materials and roofing; and
- Establish outdoor lighting restrictions.

To date, the Planning Commission has not granted a Setback exception for this Subdivision. Two Plat Amendments have been approved for the Aerie Phase 1 Subdivision:

- A Plat Amendment to combine Lots 5 and 6 into one Lot, approved on February 16, 2017 (Summit County Recorder Entry No. 1071540), and
- A Plat Amendment to combine Lots 9, 10, and 11 into Lot 10A, approved on November 7, 2019 (Summit County Recorder Entry No. 1127932).



Figure 3: Applicant's preliminary site plan showing proposed Single-Family Dwelling at 1362 Aerie Drive, with approximate driveway and garage location highlighted in yellow, and the extent of the Ridge Line Area highlighted in green.

Analysis

(I) The Applicant requests Planning Commission approval of the proposed Plat Amendment to reduce the Front Setback from 20 to 10 feet for a Single-Family Dwelling and from 25 to 15 feet for a new Front-Facing Garage to accommodate access on a Steep Slope. The proposal, as conditioned, complies with all other requirements of the Single Family Zoning District and Off-Street Parking.

1362 Aerie Drive is in the Single Family Zoning District. LMC § 15-2.11-1 establishes the purposes of this Zoning District:

- Maintain existing predominately Single Family detached residential neighborhoods,
- Allow for Single Family Development Compatible with existing Developments,
- Maintain the character of mountain resort neighborhoods with Compatible residential design; and
- Require Streetscape design that minimizes impacts on existing residents and reduces architectural impacts of the automobile.

According to LMC § 15-2.11-3(C)(1), the Planning Commission may designate specific Single Family Lots for which the Front Setback is reduced from 20 to 10 feet for the Main Building and from 25 to 15 feet for a new Front-Facing Garage or garage element, including any habitable space above the garage. A reduction in Front Setbacks could enable construction of a larger SFD. To evaluate the proposed request compared to adjacent Lots within the Subdivision, staff provided a table and map below for comparison:

Lot Number	Lot Area	Site Disturbance	Site Distrubance Percentage of Lot Area
17	27,442	3,806	14%
18	28,314	4,003	14%
19	26,571	3,437	13%
20	21,344	4,109	19%
21	21,344	5,430	25%
22	20,908	5,629	27%
23	20,908	4,380	21%
15	15,246	4,053	27%
14	16,988	6,703	39%
79	14,810	6,556	44%
78	16,117	4,627	29%
Proposed SFD	35,283	4,664	**13%**

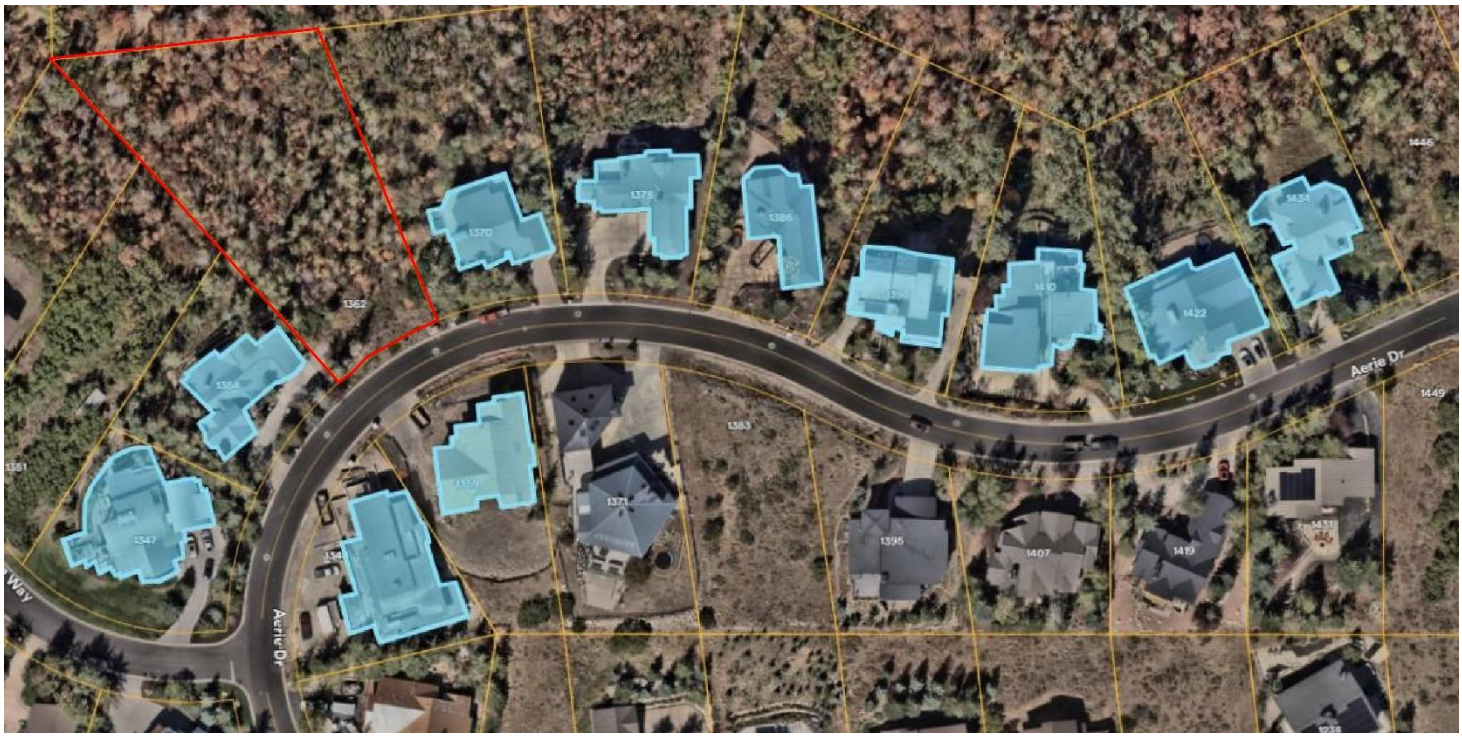


Figure 4: Aerie Lot disturbance highlighted in blue, 1362 Aerie in red.

While the Applicant's proposed SFD and area of disturbance is comparable to other SFDs within the Subdivision, staff recommends Conditions of Approval to retain compatibility and mitigate impacts, outlined below.

Pursuant to LMC § 15-2.11-3(C)(1), the Planning Commission may grant a Front Setback with consideration of the following:

- Solving Access problems with relatively steep Grades,
- Preserving Significant Vegetation,
- Eliminating or minimizing cut and fill Areas,
- Promoting Clustered Development, and
- Preserving Open Space.

These five criteria are presented below with staff analysis.

1. **Solve Access problems with relatively steep Grades.**

Access for Lot 16 is from Aerie Drive. The slope increases toward the rear (north) property line and the Applicant proposes a reduced Setback to mitigate the impact to Very Steep Slopes. See Fig. 5 below:

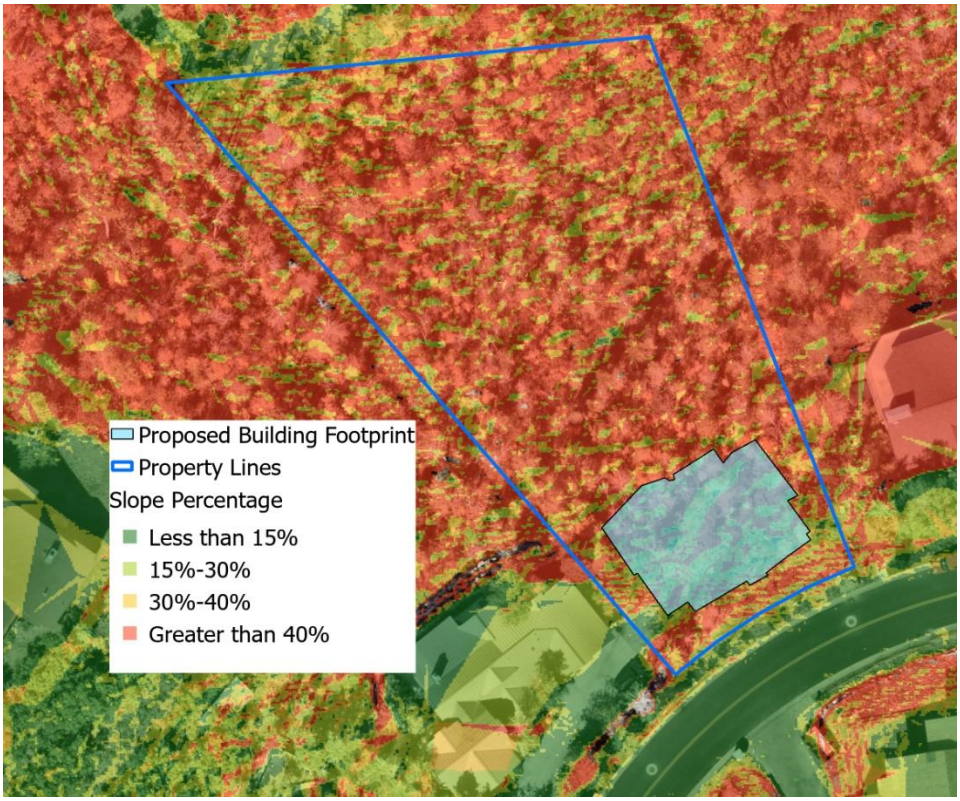


Figure 5: Proposed SFD footprint (not including decks and patios) in Blue, Very Steep Slopes in red, Lot lines in blue.

Pursuant to LMC § 15-3-3(A)(4), the maximum slope allowed for a driveway is 14%, and the Applicant proposes a driveway with a maximum slope of approximately 13.4%.

The underlying topography on the southwest corner of the Lot where the Applicant proposes the driveway is a Very Steep Slope of approximately 40%. The Applicant indicates that if the Lot were subject to the standard 25-foot Front Setback, it would create an impractical design condition for the Lot because the garage floor must stay close enough to the road elevation for the driveway to meet slope requirements and function safely, and if the garage is set back 25 feet from the front Lot line, the SFD would be located down the hillside while the garage floor would remain relatively high.

The Applicant argues that requiring a 25-foot Front Setback for the Garage would cause the SFD to exceed or come close to exceeding the SF Building Height limit of 28 feet above Existing Grade. While maintaining the standard 25-foot Front Setback allows access with a driveway slope compliant with the maximum 14% slope, the Applicant's proposed Setback reduction limits the driveway slope to 13.4% (see Fig. 6 below).

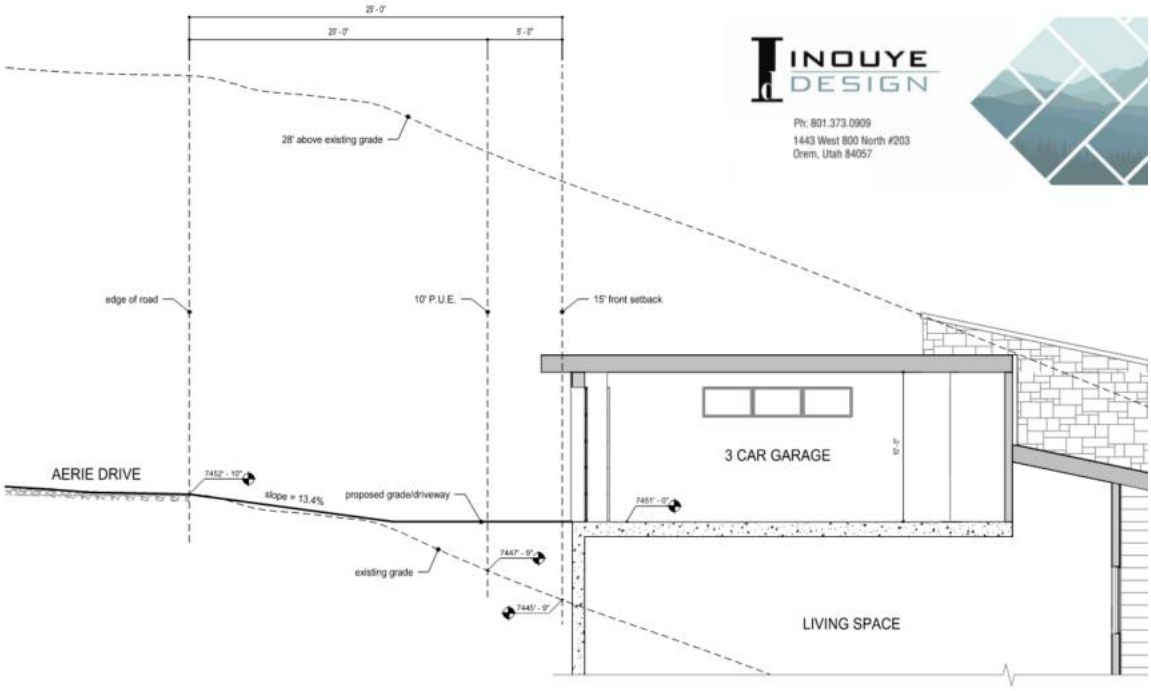


Figure 6: Applicant's rendering showing proposed SFD at 1362 Aerie Drive, built with a 15-foot Front Setback for the Garage, with a driveway with a maximum slope of approximately 13.4%.

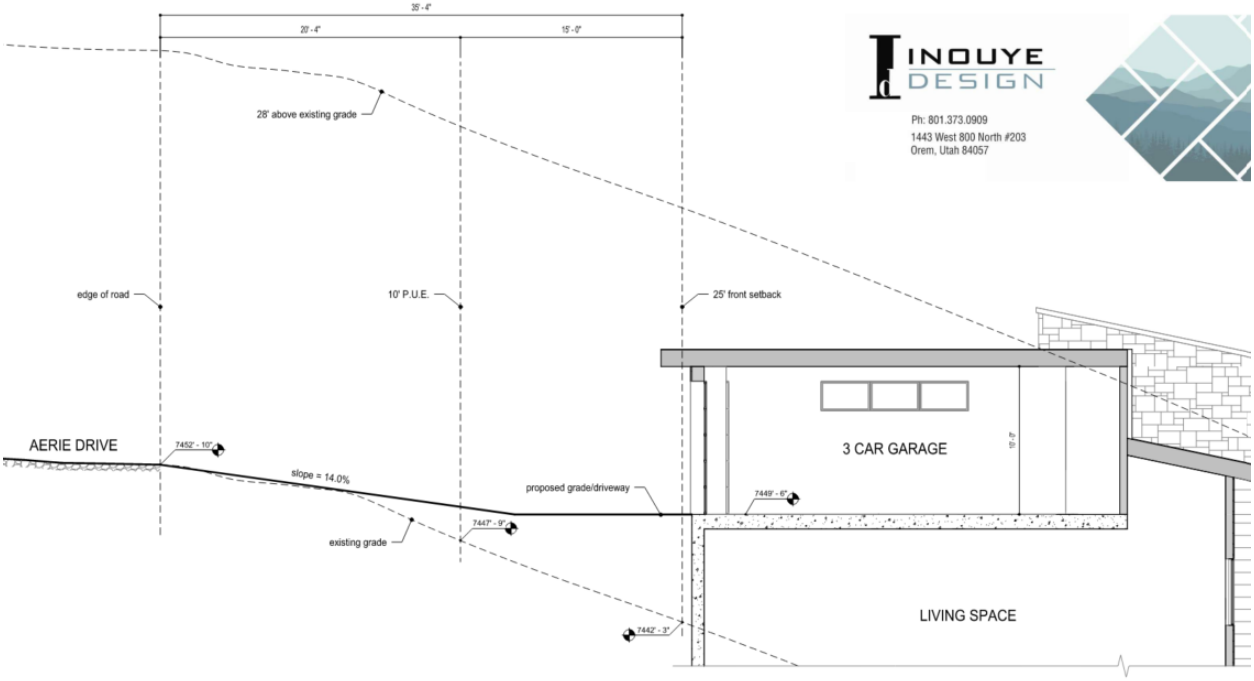


Figure 7: Applicant's rendering showing proposed SFD at 1362 Aerie Drive, built with a 25-foot Front Setback for the Garage, with a driveway with a maximum slope of approximately 14%.

2. **Preserve Significant Vegetation.**

According to the Applicant's Existing Conditions Survey, there are two significant evergreen trees on site in the southwest corner. One is within the Ridge Line Area and will not be impacted. The other is within the area proposed for construction of the SFD regardless of the Front Setback. Further down slope, there is Significant Vegetation, including aspens and low oak.



Figure 8: Existing conditions photo, taken by the Applicant. Front Lot line on the left.

Staff recommends Condition of Approval 1, requiring the Applicant to indicate on the Landscaping Plan at the Building Permit phase replacement of the existing evergreen tree with a like water wise and firewise tree on-Site, and that the existing aspen and low oak vegetation in the Open Space area be protected, with the exception of noxious weed and dead and dying vegetation removal.

3. **Eliminate or minimize cut and fill Areas.**

The Applicant indicates that a 15-foot Front Setback for the proposed Garage will reduce the need for additional cut and fill. With a reduced Front Setback, the SFD will be on the front portion of the Lot, which is less steep than the rear portion of the Lot, and therefore does not require as much cut and fill area as the SFD would require if it were located on the steeper slopes further back on the Lot.

4. **Promote Clustered Development.**

1362 Aerie Drive is Lot 16 of the Phase 1 Aerie Subdivision. Lot 16 is a subdivided, platted Lot, and a SFD is an allowed Use in the Single Family Zoning District. The proposed Plat Amendment helps to maintain the character of the SFDs along Aerie Drive because other SFDs along the north side of Aerie Drive have been located near the front of the Lots to avoid the Very Steep Slopes towards the rear of the Lots.



Figure 9: Aerial view of the existing homes along the north side of Aerie Dr.

5. Preserve Open Space.

LMC § 15-15-1 defines Natural Open Space as "A natural, undisturbed Area with little or no improvements. Open space may include, but is not limited to, such Areas as Ridge Line Area, Slopes over thirty percent (30%), wetlands, Stream Corridors, trail linkages, Subdivision or Condominium Common Area, or view corridors."

The Applicant's proposed total disturbance to the Site is approximately 4,664 square feet, which includes the SFD footprint, as well as all patios and decks. Lot 16 is 35,283.6 square feet. The area of disturbance is approximately 14.45% of the total Lot area and the total Open Space for the Lot is 85.5%.

Staff recommends Condition of Approval 2 that the 4,664-square-foot area of disturbance be indicated on the plat and a plat note added requiring 85% of the Lot remain Open Space, limiting disturbance of the Open Space areas to removal of noxious weeds and dead and dying vegetation.

Single Family District Requirements

LMC Chapter 15-2.11 outlines Lot and Site Requirements, Building Height, and Vegetation Protection standards for the Single Family Zoning District. These standards are outlined with staff analysis below.

Rear Setback: 15 feet.[1]

The Applicant's Site Plan shows the proposed SFD is greater than 100 feet from the rear Lot line.

[1] LMC § 15-2.11-3(D)

Side Setback: 12 feet.[2]

The Applicant's Site Plan shows the proposed SFD is 12 feet 2 inches from the east and west side Lot lines.

Building Height: 28 feet from Existing Grade.[3]

The Applicant's Building Height exhibit shows the Structure complies with the 28-foot requirement. Pursuant to LMC § 15-2.11-4, chimneys are an allowed exception to the Building Height requirement up to five feet above the highest point of the building. The Applicant proposes a chimney that will exceed the 28-foot Building Height requirement by approximately two feet.

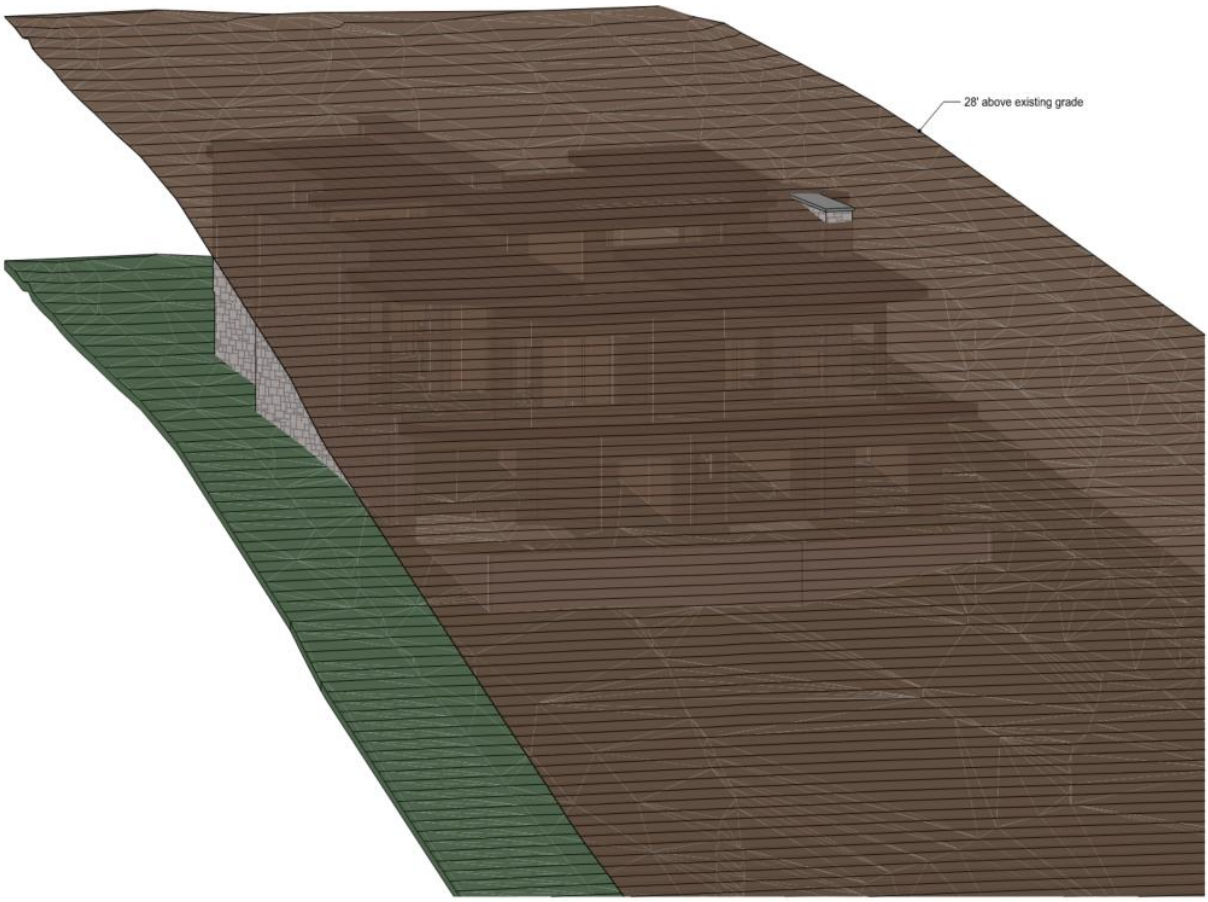


Figure 10: Applicant's height study for 1362 Aerie Drive, looking south toward Aerie Drive. Existing Grade is represented in green, and 28 feet above Existing Grade is represented in brown.

Vegetation Protection: The Property Owner must protect Significant Vegetation during any Development activity.[4]

Please see the analysis above.

[2] LMC § 15-2.11-3(F)
[3] LMC § 15-2.11-4
[4] LMC § 15-2.11-10

Off-Street Parking
Pursuant to LMC § 15-3-3(H), the maximum driveway width for a SFD is 27 feet within Front or Side Setbacks, unless otherwise approved by the Engineering Department for safe ingress/egress to an approved garage.

The Applicant's proposed SFD plans show a driveway that is approximately 35 feet wide. Condition of Approval 3 requires the Applicant to update the plans to reduce the driveway to a maximum of 27 feet in width prior to Building Permit submittal.

LMC § 15-3-3(A)(4) establishes a maximum 14% slope for a driveway. The Applicant proposes a driveway with a maximum 13.4% slope.

Pursuant to LMC § 15-3-4(A), double-car garages must be at least 20 feet long and 20 feet wide. The Applicant proposes a three-car garage that is approximately 23 feet long and 35 feet wide.

LMC § 15-3-6(A) requires two parking spaces per Dwelling Unit for a SFD with at least nine feet wide by 18 feet long. The Applicant proposes a garage with three parking spaces that are all a minimum of nine feet wide and 18 feet long.

(II) 1362 Aerie Drive is within the Sensitive Land Overlay. Staff recommends Conditions of Approval to address the Very Steep Slopes and Ridge Line Area.

The Aerie Phase 1 Subdivision was approved by City Council on December 28, 1981 (Summit County Recorder Entry No. 187143), and 1362 Aerie Drive is Lot 16 of the subdivision.

In 1992, the City Council enacted Ordinance No. 92-17, adopting the SLO (see 1992 Ordinances, p. 136-183). The SLO was adopted to restrict development in aesthetically and environmentally sensitive areas by requiring open space on hillsides, prohibiting development on ridgeline areas and wetlands, and strictly regulating development in entry corridors through clustered development that allowed for reasonable and more sustainable use of private property.

LMC § 15-2.21-1 establishes that the purpose of the SLO is to:

A. Require dedicated Open Space in aesthetically and environmentally sensitive Areas;
B. Encourage preservation of large expanses of Open Space and wildlife habitat;
C. Cluster Development while allowing a reasonable use of Property;
D. Prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
E. Protect and preserve environmentally sensitive land.

Because the Aerie Phase 1 Subdivision was platted prior to the adoption of the SLO, Single-Family Lots were created for future SFD development and some Lots contain conditions that under today's LMC would not be considered developable. As a result, the LMC contains a provision that requires hardship relief, described below.

The proposed Plat Amendment for a Lot within the SLO requires a Sensitive Lands Analysis identifying the site's sensitive environmental and aesthetic areas (LMC § 15-2.21-2(A)). The site does not contain wetlands or stream corridors and is already platted for SFD development with no restrictions beyond those within the Zoning District, so no wildlife studies were required. Staff required the Applicant to submit a Visual Assessment, Slope/Topographic Map, and Ridge Line Area, Significant Vegetation, and Vantage Point analysis, and prepared the following for Planning Commission consideration (LMC § 15-2.21-3).

Steep Slopes
LMC § 15-15-1 defines Steep Slopes as any Slope greater than 15% and Very Steep Slopes as any Slope greater than 40%.

Pursuant to LMC § 15-2.21-4(A), no Development is allowed on or within 50 feet, map distance, of Very Steep Slopes, Areas subject to land slide activity, and other high-hazard geologic Areas. An Area of Very Steep Slopes must cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in any direction to be subject to this prohibition. Application of this standard results in an undevelopable Lot because no area of the Lot is more than 50 feet away from Very Steep Slopes.

The Applicant seeks hardship relief from the prohibition of developing within 50 feet of Very Steep Slopes within the SLO outlined in LMC § 15-2.21-4(A) wherein if an Applicant demonstrates the SLO regulations would deny all reasonable use of the property, the Planning Commission may modify application of these regulations to provide the Applicant reasonable use of the property. As indicated previously in the report, the Applicant's proposal is comparable to other SFDs within the neighborhood, many of which are constructed on Lots with Very Steep Slopes.

As illustrated below, most of Lot 16 is designated a Very Steep Slope Area. The proposed SFD has been strategically located within the least Steep portion of the Lot.

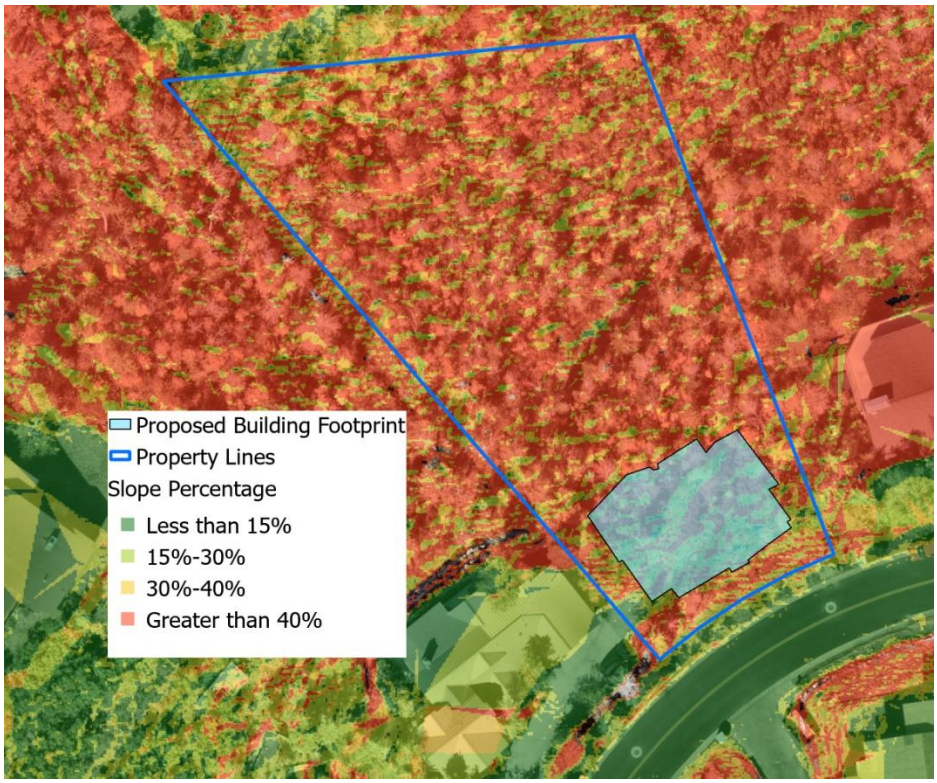


Figure 11: 1362 Aerie Drive slope analysis, with the proposed SFD footprint (not including decks) highlighted in blue, Very Steep Slopes shaded in red, Steep Slopes shown in yellow, non-Steep Slopes shaded in green.

Prior to submitting a Building Permit, the Applicant will be required to complete and submit a soil investigation and geotechnical report (Condition of Approval 7).

Ridge Line Area Protection

LMC § 15-15-1 defines Ridge Line Area as "the top, ridge or Crest of Hill, or Slope plus the land located within 150 feet on both sides of the top, crest or ridge." Pursuant to LMC § 15-2.21-5(B), no Structure or other appurtenant device, including mechanical equipment may visually intrude on the Ridge Line Area from any of the designated Vantage Points. The southwest corner of the Lot is within the Ridge Line Area. The Applicant revised their plans to remove the proposed SFD from encroaching into the Ridge Line Area:

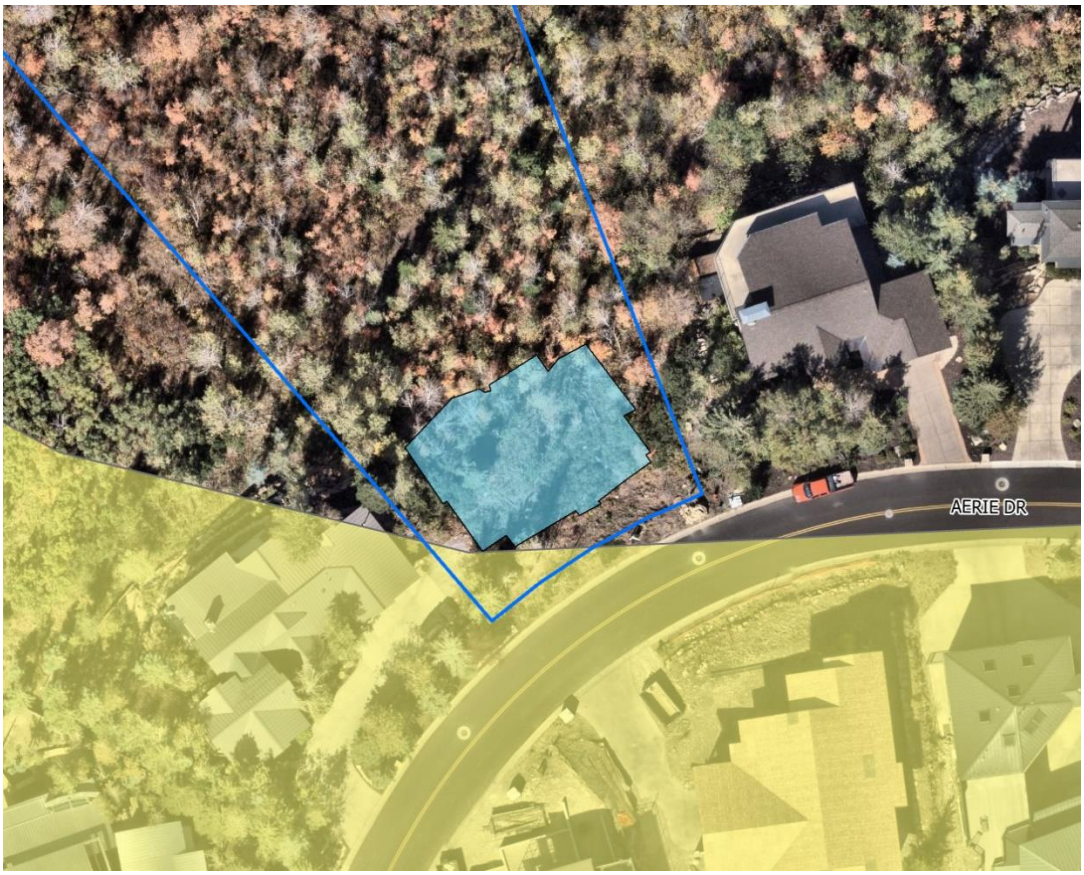


Figure 12: 1362 Aerie Drive with 150-foot Ridge Line Area buffer shown in yellow, proposed SFD in blue.

According to the Applicant, the proposed SFD will be visible from three Designated Vantage Points: the intersection of Thaynes Canyon Drive and HWY-224, the McPolin Barn, and the Park City School District Campus.



Figure 13: Thaynes Canyon Drive and HWY-224



Figure 14: McPolin Barn Vantage Point



Figure 15: Park City School District Vantage Point

Staff recommends Condition of Approval 4 requiring the Ridge Line Area to be shown on the Plat Amendment to ensure no Structure or site disturbance is proposed within this sensitive area.

Staff also recommends Condition of Approval 5 requiring the Applicant to plant an evergreen landscape buffer to screen the SFD when viewed from the intersection of Thaynes Canyon Drive and HWY-224, the McPolin Barn, and the Park City School District Campus Vantage Points, and Condition of Approval 6 requiring the Applicant to use roofing and facade materials that are non-reflective and earth-toned pursuant to LMC § 15-5-5(E) to reduce glare.

Lastly, to reduce visual impacts, staff recommends outdoor lighting restrictions. LMC § 15-5-5(J) establishes the City's dark sky code to "minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, utility, and security; and curtail the degradation of the nighttime visual environment. . . The functional objectives in providing outdoor lighting are to illuminate areas necessary for safe, comfortable, and energy-efficient use. Outdoor lighting shall be limited to provide for safe entry and egress . . . "[5]

LMC § 15-5-5(J)(17) establishes additional regulations for outdoor lighting in Ridge Line Areas and Steep Slopes and requires Planning Commission consideration at the time of Plat Amendment review. Staff recommends these be incorporated as Conditions of

[5] LMC § 15-5-5(J)(1)

Approval 10:

- Floodlights are prohibited.
- Outdoor lights may not exceed 12 feet above Existing Grade on the Front Façade, shall be limited only to those required for safe entry and egress, and shall be Fully Shielded with bulbs 3,000 degrees Kelvin or less.
- Any outdoor lights on the Side and Rear Facades shall be limited to those required for safe entry and egress and require additional shielding to reduce visibility from the areas below.
- All outdoor lights require Planning Department review and approval.

Wetlands and Stream Protection: *According to the Applicant's existing conditions survey and Site observations there are no wetlands or Stream Corridors on Lot 16.*

Wildlife and Wildlife Habitat Protection:
Lot 16 is situated within an established, developed neighborhood and is bordered by existing SFDs. The proposed use of the property for a SFD will not disturb, diminish, or impact any existing wildlife habitat areas or sensitive species. Approval of the Plat Amendment requires establishment of a no-disturbance Open Space area.

(III) As conditioned, staff finds there is Good Cause for the proposed plat amendment.

Changes to platted elements including Setback exceptions pursuant to LMC § 15-2.11-3(C) require a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7.1-3(B) and approval shall require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

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."

The proposed SFD is similar in size to the other SFDs in the Aerie Subdivision and will maintain the character of the neighborhood. Although no other Lots along Aerie Drive in the vicinity of 1362 Aerie Drive have been granted reduced Front Setbacks for SFDs and Front-Facing Garages, all the developed Lots include SFDs on the front half of the Lots, closer to Aerie Drive. The Applicant's proposed SFD follows this general development pattern for the neighborhood.

The Applicant proposes a Plat Amendment to allow for a driveway with a manageable, safe slope to provide access to the proposed Garage. The proposed Plat Amendment

will mitigate negative impacts to Very Steep Slopes by shifting the SFD to areas with lesser slopes.

To mitigate visibility of the SFD within this highly visible site, the Conditions of Approval:

- Plat the Ridge Line Area;
- Designate at least 85% of the Lot as undisturbed Open Space;
- Limit the total disturbance area to 4,664 square feet;
- Require a landscape buffer;
- Require non-reflective and earth-toned materials and roofing; and
- Establish outdoor lighting restrictions.

The Applicant does not propose vacating or amending any Public Street, Right-of-Way, or easement for the proposed Plat Amendment.

(IV) The Development Review Committee reviewed the proposal during the week of June 15, 2026 and does not require any Conditions of Approval.[6]

The Development Review Committee reviewed the proposal during the week of June 15, 2026, and confirmed that the proposal complies with their standards.

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 June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The *Park Record* published courtesy notice on June 24, 2026.[7]

Public Input

Public input is attached as Exhibit E.

Alternatives

The Planning Commission may:

- Approve the Plat Amendment for 1362 Aerie Drive.
- Deny the Plat Amendment for 1362 Aerie Drive and direct staff to make Findings for the denial.
- Request additional information and continue the discussion to a date certain.

[6] 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).
[7] LMC § 15-1-21

Exhibits

A: Draft Final Action Letter
    Attachment 1: Proposed Plat
B: Applicant's Plans and Narrative
C: Applicant's Steep Slope and Vantage Point Analysis
D: Existing Conditions Survey
E: Public Input

Planning Department

July 8, 2026

Riley Angelo

CC: George Khoriaty

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1362 Aerie Drive
Zoning District:	Single Family Sensitive Land Overlay
Application:	Plat Amendment
Project Number:	PL-26-06947
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	July 8, 2026
Project Summary:	The Applicant requests Planning Commission approval of a Plat Amendment to reduce the Front Setback for the Main Building from 20 to 10 feet and from 25 to 15 feet for a new Front-Facing Garage to resolve access and Steep Grades.

Action Taken

On July 8, 2026, the Planning Commission conducted a public hearing and approved the Aerie Phase I Lot 16 Plat Amendment for 1362 Aerie Drive according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. 1362 Aerie Drive is Lot 16 of the Aerie Phase I Subdivision in the Masonic Hill neighborhood, Single Family Zoning District, and Sensitive Land Overlay.
2. For properties within the Single Family Zoning District, Land Management Code (LMC) § 15-2.11-3(C)(1)(a) allows the Planning Commission to reduce Front Setbacks from 20 feet to 10 feet for the Main Building and from 25 feet to 15 feet for a new Front-Facing Garage or garage element, including any habitable space above the garage, for specific Single Family Lots to solve Access problems with relatively steep Grades.

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3. On May 26, 2026, the Applicant submitted a Plat Amendment application to reduce the Front Setbacks to shift the proposed Single-Family Dwelling (SFD) closer to Aerie Drive.
4. LMC § 15-2.11-3(C)(1)(b) allows the Planning Commission to reduce Front Setbacks to preserve Significant Vegetation.
    a. There are two significant evergreen trees on site in the southwest corner. One is within the Ridge Line Area and will not be impacted. The other is within the area proposed for construction of the SFD regardless of the Front Setback. Further down slope, there is Significant Vegetation, including aspens and low oak.
    b. The Plat Amendment establishes an Open Space area and Significant Vegetation within this area is required to be protected.
5. LMC § 15-2.11-3(C)(1)(c) allows the Planning Commission to reduce Front Setbacks to eliminate or minimize cut and fill Areas.
    a. The Applicant proposes the SFD on the front portion of the Lot, which is less steep than the rear portion of the Lot and does not require as much cut and fill area as the SFD would require if it were located on the steeper slopes.
6. LMC § 15-2.11-3(C)(1)(d) allows the Planning Commission to reduce Front Setbacks to promote Clustered Development.
    a. Other SFDs along the north side of Aerie Drive have been located near the front of the Lots, so the Applicant's proposed SFD toward the front of the Lot helps to maintain the character of the SFDs along Aerie Drive.
7. LMC § 15-2.11-3(C)(1)(e) allows the Planning Commission to reduce Front Setbacks to preserve Open Space.
    a. At least 85% of the Lot is proposed to remain Open Space.
8. LMC § 15-2.11-3 establishes a minimum Rear Setback of 15 feet, and the Applicant proposes a SFD that is set back more than 100 feet from the rear Lot line.
9. LMC § 15-2.11-3 establishes a minimum Side Setback of 12 feet, and the Applicant proposes a SFD that is set back approximately 12 feet, 2 inches from the Side Lot lines.
10. LMC § 15-2.11-4 establishes a maximum Building Height of 28 feet, and the Applicant proposes a SFD that is a maximum of 28 feet from Existing Grade, with a chimney that is approximately 30 feet above Existing Grade and is allowed as an exception to Building Height pursuant to LMC § 15-2.11-4(A).

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11. Pursuant to LMC § 15-3-3(A)(4), the maximum slope for a driveway is 14%, and the Applicant proposes a driveway with a maximum slope of approximately 13.4%.
12. LMC § 15-3-3(H) limits driveway width to 27 feet for SFDs, and Condition of Approval 3 requires the Applicant to update the plans to include a driveway that is a maximum of 27 feet wide.
13. LMC § 15-2.21-3 requires Applicants proposing Development within the Sensitive Land Overlay (SLO) to submit a Sensitive Lands Analysis performed by a Qualified Professional or Professionals.
14. LMC § 15-2.21-2(E) states that if an Applicant demonstrates that the SLO regulations would deny all reasonable Use of the Property, the Planning Commission may modify application of the SLO regulations to provide the Applicant reasonable Use of the Property.
15. LMC § 15-2.21-4(A) prohibits Development on or within 50 feet, map distance, of Very Steep Slopes.
    a. Application of this standard would make the Lot undevelopable because no area of the Lot is more than 50 feet away from Very Steep Slopes, and the Applicant proposes a SFD that is located within the least steep portion of the Lot.
16. LMC § 15-5-5(J)(17) establishes additional regulations for outdoor lighting in Ridge Line Areas and Steep Slopes and requires Planning Commission consideration at the time of Plat Amendment review, including prohibition of floodlights, limitations on the height of outdoor lights, and additional shielding to reduce visibility from areas below.
17. LMC § 15-2.21-5(B) prohibits any Structure or other appurtenant device, including mechanical equipment from visually intruding on the Ridge Line Area from any of the designated Vantage Points, and the Applicant proposes a SFD that does not encroach into the Ridge Line Area.
18. LMC 15-2.21-3(6) outlines designated Vantage Points and the SFD is visible from the intersection of Thaynes Canyon Drive and HWY-224, the McPolin Barn, and the Park City School District Campus.
19. LMC § 15-2.21-6, outlines Wetlands and Stream Protection regulations; the Applicant's existing conditions survey and Site observations indicate there are no wetlands or Stream Corridors on the Lot.
20. LMC § 15-2.21-8 outlines Wildlife and Wildlife Habitat Protection regulations, and the Site is within an established, developed neighborhood and is bordered by

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existing SFDs, so the proposed SFD will not disturb, diminish, or impact any existing wildlife habitat areas or sensitive species, and approval of the Plat Amendment requires establishment of a no-disturbance Open Space area.

21. The Planning Commission must make a finding of Good Cause to approve a Plat Amendment pursuant to LMC § 15-7.1-3(B).
    a. The Applicant proposes a SFD that is similar in size to the other SFDs in the Aerie Subdivision and will maintain the character of the neighborhood.
    b. The Plat Amendment will mitigate negative impacts to Very Steep Slopes and safety of the Site by allowing the Applicant to construct the proposed SFD further forward on the Lot, on the slopes that are not as steep as the slopes to the rear of the Lot.
    c. Conditions of Approval plat the Ridge Line Area, designate at least 85% of the Lot as undisturbed Open Space, limit the total disturbance area to 4,664 square feet, require a landscape buffer, require non-reflective and earth-toned materials and roofing, and establish outdoor lighting restrictions.

Conclusions of Law

1. There is Good Cause for the proposed Plat Amendment pursuant to LMC Section 15-7.1-3(B).
2. No Public Street, Right-of-Way, or easement has been vacated or amended as part of the Plat Amendment.
3. The proposed Plat Amendment complies, as conditioned, with Land Management Code Chapter 15-2.11 *Single Family District*.
4. The proposed Plat Amendment complies, as conditioned, with Land Management Code Chapter 15-2.21 *Sensitive Land Overlay Zone Regulations.*

Conditions of Approval

1. The Applicant shall indicate on the Landscaping Plan at the Building Permit phase replacement of the existing evergreen tree with a like water wise and firewise tree on-Site.
2. The Applicant shall include a Plat Note on the Final Plat stating that at least 85% of the Lot shall remain Open Space, limiting disturbance of the Open Space area to removal of dead and dying vegetation and weed mitigation.
3. Prior to submitting a Building Permit, the Applicant shall update the plans to include a driveway that is a maximum of 27 feet wide.

DRAFT

4. The Ridge Line Area buffer shall be shown on the Plat Amendment to ensure no Structure or Site disturbance is proposed within the Ridge Line Area.
5. Prior to completion of the SFD, the Applicant shall landscape with an evergreen screen the SFD from designated Vantage Points, including but not limited to the intersection of Thaynes Canyon Drive and SR-224, the McPolin Barn, and the Park City School District Campus.
6. The Applicant shall use roofing and facade materials that are non-reflective and earth-toned pursuant to LMC § 15-5-5(E).
7. Prior to Building Permit submittal, the Applicant shall complete and submit a soils investigation and geotechnical report.
8. 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 LMC, and Conditions of Approval, prior to recordation of the plat.
9. The Applicant shall record the plat 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.
10. Outdoor lighting for the property is limited as follows:
    a. Flood lights are prohibited.
    b. Outdoor lights may not exceed 12 feet above Existing Grade on the Front Façade, shall be limited only to those required for safe entry and egress, and shall be Fully Shielded with bulbs 3,000 degrees Kelvin or less.
    c. Any outdoor lights on the Side and Rear Facades shall be limited to those required for safe entry and egress and require additional shielding to reduce visibility from the areas below.
    d. All outdoor lights require Planning Department review and approval.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2037 or email jacob.klopfenstein@parkcity.gov.

Sincerely,

Christin Van Dine, Planning Commission Chair

CC: Jacob Klopfenstein, Project Planner

DRAFT

Planning Department

Attachment 1: Proposed Plat

DRAFT

AERIE PHASE 1
LOT 16 AMENDED

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN

GRAPHIC SCALE

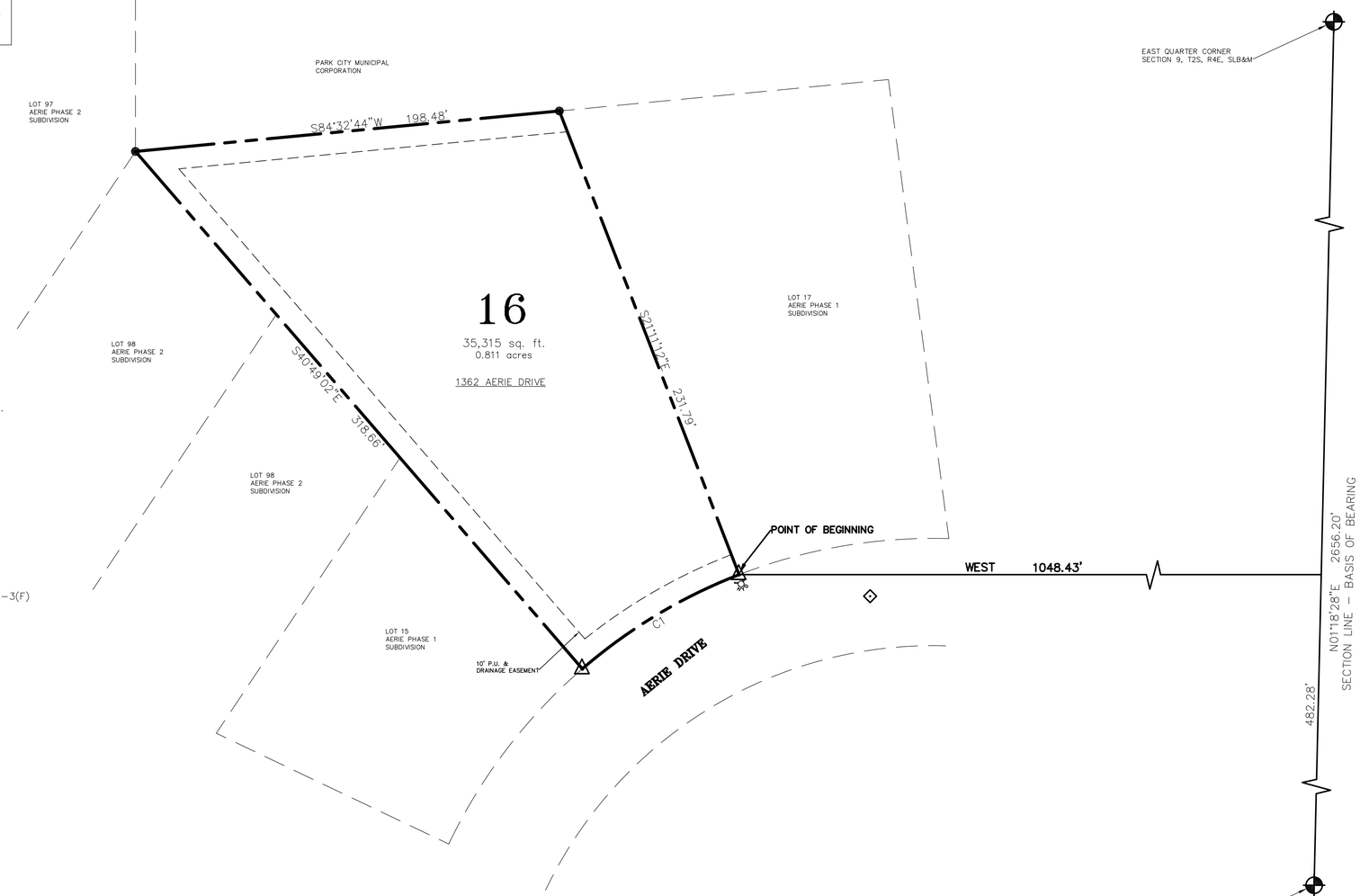
30 0 15 30 60 120

(IN FEET)
1 inch = 30 ft.

NORTH

SYMBOL LEGEND

- SUMMIT COUNTY MONUMENT
- SET NEW REBAR & CAP (OR FOUND EXISTING REBAR & CAP)
- FOUND STREET MONUMENT
- FOUND/SET PLUG ON LOT LINE EXTENSION
- SECTION/TIE LINE
- LOT/R.O.W. LINE
- PUBLIC UTILITY EASEMENT
- SUBDIVISION BOUNDARY
- EXISTING ADJOINERS
- EXISTING FIRE HYDRANT



NOTES:

1. ALL CONSTRUCTION IS TO BE CONSISTENT WITH PARK CITY STANDARDS.
2. ALL NOTES FROM THE AERIE SUBDIVISION WILL APPLY TO THE AMENDMENT.
3. EACH LOT WILL BE REQUIRED TO HAVE A GRADING AND DRAINAGE PLAN BEFORE BUILDING PERMIT IS ISSUED.
4. THE NEW LOT SHOWN HAS EXISTING SEWER, CULINARY WATER, PRESSURIZED IRRIGATION, POWER, GAS, AND COMMUNICATION SERVICES THAT WILL REMAIN.
5. IF A GEOTECHNICAL ENGINEERING INVESTIGATION IS COMPLETED, ALL FINDINGS AND RECOMMENDATIONS OF THIS REPORT SHOULD BE FOLLOWED.

SETBACKS

FRONT = 15.00 FEET (FRONT-FACING GARAGE)
10.00 FEET (MAIN BUILDING) PER CODE LMC 15-2.11-3(F)
SIDEYARD = 12.00 FEET
REAR = 15.00 FEET

CURVE TABLE					
CURVE	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	85.65'	250.00'	19°37'50"	S58°59'48"W	85.24'

SURVEYOR'S CERTIFICATE

I, DAVID F. HUNT, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD CERTIFICATE NO. 5243543 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, BLOCKS, STREETS, AND EASEMENTS AND THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT AND THAT THIS PLAT IS TRUE AND CORRECT.

BOUNDARY DESCRIPTION

A PARCEL OF GROUND FORMERLY KNOWN AS ALL OF LOT 16, AERIE PHASE 1 SUBDIVISION ACCORDING TO THE OFFICIAL PLAT OF RECORD ON FILE IN THE SUMMIT COUNTY RECORDER'S OFFICE, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID LOT 16, AERIE PHASE 1 SUBDIVISION, SAID POINT ALSO BEING LOCATED NORTH 01°18'28" EAST ALONG THE SECTION LINE 482.28 FEET AND WEST 1048.43 FEET FROM THE SOUTHEAST CORNER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG THE ARC OF A 250.00-FOOT RADIUS CURVE TO THE LEFT 85.65 FEET (CHORD BEARS S 58°59'48" W 85.24 FEET); THENCE NORTH 40°49'02" WEST 318.66 FEET; THENCE NORTH 84°32'44" EAST 198.48 FEET; THENCE SOUTH 21°11'12" EAST 231.79 FEET TO THE POINT OF BEGINNING.

AREA = 35,315 SQ. FT. OR 0.811 ACRES

OF LOTS = 1

BASIS OF BEARING = UTAH STATE PLANE COORDINATE SYSTEM (CENTRAL ZONE)

SURVEYOR'S SEAL
PROFESSIONAL LAND SURVEYOR
DAVID F. HUNT
LICENSE NO. 5243543-2201
STATE OF UTAH

05-21-26
DATE

SURVEYOR
(See Seal Below)

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENT THAT WE, ALL OF THE UNDERSIGNED OWNERS OF ALL OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE HEREON AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, BLOCKS, STREETS AND EASEMENTS AND DO HEREBY DEDICATE THE STREETS AND OTHER PUBLIC AREAS AS INDICATED HEREON FOR PERPETUAL USE OF THE PUBLIC.

IN WITNESS HEREOF WE HAVE HEREUNTO SET OUR HANDS THIS ____ DAY OF _____, A.D. 20__.

EAGLES NEST MOUNTAIN LLC - GEORGE KHORIATY, MEMBER

ACKNOWLEDGEMENT

STATE OF UTAH } S.S.
COUNTY OF SUMMIT }

ON THE ____ DAY OF _____, A.D. 20__ PERSONALLY APPEARED BEFORE ME THE SIGNER(S) OF THE FOREGOING DEDICATION WHO DULY ACKNOWLEDGE TO ME THAT THEY DID EXECUTE THE SAME.

NOTARY PUBLIC NAME _____
PRINT FULL NAME

NOTARY PUBLIC AND COMMISSION NUMBER _____
A NOTARY PUBLIC COMMISSIONED IN UTAH

MY COMMISSION EXPIRES _____

NOTARY PUBLIC SIGNATURE
(See Seal Below)

NOTARY PUBLIC SEAL

LEGISLATIVE BODY ACCEPTANCE

PARK CITY HEREBY APPROVES THIS SUBDIVISION AND HEREBY APPROVES AND ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCELS OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC THIS ___ DAY OF _____ A.D. 20 .

APPROVED _____ COMMUNITY DEVELOPMENT DIRECTOR
APPROVED _____ MAYOR
APPROVED _____ PLANNING COMMISSION CHAIR
APPROVED AS TO FORM _____ CITY ATTORNEY
ATTEST _____ CITY CLERK/RECORDER (See Seal Below)
APPROVED _____ CITY ENGINEER (See Seal Below)

AERIE PHASE 1
LOT 16 AMENDED

INCLUDES AN AMENDMENT OF LOT 16
AERIE SUBDIVISION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN

PARK CITY, _____ SUMMIT COUNTY, UTAH
SCALE: 1" = 30 FEET

PREPARED BY:
LEVEL OF FOCUS, INC
DAVID F. HUNT, P.L.S.
1334 EAST 1150 SOUTH
SPANISH FORK, UTAH 84660
(801) 319-5441 LEVELOFFOCUS@GMAIL.COM

_____ DATE
_____ REVISED

CITY ENGINEER SEAL | CITY CLERK-RECORDER SEAL | COUNTY RECORDER SEAL

SUMMIT COUNTY RECORDER
NUMBER _____
STATE OF _____
COUNTY OF _____
RECORDED AND FILED AT THE REQUEST OF _____
DATE _____
TIME _____
FEE _____
COUNTY RECORDER

Project Intent and Scope of Work – Plat Amendment

1362 Aerie Drive, Park City, Utah 84060

The proposed project is for the construction of a new single-family home at 1362 Aerie Drive in Park City, Utah. The goal of the project is to design a functional home that works with the existing site conditions, provides safe and reasonable access from Aerie Drive, and meets the intent of the Single-Family District standards.

The lot has a steep downhill grade from Aerie Drive toward the rear of the property. This creates a difficult design condition for a front-facing garage. The garage needs to be close enough to the road for the driveway to work, but the standard twenty-five foot (25') garage setback pushes the garage farther down the slope. As the garage moves farther back, the existing grade below the home drops quickly. This makes it much harder to maintain a usable garage, a code-compliant driveway, and compliance with the twenty-eight foot (28') height limit measured above existing grade.

The main issue is height compliance. The March 6 site study shows that the garage floor needs to stay close to the road elevation in order for the driveway to work properly. The section on page 2 also shows the 28-foot height line crossing through the proposed garage and living space area. This shows the direct conflict created by the steep site. If the garage is held back at the standard 25-foot setback, the garage is pushed farther down the hillside, but the garage floor still needs to remain high enough to connect to Aerie Drive with a reasonable driveway. That combination causes the building to sit too high above the existing grade and makes it very difficult, if not impossible, to stay within the 28-foot height limit.

This request is not being made simply to improve the layout or for design preference. It is needed because the site conditions create a real conflict between access, garage function, and height compliance. A code-compliant driveway, a functional garage depth, and proper garage head height cannot realistically be achieved at the full 25-foot garage setback while also staying under the 28-foot height limit above existing grade. The farther the garage is pushed back, the worse this conflict becomes.

The applicant is requesting that this lot be designated for the Front Setback Exception allowed under LMC 15-2.11-3(F). Specifically, the request is to allow the front setback to be reduced to ten feet (10') for the main building and fifteen feet (15') for the new front-facing garage or garage element, as allowed by the code when approved by the Planning Commission. This request directly relates to the steep grade of the lot and is intended to solve access, driveway slope, grading, garage function, and height compliance issues created by the existing topography.

Good cause exists for this request because the standard 25-foot front-facing garage setback creates a design condition that is not practical for this lot. The existing grade drops away from Aerie Drive, but the garage floor must stay close enough to the road elevation for the driveway to meet slope requirements and function safely. If the garage is pushed back to the full setback, the home is forced farther down the hillside while the garage floor still needs to remain relatively high. This makes the building exceed, or come too close to exceeding, the allowable height above existing grade. Reducing the garage setback gives the project a more realistic way to provide safe access, preserve usable garage space, and work within the intent of the height limit.

The requested setback exception also supports the purpose of the code by helping solve access problems on a steep lot and reducing unnecessary cut and fill. Allowing the garage to sit closer to Aerie Drive helps the driveway connect more naturally to the street and reduces the

need to force the home farther down the slope. This is a more reasonable response to the existing site conditions and helps avoid a design that would require excessive grading or create a nonfunctional garage condition.

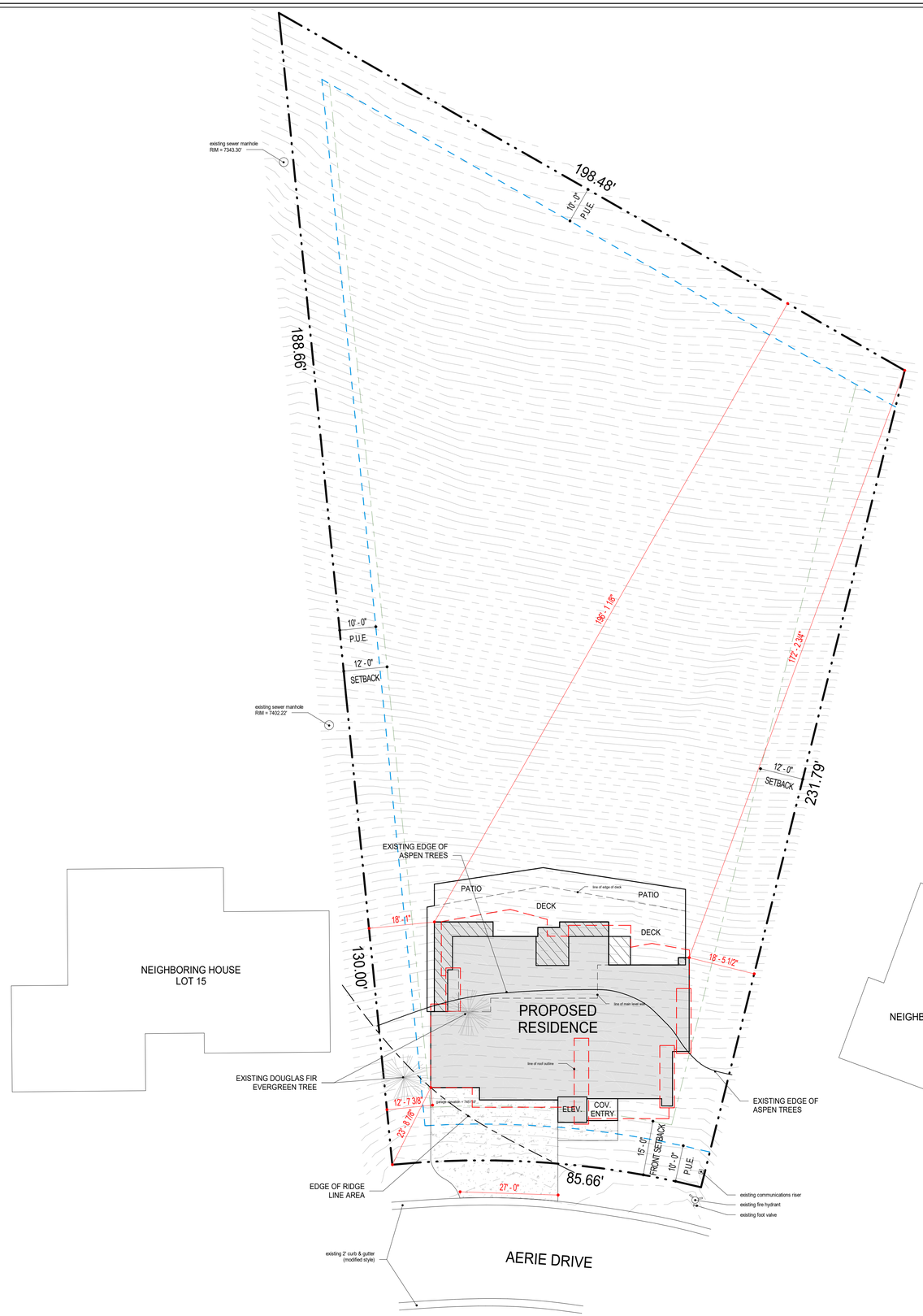
The scope of work includes construction of a new single-family dwelling with an attached three-car garage, covered entry, driveway access from Aerie Drive, and related site improvements. The requested setback adjustment is not intended to increase density or create an incompatible development pattern. It is a site-specific request based on the existing slope of the lot and the need to make the home, garage, driveway, and height compliance work together.

For these reasons, the requested Front Setback Exception is appropriate for 1362 Aerie Drive. The exception provides a reasonable solution to the access, driveway, garage, grading, and height compliance challenges created by the steep existing site conditions.

Sincerely,

INOUYE DESIGN
Ph: 801.373.0909
1443 West 800 North #203
Orem, Utah 84057





NORTH

60 40 20 10 5 0
SCALE

FLOOR ELEVATIONS

	PLAN	SEA
Terrace Level Floor	87'-1"	7427'-1"
Main Level Floor	100'-0"	7440'-0"
Top of Foundation	111'-6"	7451'-6"
Upper Level Floor	112'-0"	7452'-0"

SUBDIVISION INFORMATION

City	Park City
State	Utah
Plat	The Aerie
Lot	16
Subdivision	Phase 1
Address	1362 Aerie Dr.

GENERAL & KEYED NOTES

INOUYE DESIGN
1443 W 800 N #203 Orem, Utah 84057 Ph: 801.373.0909

Khoriaty Residence

1362 Aerie Dr. Park City, Utah

Contractor shall verify all dimensions, conditions and measurements at the job prior to construction. These plans and documents are the property of Inouye Design, and any reuse or further distribution thereof in part or in whole without the written permission of the designer is strictly prohibited. Designer is not an architect or engineer.
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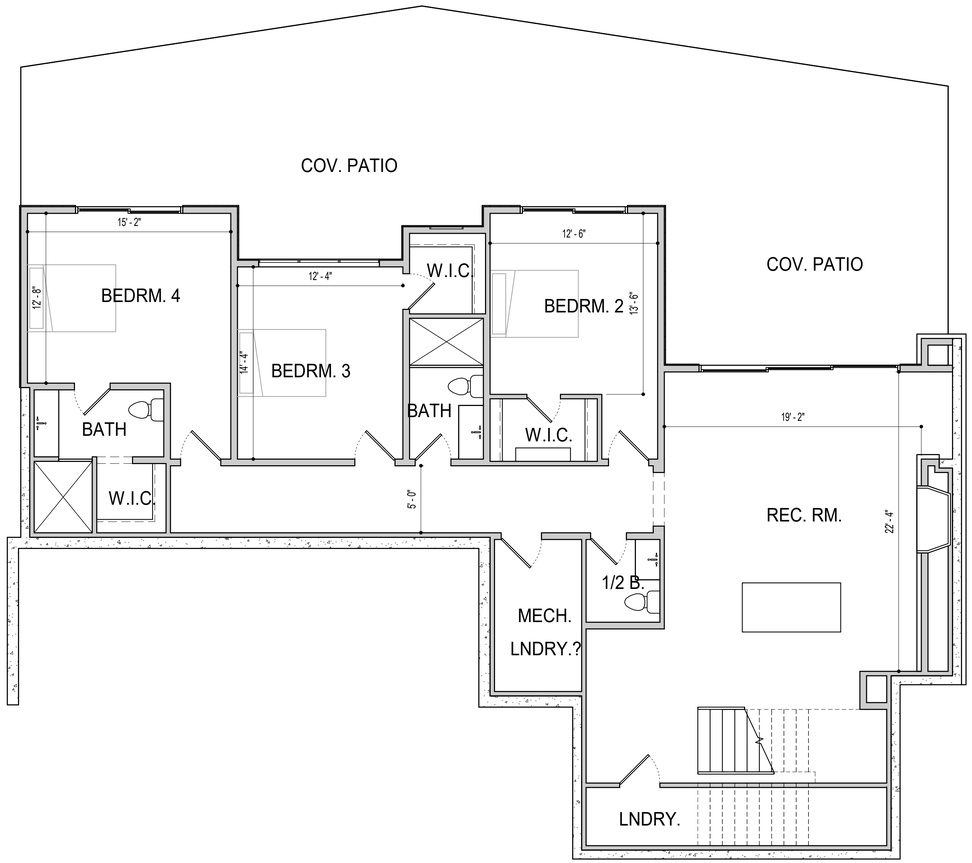
12 x 18 (sheet size): 1/32"=1'-0"
24 x 36 (sheet size): 1/16"=1'-0"

Project 26006
10 June 2026

C2.3

SITE PLAN



GENERAL & KEYED NOTES

INOUYE DESIGN

1443 W 800 N #203 Orem, Utah 84057 Ph: 801.373.0909

Khoriaty Residence

1362 Aerie Dr. Park City, Utah

NORTH

10 5 0

SCALE

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18 x 24 (sheet size): 1/8"=1'-0"
24 x 36 (sheet size): 3/16"=1'-0"

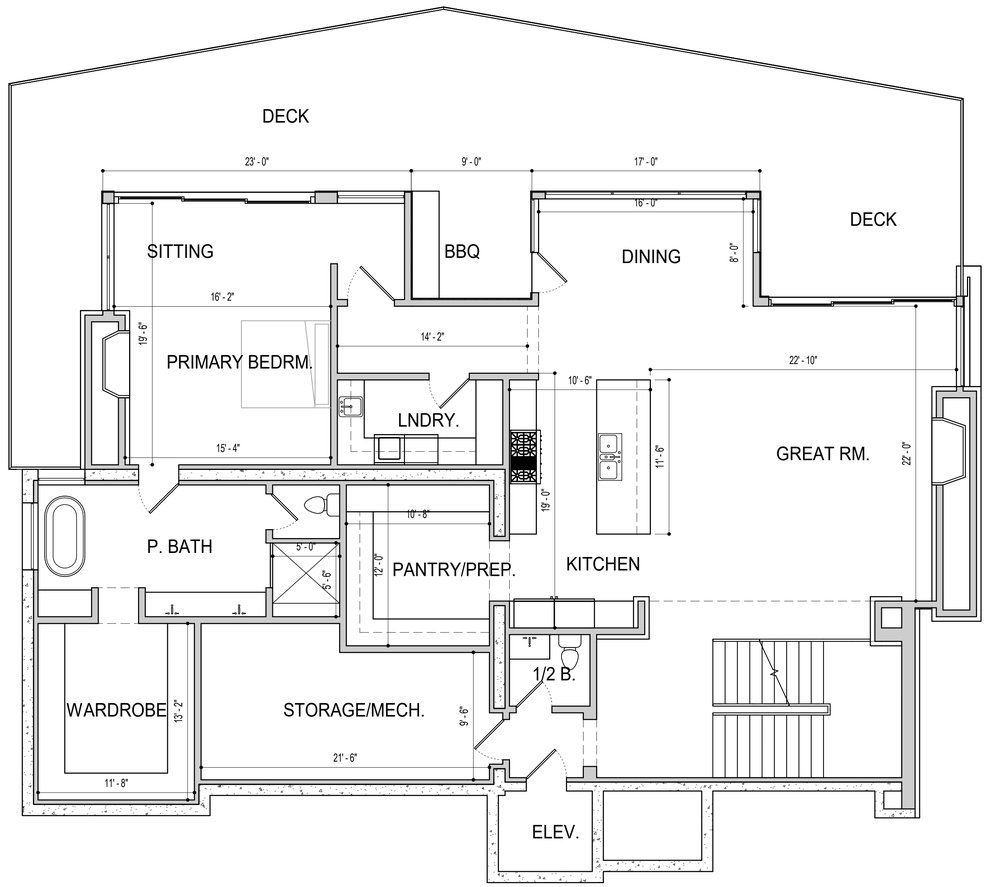
TERRACE LEVEL	
Living Space	1977 SF
Storage	81 SF

Project 26006

10 June 2026

A1.1

TERRACE LEVEL FLOOR PLAN



GENERAL & KEYED NOTES

INOUYE DESIGN
1443 W 800 N #203 Orem, Utah 84057 Ph: 801.373.0909

Khoriaty Residence

1362 Aerie Dr. Park City, Utah

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NORTH

10 5 0
SCALE

18 x 24 (sheet size): 1/8"=1'-0"
24 x 36 (sheet size): 3/16"=1'-0"

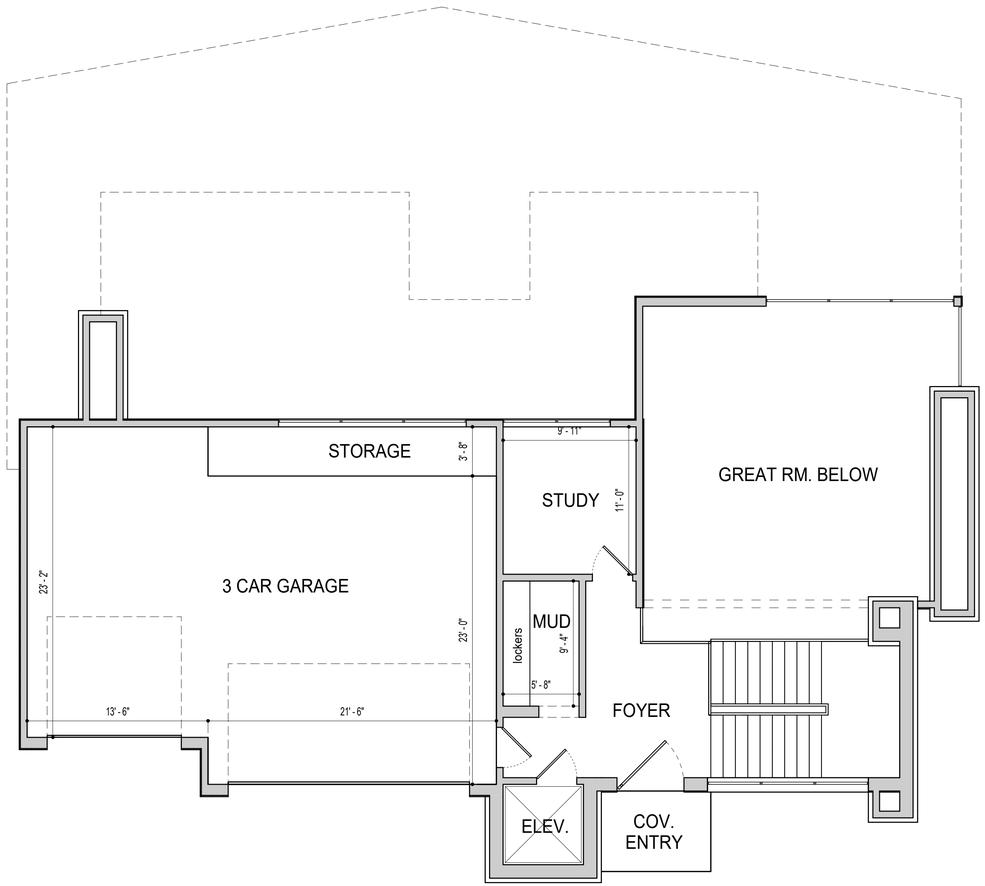
MAIN LEVEL	
Living Space	2487 SF
Storage	241 SF

Project 26006

10 June 2026

A1.3

MAIN LEVEL FLOOR PLAN



GENERAL & KEYED NOTES

INOUYE DESIGN
1443 W 800 N #203 Orem, Utah 84057 Ph: 801.373.0909

Khoriaty Residence

1362 Aerie Dr. Park City, Utah

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NORTH

10 5 0
SCALE

18 x 24 (sheet size): 1/8"=1'-0"
24 x 36 (sheet size): 3/16"=1'-0"

UPPER LEVEL

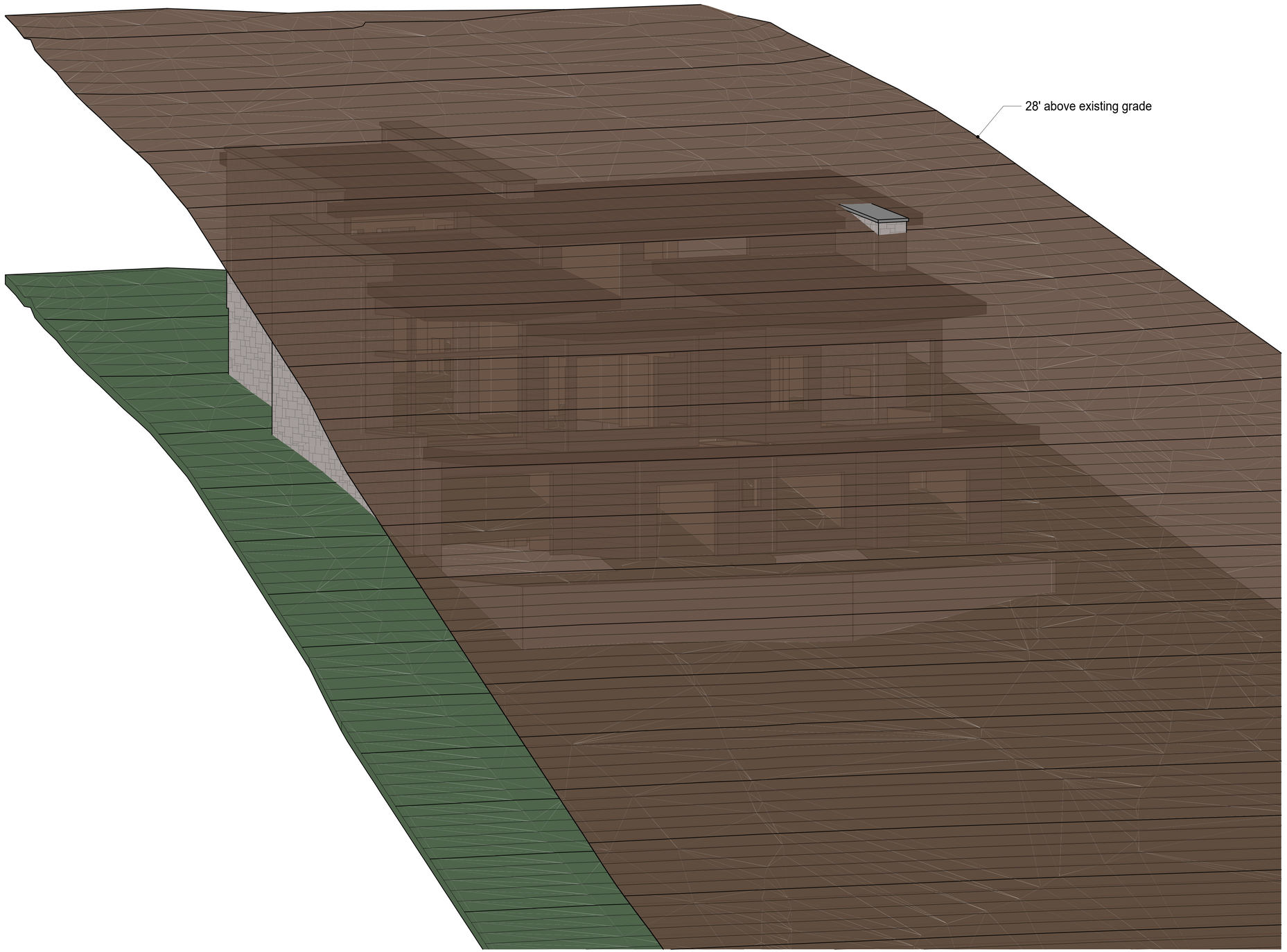
Garage Space	0 SF
Living Space	523 SF

Project 26006

10 June 2026

A1.5

UPPER LEVEL FLOOR PLAN



GENERAL & KEYED NOTES

INOUYE DESIGN
1443 W 800 N #203 Orem, Utah 84057 Ph: 801.373.0909

Khoriaty Residence

1362 Aerie Dr. Park City, Utah

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18 x 24 (sheet size): 1/8"=1'-0"
24 x 36 (sheet size): 3/16"=1'-0"

Project 26006

10 June 2026

A3.4

MAX BUILDING HEIGHT DIAGRAM

NARRATIVE

1. THE PURPOSE OF THIS SURVEY IS SHOW THE SLOPE ANALYSYS OF THE REQUESTED PROPERTY.
2. THE PROPERTY IS LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, T2S, R4E, SLB&M.
3. FOUND PROPERTY CORNERS AS SHOWN HEREON.
4. THE PROPERTY BOUNDARY IS BASED ON THE RECORDED SUBDIVISION PLAT AS DESCRIBED HEREON.
5. NO BOUNDARY SURVEY WAS PERFORMED.
6. SOME OF THE EXISTING FEATURES ARE SHOWN FOR REFERENCE.

PROPERTY DESCRIPTION

ALL OF LOT 16, AERIE PHASE 1 SUBDIVISION PLAT OF RECORD ON FILE THEREOF AT THE SUMMIT COUNTY RECORDER'S OFFICE.

AREA = 35,315 SQ. FT.

CERTIFICATION

I, DAVID F. HUNT, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH; THAT THIS MAP CORRECTLY REPRESENTS A SLOPE ANALYSYS SURVEY MADE UNDER MY SUPERVISION DURING THE MONTH OF MAY, 2026; THAT THE SURVEY IS TRUE AND CORRECT AS SHOWN; THAT THE PROPERTY BOUNDARIES SHOWN & DESCRIBED ARE CORRECT ACCORDING THE RECORDED SUBDIVISION PLAT.

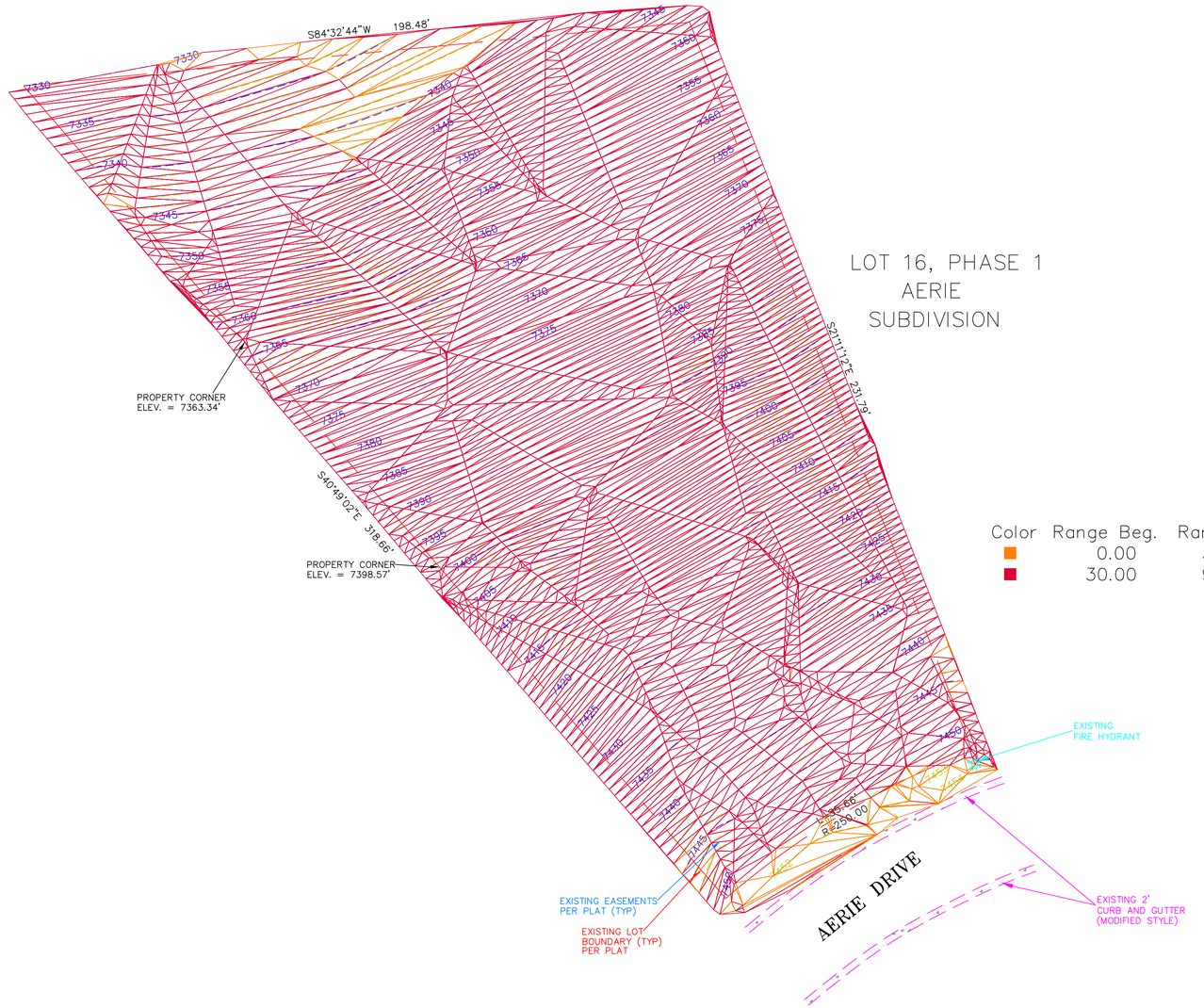
PROFESSIONAL LAND SURVEYOR
DAVID F. HUNT
LICENSE NO. 5243543-2201
STATE OF UTAH
05-21-26

GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 20 ft.

NORTH



LOT 16, PHASE 1
AERIE
SUBDIVISION

Color	Range Beg.	Range End	Percent	Area
	0.00	30.00	5.9	2345.51
	30.00	90.00	94.1	37460.14

REVISIONS	BY

LEVEL OF FOCUS, INC.
DAVID F. HUNT, P.L.S.
1334 EAST 1150 SOUTH
SPANISH FORK, UTAH 84660
(801) 319-5441

LOT 16, AERIE PHASE 1

SLOPE ANALYSYS

PARK CITY UTAH

DESIGNER DFH	DRAWN BY DFH	CHECKED BY DFH	SHEET 1 OF 1
DATE 05-21-26	SCALE 1" = 20'	PROJECT NO.	
PROPERTY ADDRESS 1362 AERIE DRIVE			






SNOW CREEK DR.
THAYNES CYN. DR.
TOP STOP
TOP STOP
© 2025 Google

NARRATIVE

1. THE PURPOSE OF THIS SURVEY IS SHOW THE EXISTING AS-BUILT & TOPOGRAPHIC CONDITIONS OF THE REQUESTED PROPERTY.
2. THE PROPERTY IS LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9, T2S, R4E, SLB&M.
3. FOUND PROPERTY CORNERS AS SHOWN HEREON.
4. THE PROPERTY BOUNDARY IS BASED ON THE RECORDED SUBDIVISION PLAT AS DESCRIBED HEREON.
5. NO BOUNDARY SURVEY WAS PERFORMED.
6. SOME OF THE EXISTING ADJACENT PROPERTY FEATURES ARE SHOWN FOR REFERENCE.

PROPERTY DESCRIPTION

ALL OF LOT 16, AERIE PHASE 1 SUBDIVISION PLAT OF RECORD ON FILE THEREOF AT THE SUMMIT COUNTY RECORDER'S OFFICE.

AREA = 35,315 SQ. FT.

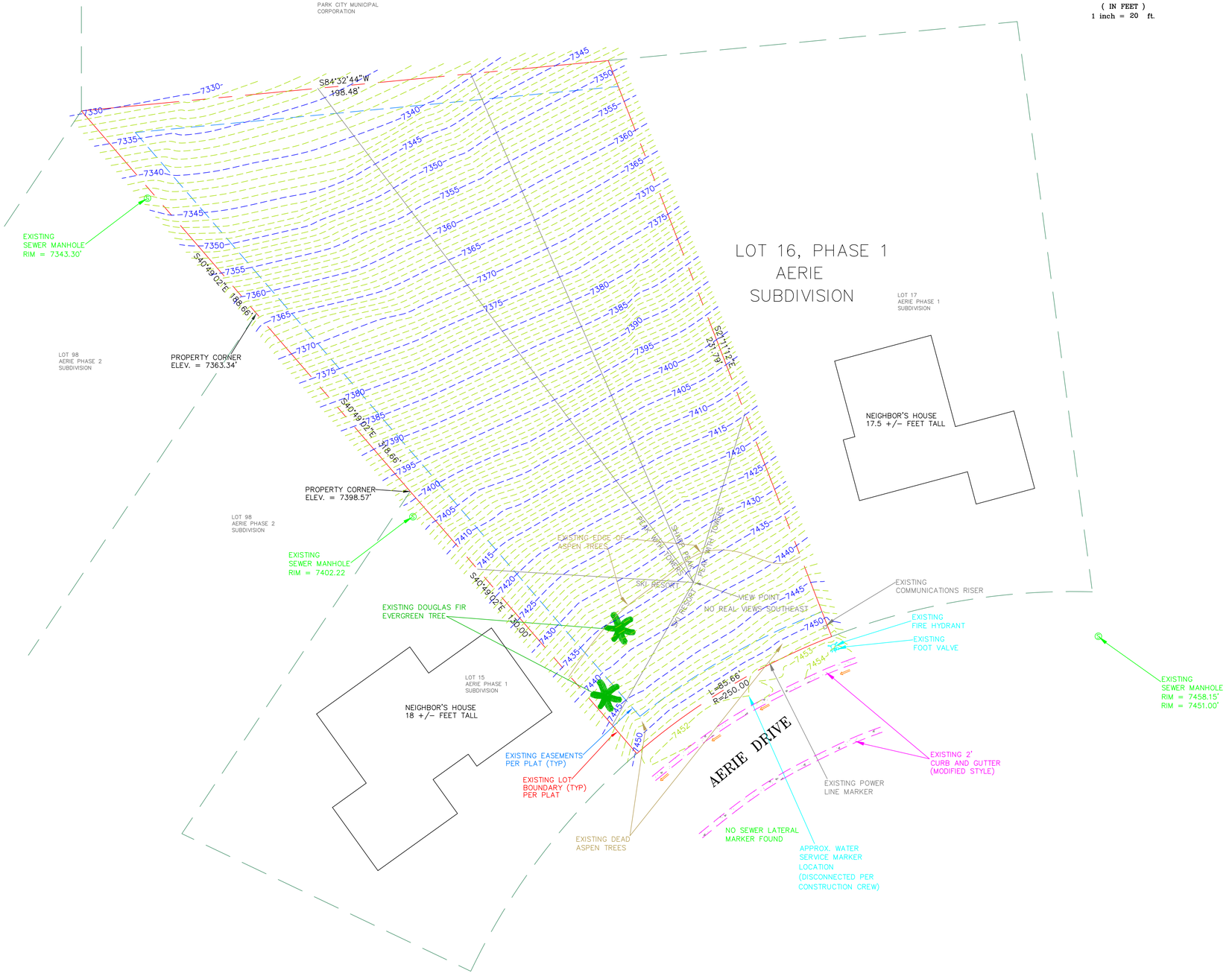
CERTIFICATION

I, DAVID F. HUNT, HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH; THAT THIS MAP CORRECTLY REPRESENTS AN AS-BUILT & TOPOGRAPHIC SURVEY MADE UNDER MY SUPERVISION DURING THE MONTH OF MAY, 2026; THAT THE SURVEY IS TRUE AND CORRECT AS SHOWN; THAT THE PROPERTY BOUNDARIES SHOWN & DESCRIBED ARE CORRECT ACCORDING THE RECORDED SUBDIVISION PLAT.

PROFESSIONAL LAND SURVEYOR
05-21-26
DAVID F. HUNT
LICENSE NO. 5243543-2201
STATE OF UTAH

GRAPHIC SCALE
20 0 10 20 40 80
(IN FEET)
1 inch = 20 ft.

NORTH



REVISIONS	BY

LEVEL OF FOCUS, INC.
DAVID F. HUNT, P.L.S.
1334 EAST 1150 SOUTH
SPANISH FORK, UTAH 84660
(801) 319-5441

LOT 16, AERIE PHASE 1

AS-BUILT & TOPOGRAPHIC SURVEY

PARK CITY UTAH

DESIGNER DFH	DRAWN BY DFH	CHECKED BY DFH	SHEET 1 OF 1
DATE 05-21-26	SCALE 1" = 20'	PROJECT NO.	
PROPERTY ADDRESS 1362 AERIE DRIVE			

Subject: Opposition to Plat Amendment PL-26-06947 at 1362 Aerie Drive – Request for Application Materials and Notification

Dear Mr. Klopfenstein,

We are the owners of (property near) 1362 Aerie Drive. We **strongly oppose** the proposed plat amendment to reduce the front setback from 20 feet to 10 feet for the main building and from 25 feet to 15 feet for the new front-facing garage.

We request to be added to the notification list for all future updates on this file (PL-26-06947). Please provide the full application packet as soon as possible, including the site plan, elevations, grading plan, Sensitive Lands Analysis, and the applicant's justification for the setback reduction. We would also appreciate a copy of the staff report when available and confirmation of any written comment deadline prior to the July 8, 2026 Planning Commission hearing.

The proposed amendment is inconsistent with Park City's Land Management Code (LMC), the Sensitive Land Overlay, the 2025 General Plan, and prior Commission decisions on similar plat amendments. Standard setbacks were applied to properties throughout this neighborhood for important reasons—granting special treatment here would be inequitable and harmful to the community. **Key initial concerns include**:

- **Inconsistency with LMC & Lack of Good Cause**: In the Single Family District (LMC §15-2.11 and related tables), the minimum front setback is 20 feet for main buildings and 25 feet for front-facing garages in most subdivisions. These standards maintain streetscape character, safety buffers, and neighborhood scale. Many comparable steep lots in Park City, including others on or near Aerie Drive, have been successfully developed under these standard setbacks. The applicant has not demonstrated a unique hardship or "good cause" justifying the reduction. Because the parcel slopes downward away from the street, reducing the front setback would shift the building higher up the slope, which actually argues for maintaining (or increasing) buffers to control building mass, grading, and visual prominence.

- **Conflicts with Sensitive Land Overlay (SLO) Purpose & Regulations**: The property is in the SLO. Per the LMC and updates such as Ordinance 2023-19, the SLO requires a full Sensitive Lands Analysis identifying Steep Slopes (>15%) and prohibits development on or within 50 feet (map distance) of Very Steep Slopes (>40%, with minimum dimensions of 25 ft vertical / 50 ft horizontal). The overlay's purpose is to minimize grading, retaining walls, erosion, vegetation removal, and visual impacts on sensitive terrain. Shifting the building envelope 10 feet closer to the road on this steeply falling parcel will likely necessitate greater front-yard disturbance and engineered slopes higher on the slope—directly contrary to SLO goals. We request a thorough review of the Sensitive Lands Analysis for compliance and cumulative slope impacts.

- **Material Injury to Neighbors, the Public, and Adverse Effects on Health, Safety & Welfare:**

- **Visual massing and viewsheds on steep terrain**: As owners directly across the street, we are particularly concerned that placing the structure 10 feet closer to the road (higher up the downslope parcel) will create a significantly taller and more imposing street facade (or require taller foundations/retaining walls). This will harm the natural setting, scenic character, and views from the street and downslope properties.

- **Precedent, fairness, and cumulative impacts**: Neighbors like us have complied with the full standard setbacks. Approving this reduction would create inequity and set a dangerous precedent, encouraging similar requests on other sloped lots citywide and eroding the predictability and integrity of Park City's zoning framework.

- **Practical and safety impacts**: Reduced setbacks will complicate snow storage/removal (a critical issue in Park City), reduce driveway visibility/sightlines, and hinder emergency access on a hillside road. The closer garage location will also delay safe entry/exit onto Aerie Drive. Increased front disturbance raises stormwater runoff and erosion risks on the steep grade.

- **Environmental concerns:** Greater limits of disturbance and potential vegetation removal near the front contradict the SLO's intent to protect steep terrain and minimize engineered alterations.

- **Inconsistency with the 2025 General Plan**: The Plan prioritizes small-town character, natural setting, historic preservation, and protection of viewsheds and hillsides. This amendment prioritizes one property owner's desire for a larger or closer buildable area over these community-wide values.

We strongly urge the Planning Commission to deny the proposed plat amendment, as it is inconsistent with the LMC, SLO, and General Plan, and will cause material injury to neighbors and the community.

Should the Commission be inclined to approve despite these concerns, it should do so **only with strict conditions**, including but not limited to: significantly reduced building height and massing, a stepped/terraced design to minimize visual prominence on the slope, enhanced landscaping and screening buffers, verification of full SLO compliance by an independent geotechnical review, and other measures necessary to protect streetscape character, viewsheds, safety, and environmental resources.

We are available to discuss this further and plan to provide public comment at the July 8 hearing (in person or remotely). Thank you for your attention to this matter and for protecting Park City's unique character.

Best regards,

William Keith

Susan Keith

Planning Commission
Staff Report

Subject: **1364 Golden Way**
Application: **PL-26-06972**
Author: **Jacob Klopfenstein**
Date: **July 8, 2026**
Type of Item: **Sensitive Land Overlay Hardship Relief**

Recommendation

(I) Review the Sensitive Land Overlay Hardship Relief request for 1364 Golden Way to build a Single-Family Dwelling within a Ridge Line Area, (II) conduct a public hearing, and (III) consider approving the request based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Steven Abernathy Rick Otto, Applicant's Representative
Location:	1364 Golden Way Lot 93, The Aerie Phase 2 Subdivision
Zoning District:	Single Family Sensitive Land Overlay
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	Land Management Code (LMC) § 15-2.21-2(E) establishes Planning Commission authority to modify application of the Sensitive Land Overlay (SLO) regulations to provide the Applicant reasonable Use of the Property if the Applicant demonstrates that the regulations would deny all reasonable Use of the Property.

LMC	Land Management Code
SFD	Single-Family Dwelling
SLO	Sensitive Land Overlay

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

Summary

The Applicant requests the Planning Commission modify application of the SLO Ridge Line Area regulations to allow for development of a Single-Family Dwelling (SFD) at 1364 Golden Way, Lot 93 of the Aerie Phase 2 Subdivision. The Aerie Phase 2 Subdivision was platted in 1983 prior to enactment of the SLO in 1992. Under today's provisions, the Lot would likely not have been created because LMC § 15-2.21-5(B)

prohibits structures within SLO Ridge Line Areas. Additionally, the proposed SFD will be visible from many designated Vantage Points, including the intersection of SR-224 and Holiday Ranch Loop Road, the intersection of Main Street and Heber Avenue, the intersection of Thaynes Canyon Drive and SR-224/Park Avenue, the Park City Mountain base area, the McPolin Barn, and City Hall.



CITY HALL (445 MARSAC AVENUE)

Figure 1: Applicant's submittal showing the property on a prominent Ridge Line Area when viewed from City Hall.

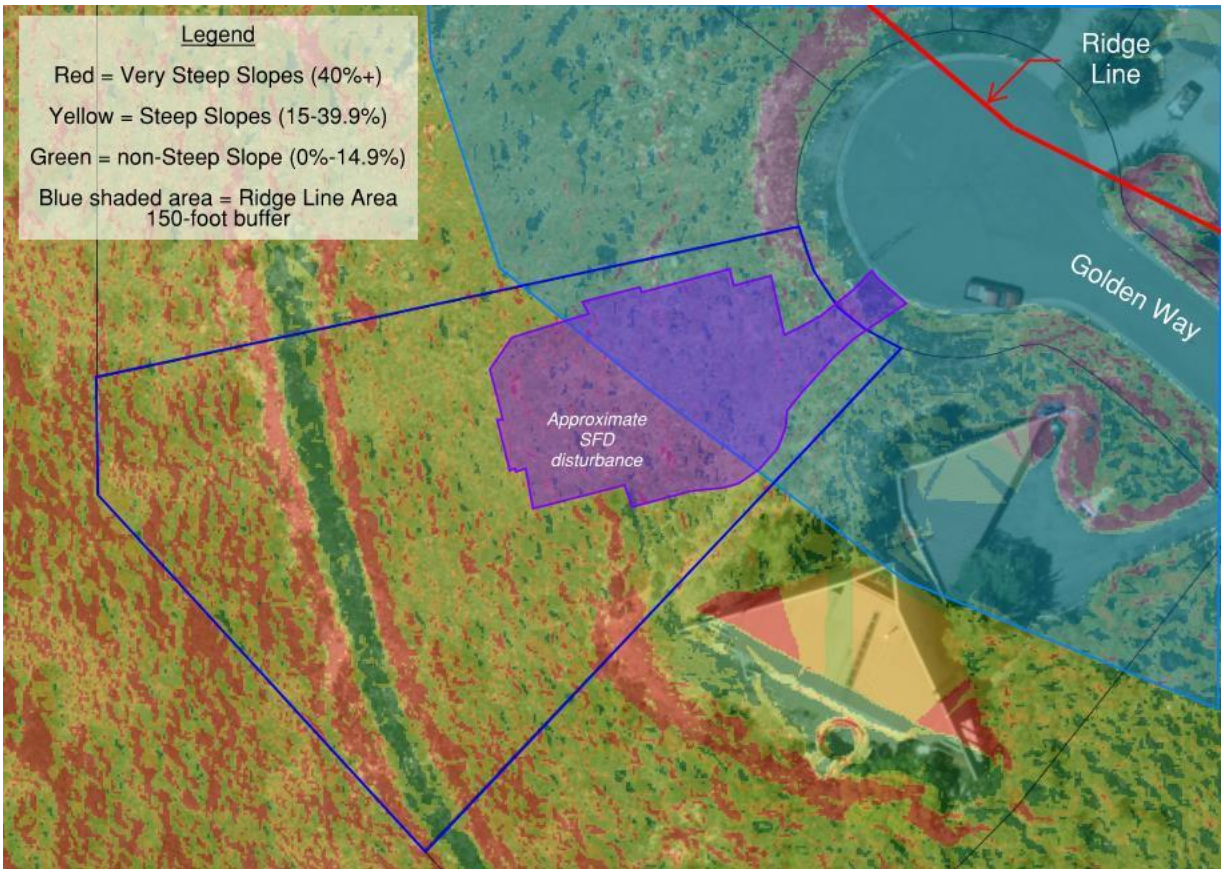


Figure 2: The proposed area of disturbance for the SFD at 1364 Golden Way with slope analysis: Very Steep Slopes 40%+ in red, Steep Slopes 15%-39.9% in yellow, and Slopes 0 – 14.9% in green. The approximate area of the SFD is purple and the 150-foot Ridge Line Area is blue.

To locate a SFD outside of the Ridge Line Area on the Lot would result in a SFD that is shifted substantially lower on the hillside while still being highly visible from many Vantage Points, would require construction of a SFD that is not aligned with others within the Subdivision, and would require site disturbance for driveway access on Steep Slopes.

Through this SLO hardship relief request, the Applicant proposes a SFD that would encroach approximately 70 feet into the 150-foot Ridge Line Area. While the Applicant's proposed SFD follows the general development pattern within the Aerie Phase 2 Subdivision, to mitigate visibility and impacts within the Ridge Line Area, staff recommends Conditions of Approval regarding:

- Façade and roofing materials;
- Landscaping;
- Outdoor lighting; and
- Restrictions on total disturbance area with at least 75% of the site preserved as Open Space.



Figure 3: Excerpt from Applicant's site plan showing proposed SFD at 1364 Golden Way, on the southwest side of the Golden Way cul-de-sac.



Figure 4: Streetscape rendering of proposed SFD at 1364 Golden Way, viewed from the Golden Way cul-de-sac.

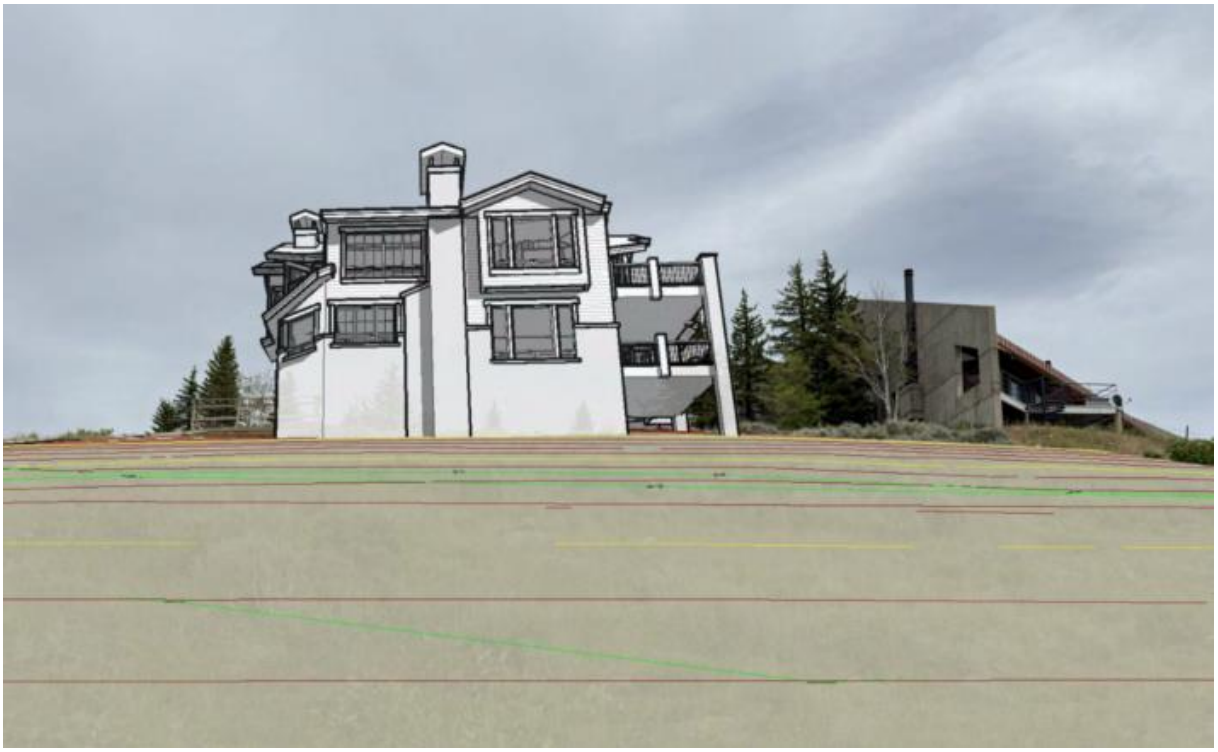


Figure 5: Applicant's rendering of proposed SFD at 1364 Golden Way, viewed from the southwest (downhill) portion of the Lot.

Background

1364 Golden Way is Lot 93 of the Aerie Phase 2 Subdivision, approved by City Council on September 6, 1983 (Exhibit B, Summit County Recorder Entry No. 210639). The Lot is approximately 0.7 acres and is vacant.



Figure 6: Current conditions of 1364 Golden Way, viewed from the southwest (downhill) portion of the Lot.

The Aerie Phase 2 Subdivision includes 13 Lots on Golden Way. Seven have been developed with SFDs, six are vacant:

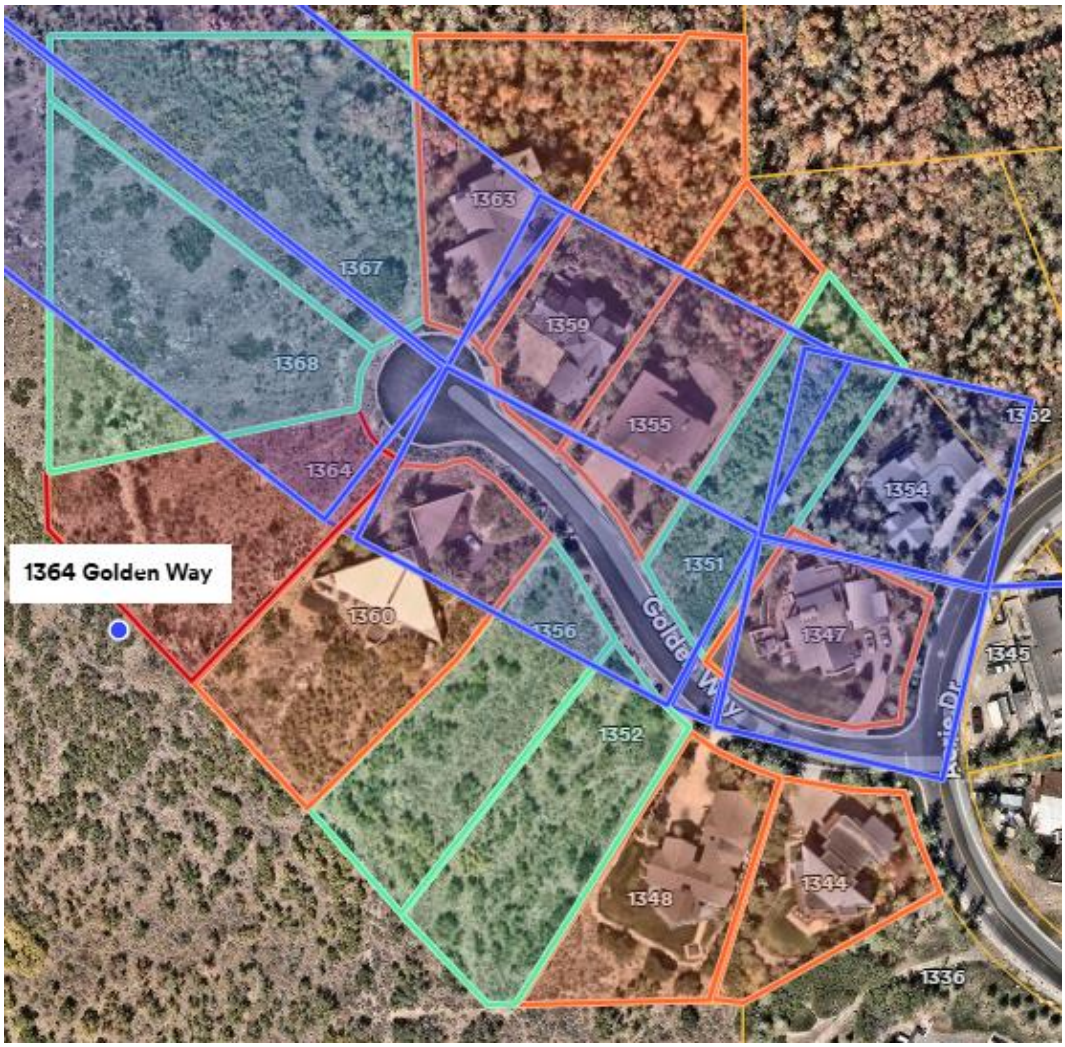


Figure 7: Map of the Aerie Phase II Subdivision on Golden Way. The Applicant's property (1364 Golden Way) is in red. Vacant Lots are in green, developed Lots are in orange, and the 150-foot Ridge Line Area buffer is in blue. Source: Nearmap

The table below outlines information on the developed Lots within the Subdivision, with the Applicant's proposed SFD on Lot 93 added for comparison:

Lot	***Address***	***Year Built***	***Lot Size***	***Approximate Lot Disturbance[1]***	***Percent Disturbance***
12	1344 Golden Way	1983	17,749 square feet	6,690 square feet	38%
14	1347 Golden Way	2000	16,922 square	9,090 square feet	54%

[1] Source: Nearmap

			feet		
89	1348 Golden Way	2000	22,786 square feet	12,121 square feet	53%
92	1360 Golden Way	1983	36,009 square feet	8,535 square feet	24%
93	**1364 Golden Way (Applicant's property)**	**n/a**	**30,304 square feet**	**6,585 square feet (approximate proposed)**	**22%**
96	1363 Golden Way	1990	30,654 square feet	6,358 square feet	21%
97	1359 Golden Way	1997	29,208 square feet	7,858 square feet	27%
98	1355 Golden Way	1994	24,681 square feet	5,287 square feet	21%
			AVERAGE	7,815.5 square feet	32.5%

Though the Applicant's proposed SFD would be highly visible from multiple Vantage Points, it would disturb a smaller-than-average area of Lot 93 compared to SFDs on other Lots in the Aerie Phase 2 Subdivision.

Analysis

(I) The proposed Single-Family Dwelling complies, as conditioned, with Land Management Code Chapter 15-2.11 *Single Family District*.

Pursuant to LMC § 15-2.11-2(A), SFDs are an Allowed Use in the Single Family District.

LMC § 15-2.11-3 outlines the Lot and Site Requirements for the Single Family District:

Requirement	Staff Analysis
Front Setback: 20 feet for the Main Building and 25	**Complies:** The Applicant proposes a SFD that is set back 20 feet from the front Lot line. The Applicant does not propose a Front-Facing Garage.

feet for new Front-Facing Garages	Pursuant to LMC § 15-2.11-3(C)(2)(d), roof overhangs that do not project more than three feet into the Front Setback are allowed as an exception in the Front Setback. The Applicant proposes a roof overhang that encroaches approximately two feet into the Front Setback. Pursuant to LMC § 15-2.11-3(C)(2)(f), Driveways leading to a garage or Parking Area are allowed in the Front Setback. LMC § 15-3-3(H) establishes a maximum driveway width of 27 feet for SFDs. The Applicant proposes a driveway that is a maximum of approximately 16 feet, six inches within the Front Setback.
Rear Setback: 15 feet	**Complies:** The Applicant proposes a SFD that is set back at least 100 feet from the rear Lot line.
Side Setbacks: 12 feet	**Complies:** The Applicant proposes a SFD that is set back approximately 12 feet from the side Lot lines. Pursuant to LMC § 15-2.11-3(G)(4), roof overhangs that do not project more than three feet into the Side Setback are allowed as an exception in the Side Setback. The Applicant proposes a roof overhang that encroaches approximately two feet into the north Side Setback. LMC § 15-2.11-3(G)(6), patios that do not exceed more than 30 inches in height above Final Grade and are set back at least one foot from the side Lot line are allowed as an exception in the Side Setback. The Applicant proposes a patio that is approximately 30 inches above Final Grade and is set back at least seven feet, six inches from the south side Lot line.

Building Height
Please see Analysis Section III below for additional details on a Height Restrictive Covenant that applies to the Lot.

LMC § 15-2.11-4 limits Structures to a maximum height of 28 feet above Existing Grade. Pursuant to LMC § 15-2.11-4(A)(1), gable, hip, barrel, or similar pitched roofs may extend up to 33 feet, five feet above the Zone Height, if the roof pitch is 4:12 or greater. The Applicant proposes a SFD with gable roofs with pitches that are 4:12 or greater, and the SFD is a maximum of 33 feet above Existing Grade.

Pursuant to LMC § 15-2.11-4(A)(2), chimneys may extend up to five feet above the highest point of the Building to comply with International Building Code (IBC) requirements. The Applicant proposes two chimneys that are a maximum of 38 feet

above Existing Grade, five feet above the highest point of the SFD.

(II) The Applicant seeks hardship relief from the Sensitive Land Overlay regulations pursuant to Land Management Code Section 15-2.21-2(E).

1364 Golden Way was platted as Lot 93 of the Aerie Phase 2 Subdivision in 1983, recorded with Summit County on September 12, 1983 (Entry No. 210639).

In 1992, the City Council enacted Ordinance No. 92-17, the SLO. However, because this property was platted as a Single-Family Lot prior to the adoption of the SLO, consideration of mitigating the impacts is required while also allowing for reasonable use of the property (1992 Ordinances, p. 136-183; LMC § 15-2.21-(2)(E)).

LMC § 15-2.21-1 establishes that the purpose of the SLO is to:

A. Require dedicated Open Space in aesthetically and environmentally sensitive Areas;
B. Encourage preservation of large expanses of Open Space and wildlife habitat;
C. Cluster Development while allowing a reasonable use of Property;
D. Prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
E. Protect and preserve environmentally sensitive land.

LMC § 15-2.21-3 requires Applicants proposing Development within the SLO to produce a Sensitive Lands Analysis performed by a Qualified Professional or Professionals that includes, in part:

- A slope analysis map with non-Steep Slopes, Steep Slopes, and Very Steep Slopes clearly indicated,
- A soil investigation and geotechnical report,
- A map depicting all Crest of Hills and Ridge Line Areas,
- A detailed map of vegetative cover,
- Vantage Points analysis depicting designated Vantage Points from which the proposed project is visible,
- Information on wetlands, stream corridors, and wildlife habitat areas.

Staff requested the Applicant provide Vantage Points analysis and volumetric renderings of the proposed SFD to evaluate the impact on Ridge Line Areas and Steep Slopes. There are no wetlands or streams within the property, impacted Significant Vegetation, and the Lot is already created within a residential Subdivision, so no wildlife analysis was required.

Staff's recommended Conditions of Approval for limitations on the buildable area within the Lot are outlined below.

Ridge Line Area
Pursuant to LMC § 15-2.21-5(B), no Structure or other appurtenant device, including mechanical equipment may visually intrude on a Ridge Line Area from any of the designated Vantage Points. LMC § 15-15-1 defines Ridge Line Area as "the top, ridge

or Crest of Hill, or Slope plus the land located within 150 feet on both sides of the top, crest or ridge."

1364 Golden Way is within a Ridge Line Area, and the proposed SFD would encroach into the Ridge Line Area:



Figure 8: Excerpt from the City's Ridge Line Areas map, with 1364 Golden Way indicated by the red arrow and the Ridge Line Area indicated in yellow.

Please also see Fig. 9 below, which outlines the 150-foot Ridge Line Area overlaid with the approximate proposed disturbance area for the proposed SFD at 1364 Golden Way.

Because application of the Ridge Line Area regulations would otherwise prohibit development of the SFD on the Lot, the Applicant seeks hardship relief from the Planning Commission from the Ridge Line Area requirements.

The proposed SFD would be visible from multiple Vantage Points[2] throughout the City, including the intersection of SR-224 and Holiday Ranch Loop Road, the intersection of Heber Avenue and Main Street, the intersection of State Route 224 and Thaynes Canyon Drive, the Park City Mountain Resort base area, the McPolin Barn, and City Hall.

Please see below for the Applicant's Vantage Points analysis.

[2] LMC § 15-2.21-3(A)(6) requires Applicants to provide analysis of specific Vantage Points from which the proposed project will be visible.



THE INTERSECTION OF S.R. 224
AND HOLIDAY RANCH LOOP
ROAD



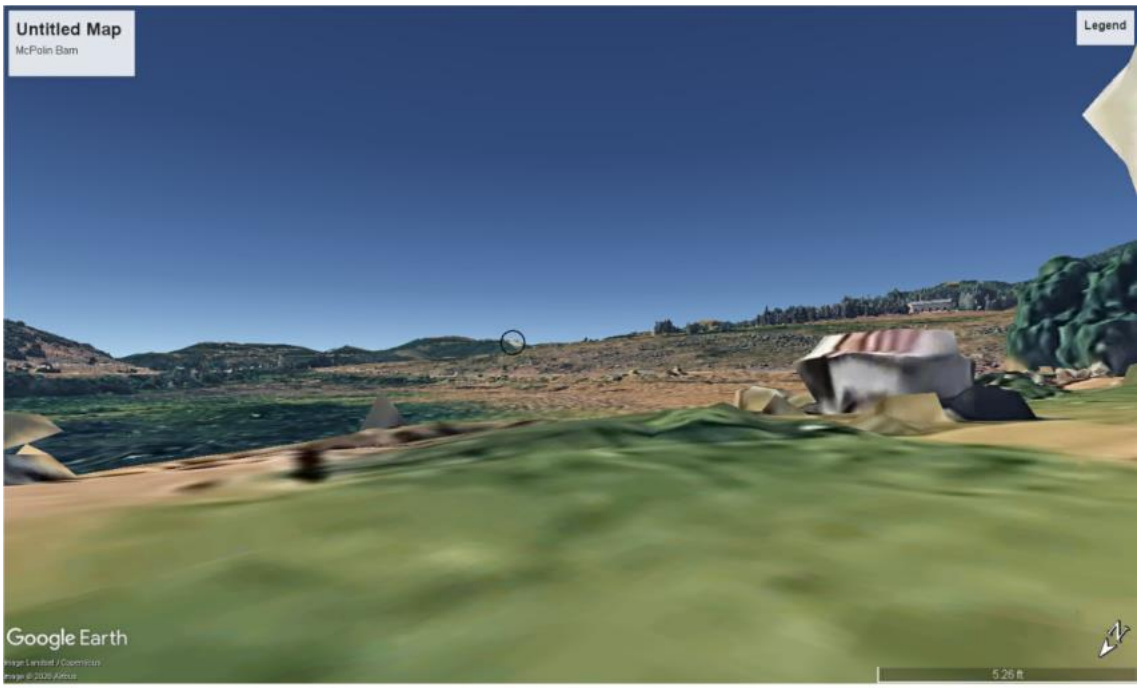
INTERSECTION OF MAIN
STREET AND HEBER AVENUE



INTERSECTION OF THAYNES
CANYON DRIVE AND S.R.
224/PARK AVENUE



PARK CITY SKI AREA BASE



MCPOLIN BARN (3000 S.R. 224)



CITY HALL (445 MARSAC AVENUE)

To reduce the impact of the SFD on Ridge Line Areas and protect and preserve environmentally sensitive land in accordance with LMC § 15-2.21-1, Staff recommends the following Conditions of Approval:

1: Require the Applicant to install non-reflective roofing and facade materials that are neutral and earth-toned.

2: Require the Applicant to plant evergreen landscaping to screen the Structure and

blend in with the hillside as viewed from the intersection of SR-224 and Holiday Ranch Loop Road, the intersection of Heber Avenue and Main Street, the intersection of State Route 224 and Thaynes Canyon Drive, the Park City Mountain Resort base area, the McPolin Barn, and City Hall Vantage Points.
3: Require at least 75% of the Lot to remain Open Space, and limit disturbance of the Open Space on the Lot to removal of dead and dying vegetation and weed mitigation.
4: Establish a maximum disturbance area for the site of 6,600 square feet.

To reduce visual impacts, staff recommends outdoor lighting restrictions. LMC § 15-5-5(J) establishes the City's dark sky code to "minimize light pollution, glare, and light trespass; conserve energy and resources while maintaining nighttime safety, utility, and security; and curtail the degradation of the nighttime visual environment. . . The functional objectives in providing outdoor lighting are to illuminate areas necessary for safe, comfortable, and energy-efficient use. Outdoor lighting shall be limited to provide for safe entry and egress . . . "[3]

LMC § 15-5-5(J)(17) establishes additional regulations for outdoor lighting in Ridge Line Areas and Steep Slopes and requires Planning Commission consideration at the time of Plat Amendment review. Staff recommends these be incorporated as a Condition of Approval:

- Floodlights are prohibited.
- Outdoor lights may not exceed 12 feet above Existing Grade on the Front Façade, shall be limited only to those required for safe entry and egress, and shall be Fully Shielded with bulbs 3,000 degrees Kelvin or less.
- Any outdoor lights on the Side and Rear Facades shall be limited to those required for safe entry and egress and require additional shielding to reduce visibility from the areas below.
- All outdoor lights require Planning Department review and approval.

Steep Slopes
There are Steep and Very Steep Slopes on the Lot. LMC § 15-15-1 defines Steep Slopes as slopes greater than 15% and Very Steep Slopes as greater than 40%. Please see Fig. 9 below for details on the slopes on the Lot.

[3] LMC § 15-5-5(J)(1)

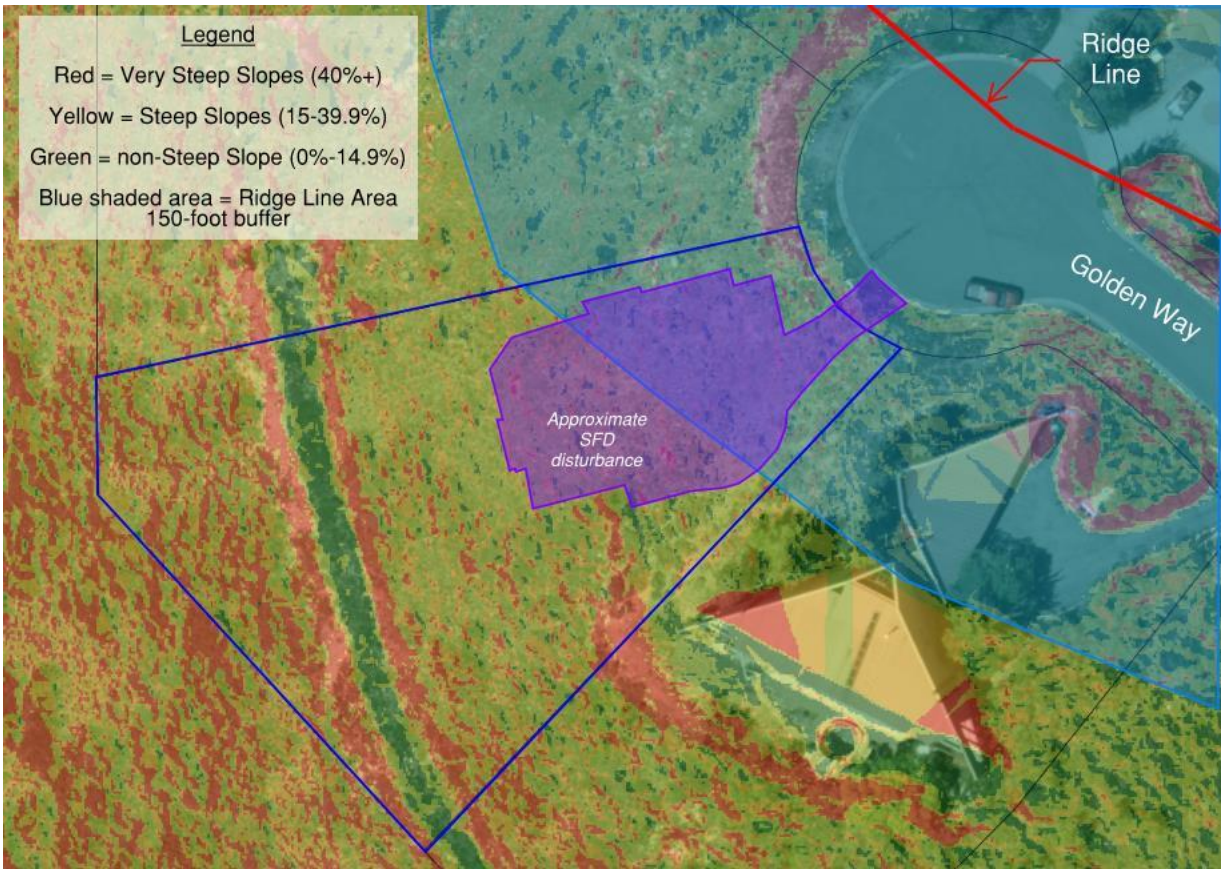


Figure 9: 1364 Golden Way with slope analysis; Very Steep Slopes shaded in red, Steep Slopes shaded in yellow, and non-Steep Slopes shaded in green. The approximate area of the SFD on the Lot is shaded in purple and the 150-foot Ridge Line Area buffer is shaded in blue.

The Applicant indicates that the portion of the Lot where the SFD is proposed contain slopes between 25% and 28%.

Pursuant to LMC § 15-2.21-4(A), no Development is allowed on or within 50 feet of Very Steep Slopes that cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in any direction.

There are several areas of Very Steep Slopes on the Lot (see areas shaded in red in Fig. 9 above). However, according to the Applicant's existing conditions survey, the Very Steep Slopes cover a maximum vertical topographic distance of 15 feet, so Development is not prohibited within 50 feet of any of the Very Steep Slopes on the Lot.

(II) The proposed Single-Family Dwelling complies, as conditioned, with a Height Restrictive Covenant that applies to Lot 93 of the Aerie Phase II Subdivision.

The Aerie Phase II Subdivision is governed by a Height Restrictive Covenant, recorded with Summit County on October 28, 1983 (Exhibit C, Entry No. 212483).

The Height Restrictive Covenant states, in part, that the height of any building or structure, excluding chimneys, plumbing vents, and antennas, shall not exceed the

horizontal line, 21 feet above the average height of the curb line of lot 10, The Aerie, Phase I, and lots 89, 90, 91, 93 and 95, The Aerie, Phase II, Summit County, State of Utah and the horizontal line 21 feet above the curb at the intersection of Aerie Drive and Golden Way of Lot 12.

The Height Restrictive Covenant applies to Lots 12, 89, 90, 91, 93, and 95 of the Aerie Phase II Subdivision.

The Applicant's proposed SFD plans for Lot 93 show that the SFD would extend a maximum of 20 feet (not including a chimney) above the curb line at the front of the Lot along the Golden Way cul-de-sac.

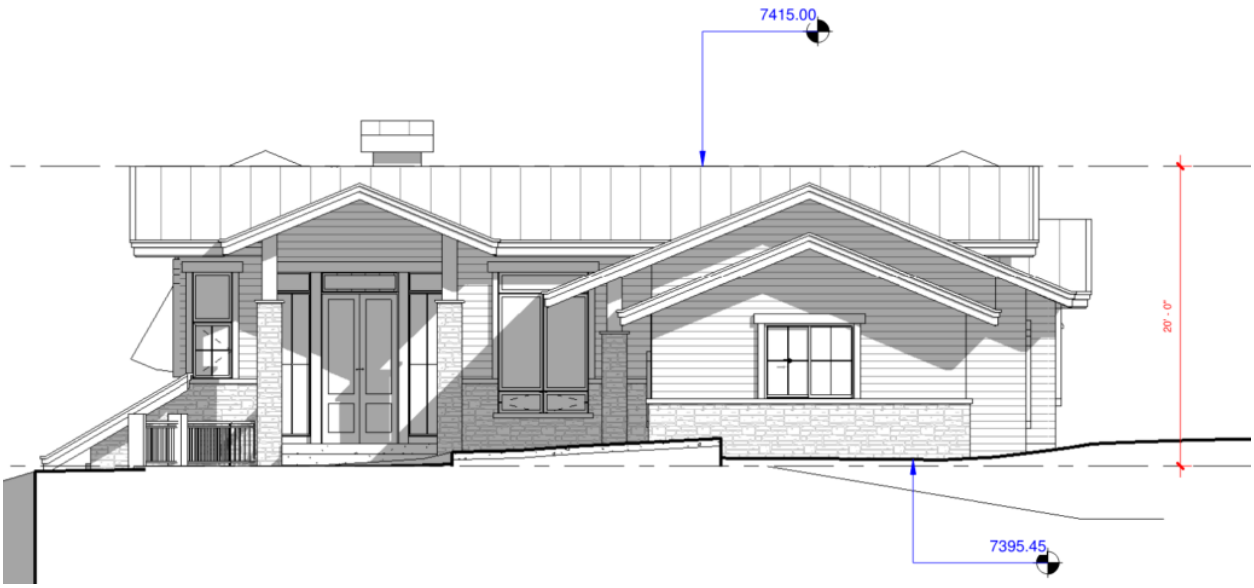


Figure 10: Applicant's proposed SFD elevation at 1364 Golden Way, looking southwest from the Golden Way cul-de-sac.

(III) The Development Review Committee reviewed the proposal on June 30, 2026.[4]

The Development Review Committee reviewed the proposal on June 30, 2026 and did not require conditions of approval.

Department Review

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

Notice

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

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The *Park Record* published courtesy notice on June 24, 2026.[5]

Public Input

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

Alternatives

The Planning Commission may:

- Approve the SLO hardship relief request for 1364 Golden Way.
- Deny the SLO hardship relief request for 1364 Golden Way 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: Applicant's Narrative and Plans
B: Aerie Phase 2 Subdivision Plat
C: Height Restrictive Covenant

[5] LMC § 15-1-21

Planning Department

July 8, 2026

Rick Otto

CC: Steven Abernathy

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1364 Golden Way Lot 93, The Aerie Phase 2 Subdivision
Zoning District:	Single Family, Sensitive Land Overlay
Application:	Sensitive Land Overlay Hardship Relief
Project Number:	PL-26-06972
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	July 8, 2026
Project Summary:	The Applicant requests the Planning Commission modify application of the Sensitive Land Overlay Ridge Line Area requirements to allow for development of a Single-Family Dwelling (SFD) at 1364 Golden Way.

Action Taken

On July 8, 2026, the Planning Commission conducted a public hearing and approved the Sensitive Land Overlay (SLO) hardship relief request according to the following findings of fact, conclusions of law, and conditions of approval.

Background

1. 1364 Golden Way is Lot 93 of the Aerie Phase 2 Subdivision, approved by City Council on September 6, 1983 (Summit County Recorder Entry No. 210639).
2. In 1992, the City Council enacted Ordinance No. 92-17 *Adopting the Sensitive Area Overlay Zone Regulations and Amending the Official Zoning Map of Park City, Utah to Include the Sensitive Area Overlay Zone and Amending the Land Management Code of Park City, Utah to Better Regulate Development of Sensitive Lands.*

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3. The Aerie Phase II Subdivision is governed by a Height Restrictive Covenant, recorded with Summit County on October 28, 1983 (Entry No. 212483).

Findings of Fact

1. Pursuant to Land Management Code (LMC) § 15-2.11-2(A), SFDs are an Allowed Use in the Single Family District and the Applicant proposes a new SFD at the Site.
2. LMC Chapter 15-2.11 outlines the requirements for the Single Family Zoning District, including Setbacks and Building Height.
3. LMC § 15-2.11-3 establishes a minimum Front Setback of 20 feet for the Main Building and 25 feet for new Front-Facing Garages; the Applicant proposes a SFD that is set back 20 feet from the front Lot line and does not propose a Front-Facing Garage.
4. LMC § 15-2.11-3(C)(2)(d) allows roof overhangs that do not project more than three feet into the Front Setback as an exception in the Front Setback, and the Applicant proposes a roof overhang that encroaches approximately two feet into the Front Setback.
5. LMC § 15-2.11-3(C)(2)(f), allows Driveways leading to a garage or Parking Area in the Front Setback and LMC § 15-3-3(H) establishes a maximum driveway width of 27 feet for SFDs; the Applicant proposes a driveway that is a maximum of approximately 16 feet, six inches within the Front Setback.
6. LMC § 15-2.11-3 establishes a minimum Rear Setback of 15 feet and the Applicant proposes a SFD that is set back at least 100 feet from the rear Lot line.
7. LMC § 15-2.11-3 establishes minimum Side Setbacks of 12 feet and the Applicant proposes a SFD that is set back approximately 12 feet from the side Lot lines.
8. LMC § 15-2.11-3(G)(4) allows roof overhangs that do not project more than three feet into the Side Setback in the Side Setback and the Applicant proposes a roof overhang that encroaches approximately two feet into the north Side Setback.
9. LMC § 15-2.11-3(G)(6) allows patios that do not exceed more than 30 inches in height above Final Grade and are set back at least one foot from the side Lot line in the Side Setback and the Applicant proposes a patio that is approximately 30 inches above Final Grade and is set back at least seven feet, six inches from the south side Lot line.
10. LMC § 15-2.11-4 limits Structures to a maximum height of 28 feet above Existing Grade and LMC § 15-2.11-4(A)(1) states that gable, hip, barrel, or similar pitched

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roofs may extend up to 33 feet, five feet above the Zone Height, if the roof pitch is 4:12 or greater; the Applicant proposes a SFD with gable roofs with pitches that are 4:12 or greater, and the SFD is a maximum of 33 feet above Existing Grade.

11. LMC § 15-2.11-4(A)(2) allows chimneys to extend up to five feet above the highest point of the Building to comply with International Building Code (IBC) requirements and the Applicant proposes two chimneys that are a maximum of 38 feet above Existing Grade, five feet above the highest point of the SFD.
12. LMC Chapter 15-2.21 outlines the Sensitive Land Overlay requirements.
13. LMC § 15-2.21-5(B), prohibits Structures or other appurtenant devices, including mechanical equipment, from may visually intruding on a Ridge Line Area from any of the designated Vantage Points; 1364 Golden Way is along a Ridge Line Area, and the proposed SFD would encroach into the Ridge Line Area.
14. LMC § 15-2.21-2(E) allows the Planning Commission to modify application of the SLO regulations to provide the Applicant reasonable Use of the Property if an Applicant demonstrates that the SLO regulations would deny all reasonable Use of the Property; because application of the Ridge Line Area regulations would otherwise prohibit development of the SFD on the Lot, the Planning Commission grants the Applicant hardship relief from the Ridge Line Area requirements.
15. To reduce the impacts of the SFD on Ridge Line Areas and protect and preserve environmentally sensitive land in accordance with LMC § 15-2.21-1, Conditions of Approval are required.
16. LMC § 15-2.21-4(A) prohibits Development on or within 50 feet of Very Steep Slopes that cover a topographic Area at least 25 feet vertically, upslope or downslope, and 50 feet horizontally in any direction; the Applicant's existing conditions survey indicates that the Very Steep Slopes on the Lot cover a maximum vertical topographic distance of 15 feet, so Development is not prohibited within 50 feet of any of the Very Steep Slopes on the Lot.
17. LMC § 15-5-5(J) requires that any outdoor lighting shall be the minimum necessary to provide adequate illumination of pathways, entryways, and private outdoor areas.
18. A Height Restrictive Covenant (Summit County Recorder Entry No. 212483) prohibits any building or Structure on Lot 93 from exceeding 21 feet above the average height of the curb line of Lot 93, and the Applicant proposes an SFD that would extend a maximum of 20 feet (not including a chimney) above the curb line at the front of the Lot along the Golden Way cul-de-sac.

DRAFT

19. The Development Review Committee reviewed the proposal on June 30, 2026 and found the proposal complies with their requirements.
20. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on June 24, 2026. Staff mailed courtesy notice to property owners within 300 feet on June 24, 2026. The Park Record published courtesy notice on June 24, 2026.

Conclusions of Law

1. The proposal, as conditioned, complies with LMC Chapter 15-2.11 *Single Family District.*
2. The proposal, as conditioned, complies with LMC Chapter 15-2.21 *Sensitive Land Overlay Regulations.*
3. The proposal, as conditioned, complies with LMC § 15-5-5 *Architectural Design Guidelines*.
4. The proposal, as conditioned, complies with the Height Restrictive Covenant that applies to Lot 93 of the Aerie Phase II Subdivision.

Conditions of Approval

1. The Applicant shall install non-reflective roofing and façade materials that are neutral and earth-toned.
2. The Applicant shall plant and maintain evergreen trees and landscaping elements to screen the Structure from view and blend in with the hillside year-round as viewed from the intersection of SR-224 and Holiday Ranch Loop Road, the intersection of Main Street and Heber Avenue, the intersection of Thaynes Canyon Drive and SR-224/Park Avenue, the Park City Mountain base area, the McPolin Barn, and City Hall Vantage Points.
3. At least 75% of the Lot shall remain Open Space, and disturbance of the Open Space on the Lot shall be limited to removal of dead and dying vegetation and weed mitigation.
4. The maximum disturbance area for the site shall not exceed 6,600 square feet.
5. All outdoor lights require Planning Department review and approval.
    a. Floodlights are prohibited.
    b. Outdoor lights may not exceed 12 feet above Existing Grade on the Front Façade, shall be limited only to those required for safe entry and egress, and shall be Fully Shielded with bulbs 3,000 degrees Kelvin or less.
    c. Any outdoor lights on the Side and Rear Facades shall be limited to those required for safe entry and egress and require additional shielding to

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reduce visibility from the areas below.

6. Final building plans and construction details shall reflect substantial compliance with the SFD plans presented to the plans presented to the Planning Commission on July 8, 2026.
7. The proposed SFD requires a Building Permit.
8. This hardship relief request approval shall expire one year following the date of this Final Action Letter at 5:00 PM (Mountain Time). The Applicant shall obtain a Building Permit for the proposed SFD prior to that date. If a Building Permit for the proposed work is not approved before that date, this Final Action Letter shall be voided, and the Applicant will be required to submit a new application to pursue the proposed work.

This Final Action may be appealed pursuant to LMC § 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2037 or email jacob.klopfenstein@parkcity.gov.

Sincerely,

Christin Van Dine, Chair
Planning Commission

CC: Jacob Klopfenstein, Project Planner

Attachment 1: Applicant's Plans

DRAFT

Lot #93, The Aerie, Hardship Relief Narrative.

1) The Owner of the property, Steven Abernathy bought Lot #93 (1364 Golden Way) and Lot #94 (1368 Golden Way), The Aerie, Phase 2 in April, 2001. This lot is shown and described on the recorded plat for The Aerie, Phase 2 dated September 4, 1982. The height limits for the lot at that time were based on the Park City Land Management Code for the Single Family District.

2) In addition, a Height Restrictive Covenant dated October 28, 1983 was recorded for The Aerie Phase 2, Lots #12, 89, 90, 91,93, & 95, where the height of any building or structure, excluding chimneys, plumbing vents and antennas, shall not exceed the horizontal line, 21'-0" above the average height of the curb line of Lot #10 The Aerie, Phase 1, and Lots #89, 90, 91, 93, and 95, The Aerie Phase 2, and the horizontal line 21'-0" above the curb at the intersection of Aerie Drive and Golden Way of Lot #12, The Aerie Phase 2. A copy of this Restrictive Covenant is attached.

3) The existing home on Lot #92 (1360 Golden Way) is built to the Park City Land Management Code standards for height and it seems inconsistent that homes adjacent to one another would be judged under different standards. Within the Vantage Point drawings, that home is seen next to Lot #93 and the projection of the home on Lot #93 is similar in height.

4) See the survey for Lot #93 dated May 4, 2025 (included in drawing package) which shows existing topography. The Site Plan (also included in the drawing package) shows where the home is designed and located on the lot, the grades at the home location vary from 28% down to 25% slopes. 30% slopes exist on the lot but it is a very small percentage of the overall lot, and, the house is not located on slopes of 30% or greater.

6) The goal was to be able to design a home to the originally allowed heights, and we have submitted a home that meets those requirements to the Park City Planning Department. We have been unable to receive a positive recommendation to proceed based on requirements of the Sensitive Land Ordinance, The Park City Land Management Code Chapter 15-2.21. This leads us to appearing before the Park City Planning Commission, and based on the above stated information, we would request that this is a hardship situation as the value of the lots

have been reduced inordinately based on requirements of the Sensitive Land Ordinance. The Aerie is a subdivision that, for the most part, is built out and homes are built to the original height standards that existed when Mr. Abernathy bought the lots, including the adjacent home on Lot #92. We understand and appreciate the goals of the Sensitive Land Ordinance, but think it is unreasonable to impose requirements on existing platted lots that were in place prior to the Sensitive Land Ordinance being adopted into the Land Management Code.

We thank you for your consideration in this matter and look forward to discussing it with the Commission.

AERIE - LOT 93

PROJECT INFO

ADDRESS	1364 GOLDEN WAY SUMMIT COUNTRY, UT 84060
PARCEL ID	AER-2-93
SUBDIVISION & LOT	Aerie, The Sub. Ph. 2 Lot Number 93
LOT SIZE	0.70 Acres

PROJECT TEAM

ARCHITECT	OTTO WALKER Architects / Rick Otto (435) 649-6373 / Info@ottowalker.com
SURVEYOR	Ferrari Surveying, LLC (435) 640-0412 / ferrari.surveying@gmail.com

CODE

CODE	2021 IRC, AS AMENDED
CONSTRUCTION TYPE	Type VB, LIght wood framing with steel
CLIMATE ZONE	6B

CONSTRUCTION TO COMPLY WITH ALL APPLICABLE LOCAL ORDINANCES AND BUILDING CODES.

SHEET INDEX	
G1	COVER SHEET
A1.1	PROPOSED SITE PLAN
A1.2	SITE SURVEY
A1.3	SITE PHOTOS
A1.4	SITE PHOTOS
A1.5	STREETSCAPE ELEVATIONS
A1.6	STREETSCAPE ELEVATIONS
A1.7	3D MASSING DIAGRAM
A1.8	PROPOSED 3D SUPERIMPOSED RENDERINGS
A1.9	DESIGNATED VANTAGE POINTS

STATE OF UTAH
RICHARD SCOTT OTTO
124007
LICENSED ARCHITECT

OTTO WALKER architects
2200 Park Ave., Suite c201, Park City, Utah 84060 (435)649-6373

Project:
AERIE - LOT 93
1364 GOLDEN WAY, PARK CITY, UT 84060
COVER SHEET

Date Issue Date
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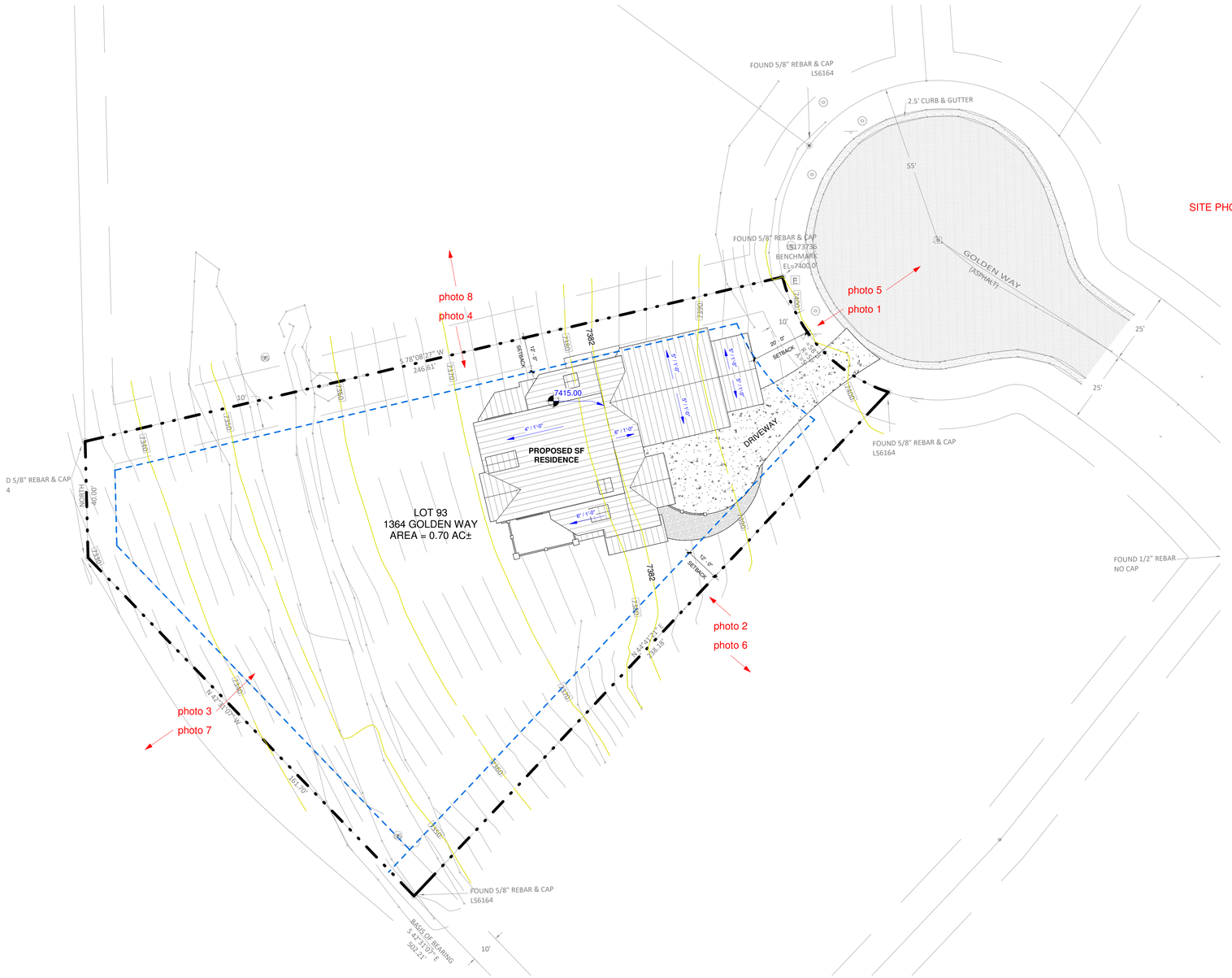

SITE PHOTOS ON SHEET A1.3

1 Site Plan
1" = 20'-0"

GRAPHIC SCALE

20 0 10 20 40 80

1 INCH = 20 FEET

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PROPOSED SITE PLAN

Date Issue Date
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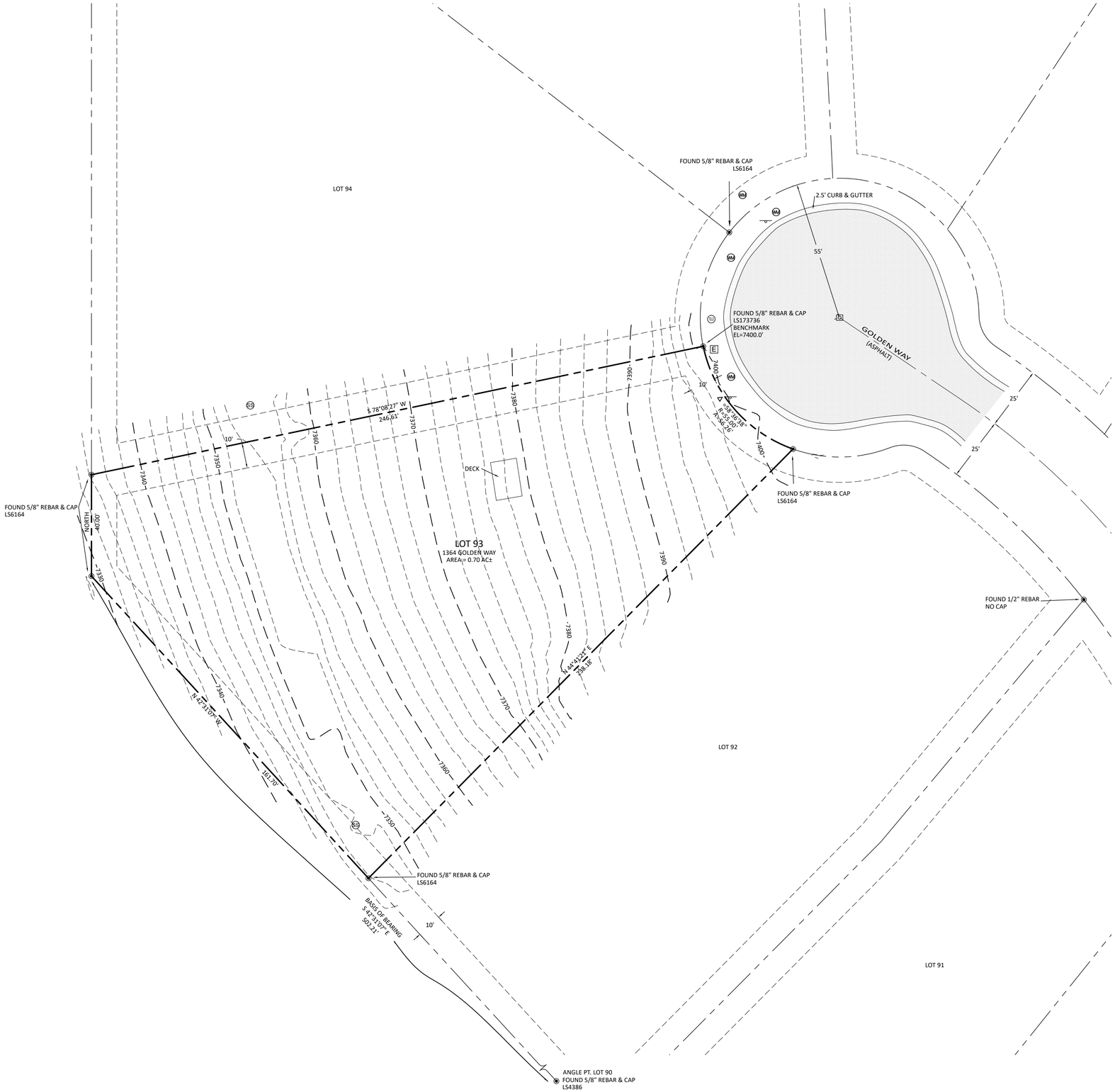
RECORD OF SURVEY & TOPOGRAPHICAL MAP

LOT 93 THE AERIE SUBDIVISION PHASE 2
LOCATED IN THE SOUTHEAST QUARTER OF SECTION 9
TOWNSHIP 2 SOUTH RANGE 4 EAST
SALT LAKE BASE AND MERIDIAN



SURVEYOR'S STATEMENT

I GREGORY J. FERRARI OF PARK CITY, UTAH, CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 5046908. THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION, OF THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

PROFESSIONAL LAND SURVEYOR
GREGORY J. FERRARI
LS 5046908
STATE OF UTAH

GREGORY J. FERRARI, UTAH LS 5046908

LEGAL DESCRIPTION:

LOT 93, THE AERIE SUBDIVISION PHASE 2, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AT THE SUMMIT COUNTY RECORDERS OFFICE.

LEGEND:

- CLIENT PROPERTY LINE
- ADJOINING PROPERTY LINE
- CENTERLINE
- 7400 MAJOR CONTOUR
- MINOR CONTOUR
- 10' PUBLIC UTILITY & DRAINAGE EASEMENT
- PROPERTY CORNER (AS NOTED)
- WATER VALVE
- SEWER MANHOLE
- TELEPHONE PEDESTAL
- WATER METER
- ELECTRIC TRANSFORMER
- SIGN
- STREET MONUMENT

PROJECT INFORMATION:

CLIENT:	STEVE ABERNATHY
PROJECT ADDRESS:	1364 GOLDEN WAY PARK CITY, UT 84060
SERIAL NO:	AER-2-93
RECORD INFORMATION:	LOT 93, THE AERIE SUBDIVISION PHASE 2

NOTES:

1. THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARIES OF THIS PROPERTY ON THE GROUND AT THE REQUEST OF STEVE ABERNATHY.

2. THE EVIDENCE OF BOUNDARY SHOWN HEREON IS TAKEN FROM RECORD INFORMATION COMPILED FROM THE AERIE SUBDIVISION PHASE 2.

3. NO INVESTIGATION CONCERNING ENVIRONMENTAL & SUBSURFACE CONDITIONS, OR THE EXISTENCE OF UNDERGROUND OR OVERHEAD CONTAINERS OR FACILITIES WHICH MAY AFFECT THE USE OR DEVELOPMENT OF THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.

4. NO INVESTIGATION CONCERNING THE LOCATION OF OR EXISTENCE OF UTILITY SERVICE LINES TO THIS PROPERTY WAS MADE AS A PART OF THIS SURVEY.

5. ALL UTILITY LOCATIONS SHOULD BE FIELD VERIFIED PRIOR TO ANY DESIGN OR CONSTRUCTION.

6. DATE OF FIELD WORK APRIL 29, 2024.

7. VERTICAL DATUM IS ASSUMED.

8. BUILDING SETBACKS MUST BE CONFIRMED WITH THE COUNTY, HOMEOWNER'S ASSOCIATION, ARCHITECTURAL COMMITTEE, OR SIMILAR ADVISORY GROUP, IF ANY.

9. THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT.

10. BASIS OF BEARING BETWEEN FOUND MONUMENTS SHOWN HEREON.

11. FOUND PER SURVEY S-1232 OF RECORD AND ON FILE AT THE OFFICE OF THE SUMMIT COUNTY RECORDER.

GRAPHIC SCALE
20 0 10 20
1 INCH = 20 FEET

REV	DATE	REVISIONS	INITIAL

FERRARI SURVEYING, LLC
435- 640 - 0412
P.O.BOX 981142
PARK CITY, UT 84098
ferrari.surveying@gmail.com

REUSE OF DOCUMENTS
THIS DOCUMENT & THE IDEAS & DESIGNS INCORPORATED HEREIN, AS AN INSTRUMENT OF PROFESSIONAL SERVICE, IS THE PROPERTY OF FERRARI SURVEYING & IS NOT TO BE USED, IN WHOLE OR IN PART, FOR ANY OTHER PROJECT WITHOUT THE WRITTEN AUTHORIZATION OF FERRARI SURVEYING.

RECORD OF SURVEY & TOPOGRAPHICAL MAP
LOT 93 THE AERIE SUBDIVISION PHASE 2
AER-2-93
STEVE ABERNATHY
SUMMIT COUNTY
UTAH
PARK CITY

0 1
BAR IS ONE INCH ON ORIG. DRAWING
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY

SURVEY BY:	GF-JD
SURVEY DATE:	4-29-25
DESIGN BY:	GF
DRAFTING BY:	GF
CHECKED BY:	GF
XREFS:	
DRAWING:	AER-2-93
DATE:	5-4-25

SCALES:
1:20 HORIZONTAL
2'CONTOURS VERTICAL

1 OF 1

PROJECT No: 2025.49



PHOTO 4



PHOTO 3



PHOTO 2



PHOTO 1



PHOTO 8



PHOTO 7



PHOTO 6



PHOTO 5

STATE OF UTAH
RICHARD SCOTT OTTO
124007
LICENSED ARCHITECT

OTTO WALKER architects
2200 Park Ave., Suite c201, Park City, Utah 84060 (435)649-6373

Project:
AERIE - LOT 93
1364 GOLDEN WAY, PARK CITY, UT 84060

SITE PHOTOS

Date Issue Date
Revisio

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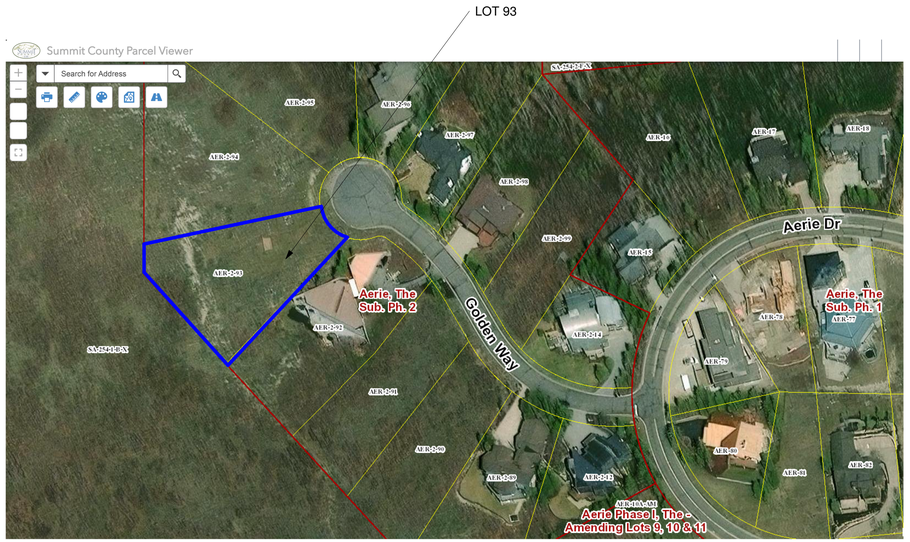
STREETSCAPE PANORAMIC "A"



STREETSCAPE PANORAMIC "B"



SUMMIT COUNTY PARCEL VIEW



AERIAL PHOTOGRAPH

STATE OF UTAH
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SITE PHOTOS

Date Issue Date
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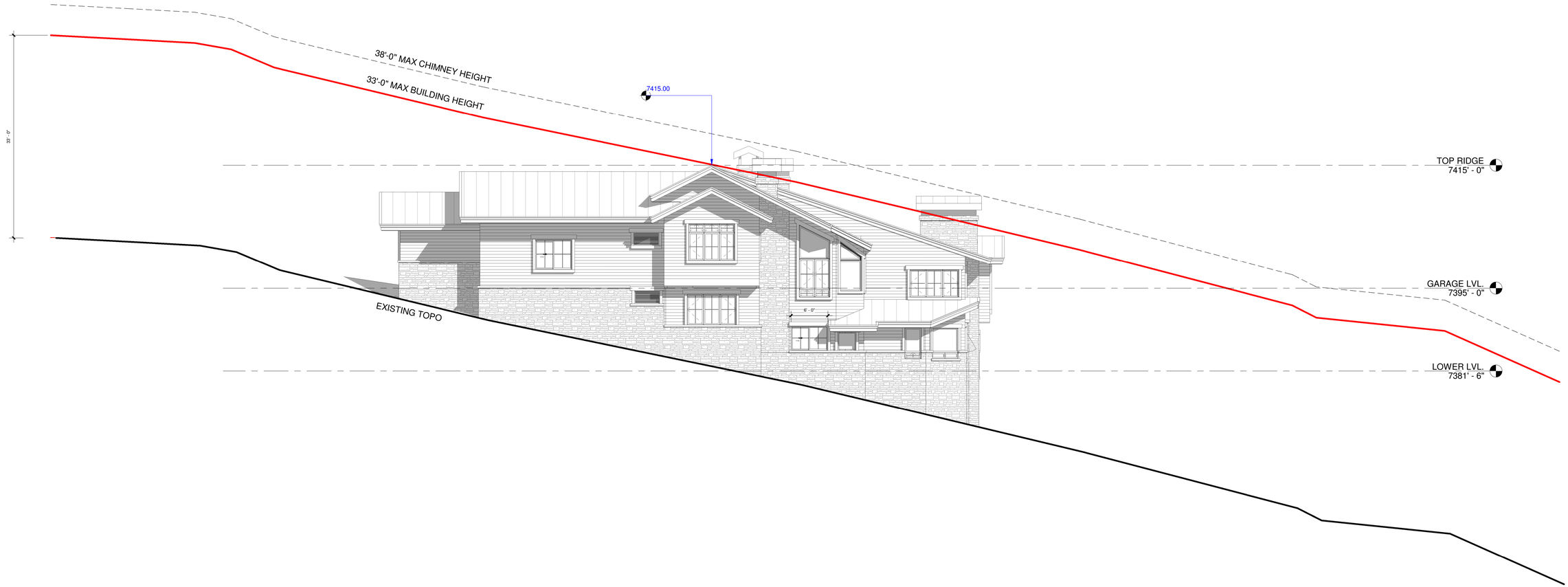

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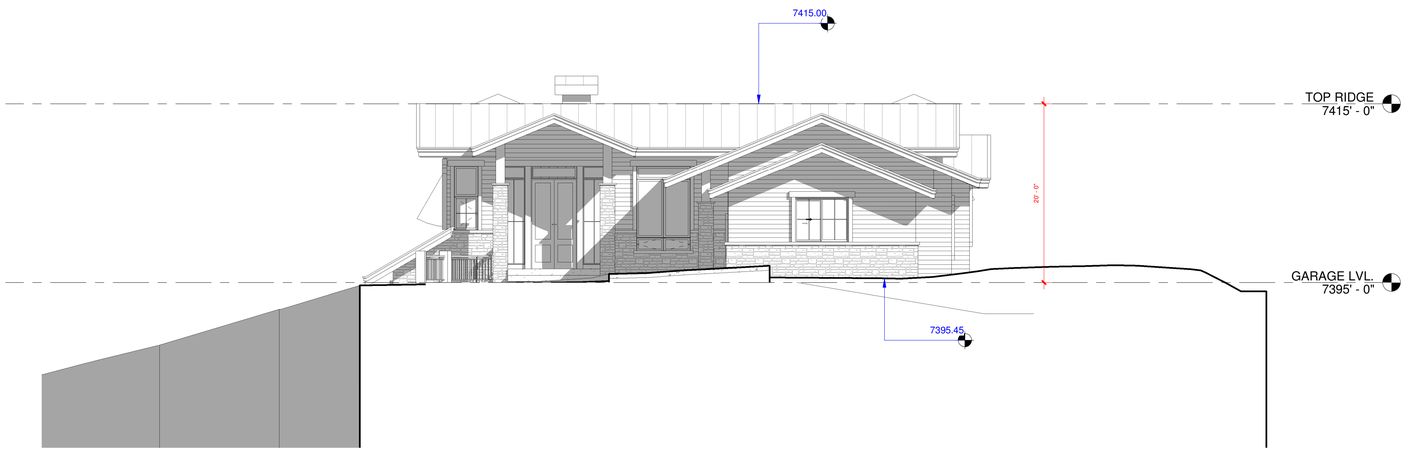
1/8" = 1'-0"



1 East (Front of House / Street Side)
1/8" = 1'-0"

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STREETSCAPE ELEVATIONS

Date Issue Date
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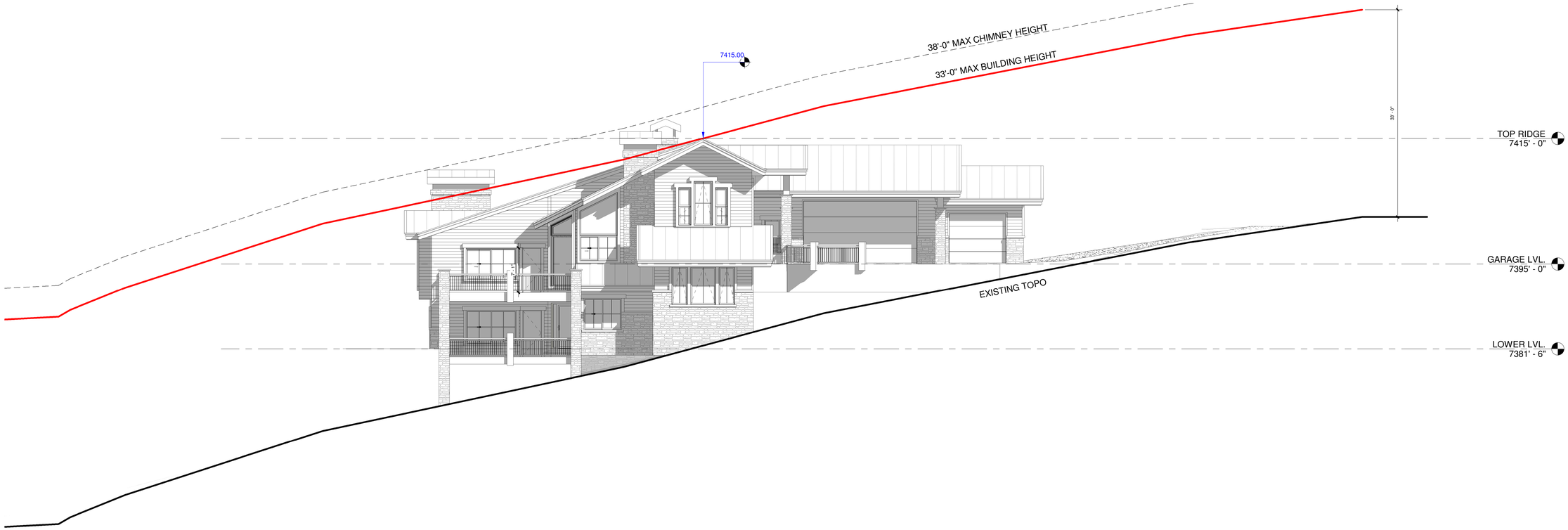

2 South
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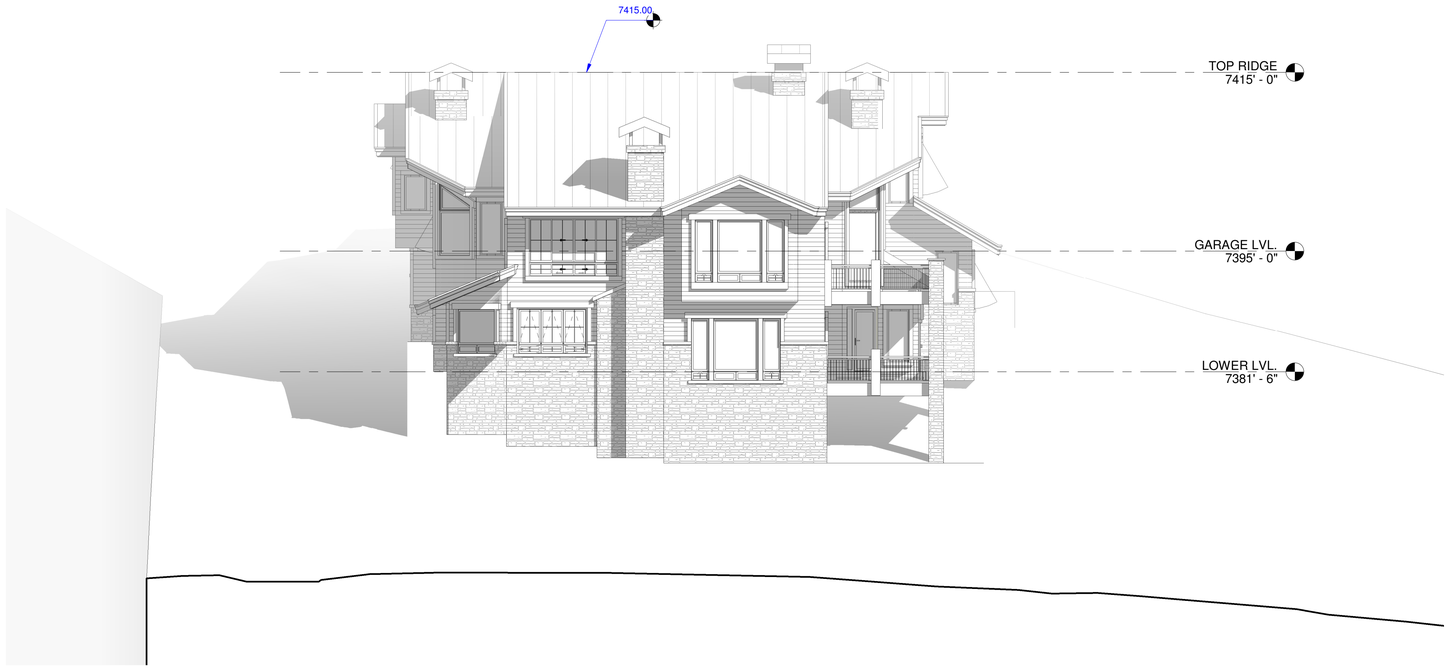

1 West (Back of House / Rear Lot Side)
1/8" = 1'-0"

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STREETSCAPE ELEVATIONS

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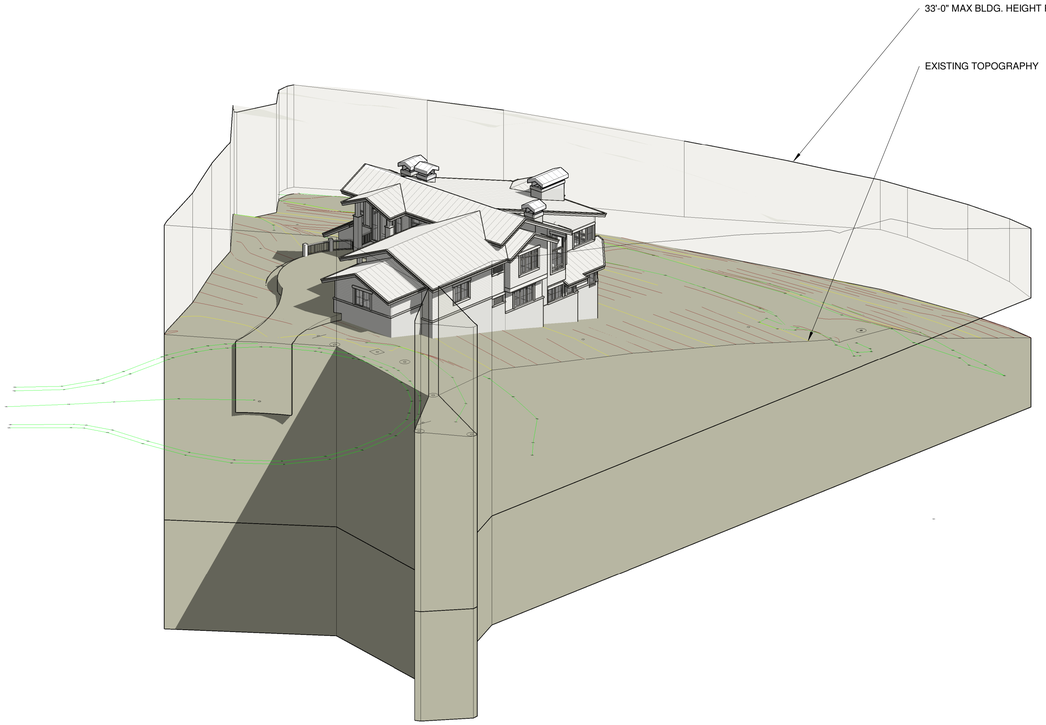

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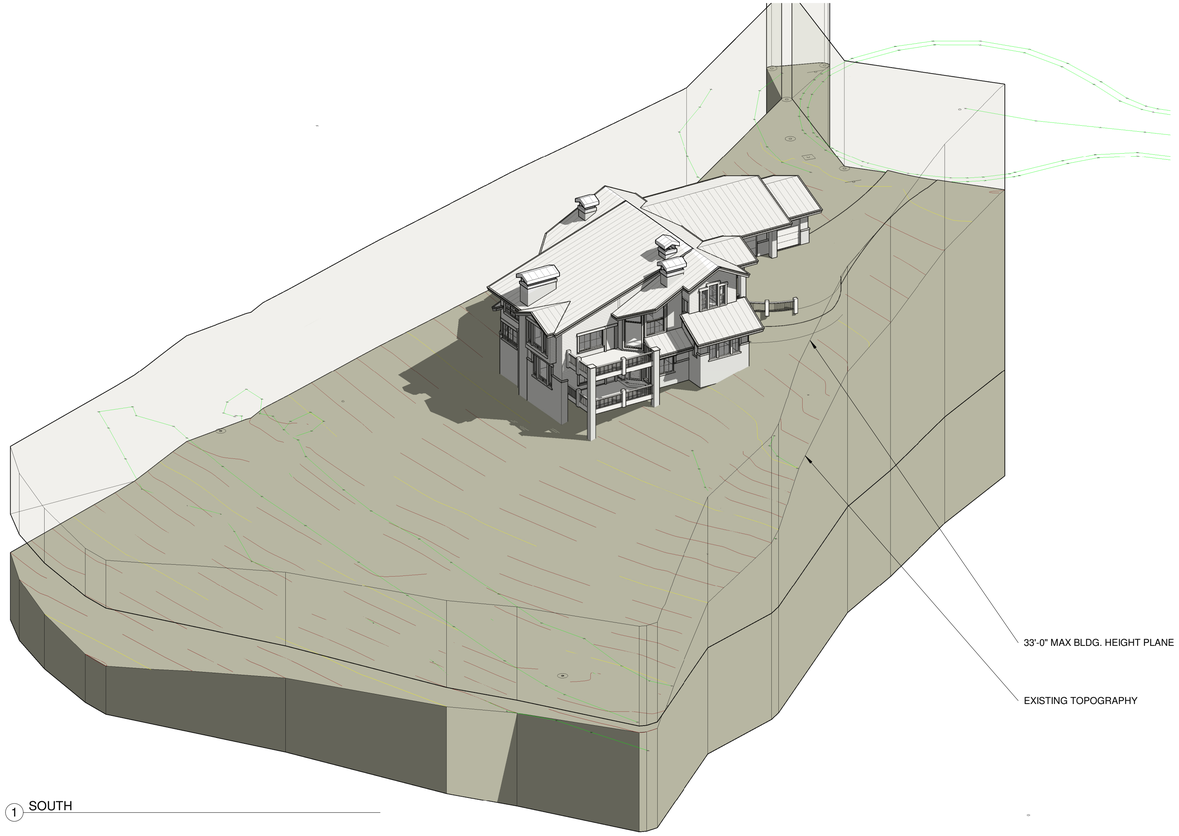

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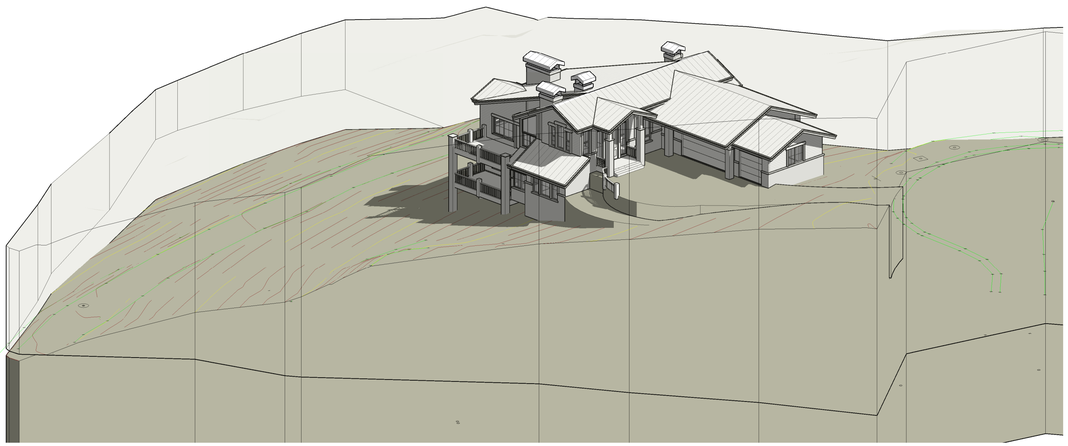

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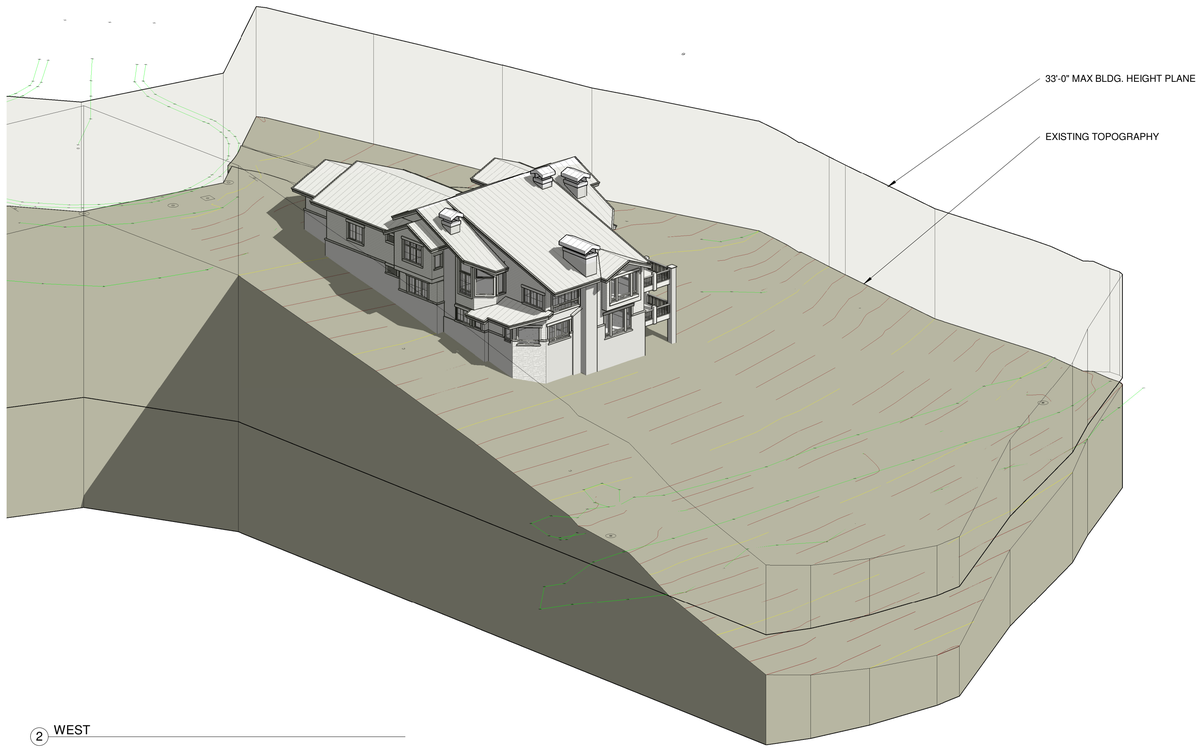

2 WEST

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3D MASSING DIAGRAM

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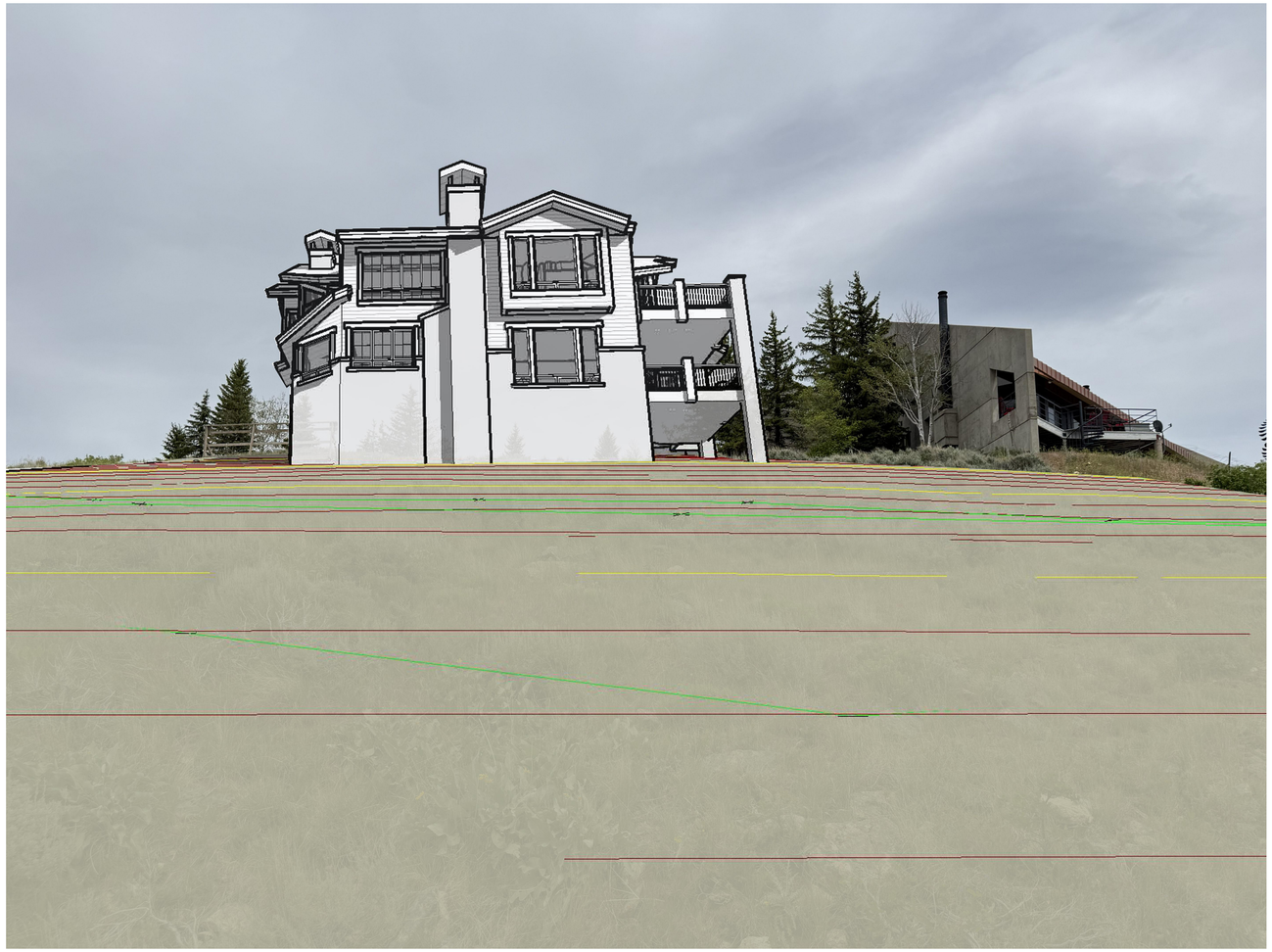
FRONT RENDERING SUPERIMPOSED



REAR RENDERING SUPERIMPOSED

OTTO WALKER architects
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STATE OF UTAH
RICHARD SCOTT OTTO
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LICENSED ARCHITECT

Project:
AERIE - LOT 93
1364 GOLDEN WAY, PARK CITY, UT 84060

PROPOSED 3D SUPERIMPOSED RENDERINGS

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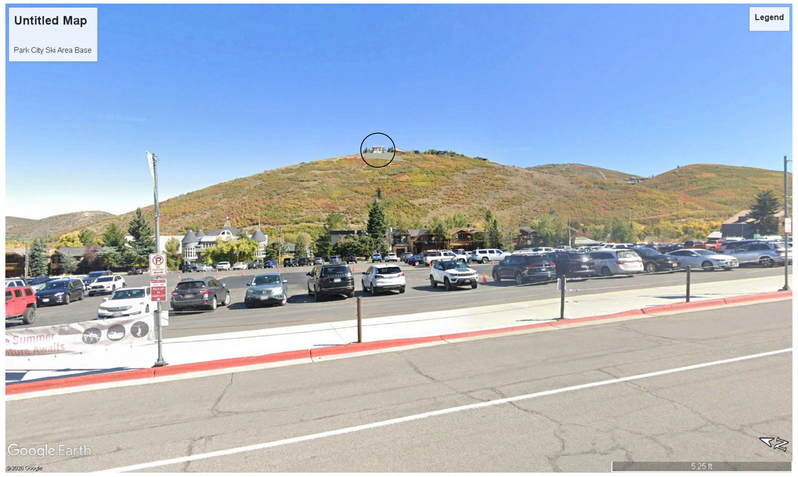
THE INTERSECTION OF S.R. 224 AND HOLIDAY RANCH LOOP ROAD



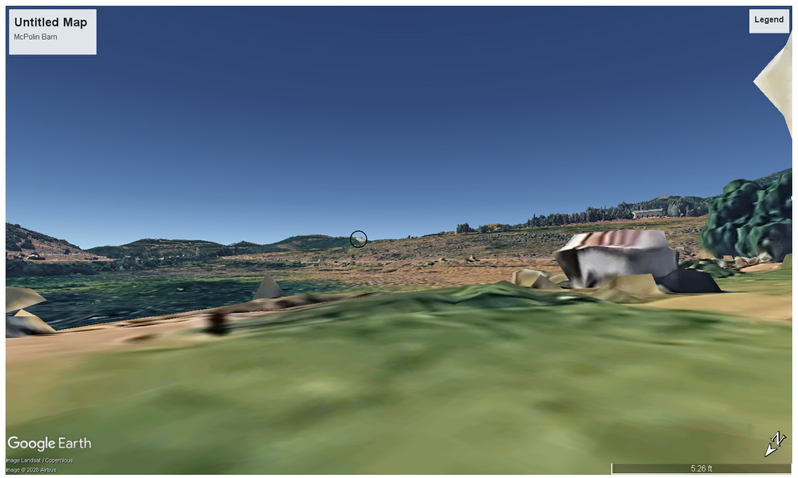
INTERSECTION OF MAIN STREET AND HEBER AVENUE



INTERSECTION OF THAYNES CANYON DRIVE AND S.R. 224/PARK AVENUE



PARK CITY SKI AREA BASE



MCPOLIN BARN (3000 S.R. 224)



CITY HALL (445 MARSAC AVENUE)

DESIGNATED VANTAGE POINTS

STATE OF UTAH
RICHARD SCOTT OTTO
124007
LICENSED ARCHITECT

OTTO WALKER architects
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Project:
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DESIGNATED VANTAGE POINTS

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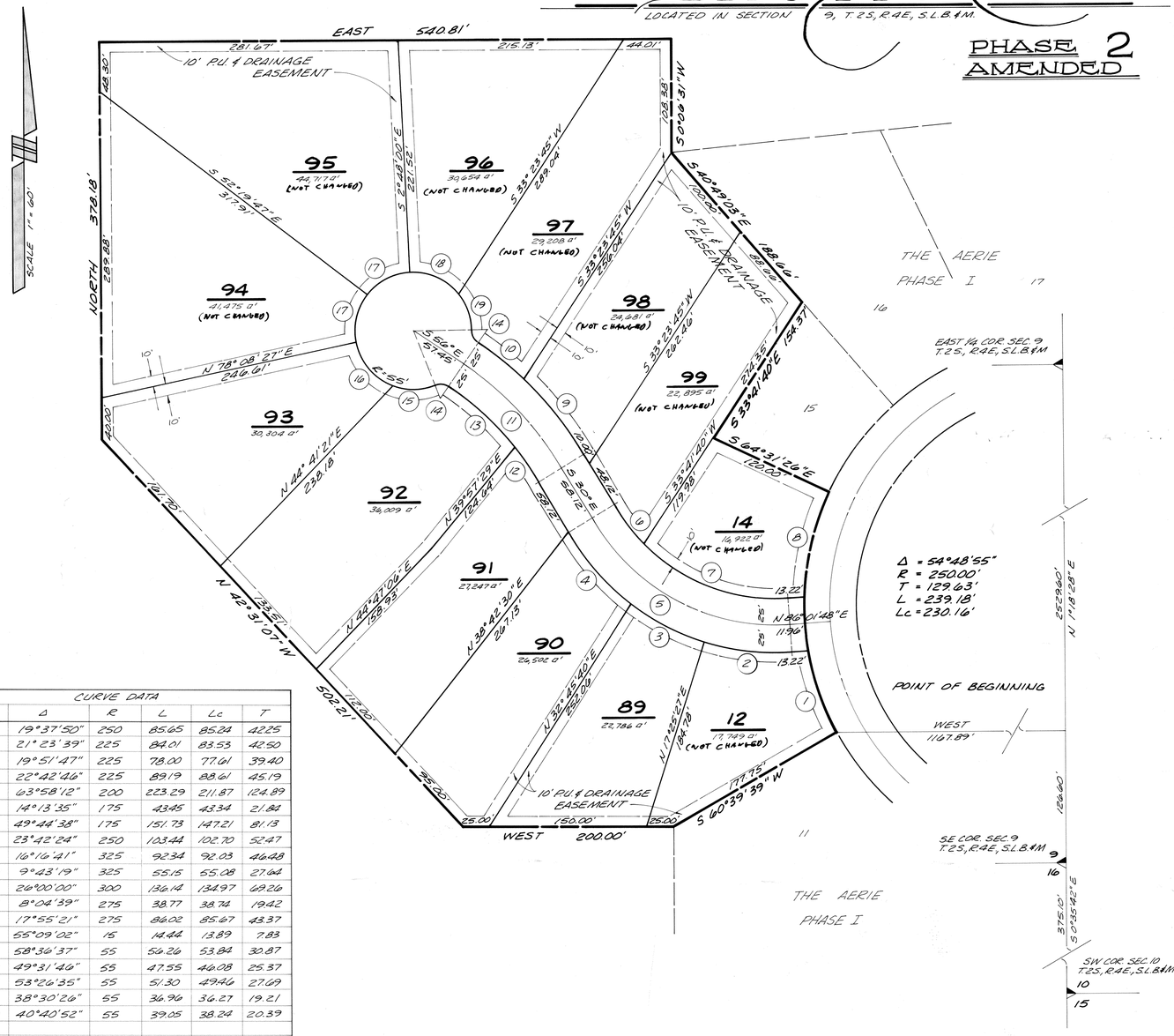
THE AERIE

LOCATED IN SECTION 9, T.2S, R.4E, S.L.B.&M.

PHASE 2 AMENDED



CURVE DATA					
NO.	Δ	R	L	Lc	T
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2	21°23'39"	225	84.01	83.53	42.50
3	19°51'47"	225	78.00	77.61	39.40
4	22°42'46"	225	89.19	88.61	45.19
5	63°58'12"	200	223.29	211.87	124.89
6	14°13'35"	175	43.45	43.34	21.84
7	49°44'38"	175	151.73	147.21	81.13
8	23°42'24"	250	103.44	102.70	52.47
9	16°16'41"	325	92.34	92.03	46.48
10	9°43'19"	325	55.15	55.08	27.64
11	26°00'00"	300	136.14	134.97	69.26
12	8°04'39"	275	38.77	38.74	19.42
13	17°55'21"	275	86.02	85.67	43.37
14	55°09'02"	15	14.44	13.89	7.83
15	58°36'37"	55	56.26	53.84	30.87
16	49°31'40"	55	47.55	46.08	25.37
17	53°26'35"	55	51.30	49.46	27.69
18	38°30'26"	55	36.96	36.27	19.21
19	40°40'52"	55	39.05	38.24	20.39

SURVEYOR'S CERTIFICATE

I, Glen R. Larson, do hereby certify that I am a Registered Civil Engineer, and or Land Surveyor, and that I hold Certificate No 5034, as prescribed under the laws of the State of Utah. I further certify that by the authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, and have subdivided said tract of land into lots and streets hereafter to be known as THE AERIE Phase 2 Amended and that same has been correctly surveyed and staked on the ground as shown on this plat.

7-11-83 Glen R. Larson
Date Glen R. Larson Cert. No. 5034

REGISTERED LAND SURVEYOR #5034 Glen R. Larson STATE OF UTAH

BOUNDARY DESCRIPTION

Beginning at a point 126.60 ft N 1°18'28" E and 1167.89 ft West from the SE Corner of Section 9, T.2S, R.4E, S.L.B&M.; thence S 60°39'39" W 177.75 ft; thence West 200.00 ft; thence N 42°31'07" W 502.21 ft; thence North 378.18 ft; thence East 540.81 ft, thence S 0°06'31" W 108.38 ft; thence S 40°49'03" E 188.66 ft; thence S 33°41'40" W 154.37 ft; thence S 64°31'26" E 120.00 ft; thence 239.18 ft along the arc of a curve to the left having a central angle of 54°48'55" and a radius of 250.00 ft to the point of beginning, containing 9.2376 acres.

OWNER'S DEDICATION

Know all men by these presents that we the undersigned owners of the above described tract of land, having caused the same to be sub-divided into lots and streets to hereafter known as THE AERIE Phase 2 Amended do hereby dedicate for perpetual use of the public all parcels of land shown on this plat as intended for public use, and do warrant, defend and save the city harmless against any easement or other incumbrances on the dedicated streets which will interfere with the city's use, operation, and maintenance of the streets and do further dedicate the easements as shown.

In witness whereof, we have hereunto set our hands this 1ST day of AUGUST 1983.

Dan D Fienup
FMA FINANCIAL CORPORATION OWNER OF LOTS 89, 90, 91, 92 & 93

CORPORATE ACKNOWLEDGEMENTS

State of Utah } ss
County of Summit }

On this 1ST day of AUGUST A.D. 1983, personally appeared before me the undersigned Notary Public, in and for said state and county DAN D. FIENUP who after being duly sworn, acknowledge to me that FMA FINANCIAL CORPORATION a UTAH Corporation, that he signed the Owner's Dedication freely and voluntarily for and in behalf of the Corporation for the purpose therein mentioned and that the Corporation executed the same.

Notary Public Gordon Case residing in OGDEN, UTAH date 9-17-84

NOTARY PUBLIC GORDON CASE STATE OF UTAH

State of Utah } ss
County of Summit }

On this ___ day of ___ A.D. 1983, personally appeared before me the undersigned Notary Public, in and for said state and county ___ who being duly sworn, acknowledged to me that ___ a ___ Corporation, that ___ signed the Owner's Dedication freely and voluntarily for and in behalf of the Corporation for the purposes therein mentioned and that the Corporation executed the same.

Notary Public ___ residing in ___ date ___

State of Utah } ss
County of Summit }

On this ___ day of ___ A.D. 1983, personally appeared before me the undersigned Notary Public, in and for said state and county ___ who being duly sworn, acknowledged to me that ___ a ___ Corporation, that ___ signed the Owner's Dedication freely and voluntarily for and in behalf of the Corporation for the purposes therein mentioned and that the Corporation executed the same.

Notary Public ___ residing in ___ date ___

THE AERIE

PHASE 2 AMENDED LOTS 89, 90, 91, 92 & 93

PLANNING COMMISSION APPROVAL

Approved and accepted this 6th day of SEPTEMBER A.D. 1983 by the Park City Planning Commission.

John C. Green Jr. Mayor
Chairman - Park City Planning Commission

ENGINEER'S CERTIFICATE

Approved and accepted by the Park City Engineering Dept. this 1ST day of SEPTEMBER A.D. 1983.

Eric W. DeHaan, P.E.
Park City Engineer

APPROVAL AS TO FORM

Approved as to form this 31 day of August A.D. 1983

Thomas E. Clyde
Park City Attorney

CITY COUNCIL APPROVAL

Approved and accepted by the Park City Council this 6th day of SEPTEMBER A.D. 1983

John C. Green Jr.
Mayor

CERTIFICATE OF ATTEST

Attest this 8th day of SEPTEMBER A.D. 1983

William R. Gatherum
Park City Recorder

RECORDED

State of Utah } ss
County of Summit }

Entry # 210639

Recorded and filed at the request of Associated Title Co.

Date 9-12-83 Time 2:01 Fee $21.50

Alan Spriggs
Summit County Recorder

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

(3)

Fee Exempt per Utah Code
Annotated 1953 21-7-2

HEIGHT RESTRICTIVE COVENANT

This covenant is made this 26th day of October, 1983 by and between FMA Financial Corporation, dba Firmage Financial Corporation, The Aerie, and/or FMA-Park City Hylands #1 (hereinafter referred as "FMA") and Park City Municipal Corporation, a body politic (hereinafter referred to as "Park City").

RECITALS

WHEREAS, on the 31st day of August, 1982, FMA purchased certain property from Park City, upon which is located part of lots 12 and 89 and all of lots 90, 91, 93 and 95, The Aerie Phase II, Summit County, State of Utah, and

WHEREAS, prior to the purchase of said lots, FMA orally agreed to restrict the height of some lots on The Aerie Phase II and The Aerie Phase I.

NOW THEREFORE, in consideration of their mutual promises and convenants and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the Parties agree as follows:

1. Restriction. The height of any building or structure, excluding chimneys, plumbing vents, and antennas, shall not exceed the horizontal line, 21 feet above the average height of the curb line of lot 10, The

Entry No. 212483
REQUEST OF Park City Municipal Corp.
FEE
$ N C
RECORDED OCT 28 1983 at 9:42 M
ALAN SPRIGGS, SUMMIT CO. RECORDER
By Nadine L. Peterson

BOOK 277 PAGE 54-7

Aerie, Phase I, and lots 89, 90, 91, 93 and 95, The Aerie, Phase II, Summit County, State of Utah and the horizontal line 21 feet above the curb at the intersection of Aerie Drive and Golden Way of lot 12, The Aerie, Phase II, Summit County, State of Utah.

2. Nature of Covenants. These covenants shall run with the land and inure to the sole and exclusive benefit of Park City and its successors. This agreement is executed for the sole benefit of Park City and is not intended to confer rights or benefits on any third party including but not limited to the owners of other lots within The Aerie, Phase I and Phase II. Park City's rights under this agreement are not assignable without the written consent of FMA, its successors and assigns.

3. Remedies. Park City's sole and exclusive remedy under this agreement is to deny a building permit for a structure which does not comply with these restrictions. In the event Park City issues a building permit for a structure not in compliance with these restrictions, Park City shall have been deemed to waive these restrictions as to the lot on which the permit was issued.

4. Authorization. The individuals who have signed this agreement represent and warrant that they are duly authorized to execute this agreement, in either their individual or representative capacity as indicated, and that

this agreement is enforceable according to its terms.

5. Amendment. This Agreement may not be altered or amended except by a subsequent written agreement executed by all of the parties hereto.

6. Governing Law. The terms of this agreement shall be governed by and construed in accordance with Utah law.

7. Limitation of Warranties. It is expressly understood and agreed between the parties hereto that there are no warranties, representations, covenants, or agreements between the parties hereto except as specifically set forth herein.

DATED the date and year first above written.

FMA FINANCIAL CORPORATION

By _____
Authorized Officer

PARK CITY MUNICIPAL CORPORATION

By _____
John C. Green, Jr., Mayor

ATTEST:

By _____
City Recorder

-3-

BOOK 277 PAGE 56

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On the 24 day of October, 1983 personally appeared before me Don A Farnsworth, who being by me duly sworn, did say that he is the Senior Vice President of FMA Financial Corporation; that the foregoing instrument was signed in behalf of said Corporation by authority of a Resolution of its Board of Directors; and said Don A. Farnsworth acknowledged to me that said Corporation executed the same.

Thomas E. Clyde
Notary Public
Residing in Salt Lake County,
State of Utah

My Commission expires:

Oct 17, 1986

STATE OF UTAH)
: ss.
COUNTY OF SALT LAKE)

On the 26 day of October, 1983, personally appeared before me John C. Green, Jr. and W. R. Gatherum, who being duly sworn, did say each for themselves that he, John C. Green, Jr. is the Mayor and W. R. Gatherum is the City Recorder of Park City Municipal Corporation, that the within and foregoing instrument was signed in behalf of said Corporation by authority of a resolution of its City Counsel and they duly acknowledged to me that said Corporation executed the same.

Thomas E Clyde
Notary Public
Residing in Salt Lake County,
State of Utah

My Commission expires:

Oct 17, 1986

August #1 83
CF A25-28

BOOK 277 PAGE 57

Planning Commission
Staff Report

Subject: **Administrative Review of Condominium Plat Amendments**
Application: **PL-26-06833**
Author: **Alec Barton, Senior Planner**
Date: **July 8, 2026**
Type of Item: **Legislative – Land Management Code Amendments**

Recommendation

(I) Review proposed updates to the Land Management Code to create an administrative review process for certain limited condominium plat amendments, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation to the City Council for consideration as outlined in the Draft Ordinance (Exhibit A).

Description

Applicant:	Planning Department
Location:	Citywide
Reason for Review:	The Planning Commission reviews and forwards a recommendation to the City Council regarding Land Management Code Amendments.[1]

LMC Land Management Code

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

Background

Subdivision and Condominium Plats used to require Planning Commission review and recommendation to City Council for Final Action. However, to streamline reviews and support efficient City Council agendas, because the Planning Commission has expertise on the requirements of the Land Management Code (LMC) and relevant governing documents like annexation agreements and development agreements, on October 26, 2023, the City Council adopted Ordinance No. 2023-49 shifting final action for Plats from the City Council to the Planning Commission.[2] Under state law, if a final plat complies with the requirements of Utah Code and applicable municipal ordinances, the Planning Commission must approve the Plat.[3]

Administrative review (staff level) and approval of Plats, however, is also permitted.[4] On April 8, 2026, the Planning Commission requested staff research possible LMC

[1] LMC § 15-1-8
[2] Utah Code § 10-20-805(9)(a)
[3] Utah Code § 10-20-805(10)
[4] Utah Code § 10-20-805(9)(b)

amendments to create an administrative review process for certain limited Condominium Plat Amendments (Minutes, p. 15).

On May 27, 2026, the Planning Commission conducted a work session and reviewed proposed LMC amendments to create an administrative review process for some types of Condominium Plat Amendments (Meeting Packet, Item 6.A; Minutes, p. 2). The Commission recommended including a provision in the Draft Ordinance clarifying that Condominium Plat Amendments not clearly within the purview of administrative review require Planning Commission approval and requested staff return with a Draft Ordinance for possible recommendation to City Council.

Analysis

Plat Amendments are reviewed according to the requirements of LMC § 15-7.1-6 *Final Subdivision Plat* and require findings of Good Cause[5] and that no Public Street, Right-of-Way, or easement has been vacated or amended.[6]

Staff recommends an administrative review process for minor Condominium Plat Amendments:

- Creation of a private loft or mezzanine within an attic or similar unfinished common or limited common area involving no exterior changes to the unit.
- Creation of private habitable area within a crawl space or similar unfinished common or limited common area involving no exterior changes to the unit.
- Conversion of residential common or limited common area to private to reflect City-approved as-built conditions that comply with LMC requirements and involve no exterior changes to the unit.
- Enclosure of a compliant deck up to 100 square feet to create habitable space.
- Combination of up to two residential condominium units when the units are under one ownership, are adjacent, and:
    1. The proposal is to remove or alter a partition between the unit owner's unit and the acquired unit, even if the partition is entirely or partly common areas and facilities.
    2. The proposal creates an aperture to the adjoining unit or portion of a unit.
    3. The amendment does not:
        a. Impair the structural integrity or mechanical systems of the building or either unit.
        b. Reduce the support of any portion of the common areas and facilities or another unit.
        c. Constitute a violation of Utah Code Section 10-20-811,[7] as

[5] LMC § 15-15-1 defines Good Cause: "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."
[6] LMC § 15-7.1-3(B)
[7] LMC §15-7.1-6(G)(2)(c) references Utah Code Section 10-9a-608. This section of state code was reorganized and renumbered Section 10-20-811 under Senate Bill 1008 *Municipal Land Use, Development, and Management Act Recodification*.

amended, or violate any section of this code of the IBC.

Staff recommends the Planning Commission continue to review major Condominium Plat Amendments:

- Creation of additional condominium units.
- Combination of any number of commercial or more than two residential condominium units into a smaller number of condominium units.
- Additions to existing condominium units involving exterior changes beyond the scope of administrative review outlined above.
- Enclosure of a deck greater than 100 square feet to create habitable space.
- Conversion of private, common, or limited common areas within commercial condominium developments.
- Any scope of work that increases a condominium's Off-Street parking requirement.[8]
- Any change or plat modification that is outside the purview of administrative review described above.

Department Review

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

[8] LMC § 15-3-6

Ordinance No. 2026-XX

AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTIONS 15-1-8 *REVIEW PROCEDURE UNDER THE CODE*, 15-1-21 *NOTICE MATRIX*, 15-7-4 *AUTHORITY*, AND 15-7.1-3 *CLASSIFICATION OF SUBDIVISION* TO CREATE AN ADMINISTRATIVE REVIEW PROCESS FOR CERTAIN LIMITED CONDOMINIUM PLAT AMENDMENTS

WHEREAS, to streamline reviews and support efficient City Council agendas and because the Planning Commission has expertise on the requirements of the Land Management Code and relevant governing documents like annexation agreements and development agreements, the City Council adopted Ordinance No. 2023-49 shifting final action for plats from the City Council to the Planning Commission;

WHEREAS, under state law, if a final plat complies with the requirements of Utah Code and applicable municipal ordinances, the Planning Commission must approve the plat;

WHEREAS, administrative or staff level review and approval of plats is also permitted under state law;

WHEREAS, to further streamline reviews and support efficient Planning Commission agendas, on April 8, 2026, the Planning Commission requested staff research possible Land Management Code amendments to create an administrative review process for certain limited condominium plat amendments;

WHEREAS, on July 8, 2026, the Planning Commission conducted a duly noticed public hearing;

WHEREAS, on July 8, 2026, the Planning Commission forwarded a _____ recommendation for City Council's consideration;

WHEREAS, on _____, 2026, the City Council conducted a duly noticed public hearing;

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY LAND MANAGEMENT CODE TITLE 15. Municipal Code of Park City Title 15 Land Management Code § 15-1-8, § 15-1-21, § 15-7-4, and § 15-7.1-3, as outlined in Attachment 1.

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SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS ____ Day of _____ 2026.

PARK CITY MUNICIPAL CORPORATION

_____

Ryan Dickey, Mayor

Attest:

_____

City Recorder

Approved as to form:

_____

City Attorney's Office

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ATTACHMENT 1

15-3-7 Review Procedure Under the Code

. . .

H. Subdivisions and Major Condominium Plat Amendments are initially reviewed by staff and submitted to the Planning Commission for Final Action. Minor Condominium Plat Amendments are reviewed with Final Action by Planning staff.

. . .

RECOMMENDATION (y) FINAL ACTION (X) and APPEAL (z)						
	Planning	**HPB**	**Board of Adjustment**	**Planning Commission**	**City Council**	**Administrative Hearing Officer**
Allowed Use	X					
Historic District Design Review	X		z			
Administrative Permits	X			z		
Conditional Use				X		z
Conditional Use Admin.	X			z		
Determination of Significance		X	z			
MPD				X		z
Determination of Non-Conforming Use and Non-Complying Structures	X		z			
Change of Non-Conforming Use			X			
Historic Preservation Board Review for Material Deconstruction		X	z			
Subdivision Plat Amendment				X		z
Condominium Plat Amendment, Minor	X			z		

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RECOMMENDATION (y) FINAL ACTION (X) and APPEAL (z)						
	Planning	**HPB**	**Board of Adjustment**	**Planning Commission**	**City Council**	**Administrative Hearing Officer**
Condominium Plat Amendment, Major				X		z
Variance			X			
Subdivision and Condominium Plats				X		z
Annexation and Zoning				y Recommendation to CC	X	
Zoning Appeal			X			
LMC Amendments				y Recommendation to CC	X	

*All Applications shall be filed with the Planning Department. Planning Department staff makes a recommendation to the appropriate decision making body (X).

HISTORY

Adopted by Ord. 00-25 on 3/30/2000

Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 09-23 on 7/9/2009

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 15-53 on 12/17/2015

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2023-36 on 7/13/2023

Amended by Ord. 2023-49 on 10/26/2023

Amended by Ord. 2025-08 on 5/15/2025

Amended by Ord. 2025-11 on 6/5/2025

15-1-21 Notice Matrix

NOTICE MATRIX (See Section 15-1-12 for specific notice requirements)

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ACTION:	POSTED IN A PUBLIC LOCATION WITHIN THE CITY:	MAILING:	PUBLISHED ON THE CITY WEBSITE AND ON THE UTAH PUBLIC NOTICE WEBSITE):
ALL OTHER NOTICES:			
…			
Preliminary and Final Subdivision Plat Applications **_____** **Condominium Plats** **_____** **Condominium Plat Amendments** **_____** **Subdivision Plat Amendments**	14 days prior to the first hearing.	Courtesy mailing 14 days prior to the first hearing to Property Owners within 300 ft.	14 days prior to the first hearing before the Planning Commission or Planning Director.
…			

HISTORY

Adopted by Ord. 00-25 on 3/30/2000

Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 09-23 on 7/9/2009

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 15-35 on 10/12/2015

Amended by Ord. 15-53 on 12/17/2015

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2018-46 on 8/2/2018

Amended by Ord. 2023-49 on 10/26/2023

Amended by Ord. 2025-08 on 5/15/2025

Amended by Ord. 2025-11 on 6/5/2025

Amended by Ord. 2025-23 on 12/11/2025

15-7-4 Authority

A. By authority of ordinance of the City Council of Park City, hereinafter referred to as "City Council", adopted pursuant to the powers and jurisdictions vested

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through Title 10, Chapters 3 and 9a, and Title 17, Chapter 27a of the Utah Code, as amended, and other applicable laws, statutes, ordinances, and regulations of the State of Utah, the City Council hereby delegates the power and authority to review, approve, and disapprove plats for subdividing land within the corporate limits of Park City which show Lots, blocks, or Sites with or without new Streets or highways to the Planning Commission or Planning Director as follows:

1. PLANNING COMMISSION: Preliminary and Final Subdivision Plats, Condominium Plats, Subdivision Plat Amendments, Major Condominium Plat Amendments
2. PLANNING DIRECTOR: Minor Condominium Plat Amendments

B. By the same authority, the Planning Commission and Planning Director do~~es~~ hereby exercise the power and authority to pass and approve Development in Subdivisions, Re-subdivisions, or Boundary Adjustments of land already recorded in the office of the County Recorder if such are entirely or partially undeveloped.

C. The plat, Subdivision, Re-subdivision or Boundary Adjustments shall be considered to be void if:

1. the plat, Subdivision, Re-subdivision, or Boundary Adjustments have been recorded with the County Recorder's office without a prior approval by the Planning Commission or Planning Director, or in the case of a Simple Boundary Adjustment, its designated responsible official, or
2. the plat, Subdivision, Re-subdivision, or Boundary Adjustments have been approved by the Planning Commission or Planning Director where the approval has been granted more than three (3) years prior to granting a Building permit, on the partially or entirely undeveloped land and the zoning regulations, either bulk or Use, for the district in which the Subdivision is located, have been changed subsequent to the original final plat, Subdivision, Re-subdivision, or Boundary Adjustments approval.

D. A Transfer of land pursuant to a void plat is voidable.

HISTORY

Adopted by Ord. 01-17 on 5/17/2001

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Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 2022-16 on 5/26/2022

Amended by Ord. 2023-49 on 10/26/2023

Amended by Ord. 2025-11 on 6/5/2025

15-7.1-3 Classification of Subdivision

A. **SUBDIVISION**. At its discretion, the Planning Commission may waive one or more of the steps in the approval process by allowing the Applicant and/or Developer to combine the requirements of the Preliminary Plat and final Subdivision Plat into a single submittal.

1. **MINOR SUBDIVISION**. A Subdivision containing not more than three (3) Lots fronting on an existing Street, not involving any new Street or road, or the extension of municipal facilities, or the creation of public improvements.
    a. Final Plat. A Final Plat shall be approved in accordance with these regulations.
2. **MAJOR SUBDIVISION**. A Subdivision of land into four (4) or more Lots, or any size Subdivision requiring any new Street.
    a. Preliminary Plat. A Preliminary Plat may be approved in accordance with these regulations.
    b. Final Plat. A Final Plat shall be approved in accordance with these regulations.

B. **PLAT AMENDMENT**. The combining of existing subdivided Lots into one or more Lots, any recombination of historically platted Properties located within either the Park City/Millsite or Snyder's Addition surveys, Full Boundary Adjustments, or the amendment of plat notes or other platted elements including but not limited to easements, limits of disturbance boundaries or areas, building pads, and house size limitations. Plat Amendments shall be reviewed according to the requirements of Section 15-7.1-6 Final Subdivision Plat and approval shall require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these

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regulations.

C. **CONDOMINIUM**.

1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

D. **CONDOMINIUM PLAT AMENDMENT.**

1. **MAJOR CONODOMINIUM PLAT AMENDMENT**. A plat amendment including any of the following:
    a. creating additional condominium units;
    b. combining any number of commercial or more than two residential condominium units into a smaller number of condominium units;
    c. enclosing a deck greater than 100 square feet to create habitable space;
    d. converting private, common, or limited common areas within commercial condominium developments;
    e. any scope of work increasing a condominium's Off-Street parking requirement;
    f. additions involving exterior changes beyond the scope of a minor condominium plat amendment.
    g. any change or plat modification exceeding the criteria for Minor Condominium Plat Amendment review.
    h. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.
2. **MINOR CONDOMINIUM PLAT AMENDMENT**. A plat amendment limited to any of the following:
    a. creating a private loft, mezzanine, or basement without exterior changes to the condominium unit(s);
    b. converting residential common or limited common area to private to reflect City-approved as-built conditions without exterior changes to the condominium unit(s);
    c. enclosing a compliant deck up to 100 square feet to create habitable space;

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d. combining up to two residential condominium units when the units are under one ownership, are adjacent, and comply with the requirements of Section 15-7.1-6(G).

e. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

E. **SIMPLE BOUNDARY ADJUSTMENTS**. The relocation of the Property boundary line between two adjoining Lots.

1. **FINAL PLAT**. A Final Plat shall be approved in accordance with these regulations.

HISTORY

Adopted by Ord. 01-17 on 5/17/2001

Amended by Ord. 2016-44 on 9/15/2016

Amended by Ord. 2018-24 on 5/31/2018

Amended by Ord. 2025-11 on 6/5/2025

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Planning Commission
Staff Report

Subject: **Senate Bill 284**
Application: **PL-26-06940**
Author: **Rebecca Ward, Planning Director**
Date: **July 8, 2026**
Type of Item: **Legislative – Land Management Code Amendments**

Recommendation

(I) To align with Senate Bill 284 *Local Land and Water Modifications* enacted by the Utah legislature, review Land Management Code amendments to:

- Establish City Council authority to enact a land use regulation if the Planning Commission does not timely forward a recommendation;
- Update the review process for new and unlisted business licenses;
- Revise the burden of proof and standard of review for land use appeals; and
- Effective October 1, 2026, allow Detached Accessory Dwelling Units on Single-Family Lots 11,000 square feet or larger;

(II) conduct a public hearing; and (III) consider forwarding a positive recommendation for City Council consideration as outlined in Exhibit A, *Draft Ordinance*.

Description

Applicant:	Planning Department
Sections Amended:	15-1-7 *Amendments to the Land Management Code and Zoning Map*
	15-1-8 *Review Procedure Under the Code*
	15-1-18 *Appeals and Reconsideration Process*
Section Enacted:	15-4-7.2 *Detached Accessory Dwelling Units*
Reason for Review:	The Planning Commission reviews, conducts a public hearing, and forwards a recommendation to the City Council regarding amendments to the Land Management Code.[1]

LMC	Land Management Code
SB	Senate Bill

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

[1] LMC § 15-1-7 *Amendments to the Land Management Code and Zoning Map*

Analysis

On March 18, 2026, the Utah legislature enacted SB 284 *Local Land and Water Modifications* requiring updates to the Land Management Code (LMC). On June 24, 2026, the Planning Commission reviewed and recommended amendments regarding Planning Commissioner removal, recusal, and annual training requirements and forwarded a positive recommendation for City Council consideration (Packet, Item 6.E; Media).[2] This staff report outlines the final amendments required to align the LMC with changes resulting from the 2026 Utah legislative session.

(I) Establish City Council authority to enact a land use regulation if the Planning Commission does not timely forward a recommendation.

Utah Code § 10-20-102(43) defines "land use regulation" as:

- A legislative decision enacted by ordinance, law, code, map, resolution, engineering or development standard, specification for public improvement, fee, or rule that governs the use or development of land;
- Includes the adoption or amendment of a zoning map or the text of the zoning code.

Regarding preparation and adoption of a land use regulation, prior to the Utah legislature's adoption of SB 284, Utah Code § 10-20-502(2)(c) stated "[a] legislative body could consider the Planning Commission's failure to make a timely recommendation as a negative recommendation if the legislative body has provided for that consideration by ordinance." This section of state code was eliminated in SB 284.

The City Council established such authority in LMC § 15-1-7 *Amendments to the Land Management Code and Zoning Map*. Subsection (B) requires that the Planning Commission conduct a public hearing for LMC amendments and zoning map amendments and subsection (C) requires that the Planning Commission forward a formal recommendation to the City Council prior to final action. "If the Planning Commission fails to take action within thirty (30) days of the public hearing, the City Council may consider the matter forwarded from the Planning Commission with a negative recommendation and may hear the matter."[3]

SB 284 now requires updates to the LMC stating the legislative body may adopt or reject a proposed land use regulation without waiting for a recommendation from the Planning Commission if:

- A land use applicant makes a request pursuant to Utah Code § 10-20-905(2)(b) (known as the "ripcord provision" wherein the applicant may request final action on a complete application within 45 days), or
- A legislative body determines the Planning Commission has had adequate time

[2] The Planning team is consolidating the amendments recommended by the Planning Commission related to Traffic Impact Studies and Transportation Demand Management, pool and hot tub regulations, condominium plat amendment staff-level reviews, fences in Historic Districts, and SB 284 amendments for City Council review on August 13, 2026.
[3] LMC § 15-1-7(C)

to consider the land use regulation.

As a result, staff recommends amendments to LMC § 15-1-7:

15-1-7 Amendments To The Land Management Code And Zoning Map

All amendments to the LMC or Zoning Map must be made in the following manner:

…

*C. **ACTION BY PLANNING COMMISSION**.*

1. *Following the hearing, the Planning Commission must adopt formal recommendation(s) to the City Council regarding the matter before it, approving, disapproving, or modifying the proposal. [~~If the Planning Commission fails to take action within thirty (30) days of the public hearing, the City Council may consider the matter forwarded from the Planning Commission with a negative recommendation and may hear the matter.~~]*
2. *The City Council may adopt or reject a proposed LMC or zoning map amendment without waiting for a formal recommendation from the Planning Commission if:*
    a. *The Applicant makes a request described in Utah Code Section 10-20-905(2)(b); or*
    b. *The City Council determines that the Planning Commission has had adequate time to consider the land use regulation.*

. . . .

This provision is limited to LMC and Zoning Map amendments, and not to land use applications.

(II) Update the review process for new and unlisted business licenses.

The Use Table for each Zoning District establishes allowed, conditional, and prohibited uses. In 2025, the Utah legislature adopted S.B. 179 *Local Regulation of Business Entities Amendments* requiring that municipalities create a timely review process for new and unlisted uses that are proposed through a business license. As a result, on June 5, 2025, the City Council adopted Ordinance No. 2025-11 to amend LMC § 15-1-8(J) to:

- Require that the Planning team evaluate and approve a proposed new or unlisted use if it aligns with an existing use and does not:
    - Generate new vehicle trips,
    - Increase demand for delivery and service vehicles, loading and unloading zones, and trash and recycling,
    - Increase parking, or
    - Generate noise, vibration, odors, steam, or other mechanical factors.
- If it does not align with an existing use or creates the impacts listed above, the proposed new or unlisted use must be reviewed by the Planning Commission within 45 days for recommendation to the City Council on whether it should be allowed, conditional, or prohibited.
- The City Council then considers the proposed use within 45 days after receiving the Planning Commission's recommendation for final action.

This year, the Utah legislature adopted SB 284 to revise the process and eliminate Planning Commission review and recommendation. As a result, the following amendments to LMC § 15-1-8(J) are proposed:

J. Proposed Business Classification Request. Applicants may submit a written classification request to the Planning Department that outlines a proposed business use.

1. *If the proposed use aligns with an existing use defined in Section 15-15-1 and meets the criteria below, the Planning Department will inform the Applicant that they may submit a business license application subject to the regulations of the existing use in appropriate Zoning Districts.*
    a. *The proposed use will not generate more new vehicle trips than the existing use with which it aligns.*

b. *The proposed use does not generate increased demand for delivery and service vehicles, loading and unloading zones, and trash and recycling than the existing use with which it aligns.*

c. *The amount of off-Street parking for the proposed use is comparable to the existing use.*

d. *The proposed use does not generate noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site.*

2. *If the proposed use does not align with an existing use, it will be determined to be a New or Unlisted Business Use, and the Planning Department will inform the Applicant that they may proceed under the New or Unlisted Business Use Section.*

    a. *If the Applicant disagrees with the classification, the Applicant may appeal to the Board of Adjustment.*

3. *New or Unlisted Business Uses. If a proposed business use is determined to be a New or Unlisted Business Use, Applicants may submit a written application for the approval of the New or Unlisted Business Use to the Planning Department. The Planning Department shall:*

    a. Within 45 days of the written request, provide a recommendation for the New or Unlisted Business Use as Allowed, Conditional, or prohibited in all Zoning Districts for review by the [~~Planning Commission and recommendation to the~~] City Council.

[~~b~~] [~~Within 45 days after receiving a recommendation from the Planning Commission, the City Council shall consider and determine whether to approve or deny the New or Unlisted Business Use.~~]

b[~~c~~] If the City Council approves a New or Unlisted Business Use, the City Council shall designate all appropriate Zoning Districts for the use.

c[~~d~~] If the City Council denies the New or Unlisted Business Use, the City Council shall notify the applicant in writing of each reason for the denial or classification. The Applicant may appeal a New or Unlisted Business Use determination to the Board of Adjustment.

(III) Revise the burden of proof and standard of review for land use appeals.

LMC § 15-1-18 *Appeals and Reconsideration Process* subsection (G) establishes the burden of proof for an appeal of a land use decision: "[t]he appellant has the burden of proving that the land use authority erred," meaning the appeal authority reviews substantial evidence on the record.

However, SB 284 repealed and reenacted Utah Code § 10-20-1105 – Burden of proof to establish two burdens, one for a land use applicant (the property owner or designee[4]) and a higher burden of proof for an adversely affected party (a person who owns real property adjoining the property or will suffer a damage in kind than, or an injury distinct from, that of the general community as a result of a land use decision[5]).

The state code change imposes the "clearly erroneous" standard, which is a higher burden of proof for third parties, under which a finding will be set aside only if the clear weight of the evidence shows a mistake was made. By contrast, "substantial evidence" (which is already an extremely high burden) requires an appellant to show no reasonable fact-finder could have possibly come to that conclusion based on the facts provided based upon the whole record. The burden is not met even if a reasonable person may have found differently, so long as there is some evidence in support.

Utah Code § 10-20-1105 now states:

In an appeal described in this part:

[4] Utah Code § 10-20-102(38)
[5] Utah Code § 10-20-102(2)

(1) if the appellant is a land use applicant, the appellant has the burden of proving that the land use authority's land use decision is illegal or is not supported by substantial evidence; or

(2) if the appellant is an adversely affected party, the appellant has the burden of proving that the land use authority's land use decision is illegal, or that the factual findings are clearly erroneous.

As a result, staff recommends the following amendment to LMC § 15-1-18(G):

***BURDEN OF PROOF AND STANDARD OF REVIEW**.*

1. *The appeal authority shall act in a quasi-judicial manner.*
2. *The appellant has the burden of proving that the land use authority erred.*
    a. *If the appellant is a land use applicant as defined in Utah Code Section 10-20-102, the appellant has the burden of approving that the land use authority's land use decision is illegal or is not supported by substantial evidence.*
    b. *If the appellant is an adversely affected party as defined in Utah Code Section 10-20-102, the appellant has the burden of proving that the land use authority's land use decision is illegal, or that the factual findings are clearly erroneous.*
3. *The appeal authority shall review factual matters on the record, with deference to the land use authority.*
4. *The appeal authority shall determine the correctness of the land use authority's interpretation and application of the plain meaning of the land use regulations, and interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application. All appeals must be made in writing.*
5. *Review of petitions of appeal shall be limited to consideration of only those*

matters raised by the petition(s).

6. *The land use authority may not review discretionary or quasi-legislative approvals pursuant to the zoning ordinance, including but not limited to granting additional height, setbacks, or parking exceptions pursuant to performance zoning or site improvements in MPD and AMPD applications. Appeals of such determinations shall be directly to District Court in Summit County.*

Also, staff recommends amending § 15-1-18(N):

*N. **APPEAL FROM THE HEARING OFFICER**. The Applicant or any [~~Person~~] adversely affected party aggrieved by City action on the project may appeal the Final Action by a Land Use Hearing Officer to a court of competent jurisdiction. The decision of a Land Use Hearing Officer stands, and those affected by the decision may act in reliance on it unless and until the court enters an interlocutory or final order modifying the decision.*

For clarity, staff recommends adding the *Adversely Affected Party* definition to LMC § 15-15-1 *Definitions*:

ADVERSELY AFFECTED PARTY. A person other than a land use applicant who:
(a) owns real property adjoining the property that is the subject of a land use application or land use decision; or
(b) will suffer a damage different in kind than, or an injury distinct from, that of the general community as a result of the land use decision.

Additionally, last year, the Utah legislature enacted Utah Code § 10-20-1101(5) prohibiting municipalities from conducting public hearings for appeals and variances. Through SB 284, the Utah legislature further amends Utah Code § 10-20-1106 – *Due Process*:

(3) An appeal authority may only allow the following people to present or speak during an appeal hearing:
(a) the appellant or the appellant's representatives;
(b) the land use applicant or the land use applicant's representatives; and
(c) the municipality's representatives.

Staff does not recommend any amendments to the LMC but notes this change and will continue to cite Utah Code for appeal and variance reviews.

(IV) Effective October 1, 2026, allow Detached Accessory Dwelling Units on Single-Family Lots 11,000 square feet or larger.

Since 1994, the City has established regulations for Accessory Dwelling Units (ADUs), defined as a habitable living unit added to, created within, or connected to a Single-Family Dwelling (SFD). In the City, ADUs are referred to as Accessory Apartments (LMC § 15-4-7). In 2021, the state created requirements and regulations for Internal Accessory Dwelling Units (IADUs), which is an ADU built within an existing SFD (LMC § 15-4-7.1). This year, the Utah legislature created Detached Accessory Dwelling Units (DADUs)—ADUs constructed on a lot with a SFD—with municipal requirements to allow them.

The recommended LMC amendments related to DADUs are temporary to meet the requirements of the state. However, the Planning team will continue to research and evaluate refinement and revisions to the LMC in the context of Accessory Apartments, IADUs, and DADUs with full consideration of each City neighborhood, community character, and the City's affordable and attainable housing goals, prioritized by the Planning Commission and City Council for evaluation this year (February 25, 2026 City Council Staff Report; Minutes, p. 4).

SB 284 defines a DADU as "an accessory dwelling unit that is not attached to or within a primary detached single-family dwelling and located on the same lot or parcel as the primary single-family dwelling."[6]

SB 284 enacts Utah Code § 10-21-304 *Detached accessory dwelling units*, effective October 1, 2026, requiring municipalities to:

- In Zoning Districts where Single-Family Dwellings are allowed, provide a permitting process for DADUs on Single-Family Lots 11,000 square feet or larger that contain a SFD.
- The City may not:
    - Require a Conditional Use Permit for a DADU.
    - Require more than two parking spaces for a DADU 650 square feet or larger.
    - Require more than one parking space for a DADU that is less than 650 square feet.
- The City may:
    - Require compliance with dimension, height, and maximum lot coverage.
    - Require compliance with setbacks with consideration of proximity to property lines and other structures, easements, window orientation, massing, or other elements.

[6] Utah Code § 10-21-101(9)

    - Require the design be consistent with the SFD.
    - Prohibit DADUs from being larger in size than the Dwelling.
    - Prohibit DADUs from being constructed within a public utility easement or other recorded easement.
    - Prohibit DADUs in a front-yard area.
    - Prohibit rentals less than 90 consecutive days.
- Require the owner reside in the DADU.
- Prohibit more than one DADU on a Lot.
- Prohibit a DADU if:
    - There is not adequate access to required utility service or a utility service does not have sufficient capacity.

As a result, staff recommends adopting the most restrictive regulations for DADUs allowed under state code while the Planning team continues to review ADUs in general as part of the broader LMC amendments prioritized in 2026. The proposed amendments enact LMC § 15-4-7.2 *Detached Accessory Dwelling Units* as follows:

Detached Accessory Dwelling Units are subject to the following criteria:

A. **CRITERIA FOR USE.**

1. **ZONING**. Detached Accessory Dwelling Units may apply for an administrative permits in Zoning Districts where a Single-Family Dwelling is an allowed use.
2. **SIZE.** One Detached Accessory Dwelling Unit may be constructed on a Lot that is 11,000 square feet or greater and contains one Single-Family Dwelling subject to Zoning and this Section [construction of the Detached Accessory Dwelling Unit may not proceed construction of the Single-Family Dwelling]. The Detached Accessory Dwelling Unit shall not exceed the size of the Single-Family Dwelling.
3. **HEIGHT**. Detached Accessory Dwelling Units shall not exceed a maximum height of eighteen feet (18') from Existing Grade.
4. **SITE RESTRICTIONS.** Detached Accessory Dwelling Units shall comply with the Area of Disturbance, Limits of Disturbance, and any other

regulation indicated on the recorded plat that is more restrictive than the underlying Zoning District.

5. **LOCATION.** Detached Accessory Dwelling Units are prohibited in the front yard area.
6. **UTILITIES**. Applicants proposing a Detached Accessory Dwelling Unit must demonstrate adequate access to required utility services, including sanitary sewer, culinary water, electrical, and storm water, and that such utility service has sufficient capacity to support the Detached Accessory Dwelling Unit.
7. **PARKING.** Two (2) Parking Spaces per Detached Accessory Dwelling Unit 650 square feet or larger or one (1) Parking Space per Detached Accessory Dwelling Unit less than 650 square feet must be provided in addition to the existing requirement for the Single-Family Dwelling. Parking Spaces for Detached Accessory Dwelling Units need not be covered and may be provided in tandem subject to one of the following criteria:
    1. One (1) Parking Space for a Detached Accessory Dwelling Unit may be provided in tandem if the existing driveway length equals or exceeds twenty-five feet (25') as measured from the Property Line. Parking is permitted only within approved garages and on paved driveways.
    2. One (1) Parking Space for a Detached Accessory Dwelling Unit may be provided in tandem in an effort to preserve existing

Significant Vegetation and when all other parking alternatives are undesirable.

3. **Historic Districts.** One (1) tandem Parking Space, parking one vehicle behind another, for a Detached Accessory Dwelling Unit proposed in any residential Historic District may be provided when the Applicant has secured an Administrative Permit and Planning staff has made the following findings:
    1. Tandem Parking will not create an undue hardship for the neighborhood.
    2. Other parking options are less desirable than the proposed tandem space.
    3. Reasonable efforts, such as automatic garage door openers, lease provisions and/or limitation of garage storage, have been made to encourage the Use of all Off-Street Parking.

8. **SINGLE-FAMILY DWELLINGS DESIGNATED SIGNIFICANT OR HISTORIC ON THE PARK CITY HISTORIC SITES INVENTORY.** Detached Accessory Dwelling Units require an Administrative Permit for Single-Family Dwellings designated Significant or Historic on the Park City Historic Sites Inventory. The Planning Department shall review Detached Accessory Dwelling Units proposed for Single-Family Dwellings designated Significant or Landmark on the Park City Historic Sites Inventory for compliance with Chapter 15-13 *Design Guidelines for Historic Districts and Site*s.

9. **REQUIREMENTS FOR REVIEW**. The Applicant for a Detached Accessory Dwelling Unit must submit a floor plan, architectural elevations, and Site plan showing any proposed changes to the Structure or Site.
10. **OWNERSHIP**. The Single-Family Dwelling shall be occupied by the Owner and the Detached Accessory Dwelling Unit shall not be sold separately.
11. **DEED RESTRICTION**. A deed restriction "Notice to Purchaser" must be filed with the County Recorder, which states:
"A permit for a Detached Accessory Dwelling Unit was issued to _____, the current Owner of this Property on _____. This permit runs with the land and is automatically transferred to the new owner by the sale or transfer of this Property, provided however, if the Use by the new Owner does not continue to comply with the conditions of approval, the permit may be invalidated by the Planning Department pursuant to Section 15-4-7.2(C). Prospective purchasers should be advised that only one (1) unit on the Property may be rented; the other must be occupied by the Owner. The Owner shall strictly adhere to all the conditions of approval and the prohibition of the rental of either Dwelling Unit for short term rentals of less than thirty (30) days."
12. **NIGHTLY RENTALS**. Neither the Single-Family Dwelling or Detached Accessory Apartment may be rented for periods of time less than thirty (30) days.

13. **HOMEOWNERS ASSOCIATION NOTIFICATION**. All Detached Accessory Dwelling Units shall be subject to the Homeowners Association notification requirements established in Section 15-1-12(F).

B. **REVIEW**. Applicants shall submit a complete Administrative Permit application to the Planning Department for a Detached Accessory Dwelling Unit and pay the Application fee as established by the fee schedule. The Planning Department shall review and take Final Action on applications for Detached Accessory Dwelling Units pursuant to Section 15-1-8.

C. **PERMIT REVOCATION**. The Planning Department may revoke an Administrative Permit for a Detached Accessory Dwelling Unit for non-compliance with the criteria of this Section. The permittee may appeal the determination pursuant to Section 15-1-18.

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

Notice
Staff published notice on the City's website and the Utah Public Notice website on June 24, 2026. The *Park Record* published courtesy notice on June 24, 2026.[7]

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

Alternatives
The Planning Commission may:
- Forward a positive recommendation for City Council consideration.
- Forward a negative recommendation for City Council consideration.
- Request additional information and continue the discussion to a date certain.

Exhibit
A: Draft Ordinance

[7] LMC § 15-1-21

Ordinance No. 2026-XX

AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTION 15-1-7 *AMENDMENTS TO THE LAND MANAGEMENT CODE AND ZONING MAP*, SECTION 15-1-8 *REVIEW PROCEDURE UNDER THE CODE*, SECTION 15-1-18 *APPEALS AND RECONSIDERATION PROCESS*, SECTION 15-15-1 *DEFINITIONS* AND ENACTING SECTION 15-4-7.2 *DETACHED ACCESSORY DWELLING UNITS* TO COMPLY WITH CHANGES TO STATE CODE

WHEREAS, the Utah Legislature passed Senate Bill 284 *Local Land and Water Modifications* updating regulations regarding City Council authority to enact a land use regulation if the Planning Commission does not timely forward a recommendation, updating the review process for new and unlisted business licenses, revising the burden of proof and standard of review for land use appeals, and allowing Detached Accessory Dwelling Units on Single-Family Lots 11,000 square feet or larger;

WHEREAS, to align with Senate Bill 284, amendments to Land Management Code Section 15-1-7 *Amendments to the Land Management Code and Zoning Map*, Section 15-1-8 *Review Procedure Under the Code*, Section 15-1-18 *Appeals and Reconsideration Process*, and enactment of Section 15-4-7.2 *Detached Accessory Dwelling Units* are required;

WHEREAS, on July 8, 2026, the Planning Commission conducted a duly noticed public hearing and forwarded a _____ recommendation on the proposed Land Management Code amendments to the City Council;

WHEREAS, on August 13, 2026, the City Council conducted a duly noticed public hearing on the proposed Land Management Code amendments.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15 LAND MANAGEMENT CODE. The recitals are incorporated herein as Findings of Fact. Municipal Code of Park City Title 15 Land Management Code Sections 15-1-7 *Amendments to the Land Management Code and Zoning Map*, 150108 *Review Procedure Under the Code*, 15-1-18 *Appeals* and 15-15-1 *Definitions* are hereby amended and Section 15-4-7.2 *Detached Accessory Dwelling Units* is hereby enacted as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 13th day of August, 2026.

PARK CITY MUNICIPAL CORPORATION

_____

Ryan Dickey, Mayor

Attest:

_____

City Recorder

Approved as to form:

_____

City Attorney’s Office

ATTACHMENT 1

15-1-7 Amendments To The Land Management Code And Zoning Map

All amendments to the LMC or Zoning Map must be made in the following manner:

. . . .

C. **ACTION BY PLANNING COMMISSION**.

1. Following the hearing, the Planning Commission must adopt formal recommendation(s) to the City Council regarding the matter before it, approving, disapproving, or modifying the proposal. [~~If the Planning Commission fails to take action within thirty (30) days of the public hearing, the City Council may consider the matter forwarded from the Planning Commission with a negative recommendation and may hear the matter.~~]
2. The City Council may adopt or reject a proposed LMC or zoning map amendment without waiting for a formal recommendation from the Planning Commission if:
    a. The Applicant makes a request described in Utah Code Section 10-20-905(2)(b); or
    b. The City Council determines that the Planning Commission has had adequate time to consider the land use regulation.

. . . .

15-1-8 Review Procedure Under the Code

. . . .

J. Proposed Business Classification Request. Applicants may submit a written classification request to the Planning Department that outlines a proposed business use.

1. If the proposed use aligns with an existing use defined in Section 15-15-1 and meets the criteria below, the Planning Department will inform the Applicant that they may submit a business license application subject to the regulations of the existing use in appropriate Zoning Districts.
    a. The proposed use will not generate more new vehicle trips than the existing use with which it aligns.
    b. The proposed use does not generate increased demand for delivery and service vehicles, loading and unloading zones, and trash and recycling than the existing use with which it aligns.
    c. The amount of off-Street parking for the proposed use is comparable to the existing use.
    d. The proposed use does not generate noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site.
2. If the proposed use does not align with an existing use, it will be determined to be a New or Unlisted Business Use, and the Planning Department will inform the Applicant that they may proceed under the New or Unlisted Business Use Section.
    a. If the Applicant disagrees with the classification, the Applicant may appeal to the Board of Adjustment.

3. New or Unlisted Business Uses. If a proposed business use is determined to be a New or Unlisted Business Use, Applicants may submit a written application for the approval of the New or Unlisted Business Use to the Planning Department. The Planning Department shall:

a. Within 45 days of the written request, provide a recommendation for the New or Unlisted Business Use as Allowed, Conditional, or prohibited in all Zoning Districts for review by the [~~Planning Commission and recommendation to the~~] City Council.

[~~b~~] [~~Within 45 days after receiving a recommendation from the Planning Commission, the City Council shall consider and determine whether to approve or deny the New or Unlisted Business Use.~~]

b[~~c~~] If the City Council approves a New or Unlisted Business Use, the City Council shall designate all appropriate Zoning Districts for the use.

c[~~d~~] If the City Council denies the New or Unlisted Business Use, the City Council shall notify the applicant in writing of each reason for the denial or classification. The Applicant may appeal a New or Unlisted Business Use determination to the Board of Adjustment.

. . . .

15-1-18 Appeals and Reconsideration Process

. . . .

G. BURDEN OF PROOF AND STANDARD OF REVIEW.

1. The appeal authority shall act in a quasi-judicial manner.
2. The appellant has the burden of proving that the land use authority erred.

a. If the appellant is a land use applicant as defined in Utah Code Section 10-20-102, the appellant has the burden of approving that the land use authority's land use decision is illegal or is not supported by substantial evidence.

b. If the appellant is an adversely affected party as defined in Utah Code Section 10-20-102, the appellant has the burden of proving that the land use authority's land use decision is illegal, or that the factual findings are clearly erroneous.

3. The appeal authority shall review factual matters on the record, with deference to the land use authority.

4. The appeal authority shall determine the correctness of the land use authority's interpretation and application of the plain meaning of the land use regulations, and interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application. All appeals must be made in writing.

5. Review of petitions of appeal shall be limited to consideration of only those matters raised by the petition(s).

6. The land use authority may not review discretionary or quasi-legislative approvals pursuant to the zoning ordinance, including but not limited to granting additional height, setbacks, or parking exceptions pursuant to performance zoning or site improvements in MPD and AMPD applications. Appeals of such determinations shall be directly to District Court in Summit County.

. . . .

N. **APPEAL FROM THE HEARING OFFICER**. The Applicant or any [~~Person~~] adversely affected party aggrieved by City action on the project may appeal the Final Action by a Land Use Hearing Officer to a court of competent jurisdiction. The decision of a Land Use Hearing Officer stands, and those affected by the decision may act in reliance on it unless and until the court enters an interlocutory or final order modifying the decision.

. . . .

15-4-7.2 Detached Accessory Dwelling Units

Detached Accessory Dwelling Units are subject to the following criteria:

A. **CRITERIA FOR USE.**

1. **ZONING**. Detached Accessory Dwelling Units may apply for an administrative permits in Zoning Districts where a Single-Family Dwelling is an allowed use.
2. **SIZE.** One Detached Accessory Dwelling Unit may be constructed on a Lot that is 11,000 square feet or greater and contains one Single-Family Dwelling subject to Zoning and this Section [construction of the Detached Accessory Dwelling Unit may not proceed construction of the Single-Family Dwelling]. The Detached Accessory Dwelling Unit shall not exceed the size of the Single-Family Dwelling.
3. **HEIGHT**. Detached Accessory Dwelling Units shall not exceed a maximum height of eighteen feet (18') from Existing Grade.
4. **SITE RESTRICTIONS.** Detached Accessory Dwelling Units shall comply with the Area of Disturbance, Limits of Disturbance, and any other regulation indicated on the recorded plat that is more restrictive than the

underlying Zoning District.

5. **LOCATION.** Detached Accessory Dwelling Units are prohibited in the front yard area.
6. **UTILITIES**. Applicants proposing a Detached Accessory Dwelling Unit must demonstrate adequate access to required utility services, including sanitary sewer, culinary water, electrical, and storm water, and that such utility service has sufficient capacity to support the Detached Accessory Dwelling Unit.
7. **PARKING.** Two (2) Parking Spaces per Detached Accessory Dwelling Unit 650 square feet or larger or one (1) Parking Space per Detached Accessory Dwelling Unit less than 650 square feet must be provided in addition to the existing requirement for the Single-Family Dwelling. Parking Spaces for Detached Accessory Dwelling Units need not be covered and may be provided in tandem subject to one of the following criteria:
    1. One (1) Parking Space for a Detached Accessory Dwelling Unit may be provided in tandem if the existing driveway length equals or exceeds twenty-five feet (25') as measured from the Property Line. Parking is permitted only within approved garages and on paved driveways.
    2. One (1) Parking Space for a Detached Accessory Dwelling Unit may be provided in tandem in an effort to preserve existing Significant Vegetation and when all other parking alternatives are

undesirable.

3. **Historic Districts.** One (1) tandem Parking Space, parking one vehicle behind another, for a Detached Accessory Dwelling Unit proposed in any residential Historic District may be provided when the Applicant has secured an Administrative Permit and Planning staff has made the following findings:

    1. Tandem Parking will not create an undue hardship for the neighborhood.
    2. Other parking options are less desirable than the proposed tandem space.
    3. Reasonable efforts, such as automatic garage door openers, lease provisions and/or limitation of garage storage, have been made to encourage the Use of all Off-Street Parking.

8. **SINGLE-FAMILY DWELLINGS DESIGNATED SIGNIFICANT OR HISTORIC ON THE PARK CITY HISTORIC SITES INVENTORY.** Detached Accessory Dwelling Units require an Administrative Permit for Single-Family Dwellings designated Significant or Historic on the Park City Historic Sites Inventory. The Planning Department shall review Detached Accessory Dwelling Units proposed for Single-Family Dwellings designated Significant or Landmark on the Park City Historic Sites Inventory for compliance with Chapter 15-13 *Design Guidelines for Historic Districts and Sites*.

9. **REQUIREMENTS FOR REVIEW**. The Applicant for a Detached Accessory

Dwelling Unit must submit a floor plan, architectural elevations, and Site plan showing any proposed changes to the Structure or Site.

10. **OWNERSHIP**. The Single-Family Dwelling shall be occupied by the Owner and the Detached Accessory Dwelling Unit shall not be sold separately.

11. **DEED RESTRICTION**. A deed restriction "Notice to Purchaser" must be filed with the County Recorder, which states:

"A permit for a Detached Accessory Dwelling Unit was issued to _____, the current Owner of this Property on _____. This permit runs with the land and is automatically transferred to the new owner by the sale or transfer of this Property, provided however, if the Use by the new Owner does not continue to comply with the conditions of approval, the permit may be invalidated by the Planning Department pursuant to Section 15-4-7.2(C). Prospective purchasers should be advised that only one (1) unit on the Property may be rented; the other must be occupied by the Owner. The Owner shall strictly adhere to all the conditions of approval and the prohibition of the rental of either Dwelling Unit for short term rentals of less than thirty (30) days."

12. **NIGHTLY RENTALS**. Neither the Single-Family Dwelling or Detached Accessory Apartment may be rented for periods of time less than thirty (30) days.

13. **HOMEOWNERS ASSOCIATION NOTIFICATION**. All Detached Accessory

Dwelling Units shall be subject to the Homeowners Association notification requirements established in Section 15-1-12(F).

B. **REVIEW**. Applicants shall submit a complete Administrative Permit application to the Planning Department for a Detached Accessory Dwelling Unit and pay the Application fee as established by the fee schedule. The Planning Department shall review and take Final Action on applications for Detached Accessory Dwelling Units pursuant to Section 15-1-8.

C. **PERMIT REVOCATION**. The Planning Department may revoke an Administrative Permit for a Detached Accessory Dwelling Unit for non-compliance with the criteria of this Section. The permittee may appeal the determination pursuant to Section 15-1-18.

. . . .

15-15-1 Definitions

. . . .

ADVERSELY AFFECTED PARTY. A person other than a land use applicant who:

(a) owns real property adjoining the property that is the subject of a land use application or land use decision; or

(b) will suffer a damage different in kind than, or an injury distinct from, that of the general community as a result of the land use decision.

. . . .

Planning Commission
Staff Report

Subject: **Landscaping**
Application: **PL-26-06865**
Authors: **Lillian Zollinger, Planner III**
Meredith Covey, Planner II
Virgil Lund, Planner III
Date: **July 8, 2026**
Type of Item: **Land Management Code Amendments**

Recommendation

Review and provide feedback on potential Land Management Code amendments to:

I. Integrate Wildland Urban Interface and Water Wise Landscaping regulations.
II. Update cladding regulations to allow fire-resistant materials.
III. Amend Significant Vegetation requirements to align with recent changes to state code.

Description

Applicant:	Planning Department
Location:	Citywide
Zoning District:	All
Sections Amended:	**Zoning District Regulations** Historic Residential Low – Density 15-2.1-9 *Vegetation Protection* Historic Residential – 1 15-2.2-10 *Vegetation Protection* Historic Residential – 2 15-2.3-14 *Vegetation Protection* Historic Residential Medium 15-2.4-13 *Vegetation Protection* Historic Recreation Commercial 15-2.5-13 *Vegetation Protection* Historic Commercial Business 15-2.6-14 *Vegetation Protection* Recreation and Open Space 15-2.7-6 *Vegetation Protection*

Protected Open Space
15-2.8-6 *Vegetation Protection*

Rural Estate
15-2.9-10 *Vegetation Protection*

Estate
15-2.10-10 *Vegetation Protection*

Single Family
15-2.11-10 *Vegetation Protection*

Residential – 1
15-2.12-10 *Vegetation Protection*

Residential Development
15-2.13-10 *Vegetation Protection*

Residential Development – Medium
15-2.14-10 *Vegetation Protection*

Residential – Medium Density
15-2.15-9 *Vegetation Protection*

Recreation Commercial
15-2.16-13 *Vegetation Protection*

Regional Commercial
15-2.17-9 *Vegetation Protection*

General Commercial 1
5-2.18-11 *Vegetation Protection*

Light Industrial
15-2.19-13 *Vegetation Protection*

Public Use Transition
15-2.22-10 *Vegetation Protection*

Community Transition
15-2.23-13 *Vegetation Protection*

Architectural Review Regulations
15-5-5(N) *Landscaping*

	Definitions 15-15-1 *Definitions* 15-15-2 *List of Defined Terms*
Reason for Review:	The Planning Commission reviews Land Management Code Amendments, conducts a public hearing, and forwards a recommendation for City Council's consideration.[1]

MCPC	Municipal Code of Park City
LMC	Land Management Code
WUI	Wildland Urban Interface

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

Background

The General Plan Sustainability Strategy 2A recommends:

- Collaborating interdepartmentally to implement actions, protocols, and policies and regularly update wildfire hazard plans and risk assessment.
    - Action: Integrate wildfire mitigation techniques like Defense Zones into the city's landscaping standards.
    - Action: Update building design and material standards to increase wildfire resiliency.

On February 25, 2026, with the recommendation of the Planning Commission, the City Council approved prioritization of Land Management Code (LMC) updates to integrate the Wildland Urban Interface (WUI) and Water Wise Landscaping requirements (Work Session Staff Report; Minutes, p. 4).

Since that time, the Planning team researched other community codes (Aspen, Breckenridge, Boise, Denver, Eugene, and Truckee), gathered background from the US Fire Administration, Utah Code, and current WUI requirements, and coordinated with the Forestry Manager and Committee and Building, Engineering, and Water Departments to develop the following recommendations.

Analysis

(I) Integrate Wildland Urban Interface and Water Wise Landscaping regulations.

The City's Wildland Urban Interface (WUI)[2] code regulates Landscaping for areas where development meets wildland vegetation that are at high risk for wildfires. LMC § 15-15-1 currently states "[a]ll Areas within the Sensitive [Land] Overlay Zone are within the

[1] LMC § 15-1-8

[2] The US Fire Administration defines WUI as "...the line, area or zone where structures and other human development meet or intermingle with undeveloped wildland or vegetative fuels."

Wildfire/Wildlife Interface Zone unless the City Fire Marshal determines otherwise based upon the amount of vegetative cover, including coniferous or deciduous trees, gamble oak or high shrub, and mixed forest, and steepness."

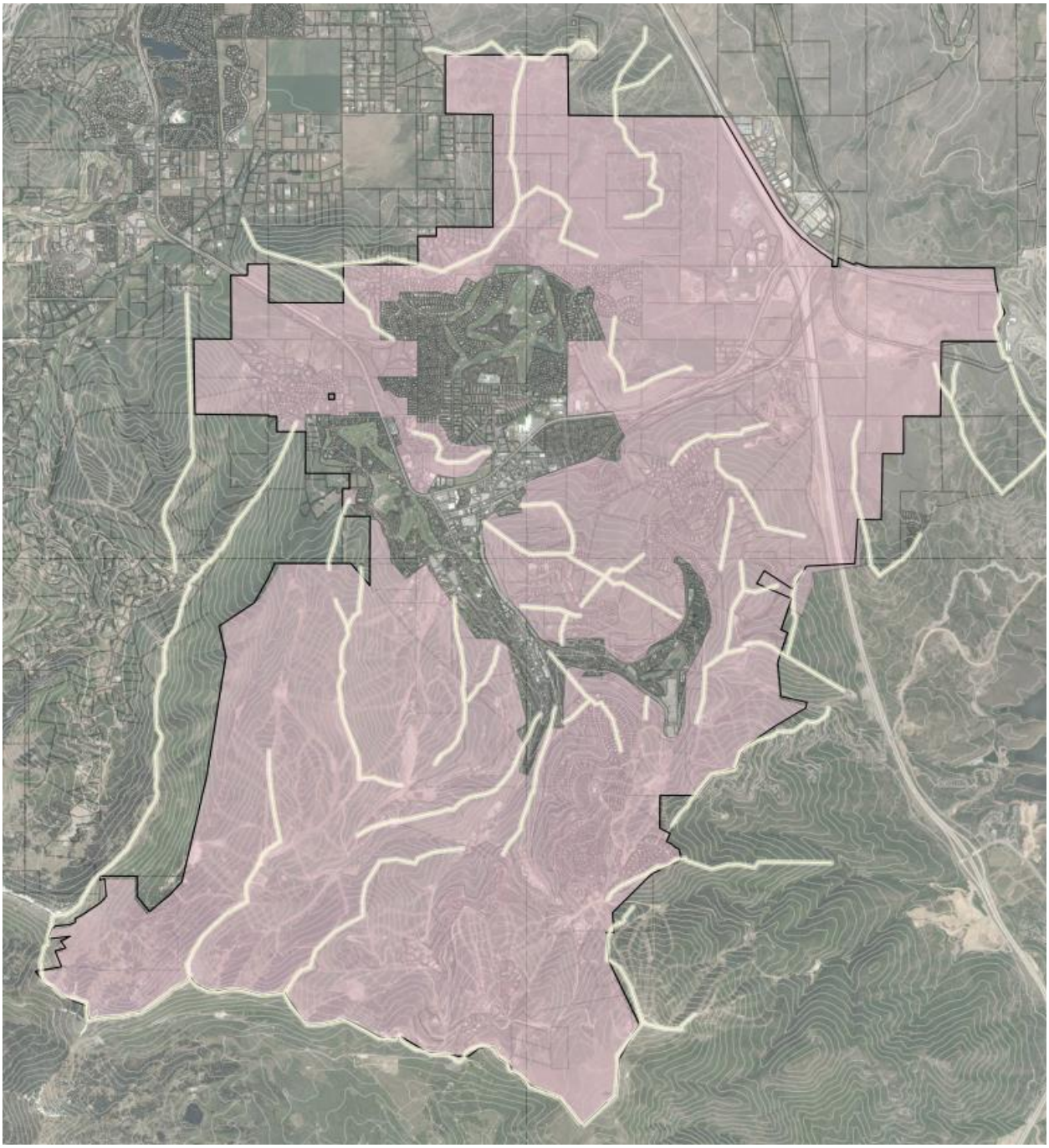

Figure 1: The City boundary is shown in black. Areas in pink are within the Sensitive Land Overlay Wildfire/Wildlife Interface Zone unless otherwise designated by the Fire Marshal.

Under current Municipal Code of Park City (MCMP) § 11-21-1, the Fire Marshal has the authority to establish Wildland-Urban Interface (WUI) zones within the City. H.B. 41 enacted by the Utah Legislature on March 25, 2026, adopts the 2024 International WUI

Code and shifts WUI mapping authority for high-risk areas to the state,[3] effective January 1, 2027.

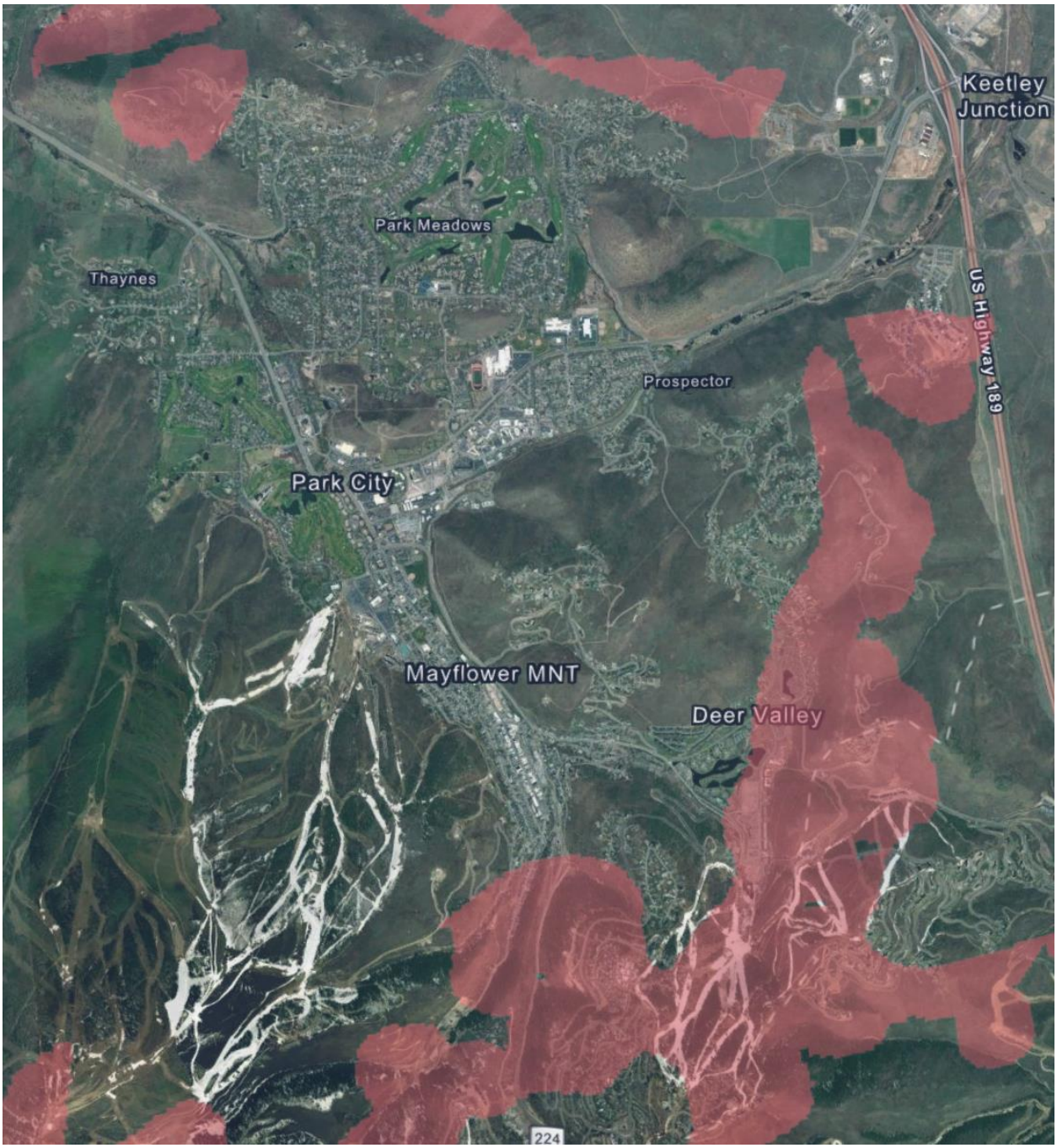

Figure 2: Excerpt from the state's High Risk WUI map; areas in red are within the High Risk WUI Boundary. This map is subject to change.

There are several areas in the City that are WUI high risk and require compliance with both City and state regulations.

[3] High Risk Wildland Urban Interface (WUI) Properties

The City's Wildland Urban Interface Code was adopted six years ago to establish best Firewise Landscaping practices in Title 11 *Building and Building Regulations*.

In 2020, the City Council approved Ordinance No. 2020-35, adopting the 2006 Utah WUI Code to:

- Promote the health, safety, quality of life, and welfare of residents and visitors.
- Implement wildfire preparation standards and allow property owners to maintain landscaping to such standards.
- Update existing regulations to align with industry Firewise standards.

These amendments also added Firewise designations to the plant list in MCPC § 14-1-5 *Regulations for Planting Trees and Landscaping in the City's Right-of-Way*, defined "Defensible Space" and "Firewise Landscapes/Landscaping," and established WUI review for the Sensitive Land Overlay, Annexations, and Master Planned Developments.

Defensible Space[4] is defined in the LMC as "[a]n area either natural or man-made, where material capable of allowing a fire to spread unchecked has been treated, cleared, or modified to slow the rate and intensity of an advancing wildfire and to create an area for fire suppression operations to occur. See Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code for further City requirements."

Firewise Landscaping is defined as "[l]andscaping and related materials designed to align with requirements of Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code."

WUI requirements are triggered in Park City for new construction and additions, as well as for remodels that are valued more than $50,000. Applicants are provided with a worksheet to help navigate the WUI requirements related to home hardening, defensible space, and roofing.

The City's Water Wise Landscaping code was adopted three years ago to update Landscaping practices in Title 15 *Land Management Code*.

In 2023, the City amended the LMC Landscaping standards to implement best Water Wise practices (Ordinance No. 2023-10). These standards are codified in LMC § 15-5-5(N) *Architectural Design Guidelines – Landscaping* to incorporate drought-tolerant plants that require minimal irrigation to reduce water usage and prepare for water shortages.

Currently, LMC § 15-5-5(N) requires 50% of Landscape plans to comply with Water Wise requirements. LMC § 15-15-1 defines Water Wise Landscaping as "[a] landscaping method developed especially for arid and semiarid climates utilizing water–

[4] LMC § 15-15-1

conserving techniques such as the use of non-invasive drought-tolerant plants, mulch, and efficient irrigation that reduces the need for supplemental irrigation. Installation of plant materials suited to the microclimate and soil conditions that can remain healthy with minimal drip irrigation once established, be maintained without the use of overhead spray irrigation, use water for outdoor irrigation through proper and efficient irrigation design and water application such as Hydrozoning, use of other landscape design features that minimize the need of the landscape for supplemental water from irrigation, or reduce the landscape area dedicated to Lawn/Turf."[5]

Water Wise Landscaping regulations apply to all projects Citywide.

One of the challenges for Applicants is that Landscaping regulations are codified in two different Titles: WUI regulations are in MCPC Title 11 *Building and Building Regulations* and Water Wise Landscaping regulations are in MCPC Title 15 *Land Management Code*. Integrating WUI requirements into Water Wise Landscaping regulations will simplify and streamline the review process for both Applicants and City staff.

> **There is an opportunity to incorporate WUI regulations into the Land Management Code to (a) establish Wildland Urban Interface Zones in the overall Landscaping requirements, (b) allow for more rocks/gravel adjacent to structures, (c) explore limiting landscaping in certain areas to Firewise plants, (d) distinguish WUI requirements in Historic Districts, and (e) update Water Wise regulations.**
>
> **(a) Establish Wildland Urban Interface Immediate, Intermediate, and Extended Zones in overall Landscaping requirements.**

To encourage wildfire resilience throughout the City, the Planning team proposes LMC amendments that update Landscaping requirements to more closely align with WUI requirements. WUI regulations establish three ignition zones, the Immediate, Intermediate, and Extended Zones.

[5] In 2023, the City council approved the Landscape Incentive Program (LIP) to allow property owners to receive a water rebate for removing existing lawn/turf and replacing it with Water Wise landscaping. The City Council specifically directed this program to use Firewise plants listed in MCPC § 14-1-5, which limits the number of plants Applicants can use. The proposed LMC updates, in coordination with the Water Department, would allow applicants to propose a wider array of Water Wise and Firewise plants, allowing for more biodiversity within the City.

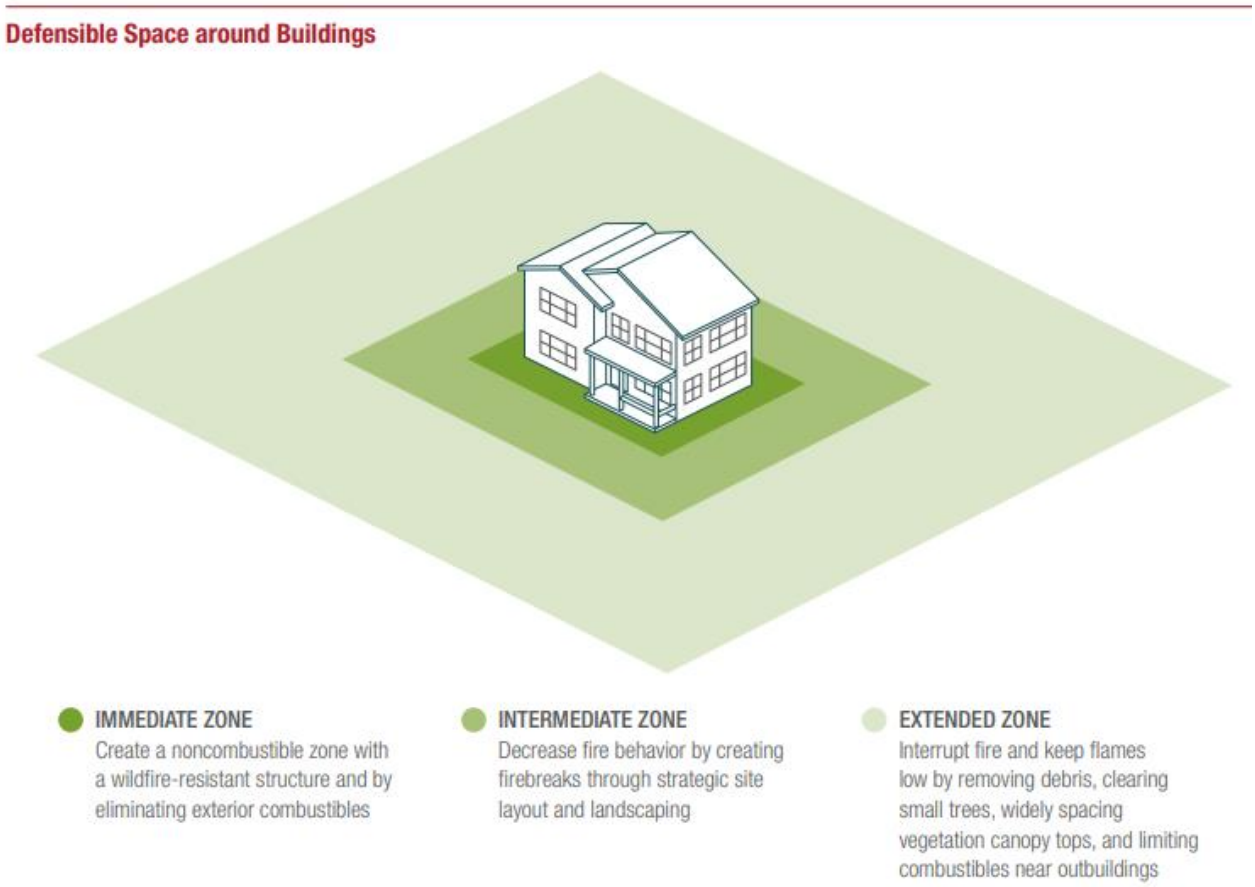

Figure 3: Defensible Space zones, image from the Urban Land Institute.

The LMC currently identifies and defines the Immediate Ignition Zone[6] as "[t]he area extending from zero (0) to five (5) feet from any Structure, any overhang, or deck attached to a Structure" and the Immediate Ignition Zone[7] as "[t]he area extending from the edge of the Immediate Ignition Zone to a distance not to exceed 30 feet." The LMC does not define the Extended Zone, but MCPC § 11-21-1(I) defines the Extended Ignition Zone as "[t]he edge of the Intermediate Ignition Zone to a distance not to exceed 100 feet, which may include an area outside of the established LOD[.]"

Staff recommends updating Landscape requirements to follow the Ignition Zones to create Defensible Space as outlined in MCPC Chapter 11-21 *Utah Wildland-Urban Interface Code,* and distinguish three Landscaping Zones, wherein:

- The Immediate Ignition Zone is 0 to 5 feet from any Structure.
- The Intermediate Ignition Zone is 5 to 30 feet from any Structure.
- The Extended Ignition Zone is 30 to 100 feet from any Structure.

[6] LMC § 15-15-1
[7] LMC § 15-15-1

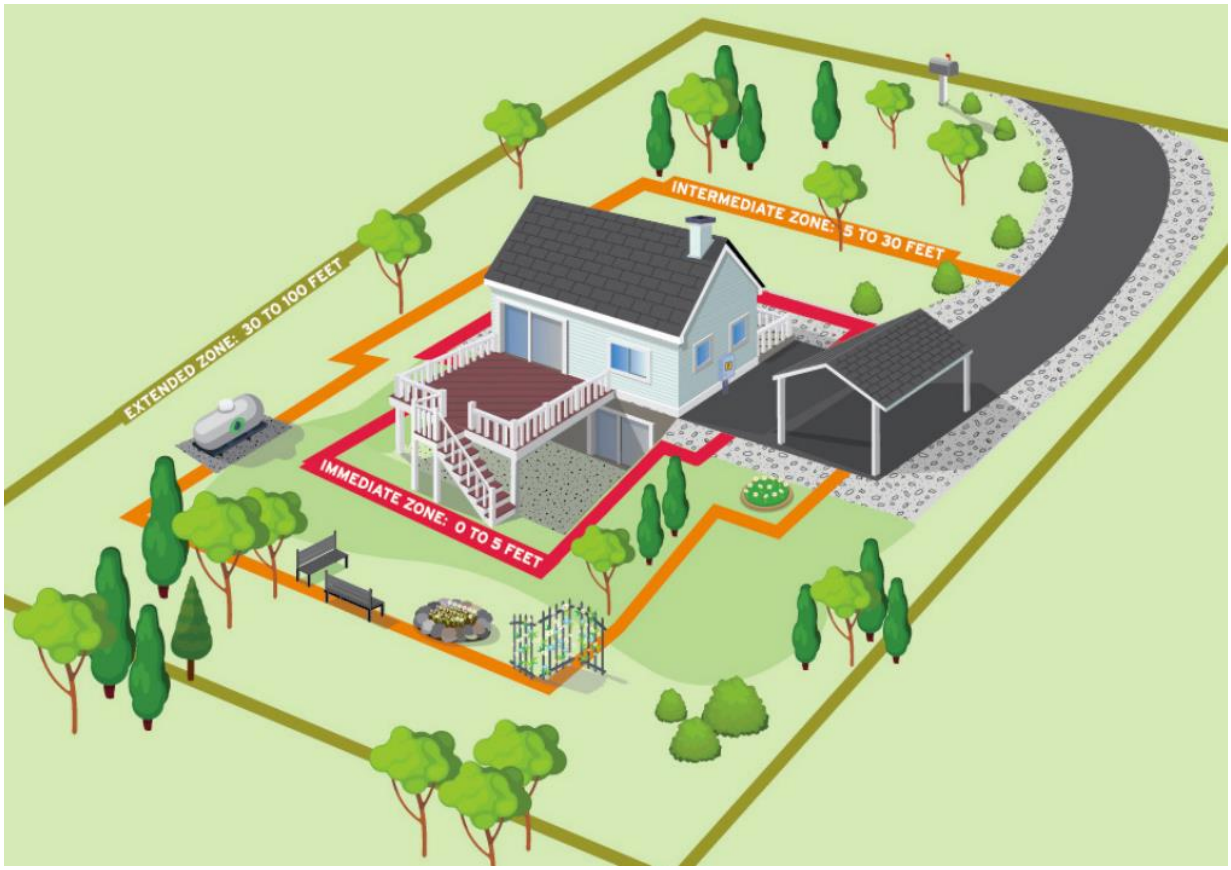

Figure 4: Diagram from the National Fire Protection Agency delineating the three Home Ignition zones.

Staff recommends the following be added to LMC § 15-5-5(N) to incorporate the WUI Zones:

The following Landscaping is allowed in the:

a. Immediate Ignition Zone (0-5 feet from any Structure)

(1) Defensible Space: gravel, rocks, sand, boulders, pavers, dirt, or other defensible materials reviewed by the Planning and Building Departments.

(2) Firewise plants.

(A) A list of Firewise plants is available for reference in the Planning and Building Departments. Plants not on the list can be reviewed by the Planning and Building Departments and allowed if determined to meet Firewise criteria outlined in MCPC Chapter 11-21.

(3) Lawn/Turf.

(4) Irrigation.

(5) Sidewalks and patios.

(6) Water Features.

b. Intermediate Ignition Zone (5-30 feet from any Structure)

(1) Rock coverage up to no more than 20% of the total Landscaped Area on the Lot, including the Immediate and Extended Ignition Zone.

(2) Firewise plants covering approximately 50% (at plant maturity) of the Landscaped Area in the Immediate Ignition Zone and planted to comply with WUI requirements.

(A) A list of Firewise plants is available for reference in the Planning and Building Departments. Plants not on the list can be reviewed by the Planning and Building Departments and allowed if determined to meet Firewise criteria outlined in MCPC Chapter 11-21.

(3) Firewise trees, a minimum of 10 feet from any Structure.

(4) Water Features.

(5) Lawn/Turf.

(6) Irrigation.

(7) Sidewalks and patios.

c. Extended Ignition Zone (30 feet or beyond from any Structure)

(1) Rock coverage can be no more than 20% of the total Landscaped Area on the Lot, including the Immediate and Intermediate Ignition Zone.

(2) Plants, shrubs, vegetation. Recommended to be Firewise, Water Wise, or native.

(3) Trees a minimum of 10 feet from any Structure. Recommended to be Firewise, Water Wise, or native.

(A) As reviewed by the Fire Code Official, defensible space improvements may be required/recommended to remove dead and dying vegetation for compliance with WUI requirements.

(4) Lawn/Turf.

(5) Irrigation within five feet of new plantings. Irrigation is not allowed for natural or undeveloped vegetative areas.

Any items not listed above in a specific area can be reviewed by the Planning and Building Department for compliance with Zoning Regulations and WUI.

Staff also recommends adding the Extended Ignition Zone to LMC § 15-15-1 *Definitions*

to create continuity with WUI requirements:

> **Wildland Urban Interface Extended Ignition Zone -** The edge of the Intermediate Ignition Zone to a distance not to exceed 100 feet.

(b) Update Rock Coverage Landscaping requirements to allow certain fire-resistant materials within the Immediate Ignition Zone 0-5 feet from any Structure.

LMC § 15-5-5(N)(4)(a)(4)(D) currently regulates that rock coverage cannot be more than 20% the landscaped area on any Lot. Often, property owners that want to create Defensible Space around their homes propose to do it with gravel or rocks. For smaller lots, the 20% limitation does not allow enough rock coverage to cover the Immediate Ignition Zone (0-5 feet from any Structure).

To better reflect Immediate Ignition Zone requirements, staff recommends allowing Rock Coverage with no limitations (gravel, rocks, or boulders) within the Immediate Ignition Zone (0-5 feet from any Structure) to allow for the least flammable materials to be closest to the home to help provide a fire break. Outside the Immediate Ignition Zone, rock coverage would be limited to a total of 20% coverage on the entire lot to encourage the reduction of the Urban Heat Island effect.

(c) Explore limiting landscaping in certain areas to plants that are Firewise.

LMC § 15-5-5(N)(4)(g) currently requires 50% of the total vegetation on a site to be Water Wise. However, the WUI code states only Firewise vegetation is allowed in the WUI Immediate and Intermediate Ignition Zone.[8] Staff recommends incorporating the WUI requirements into the Water Wise Landscaping regulations and only allowing Firewise plants 0-30 feet from any Structure.

Firewise plants would be optional in the Immediate Ignition Zone, if an Applicant would prefer no vegetation in the area closest to the dwelling. To still promote vegetation and plantings, the current 50% plant coverage requirement would be moved to the Intermediate Ignition Zone, but Firewise plants would be required instead of Water Wise. Often, Firewise plants are also Water Wise.

(d) Distinguish WUI requirements in Historic Districts.

Lots in the Historic District are typically smaller than Lots found elsewhere within the City. Old Town Lots 25-feet-wide and 75-feet-long require Side Setbacks of 3 feet, which is smaller than the Immediate Ignition Zone (0-5 feet from any Structure).

If the same proposed WUI landscaping regulations are applied to the Historic District and Historic Sites, very few trees would be allowed, and vegetation would be minimal throughout Old Town.

[8] MCPC § 11-21-1(H)

Currently, WUI code states, “[a]ny building, structure, landscape, streetscape or site may be exempted from [the 2006 Utah Wildland-Urban Interface Code] if, a structure is listed on or officially determined eligible for the Register of Historic Places or is located within a Historic District and it is determined by the Planning Director, and approved by the Fire Code Official, that the exemption of said structure/property or resource will not create an additional fire hazard in the immediate vicinity of the structure/property or resource.” [9]

Staff recommends that the Historic Districts continue to be exempt from the proposed code amendments to allow for vegetation coverage in the Immediate Ignition Zone and that WUI landscaping review within Historic Districts remain at the discretion of the Fire Marshal.

(e) Update Water Wise regulations.

In 2023, the Water Wise Landscaping requirements were adopted to require the planting of native and drought tolerant plants that use less water than other plants, as well as limiting spray irrigation to Lawn/Turf. The current code requires that 50% of the plants on site be Water Wise. For the most part, this requirement works, except when in conflict with WUI requirements. The proposed updates above resolve this.

Additionally, there are opportunities to update the Water Wise Landscaping requirements to clarify water features and gardens.

(1) Evaluate water feature regulations.

Water features are currently allowed in all Zoning Districts and the LMC does not outline criteria for review. This means property owners can add any sized water feature such as waterfalls, streams, ponds, etc. to their property. However, there are opportunities to establish limitations on water features for properties.

Staff recommends establishing criteria for water features based on Lot size. For example, the surface area could be limited to a total square footage or percentage of Lot size and staff is evaluating potential limitations.

Staff also proposes adding a definition to LMC § 15-15-1 similar to Aspen’s:[10]

> **Water Features -** A design element in which water serves primarily as an aesthetic or decorative use. Includes, but is not limited to, ponds, lakes, waterfalls, jets, fountains, artificial streams, water stairs, or cascades wherein water is artificially supplied to create or operate the feature.

(2) Update Water Wise landscaping to address garden spaces.

[9] MCPC § 11-21-1
[10] City of Aspen Water Efficient Landscaping Standards

Currently, the Landscaping code requires 50% plants to be Water Wise and this has presented questions regarding garden spaces and how these fit into the total allowable irrigated area and the types of plants that may be proposed. As a result, staff continues to research potential definitions and exceptions that can be added to the LMC to clarify gardens and to evaluate how these fit within both WUI and Water Wise regulations.

(II) Update cladding regulations to allow fire-resistant materials.

The General Plan Sustainability Strategy 2B recommends:

- Developing programmatic approaches to assess wildfire risk on a more individualized basis and thoughtfully target spot mitigation improvements.
    - Action: Establish a Fire Property Assessment Program to allow property owners to understand their individualized risks and receive unique mitigation plan guidance. Utilize the most up to date resources from local, state, and federal sources.
    - Action: Provide resources to encourage creating defensible space for wildfire protection. Example from Summit County, Colorado.
    - Action: Offer a grant program to incentivize public-private partnerships in developing wildfire-resilient projects and improvements such as fire detection equipment, fuel reduction activities, and emergency signage additions.

However, pursuant to Utah Code § 10-9a-534, no affirmative requirements may be imposed on "building design elements" for new Single-Family or Duplex Dwellings outside of our Historic Districts. While there are limited updates to the LMC that staff recommends, there are also opportunities to incentivize homeowners with properties or projects that do not require WUI compliance to update landscaping to improve fire resiliency throughout the City through education, resources, and grants.

The recommendations below are specific to properties outside of the Historic Districts. Special considerations for materials within Historic Districts are outlined in LMC Chapter 15-13 *Regulations for Historic Districts and Historic Sites* and are not proposed to be amended. The Historic District regulations were recently amended to allow more flexibility for materials on non-historic homes and additions to historic structures within Historic Districts with special consideration of fire-resistant criteria.

(a) Siding materials.

Currently, the Architectural Design Guidelines in LMC § 15-5-5 prohibit certain siding but provide no guidance regarding materials best suited for Park City.

LMC § 15-5-5(B) prohibits thick shake shingles, ceramic tiles, slump bloc, weeping mortar, plastic or vinyl siding, used brick, synthetic stone products such as simulated stone or brick, cultured stone or brick, pre-cast stone or concrete imbedded with stone fragments, lava rock, clinkers, asphalt siding, plywood siding, aluminum siding, and vinyl or other similar material derived from petroleum. Vinyl, metal, plywood, and

synthetic stone are prohibited unless granted an exception by the Planning Director. These materials have not been updated for decades and there have been many advances in new types of siding that meet enhanced sustainability, durability, and fire-resistance criteria.

The Advancing Standards Transforming Markets (ASTM) Standard Test Method for Surface Burning Characteristics of Building materials outlines the requirements[11] to determine fire resistance. For materials to pass the test, they must withstand a 10-minute flame exposure. Class A or Class I products have the highest fire resistance.

The California Department of Forestry and Fire Protection published a State Fire Marshal listed WUI Products handbook[12] that outlines products that meet their requirements for fire-resistance and WUI compatibility.

There is an opportunity to amend the LMC to allow flexibility for new materials that meet enhanced standards and staff recommends:

- Allowing fire-resistant (Class A) metal as a siding material.
- Allowing fire-resistant siding materials for Commercial development.
- Creating a resource outlining fire-resistant siding materials best suited for our climate for Residential development.

Staff continues to compile a list of recommended siding materials for review and consideration.

(b) Roofing.

LMC § 15-5-5(E) currently prohibits untreated aluminum or metal (except copper) roofs, reflective materials, brightly colored roofing, wood shingles (with some exceptions), and roof ornamentation.

The WUI regulations in MCPC § 11-21-1 require a Class A roof or assembly. Class A roofs[13] provides the greatest protection from fire and are typically made of clay tiles, slate, asphalt glass fiber composition shingles, or concrete tiles. Aluminum, steel, recycled plastic, or rubber roofs can also meet the Class A requirements “by assembly” with other materials between the roof and sheathing.

Staff recommends:

- Removing exceptions for wood roofs.
- Adopting fire-resistant roofing materials regulations for Commercial development.
- Creating a resource of fire-resistant roof materials best suited for our climate for Residential development.

Staff continues to compile a list of recommended roof materials for review and

[11] ASTM E84-21a
[12] State Fire Marshal Listed Wildland Urban Interface (WUI) Products Handbook
[13] See Park City WUI Code Worksheet page 3 for Class A roof requirements

consideration.

(III) Amend Significant Vegetation requirements to allow for Wildland Urban Interface improvements to Landscaping and to align with recent changes to state code.

LMC § 15-15-1 defines Significant Vegetation as "…all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line."

Each Zoning District requires preservation of Significant Vegetation for developments, but these requirements were not integrated into the Landscaping regulations. In 2023, the City amended the LMC Landscaping standards to include protection of Significant Vegetation (Ordinance No. 2023-10).

However, earlier this year, the Utah Legislature adopted H.B. 215, which states that a municipality may not prohibit a property owner from removing vegetation in a designated WUI area or prohibit required removal for WUI compliance.

Based on the state's requirements, staff recommends LMC § 15-5-5(N)(4)(i) be updated to:

- Identify Significant Vegetation on Landscape plans.
- Establish a process for Applicants to submit an arborist report to evaluate the condition of Significant Vegetation.
- Allow for removal of Significant Vegetation in properties designated by the state as high-risk WUI areas, or as required by the City for compliance with WUI standards.

Additionally, this means that all Zoning District *Vegetation Protection* Sections must be updated to allow for removal of Significant Vegetation in WUI areas.

Staff recommends the language be updated for all Zoning Districts as follows:

> The Property Owner must protect Significant Vegetation that is compliant with Wildland Urban Interface requirements outlined in Municipal Code of Park City Chapter 11-21 or as required by Utah Code during any Development activity. Significant Vegetation includes large trees six inches (6") in diameter or greater measured four and one-half feet (4½') above the ground, groves of small trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
>
> Development plans must show all Significant Vegetation within twenty feet (20') of a proposed Development. The Property Owner must demonstrate the health and viability of all large trees through a certified arborist. The Planning Director shall determine the Limits of Disturbance and may require mitigation for loss of Significant Vegetation consistent with Landscape Criteria in Sections 15-3-3 and

15-5-5(N), and Title 14.

(V) Staff requests Planning Commission Input.

Does the Planning Commission:

- *Find the proposed updates meet the goals discussed in previous work sessions?*
- *Recommend refinement or revisions to the scope of the amendments listed above?*
- *Recommend consideration and evaluation of additional items?*
- *Request additional information to clarify the proposed amendments?*

Department Review

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