PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
October 11, 2023

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually. Click here for more information.

REGULAR MEETING - 5:30 p.m.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes From September 13, 2023

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. CONTINUATIONS

5.A. **Bald Eagle Club at Deer Valley Unit 55 Third Amended (7875 Bald Eagle Drive) - Plat Amendment** - The Applicant Proposes to Modify the Plat for Unit 55 to Reflect the As-Built Single-Family Dwelling in the Residential Development Zoning District. PL-23-05609 (1 min.)
(A) Public Hearing; (B) Continue to October 25, 2023

6. WORK SESSION

6.A. **220 King Road - Plat Amendment and Conditional Use Permit** - The Applicant Proposes to Combine Two Parcels into One Lot and Construct a New Single-Family Dwelling Located off King Road, Which Will Replace the Two Existing Dwellings at 220 King Road. PL-22-05318, PL-22-05319, continued from October 26, 2022. (90 mins.)

6.B. **Land Management Code Amendments** – The Planning Commission Will Discuss Potential Land Management Code Amendments to Update the Electric Vehicle Charing Station Regulations, Woodburning Stove Regulations to Align with Summit County, and Voluntary Net-Zero Incentives. PL-23-05672 (60 mins.)

7. REGULAR AGENDA

7.A. **103 Alice Court - Modification to a Steep Slope Conditional Use Permit** - The Applicant Proposes to Reduce a Tandem Garage to a Single Car Garage and Add an Adjacent Second Garage Entrance. PL-23-05804 (15 mins.)
(A) Public Hearing; (B) Action

8. ADJOURNMENT

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
SEPTEMBER 13, 2023

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Vice Chair Christin Van Dine, Laura Suesser, Bill Johnson, John Frontero, Henry Sigg, Rick Shand

EX OFFICIO: Rebecca Ward, Assistant Planning Director; Alexandra Ananth, Senior City Planner; Caitlyn Tubbs, Senior Historic Preservation Planner; Lillian Zollinger, City Planner; Jack Niedermeyer, City Planner; Spencer Cawley, City Planner; John Robertson, City Engineer; Rebecca Gutknecht, City Engineer; Mark Harrington, City Attorney

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1. ROLL CALL

Chair Sarah Hall called the meeting to order at approximately 5:30 p.m. She advised that all Commissioners were present either in person or via Zoom, with the exception of Commissioner Henry Sigg and Commissioner Rick Shand, who were not yet present.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from August 9, 2023.

MOTION: Commissioner Christin Van Dine moved to APPROVE the Planning Commission Meeting Minutes from August 9, 2023. Commissioner Bill Johnson seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission. Commissioner Sigg and Commissioner Shand were not present for the vote.

B. Consideration to Approve the Planning Commission Meeting Minutes from August 23, 2023.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from August 23, 2023. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission. Commissioner Sigg and Commissioner Shand were not present for the vote.

Chair Hall noted that Commissioner Sigg had joined the meeting via Zoom.

PENDING APPROVAL

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Assistant Planning Director, Rebecca Ward reported that the Council Retreat would take place on September 21, 2023. The Council was scheduled to discuss the General Plan and a Request for Proposal timeline. On September 26, 2023, from 5:30 to 7:00 p.m., the City's consultants, Lisa Wise Consulting, Cascadia Partners, and Fehr & Peers would host a community workshop on Land Management ("LMC") Amendments to incentivize affordable housing, as well as the establishment of Transportation Demand Management strategies. Staff would send out more information on how to participate in this workshop and advised that both in-person and online options would be available.

Commissioner Johnson reported that he had been following the landslide that occurred at Rothwell Road, and requested that at the next meeting, Staff provide an update on the investigation and the geotechnical report. He felt it was relevant for the Planning Commission as they look at snow storage on Steep Slopes and Master Developments like the one on Rothwell Road. Commissioner Suesser supported this request. Assistant Director Ward noted Commissioner Johnson's request.

Commissioner Suesser commented that the damage and destruction on the hillside seemed to be worse now than at the time of the initial landslide. She was curious as to how it was being addressed and who was responsible for shoring the hillside. She also wanted to know about the plan to address the landslide. Commissioner Suesser also expressed community concern regarding the home being built on Northstar Road off Lowell Avenue. She noted that the driveway was being pushed out across the public/private road to give the homeowner a way to maneuver up the driveway. She hoped the Building Department was watching this, as she did not recall seeing that in the plans approved by the Planning Commission. Assistant Director Ward stated she would follow up. Commissioner Suesser added that significant retaining walls were being installed and was unsure if the owner owned the other side of the road. She expressed concern about whether the owner was going outside their property line.

Assistant Director Ward asked if there was consensus from the Planning Commission for an update on the landslide to be provided on September 27, 2023. Commissioner John Frontero confirmed there was consensus. Assistant Director Ward also confirmed that an update on the Northstar Road inquiry would also be provided. Commissioner Suesser suggested that the Building Department visit that site immediately. There were no further communications or disclosures.

5. CONTINUATIONS

A. 1415 Lowell Avenue - Condominium Plat Amendment - The Applicant Requests an Amendment to the Resort Center Condominiums Phase 1B First Amended to Expand an Interior Second Level Loft. PL-23-05760.

Chair Hall opened the public hearing. There was no public comment.

PENDING APPROVAL

Commissioner Suesser asked about the reasons for the continuation. Assistant Director Ward understood that the continuance was requested to allow for further information from the applicant and confirmation of the Homeowners' Association ("HOA") approval.

MOTION: Commissioner Suesser moved to CONTINUE 1415 Lowell Avenue – Condominium Plat Amendment – and the public hearing thereon, to October 25, 2023. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission. Chair Hall noted that Commissioner Sigg was offline.

6. REGULAR AGENDA

A. 317 Ontario Avenue - Steep Slope Conditional Use Permit - The Applicant Seeks to Construct an Addition to a Significant Historic Structure on a Steep Slope in the Historic Residential (HR-1) Zoning District. PL-23-05600.

Senior Historic Preservation Planner, Caitlyn Tubbs stated that the site is located in the Historic Residential – 1 ("HR-1") zone, and has a Steep Slope with a grade of approximately 42%. The site is also home to a miner's cabin which is a Significant Historic Structure. Planner Tubbs explained that the existing footprint for the miner's cabin was approximately 540 square feet, and the applicant was seeking to construct a 303-square-foot addition. She stated that the Historic Preservation Board approved material deconstruction on July 5, 2023, following a public hearing. Planner Tubbs added that because the lot was 1,875 square feet, the LMC would allow for the Steep Slope Conditional Use Permit ("SSCUP") to be heard administratively by Planning Staff. However, because the applicant requested additional height for the proposed addition with a single-car garage, it was brought before the Planning Commission. She presented a photograph of the existing Historic Structure and a view of the rear of the structure where the proposed addition would be constructed. The proposed Site Plan showed that the location of the existing Historic Structure encroached onto the property to the south by a few feet. She noted, however, that the new construction would comply with Setbacks.

Planner Tubbs also presented elevations to the Planning Commission for consideration of the SSCUP request as well as the request for additional height. She explained that the scope of the review was directly related to the SSCUP. Design review would be subject to a future public hearing, and the design of the overall addition was not within the purview of the Commission's review at this meeting. A rendering of the front of the proposed addition was presented, and Planner Tubbs highlighted a man-door to the south and a single-car garage towards the center of the proposed structure.

Planner Tubbs also presented some cross-canyon elevations to provide an idea of the visibility of the site and the proposed structure. She also presented an image showing the mass and scaling of the proposed addition in comparison with the streetscape. She explained that the LMC allowed additional Building Height up to 35 feet from existing grades whereas the zone typically only allowed 27 feet from grade to the highest point in the building. The required standards were outlined in the Staff Report.

The applicant proposed an additional height of up to 32'7" from the existing grade. Planner Tubbs noted that the total interior Building Height would be 35 feet, which complied with the zoning requirements. The proposed additional height on the southern side of the property was 29'2",

PENDING APPROVAL

and on the northern side of the property, it increased to 32'7" while maintaining the interior height of 35 feet.

Planner Tubbs referenced the public input received and included it in the Staff Report. She noted that the main concerns centered on the potential impact on public utility service during construction, soil stabilization, and shoring methods, and the effects of construction on nearby adjacent structures. Planner Tubbs highlighted Conditions of Approval 4, 5, and 6, and noted that while they were fairly standard, they were directly related to those aspects of SSCUPs they hear about the most. Pursuant to Conditions of Approval 4 and 5, the applicant would be required to provide a geotechnical report and shoring plan, along with soil stabilization details. These reports would need to be reviewed and approved by the City Engineer before the applicant could apply for a Building Permit.

Condition of Approval 6 would require the applicant to secure access agreements or encroachment agreements prior to the issuance of the Building Permit. She noted this was standard practice for construction on Steep Slopes as well as construction that takes place within five feet of property lines.

She noted the proposed revision to Condition of Approval 17 as follows:

> "The owner shall demonstrate compliance with all adopted Nightly Rental regulations, including off-street parking, and obtain a license per Section 453 of the Municipal Code of Park City, Utah prior to using the property as a Nightly Rental."

She explained that this language was amended to clarify the process the applicant must adhere to if they decided to utilize the property as a Nightly Rental.

Commissioner Suesser commented that this Condition read as though it was already approved, and observed that they were deciding Nightly Rentals on a case-by-case basis in this neighborhood. Assistant Director Ward explained that Nightly Rentals were allowed in this zone, and this Condition would require the applicant to go through the Business License review.

Commissioner Frontero asked about the difference in the parking requirements depending on whether the structure would be used as a primary residence versus a Nightly Rental. Planner Tubbs explained there is a formula and noted that the parking requirement for Nightly Rentals was based on the number of bedrooms whereas a typical Single-Family Dwelling must have two off-street parking spaces. She noted that Historic Sites were exempt from that regulation. She explained that since this was a Historic site, the applicant would not be required to provide off-street parking; however, with the proposed garage, the applicant proposed one off-street parking space.

Commissioner Suesser suggested clarifying Condition of Approval 17 regarding off-street parking and asked how many bedrooms were in the home. Planner Tubbs advised there would be three bedrooms in the home, and reiterated that a Historic site was exempt from the parking requirements. If the owner expanded the use to include Nightly Rentals, they would be required to provide those off-street parking spaces. Commissioner Suesser stated they could include a Condition of Approval requiring two parking spaces for Nightly Rentals.

Planner Tubbs explained that they revised Condition of Approval 17 to account for any changes to the LMC or the Code in the future, as opposed to calling out a specific requirement.

PENDING APPROVAL

Commissioner Suesser commented that because this is a Historic home unless the Commission included the requirement for off-street parking, it would still be exempt. Assistant Director Ward added that the applicant proposed one parking space in the garage and could satisfy the second parking space on the driveway. Planner Tubbs noted that the driveway would not be deep enough to park a vehicle without it encroaching into the Right-of-Way.

Commissioner Frontero observed the importance of this distinction and understood the garage would satisfy one off-street parking space. If the formula for determining the required parking for a Nightly Rental showed that they would need two off-street parking spaces, the current proposal would not meet that requirement.

Commissioner Suesser felt the driveway needed to be deeper. Commissioner Frontero noted that having only one parking space would preclude the owner from using the property as a Nightly Rental. Commissioner Van Dine commented that it was better this way because the owner would not be able to have a Nightly Rental. Even though Nightly Rentals were allowed in this zone, the owner could only have a Nightly Rental if they met the requirements.

Assistant Director Ward stated that Historic Structures were exempt from the parking requirements, and additional parking requirements come into play if there are more than six bedrooms. Commissioner Van Dine understood that having a Nightly Rental would not supersede the fact that the building is a Historic Structure. Assistant Director Ward stated that was correct unless the Historic Structure was in an area where Nightly Rentals were a conditional use.

Commissioner Johnson asked about regulations regarding street parking on this road. Planner Tubbs stated she would defer that question to the City Engineer, but noted that the street was very narrow.

In response to an inquiry from Commissioner Frontero, Planner Tubbs stated she was not aware that the home was being currently used as a Nightly Rental. She deferred to the applicant and the applicant's representative.

The applicant's architect, Jonathan DeGray, AIA, deferred to the Applicant, Mary Louden. Applicant Louden stated that the home was currently used as a Nightly Rental, but their goal with the addition was to make this a private seasonal family residence. She advised that it had been licensed as a Nightly Rental, but they had not had the property actively listed since March 2022. Applicant Louden stated that there Is very limited parking along Ontario Avenue, and noted there was a spot across the street from 317 Ontario where users of the property park. Commissioner Frontero observed that the garage would provide an off-street parking space for the home.

Commissioner Suesser asked the Applicant about the length of the currently designed driveway, and whether it was possible to design it to accommodate a vehicle. Architect DeGray explained that Ontario Avenue cuts through the property on an angle. He noted the driveway on the north side was approximately 23 feet, but the problem is that the line next to the driveway is the edge of the road, which cuts the length of the site so that the south side of the driveway could only be 15 to 16 feet.

Architect DeGray stated that while the driveway will be large enough for a vehicle, it would not technically meet the requirements of the Code for a 9' x 18' parking space. He stated it was close, but was not technically compliant. He added that to make the driveway bigger, they would have to make the garage smaller and non-compliant. Therefore, the emphasis was to make the garage

PENDING APPROVAL

as big as possible, even though it would not be full-size. He stated that while the garage would be usable, it would be less than that required by the Code. He noted there were a number of things that dictated the shape and height of the proposed building.

Commissioner Frontero asked why the additional height was needed. Architect DeGray responded that it was the result of the choice of the roof shape. He noted the Code required a 7:12 roof pitch off the street, and they were able to achieve that due to the exception in the Code that allowed for the garage to exceed the height with the steeper roof pitch. During discussions with Staff, this design was the preferred solution in the context of the street elevation compared to the other homes.

Architect DeGray stated they could go to a flat roof or very low-sloped roof, but the preference was to have more of an Old Town feel to the property by having the more traditional steep roof.

Commissioner Frontero asked if there would be any livable space or storage area above the garage. Architect DeGray stated that nothing was planned for that space above the garage.

Commissioner Suesser asked about the height compared to the home to the south of this property and requested information on the height and elevations. She wanted to know whether the additional two feet requested for this home would make it higher than the neighbor's home. Architect DeGray noted that the house to the south was quite large. Planner Tubbs presented the plan set to the Commission and noted the interior dimension of the garage was 16'10" in depth. A typical single-car garage was required to be 20 feet in depth; however, pursuant to the LMC section under which the applicant proposed the additional height, it must not exceed the minimum dimension of a parking space.

Planner Tubbs read the following language from the Code: "The depth of the proposed garage cannot exceed the minimum depth for internal parking spaces." The standard internal parking space is required to be 20 feet in depth, and complex spaces can only be 16 feet in depth. Architect DeGray noted that pursuant to the survey, the adjacent home has a ridge height of 7,219.9 feet and the ridge elevation of the proposed addition was 7,219 feet 10 inches. Therefore, they would be virtually the same elevation.

Commissioner Suesser felt that would be quite tall against Ontario Avenue. She noted that it appeared there was livable space above the garage in the home to the south.

Commissioner Frontero felt that if the reason for the increased height was to allow for a pitch and shape similar to the streetscape, that was a fine goal. He would be more comfortable, however, if they conditioned the additional height and the garage specifically so that livable space would not be an allowed use over the garage.

Commissioner Van Dine agreed that for purposes of aesthetics, she would be on board with such a condition. Architect DeGray stated that would be agreeable.

Chair Hall also agreed with Commissioner Frontero and suggested revisiting the proposed additional Condition of Approval following Staff's presentation and public comment.

Planner Tubbs stated that Staff recommended the Planning Commission review the SSCUP, conduct a public hearing, and consider approving the SSCUP according to the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter.

PENDING APPROVAL

Commissioner Johnson understood that the applicant would deconstruct the original Historic Structure, which was currently a Legally Non-Conforming Structure. Planner Tubbs advised the Historic Structure was Legally Non-Conforming in terms of Setbacks, as it encroaches on the property to the south. She added that the neighbor to the north encroached on the applicant's property. She explained that the material deconstruction approved by the HPB was limited to select panels of siding in the rear; therefore, the applicant would not be panelizing, lifting, or deconstructing the Historic Structure.

With regard to neighboring utilities, Commissioner Johnson asked about solutions to the fact that the northern property encroached on the applicant's property. Planner Tubbs stated that Staff met with the Development Review Committee, and City Staff and the public utilities raised no concerns regarding public utilities or fire access. With the construction taking place so close to the property line and on a Steep Slope, the applicant would be required to obtain access and encroachment agreements. As part of the wording of the SSCUP, Staff included the work on utilities, and any permanent improvements on the site must be included in those agreements.

Commissioner Johnson asked if Staff foresaw any way for the adjacent property to come into conformance if and when it is redeveloped. Planner Tubbs explained that Historic Structures were "iffy" when it came to Setbacks, and some encroach over property lines. However, newer construction is required to comply with the standards and regulations in effect at the time of application. Therefore, any proposed construction or redevelopment of a neighboring site would be obligated to comply with the Setbacks and other zoning regulations. Planner Tubbs added that with the Historic Structure sited where it currently was, it was considered Legal Non-Conforming.

Commissioner Johnson requested clarification on what was considered "legal street parking" along Ontario Avenue. He stated he drove in the area before the meeting and saw cars parked along Ontario Avenue where half of the car was actually in the roadway. He expressed concern about expanding this existing issue on the street in terms of parking.

City Engineer, Rebecca Gutknecht, P.E. reported that currently parking along Ontario Avenue was not expressly prohibited; however, there are laws in place that require vehicles to park along a roadway so as to not impede traffic. Given the narrow roadway, there were many locations where it was impossible to get off the street far enough so as to not impede traffic. She reiterated that while not expressly prohibited, the geometry of the road made it impossible to park in most locations.

Commissioner Johnson asked if there was any future plan to widen that roadway. Engineer Gutknecht did not believe there were any current plans.

Commissioner Suesser asked about the typical length of an SUV and wondered if a nightly renter of this home would be able to park an SUV in the proposed garage. Architect DeGray stated that SUVs are typically 20 to 22 feet long; therefore the garage, as designed, would not be able to accommodate an SUV. Engineer Gutknecht added that a designed parking space was defined as 9' x 18' although there are vehicles that are larger than those dimensions.

Commissioner Suesser revisited the issue of elevation heights and noted that the proposed addition would be approximately the same height as the white house next door. Architect DeGray agreed with what was shown by the survey. He added that from the driveway elevation to the

PENDING APPROVAL

ridge, the house was approximately 17 feet tall, with the garage door being 8 feet and the wall above the garage measuring 9 feet. Commissioner Suesser asked if that was depicted in Figure 5 in the Staff Report. Engineer Gutknecht reported that a design car is 7' x 18' and that generally that was the dimension used to design various elements. Commissioner Suesser asked whether, despite that, they could approve a 16-foot garage. Planner Tubbs confirmed that the internal dimension of the proposed garage was 16 feet 10 inches. Engineer Gutknecht explained that the Engineering Department did not look at the sizing of the garage, but it might be looked at by the Building Department or the Planning Department.

Chair Hall opened the public hearing. There was no public comment. Chair Hall closed the public hearing. She noted that Commissioner Frontero requested an additional Condition of Approval included in the Draft Final Action Letter.

Commissioner Suesser commented that the depiction in Figure 5 showed that the new addition would be significantly lower than the home to the south, but actually, it would be of a similar height. She felt that a 9-foot wall above the garage would add a significant amount of space, and although it might not be livable, it could be significant storage space. Given that and the historic nature of the home, she did not feel that the additional height request was appropriate and did not support the height exception. Commissioner Suesser also reiterated her concerns about the garage and the parking.

Commissioner Frontero asked to hear from the other Commissioners as to whether there was consensus for allowing the additional height with a Condition of Approval. Commissioner Van Dine was agreeable with the height as proposed and felt it would fit in with the neighborhood and that keeping the roof pitch was better than a flat roof that would stand out.

Commissioner Van Dine expressed that she was not overly concerned about the space above the garage, but agreed with Commissioner Frontero's suggestion of a Condition that no livable space be created above the garage. In terms of parking, she understood that they could not require anything because it was exempt from parking requirements because it is a Historic Structure. Assistant Director Ward agreed that the Commission could not require parking associated with the home's use as a residence. She added that as conditioned, if the applicant were to apply for a Nightly Rental they would have to show compliance with the parking requirements at that time. As far as the residential use, the property was exempt from the parking requirements.

Commissioner Van Dine stated that with the additional Condition, she supported the application. Commissioner Suesser noted they would be approving an expansion for a garage, yet there was no parking requirement.

City Attorney Mark Harrington reported that any additional Conditions of Approval needed to be related to the proposal; therefore, a net addition of a parking space to a use that was exempt from parking requirements would be difficult to further condition. He noted that by approving this application with the height exception, they would be decreasing the impacts that were currently allowed because it would add off-street parking.

Commissioner Suesser did not feel that the height was needed to add the off-street parking. City Attorney Harrington stated that was a separate issue, and that design-wise, she could stand by her position; however, it would not be because of the Nightly Rental issue.

PENDING APPROVAL

Commissioner Suesser opined that the height was not justified because it was incompatible and would add mass to the street. She stressed that her position had nothing to do with parking. She made the point that the property was currently licensed as a Nightly Rental, and would likely continue to be used as a Nightly Rental, and she was concerned about the inability to park a standard vehicle in the garage. Commissioner Suesser stated that part of the reason for approval would be to provide additional off-street parking, and the parking was inadequate for a Nightly Rental.

City Attorney Harrington commented that in other zones that require a CUP for Nightly Rentals, the Commission had included Conditions of Approval that the rental agreement must affirmatively require the use of off-street parking. In this case, the Commission could have the applicant specify the dimensional requirement so that the rental was limited such that the vehicle would fit into the off-street parking.

Commissioner Johnson agreed with Commissioner Suesser in terms of the height of the garage but was more concerned about on-street parking. He noted that parking on the street was allowed if it does not impede traffic; however, the road is essentially a one-way road. He noted that because the applicant was not required to have off-street parking, they could park on the street.

Commissioner Suesser suggested that in approving this expansion they could require off-street parking. Commissioner Johnson wondered if they could condition this approval so there would be no on-street parking. He stressed that parking on Ontario Avenue was a concern.

City Attorney Harrington reminded that as the Commission had done on prior CUPs, they could include as a condition of granting the additional height, a requirement for the use of the off-street parking for Nightly Rentals. He felt that would be a reasonable Condition of Approval. He noted that the regulations regarding street parking were as they were, and the owners would otherwise be able to use it for normal single-family use regardless of the expansion. He reiterated that the Conditions should be limited to issues related to the impacts generated by the application and not just random issues that the Commission might disagree with. He explained that if the height exception was for an off-street parking garage, the Conditions of Approval needed to be tailored in that regard.

Commissioner Johnson noted the applicant just stated that they currently use on-street parking for the rental unit, but it was noted that with the garage they would not have to use the street. Commissioner Suesser mentioned the dimensions of the garage and the driveway.

Commissioner Sigg stated he had not seen a set of plans for this application, and he wanted to know what would happen below the garage and in the rest of the building. He offered that they could not isolate the garage from the overall volumetric of the building. The applicant was seeking the height exception so they could achieve the historic characteristics of Old Town, but there would be something underneath the garage. He asked if they were just looking at the garage, or whether they were looking at the entirety of the structure that included the lower floors below the garage.

Planner Tubbs advised that the applicant's submittal items were included in the Staff Report Packet as Exhibit B, and presented them to the Commission. She explained that there were bedrooms on the two floors below the proposed garage.

PENDING APPROVAL

Commissioner Sigg observed that it was a house, not just a garage. He concurred with the dialogue regarding parking.

Commissioner Johnson was incredulous that they could add an addition like this to a small Historic Structure, and yet still not require parking. Commissioner Suesser added that was why, in conjunction with this approval, they could take it out of that exemption and require two parking spaces.

City Attorney Harrington cautioned that the proposed addition was 300 square feet and an additional component within the Historic Structure of another 300 square feet footprint for a total proposed addition of 606 square feet. This would keep the total living space at 1,900 square feet, which is typically below the normal two-parking space requirement from which the applicant was exempt. He stated that the Commission would have to justify adding a requirement for an additional parking space when the applicant was already adding one parking space for 300 square feet. He stressed that any other Conditions must be related to the height exception for a parking garage and the SSCUP. It would be appropriate if the Commission could show how that related to the need for an additional parking space. However, if the Commission just disagreed with the policy of the exemption as it applied to Nightly Rentals or as it applied to Historic Structures, that would be something that should be addressed by changes in the Code. City Attorney Harrington stated that he would be uncomfortable stating, without qualification, that the Commission could require two off-street parking spaces just because they were granting a height exception.

Commissioner Suesser stated that she was not suggesting a requirement of two off-street parking spaces, but at least one off-street parking space. She stated that as part of the approval of this application, they could require the applicant to provide one off-street parking space.

Assistant Director Ward sought clarification of Commissioner Suesser's suggestion and asked if she proposed that the parking space proposed in this application would not be converted to a different use down the line. Commissioner Suesser stated that the property was currently exempt, but in conjunction with the approval they could require one off-street parking space.

City Attorney Harrington expressed confusion as to whether Commissioner Suesser was suggesting something different that the applicant's proposal since the proposal was to create an off-street parking space. He stated that the reason the height exception was in play was because the applicant was proposing an off-street parking space.

Commissioner Suesser questioned how the height exception was connected with the off-street parking. City Attorney Harrington explained that was what was in the Code. Commissioner Suesser understood that the applicant would not need the height exception to construct the garage. Assistant Director Ward explained that the section of the Code that allows for the additional height specifically addressed these types of homes where there is a downhill slope.

Commissioner Johnson noted the Planning Commission was limited in terms of review of the design, but they could recommend that the Design Review Board look at the proposed roof pitch as well as the architectural variation. Commissioner Suesser understood that the applicant could build the garage at the street level without the additional two feet. She felt they did not need the 9 feet from the top of the garage to the peak.

Commissioner Shand stated that the main issue before the Commission was the variance in height. One of the challenges in measuring the peak of the roof height was where it was

PENDING APPROVAL

measured from, and noted that the uphill side measured at 29 feet and the downhill side measured slightly higher. He commented that the rendering was somewhat deceiving because it showed the subject property as being quite a bit smaller than the neighboring properties. He understood that the reality was that the subject property would be as tall as the white home to the left in the rendering.

Commissioner Shand did not have an issue with the height variance; however, it would be great if there were a way to shallow the pitch of the roof to bring it into compliance. He stated that he did not have an issue with how it was drawn in the plans.

In terms of the parking, he noted that the applicant was adding bedrooms and a parking garage. He commented that whether the parking garage could fit a Suburban was not the Commission's concern. He stressed that the garage would get a car off the street and provide off-street parking.

Commissioner Shand observed that the Historic home, which is only accessed off Marsac Avenue, had on-street parking. He considered that the addition would provide the necessary parking for the bedrooms that would be added.

Commissioner Johnson sought clarification as to the access to the Historic Structure. Planner Tubbs stated that it only had frontage along Ontario Avenue, but the Historic Structure itself faced a public trail.

Chair Hall looked for consensus on one or both of the primary issues. Commissioner Suesser stated that based on the discussion, she was agreeable with the parking and commented that they would at least get one car off the street. She suspected this would contribute to the problem, but they would get one car off the street.

Commissioner Suesser reiterated her position that the height exception was unnecessary and incompatible with the Historic Structure. She added that the suggested Condition of Approval that the space above the garage would not be livable would be difficult to enforce, and that area would likely be used as storage or a loft bedroom. She stressed that the height exception was inappropriate.

Chair Hall invited comments from other Commissioners regarding the height exception or possible amendments to the Conditions of Approval.

Commissioner Van Dine was agreeable with the height exception, with the Condition of Approval suggested by Commissioner Frontero that there shall be no livable space above the garage.

Commissioner Johnson was agreeable with the application as presented, and although he agreed that the roof pitch should be adjusted, he acknowledged that the design was not part of the Commission's purview. He suggested that the Design Review Board or HPB look at reducing the pitch. He recognized that the Commission could require the pitch lowered, but then the Design Review Board could require it to be back at the 7:12 pitch.

Commissioner Sigg asked whether the architect would find the same ridgeline that exists above the garage structure if the gable were facing the street. He referenced the east elevation on the graphic presented by Planner Tubbs and asked where it would land if it were carried over the width of the entire roof plane. Architect DeGray stated that the main roof form would have a much flatter pitch for it to be down that low. Architect DeGray referenced the side view of the roof on

PENDING APPROVAL

the north elevation and noted that the roof would have to get quite a bit flatter in pitch to be that low.

Commissioner Sigg asked what that would do to the garage space. He proffered that if the gable seen on the east elevation extended over the entire building, they might eliminate the smaller window. Architect DeGray understood that Commissioner Sigg proposed to turn the ridge so that it faced the street, and noted that would result in the roof being taller toward the rear. He felt the problem would be amplified by running the ridge in the east/west direction because the slope of the roof as currently designed followed the topography. He noted that if they changed the direction of the ridge, then the roof would be perpendicular to the topography and the ridge would stick out further than the height limit because the ridge would be further down the hill.

Commissioner Sigg understood Architect DeGray's explanation. He also asked if they could change the roof design to have one plane of the roof different than the other. He provided the example of having the east plane shorter than the west plane. Architect DeGray stated there were a number of things they could do to change the roof shape to address the concerns discussed, however, that would go back to the Design Guidelines and Planning Staff's review of the Historic District Design Review. He stated he could go over this with Planner Tubbs to see if there was room in the design approval. However, as of right now, this was a design that Staff liked.

Commissioner Sigg was aware of the Commission's limitation over the Historic review but suggested a proactive solution to not have to allow the increased height. He understood the design was not in the Commission's purview.

Chair Hall questioned whether the Commissioners found that the application before them complied with the Land Management Code ("LMC"), or whether there were any modifications to the Conditions of Approval.

Commissioner Suesser felt the application was not compliant with the LMC since the applicant requested a height exception; however, she acknowledged that it might be compliant, as conditioned. Chair Hall noted that the LMC specifically allowed for this type of application, so in essence, it was in compliance with the LMC because it met the three requirements for the height exception in that it would not exceed 35 feet, had the required depth for the parking space, and it would accommodate a single vehicle.

City Attorney Harrington asked Planner Tubbs to summarize the requested additional Condition of Approval. He also noted the request of Commissioner Johnson that the Historic Design Review includes a review of the east elevation of the pitched roof in order to minimize the height exception in order to be compatible with the streetscape. Planner Tubbs stated that the first added Condition of Approval would state that "There shall be no habitable space above the garage." There was consensus for that additional Condition of Approval.

With regard to the second added Condition of Approval, City Attorney Harrington suggested that a revised Figure 5 with an accurate depiction be submitted to the Historic District Design Review. Commissioner Suesser commented that it is important to note that they clarified Condition of Approval 17 that the home would not be used as a Nightly Rental until the property owner could demonstrate that at least two parking spaces could be provided in accordance with the adopted standards.

PENDING APPROVAL

Planner Tubbs explained that was the previously proposed language; however, upon re-examination, the proposed language suggested by Staff was that "the owner shall demonstrate compliance with all adopted Nightly Rental regulations, including off-street parking, and obtain a license per Section 453 of the Municipal Code of Park City, Utah prior to using the property as a Nightly Rental."

Commissioner Suesser acknowledged the conflict between the regulations for a Historic home versus the requirements for a Nightly Rental, and whether this home would be exempt or not. She asked if the owner was required to provide parking spaces if the Historic home that was exempt from parking was used as a Nightly Rental. She felt the Code was unclear on this point. Planner Tubbs understood that Commissioner Suesser wanted to revert to the Condition of Approval as published in the Staff Report. Commissioner Suesser answered in the affirmative.

Commissioner Suesser asked for clarification on whether a Historic home that was exempt from parking would be required to provide two parking spaces if the home were used as a Nightly Rental. Assistant Director Ward explained that under the parking regulations, Historic Structures were exempt from the parking requirements. For Nightly Rentals, there is a requirement of one per unit. If there are more than six bedrooms, additional parking requirements come into play. City Attorney Harrington added that the Code also allowed on-street parking to be used by Historic Structures if approved by the Building, Planning, and Engineering Departments.

Commissioner Suesser asked if it was correct that Historic homes rented out on a nightly basis must provide one off-street parking space. Assistant Ward believed that to be accurate, but could confirm that for the Commission. Commissioner Suesser stated that supported her suggestion to revert to the original condition of Approval so that it would be clear. Commissioner Suesser asked why the original Condition of Approval required two parking spaces when the Code requirement was one space. Planner Tubbs recalled that the two parking space requirement came from the requirement for off-street parking for a Single-Family Dwelling. She acknowledged that might have been an error. Commissioner Suesser suggested reverting to the original language but requiring only one parking space.

Commissioner Van Dine noted Planner Tubbs' explanation that the newly proposed language would keep it compliant with the Code and stated that might be easier because if the Code became more strict in the future, the parking requirements would be subject to that rather than sticking with what they state in the Condition.

Commissioner Suesser suggested they amend the proposed new language to clarify that and explained she was trying to get around the Historic Structure exemption and make it clear that if this home is used as a Nightly Rental, they have to provide an off-street parking space. Commissioner Van Dine observed that the proposal was to have an off-street parking space. Commissioner Suesser felt that the proposed Condition of Approval did not address the conflict between the Historic Structure exemption and the Nightly Rental requirements.

City Attorney Harrington commented that because the property is technically exempt, a Condition of Approval could address and prohibit a future conversion of the garage in terms of use or storage. He suggested language that the off-street parking in the garage shall be used for Nightly Rentals so that it was clear that the garage would be required to be used and kept should the property be used as a Nightly Rental.

PENDING APPROVAL

Commissioner Shand liked the wording of the newly proposed Condition of Approval 17 because it would keep the requirement aligned with whatever Code was in place, and would make the property subject to the most current regulations.

Commissioner Suesser stressed that the language would not capture the Historic Structure exemption. Commissioner Shand stated that was not the issue before the Commission. City Attorney Harrington suggested adding "the Nightly Rental shall be required to use the off-street parking in the garage." Commissioner Shand agreed. There was consensus for the proposed changes to Condition of Approval 17.

Chair Hall next addressed the new Condition of Approval 23 and asked whether there was a consensus that there would be no habitable space above the garage. The Commission confirmed its consensus, except for Commissioner Suesser who did not agree with the height exception. Chair Hall noted there was no consensus for new Condition of Approval 24 that would allow for a height exception and requested the Historic District Design Review consider an alternate design. Planner Tubbs recalled that the proposed language that "The land use authority shall specifically examine the proposed roof pitch for compatibility with the Historic District Design Review requirements, and the Applicant shall submit a revised streetscape illustration during this review."

Commissioner Van Dine requested additional language that the review should try to keep the height exception as low as possible. Commissioner Johnson suggested that the review should look at bringing it into compliance based on the pitch design and compatibility with the neighborhood.

Commissioner Shand understood why the roof pitch on the garage was designed as it was because it was consistent with the home on the lower portion of the lot. However, it would be preferable if the roof pitch could be reduced to make it more compliant with height and still consistent with other roof pitches in the neighborhood.

Commissioner Suesser noted that the current plans called for a roof height that was the same as the home to the south, which is considerably larger than this home.

MOTION: Commissioner Johnson moved to APPROVE 317 Ontario Avenue – Steep Slope Conditional Use Permit – pursuant to the Findings of Fact, Conclusions of Law, and Conditions of Approval set forth in the Draft Final Action Letter, as amended, as follows:

Findings of Fact

1. The Site is located at 317 Ontario Avenue.

2. The Site is located within the Historic Residential – 1 (HR-1) Zoning District.

3. The existing Structure is designated to the Park City Historic Sites Inventory as a Significant Historic Structure.

4. The existing Structure was constructed c. 1885.

5. The Site is located on a Steep Slope.

PENDING APPROVAL

6. On November 11, 2022, the Planning Department received a Historic District Design Review Pre-Application for a proposed addition to the rear of 317 Ontario Avenue.

7. On March 28, 2023, the Planning Department received a complete Steep Slope Conditional Use Permit Application and Historic District Design Review Standard Application.

8. On July 5, 2023, the Historic Preservation Board conducted a public hearing and approved the Material Deconstruction of 62 square feet of historic materials at the rear of the Structure to accommodate a connection to the proposed addition.

9. Staff reviewed the Steep Slope Conditional Use Permit Application per § 15-1-10 and LMC Chapter 15-2.2 and found the application, as conditioned, complies with the adopted requirements.

10. Staff mailed a courtesy notice to property owners within 300 feet of the Site on August 30, 2023.

Conclusions of Law

1. The Steep Slope Conditional Use Permit, as conditioned, is consistent with the Park City Land Management Code, specifically section 15-1-10 and Chapter 15-2.2.

2. The Use is consistent with the Park City General Plan, as amended.

3. The effects of any differences in use and/or scale have been mitigated through careful planning.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans approved on September 13, 2023, by the Planning Commission. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.

2. The Applicant is responsible for notifying the Planning and Building Departments prior to proposing any changes to this approval. The Applicant shall submit in writing any changes, modifications, or deviations from the approved scope of work for Planning review and approval/denial in accordance with the applicable standards prior to construction.

3. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how temporary shoring will be provided during construction, subject to approval by the City Engineer, or their designee.

PENDING APPROVAL

4. The Applicant shall submit a geotechnical report and design of the temporary shoring and final slope stability prior to submitting a building permit, subject to approval by the City Engineer, or their designee.

5. The Applicant shall provide soil stabilization details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to approval by the City Engineer, or their designee.

6. The Applicant shall secure access agreements for any work, construction, storage, and/or permanent improvement located five feet or less from a Lot/property line or otherwise encroaching onto an adjacent property prior to submitting for a Building Permit.

7. The Applicant shall receive approval of a Historic District Design Review prior to building permit issuance.

8. The Applicant shall complete a Historic Preservation Plan, subject to approval by the Chief Building Official and the Planning Director prior to the issuance of a building permit.

9. The Applicant shall provide the City with a Financial Guarantee to ensure compliance with the conditions and terms of the Historic Preservation Plan prior to the issuance of a building permit. Instruments or documents associated with the Financial Guarantee must be recorded with the Summit County Recorder's Office prior to the issuance of a Building Permit.

10. All lot grading, utility installation(s), public improvements, and drainage plans are subject to review and approval by the City Engineer, or their designee, prior to the issuance of a building permit.

11. The property is located outside of the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waster or mine waste-impacted soils they must handle the material in accordance with State and Federal law.

12. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.

13. The Engineering Department requires the submittal of a storm drainage analysis. The storm drainage study must include the calculations showing the required storm drainage volume storage to match the pre- and post-development conditions for a 100-year 24-hour event.

14. The Final Grade shall be no more than four feet (4') in height difference from Existing Grade.

15. All outstanding Conditions of Approval set forth in the Historic Preservation Board's Material Deconstruction Approval (dated July 5, 2023) shall also apply.

PENDING APPROVAL

16. Outdoor lighting, including landscape lighting, must be reviewed and approved by the Planning Department prior to installation and shall comply with the City's Dark Skies requirements. Outdoor lighting must be fully shielded, down-directed, and 3,000 degrees Kelvin or less.

17. The owner shall demonstrate compliance with all adopted Nightly Rental regulations, including off-street parking, and obtain a license per Section 453 of the Municipal Code of Park City, Utah prior to using the property as a Nightly Rental. The Nightly Rental shall be required to use the off-street parking in the garage.

18. The roof eaves shall be reduced in size so as to not encroach into the required Side Setbacks by more than 1 foot per LMC § 15-2.2-3(J).

19. If the Applicant does not obtain a complete building permit by September 13, 2024, this SSCUP approval shall expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Department approves the requested extension of approval.

20. The Applicant shall coordinate traffic control and road closures during construction with the Engineering Department.

21. The Applicant shall confer with the Water Department and install a larger water meter if necessary to accommodate the additional living space as well as any fire sprinkler needs.

22. The Applicant shall confer with the Snyderville Basin Water Reclamation District and install a sewage ejector pump if necessary to remove wastewater to the existing lateral in Ontario Avenue.

23. There shall be no habitable space above the garage.

24. The land use authority shall specifically examine the proposed roof pitch for compatibility with the Historic District Design Review requirements, and the Applicant shall submit a revised streetscape illustration during this review. The review should look at bringing the structure into compliance based on the pitch design and compatibility with the neighborhood.

Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

After a brief recess, Chair Hall called the meeting back to order and confirmed that all Commissioners were present either in chambers or online.

B. 45 Hillside Avenue - Steep Slope Conditional Use Permit - The Applicant Proposes to Construct a Detached Accessory Building in the Front of a Non-Historic Structure. PL-23-05717.

PENDING APPROVAL

City Planner, Lillian Zollinger clarified that the above property is an existing, non-historic Single-Family Dwelling in the HR-1 zone. The original approvals from last year expired, and as there were some changes from the prior application, the Planning Commission should review this as a new application. As detailed in the Staff Report, the biggest change was the re-orientation of the proposed garage. It was originally proposed to be oriented perpendicular to the Right-of-Way ("ROW"), whereas in this application it was proposed to be more parallel to the ROW.

Planner Zollinger reported that the proposal was found to be compliant with LMC Chapter 15-2.2-3, wherein the proposed accessory footprint was 386 square feet, which is under what would be allowed for this lot size. She noted the applicant received a Front Setback variance of zero, per the Board of Adjustment. The proposal was also compliant with Side and Rear Setbacks. It would have a maximum height of 12 feet and would create one off-street parking space.

Planner Zollinger reported that the Development Review Committee and the Design Review team reviewed this application. She presented an image showing the proposed garage highlighted in red. She noted the left wall was 11 feet across and the garage door was 9 feet. As this location is an odd shape, the garage would be approximately 16 feet in width and 25 feet in length at its' longest point. She showed an image depicted that the vehicle would pull into the garage in a sideways orientation from the street. Additionally, Planner Zollinger reported that the application was found to be compliant with LMC Chapter 15-2.2-6, which outlines the Steep Slope criteria in the Historic District. She referenced the Staff Report that outlined each of the criteria.

Planner Zollinger highlighted the Conditions of Approval that require the applicant to submit a temporary shoring plan, as well as soil stabilization details. The applicant would also be required to submit information regarding vegetation rehabilitation. She added that part of the construction would take place on the Hillside Avenue public ROW, and construction activity in this area would require a soil mitigation plan. Any areas disturbed during construction shall be brought back to its original state.

Planner Zollinger noted that there was a portion of open space on the Plat, and no construction was proposed or would be allowed in that area. She also reported that the applicant would be required to apply for an encroachment agreement with the Engineering Department before applying for a Building Permit. She reported that if at some point in time, the ROW were re-aligned, the applicant would be responsible for the removal of the retaining walls, driveway, and any parking at their own expense. To the extent possible, existing Significant Vegetation shall be maintained. Any Significant Vegetation that is removed must be replaced. The Forestry Board must review any impacts to Significant Vegetation in the ROW.

Planner Zollinger reported that the Engineering Department recommended Condition of Approval 20 which states: "The applicant shall remove the existing shed that encroaches into the City's Right-of-Way."

Chair Hall invited any clarifying questions from the Commission.

Commissioner Suesser asked how many parking spaces would be available outside of the garage. Planner Zollinger responded that no additional spaces outside of the garage would be available. Commissioner Suesser referenced the image with the permeable pavers on either side of the garage and asked if those would be parking spaces. Planner Zollinger responded in the negative. In response to Commissioner Suesser's further inquiry, Planner Zollinger advised that

PENDING APPROVAL

the driveway would be 12 feet wide, consistent with Historic District regulations. The permeable pavers would be installed on either side of the driveway. On the right side, the applicant would store their garbage cans, and there would be front door access to the garage, as well as access to the stairs on the left side of the driveway.

Planner Zollinger was unsure of the distance from the edge of the stairs to the far side of the driveway. Commissioner Suesser observed that it appeared that a couple of cars could be parked on the driveway. Planner Zollinger offered that they could include a Condition of Approval in that regard. Although she was not sure of the exact dimensions, she believed that a portion would be landscaped. Additionally, the entire section below the red highlighted area was in the ROW.

The applicant's representative, Caitlyn Barhorst, commented that the main goal of the application was to get the car off the street given all of the road improvements that are taking place. The applicant only has one vehicle, so they were planning to park in the garage. The garage was designed with the Civil Engineer to ensure that the turning radius would allow for a vehicle. The extra width was designed to provide some space to get garbage cans off the street and have an area to park bikes. Representative Barhorst reported that the driveway width, including both permeable paver areas, was 22 feet.

Commissioner Suesser asked Planner Zollinger to point out the location of the open space. Planner Zollinger pointed out an area to the right of the proposed garage. She also advised it was shown on page 160 of the Packet. Representative Barhorst added that originally, the garage was deeper into the hillside and closer to the existing structure. To mitigate the disturbance of the existing structure and to have less slope disturbance and excavation overall, they decided to turn the garage parallel to the topography lines.

In response to Commissioner Suesser's inquiry about the removal of Significant Vegetation, Representative Barhorst stated that they will re-vegetate the area. She recalled that there was a boxwood tree where the garage would be located. She stated they would be doing a green roof approach where the parapet wall of the garage would extend up above the front façade so they could re-grade soil on top, but it would not be enough to replant a tree.

Commissioner Frontero noted that he was not on the Planning Commission when this was initially approved, and asked why the applicant did not move forward with the prior approval. He speculated that the garage was initially designed to go deeper into the property and wondered if it was an engineering decision to change the design. Representative Barhorst explained that once they started moving forward with a contractor and engineer, they realized that digging further back into the hillside was going to be difficult and risky for the existing structure. Representative Barhorst added that during that timeline, the plans for the improvements currently underway were finalized, and there were a lot of moving parts. She stressed that the major reason was they wanted to reduce the amount of site impact concerning excavation and shoring.

Commissioner Frontero understood that the garage would be below the deck. Representative Barhorst stated that parts of the deck would cantilever over the garage, however, the deck would remain in place. She added that was another reason they did not want to excavate back because they would have had to shore and deconstruct the deck, so they wanted to push the garage further sideways and tuck it behind the staircase. Commissioner Frontero asked about the presence of a utility pole where the garage would be located. Representative Barhorst explained that the pole was removed recently as part of the utility company's installation of new lines and poles. Representative Barhorst advised that the width of the garage door would be 9 feet, and the

PENDING APPROVAL

concrete driveway would be 12 feet wide by 20 feet deep. The distance from the retaining wall would be 22 feet, which included the permeable paver area. Planner Zollinger added that the proposed garage would go right up to the property line.

Chair Hall opened the public hearing. There was no public comment. Chair Hall closed the public hearing.

Commissioner Shand asked Staff if there was a limit to the width of a garage door in this type of application. Planner Zollinger advised that the Historic District Design Guidelines set forth a limit of 9 feet, therefore, this proposal was in compliance.

Commissioner Sigg asked about snow storage and plowed snow along the property line. He expressed a concern if the plowed snow was not moved they could lose some of the road as the snow piled up. It was reported by Engineer Gutknecht that typically they try to get 10 feet of snow storage from the curb and gutter or the ROW line. However, in this application, the existing retaining wall and stairway would remain in place and would be considered an existing condition that they would not try to remedy at this time.

Commissioner Shand asked for a photograph of the existing condition. Planner Zollinger presented a photograph and explained that the garage would be located in the area of the rock wall. Representative Barhorst reported that she was communicating with the owner, Dan Fischer, and stated that he requested clarification regarding removal of the shed. Engineer Gutknecht explained that they were trying to limit the amount of structures that were not owned by the City and were in the ROW. She added that the shed was an unnecessary obstruction, as she understood that the initial purpose of the shed was for garbage can storage. The new location of the garbage storage area next to the garage eliminated the need for the shed on the ROW.

Representative Barhorst represented that Applicant Fischer commented that the shed was behind the power pole, so it was tucked away and would not get in the way of a snowplow. It was noted that the applicant would not want the shed removed, but if it was necessary for approval of this application, he was willing to move forward.

Commissioner Van Dine commented that she would like the City to be able to remove things from the ROW that were unnecessary. Commissioner Johnson agreed and wanted the shed removed from the ROW. There was consensus on the Commission to remove the shed.

In response to an inquiry from Commissioner Suesser, Planner Zollinger confirmed that the idea was that this would be a green driveway, with grasses growing up between pavers.

Commissioner Sigg asked if the existing retaining wall, shown on the far left of the photograph, was in the ROW. Planner Zollinger confirmed that there were existing structures in the ROW. Commissioner Sigg noted that the wall as depicted in the photograph looked tattered, and questioned its structural integrity as it related to snow plowing and snow storage. He noted that there is a public parking lot across the way, and expressed that the propensity to push snow to the parking lot could become problematic. He did not know how this was mitigated in the past. He questioned what could be done if they pushed the wall back.

Representative Barhorst responded that pushing the wall back would make it taller, and currently, it was 2 – 3 feet tall. A retaining wall of 4 feet or more would require engineering. Commissioner Sigg proffered that if that retaining wall were pushed back it would provide some place for the

PENDING APPROVAL

plowed snow to be pushed. He noted it would not be a structured wall, so it would not require tremendous engineering.

In response to Commissioner Suesser's inquiry regarding whether the truck shown in the photograph was parked in a space owned by the applicant, Representative Barhorst advised that this space belonged to the neighbor. Additionally, she advised that a majority of the stone wall shown in the photograph would be removed, as that would be where the back wall of the garage would be located. Representative Barhorst stated that ideally, they would reuse those stones in rebuilding the new retaining walls for the garage and the stairwell.

Commissioner Sigg assumed that the yellow striped lines shown in the photograph were there to delineate a "no parking" area to allow for snow storage as the plow moves down the street. He looked at the manholes and the impact on access when those are covered. Representative Barhorst understood that was part of the improvements to the roadway.

Commissioner Sigg sought confirmation about the property line. Representative Barhorst stated that the property line was further back from the pole depicted in the photograph, and the parking space shown in the photograph was in the ROW but was used by the neighbor.

City Engineer, John Robertson explained that currently there was very little room for snowplows to push snow down the road and that snow did pile up near the retaining walls. Currently, the applicant pushes that snow somewhere else so they can use that space, much like everyone else has to move plowed snow from their driveways. He did not see this changing much, other than the applicant would have to move the snow out of the driveway. Representative Barhorst added that the permeable paver areas next to the driveway would be areas where the applicant could store their snow.

City Engineer Robertson confirmed that the striped area shown in the photograph would be removed and would not be available for snow storage. He noted that the area to the right of the newer pole was a rather large area where snow would be pushed to and stored.

Commissioner Sigg asked if there was a storm drain on this road. City Engineer Robertson answered in the affirmative and recalled that the inlets were on the north side to account for sheet flow across the road.

Commissioner Suesser requested a Condition of Approval that only one vehicle could be parked in the driveway so that multiple vehicles could not park on the permeable path. She also requested a Condition of Approval that the permeable path would be required to be installed as opposed to a concrete slab. She reasoned that the driveway was on the curb and because this home was located in Historic Old Town, it would detract somewhat from the neighborhood. She felt the proposal was appropriate because it would get cars off the road; however, multiple cars parked in that space was not what they wanted to see.

Commissioner Johnson observed that they could not park in the driveway because it was in the ROW, but understood Commissioner Suesser's request was to prohibit vehicles from parking on the permeable pavers. There was further discussion regarding the inability of vehicles to park on the driveway because it was in the ROW.

Commissioner Van Dine observed that the applicant could only park one car in the garage because the driveway was in the ROW. Commissioner Suesser wanted to be realistic and add

PENDING APPROVAL

language that would prohibit parking on the pavers. Commissioner Sigg commented that the requested language was reasonable since there would be utility to the pavers versus vegetative landscaping and because there was a parking lot across the street. He commented that it all came down to enforcement.

Commissioner Shand asked if it was reasonable to prohibit parking on the pavers and asked if Historic Old Town differed from other driveways. He commented that most people assume their property line goes to the gutter when in reality it stops 10 feet short of the gutter because the City has a ROW over most parcels.

City Attorney Harrington opined that given the discussion regarding the engineering and design issues, this would be reasonable compared to the Conditions of Approval considered by the Commission on a similar project adjacent to the Treasure property in terms of approving use of the ROW as little as necessary to accommodate driving movements to access the property. He added that it was within the Commission's authority to consider a reasonable parking restriction.

Commissioner Suesser commented that an owner of a home in Old Town could not install pavers at the front of a home and park cars.

Commissioner Shand echoed Commissioner Sigg's observation that probably one of the reasons the applicant proposed pavers was to account for the potential for the utility company to take control of this ROW for utility or other reasons.

MOTION: Commissioner Van Dine moved to APPROVE 45 Hillside Avenue – Steep Slope Conditional Use Permit – pursuant to the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended, set forth in the Draft Final Action Letter, as follows:

Findings of Fact

1. On June 20, 1996, City Council adopted Ordinance No. 2021-45, approving The Bluejay Parcel Lot Line Adjustment combining portions of Lots 10 and 11, of Block 19 of the Park City Survey. The property is described as parcel BJAY-ALL.

2. The lot contains a 200-square-foot parcel of land (Parcel B) that is described in Note #3 of the Plat as being subject to the restrictions of Quit Claim entry No. 450706, Book 925, Pages 722-724. Parcel B on the plat is denoted "Open Space," and under the terms of the Quit Claim deed is subject to an open space easement that states: "Grantee shall not construct any structure or building on the parcel". Park City Municipal Corporation is the beneficiary of the easement.

3. The owner currently parks in an asphalt parking pad parallel to Hillside Avenue and accesses the house via stairs and paths. This space is not approved private parking for 45 Hillside Avenue, but, rather, it is located in the City ROW and is considered public parking. There is no other parking on site.

4. The property is located at 45 Hillside Avenue.

5. The property is located within the Historic Residential – 1 (HR-1) Zoning district.

PENDING APPROVAL

6. The Minimum Lot Size for a Single-Family Dwelling in the HR-1 Zoning District is 1,875 square feet. The Lot is 6,534 square feet.

7. The Minimum Lot width in the HR-1 Zoning District is 25 feet. The Lot width is 87 feet.

8. There is an existing 1,408-square-foot single-family dwelling on the property. It is a non-historic site.

9. The applicant proposes a detached garage to be constructed within a slope greater than 30% and requires a Steep Slope Conditional Use Permit ("SSCUP").

10. Planning Commission approval is required for SSCUP on Lots greater than 3,750 square feet.

11. The proposed detached garage is an Accessory Building.

12. The Maximum Building Footprint for a 6,534 square-foot Lot in the HR-1 Zoning District is 2,263 square feet. The combined Building Footprint for the existing main building and the proposed accessory building is 1,794 square feet.

13. Front and Rear Setbacks for Lots up to 75 feet in depth are 10 feet, for a total of 20 feet. The Front Setback to the main building is 16 feet. The Rear Setback for the main building is 18 feet. The accessory building will have a Front Setback of 0 feet.

14. Side Setbacks for Lots with widths up to 100 feet are 10 feet, for a total of 24 feet. The main building has Side Setbacks of 6.5 feet (north), and 22 feet (south), for a total of 28.5 feet. The accessory building will have a side setback of 26 feet.

15. The Lot has an unusual configuration, and per LMC 15-4-17, the setbacks have been determined by the Planning Director, as noted in a determination letter issued on January 13, 2022.

16. On August 24, 2022, the Board of Adjustments granted the property a Variance to LMC Sections 15-2.2-3(F) to reduce the required ten-foot (10') front yard setback to zero feet (0') and to Section 15-2.2-3(G)(6) to locate a Detached Accessory Building in front of the front façade of the Main Building, to allow for a single car garage to be constructed behind the property line and within the Front Yard Setback.

17. On January 20, 2022, the Planning Director approved a Historic District Design Review for the garage, which approval expired on January 20, 2023.

18. On March 23, 2022, the Planning Commission approved an SSCUP for the garage, which approval expired on March 23, 2023.

19. The Applicant did not apply for an extension before the approvals expired.

PENDING APPROVAL

20. The Applicant proposes to construct a detached garage in a slightly different location from the original approvals.

21. Maximum Building Height for the HR-1 Zoning District is 27 feet above the Existing Grade, and 18 feet for Accessory Structures. There is no change in height for the main building, and the detached garage will be 12 feet from the final grade. The maximum height measured from the lowest finish floor plane to the point of the highest wall top plate is 12 feet.

22. The Planning Commission reviews Steep Slope Conditional Use Permits pursuant to the criteria outlined in LMC Section 15-2.2-6:

    a. LOCATION OF DEVELOPMENT – Complies: The Board of Adjustments granted a Variance to locate a Detached Accessory Building in front of the Main Building pursuant to LMC § 15-2.2-3(G). The proposed location of the garage within the Front Setback is to reduce the required depth of excavation. The building will act as the primary retaining structure, minimizing the required retaining walls around the accessory garage.

    b. VISUAL ANALYSIS – Complies: The development will not be viewable from Vantage Points.

    c. ACCESS – Compiles: The proposed 12' wide concrete driveway, located entirely within the ROW, is a 5.3% downhill slope towards Hillside Avenue, and compliant with LMC § 15-13-8(B)(1)(h)(7), which requires, "new driveways shall not exceed twelve (12) feet in width." The driveway leads to a single-car "bunker-style" garage. The Applicant will be required to record an encroachment agreement with the Engineering Department (see Condition of Approval 14). Landscape separations are utilized, and plant materials are used for screening. Paver stones are used to differentiate pedestrian areas from vehicular driveways. The existing landscape stairway will remain close to the current location and serve as the same entry point to the residence. At least one tree will be removed and required to be replaced on the Lot (see Condition of Approval 18).

    d. TERRACING – Complies: The project does not include terracing aside from the garage acting as a single terrace for the existing grade. The garage will have an approximately three-foot wall on top to retain existing vegetation and soil.

    e. BUILDING LOCATION – Complies: The footprint of the structure is within the building pad and is inside the Rear and Side Setbacks. The proposal respects existing topography and character-defining site features. The intent of constructing the garage within the Front Setback is to reduce the required excavation of the site. The existing landscape stairway will remain close to the current location and serve as the same entry point to the residence.

PENDING APPROVAL

f. BUILDING FORM AND SCALE – Complies: The proposal reflects the historic character and scale of Park City Historic Sites with small-scale, infill development. The proposal complements the scale and design of buildings unique to Hillside Avenue and Upper Main Street.

g. SETBACKS – Complies: The Board of Adjustment granted a Variance from the Front Setback. Additionally, see Exhibit I for the Setback Determination Letter, as the Lot has an unusual configuration.

h. DWELLING VOLUME – Complies: The volume of the main dwelling will remain unchanged. The proposed garage will have a volume of approximately 3,474 cubic feet.

i. BUILDING HEIGHT | STEEP SLOPE – Complies: Accessory Building: 12 ft from Existing and Final Grade. The proposed Structure is compatible with surrounding Structures and abides by height restrictions in the HR-1 Zoning District. The front Façade is a similar scale to the surrounding development as viewed from the Hillside Avenue Public ROW.

23. Staff published notice on the City's website and posted notice to the property on August 30, 2023. Staff mailed notice to property owners within 300 feet on August 30, 2023.

Conclusions of Law

1. The Application complies with Land Management Code Chapter 15-2.2 Historic Residential – 1 Zoning District, and LMC Section 15-2.2-6, Development on Steep Slopes.

2. The Use will be Compatible with surrounding Structures in scale and mass.

3. The effects of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.

2. A Final Utility Plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit and shall be reviewed and approved by the City Engineer and utility providers prior to the issuance of a Building Permit.

3. The City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards in a condition precedent to building permit issuance.

PENDING APPROVAL

4. This approval will expire on September 13, 2024, if a building permit has not been issued by the Building Department before the expiration date unless the Applicant submits an extension request in writing to the Planning Department prior to the expiration date and the Planning Director approves an extension of this approval.

5. Final building plans and construction details shall reflect substantial compliance with the plans reviewed on September 13, 2023, by the Planning Commission. 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.

6. 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.

7. The Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction prior to submitting a building permit, subject to City Engineer approval.

8. The Applicant shall provide soil stabilization details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

9. The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation is complete prior to submission of a Building Permit.

10. Residential fire sprinklers are required for all new or renovation construction on this lot, per the requirements of the Chief Building Official.

11. The property is located just outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.

12. The Hillside Avenue Public Right-of-Way is a non-compliant parcel within the Soil Ordinance boundary. Construction activity in this area, in addition to a Right-of-Way permit, requires a Soil Mitigation Plan to be submitted and approved by the Building and Planning departments prior to the issuance of a Building permit.

13. Any areas disturbed during construction surrounding the proposed work shall be brought back to its original state.

14. No construction shall take place on the designated Open Space per the Plat.

15. The Applicant shall apply for an Encroachment Agreement with the Engineering Department before applying for a Building Permit.

PENDING APPROVAL

16. If at some point in the future, the ROW is re-aligned, the applicant shall be responsible for the removal of the retaining walls and any parking in the ROW at their own expense.

17. All exterior lighting, on porches, decks, garage doors, entryways, etc. shall be down-directed and fully shielded to prevent glare onto adjacent property and public rights-of-way and shall comply with the City's outdoor lighting code in LMC Section 15-5-5(J). Final lighting details will be reviewed by the Planning Staff prior to installation.

18. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. Any removed Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size. Impacts to Significant Vegetation in the Right-of-Way shall be reviewed by the Forestry Board.

19. New construction activity shall not physically damage nearby Historic Sites.

20. The applicant shall remove the existing shed that encroaches into the City's Right-of-Way.

21. The area outside of the 12' driveway shall have permeable pavers installed and no cars shall park on the pavers.

Commissioner Shand seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

C. 1334 Lucky John Drive – Conditional Use Permit – The Applicant Seeks to Construct a Private Recreation Facility Use, Swimming Pool, in the Single-Family Zoning District. PL-23-05751.

Senior City Planner, Alexandra Ananth explained that this application sought a CUP for the installation of a pool. She introduced the applicant's representative, James Glascock, AIA who appeared online. She stated that the CUP will locate a pool, defined as a Private Recreation Facility, at this residence located in the Single-Family District in Park Meadows. The applicant obtained verification from the HOA. Planner Ananth stated that the proposal complied with the Single-Family District and the CUP criteria as outlined in the Staff Report. She added that Staff recommended Conditions of Approval. She presented an image of the Site Plan and noted the pool would be located within a buildable area defined on the lot. The buildable area was a pasture/meadow area, and the applicant would not have to remove any Significant Vegetation. Planner Ananth advised that Staff recommended the Planning Commission conduct a public hearing and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval contained in the Draft Action Letter.

Commissioner Suesser asked how close the pool would be to Holiday Ranch. She commented that she did not have a sense of its location in relation to Holiday Ranch. Planner Ananth

PENDING APPROVAL

explained that the lot was quite long, and the pool would be quite a distance from the rear property line. She offered that the pool would not be visible from Holiday Ranch.

Commissioner Van Dine stated that the property was on the block as you go around the back, and all of these properties had very narrow fronts that fan back. She advised that she runs by these properties often and there are so many trees on the fronts of these properties that nothing in the back was visible. She explained that turning left at the Latter Day Saints Church, these lots would be on the right side.

Commissioner Suesser commented that she was worried about the visual from Holiday Ranch, but stated the explanation of the property was helpful.

Chair Hall opened the public hearing. There was no public comment. Chair Hall closed the public hearing.

MOTION: Commissioner Johnson moved to APPROVE 1334 Lucky John Drive – Conditional Use Permit – pursuant to the Findings of Fact, Conclusions of Law, and Conditions of Approval set forth in the Draft Final Action Letter as follows:

Findings of Fact

1. The Applicant seeks a Conditional Use Permit (CUP) to locate a Private Recreation Facility Use, a swimming pool, at their residence in the Single Family ("SF") Zoning District in Park Meadows.

2. 1334 Lucky John Drive is Lot 50 in the Holiday Ranchettes Subdivision, Summit County Recorded Entry No. 123347, recorded on May 31, 1974. The Lot is approximately 2.47 acres. There are no plat notes that affect this project.

3. Private Recreation Facilities require a Condition Use Permit in the Single Family ("SF") Zoning District.1 The Planning Commission reviews and takes Final Action on Conditional Use Permits.

4. The Applicant submitted verification of notification of the Holiday Ranchettes HOA.

5. The proposal to add a pool complies with LMC § 15-2.11, Single Family (SF) District.

6. There is no above-ground building associated with the pool, and the pool is located within the CC&R-established buildable area.

7. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

CUP Review Criteria	**Analysis of Proposal**
Size and location of the Site – 3 units per acre	**Complies**: The Lot complies with the SF lot size requirements as noted above. The site is approximately 2.47 acres.

PENDING APPROVAL

Traffic considerations	**Complies**: The pool is for the seasonal use of the property owners and is not expected to create additional traffic.
Utility capacity	**Complies**: COA 1 requires a building permit, which shall be reviewed by the Engineering Department.
Emergency vehicle access	**Complies**: Emergency vehicle access is from existing streets.
Parking – 2 stalls	**Complies**: The Single Family Dwelling meets the parking requirements as noted above.
Internal circulation	**Complies**: The pool is connected to the residence via a walkway.
Fencing, screening, and landscaping	**Complies**: The pool is located at grade and will be partially screened with landscaping. An equipment shed and storage area will be screened with low walls, fencing, and landscaping. Walls and fencing will not exceed 6 ft.
Building mass, bulk, and orientation	**Complies**: The pool will be inground and deck areas are at grade. An equipment shed and storage area will be screened with low walls, fencing, and landscaping. Walls and fencing will not exceed 6 ft.
Open Space	**Complies**: The pool is located in the buildable area per the HOA CC&Rs. The remainder of the site will remain pasture/meadow.
Signs and lighting	**Complies**: COA 2 requires any exterior lighting to comply with LMC § 15-5-5(J), *Outdoor Lighting.*
Compatibility with surrounding structures	**Complies**: The pool has been designed to be low profile and minimally visible from adjacent properties
Noise and mechanical factors	**Complies**: Mechanical equipment will be screened and is not expected to affect people or property off-site. Noise must comply with the City's Noise Ordinance. The pool is located in the middle of a large lot and should have minimal impact on abutters.
Control of delivery and service vehicles	**Complies**: N/A
Ownership	**Complies**: The pool does not change the ownership of the SF Lot.
Appropriateness of the structure to the existing topography	**Complies**: The pool is appropriate for the existing topography and the Lot is not located in an environmentally sensitive area.

PENDING APPROVAL

Consistency with the General Plan	**Complies**: The Use as conditioned is appropriate for the Single Family Zoning District and is compatible with the SF neighborhood and Resort community.

8. The Development Review Committee reviewed the proposal on September 5, 2023, and did not identify any issues requiring Conditions of Approval.

Conclusions of Law

1. The Application, as conditioned, complies with LMC § 15-1-10(E) Conditional Use Permit Criteria and LMC Chapter 15-2.11 Single Family Zoning District.

2. The proposed Use, as conditioned, is compatible with the surrounding structures in Use, scale, mass, and circulation.

3. The effect of any differences in Use or scale have been mitigated through careful planning.

Conditions of Approval

1. The Applicant shall be responsible for applying for building permits including any review by the Engineering Department.

2. Any exterior lighting shall be reviewed and approved by the Planning Department for compliance with LMC § 15-5-5(J), Outdoor Lighting. Exterior lighting shall be Fully Shielded and cannot exceed 3,000 degrees Kelvin.

3. The Applicant shall comply with Municipal Code Chapter 6-3 Noise, which establishes a maximum of 55 dBA from 6:00 AM through 10:00 PM.

4. The pool shall be built in accordance with plans reviewed by the Planning Commission on September 13, 2023, Exhibit A.

5. No permanent filling line shall be allowed between the Single Family Dwelling and the pool that could cause a cross-contamination issue.

6. The pool may not be drained into the City's sewer system and drainage shall be coordinated with the Snyderville Basin Water Reclamation District.

Commissioner Frontero seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

D. 2459 Iron Mountain Drive - Plat Amendment - The Applicant Proposes to Redraw the Building Pad Located on Lot 41 of the Iron Canyon Subdivision. PL-23-05664.

PENDING APPROVAL

City Planner, Jack Niedermeyer reported that the applicant proposed to amend the existing 4,000-square-foot Building Pad to encompass a future Single-Family Dwelling. This lot was located within the Single-Family Zoning District and was identified as Lot 41 of the Iron Canyon Subdivision, which was recorded with Summit County in 1983. He explained that all lots within the Iron Canyon Subdivision had 4,000-square-foot Building Pads. Lot 41 was currently vacant.

Planner Niedermeyer stated that the proposed Building Pad and Site Plan were compliant with the required Setbacks in the Single-Family zone. The Development Review Committee reviewed the Sensitive Land Overlay requirements. He offered that there was good cause for this proposal as it would exceed Setback requirements, was consistent with the pattern of development in the neighborhood, would not increase Building Pad square footage, would not disturb more area than previously allowed, and the change was consistent with the Iron Canyon Subdivision. He added that the Planning Commission and City Council had approved nine similar proposals within the Subdivision.

Planner Niedermeyer stated that Staff recommended several Conditions of Approval and highlighted Condition of Approval 8, which provided that "Final Building Plans shall demonstrate that there will be no encroachments into the platted 30' Stream Protection Zone."

Condition of Approval 9 was requested by the Development Review Committee and provided: "The final Plat shall show a maximum floor elevation at which a water pressure of 45 psi can be provided." Staff recommended the Planning Commission review the proposed Plat Amendment, conduct a public hearing, and consider forwarding a positive recommendation for the City Council's consideration on October 5, 2023.

Planner Niedermeyer reported that Staff received public input from Rick Campbell just prior to this meeting. He advised that Mr. Campbell was the owner of Lot 36, and had asked for clarification regarding access to the new Single-Family Dwelling on the applicant's lot. Planner Niedermeyer advised that access would be via Iron Mountain Drive.

Commissioner Suesser asked Planner Niedermeyer to address the issue of public trails, if any, near this lot. She was unsure where this lot was located in relation to the trailhead. Planner Niedermeyer was unaware of any intersection with trailheads.

Commissioner Van Dine mentioned the trails on Iron Canyon Court, which is further up Iron Mountain Drive.

Chair Hall opened the public hearing. There was no public comment. Chair Hall closed the public hearing.

Commissioner Suesser commented that as she looked at the Iron Mountain Trail, there was a dashed line that ran adjacent to Lot 41, and wanted to understand if that depicted the new trailhead or the old trailhead, and how it related to Lot 41. She felt this was an important issue as this trail was important to the community.

Commissioner Van Dine believed that Trails and Open Space Manager Heinrich Dieters had established a new area, but did not know if it had yet been made public. She did not recall what Manager Dieters said about this area. Planner Niedermeyer reported that the trail was not reviewed as part of the Sensitive Land Overlay Analysis, and he was unaware that there was any overlap between a trail and this lot.

PENDING APPROVAL

Commissioner Suesser recognized that the dashed line did not touch this lot, but she wondered whether they should include a Condition of Approval with respect to that new trailhead. City Attorney Harrington was unaware that it was in this location. Commissioner Suesser pointed out the location where the line split, one line went toward Lot 41, and the other went down to Iron Canyon Court.

Chair Hall understood Commissioner Suesser's question and offered that based on the exhibit she reviewed, she did not believe it was on this property. She invited Staff to present the slide showing the Building Pad adjustment and site location.

Commissioner Suesser wanted confirmation that the proposal would not interfere with the trail. City Attorney Harrington stated they would confirm that between now and when this item was presented to the City Council.

Commissioner Sigg assumed the new Building Pad was within the permitted Building Envelope of the lot. Planner Niedermeyer confirmed and added that it would exceed Setback requirements. Commissioner Sigg asked further if there would be any increase in square footage from the new Building Pad to the vacated Building Pad. Planner Niedermeyer explained that per the survey, the new Building Pad was shown at 3,987 square feet, and the Site Plan showed the Building Pad at 4,000 square feet. He stated that Staff added a Condition of Approval that would limit the Building Pad to a maximum of 4,000 square feet, which was consistent across the Subdivision.

Commissioners Shand and Frontero had no comments or questions.

MOTION: Commissioner Van Dine moved to forward a positive recommendation for City Council's consideration on October 5, 2023, for 2459 Iron Mountain Drive – Plat Amendment – pursuant to the Findings of Fact, Conclusions of Law, and Conditions of Approval set forth in the Draft Ordinance as follows:

Findings of Fact

1. The property is located at 2459 Iron Mountain Drive.

2. The Lot is within the Single-Family Zoning District.

3. The subject property is Lot 41 of the Iron Canyon Subdivision, approved by the City Council in 1989.

4. The Lot contains 0.96 acres.

5. The Plat Amendment proposes to adjust the Building Pad area shown on Lot 41 of the Iron Canyon Subdivision Plat.

6. The Building Pad is proposed to be 3,987 square feet, including footings.

7. The City Council has approved the following adjusted Building Pads for Lots of the Iron Canyon Subdivision: Lots 4, 5, 8, 11, 29, 33, 42, 43, and 45.

PENDING APPROVAL

8. The proposed Plat Amendment is consistent with the pattern of development in the neighborhood.

Conclusions of Law

1. There is Good Cause for this Plat Amendment as it does not further subdivide or increase the density of the existing Iron Canyon Subdivision. The proposed Plat Amendment does not create or expand upon any non-conformities and no public street, Right-of-Way, or easement is proposed to be vacated or amended.

2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.11 and § 15-7.1-6 Final Subdivision Plat.

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

4. Approval of the Plat Amendment, subject to the conditions stated 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, and the conditions of approval, prior to recordation of the plat.

2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.

3. Any new construction shall comply with Land Management Code Section 15-2.11 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.

4. All other Conditions of Approval and platted requirements for the Iron Canyon Subdivision continue to apply and shall be noted on the plat.

5. The Applicant shall show the bearings and distances of the final Building Pad on the recorded Plat.

6. The Building Footprint shall be fully located within the amended Building Pad.

7. The final Building Pad shown on the Plat shall not exceed 4,000 square feet.

8. Final Building Plans shall demonstrate that there will be no encroachments into the platted 30' Stream Protection Zone.

9. The final Plat shall show a maximum floor elevation at which a water pressure of 45psi can be provided.

PENDING APPROVAL

Commissioner Johnson seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

7. WORK SESSION

A. Land Management Code Amendments - The Planning Commission Will Conduct a Work Session to Review Existing Parking Requirements and Standards For Residential Uses With Possible Consideration of Amendments for Clarity. PL-23-05816.

City Planner, Spencer Cawley explained that this Work Session would be a high-level discussion regarding potential amendments to residential parking requirements. He commented that the Staff Report included a number of additional add-ons. He recalled that one of the requests from the Engineering Department was to amend the requirements for driveway standards. He noted that Engineer Gutknecht was present to explain the proposed amendments and the purpose behind them.

Planner Cawley stated the first potential amendment related to rubber plates at driveway entries. Engineer Gutknecht explained that the proposal was to prohibit rubber or steel plates that bridge the curb and gutter between the driveway and the street. She explained that the main reasoning behind this proposal was that these plates could be problematic with snowplows wherein a snowplow could catch on a steel plate, causing damage to the street, the plow, and/or the plate, causing a hazard. She explained another issue was that oftentimes these plates would not provide enough clearance for drainage within the gutter, which could then become clogged. The plates redirect water into the street, which can freeze over in the winter resulting in potential hazards.

Planner Cawley explained that the recommendation was to add the following to the Driveway Standards that already exist in the LMC as follows: "Steel plates or rubber inserts placed at the bottom of driveways are prohibited." He mentioned that this recommendation was a hard-line standard, and Staff requested the Planning Commission consider whether the recommendation should be broadened or whether the hard-line standard would be sufficient.

Commissioner Frontero asked about the purpose of the steel plates and rubber inserts. Engineer Gutknecht explained that they were used to allow a smoother entrance into the driveway. Commissioner Sigg offered that these were used for low-clearance vehicles.

Chair Hall has these types of inserts at her because her mini-van bottoms out unless she stops completely.

Commissioner Johnson supported the hard-line language.

Commissioner Sigg asked if existing inserts would be grandfathered in. City Attorney Harrington stated it would depend on the status and explained that there might be some situations where the inserts were affirmatively permitted or done with express approval, in which they could attain grandfather status. He added that one of the things that Staff could consider were affirmative prohibitions to determine when to require the removal of past inserts, such as if they were creating a problem.

PENDING APPROVAL

City Attorney Harrington stated that this could become a sensitive issue among neighbors in terms of the perception of fairness and whether inserts were kept or removed. He offered that the Planning Commission should address it from a public safety perspective first, and then come up with a balanced application in terms of whether the prohibition would be retroactive or prospective.

City Engineer Robertson advised that the current standard drawings provided that these inserts were not allowed. In practice, his department has not gone to each property to require removal; rather, they have addressed this when a home comes in for development or redevelopment. He acknowledged that could appear to be selective enforcement and there were challenges in this regard. He added that they have a lot of challenges with this issue and they come up from a maintenance standpoint.

Engineer Gutknecht added that the intent in adding this to the Code instead of just keeping the prohibition in the Standards and Specifications was that the Standards and Specifications govern new construction; whereas, with the amendment, they would be able to require the removal of these inserts in locations where they were causing problems.

Commissioner Sigg asked if any exceptions could be made. He mentioned a condition involving a pitched driveway where an insert could be very beneficial if the approach to the rolled curb was steep enough where a vehicle bottoms out. He asked if it could be a conditional use if someone could demonstrate some sort of hardship caused by removal.

City Engineer Robertson stated there were things they could look at adding to help with some of those issues. The current Design Standards and the maximum slopes required for new construction should not result in vehicles bottoming out. He stated that it was generally the lower-profile vehicles that had issues, whereas standard vehicles typically did not. He noted they could definitely have those discussions for existing conditions and come up with solutions that would not create the challenges that are created by these plates. He relayed that he has heard many stories from Public Works staff about hitting plates with a snowplow and seeing them fly out.

Commissioner Sigg stated he was in favor of the prohibition. City Engineer Robertson agreed there was something that could be done to address existing conditions, and proffered they could possibly come up with something different than plates.

Commissioner Suesser asked if any thought was given to requiring a certain length of driveway so that they would not have a situation like they addressed on Ontario Avenue where the end of a vehicle would stick out into the roadway. She suggested requiring a driveway that would be long enough to accommodate a standard car. She noted that even in the new developments around town, there were very short driveways with vehicles sticking out into the roadway. If they were looking at Driveway Standards, she felt they should address this issue.

City Engineer Robertson agreed that was a good point, and stated that with the current standards, he would not think they would have that issue; however, he acknowledged that this occurred regularly and was something they could look into. He stated it would be difficult in the Old Town District area.

Commissioner Suesser suggested this with regard to new development, particularly when they come into the sidewalk or narrow road.

PENDING APPROVAL

Planner Cawley advised that the second request from the Engineering Department was to add language that would require capturing of snow melt from heated driveways so that it remained on site. He understood that as the snow melts and drains into unheated sidewalks or the ROW, it causes issues with ice. The proposed amendments would include a provision that snow melt would need to be captured on-site and conform with Municipal Code Title 13, which is the Water and Storm Water Code requirements.

Commissioner Johnson agreed with the proposed amendment.

Planner Cawley next addressed Setbacks and how parking was currently regulated in regards to Setbacks. He explained that Setbacks were defined by the LMC such that "No structure or portion thereof shall be permitted, erected, constructed, or placed unless specifically allowed by the Zoning District." As they looked at the Setback requirements for the various Zoning Districts, he stated there was some misalignment. For example, some Zoning Districts have a Setback exception for Front and Side Setbacks with the following language: "a driveway leading to a garage or approved parking area." Some other Districts do not include an "approved parking area."

Planner Cawley stated it was unclear whether parking could be satisfied in the Setback. He explained that Staff brought changes to the Planning Commission, City Council, and the HPB in 2020 to align the Code so that the Historic Districts were easier to understand. In those amendments, "approved parking area" was added, but nothing was ever defined. Therefore, it was unclear what would be considered an "approved parking area" or who would approve this parking area location. He added that as part of those amendments, shared driveways were approved as an exception to Setbacks in the Historic District.

Planner Cawley presented to the Commission an example of parking in the Setbacks. He explained his graphic that showed a garage and driveway. He reported that many times an applicant wanted to provide two off-street parking spaces, yet only had a one-car garage. Applicants often ask if they could satisfy their parking requirement within the Setback. He stressed that was not a question that Staff could clearly answer.

Staff requested the Planning Commission provide direction on whether a residential property owner, citywide, could satisfy off-street parking requirements in the Setbacks.

Commissioner Suesser responded in the negative, with perhaps some exceptions in Historic Old Town.

Commissioner Van Dine felt it should be zone-specific, and stated that for a property in Park Meadows, for example, she would not support off-street parking in the Setback. She proffered that perhaps it could be broken down either by zone, lot size, or some other designation. She commented that someone could have a large lot in Old Town that still had some room for off-street parking.

Commissioner Johnson expressed that he would take the position that parking could not be satisfied in Setbacks.

Chair Hall asked if Staff could provide examples to provide a different perspective on what it would look like in different zones. Commissioner Suesser agreed, especially with regard to bullet point 3 presented by Planner Cawley. As it related to the Historic District and a standard 25' x 75' lot

PENDING APPROVAL

that typically had a single-car garage, Commissioner Shand asked if the Commission was suggesting that the driveway would not count as the second parking space.

Commissioner Frontero explained that as long as the driveway was sufficiently long enough to park a vehicle outside of the Setback, parking was allowed.

Commissioner Shand noted that the Rear Setback on a 25' x 75' lot was 10 feet, the Side Setbacks were 3 feet and the Front Setback was 15 feet. Commissioner Johnson confirmed there were 3-foot Side Setbacks in the HR-1 zone, with 5-foot Setbacks on 50-foot wide lots. Commissioner Shand asked if typically the Front Setback was mostly driveway for a home that was 19 feet wide and 50 feet deep. He noted that most of the driveway would be within the Setback, and if they take that away, they take away the ability for someone to build a home on a 25' x 75' lot and have one car in the garage and one in the driveway.

Commissioner Suesser agreed that they would not want to eliminate that driveway.

Commissioner Johnson recited the Front Setback Exception, No. 6 in HR-1, "Driveways leading to a garage or approved parking area are an exception…" He felt that covered this.

Assistant Director Ward explained that this language had been interpreted in two ways, and Staff was trying to proffer clearer language. She noted it was different for the different Historic Structures. She stated that some have read this language to apply to driveways leading to a garage or driveways leading to an approved parking area. Others have read it as driveways leading to a garage or approved parking area. She stated that was the issue Staff would like clarified.

Commissioner Frontero asked if they could simply eliminate the language "approved parking area." Assistant Director Ward stated that there could be a situation where there was no garage but there was an approved parking area. She stated they could change the wording to parking pad.

Commissioner Shand understood that the objective was to not necessarily eliminate a driveway leading to a garage but to eliminate a property owner installing a parking pad that goes into the Side Setback and parking a car on the side of the house. Assistant Director Ward stated that was true, in part. She added that the objective was also to determine how to satisfy the parking requirement.

Commissioner Van Dine stated that the issue is whether they should allow parking in the Side Setback when that would be the only space available for off-street parking. Assistant Director Ward stated this might present an opportunity to develop a different standard for Historic sites and new construction, because if there were tandem parking as allowed by the Code, then parking could be satisfied outside the Setbacks for new development. She noted that for some of the Historic sites, allowing parking to be satisfied by allowing it in the Front or Side Setback could help get cars off the street and onto the site.

Commissioner Suesser asked if most driveways on 25' x 75' Old Town lots were in the Setback. Planner Cawley responded that for much of the new construction on an Old Town lot, owners were providing one parking space in a garage, with the intent to provide a second parking space in the driveway. He noted that often the garage goes right up to the Setback, so applicants have requested parking in the Setback to satisfy the parking requirement.

PENDING APPROVAL

Commissioner Frontero expressed that because they do not want those cars on the street, parking on the driveway should be allowed. Commissioner Suesser questioned whether they wanted the garage going right up to the Setback. Planner Cawley stated that does not happen all the time, but was an example of a project on Park Avenue that he has worked on.

Chair Hall agreed with Commissioner Frontero's comment that they should not push cars from driveways onto the street.

Commissioner Suesser noted that someone could build a garage right up to the Setback, which would bring the structure closer to the street. Commissioner Van Dine stated that that would still be within the Setback requirements, so it could be done anyway.

Planner Cawley added that tandem parking was allowed. Commissioner Shand commented that a tandem garage would take away some of the living space inside the home.

Commissioner Sigg felt this discussion should be zone-by-zone, and he agreed with Commissioner Frontero and others that they do not want to push cars onto the street in the Historic District and Old Town.

Commissioner Suesser asked for clarification on the changes requested by Staff.

Commissioner Shand asked if there were examples of applicants gaming the system in which they would create on-site parking, but were technically abusing the Setbacks.

Commissioner Sigg had seen many instances in the Prospector Park area where Sprinter vans or work vehicles were parked on parking pads made of impervious surfaces that went right to the street. Commissioner Shand mentioned Park Meadows, where landowners had lots had room to do something like that. He noted that many times a side-parking pad was not permitted by a neighborhood's Covenants, Conditions, and Restrictions ("CC&Rs"). Commissioner Sigg agreed.

Commissioner Shand echoed the request for clarification on the changes requested by Staff.

Planner Cawley stated they could return with specific language on what Staff had hoped to accomplish, and noted that the Commission appeared to prefer a zone-by-zone approach. He understood that satisfying the parking requirement in Setbacks seemed more appropriate in the Historic Districts as opposed to other areas in town.

Commissioner Van Dine added that they could perhaps explore limiting the distance into the Setback, so they could still maintain some sort of buffer for the property line.

Chair Hall was much more comfortable with parking in the Front Setback but would like to see Side or Rear Setbacks maintained as much as possible.

Commissioner Suesser envisioned someone designing a home on an Old Town lot with a very short driveway located in the Setback and someone using that for parking rather than designing the home that would allow for a car to be parked outside of the Setback. She stated they want to avoid that sort of abuse of the exception.

PENDING APPROVAL

Commissioner Sigg asked if it could be based on the depth of the lot rather than addressing this zone-by-zone. He asked if they could say that if a lot exceeded a certain depth and had a certain Front Setback, then it would have a certain length of driveway outside the Setback.

Planner Cawley stated this discussion provided Staff with some good direction, and they would look at comparable communities to see how they have addressed this issue. They would also conduct some stakeholder outreach so they would have some public feedback as well.

With regard to the third bullet point that shared driveways were encouraged in the Historic District, Commissioner Suesser asked if that meant 9-foot wide shared driveways or 18-foot wide shared driveways. She would not want to encourage an 18-foot shared driveway in the Historic District. Planner Cawley explained that the Code required landscaping in the three feet on either side of the shared driveway. He opined that the intent of the Code was that a shared driveway would be a single wide driveway. Commissioner Suesser requested that be included in the bullet point. Commissioner Sigg requested expanding that to the Recreation Commercial ("RC") zone.

Planner Cawley next addressed definitions and presented definitions already included in the LMC. He stated these definitions helped direct both applicants and Staff in understanding how to interpret the Code.

Staff recommended adding language that off-street parking would include approved locations and Setbacks, should the Commission move forward with allowing off-street parking in Setbacks in some zones or based on lot size. He asked if that would be an appropriate way to address this, or whether they should focus more on outlining it in the Code specifically.

In response to an inquiry from Commissioner Frontero, Planner Cawley explained that this proposed language would be another way of addressing the Setback issue. They could achieve that through a definition, the Code, or both. He stated they were trying to provide as much clarity as possible on this issue. Commissioner Johnson felt they opened a can of worms on this issue.

Chair Hall wondered if this issue might require its own section. If they took a blanket approach, it might be more obvious to include it in these sections.

Commissioner Suesser asked if Chair Hall was suggesting a blanket approach as opposed to zone-by-zone, and if so, she agreed with that approach if they could tailor it enough. Chair Hall clarified that her suggestion was more along the lines of first deciding on what they wanted to substantively accomplish. Commissioner Frontero agreed it would be cleaner to make a broad statement that parking in Setbacks was not allowed. He stated he lives in Old Town, and he guessed 80% of the residents park a second car in the driveway, and part of those driveways were likely in the Setback.

Commissioner Van Dine mentioned her neighborhood, where there were no reasons for residents to park in the Setback.

Commissioner Frontero felt it would be difficult to have a blanket prohibition, and even though he liked the concept, he thought it would present a challenge. Commissioner Suesser suggested that perhaps they distinguish by new construction.

Commissioner Sigg asked what would happen when someone creates an Accessory Apartment.

PENDING APPROVAL

Chair Hall felt they needed more outreach and work by Staff before the Commission could make an educated decision on this issue.

Planner Cawley referenced the Staff Report in which Staff addressed possible exemptions. Just as Historic sites were exempt from parking requirements, he asked whether there were other opportunities to provide exemptions for specific uses. He stated that based on discussion amongst Staff, Accessory Apartments and Internal Accessory Dwelling Units ("IADUs") were some uses that were raised. He asked the Commission if exemptions to parking requirements were a way to incentivize the development of these uses.

Planner Cawley stated that currently, an Accessory Apartment would require a minimum of three parking spaces for a Single-Family Dwelling, and the parking was required to be covered either on the driveway or in a garage. Additionally, tandem parking was allowed for this use. The only difference with an IADU was that the parking did not need to be covered. Staff requested input from the Planning Commission on whether they should consider additional uses for exemptions to parking requirements.

Commissioner Suesser asked if they could clarify that when a Historic home is significantly improved it must come into compliance with the parking requirements.

Commissioner Johnson wondered if it would be good to get feedback from the Historic Design Review Board on why they are where they are on this issue. He stated that it did not make sense and asked if there should be a square footage formula such that certain sized additions to a Historic Structure would require parking. He noted that an owner can go from a one-bedroom 300 square foot house to a massive foundation. He reiterated his suggestion to obtain feedback from the other Boards.

Commissioner Suesser offered that it likely had not been addressed specifically because the expansion often involved parking.

Commissioner Johnson stated there were a lot of old tea cottages that were lifted so that garages could be put underneath. He questioned whether they wanted that, and looked for some feedback on this issue. He stated it was frustrating to approve gigantic additions to these Historic Structures without the authority to require parking. He wanted to understand why they were at that point.

Commissioner Frontero offered that they provide a break on parking to Historic homes because they want to protect and preserve these structures. He felt that was a commendable goal. However, he agreed that if significant square footage were added to an existing Historic site, there should not be an exemption for parking because now that the home is being built to add square footage parking could certainly be added at the same time. He felt it would be interesting to explore this issue with the stakeholders to see what kind of feedback they provide.

Commissioner Van Dine expressed interest in looking at more exemptions for ADUs and IADUs, especially given that they required covered parking for ADUs, and do not require covered parking for IADUs. She felt that did not make sense, and that getting those uses on the same page and allowing more exemptions was a good direction to go. Commissioner Van Dine also felt that tandem parking should be allowed. Planner Cawley stated they could discuss tandem parking when they come back on these issues. He also posed the question of whether the Commission would be interested in exemptions for tandem parking. Commissioner Van Dine requested more information and wanted to know why tandem parking was not allowed in certain areas.

PENDING APPROVAL

Commissioner Suesser mentioned a three-level home with three apartments on Empire Avenue. She stated there were six vehicles parked in tandem in front of the house. She acknowledged that they want these apartments in Old Town, but in this example, there was no garage and six vehicles were parked out front.

Commissioner Van Dine questioned whether they wanted those cars in the street, or parked in tandem. She would like information from Staff on this issue when this item comes back.

Commissioner Frontero observed that the cars referenced by Commissioner Suesser were parked illegally because they were parked well into the Setback, and most of the tailgates of the pickup trucks were into the street.

Commissioner Suesser stated this was the type of example that came to mind as they were talking about these issues.

With regard to Recreational Vehicle ("RV") parking, Planner Cawley advised that in 2018, the City Council asked Staff to come up with some recommendations. He presented to the Commission the current requirements set forth in the LMC and Title 9 of the Municipal Code. He noted the City struggles with enforcement, and there were neighbor concerns with RV parking on the street. Ultimately, the recommended amendments were never adopted.

Planner Cawley stated that Staff would recommend the same options that were recommended in 2018 to regulate based on the size of the driveway and what was available for parking. The recommendations also required RVs to park on impervious surfaces. In addition, the recommendations prohibited on-street parking of RVs. If they were parked in side or rear yards, they would require screening. He noted there was no direction from the City Council or Staff regarding parking in front yards.

Commissioner Van Dine requested Staff look at this issue, especially with regard to front yards. She noted that most other ski towns prohibit RV parking in the front yard. She was also interested to know how many HOAs prohibit RV parking.

Commissioner Van Dine felt they needed to establish where a resident could park an RV and noted it was a terrible aesthetic to park RVs in the front yard. She expressed that the day limits on RV parking were pointless, but would like to know what the restrictions would look like and what HOAs already restricted RV parking.

Along those lines, Commissioner Suesser stated that there were a lot of second-home owners in Old Town who come into town in their RV and stay for two weeks, and then leave. She stated one of her neighbors comes from California for a couple of weeks and uses their RV while in town, whereas another neighbor uses their RV for a commercial business. She advised that these neighbors park their RVs in their driveway because it does not fit in the garage. She would not want to prohibit parking these RVs on owners' driveways.

Commissioner Van Dine would like to see whether there might be size limitations because many in Park City own a Sprinter van. Perhaps they could impose a size requirement and noted that larger RVs or trailers do not really belong in town.

PENDING APPROVAL

Chair Hall expressed that she was in favor of making accessory living spaces as easy as possible, as long as there were no Nightly Rentals. She would be agreeable to removing the requirement for covered parking, removing the restriction on tandem parking, and incentivizing accessory living spaces. She recognized it would involve a deep dive with the affordable housing consultants. Commissioner Frontero felt this was a good suggestion because they were trying to incentivize Accessory Apartments and IADUs. He stated as much as he loved these concepts, the reality was the land in Old Town and in 84060 was too expensive for landowners to go down this route, as evidenced by zero applications. He said they could try to incentivize accessory living spaces by tweaking the parking, but he felt realistically it would not be enough to get landowners to want to build these units.

Commissioner Johnson agreed and noted that all the areas where these uses would fit were being shot down by the HOAs.

Planner Cawley stated this discussion provided good direction to Staff, and they would look to schedule a time to return.

8. ADJOURN

MOTION: Commissioner Frontero moved to adjourn.

The meeting adjourned at approximately 9:10 p.m.

PENDING APPROVAL

1334 Lucky John Drive

Conditional Use Permit - Pool

Planning Commission
September 13, 2023

PENDING APPROVAL

CUP

- The Applicant is seeking a Conditional Use Permit (CUP) to locate a Private Recreation Facility, a swimming pool, at their residence in the Single Family (SF) Zoning District in Park Meadows.
- The Applicant submitted verification of notification of the Holiday Ranchettes HOA
- Chapter 15-1, Definitions, defines Private Recreation Facilities as follows:
  - **Recreation Facilities, Private**. Recreation facilities operated on private Property and not open to the public, including Recreation Facilities such as swimming pools, tennis courts, outdoor Pickleball Courts, and similar facilities for the Use by Owners and guests.

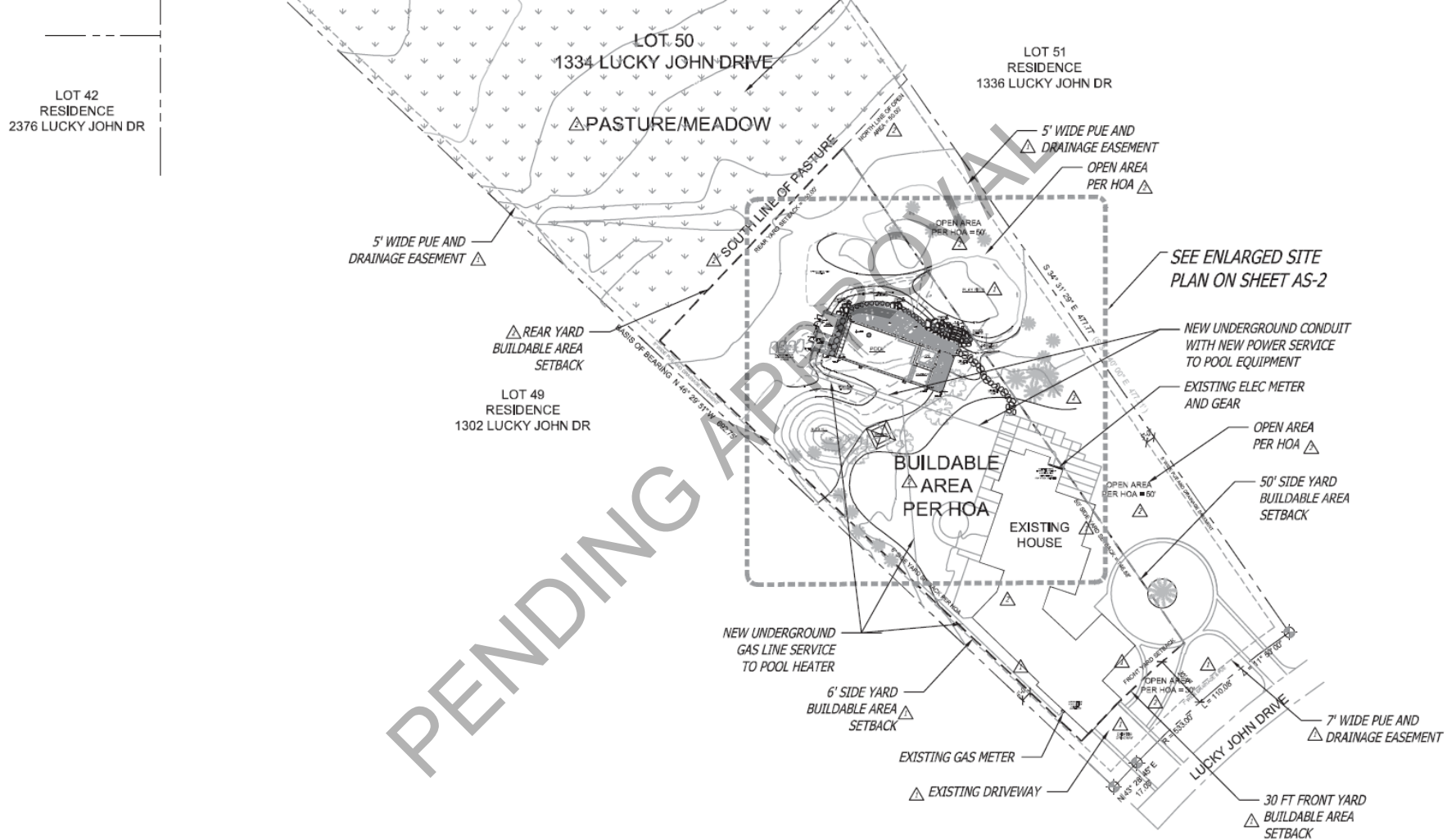
PENDING APPROVAL

Analysis

- The proposal to add a pool complies with LMC 15-2.11, Single Family (SF) District.
- The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E).

- Recommended COAs:
  1. Any exterior lighting shall be reviewed and approved by the Planning Department for compliance with LMC § 15-5-5(J), Outdoor Lighting.
  2. The Applicant shall comply with Municipal Code Chapter 6-3 *Noise*.
  3. No permanent filling line shall be allowed between the Single Family Dwelling and the pool that could cause a cross contamination issue.
  4. The pool may not be drained into the City's sewer system and drainage shall be coordinated with the SBWRC.

PENDING APPROVAL



PENDING APPROVAL

Recommendation

- Staff recommends the Planning Commission conduct a public hearing and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Action Letter.

PENDING APPROVAL

Planning Commission
Staff Report

Subject: **Bald Eagle Club at Deer Valley Unit 55 Third Amended**
Application: **PL-23-05609**
Author: **Spencer Cawley, Planner II**
Date: **October 11, 2023**
Type of Item: **Administrative – Plat Amendment**

Recommendation

(I) Open a public hearing, and (II) consider continuing the public hearing for the proposed Bald Eagle Club at Deer Valley Unit 55 Third Amended plat to October 25, 2023.

Description

Applicant:	Ricardo A. Salas Revocable Trust Park City Surveying, representative
Location:	7875 Bald Eagle Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Residential; Recreation and Open Space
Reason for Review:	Plat Amendments require Planning Commission recommendation and City Council action[1]

[1] LMC § 15-12-15(B)(9)

Planning Commission
Staff Report

Subject:	**220 King Road Work Session - Plat Amendment and Conditional Use Permit**
Applications:	**PL-22-05318 & PL-22-05319**
Authors:	**Alexandra Ananth, Senior Planner** **Caitlyn Tubbs, Senior Planner**
Date:	**October 11, 2023**
Type of Item:	**Administrative**

Recommendation

(I) Conduct a work session regarding the proposed project and requested modifications for 220 King Road, part of the Sweeney Properties Large Scale Master Planned Development and Treasure Hill Subdivision, and (II) determine whether additional information is requested by the Planning Commission prior to a public hearing.

Description

Applicant:	Pesky Porcupine LLC
Location:	220 King Road, Treasure Hill Phase 1 Lot 2
Zoning District:	Historic Residential (HR-1) Sensitive Lands Overlay (SLO)
Adjacent Land Uses:	Residential, Open Space, Resort
Reason for Review:	Plat Amendments require Planning Commission review and City Council action

Abbreviations

CUP	Conditional Use Permit
HDDR	Historic District Design Review
HR-1	Historic Residential Zoning District
SLO	Sensitive Land Overlay
SSCUP	Steep Slope Conditional Use Permit
Sweeney MPD	Sweeney Properties Large Scale Master Planned Development

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

Project Re-Introduction- Goals of the Work Session

In-fill and redevelopment projects within Park City's historic old town are often among our most challenging and controversial. Sub-standard access, steep slopes, soil and mining legacies, erroneous and illogical original plats, and complex utility, snow

storage/removal and drainage issues all intersect with a strong public mandate to protect our historic district and Main Street character. Proactively and responsibly addressing these sometimes-competing matters must be done in parallel with the equally important responsibility to respect private property rights and timely processing of new applications consistent with clear and published standards, as required by the State of Utah and constitutional principles.

Such projects within the Sweeney MPD properties, for example, have an even greater degree of complexity, which sometimes increases the inevitable dynamic between private property owners and community expectations. For example, public comments often range from calls to simply adhere to original agreements to renewed requests to re-negotiate to better implement contemporary mitigation strategies. This project represents [another] one of those moments.

After working collaboratively with our Planning Department, and historic preservationists and consulting the original developer [Pat Sweeney], the applicant has several pivotal questions that will impact their final design, and possibly implicate an amendment to the MPD.

Working together, the applicant and staff agreed to proactively conduct a work session with the Planning Commission to present an array of important and complex issues to try to avoid a cart before the horse stalemate on review of their HDDR. In fairness, they deserve an opportunity to explore the goals of their proposal with the Commission and the public. While this staff report clearly delineates the conflicts of the applicant's proposal in terms of the original approvals, the purpose of the work session is also to provide the Planning Commission with an opportunity to gauge whether our current code and general plan are better served by potential amendments to those approvals or applicable code.

In the end, we hope the Planning Commission can review and answer the following questions:

Q- Does the Commission find reasonable justification for further consideration of the proposed amendments – reasonable meaning fair with respect to how similar properties within the MPD have been treated; the amendments have potential to result in an improvement over current entitlements; the intent of the current code and general plan are respected or improved upon. This assessment should include:

- Review Exhibits A & B to determine if the building height, façade height, and massing requirements set forth in the Sweeney Master Plan apply to Lot 2 (220 King Road).
- If the building height, façade height, and massing requirements are found to apply to Lot 2, review the Applicant's proposal to remove these requirements from the Plat, determine whether their removal complies with the intent to visually minimize development on Treasure Hill, and determine whether the Applicant must also amend the Master Planned Development.
- Review the Applicant's proposal to increase the Building Area Limits by 3,526

square feet for a total of 14,716 square feet and provide feedback on whether there is Good Cause[1] to amend the Plat to allow this.

- Articulate whether and why the Planning Commission finds allowing additional underground floor area consistent or inconsistent with the original approvals and current code requirements.

Summary

220 King Road contains 53,694 square feet, is prominently located on the hillside over Old Town in the Historic Residential (HR-1) Zoning District, and subject to the Sweeney Properties Large Scale Master Planned Development (as Amended) (Sweeney MPD and Amended Sweeney MPD, Exhibits A & B). A portion of the west side of the Lot is within the Sensitive Land Overlay (SLO). The Lot is known as Lot 2 of the Treasure Hill Subdivision Phase 1 (and Amended Plat(s) Exhibits C & D). The pending Conditional Use Permit and Plat Amendment applications were previously scheduled for a work session on October 26, 2022. However, the items were continued to a date uncertain at the Applicant's request (Staff Report; Minutes, pg. 3)

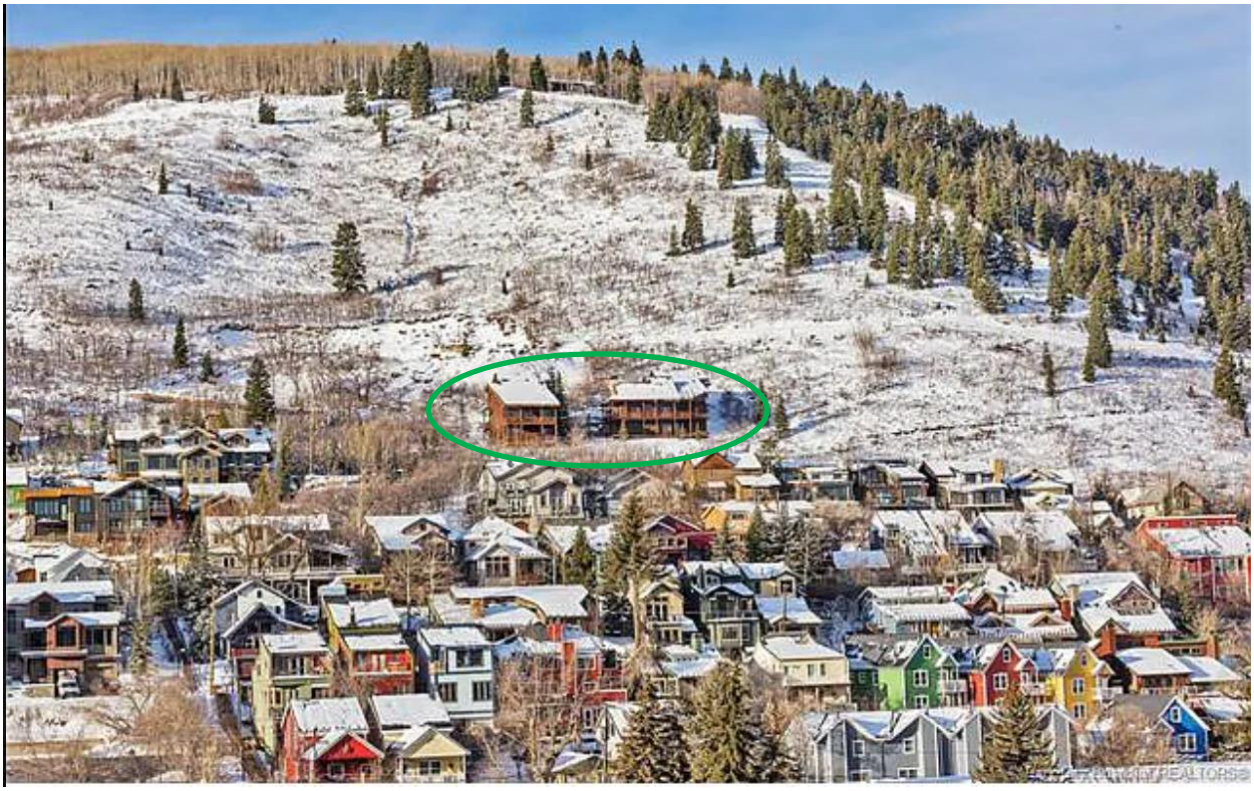


Figure 1: 220 King Road main house and guest house circled in green.

[1] LMC § 15-15-1 – Definitions, "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.



Figure 22: Summit County Parcel Viewer Map of 220 King Road, Lot 2 of the Treasure Hill Subdivision Phase 1, subject Parcels outlined in green

Lot 2 consists of two separate Tax ID Parcels; THILL-2-A-AM contains a Single-Family Dwelling built in 1998, and THILL-2-B-AM contains a guest house built in 2000. Both structures were approved by the Planning Commission as a Small Scale MPD (now known as a Conditional Use Permit (CUP)) on March 12, 1997 (Exhibit E). An amendment to the Building Pad for Lot 2 was reviewed by the Planning Commission on the same night and recommended to the City Council for action. The Council approved the Plat Amendment to shift the Building Pad for Lot 2 on April 10, 1997 (Ordinance 97-19 (Exhibit G)). The Planning Commission approved an additional CUP for a guest house on April 26, 2000, that supersedes the original guest house approval (Exhibit F).

The validity of the internal lot line separating THILL-2-A-AM and THILL-2-B-AM was not approved by the City and remains unresolved. Only one unit of density was allocated through the Sweeney MPD to the entirety of the 220 King Road Lot; the Lot cannot be subdivided to create an additional buildable Lot without an amendment to the Master Planned Development (Exhibit B). Similarly, Condition of Approval 9 of the Guest House Conditional Use Permit (approved June 21, 2000) prohibited further subdivision of this Lot (Exhibit F).

On June 30, 2016, the Planning Department provided a staff report to the City Council regarding a proposed Plat Amendment subdividing Lot 2; the staff report found a subdivision would be in violation of the allocated/permitted density approved by the MPD (Staff Report, p. 306-307). The proposed Plat Amendment would combine the two

parcels back into one Lot. The separation of the Lot appears to have been done for tax purposes and potentially to separate the guest house from the main house. However, this would increase the Density of the Lot and is not allowed under the existing Sweeney MPD even though both Parcels meet the minimum lot size required in the HR-1 Zoning District.

In addition, the applicant is proposing to amend Plat Notes 1, 5, and 6 of the Treasure Hill Subdivision, Phase 1, to redevelop the property with a new Single-Family Dwelling and Accessory Building, which would replace the existing residence and guest house. The applicant is proposing:

- To change the 3,500 square foot maximum allowed Building Footprint (Plat Note 1) to exclude space that is located below Existing Grade and covered by landscaping or deck; and to exclude the Footprint for up to 1,500 square feet for an attached or detached residence provided that space cannot be sold or leased separately from the main house;
- To increase the Building Area Limits shown on the Plat by 3,526 square feet for a new Building Area Limit of 14,716 square feet;
- To remove the Façade Height Plat Note, which restricts the east facing façade Building Height to 25 feet (Plat Note 5); and
- To remove the Massing Plat Note restricting each building mass footprint to 1,500 square feet (Plat Note 6).

The applicant has also submitted a Conditional Use Permit Application, which is required by the Sweeney MPD for Dwellings located off King Road, and a Historic District Design Review (HDDR) application.

In addition to the above, the Planning Department has determined that the application requires the following supplementary submittals/reviews:

1. A Steep Slope Conditional Use Permit (SSCUP) will be required, and;

2. An application to amend the Sweeney MPD to change/remove conditions of the Sweeney MPD with respect to Plat Notes 1, 4, 5, and 6 of the Plat including the Footprint and Building Height.

The Amended Sweeney MPD allowed for the creation of Lot 1 and Lot 2 (200 and 220 King Road) as shown on the Treasure Hill Subdivision Phase 1, by shifting/allocating two units of Density to these two Lots. A narrative submitted by the applicant argues that the Amended MPD did not intend to restrict the Footprint of the two King Road Lots to 3,500 square feet as indicated in the Plat Notes, because this was not a Condition of the Amended Sweeney MPD.

The Planning Department has no reason to question that all nine of the Treasure Hill Subdivision Phase 1 Plat Notes were intended to apply to the King Road Lots, as the Notes would have been clarified, corrected, or removed when the Lot 2 Plat was Amended in 1997, only one year after the Treasure Hill Subdivision, Phase 1, was

approved. For example, Condition of Approval #3 of Ordinance 97-19, approving the amendment to Lot 2 states, “[t]he plat shall note that all conditions of approval, notes and restrictions of the Treasure Hill Subdivision are in full force and effect” (Exhibit G p. 2). Additionally, the Staff Report and Planning Commission Minutes for the CUP for Lot 2 indicate that the Planning Commission was asked to look at compliance with the nine criteria recorded on the Sweeney/King Road/Treasure Hill subdivision plat (Exhibit E p. 10-12, and p. 28).

At the work session, the Planning Commission should discuss if the Plat Notes apply to the subject property, and at a high level, if the Planning Commission finds the proposed amendments to the Plat Notes enable an end result/design more consistent with the underlying zoning, historic regulations and the MPD.

The Planning Department also notes that the Footprint Plat Note proposed by the applicant is the same Footprint Plat Note on the Treasure Hill Subdivision Phase 3 Plat, which governs Lot 8, 445 King Road. Under the existing MPD, approval for changes to Building Area Limits, Building Height, and Massing, require an amendment to the Sweeney MPD.

Background

The two subject Parcels include

Parcel Number	Acres	Address
THILL-2-A-AM	0.77	220 KING RD
THILL-2-B-AM	0.47	220 KING RD

Governing documents include:

1. Sweeney Master Plan dated 12/18/1985 (Exhibit A)
2. Sweeney Master Planned Development Amended Conditions dated 10/14/1987 (Exhibit B)
3. Treasure Hill Subdivision, Phase 1 Plat, Recorded on 4/15/1996 (Exhibit C, see Plat Notes p. 3)
4. First Amended Record of Survey, Lot 2 Phase 1, Treasure Hill Subdivision, Recorded on 8/14/1997 (Exhibit D, see Plat Notes)

The Planning Commission approved the Sweeney MPD in 1985. Page 9 of the Sweeney MPD refers to two of the four Lots platted on the Treasure Hill Subdivision Phase 1, as “Miscellaneous Properties.” These are Lots 3 and 4 on the Plat, also known as 425 Norfolk Avenue and 375 Norfolk Avenue, respectively. The lot referred to as the “Lot on top of Treasure Mountain” is 445 King Road, or Lot 8 of the Treasure Hill Phase 3 Plat, and is not included in the Phase 1 Plat, but is located on the Phase 3 Plat (Exhibit H).

Page 7-9 of the Staff Report for the Sweeney MPD reads:

The various parcels of land included within the Sweeney Properties Master Plan are scattered about the Historic District and are detailed on the attached Exhibit. For additional clarity a brief narrative description of each development area follows:

[1.] Coalition Properties (known as Town Lift East & West sites)
[…]
[2.] HR-1 Properties (Known as Car-Sheen & MPE sites)
[…]
[3.] Hillside Properties (knows as Mid-Station and Creole Gulch sites)
[…]
[4.] Miscellaneous Properties
In addition to the development areas described above, the proposed Master Plan identifies three distinct single-family lots; one of which is located above Woodside Avenue adjacent to and north of platted 5th Street, a second to be accessed from Upper Norfolk, and a third lot to be situated up on top of Treasure Mountain (possible future access predicated on United Park City Mines Company's plans for development off of King Road). Development would be restricted to single-family homes with no greater than 3500 square foot footprints and maximum building heights of 25 feet.

The 1987 Revised Conditions of Approval to the Sweeney MPD effectively allocated two Units to King Road, and include the following conditions (Note Condition 1B):

The following revised conditions shall be placed on the approval of this proposed modification:

1. The Sweeney MPD approval documents shall be revised to reflect the relocation of 12 units as follows:

   a. Relocating 5 unit equivalents from the lower Town Lift Midstation to the upper Town Lift Midstation. The original height parameters will not be modified, but the footprint of the Town Lift Midstation site will be modified slightly.

   b. Relocating 2 unit equivalents from the Sheen parcel and 2 from the MPE parcel. Two of these units would be relocated off the King Road, one off of Upper Norfolk, and one off of 5th Street.

   c. Relocating 3 unit equivalents from the Buck parcel to Coalition West. The current proposal for Coalition West is based on all residential units. If some commercial unit equivalents were used, consistent with the HRC Zone, the 3 additional units could be absorbed within the existing proposed envelope.

2. That all conditions of the original Sweeney MPD remain in effect (copy enclosed).

The Treasure Hill Subdivision, Phase 1 Plat, includes four Lots located in the HR-1 Zoning District, and one Lot of Open Space. The plat notes implement express parameters of the MPD noted above, namely the 3,500 footprint limitation and the 25 foot height limitation highlighted in yellow above in the Misc. Properties section. For this reason, we believe an Amendment to the MPD is required. The same conclusion was reached regarding a prior application on the property, as noted above for the subdivision issue. Plat Notes are copied below. As noted earlier, the current application is proposing to modify Plat Notes 1, 5, and 6.

SPECIAL RESTRICTIONS FOR SINGLE FAMILY HOMES TO BE CONSTRUCTED ON LOTS 1 THROUGH 4 SHOWN HEREON:

1. FOOTPRINT. The maximum footprint, calculated from the outside face of walls and subject to the massing requirements of Note 7, shall be three thousand five hundred (3500) square feet including garages. The following shall not count towards the foot print calculations:

   (a) Decks which are open on at least two sides (but which may have railings as required), covered or uncovered, and which do not have above grade living space below or above them;
   (b) Exterior walkways;
   (c) Exterior stairs;
   (d) Driveways.

2. BUILDING AREA LIMITS. Improvements, including fences and formal landscaping (unless otherwise permitted under easements or agreements of record or as shown on the Plat or as consistent with the approved construction drawings of the driveways, Upper Norfolk turnaround, King Road turnaround, ski bridge and utility plans) shall be limited to the Building Area Limits noted on the Plat. Notwithstanding the forgoing, flat areas located on the Ski Trail Easements where they cross Lots 3 and 4 and are directly adjacent to the Building Area Limits of Lots 3 and 4 may be landscaped with irrigated groomed grass.

3. CONSTRUCTION DISTURBANCE. Unless otherwise provided in agreements with Park City Municipal Corporation which are of record, temporary construction disturbance shall be limited to twenty (20) feet beyond the Building Area Limits or to adjoining-lot property lines which ever is closer. Such disturbed area shall be revegetated with native landscaping.

4. HEIGHT. The building height shall be measured from existing grade to the top of flat roofs and to the ridge of pitched roofs. The maximum height, in general, shall be twenty five (25) feet for flat roofs and thirty (30) feet for pitched roofs. A maximum height of twenty eight (28) feet for flat roofs and thirty three (33) feet for pitched roofs shall be permitted for the expressed purpose of accommodating access, i.e. stairwells and/or elevators, between floor levels.

5. FACADE HEIGHT, EASTERLY FACING. The maximum facade height for the Easterly facing facades without a step back of at least five (5) feet shall be twenty five (25) feet from existing or reestablished grade whichever is greater.

6. MASSING. House designs may be comprised of one or more connected or unconnected building masses. No one building mass within the 3500 square foot footprint referenced in Note 1 above, shall have a footprint that exceeds 1,500 square feet. Massing elements shall be separated by horizontal and/or vertical facade breaks.

7. SEWER LATERALS. Maintenance and replacement of sewer laterals shall be the responsibility of their respective owners and not that of the Snyderville Basin Sewer Improvement District.

8. FIRE SPRINKLING. Internal and external modified 13d fire sprinklers shall be provided for the homes. Wood roofing material shall be prohibited.

9. PRECEDENCE. The above special restrictions are consistent with the Sweeney Master Plan approved by the Park City Municipal Corporation on October 16, 1986 and as subsequently amended on October 14, 1987 and December 30, 1992. Final house design shall be reviewed under the Small Scale Master Plan Process in accordance with the Sweeney Master Plan.

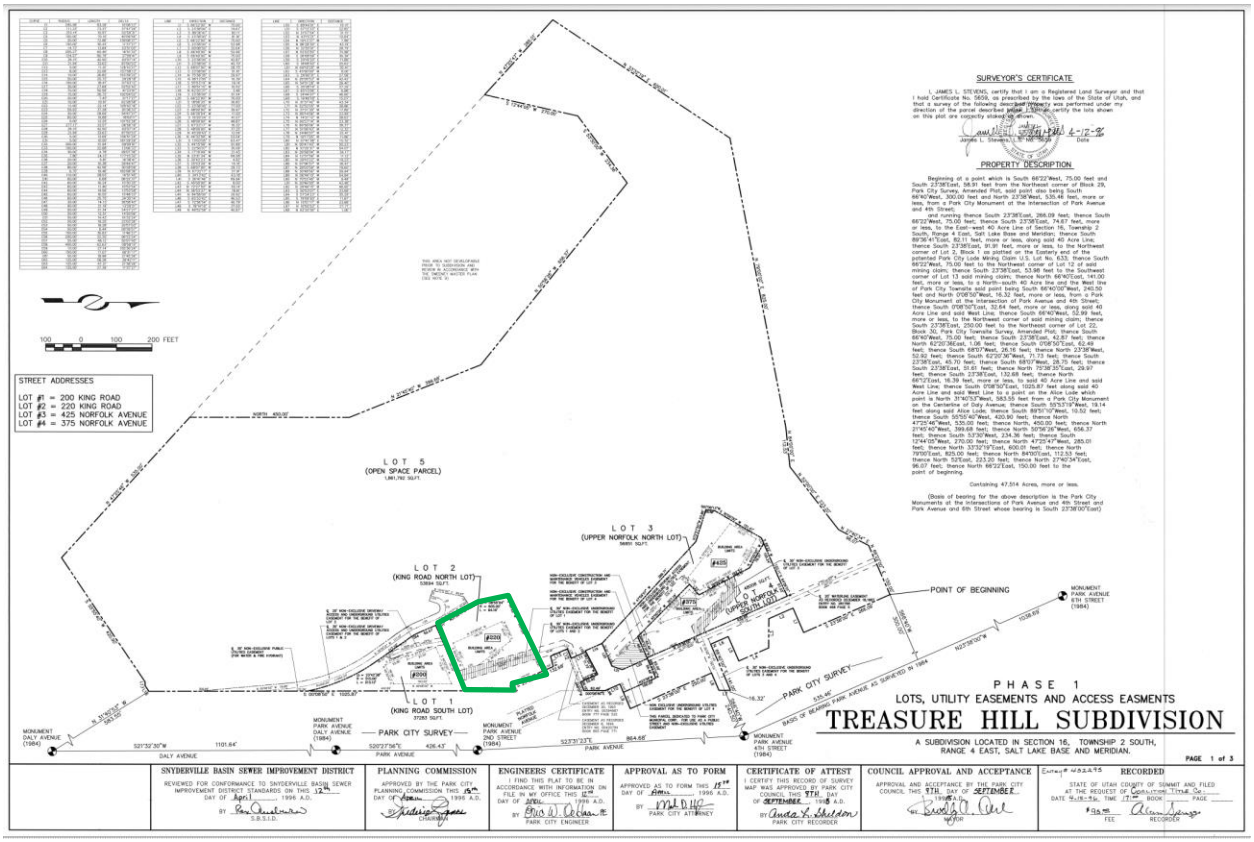


Figure 3: Original Phase 1 Treasure Hill Subdivision showing Lots 1-5

Lot 2 of Phase 1 was amended in 1997 to replat the Building Area Limits and remove a Deed Line. All the Plat Notes from the original Treasure Hill Subdivision, Phase 1 Plat were carried forward on the amended Lot 2 Plat, as shown below.

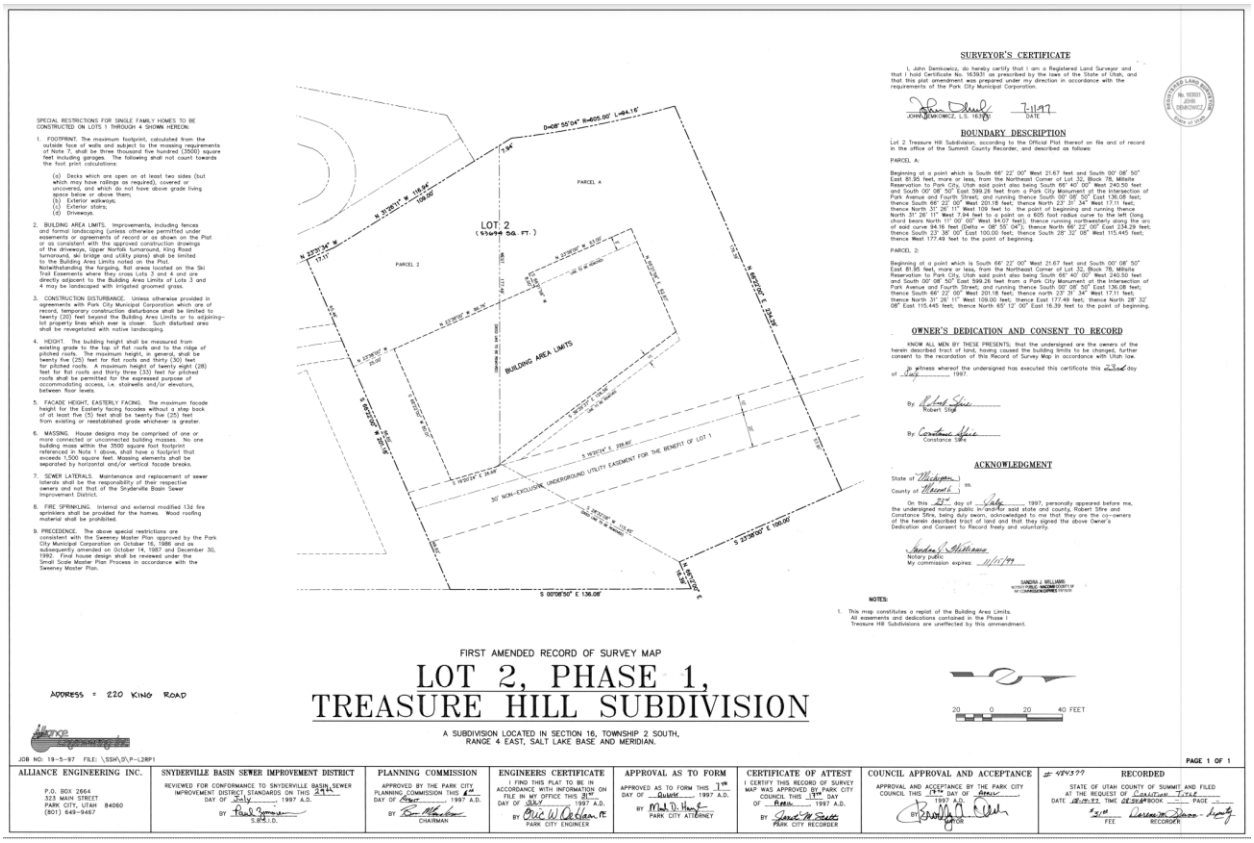


Figure 4: Lot 2 Amended Plat (amending the Building Area Limits)

The Single-Family Dwelling on THILL-2-A-AM was built in 1998, and the guest house on THILL-2-B-AM was built in 2000. Both Dwellings are in the Building Area Limits shown above with a combined footprint that does not exceed 3,500 square feet. As noted above, the CUPs (Exhibits E and F) reviewed the structures for compliance with the nine Plat Notes carried forward from the original Treasure Hill Subdivision Phase 1, and it was never indicated during the review that these Plat Notes were not intended to apply to the two King Road Lots discussed in the Amendment to the Sweeney MPD.

Analysis

(I) The proposal to Amend Plat Notes on the Lot 2 Phase 1, Treasure Hill Subdivision, requires modifications to the Sweeney MPD.

From the research completed by the Planning Department, it does not appear that the original Sweeney MPD identifies the 220 King Road Lot, but the MPD does restrict the footprints and building heights of the “Miscellaneous Properties” with the following language “Development would be restricted to single-family homes with no greater than 3,500 square foot footprints and maximum building heights of 25 feet.”

It was not until the MPD was amended in 1987, that the two King Road Lots were

identified. As noted in the Background Section above, minimal Conditions of Approval are noted in the Amendment to the Sweeney MPD other than Condition #3 that the City Engineer review the preliminary design for the Dwellings on King Road and that the Planning Commission and staff review the proposals as Conditional Uses to ensure they are “designed to minimize visual impact” and “comply with the Historic District Guidelines.”

The Plats (both the Treasure Hill Phase 1 Plat, and the Lot 2 Phase 1 Treasure Hill Subdivision Plat) impose Plat Notes regulating the building Footprints, Building Area Limits, Building Height, and Massing, among other things, that are more restrictive than the HR-1 Zoning District requirements.

The applicant is proposing to amend these Plat Notes to 1) expand the Footprint Plat Note 1 to allow for a 1,500 Accessory Building and to exclude below-grade space and habitable space cantilevered over the hillside of the Site; 2) to increase the Building Area Limits to allow for an Accessory Building; 3) to remove the Façade Height Plat Note 5; and 4) to remove the Massing Plat Note 6.

Previously, a Footprint Plat Note (similar to the provision proposed by the Applicant) was allowed in Phase 3 of the Treasure Hill development (Exhibit H). This separate Phase and Plat allowed some construction to not count towards the maximum Building Footprint. The Planning Department is concerned that the proposed changes to the Building Area Limits, Building Height and Massing Plat Notes are inconsistent with the MPD’s intent to minimize the visual impact of the Treasure Hill Subdivision Single-Family Dwellings on the Historic District, and therefore requires an amendment to the MPD.

Potential Positives	**Potential Negatives**
Eliminates existing non-conforming parcels and restores the property to the originally-approved Lot	Removes the limitation on eastern façade height.
Eliminates likely prior nightly rental use; Applicant would agree to a Condition of Approval that no nightly rental would be allowed without additional permitting	Proposed development located on a Very Steep Slope (53.73% sitewide) would increase excavation beyond footprint of existing structures.
Reduction in the overall number of structures abutting open space, aiding the transition from vacant land into Old Town	Removes the limitation on building masses on a Lot that is larger than the width of a traditional Old Town Lot.
Much of the proposed mass is located under grade and hidden from view; building masses and roof structure have been broken up in to 4 and two sections, respectively	

(II) The proposal does not comply with the HR-1 Zoning District Requirements outlined in LMC Chapter 15-2.2.

The applicant is proposing to modify the Plat Notes. The combined Lot would remain in the HR-1 Zoning District and partially within the Sensitive Lands Overlay (SLO). Existing Plat Notes are more restrictive than the zoning in some cases, and additional applications or revisions to the design are necessary to demonstrate compliance with the adopted regulations.

Requirements	**HR-1**	**MPD/Plat**	**Proposed**
Minimum Lot Size	1,875 sq. ft.	53,694 sq. ft.	53,694 sq. ft. ***Complies***
Minimum Lot Width	25 ft.	200+ ft.	200+ ft. ***Complies***
Maximum Building Footprint	4,500 sq. ft. for lots > 18,750 sq. ft.	3,500 sq. ft. per MPD and Plat	4,747 sq. ft. ***Requires an Amendment to the Land Management Code, MPD, and Plat***
Setbacks Front Side Rear	 15 ft. 10 ft. min./30 ft. total 15 ft.	 15 ft. 10 ft. min./30 ft. total 15 ft.	 17 ft. ***Complies*** 17/47 ft. 47 ft.
Building Height	27 ft. from Existing Grade	25 ft. for east facing facade 18 ft. for Accessory Buildings	30 feet on east-facing façade. Accessory Building is 31 feet in height. ***Requires an Amendment to the MPD and Plat***
	35 ft. from lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.		59 feet feet from lowest finish floor plane to top of topmost wall plate. ***Requires an Amendment to the MPD and Plat, an Amendment to the Land Management Code, or a revision of the submitted design.***
	Final Grade must be		Final Grade exceeds

	within 4 vertical feet of Existing Grade		4 vertical foot change allowed; 5 feet in change on northern and southern facades, 7 feet on western façade. ***Requires an Amendment to the Land Management Code or a revision of the submitted design.***
	A 10 ft. 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 step shall take place at a maximum height of 23 feet from where the building footprint meets the lowest point of Existing Grade.		The Applicant has proposed an inverted Stepback located partially below grade and does not satisfy this requirement. ***Requires an Amendment to the MPD and Plat, an Amendment to the Land Management Code, or a revision of the submitted design.***
Parking	2	NA	> 2 ***Complies***
Building Area Limits	Determined by Front, Rear, and Side Setbacks	11,190 square feet, indicated by Proposed Plat (Exhibit J)	Expanded by 3,526 sq. ft. to 14,716 sq. ft. Sub-grade improvements encroach outside of recorded building envelope. ***Requires an Amendment to the Plat***
Massing	Modules on primary facades should not	Plat Note 6 - No one building mass	The primary Structure has been modulated

	exceed 11 feet to 25 feet in width[2].	within the 3,500 sq. ft. footprint shall have a footprint that exceeds 1,500 sq. ft.	into 4 segments, each under 1,500 square feet, however, two of the four segments exceed 25 feet in width (see Figure 7 below).



Figure 5: Building Modulation Exhibit dated 08/11/2023, masses shown in navy, teal, magenta, and amber, cantilevered levels above shown in black dashed line.

As noted above the proposed building Footprint, Building Height, Building Area Limits, and Massing require an amendment to the Sweeney MPD in addition to the Plat Amendment and CUP, and a SSCUP. As considerable emphasis was placed on the impact of the development of these lots on the hillside and Historic District, the Planning Department is concerned that proposed modifications are not in keeping with the Sweeney MPD and amendments and visually impact the Historic District.

[2] LMC § 15-13-8(B)(2)(a)(9)

In addition to the above, the applicant is proposing a total of 5,026 square feet of covered parking, an accessory building, and a significant amount of finished space below existing natural grade.

As the Lot is in the HR-1 Zoning District, a Historic District Design Review (HDDR) is required prior to the issuance of a building permit. The Applicant submitted a HDDR application on April 27, 2023; this application is pending and under review.

Does the Planning Commission find there is Good Cause for the proposed modification of the Amended Plat to Amend Plat Note 1 to exclude below-grade improvements and up to 1,500 square feet for an associated residence from the overall calculation of Building Footprint?

Does the Planning Commission find there is Good Cause for the proposed modification to the Amended Plat to remove Plat Notes 4, 5, and 6 to remove building height, façade height, and massing requirements above and beyond the requirements set forth in the Historic Residential – 1 (HR-1) Zoning District?

> ***Good Cause" is defined in LMC § 15-15-1 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."***

LMC Chapter 15-6 governs Master Planned Developments within City Limits. The purpose of these provisions is as follows:

> ***"set forth Use, Density, Height, Parking, design theme, and general Site planning criteria for larger and/or more complex projects having a variety of constraints and challenges, such as environmental issues, multiple Zoning Districts, location within or adjacent to transitional areas between different land Uses, and infill redevelopment where the Master Planned Development process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this Chapter is to result in projects which:***
> ***A. complement the natural features of the Site;***
> ***B. ensure neighborhood Compatibility;***

C. ***strengthen the resort character of Park City;***
D. ***result in net positive contribution of amenities to the community;***
E. ***provide a variety of housing types and configurations;***
F. ***provide the highest value of Open Space for any given Site;***
G. ***efficiently and cost effectively extend and provide infrastructure;***
H. ***provide opportunities for the appropriate redevelopment and reuse of existing Structures/Sites and maintain Compatibility with the surrounding neighborhood;***
I. ***protect Residential Uses and residential neighborhoods from the impacts of non-Residential uses using best practice methods and diligent code enforcement;***
J. ***encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community; and***
K. ***encourage opportunities for economic diversification and economic development within the community."***

Does the Planning Commission find the amendments to the MPD necessary to facilitate the Applicant's proposed amendments to the plat comply with the purpose statement of LMC § 15-6-1? At a high level, does the Planning Commission find the proposed amendments to the MPD enable an end result/design more consistent with the underlying zoning, historic regulations and the surrounding area?

Next Steps

The Planning Department proposes the Commission provide feedback to the Applicant on the pending Plat Amendment application and determine whether an amendment to the Master Planned Development is required:

Does the Commission find reasonable justification for further consideration of the proposed amendments – reasonable meaning fair with respect to how similar properties within the MPD have been treated; the amendments have potential to result in an improvement over current entitlements; the intent of the current code and general plan are respected or improved upon. This assessment should include:

- Review Exhibits A & B to determine if the building height, façade height, and massing requirements set forth in the Sweeney Master Plan apply to Lot 2 (220 King Road).
- If the building height, façade height, and massing requirements are found to

apply to Lot 2, review the Applicant's proposal to remove these requirements from the Plat, determine whether their removal complies with the intent to visually minimize development on Treasure Hill, and determine whether the Applicant must also amend the Master Planned Development.

- Review the Applicant's proposal to increase the Building Area Limits by 3,526 square feet for a total of 14,716 square feet and provide feedback on whether there is Good Cause[3] to amend the Plat to allow this.

Public Input

No public input was received at the time this report was published. A public hearing(s) and additional notice will be issued as the project moves forward.

Exhibits

Exhibit A: Sweeney MPD
Exhibit B: Sweeney MPD Amended Conditions
Exhibit C: Treasure Hill Subdivision Phase 1 Plat
Exhibit D: First Amended Record of Survey Lot 2 Phase 1 Treasure Hill Subdivision
Exhibit E: 220 King Road CUP
Exhibit F: 220 King Road Guest House CUP
Exhibit G: Ordinance 97-19
Exhibit H: Treasure Hill Phase 3 Plat
Exhibit I: Applicant's Narrative

[3] LMC § 15-15-1 – Definitions, "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.

PARK CITY PLANNING DEPARTMENT
REVISED Staff Report

TO: Planning Commission
FROM: Planning Staff
DATE: December 18, 1985
RE: SWEENEY PROPERTIES MASTER PLAN

I. PROJECT STATISTICS:

Applicant:	MPE, Inc. Sweeney Land Company, owner
Proposal:	Large Scale Master Planned Development
Location:	Various parcels throughout Historic District
Parcel Size:	125.6 acres
Existing Zoning:	Historic Residential (HR-1); Estate (E); and, Historic Recreation Commercial (HRC) currently, although Historic Commercial Business (HCB) at the time of formal application
Comprehensive Plan:	Historic Residential and Estate
Surrounding Uses:	Ski area, residential, vacant
Application Date:	May 21, 1985

II. STAFF'S RECOMMENDATION and FINDINGS

The Planning Department Staff recommends that the Planning Commission APPROVE, and forward a positive recommendation to the City Council on the proposed height variation required and rezoning of the hillside (approximately 110 acres) to Recreation Open Space, the proposed Sweeney Properties Large Scale Master Planned Development. The project has been considered in accordance with the review procedures and criteria outlined in Sections 1 and 10 of the Park City Land Management Code, effective January 1, 1984, as amended. The following plans and exhibits, in addition to this report and the project file, constitute the complete development permit.

1. Sweeney Properties Master Plan, sheets 1-16, 19-26, and 38-43 prepared by DelaMare, Woodruff, Stepan Associates, Inc.

2. Sweeney Properties Master Plan document and Fact Sheet, dated May 15, 1985, and subsequent amendments.

3. Sweeney Properties Master Plan Application.

4. Sweeney Properties Master Plan Phasing Exhibit.

5. Sweeney Properties Master Plan Density Exhibit.

6. Sweeney Properties Master Plan Development Restrictions and Requirements Exhibit.

In support of our recommendation to the Planning Commission to approve the proposed Large Scale Master Planned Development, the staff has made the

following Findings based upon the information submitted in conjunction with this application.

1. The proposed clustered development concept and associated projects are consistent with both the Park City Comprehensive Master Plan and the underlying zoning.

2. The uses proposed and general design of the project is or will be compatible with the character of development in the surrounding area.

3. The open space preserved and conceptual site planning attributes resulting from the cluster approach to the development of the hillside is sufficient justification for the requested height variation necessary, and that the review criteria outlined in Section 10.9 (e) have been duly considered.

4. The commercial uses proposed will be oriented and provide convenient service to those residing within the project.

5. The required parking can readily be provided on-site and in enclosed structures.

6. The proposed phasing plan and conditions outlined will result in the logical and economic development of the project including the extension of requisite utility services.

7. The proposed setbacks will provide adequate separation and buffering.

8. The anticipated nightly/rental and/or transient use is appropriate and compatible with the surrounding area.

9. The provision of easements and rights-of-way for existing utility lines and streets is a benefit that would only be obtained without cost to the residents of Park City through such a master planning effort.

10. The site planning standards as set forth in Section 10.9(g) of the Land Management Code have either been satisfied at this stage of review or practical solutions can be reasonably achieved at the time of conditional use review/approval.

III. DEVELOPMENT PARAMETERS and CONDITIONS

The staff's recommendation that the Sweeney Properties Large Scale Master Planned Development be approved by the Planning Commission, and subsequently by the City Council, is predicated upon the following terms and conditions. Upon approval, MPE Inc./Sweeney Land Company, its successors or assignees, shall become bound by and obligated for the performance of the following:

1. The Sweeney Properties Master Plan is approved based upon the information and analysis prepared and made a part hereof. While most of the requirements imposed will not be imposed until individual parcels are created or submitted for conditional use approval, certain specific obligations are also identified on the approved phasing plan. At the time of conditional use or subdivision review, the staff and Planning Commission shall review projects for compliance with the adopted codes and ordinances in effect at the time, in addition to ensuring conformance with the approved Master Plan.

2. Upon final approval of the proposed Master Plan, a recordable document (in accordance with the Land Management Code) shall be prepared and submitted. The Official Zone Map will be amended to clearly identify those properties included within the Master Plan, and the hillside property not included within either the Town Life Mid-Station or Creole Gulch sites (approximately 110 acres) shall be rezoned to Recreation Open Space. At the time of conditional use review, final building configurations and heights will be reviewed in accordance with the approved Master Plan, applicable zoning codes and related ordinances. A minimum of 70% open space shall be provided within each of the development parcels created except for the Coalition properties.

3. The approved densities are those attached as an Exhibit, and shall be limited to the maximums identified thereon. Parking shall be provided on-site in enclosed structures and reviewed in accordance with either the table on the approved Restrictions and Requirements Exhibit or the adopted ordinances at the time of project approval. All support commercial uses shall be oriented and provide convenient service to those residing within the project and not designed to serve off-site or attract customers from other areas.

4. Access to the Town Lift and Creole sites shall be provided by a private roadway with acceptable emergency access and utility easements provided. No city maintenance of these streets is expected. All utility lines shall be provided underground with private maintenance required wherever located in inaccessible locations or outside approved easements.

5. Building heights shall be limited to the maximum envelope described on the Restrictions and Requirements Exhibit. At the time of conditional use approval, projects shall be reviewed for conformance with the heights prescribed thereon, and the following:

   (a) The various parcels located within the Historic Residential (HR-1) zone district shall abide by the Land Management Code and no height exceptions will be considered. Maximum building height on the single

family lots shall be limited to 25' in order to reduce potential visibility.

(b) The Coalition East sites are limited to a maximum building height of 55', subject to compliance with the stepped facade (as shown on the applicable plans) concept submitted and the setbacks provided.

(c) The Coalition West properties are limited to a 35' maximum building height adjacent to Park Avenue and a 28' height along Woodside Avenue; subject to the footprints defined, common underground parking and access, and no commercial uses allowed.

(d) The Town Lift Mid-Station development is restricted to a maximum height of 35' for at least 90% of the total unit equivalent volume of all above-grade buildings (exclusive of elevator shafts, mechanical equipment, and non-habitable areas) and an overall average height of less than 25' measured from natural, undisturbed grade. Additionally, no portion of any building shall exceed the elevation of 7240' above mean sea level.

* Reflects City Council's 10.16.86 modifications.

(e) The Creole Gulch site shall be limited to a maximum building height of 75' for at least 83% of the total unit equivalent volume of all above-grade buildings combined. An average overall height of less than 45' shall be provided and no portion of any building shall exceed either elevation 7250' for the eastern-most building or the elevation of 7275' for the balance of the project (above mean sea level).

The above building height restrictions are in accordance with the approved Restrictions and Requirements Exhibits submitted, and are in addition to all other codes, ordinances, and standards.

6. At the time of project review and approval, all buildings shall be reviewed for conformance with the Historic District Design Guidelines and related architectural requirements. No mechanical equipment or similar protuberances (i.e: antennae, flags, etc.) shall be permitted to be visible on any building roof-tops or shall any bright or flashing lights be allowed.

7. All easements, deeds, and/or rights-of-way shall be provided without cost to the city and in accordance with the master plan documents and phasing plan approved. Likewise, it shall be the developer's sole responsibility to secure all easements necessary for the provision of utility services to the project.

8. Master Planned Development approval only conceptually established the ability of local utility service providers to supply service to the projects. It does not constitute any formal approval per se. The applicant has been notified that substantial off-site improvements will be necessary and that the burden is on the future developer(s) to secure various easements and upsize whatever utility lines may be necessary in order to serve this project. Prior to resale of this property in which this MPD approval is carried forward, or prior to any conditional use application for any portion of the MPD, a utility plan addressing water, fire flows, and sanitary sewer, storm drainage, cable utilities, and natural gas shall be prepared for review and approval by City Staff and the

Snyderville Basin Sewer Improvement District. Part of the plan shall be cost estimates for each item of utility construction as it is anticipated that major costs for these utilities will be necessary. All such costs shall be paid by the developer unless otherwise provided. If further subdivision of the MPD property occurs, the necessary utility and access improvements (see below) will need to be guaranteed in accordance with city subdivision ordinances. Public utilities, roads, and access questions which will need to be resolved or upgraded by the developers at their cost (in addition to impact fees, water development and connection fees, and all other fees required by city ordinances) are as follows:

(a) Empire Avenue and Lowell Avenue will be the main access routes to the Creole Gulch site. As such, during construction these roads will need to carry heavy traffic, probably in the vicinity of up to 300 heavy trucks per day. At the present time and until the Creole Gulch site develops, Empire and Lowell south of Manor Way are and will be low-volume residential streets, with a pavement quality, width, and thickness that won't support that type of truck traffic. The City will continue to maintain the streets as low-volume residentials streets, including pavement overlays and/or reconstruction. None of that work will be designed for the heavy truck traffic, but in order to save money for the developer of the Creole Gulch site, he or she is encouraged to keep the City Public Works Director notified as to the timetable of construction at Creole Gulch. If the City is notified that the construction is pending such that an improved pavement section can be incorporated into normal City maintenance projects, then it is anticipated that the incremental additional cost of the additional pavement thickness (which is likely to be in the vicinity of 3 additional inches of asphalt over the entire 4,6000 linear feet [25-foot asphalt width] of Lowell/Empire south of Manor Way, or approximately $80,000 additional cost in 1986 dollars) could be paid by the developer with said amount deducted from future impact fees paid to the City as long as it did not exceed the total future impact fees. However, if the increased pavement section is not coordinated with the City by the developer such that the pavement of Lowell and Empire south of Manor Way remains inadequate at the time the Creole Gulch site is developed, then the developer shall essentially reconstruct the entire 4,600-foot length of Lowell and Empire south of Manor Way at his or her cost, which with excavation and reconstruction of an anticipated 6-inch asphalt thickness on top of 10 inches of roadbase, plus all other normal construction items and costs, would be in the approximate cost range of $300,000 to $400,000 in 1986 dollars. Further, because that reconstruction would be inconvenient to residents and the City, and because delays, impacts, and potential safety hazards would be created over and above normal City maintenance of existing streets, that action by the developer would be a new impact on City residents and the cost therefore would not be deductible from any developer impact fees.

(b) Contribute to the Park City Village, or other water tanks, determined to be necessary by the City Engineer in order to serve the project with culinary and fire storage. Based on a Type 1 fire resistive construction, it is assumed that the contribution would be on the order of 500,000 gallons at a cost of approximately $300,000.00,

although the exact figures would need to be determined in a detailed study using adopted City standards.

(c) Construct pumped pressure system(s) with backup emergency power to provide a means of delivery of fire flows to the project. Construct a meter vault at the edge of the road adjacent to the project, beyond which all water facilities would be privately maintained. It is anticipated that in the vicinity of 2,500 feet of 12-inch water line with appurtenances may be required. Such pipe would cost about $70,000 in 1986 dollars exclusive of the pumps and backup power, which are even more expensive.

(d) Provide an easement, or pay all costs related to condemnation by Park City of an easement, suitable for construction and maintenance of a storm drain from the project site to Silver Creek or McLeod Creek. All City streets and any public utility drainage easements normally provided in the course of other private development shall be available for utility construction related to this MPD subject to reasonable construction techniques and City standards.

(e) Pay for downstream detention basin construction costs in accordance with the ratio of increased runoff from the project during the 50-year flood event to the total design volume of the basin.

(f) Construct a storm drain line to Silver Creek or McLeod Creek adequate to contain the runoff running through and off the site during the 50-year flood event. It is assumed that a minimum of 36-inch concrete storm drain line will need to be installed solely for Creole Gulch drainage. It is further assumed that special cleanout boxes and inlet boxes will need to be designed to address difficult hydraulic problems. Such boxes are expensive.

(g) Provide revegetation over all on-site and off-site areas disturbed for project-related utilities.

(h) Sanitary sewer improvements are assumed to involve replacing in the vicinity of 3,000 feet of sewer line, with new manholes included. Such construction will cost in the vicinity of $100,000, is subject to the approval of SBSID, and is further subject to all District fees and agreements necessary for extension of lines.

9. To minimize additional construction traffic impacts, on-site material stockpiling/staging and parking shall be provided during the course of construction. Similarly, cut and fill shall be balanced and distributed on-site whenever practicable, with any waste material to be hauled over City specified routes. Also at the time of conditional use review/approval, individual projects or phases shall provide detailed landscaping, vegetation protection, and construction staging plans.

10 As projects are submitted for conditional use approval, the city shall review them for required employee housing in accordance with adopted ordinances in effect at the time of application.

IV. BACKGROUND

An application for Large Scale Master Planned Development was submitted on May 21, 1985, in accordance with Sections 1 and 10 of the Park City Land Management Code. The applicant requested that only general development concept and density be approved at this juncture. Final unit configuration and mix may be adjusted by future developers at the time of conditional use review. A legal description of the total property involved in the area being master planned shall be recorded with Summit County. The general nature of the development and pertinent details of the transferring of densities from one area to another shall be adequately described and of sufficient depth to apprise potential land purchasers or developers that the property has been included within a Master Plan.

A variety of development concepts were submitted during the course of reviewing the proposed Master Plan. A total of eight distinct approaches to the development of the Hillside Properties were evaluated. The alternative concepts ranged from a "conventional" subdivision approach involving the extension of Norfolk Avenue, to a modern high-rise concept. The staff, Planning Commission and general public have all favored the clustering of development as opposed to spreading it out. Several of the alternatives prepared were in response to specific concerns expressed relative to the scale and mass of buildings necessary to accommodate the density proposed. The latest concept developed represents a refined version of the cluster approach originally submitted.

V. NARRATIVE

The Sweeney Properties Master Plan involves a number of individual development parcels. Combined, a total of 277 unit equivalents are proposed; including, 258 residential and 19 unit equivalents worth of support commercial space. Based upon the zoning in effect at this time, in excess of 450 units could be requested. While this may be somewhat misleading due to certain physical and technical constraints (i.e: access, slope, utilities), it does reveal that a significant reduction in total density proposed has been incorporated into the project. Each area proposed for development has been evaluated on its own merits. During the course of review, numerous concepts were considered with densities shifted around.

The various parcels of land included within the Sweeney Properties Master Plan are scattered about the Historic District and are detailed on the attached Exhibit. For additional clarity a brief narrative description of each development area follows:

Coalition Properties

The three sites comprising the Coalition Properties are located adjacent to the new Town Lift base station on Park Avenue at 8th Street, and contain a total of 1.73 acres (1.46 acres HRC, .27 acres HR-1).

The Coalition East North and South parcels are separated by an easement granted for the ski liftway. Although this property was included within the recent rezoning of the Depot Area from Historic Commercial Business (HCB) to Historic Recreation Commercial (HRC), the application was submitted prior to this action and the former zoning is thereby "grandfathered" (if, in fact, the

application is approved). The development concept proposed entails a predominantly residential project with some ground level commercial uses anticipated. In an effort to reduce densities elsewhere within the Master Plan, the originally proposed density has been increased from 37 to 40 unit equivalents. Preliminary building footprints and massing drawings show structures with a stepped facade reaching a maximum height of fifty-five feet. Parking will be provided within an enclosed structure beneath the buildings and in accordance with the Table on the Restrictions and Requirements Exhibit or the Land Management Code (to be determined at the time of conditional use approval).

The Coalition West property is located south of and adjacent to 8th Street in the Historic Recreation Commercial (HRC) zone recently created. The concept for this particular site is in keeping with the previous zoning (Historic Residential, HR-1) and provides a buffer for properties located to its west. Also in response to preferred reductions in density elsewhere in the Master Plan, the originally proposed ten unit equivalents have been increased to thirteen total. In order to accommodate this additional density, a floor was added to several of the buildings. Building heights adjacent to Park Avenue have been shown at 35', while those abutting Woodside Avenue will be restricted to a 28' height. Individual structures have been conceptually designed in keeping with the scale of the Historic District will all code required parking to be provided below the buildings and accessed from a single common driveway.

HR-1 Properties

These project parcels consist of the MPE and Carr-Sheen properties and total less than ½ acre (.45) in size. Zoned HR-1 at present, the Master Plan proposes to limit densities on these sites to 2 and 3 unit equivalents accordingly, or a reduction of 44% (i.e: 4 units total). In addition, easements shall be provided for a stairway connecting the Empire-Lowell switchback to the Crescent walkway. The Fletcher parcel included within the Master Plan will be preserved as open space in addition to several quit claim deeds provided to the city for existing streets located outside platted rights-of-way.

Hillside Properties

By far the largest area included within the proposed Master Plan, the Hillside Properties involve over 123 acres currently zoned HR-1 (approximately 15 acres) and Estate (108 acres). The development concept proposed would cluster the bulk of the density derived into two locations; the Town Lift Mid-Station site and the Creole Gulch area. A total of 197 residential and an additional 19 commercial unit equivalents are proposed between the two developments with over 90% of the hillside (locally referred to as Treasure Mountain) preserved as open space. As part of the Master Plan, the land not included within the development area boundary will be rezoned to Recreation Open Space (ROS).

The Town Lift Mid-Station site contains roughly 3.75 acres and is located west of Woodside Avenue at approximately 6th Street. The majority of the developable area is situated southeast of the mid-station loading area. A total of 35.5 residential unit equivalents are proposed with 3.5 equivalents worth of support commercial space as well. The concept plan shows a number of low profile buildings located on the downhill side of the access road containing 9 unit equivalents. Two larger buildings are shown above the road with 9.5 and 17

units envisioned. The average building height for the Town Lift site is less than 25' with over 85% of the building volume fitting within a 35' height envelope. Parking will be provided within enclosed structures, accessed via a private road originating from the Empire-Lowell switchback. The closest neighboring residence is currently located in excess of 200 feet away.

The Creole Gulch site is comprised of 7.75 acres and situated basically south of the Empire-Lowell switchback at approximately 8th Street. The majority of the property is currently zoned Estate (E). A total of 161.5 residential unit equivalents are proposed. In addition, 15.5 unit equivalents of support commercial space is included as part of the Master Plan. Average building heights are proposed to be less than 45' with a maximum of 95' for the highest point. As conceptually proposed, in excess of 80% of the building volume is within a 75' height envelope measured from existing grade. It is expected that the Creole Gulch site will be subdivided into specific development parcels at some future date. Parking is accessed directly from the Empire-Lowell switchback and will be provided within multi-level enclosed structures. Depending upon the character of development and unit configuration/mix proposed at conditional use approval, the actual numbers of parking spaces necessary could vary substantially. Buildings have been set back from the adjacent road approximately 100' and a comparable distance to the nearest adjoining residence.

Miscellaneous Properties

In addition to the development areas described above, the proposed Master Plan identifies three distinct single-family lots; one of which is located above Woodside Avenue adjacent to and north of platted 5th Street, a second to be accessed from Upper Norfolk, and a third lot to be situated up on top of Treasure Mountain (possible future access predicated on United Park City Mines Company's plans for development off of King Road). Development would be restricted to single-family homes with no greater than 3500 square foot footprints and maximum building heights of 25 feet.

VI. MAJOR ISSUES

Many concerns were raised and issues identified through the review process. A project of this scale and complexity would pose similar and considerable consternation no matter where it was proposed to be built. Because this particular site is located both within and adjacent to the Historic District, many of the concerns expressed related to the more subjective kinds of considerations. The Master Planned Development procedure attempts to deal with the general concept of the proposed development and defer or relegate the very detailed project review elements to the conditional use stage of review. At conditional use review, the following issues will be examined in considerable detail with technical solutions sought.

Comprehensive Plan - The city's Comprehensive Master Plan identifies the Hillside property as a key scenic area and recommends that development be limited to the lower portions of the mountain. The existing HR-1 ground included in the Sweeney Master Plan is shown as being retained for residential use similar to the existing pattern of development. The Coalition West site is also recommended for Historic Residential use with the East parcels included within a Historic Commercial area. The proposed Sweeney

Properties MPD is in conformance with the land use designations outlined in the Park City Comprehensive Master Plan.

Scale - The overall scale and massiveness of the project has been of primary concern. Located within the Historic District, it is important for project designed to be compatible with the scale already established. The cluster concept for development of the hillside area, while minimizing the impacts in other areas, does result in additional scale considerations. The focus or thrust of the review process has been to examine different ways of accommodating the development of the property while being mindful of and sensitive to the surrounding neighborhood. The relocation of density from the Town Lift site was partly in response to this issue. The concentration of density into the Creole Gulch area, which because of its topography and the substantial mountain backdrop which helps alleviate some of the concern, and the requested height variation necessary in order to reduce the mass perceived (higher versus lower and wider), have greatly improved the overall scale of the cluster approach. The sites along Park Avenue have been conceptually planned to minimize scale and have provided stepped facades and smaller-scale buildings to serve as a transition.

Zoning - Currently, the land involved in the proposed MPD is comprised of three (actually four) distinct zoning designations. The Coalition East parcel is currently zoned Historic Recreation Commercial (HRC) although it was zoned (and is therefore, technically "grandfathered" or vested) Historic Commercial Business at the time the application was submitted. The West site is also now zoned HRC. The Hillside Properties (i.e: Town Lift Mid-Station and Creole Gulch sites) are zoned Historic Residential (HR-1) and Estate (E). The Carr-Sheen, MPE, and two of the three single-family lots are all zoned HR-1 as well. The single-family lot adjacent to property owned by United Park City Mines is zoned Estate.

The current zoning will basically remain unaltered as a result of the proposed Master Plan except that over 110 acres of the mountain will be rezoned to Recreation Open Space (ROS), and the hillside properties will be designated as being subject to a Master Planned Development document/approval (i.e: E/HR1-MPD).

Neighborhood Compatibility - In reviewing the general compatibility of a project of this scale, an evaluation of possible alternative approaches was undertaken. In light of those other development concepts and associated impacts, the proposed clustering approach was deemed the most compatible. Rather than spread the density out and thereby impact the entire old town area, the cluster concept afforded the ability to limit the impacts to smaller areas. Efforts to minimize scale have been directed toward this issue as have the solutions to other problems related to traffic, site disturbance, and the preservation of open space. The non-hillside project sites have also been planned in accordance with both the Historic District guidelines and in keeping with the scale of existing residences. The long build-out period envisioned will also enable a more detailed review at the time when specific project proposals are developed. A number of the staff's recommended conditions are directed toward minimizing the potential conflicts related to neighborhood compatibility considerations.

Open Space - A key element of the proposed cluster approach is to preserve usable open space in perpetuity. A total of 97% (120 acres) of the hillside will be maintained as open space as a part of the proposed Master Plan. In excess of 110 acres will actually be rezoned to Recreation Open Space (ROS) in addition to 70% open space provided within each of the development parcels. Alternative concepts reviewed involving the extension of Norfolk Avenue would significantly have reduced the amount of open space retained. The potential for the subdivision and scattered development of the hillside would also have drastically affected the goal of preserving the mountain substantially intact and pristine.

Access - All of the different concepts reviewed would result in similar access concerns. The Coalition properties along Park Avenue have excellent access as a result and efforts were, therefore, limited to combining driveways to minimize the number of curb cuts (i.e: ingress/egress points). The development of the Hillside Properties will undoubtedly impact not only Empire and Lowell Avenues but other local streets as well. While certain assumptions could be made as to the type or character of development proposed and possible corresponding differences in traffic patterns, many of the questions raised would remain unanswered. While it is true that the Norfolk Avenue extended alternative would best deal with the current problem of poor access to that area, it would not have solved all of the access issues. The proposed Master Plan will provide sufficient ground, to be dedicated to the city, for purposes of developing a reasonable turnaround for Upper Norfolk.

Visibility - The issue of visibility is one which varies with the different concepts proposed and vantage or view points selected. The very detailed visual analyses prepared graphically demonstrated how the various proposals might look from key points around town. The cluster approach, although highly visible from certain areas, does not impose massive structures in the most prominent areas. Instead, the tallest buildings have been tucked into Creole Gulch where topography combines with the densely vegetated mountainside to effectively reduce the buildings' visibility. The height and reduction in density at the Mid-Station site has been partly in response to this concern. The staff has included a condition that an exhibit be attached to the Master Plan approval that further defines building envelope limitations and architectural considerations.

Building Height - In order to minimize site disturbance and coverage, the clustering of density necessitated consideration of building heights in excess of that which is permitted in the underlying zoning (28' to the mid-point of a pitched roof with a maximum ridge height of 33'). The various iterations submitted for review demonstrated the trade-offs between height and site coverage. The proposed concept for the Mid-Station area results in buildings that would average only 18' above grade with portions (primarily the elevator access shafts likely to be required) approaching 75' in the worst-case situation. The concept reviewed for the Creole Gulch area entails portions of buildings as high as 100', but with an overall average of less than 40'. The Coalition East property, as a result of transferring additional density to it, is proposed to go as high as 55'; whereas, the Coalition West site approaches 35' along the Park Avenue frontage and 28' adjacent Woodside Avenue. As a part of the Master Planned Development process, height variations can be approved in light of other

planning considerations (see Section 10.9(e) of the Land Management Code). Throughout the review, considerable effort has been directed at minimizing overall building height and related impacts while still accommodating the proposed density in a cluster type of development.

These recommendations were approved by City Council

The staff has developed a number of recommended conditions in response to the concerns expressed over building heights. An exhibit defining building "envelopes" has been developed to define areas where increased building heights can be accommodated with the least amount of impact. It is our recommendation that maximum building heights be restricted to 35' and 75' at the Town Lift Mid-Station and Creole Gulch sites, respectively, for the bulk of (at lease 83%) the building volumes. Similarly, we recommend that the building envelope proposed for the Coalition properties be limited in accordance with the exhibits prepared and made a part of the approval documents.

Overall Concept - The concept of clustering densities on the lower portion of the hillside with some transferring to the Coalition properties has evolved from both previous proposals submitted and this most recent review process. The Park City Comprehensive Master Plan update that was recently enacted encourages the clustering of permitted density to those areas of the property better able to accommodate development. In order to preserve scenic areas in town and mitigate potentially adverse impacts on the environment, the Master Planned Development concept was devised. The Sweeney Properties MPD was submitted after a number of different development concepts had been reviewed; including, several versions of the Silver Mountain proposal and various designs that were predicated on the extension of Norfolk Avenue through to the Empire-Lowell Avenues area. After considerable staff discussion and input, the cluster concept was developed. Because of the underlying zoning and resultant density currently in place, the cluster approach to developing on the hillside has been favored throughout the formal review and Hearing process.

Land Uses - The predominant land uses envisioned at this time are transient-oriented residential development(s) with some limited support commercial. The building forms and massing as well as location lend themselves to hotel-type development. Although future developers of projects within the Master Plan have the flexibility to build a variety of unit types in different combinations or configurations, the likelihood is that these projects will likely be geared toward the visitor looking for more of a destination-type of accommodation. The property involved in the Master Plan is directly connected to the Park City Ski Area and as such can provide ski-to and ski-from access. A number of smaller projects in the area are similarly oriented to the transient lodger. Although certainly a different kind of residential use than that which historically has developed in the old town area, it is still primarily residential in nature. The inclusion of attached townhomes serving to buffer between the existing residences and the denser areas of development will also help provide a transition of sorts. The amount of commercial space included within the Master Plan will be of the size and type to provide convenient service to those residing within the project, rather than possibly be in competition with the city's existing commercial areas.

Traffic - Any form of development proposed in this area of town would certainly impact existing streets. Although the majority of traffic generated will use Empire and Lowell Avenues, other roads will also be affected. The concept of extending Norfolk Avenue would have improved access to the south end of old town, but would also have added additional traffic to Empire and Lowell as a result. It is expected that both Empire and Lowell will be improved in several years in order to facilitate traffic movement in general. Even without this project, some upgrading has been planned as identified through the development of the Streets Master Plan.

In evaluating traffic impacts, both construction and future automobile demand are considered. Many related issues also come into play, such as efforts to minimize site grading and waste export. The Master Plan review process affords the opportunity to address these issues in considerable detail whereas other reviews would not. Several of the conditions proposed deal with the issue of traffic and efforts directed at mitigating the impacts created. Traffic within the project will be handled on private roadways with minimal impact.

Utilities - The various utility providers have all reviewed the proposed development concept and do not oppose granting Master Plan approval. Substantial improvements to existing infrastructure will be necessary, however, and the developer has been apprised of his responsibility. Considerable off-site work will be required, the details of which will be resolved at the time of conditional use approval. Depending upon the timing of actual development or the possible subdivision of the property, participation in upgrading existing utility lines and roadway improvements may be required ahead of schedule. A number of parameters/conditions recommended further detail these issues and serve to verify the nature of MPD concept approval.

Fiscal - The proposed dense clustering of development is by far the most economic to service. In contrast to other concepts proposed involving the extension of Norfolk Avenue and possible scattered development of the hillside, the cluster approach represents a positive impact on the city's and other public entities budgets. The nature of development anticipated and lack of additional roadway and utility line extensions requiring maintenance will not create significant additional demands for service.

Tenancy - The likely occupancy and tenancy of the projects comprising the Master Plan will be transient in nature. Rather than housing significant numbers of year-round permanent residents, it is expected that the orientation will instead be toward the short-term visitor.

Circulation - Circulation within the primary development sites will be on foot. Private roadways/drives access the project parking areas with vehicular circulation provided between projects and for service/delivery, construction, and emergency purposes. Pedestrian circulation within the projects will be provided via walkways and plazas with off-site improvements made to facilitate area-wide access. Several nearby stairways will be (re)constructed in accordance with the approved phasing and project plans.

Easements/Rights-of-Way - The Sweeneys have included the dedication and and/or deeding of several easements and sections of rights-of-way to improve the city's title. As a part of the Master Plan, several roadway sections and utility/access corridors will be deeded over. In addition, a right-of-way will be supplied for the construction of a hammerhead-type turnaround for Upper Norfolk Avenue.

Norfolk Avenue - Although several staff members supported the idea of extending Norfolk Avenue through to Empire-Lowell, the consensus was in support of the clustering approach to development. Technical as well as fiscal concerns were discussed relative to the access benefits that would result. Similarly, although the resultant scale of HR-1 development that would have been likely is closer to that prevalent in the Historic District today, the spreading-out of the impacts of road and development construction would have been exacerbated. In lieu of extending Norfolk Avenue, the Sweeney's have consented to deed to the city sufficient land for a turnaround and to participate in the formation of a special improvement district for roadway improvements (in addition to providing an easement for the existing water line).

Grading - The proposed cluster concept will result in less grading than the alternatives considered. The MPD review enabled the staff, Planning Commission, and developer the opportunity to consider this kind of concern early in the project design process. The concept plans developed have examined the level of site work required and how potential impacts can be mitigated. Various conditions supported by staff have been suggested in order to verify the efforts to be taken to minimize the amount of grading necessary and correlated issues identified.

Disturbance - The eight distinct development scenarios presented each had a varying degree of associated site disturbance. The current concept results in considerably less site clearing and grading than any of the others presented (except the total high-rise approach). A balance between site disturbance and scale/visibility has been attained through the course of reviewing alternate concepts. General development parameters have been proposed for Master Plan approval with the detailed definition of "limits of disturbance" deferred until conditional use review.

Density - The proposed densities are well within the maximum allowed and actually about one-half of that which the underlying zones would permit. While it would not be practical or feasible to develop to the full extent of the "paper density", the proposed Master Plan does represent a considerable reduction from that which could be proposed. During the course of review, numerous comparables were presented which demonstrated that the overall density proposed (1.77 unit equivalents per acre of the Hillside Properties and 2.20 for the entire MPD) is the lowest of any large scale project recently approved. The net densities proposed for the hillside properties, while seemingly quite high, are in actuality lower than the density of the surrounding area. Thus, even though a transferring and congregation of development density is occurring, the overall gross and net densities are well within ranges approved for other projects.

Phasing - The build-out of the entire Master Plan is expected to take somewhere between 15-20 years. The Coalition properties will likely be

developed within 5-10 years with development of the Hillside area not expected for at least 10 years. Because of the scope of the project and the various related improvements necessary to accommodate a project of this nature, a detailed time line has been developed as an attachment to the MPD approval documents. While some flexibility is built-into the approved Master Plan, any period of inactivity in excess of two years would be cause for Planning Commission to consider terminating the approval.

Setbacks - All of the development sites provide sufficient setbacks. The Coalition properties conceptually show a stepped building facade with a minimum 10' setback for the West site (in keeping with the HRC zoning) and a 20' average setback for the East sites. The Hillside properties provide substantial 100'+ setbacks from the road, with buildings sited considerably farther from the closest residence.

Fire Safety - The clustering of development proposed affords better overall fire protection capabilities than would a more scattered form. Buildings will be equipped with sprinkler systems and typical "high-rise" fire protection requirements will be implemented. The proposed development concept locates buildings in areas to avoid cutting and removing significant evergreens existing on the site. Specific parameters have been recommended by the staff with actual details proposed to be deferred until conditional use review.

Snow Removal/Storage - The cluster approach to development results in less roadway or associated hard-surfaced area and thereby reduces the amount of snow storage/removal necessary. Considerable effort has been devoted in looking at everything from snow melting systems to where pitched roofs will shed. No additional snow removal will be required of the city. At conditional use approval, additional consideration will be appropriate to ensure that snow storage can safely and reasonably be handled on-site.

Employee Housing - At the time of conditional use approval, individual projects shall be reviewed for impacts on and the possible provision of employee housing in accordance with applicable city ordinances in effect.

Landscaping/Erosion Control - Detailed landscaping plans and erosion control/revegetation methodologies for minimizing site impacts will be required at the time of conditional use review. Plantings shall be reviewed for their ability to provide visual interest and blend with existing native materials.

Trails - The proposed phasing plan identifies the timing of construction for summertime hiking trails and related pedestrian connections. Trails, stairways, and sidewalks accessing or traversing the various properties will be required in accordance with both the approved phasing plan and at the time of conditional use review/approval.

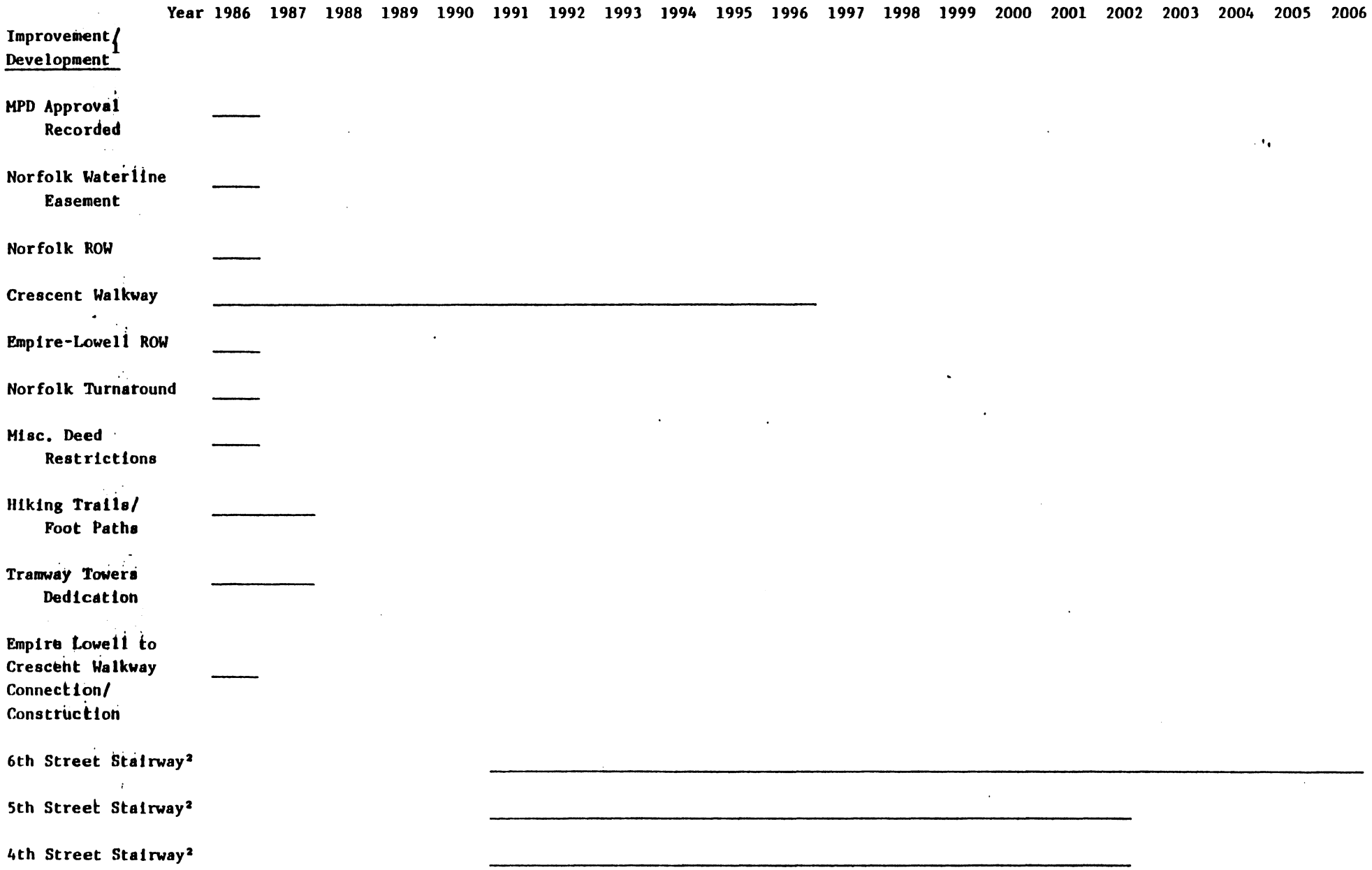
SWEENEY PROPERTIES MASTER PLAN DENSITY EXHIBIT

Parcel	Acreage	Residential Unit Equivalents	Commercial Unit Equivalents	Maximum Building Height[2]	Minimum Open Space (%)
Coalition Properties					
East	0.986	40	Maximum Commercial space not to exceed FAR of 1:1	55'	39.8[1]
West	0.543	13	---	35'	54.9
Hillside Properties					
Creole Gulch	7.75	161.5	15.5	~~98'~~ * 75	70
Town Lift Mid-Station	3.75	35.5	3.5	~~55'~~ * 45	70
Three ½-acre Single Family Lots	1.5	3	---	25'	83.9
Develop HR-1 Properties					
Carr-Sheen	0.288	3	---	28'	60
MPE	0.161	2			
		258 U.E.	19 U.E.		

[1] Does not include Town Lift base facility
[2] Maximum roof height, excludes elevator shaft

* Subject to revised conditions as stated in the Motion by City Council (10/16/8

SWEENEY PROPERTIES MASTER PLAN PHASING EXHIBIT - REVISED



Year	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006

Project Timeframe

Coalition Properties _____

MPE and Carr-Sheen _____

Town Lift _____
Mid Station

Creole Gulch _____

[1]For additional clarification, consult the Planning Department Staff Report and the Sweeney Properties Master Plan document and fact sheet dated May 15, 1985.

[2]Stairways to be constructed concurrently with development of Hillside Properties unless already improved by Park City Resort or adjacent projects.

Revised Conditions of Approval to Sweeney MPD
October 14, 1987

V. STAFF RECOMMENDATIONS:

Staff recommends approval of the proposed revision in the Sweeney MPD based upon the following findings:

1. The modification to the Sweeney MPD is minor and does not result in increased height in any of the development parcels.

2. That the extension of ski runs under the Town Lift is beneficial to the community.

The following revised conditions shall be placed on the approval of this proposed modification:

1. The Sweeney MPD approval documents shall be revised to reflect the relocation of 12 units as follows:

   a. Relocating 5 unit equivalents from the lower Town Lift Midstation to the upper Town Lift Midstation. The original height parameters will not be modified, but the footprint of the Town Lift Midstation site will be modified slightly.

   b. Relocating 2 unit equivalents from the Sheen parcel and 2 from the MPE parcel. Two of these units would be relocated off the King Road, one off of Upper Norfolk, and one off of 5th Street.

   c. Relocating 3 unit equivalents from the Buck parcel to Coalition West. The current proposal for Coalition West is based on all residential units. If some commercial unit equivalents were used, consistent with the HRC Zone, the 3 additional units could be absorbed within the existing proposed envelope.

2. That all conditions of the original Sweeney MPD remain in effect (copy enclosed).

3. That the City Engineer approve a preliminary design for the dwellings proposed off of upper Norfolk and King Road, and that the plans fully disclose the potential difficulty and expense in providing vehicular access and utility service to the parcels. The roadways off of upper Norfolk and King road shall be private driveways and will not be maintained or plowed by the City.

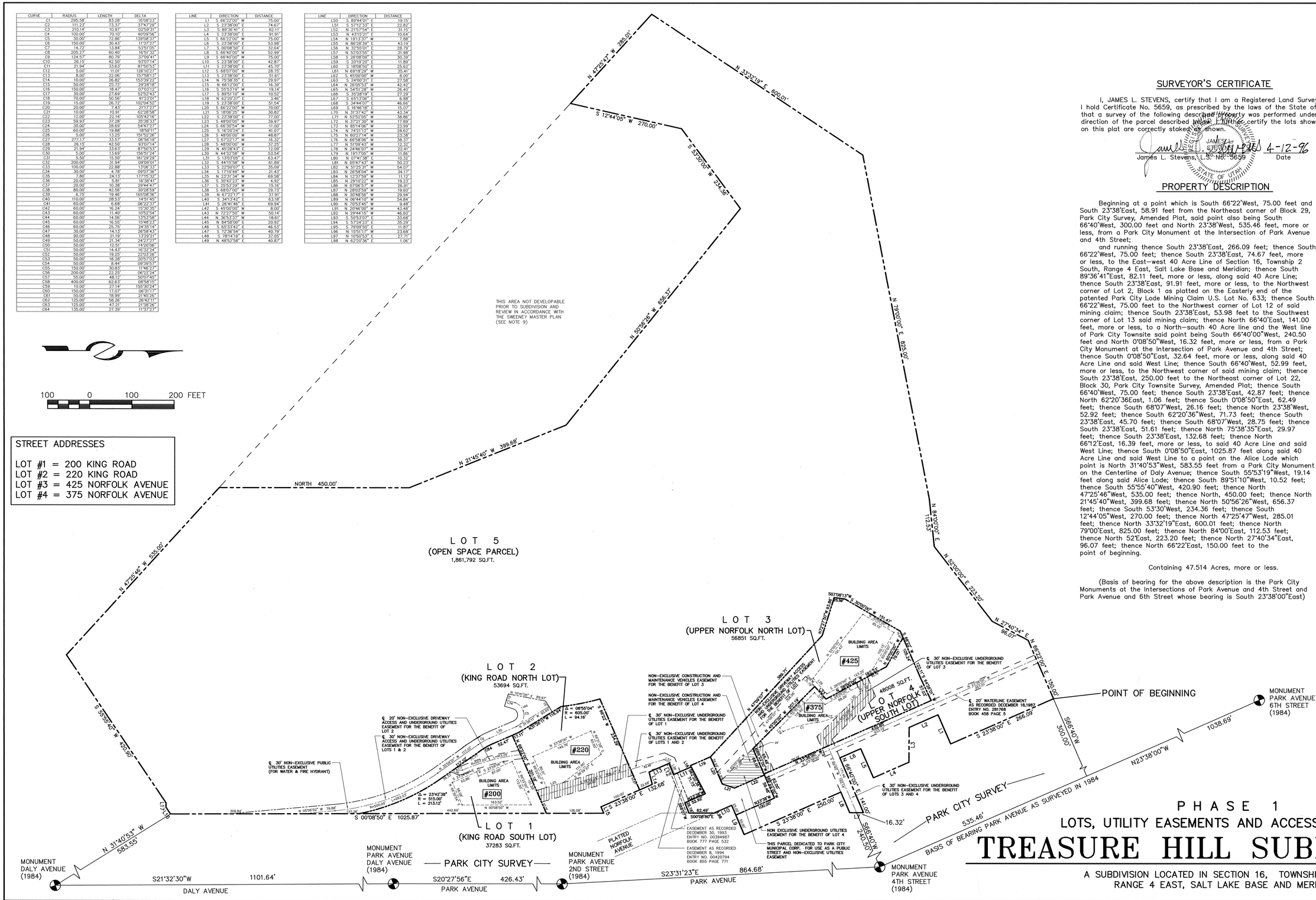
The Planning Commission and Staff shall review these proposals as conditional uses. This shall include review of the design of the structures to insure that they are designed to minimize visual impact. The design shall be consistent with the Historic District Guidelines.

4. The City Engineer has expressed concern over the feasibility of the units proposed above 5th Street. These two dwellings shall be subject to the full conditional use process by the Staff and Planning Commission. The Planning Commission will have the discretion to approve or deny the proposed units. The applicant must demonstrate that all significant impacts which may result from the construction of these units can be adequately mitigated.

CURVE	RADIUS	LENGTH	DELTA
C1	295.58'	83.28'	16°08'23"
C2	111.23'	71.13'	37°47'59"
C3	210.14'	10.97'	02°59'31"
C4	100.00'	70.10'	40°09'56"
C5	30.00'	72.86'	139°08'37"
C6	150.00'	30.43'	11°37'27"
C7	14.72'	13.84'	53°51'00"
C8	205.27'	60.40'	16°51'33"
C9	124.27'	80.79'	37°09'41"
C10	26.15'	42.50'	93°07'14"
C11	21.94'	33.63'	87°50'53"
C12	5.00'	11.01'	126°10'27"
C13	8.00'	22.06'	157°58'13"
C14	10.00'	26.82'	153°39'22"
C15	50.00'	25.72'	29°28'18"
C16	150.00'	18.47'	07°03'12"
C17	30.00'	27.69'	52°52'43"
C18	70.00'	50.56'	41°23'01"
C19	15.00'	26.72'	102°04'52"
C20	20.00'	7.43'	21°17'29"
C21	10.00'	10.91'	62°28'58"
C22	12.00'	22.14'	105°42'16"
C23	59.93'	57.28'	35°38'33"
C24	30.00'	28.69'	54°47'27"
C25	60.00'	19.88'	18°59'11"
C26	5.00'	13.25'	151°52'28"
C27	277.17'	31.57'	06°56'19"
C28	26.15'	42.50'	93°07'14"
C29	21.94'	33.63'	87°50'53"
C30	5.00'	13.69'	156°51'24"
C31	5.50'	15.50'	161°29'29"
C32	200.00'	31.94'	09°09'01"
C33	100.00'	22.88'	13°06'33"
C34	30.00'	4.78'	09°07'36"
C35	7.80'	24.13'	177°15'33"
C36	20.00'	5.81'	16°38'41"
C37	20.00'	10.38'	29°44'47"
C38	80.00'	40.56'	30°28'59"
C39	6.75'	19.46'	165°08'38"
C40	110.00'	28.53'	14°51'45"
C41	60.00'	6.68'	06°22'37"
C42	60.00'	16.24'	15°30'35"
C43	60.00'	11.40'	10°52'54"
C44	60.00'	14.56'	13°53'58"
C45	60.00'	16.55'	15°48'23"
C46	60.00'	25.75'	24°35'14"
C47	30.00'	14.13'	26°58'43"
C48	90.00'	21.19'	13°29'21"
C49	50.00'	21.34'	24°27'27"
C50	50.00'	12.51'	14°20'06"
C51	50.00'	14.43'	16°32'24"
C52	50.00'	19.25'	22°03'26"
C53	50.00'	18.28'	20°57'03"
C54	50.00'	8.44'	09°39'57"
C55	150.00'	30.83'	11°46'27"
C56	200.00'	22.25'	06°22'24"
C57	55.00'	48.12'	50°07'45"
C58	400.00'	62.63'	08°58'13"
C59	10.00'	27.14'	155°30'24"
C60	150.00'	17.07'	06°31'17"
C61	50.00'	18.99'	21°45'26"
C62	125.00'	58.26'	26°42'11"
C63	125.00'	47.21'	21°38'58"
C64	135.00'	27.39'	11°37'27"

LINE	DIRECTION	DISTANCE
L1	S 66°22'00" W	75.00'
L2	S 23°38'00" E	74.67'
L3	S 89°36'41" E	82.11'
L4	S 23°38'00" E	91.91'
L5	S 66°22'00" W	75.00'
L6	S 23°38'00" E	53.98'
L7	S 00°08'50" E	32.64'
L8	S 66°40'00" W	52.99'
L9	S 66°40'00" W	75.00'
L10	S 23°38'00" E	42.87'
L11	S 23°38'00" E	45.70'
L12	S 68°07'00" W	28.75'
L13	S 23°38'00" E	51.61'
L14	N 75°38'35" E	29.97'
L15	N 66°12'00" E	16.39'
L16	S 55°53'19" W	19.14'
L17	S 89°51'10" W	10.52'
L18	N 62°20'37" E	3.46'
L19	S 23°38'00" E	51.54'
L20	S 66°22'00" W	70.00'
L21	S 18°06'25" W	30.80'
L22	S 23°38'00" E	77.00'
L23	S 48°00'00" W	39.97'
L24	S 66°30'54" W	11.00'
L25	S 16°29'24" E	41.07'
L26	S 48°00'00" W	48.87'
L27	S 67°22'17" W	16.32'
L28	S 48°00'00" W	37.25'
L29	N 45°08'43" E	12.09'
L30	N 44°32'58" W	53.54'
L31	S 13°03'05" E	63.47'
L32	S 44°15'58" W	61.89'
L33	S 22°50'07" E	35.09'
L34	S 17°19'49" W	21.43'
L35	N 23°31'34" W	69.58'
L36	S 30°42'23" W	4.92'
L37	S 25°53'29" W	15.16'
L38	S 68°07'00" W	29.75'
L39	N 67°22'17" E	37.91'
L40	S 34°13'42" E	63.18'
L41	S 26°41'46" E	69.94'
L42	S 45°00'00" W	8.00'
L43	N 72°27'50" W	50.14'
L44	N 36°53'37" W	18.61'
L45	N 84°58'00" E	20.92'
L46	S 65°33'42" E	46.53'
L47	S 72°36'54" E	40.79'
L48	S 78°14'19" E	37.05'
L49	N 48°52'58" E	40.87'

LINE	DIRECTION	DISTANCE
L50	S 89°44'01" E	19.15'
L51	S 57°12'33" E	22.82'
L52	N 21°57'54" E	31.15'
L53	N 43°15'21" E	10.64'
L54	N 19°13'37" W	7.88'
L55	N 86°28'39" E	43.19'
L56	N 32°55'01" E	28.79'
L57	N 52°03'55" E	31.98'
L58	S 26°08'59" E	30.39'
L59	S 20°19'20" E	11.89'
L60	S 18°08'50" E	25.62'
L61	N 69°18'29" W	35.41'
L62	S 45°00'00" W	8.00'
L63	S 24°00'31" E	27.58'
L64	N 26°05'53" W	42.42'
L65	N 54°51'28" W	26.40'
L66	S 35°28'19" E	27.29'
L67	S 65°13'06" E	6.88'
L68	S 34°44'07" E	46.66'
L69	S 16°46'18" E	15.07'
L70	N 31°37'42" W	43.34'
L71	N 52°52'05" W	38.86'
L72	N 37°21'30" W	17.89'
L73	N 85°14'06" W	23.99'
L74	N 74°27'12" W	28.62'
L75	N 60°27'14" W	23.38'
L76	N 66°58'06" W	38.37'
L77	N 51°09'43" W	12.32'
L78	N 24°46'37" W	23.41'
L79	N 19°17'05" W	11.86'
L80	N 07°41'38" E	10.32'
L81	N 09°47'43" W	50.23'
L82	N 51°25'31" W	54.07'
L83	N 26°58'04" W	34.17'
L84	N 12°37'59" W	11.12'
L85	N 29°10'22" W	19.23'
L86	N 07°06'57" W	26.91'
L87	N 28°03'59" W	19.60'
L88	N 30°48'56" W	29.94'
L89	N 06°44'10" W	54.84'
L90	N 70°53'45" W	9.48'
L91	N 28°46'00" W	43.48'
L92	N 29°44'15" W	46.60'
L93	S 50°53'07" E	33.68'
L94	S 57°24'23" E	35.29'
L95	S 78°09'50" E	11.87'
L96	N 15°51'17" W	23.68'
L97	N 10°50'53" E	27.71'
L98	N 62°20'36" E	1.06'



STREET ADDRESSES

LOT #1 = 200 KING ROAD
LOT #2 = 220 KING ROAD
LOT #3 = 425 NORFOLK AVENUE
LOT #4 = 375 NORFOLK AVENUE

SURVEYOR'S CERTIFICATE

I, JAMES L. STEVENS, certify that I am a Registered Land Surveyor and that I hold Certificate No. 5659, as prescribed by the laws of the State of Utah, and that a survey of the following described property was performed under my direction of the parcel described below. I further certify the lots shown on this plat are correctly staked as shown.

James L. Stevens, L.S. No. 5659 — 4-12-96 Date

PROPERTY DESCRIPTION

Beginning at a point which is South 66°22'West, 75.00 feet and South 23°38'East, 58.91 feet from the Northeast corner of Block 29, Park City Survey, Amended Plat, said point also being South 66°40'West, 300.00 feet and North 23°38'West, 535.46 feet, more or less, from a Park City Monument at the Intersection of Park Avenue and 4th Street;

and running thence South 23°38'East, 266.09 feet; thence South 66°22'West, 75.00 feet; thence South 23°38'East, 74.67 feet, more or less, to the East–west 40 Acre Line of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 89°36'41"East, 82.11 feet, more or less, along said 40 Acre Line; thence South 23°38'East, 91.91 feet, more or less, to the Northwest corner of Lot 2, Block 1 as platted on the Easterly end of the patented Park City Lode Mining Claim U.S. Lot No. 633; thence South 66°22'West, 75.00 feet to the Northwest corner of Lot 12 of said mining claim; thence South 23°38'East, 53.98 feet to the Southwest corner of Lot 13 said mining claim; thence North 66°40'East, 141.00 feet, more or less, to a North–south 40 Acre line and the West line of Park City Townsite said point being South 66°40'00"West, 240.50 feet and North 0°08'50"West, 16.32 feet, more or less, from a Park City Monument at the Intersection of Park Avenue and 4th Street; thence South 0°08'50"East, 32.64 feet, more or less, along said 40 Acre Line and said West Line; thence South 66°40'West, 52.99 feet, more or less, to the Northwest corner of said mining claim; thence South 23°38'East, 250.00 feet to the Northeast corner of Lot 22, Block 30, Park City Townsite Survey, Amended Plat; thence South 66°40'West, 75.00 feet; thence South 23°38'East, 42.87 feet; thence North 62°20'36East, 1.06 feet; thence South 0°08'50"East, 62.49 feet; thence South 68°07'West, 26.16 feet; thence North 23°38'West, 52.92 feet; thence South 62°20'36"West, 71.73 feet; thence South 23°38'East, 45.70 feet; thence South 68°07'West, 28.75 feet; thence South 23°38'East, 51.61 feet; thence North 75°38'35"East, 29.97 feet; thence South 23°38'East, 132.68 feet; thence North 66°12'East, 16.39 feet, more or less, to said 40 Acre Line and said West Line; thence South 0°08'50"East, 1025.87 feet along said 40 Acre Line and said West Line to a point on the Alice Lode which point is North 31°40'53"West, 583.55 feet from a Park City Monument on the Centerline of Daly Avenue; thence South 55°53'19"West, 19.14 feet along said Alice Lode; thence South 89°51'10"West, 10.52 feet; thence South 55°55'40"West, 420.90 feet; thence North 47°25'46"West, 535.00 feet; thence North, 450.00 feet; thence North 21°45'40"West, 399.68 feet; thence North 50°56'26"West, 656.37 feet; thence South 53°30'West, 234.36 feet; thence South 12°44'05"West, 270.00 feet; thence North 47°25'47"West, 285.01 feet; thence North 33°32'19"East, 600.01 feet; thence North 79°00'East, 825.00 feet; thence North 84°00'East, 112.53 feet; thence North 52°East, 223.20 feet; thence North 27°40'34"East, 96.07 feet; thence North 66°22'East, 150.00 feet to the point of beginning.

Containing 47.514 Acres, more or less.

(Basis of bearing for the above description is the Park City Monuments at the Intersections of Park Avenue and 4th Street and Park Avenue and 6th Street whose bearing is South 23°38'00"East)

PHASE 1
LOTS, UTILITY EASEMENTS AND ACCESS EASMENTS

TREASURE HILL SUBDIVISION

A SUBDIVISION LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 12th DAY OF April, 1996 A.D.
BY Ron Anderson S.B.S.I.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 15th DAY OF April 1996 A.D.
BY Frederic Lamm CHAIRMAN

ENGINEERS CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 12th DAY OF April, 1996 A.D.
BY Eric W. DeHaan PE PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 15th DAY OF April, 1996 A.D.
BY Mark D. Harrington PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 9TH DAY OF SEPTEMBER, 1995 A.D.
BY Anita L. Sheldon PARK CITY RECORDER

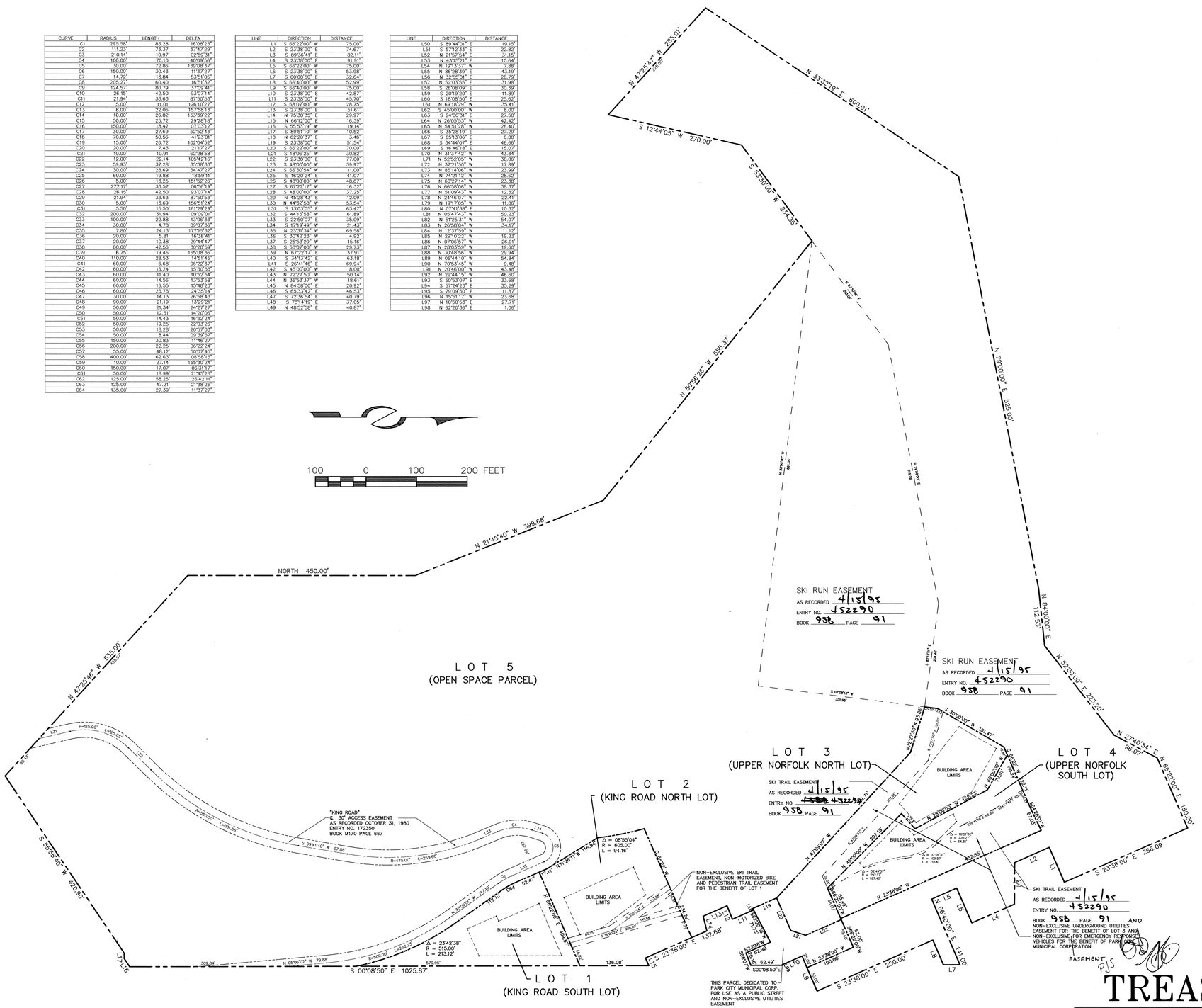
COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 9TH DAY OF SEPTEMBER, 1995 A.D.
BY Brad A. Olch MAYOR

RECORDED
Entry# 452295
STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF Coalition Title Co.
DATE 4-15-96 TIME 17:00 BOOK ____ PAGE ____
$95.00 FEE
Alan Spriggs RECORDER

CURVE	RADIUS	LENGTH	DELTA
C1	295.58'	83.28'	16°08'23"
C2	111.23'	73.37'	37°47'29"
C3	210.14'	10.97'	02°59'31"
C4	100.00'	70.10'	40°09'56"
C5	30.00'	72.86'	139°08'13"
C6	150.00'	30.43'	11°37'27"
C7	14.72'	13.84'	53°51'05"
C8	205.27'	60.40'	16°51'32"
C9	124.57'	80.79'	37°09'41"
C10	26.15'	42.50'	93°01'14"
C11	21.94'	33.63'	87°50'53"
C12	5.00'	11.01'	126°10'27"
C13	8.00'	22.06'	157°58'13"
C14	10.00'	26.82'	153°39'22"
C15	50.00'	25.72'	29°28'18"
C16	150.00'	18.47'	07°03'12"
C17	30.00'	27.69'	52°52'43"
C18	70.00'	50.56'	41°23'01"
C19	15.00'	26.72'	100°14'50"
C20	20.00'	7.43'	21°17'27"
C21	10.00'	10.91'	62°28'58"
C22	12.00'	22.14'	105°42'16"
C23	59.93'	37.28'	35°38'33"
C24	30.00'	28.69'	54°47'27"
C25	60.00'	19.88'	18°59'11"
C26	5.00'	13.25'	151°52'26"
C27	272.17'	33.57'	06°56'15"
C28	28.15'	42.50'	93°01'14"
C29	21.94'	33.63'	87°50'53"
C30	5.00'	13.69'	156°51'24"
C31	5.50'	15.50'	161°29'29"
C32	200.00'	31.94'	09°09'01"
C33	100.00'	22.88'	13°06'53"
C34	30.00'	4.78'	09°07'36"
C35	7.80'	24.13'	177°15'32"
C36	20.00'	5.81'	16°38'41"
C37	20.00'	10.38'	29°44'47"
C38	80.00'	42.56'	30°28'59"
C39	6.75'	19.46'	165°08'36"
C40	110.00'	28.53'	14°51'45"
C41	60.00'	6.68'	06°22'37"
C42	60.00'	16.24'	15°30'35"
C43	60.00'	11.40'	10°52'54"
C44	60.00'	14.56'	13°53'58"
C45	60.00'	16.55'	15°48'23"
C46	60.00'	24.35'	23°15'14"
C47	30.00'	14.13'	26°58'43"
C48	90.00'	21.19'	13°29'21"
C49	50.00'	21.34'	24°27'27"
C50	50.00'	12.51'	14°20'06"
C51	50.00'	14.43'	16°32'24"
C52	50.00'	19.25'	22°03'28"
C53	50.00'	18.28'	20°57'03"
C54	50.00'	8.44'	09°40'57"
C55	150.00'	30.83'	11°46'27"
C56	200.00'	22.25'	06°22'24"
C57	55.00'	48.12'	50°07'45"
C58	400.00'	62.63'	08°58'15"
C59	10.00'	27.14'	155°30'24"
C60	150.00'	17.07'	06°31'17"
C61	50.00'	18.99'	21°45'26"
C62	125.00'	58.26'	26°42'11"
C63	125.00'	47.21'	21°38'38"
C64	135.00'	27.39'	11°37'27"

LINE	DIRECTION	DISTANCE
L1	S 66°22'00" W	75.00'
L2	S 23°38'00" E	74.67'
L3	S 89°36'41" E	82.11'
L4	S 23°38'00" E	91.91'
L5	S 66°22'00" W	75.00'
L6	S 23°38'00" E	53.98'
L7	S 00°08'50" E	32.64'
L8	S 66°40'00" W	52.99'
L9	S 66°40'00" W	75.00'
L10	S 23°38'00" E	42.87'
L11	S 23°38'00" E	45.70'
L12	S 68°07'00" W	28.75'
L13	S 23°38'00" E	51.61'
L14	N 75°58'35" E	29.97'
L15	N 66°12'00" E	16.39'
L16	S 55°53'19" W	19.14'
L17	S 89°51'10" W	10.52'
L18	N 62°20'37" E	5.46'
L19	S 23°38'00" E	51.54'
L20	S 66°22'00" W	70.00'
L21	S 18°06'25" W	30.82'
L22	S 23°38'00" E	77.00'
L23	S 48°00'00" W	39.97'
L24	S 66°30'54" W	11.00'
L25	S 16°20'24" E	41.07'
L26	S 48°00'00" W	48.87'
L27	S 67°22'17" W	16.32'
L28	S 48°00'00" W	37.25'
L29	N 45°28'43" E	12.09'
L30	N 44°31'17" W	53.54'
L31	S 13°03'05" E	63.47'
L32	S 44°12'58" W	61.89'
L33	S 22°50'07" E	35.09'
L34	S 17°15'49" W	21.43'
L35	N 23°31'34" W	69.58'
L36	S 30°42'23" W	4.92'
L37	S 25°53'29" W	15.16'
L38	S 68°07'00" W	29.73'
L39	N 67°22'17" E	37.91'
L40	S 34°13'42" E	63.18'
L41	S 26°41'46" E	69.94'
L42	S 45°00'00" W	8.00'
L43	N 72°27'50" W	50.14'
L44	N 36°53'37" W	18.61'
L45	N 84°58'00" E	20.92'
L46	S 60°33'43" E	46.53'
L47	S 72°58'54" E	40.79'
L48	S 78°14'19" E	37.05'
L49	N 48°52'58" E	40.87'

LINE	DIRECTION	DISTANCE
L50	S 89°44'01" E	19.15'
L51	S 57°12'33" E	22.82'
L52	N 21°57'54" E	31.15'
L53	N 43°15'21" E	10.64'
L54	N 19°13'37" W	7.88'
L55	N 86°28'39" E	43.19'
L56	N 32°55'01" E	28.79'
L57	N 52°03'55" E	31.98'
L58	S 26°08'09" E	30.39'
L59	S 20°19'29" E	11.89'
L60	S 18°08'50" E	25.62'
L61	N 69°18'29" E	35.41'
L62	S 45°00'00" W	8.00'
L63	S 24°00'31" E	27.58'
L64	N 26°05'53" W	42.42'
L65	N 54°51'28" W	26.40'
L66	S 33°28'19" E	27.29'
L67	S 65°13'06" E	6.88'
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L70	N 31°37'42" W	43.34'
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L72	N 37°21'30" W	17.89'
L73	N 85°14'06" W	23.99'
L74	N 74°21'12" W	28.62'
L75	N 60°27'14" W	23.38'
L76	N 66°58'08" W	38.37'
L77	N 51°09'43" W	12.02'
L78	N 24°46'07" W	22.41'
L79	N 19°17'05" W	11.86'
L80	N 07°41'38" E	10.32'
L81	N 05°47'43" W	50.23'
L82	N 51°25'31" W	54.07'
L83	N 26°58'04" W	34.17'
L84	N 12°37'59" W	11.12'
L85	N 29°10'22" W	19.23'
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L92	N 29°44'15" W	46.60'
L93	S 50°53'07" E	33.68'
L94	S 57°24'23" E	35.29'
L95	S 78°09'09" E	11.87'
L96	N 15°51'17" W	23.68'
L97	N 10°50'53" E	27.71'
L98	N 62°20'36" E	1.06'



OWNER S DEDICATION AND CONSENT TO RECORD

The owners or their representatives, hereby irrevocably offer for dedication to the City of Park City all the streets, trails right-of-way, land for local government uses, easements, parks and required utilities and easements shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication subject to easements, deeds of record and agreements of record.

IN WITNESS WHEREOF, the undersigned sets their hands this 4TH day of April, 1996.

EDMUND J. BEAULIEU

CLYDE CARLIG

SWEENEY LAND COMPANY, a Utah general partnership

By Patrick J. Sweeney
Patrick J. Sweeney
Managing Partner

ACKNOWLEDGEMENT

STATE OF Utah)
: ss.
COUNTY OF Summit)

On this 4th day of April, 1996, personally appeared before me EDMUND J. BEAULIEU, the signer of the foregoing instrument, who duly acknowledged to me that he executed the same.

NOTARY PUBLIC
Residing at: Summit Co Utah

NOTARY PUBLIC
ROBERT C RODMAN
1700 PARK AVE, P.O BOX 2033
PARK CITY, UT 84060
My Commission Expires NOV 27 1997
State of Utah

My Commission Expires:
Nov 27, 1997

ACKNOWLEDGEMENT

STATE OF Utah)
: ss.
COUNTY OF Summit)

On this 4th day of April, 1996, personally appeared before me CLYDE CARLIG, the signer of the foregoing instrument, who duly acknowledged to me that he executed the same.

NOTARY PUBLIC
Residing at: Summit Co Utah

NOTARY PUBLIC
ROBERT C RODMAN
1700 PARK AVE, P.O BOX 2033
PARK CITY, UT 84060
My Commission Expires NOV 27 1997
State of Utah

My Commission Expires:
Nov 27, 1997

ACKNOWLEDGEMENT

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

On the 4th day of April, 1996, personally appeared before me PATRICK J. SWEENEY, who being by me duly sworn, did say that he is the Managing General Partner of Sweeney Land Company, a Utah general partnership, and that the foregoing instrument was signed on behalf of said partnership, and said PATRICK J. SWEENEY acknowledged to me that said partnership executed the same.

NOTARY PUBLIC
Residing at: Summit Co Utah

NOTARY PUBLIC
ROBERT C RODMAN
1700 PARK AVE, P.O BOX 2033
PARK CITY, UT 84060
My Commission Expires NOV 27 1997
State of Utah

My Commission Expires:
Nov 27, 1997

PJS

PHASE 1
SKI TRAIL EASEMENTS

TREASURE HILL SUBDIVISION

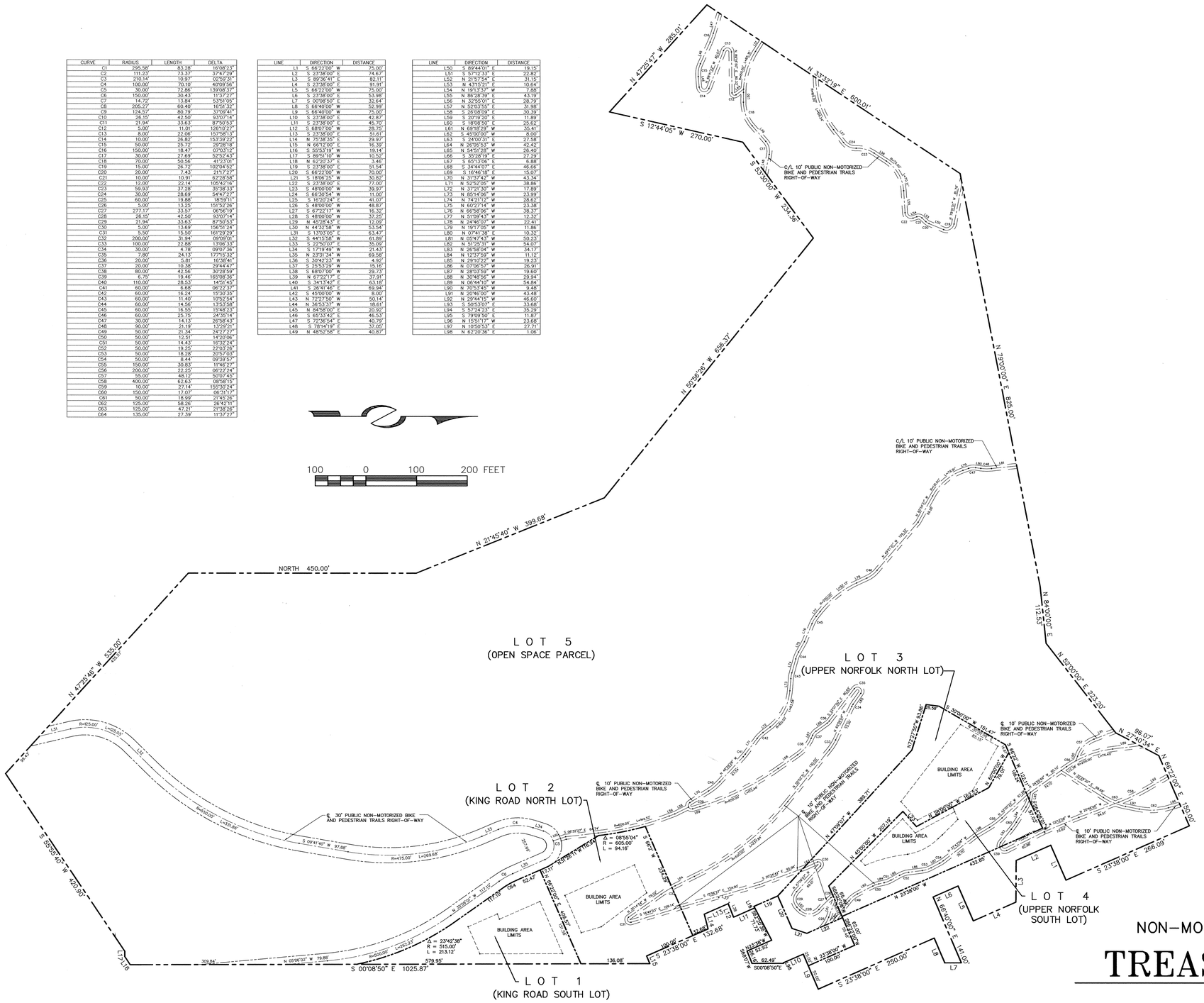
A SUBDIVISION LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

ENTRY # 452295 RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title Co.
DATE 4-15-96 TIME 17:00 BOOK _____ PAGE _____
$95.00 FEE
RECORDER

CURVE	RADIUS	LENGTH	DELTA
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C18	70.00'	50.56'	41°23'01"
C19	15.00'	26.72'	102°04'52"
C20	20.00'	7.43'	21°17'27"
C21	10.00'	10.91'	62°28'58"
C22	12.00'	22.14'	105°42'16"
C23	59.83'	37.28'	35°38'33"
C24	30.00'	28.69'	54°47'27"
C25	60.00'	19.88'	18°59'11"
C26	5.00'	13.25'	151°52'26"
C27	277.17'	33.57'	06°56'19"
C28	26.15'	42.50'	93°07'14"
C29	21.94'	33.63'	87°50'53"
C30	5.00'	13.69'	156°51'24"
C31	5.50'	15.50'	161°29'29"
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C42	60.00'	16.24'	15°30'35"
C43	60.00'	11.40'	10°52'54"
C44	60.00'	14.56'	13°53'58"
C45	60.00'	16.55'	15°48'23"
C46	60.00'	25.75'	24°35'14"
C47	30.00'	14.13'	26°58'43"
C48	90.00'	21.19'	13°29'21"
C49	50.00'	21.34'	24°27'27"
C50	50.00'	12.51'	14°20'06"
C51	50.00'	14.43'	16°32'24"
C52	50.00'	19.25'	22°03'26"
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C61	50.00'	18.99'	21°45'26"
C62	125.00'	58.26'	26°42'11"
C63	125.00'	47.21'	21°38'26"
C64	135.00'	27.39'	11°37'27"

LINE	DIRECTION	DISTANCE
L1	S 66°22'00" W	75.00'
L2	S 23°38'00" E	74.67'
L3	S 89°36'41" E	82.11'
L4	S 23°38'00" E	91.91'
L5	S 66°22'00" W	75.00'
L6	S 23°38'00" E	53.98'
L7	S 00°08'50" E	32.64'
L8	S 66°40'00" W	52.99'
L9	S 66°40'00" W	75.00'
L10	S 23°38'00" E	42.87'
L11	S 23°38'00" E	45.70'
L12	S 88°07'00" W	28.75'
L13	S 23°38'00" E	51.61'
L14	N 75°38'35" E	29.97'
L15	N 66°12'00" E	16.39'
L16	S 55°53'19" W	19.14'
L17	S 89°51'10" W	10.52'
L18	N 62°20'37" E	3.46'
L19	S 23°38'00" E	51.54'
L20	S 66°22'00" W	70.00'
L21	S 18°06'25" W	30.82'
L22	S 23°38'00" E	77.00'
L23	S 48°00'00" W	39.97'
L24	S 66°30'54" W	11.00'
L25	S 16°20'24" E	41.07'
L26	S 48°00'00" W	48.87'
L27	S 67°22'17" W	16.32'
L28	S 48°00'00" W	37.25'
L29	N 45°28'43" E	12.09'
L30	N 44°32'58" W	53.54'
L31	S 13°03'05" E	63.47'
L32	S 44°15'58" W	61.89'
L33	S 22°50'07" E	35.09'
L34	S 17°19'49" W	21.43'
L35	N 23°31'34" W	69.58'
L36	S 30°49'23" W	4.92'
L37	S 25°53'29" W	15.16'
L38	S 68°07'00" W	29.73'
L39	N 67°22'17" E	37.91'
L40	S 34°13'42" E	63.18'
L41	S 26°41'46" E	69.94'
L42	S 45°00'00" W	8.00'
L43	N 72°27'50" W	50.14'
L44	N 36°51'13" W	18.61'
L45	N 84°58'00" E	20.92'
L46	S 65°33'42" E	46.53'
L47	S 72°36'54" E	40.79'
L48	S 78°14'19" E	37.05'
L49	N 48°52'58" E	40.87'

LINE	DIRECTION	DISTANCE
L50	S 89°44'01" E	19.15'
L51	S 57°12'33" E	22.80'
L52	N 21°57'54" E	31.15'
L53	N 43°19'21" E	10.64'
L54	N 19°13'37" W	7.88'
L55	N 86°28'39" E	43.19'
L56	N 37°52'01" E	28.79'
L57	N 52°03'55" E	31.98'
L58	S 28°08'09" E	30.39'
L59	S 20°19'20" E	11.89'
L60	S 18°08'50" E	25.62'
L61	N 69°18'29" W	35.41'
L62	S 45°00'00" W	8.00'
L63	S 24°00'31" E	27.58'
L64	N 28°05'53" W	42.43'
L65	N 54°51'28" W	28.40'
L66	S 35°28'19" E	27.29'
L67	S 65°13'06" E	6.88'
L68	S 34°44'07" E	46.66'
L69	S 16°46'18" E	15.07'
L70	N 31°37'42" W	43.34'
L71	N 52°52'05" W	38.86'
L72	N 37°21'30" W	17.89'
L73	N 85°41'36" W	23.99'
L74	N 74°21'12" W	28.62'
L75	N 60°27'14" W	23.38'
L76	N 66°58'06" W	38.37'
L77	N 51°09'43" W	12.32'
L78	N 24°46'07" W	22.41'
L79	N 19°17'05" W	11.86'
L80	N 07°41'38" E	10.32'
L81	N 05°47'43" W	50.23'
L82	N 51°25'31" W	54.07'
L83	N 26°58'04" W	34.17'
L84	N 12°37'59" W	11.12'
L85	N 29°07'22" W	19.33'
L86	N 07°06'57" W	26.91'
L87	N 28°03'59" W	19.60'
L88	N 30°48'56" W	29.94'
L89	N 06°44'10" W	54.84'
L90	N 70°53'45" W	9.48'
L91	N 20°46'00" W	43.48'
L92	N 29°44'15" W	46.60'
L93	S 50°53'09" E	33.68'
L94	S 57°24'23" E	35.29'
L95	S 79°09'50" E	11.87'
L96	N 15°51'17" W	23.68'
L97	N 10°50'53" E	27.71'
L98	N 62°20'36" E	1.08'



SPECIAL RESTRICTIONS FOR SINGLE FAMILY HOMES TO BE CONSTRUCTED ON LOTS 1 THROUGH 4 SHOWN HEREON:

1. FOOTPRINT. The maximum footprint, calculated from the outside face of walls and subject to the massing requirements of Note 7, shall be three thousand five hundred (3500) square feet including garages. The following shall not count towards the foot print calculations:

   (a) Decks which are open on at least two sides (but which may have railings as required), covered or uncovered, and which do not have above grade living space below or above them;
   (b) Exterior walkways;
   (c) Exterior stairs;
   (d) Driveways.

2. BUILDING AREA LIMITS. Improvements, including fences and formal landscaping (unless otherwise permitted under easements or agreements of record or as shown on the Plat or as consistent with the approved construction drawings of the driveways, Upper Norfolk turnaround, King Road turnaround, ski bridge and utility plans) shall be limited to the Building Area Limits noted on the Plat. Notwithstanding the forgoing, flat areas located on the Ski Trail Easements where they cross Lots 3 and 4 and are directly adjacent to the Building Area Limits of Lots 3 and 4 may be landscaped with irrigated groomed grass.

3. CONSTRUCTION DISTURBANCE. Unless otherwise provided in agreements with Park City Municipal Corporation which are of record, temporary construction disturbance shall be limited to twenty (20) feet beyond the Building Area Limits or to adjoining-lot property lines which ever is closer. Such disturbed area shall be revegetated with native landscaping.

4. HEIGHT. The building height shall be measured from existing grade to the top of flat roofs and to the ridge of pitched roofs. The maximum height, in general, shall be twenty five (25) feet for flat roofs and thirty (30) feet for pitched roofs. A maximum height of twenty eight (28) feet for flat roofs and thirty three (33) feet for pitched roofs shall be permitted for the expressed purpose of accommodating access, i.e. stairwells and/or elevators, between floor levels.

5. FACADE HEIGHT, EASTERLY FACING. The maximum facade height for the Easterly facing facades without a step back of at least five (5) feet shall be twenty five (25) feet from existing or reestablished grade whichever is greater.

6. MASSING. House designs may be comprised of one or more connected or unconnected building masses. No one building mass within the 3500 square foot footprint referenced in Note 1 above, shall have a footprint that exceeds 1,500 square feet. Massing elements shall be separated by horizontal and/or vertical facade breaks.

7. SEWER LATERALS. Maintenance and replacement of sewer laterals shall be the responsibility of their respective owners and not that of the Snyderville Basin Sewer Improvement District.

8. FIRE SPRINKLING. Internal and external modified 13d fire sprinklers shall be provided for the homes. Wood roofing material shall be prohibited.

9. PRECEDENCE. The above special restrictions are consistent with the Sweeney Master Plan approved by the Park City Municipal Corporation on October 16, 1986 and as subsequently amended on October 14, 1987 and December 30, 1992. Final house design shall be reviewed under the Small Scale Master Plan Process in accordance with the Sweeney Master Plan.

PHASE 1
NON-MOTORIZED BIKE AND PEDESTRIAN TRAILS RIGHT-OF-WAY

TREASURE HILL SUBDIVISION

A SUBDIVISION LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

Entry# 452295 RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title Co.
DATE 4-15-96 TIME 17:00 BOOK _____ PAGE _____
$95.00 FEE
RECORDER

TREASURE HILL SUB. 3 of 3

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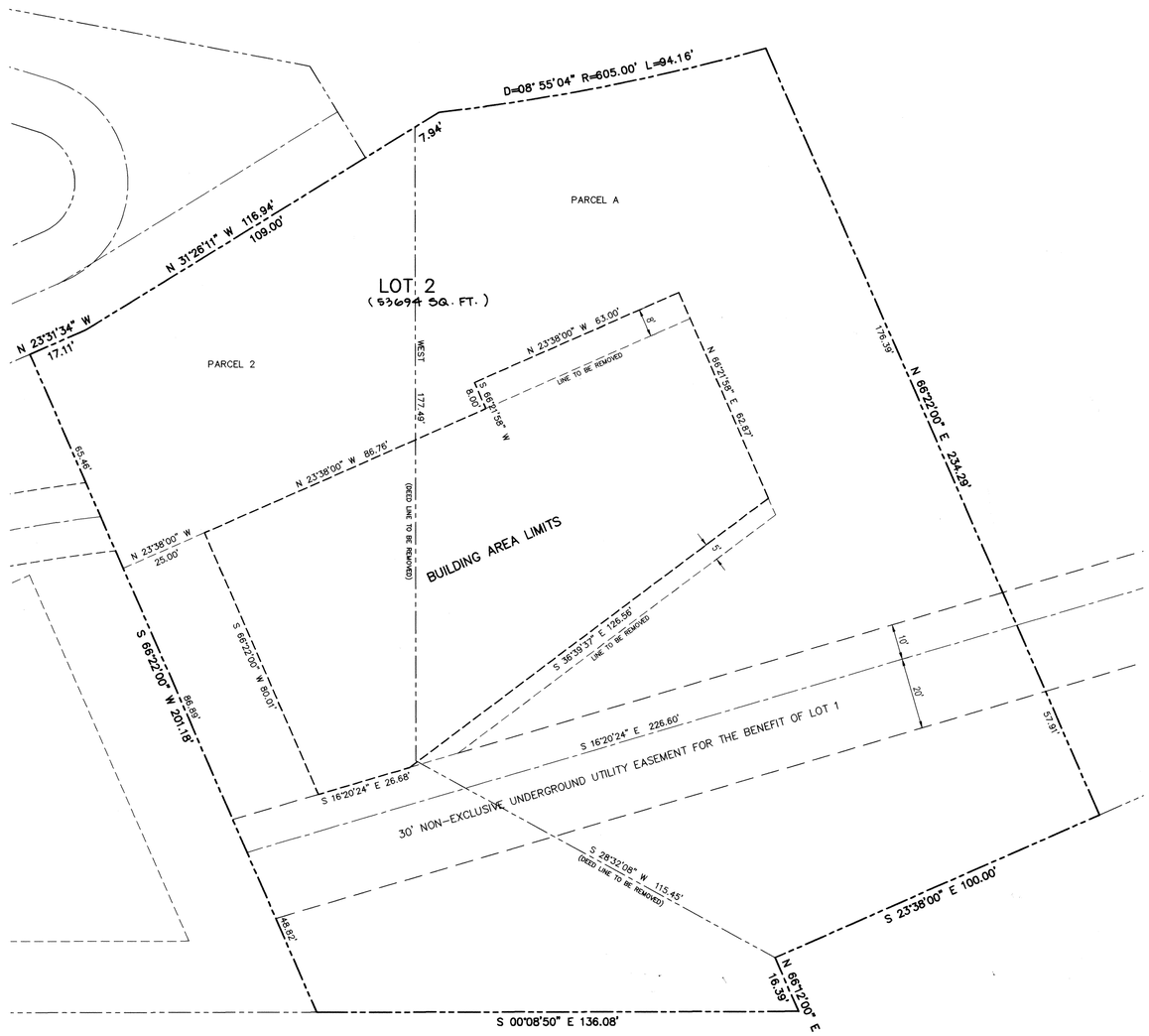
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SURVEYOR'S CERTIFICATE

I, John Demkowicz, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 163931 as prescribed by the laws of the State of Utah, and that this plat amendment was prepared under my direction in accordance with the requirements of the Park City Municipal Corporation.

JOHN DEMKOWICZ, L.S. 163931 — DATE 7-11-97

REGISTERED LAND SURVEYOR No. 163931 JOHN DEMKOWICZ State of Utah

BOUNDARY DESCRIPTION

Lot 2 Treasure Hill Subdivision, according to the Official Plat thereof on file and of record in the office of the Summit County Recorder, and described as follows:

PARCEL A:

Beginning at a point which is South 66° 22' 00" West 21.67 feet and South 00° 08' 50" East 81.95 feet, more or less, from the Northeast Corner of Lot 32, Block 78, Millsite Reservation to Park City, Utah said point also being South 66° 40' 00" West 240.50 feet and South 00° 08' 50" East 599.26 feet from a Park City Monument at the Intersection of Park Avenue and Fourth Street; and running thence South 00° 08' 50" East 136.08 feet; thence South 66° 22' 00" West 201.18 feet; thence North 23° 31' 34" West 17.11 feet; thence North 31° 26' 11" West 109 feet to the point of beginning and running thence North 31° 26' 11" West 7.94 feet to a point on a 605 foot radius curve to the left (long chord bears North 11° 00' 00" West 94.07 feet); thence running northwesterly along the arc of said curve 94.16 feet (Delta = 08° 55' 04"); thence North 66° 22' 00" East 234.29 feet; thence South 23° 38' 00" East 100.00 feet; thence South 28° 32' 08" West 115.445 feet; thence West 177.49 feet to the point of beginning.

PARCEL 2:

Beginning at a point which is South 66° 22' 00" West 21.67 feet and South 00° 08' 50" East 81.95 feet, more or less, from the Northeast Corner of Lot 32, Block 78, Millsite Reservation to Park City, Utah said point also being South 66° 40' 00" West 240.50 feet and South 00° 08' 50" East 599.26 feet from a Park City Monument at the Intersection of Park Avenue and Fourth Street; and running thence South 00° 08' 50" East 136.08 feet; thence South 66° 22' 00" West 201.18 feet; thence north 23° 31' 34" West 17.11 feet; thence North 31° 26' 11" West 109.00 feet; thence East 177.49 feet; thence North 28° 32' 08" East 115.445 feet; thence North 65° 12' 00" East 16.39 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS; that the undersigned are the owners of the herein described tract of land, having caused the building limits to be changed, further consent to the recordation of this Record of Survey Map in accordance with Utah law.

In witness whereof the undersigned has executed this certificate this 23rd day of July, 1997.

By: Robert Sfire
Robert Sfire

By: Constance Sfire
Constance Sfire

ACKNOWLEDGMENT

State of Michigan)
: ss.
County of Macomb)

On this 23rd day of July, 1997, personally appeared before me, the undersigned notary public in and for said state and county, Robert Sfire and Constance Sfire, being duly sworn, acknowledged to me that they are the co-owners of the herein described tract of land and that they signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Sandra J. Williams
Notary public
My commission expires: 11/15/99

SANDRA J. WILLIAMS
NOTARY PUBLIC - MACOMB COUNTY, MI
MY COMMISSION EXPIRES 11/15/99

NOTES:

1. This map constitutes a replat of the Building Area Limits. All easements and dedications contained in the Phase I Treasure Hill Subdivisions are uneffected by this ammendment.

FIRST AMENDED RECORD OF SURVEY MAP

LOT 2, PHASE 1, TREASURE HILL SUBDIVISION

A SUBDIVISION LOCATED IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

20 0 20 40 FEET

ADDRESS = 220 KING ROAD

Alliance Engineering Inc

JOB NO: 19-5-97 FILE: \SSH\D\P-L2RP1

ALLIANCE ENGINEERING INC.	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	# 484377 RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 29th DAY OF July, 1997 A.D. BY Paul Zimmer S.B.S.I.D.	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 6th DAY OF August, 1997 A.D. BY Ron Mackay CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 31ST DAY OF JULY, 1997 A.D. BY Eric W DeHaan PE PARK CITY ENGINEER	APPROVED AS TO FORM THIS 7TH DAY OF August, 1997 A.D. BY Mark D. Harrington PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 17TH DAY OF April, 1997 A.D. BY Janet M Scott PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 17TH DAY OF April, 1997 A.D. BY Bradley A. Olch MAYOR	STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF Coalition Title DATE 08-14-97 TIME 08:58AM BOOK ____ PAGE ____ $31.00 FEE Darlene M Dunn - Deputy RECORDER

TREASURE HILL LOT 2

PARK CITY
1884

CITY COUNCIL
STAFF REPORT

DATE: April 10, 1997
DEPARTMENT: Planning Department
AUTHOR: Megan B. Ryan
TITLE: 220 King Road - Lot 2, Treasure Hill Subdivision, Request for a plat amendment
TYPE OF ITEM: Legislative

SUMMARY RECOMMENDATIONS:
Consider recommendations to approve an amendment to the platted building pad of Lot 2 of the Treasure Hill Subdivision Plat.

DESCRIPTION:

A. Topic.

Applicant: Bill Mammen for Robert Sfire
Location: 220 King Road - Lot 2, Treasure Hill Subdivision
Zoning: Historic Residential, (HR-1)
Adjacent Land Uses: Residential, Open Space
Date of Application: May 21, 1996

B. BACKGROUND/PROJECT INFORMATION

The Planning Commission reviewed this project at three public hearings over the course of the last year. The Planning Commission was asked to look at three separate requests:
1. a Small Scale Master Planned Development in accordance with the Treasure Hill Subdivision Plat;
2. a Conditional Use Permit for an Accessory Apartment; and
3. an amendment to the building pad, Lot 2, Treasure Hill Subdivision Plat

The Planning Commission approved the first two requests at their meeting of March 12,1997. The Commission forwarded a positive recommendation to the City Council on item #3. The project has also been to the Historic District Commission for review and approvals on March 17, 1997.

The request before the Council is an amendment to the building pad for Lot 2. The owner is requesting to shift the platted pad by approximately 5 feet to the west and 8 feet to the east in order to place the house in an L shaped configuration off the driveway. Such a request requires that the pad described on the recorded plat to be changed. Please see Exhibit E for plat.

C. ANALYSIS

Staff has examined the topographical survey provided and believes that the request for a shift in the platted pad does not disturb areas that are significantly worse then the originally platted area. The lot is steep, precarious to build on and will be visually significant with or without the plat amendment. The building design that results from this shift provides a building that minimizes the need for multiple retaining walls as the structure itself will act as retention.

The driveway length will not be affected by this pad change. The driveway is platted and designed to share access between Lot 1 and Lot 2. The cut will be significant and visible. A financial security will be provided to ensure the revegatation of the site. Any cuts that need to occur for utility connections will be specifically identified by the City's Landscape architect prior to building permit issuance and guaranteed for revegatation with a financial security.

D. DEPARTMENT REVIEW

The Community Development Department and City Attorney's office have reviewed this request for compliance with the Land Management Code, Uniform Building Code and State law.

SIGNIFICANT IMPACTS:

Under any use scenario, the project will result in a structure that significantly impacts the terrain.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: If the Council cannot find in favor of the requested building pad shift then the applicant will be permitted to construct one single family house with a footprint of no more than 3,500 square feet within the confines of the existing building pad.

E. PUBLIC INPUT:

This project was noticed to property owners within 300' of the property and within the affected subdivision plat on July 31, 1996, November 19, 1996 and on February 25, 1997. Substantial input has been received at all the prior hearings. Most of the issues focused on the proposed design, compliance with the Platted conditions of approval, the use, and the

impacts of construction. The Planning Commission concluded at their last meeting that the project as conditioned could be approved and that the majority of the community's concerns had been adequately addressed.

F. ALTERNATIVES:

A. Consider adopting the staff's findings, conclusions and conditions and ordinance to amend the platted Lot 2 of the Sweeney Treasure Hill Subdivision plat.

B. Deny the requested applications and direct the staff to prepare appropriate findings.

G. RECOMMENDATION:

The following Findings, Conclusions and Conditions and Ordinance (attached) are provided below if a positive recommendation is supported.

Findings:

Plat Amendment:

1. The proposed amendment will shift the building pad by approximately 5' to the west.
2. The proposed amendment will not significantly increase the visual location of the single family structure.
3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law:

1. There is good cause for the amendment because no increase in visual impacts will occur through the building pad shift.
2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval: Plat Amendment:

1. The City Attorney and City Engineer's approval of the plat amendment for compliance with State law, the Land Management Code and these conditions of approval is a condition precedent to plat recordation.
2. The amended plat must be recorded prior to building permit issuance and must be recorded within one year of this approval or this approval is considered null and void.
3. The plat shall note that all conditions of approval, notes and restrictions of the Treasure Hill Subdivision are in full force and effect.

EXHIBITS

Ordinance
Location Map
Exhibit A- Existing and Proposed Plat
Exhibit B - Final staff report from 3/13/97 Planning Commission meeting
Exhibit C - Site plan and Elevations
Exhibit D - Minutes from Planning Commission meetings

m:cdd/cdd/mr/pc97/220krd97

ORDINANCE NO. 97-___

AN ORDINANCE APPROVING AN AMENDMENT TO LOT 2 OF THE TREASURE HILL SUBDIVISION PLAT KNOWN AS 220 KING ROAD, PARK CITY, UTAH

WHEREAS, the owners of the property known as 220 King Road petitioned the City Council for approval of a amendment to the final plat; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing to receive input on the proposed amendment on March 12, 1997 ; and

WHEREAS, it is in the best interest of Park City to approve the amendment, and

WHEREAS, there is good cause for the revision as the reconfiguration does not affect the development parameters for site; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat revision.

NOW, THEREFORE BE IT ORDAINED by the City Council of the City of Park City, Utah, as follows:

SECTION 1. The amendment to the Treasure Hill Subdivision plat, Lot 2 is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

Findings:
Plat Amendment:
1. The proposed amendment will shift the building pad by approximately 5' to the west.
2. The proposed amendment will not significantly increase the visual location of the single family structure.
3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law:
1. There is good cause for the amendment because no increase in visual impacts will occur through the building pad shift.
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3. The plat shall note that all conditions of approval, notes and restrictions of the Treasure Hill Subdivision are in full force and effect.

m:cdd/cdd/mr/pc97/220krd97

SECTION 2. This ordinance shall take effect upon publication.

DATED this the 17 day of April, 1997.

PARK CITY MUNICIPAL CORPORATION

_____

Bradley A. Olch, Mayor

ATTEST:

_____

Jan Scott, City Recorder

APPROVED AS TO FORM:

_____

Mark Harrington, Assistant City Attorney

m:cdd/cdd/mr/pc97/220krd97

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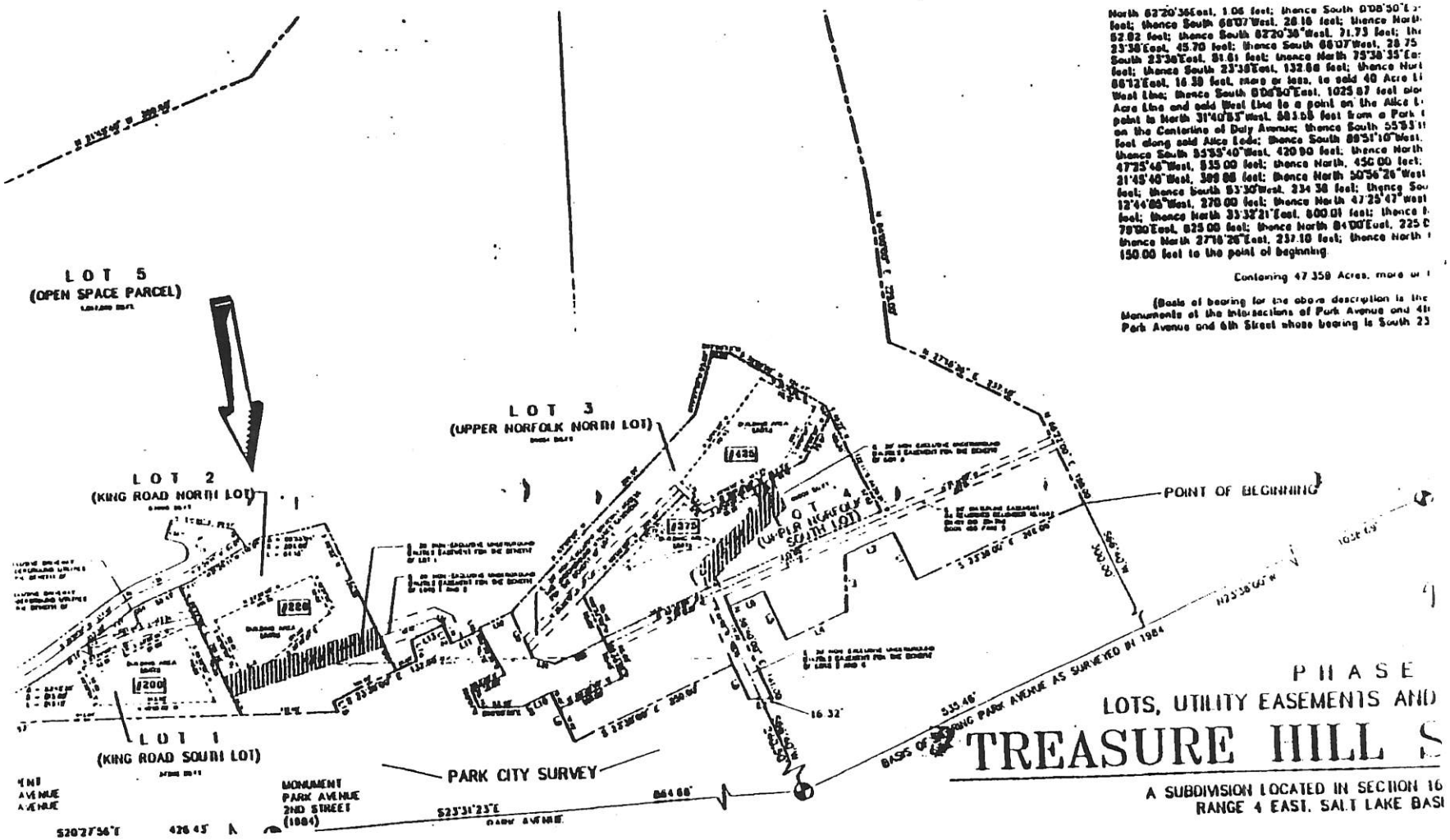
220 King Rd. Lot 2



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PARK CITY
1884

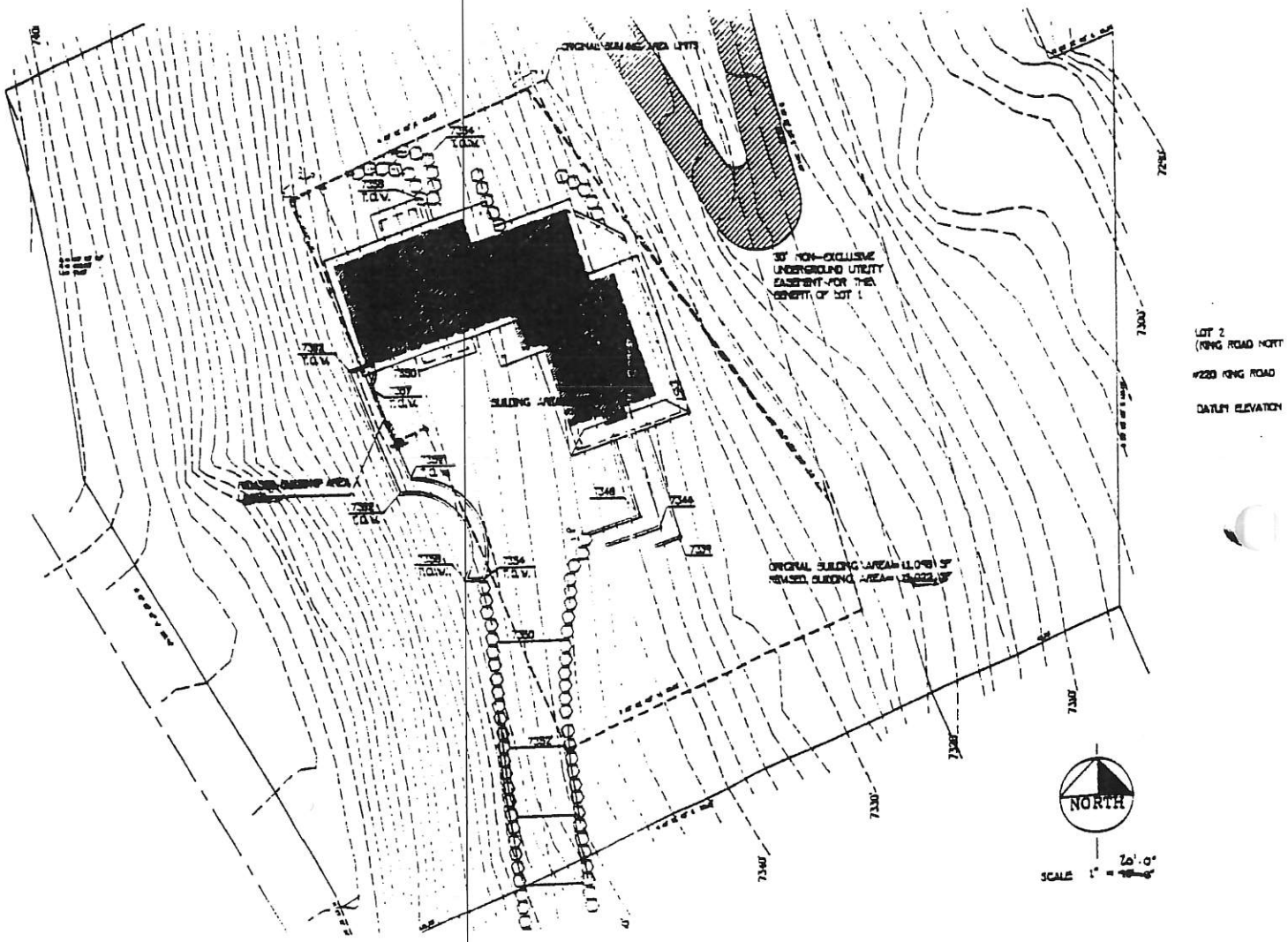
Vicinity Ma



North 82°20'36"East, 1.06 feet; thence South 0°08'50"E
feet; thence South 66°07'West, 28.16 feet; thence North
52.82 feet; thence South 82°20'36"West, 71.73 feet; the
23°38'East, 45.70 feet; thence South 66°07'West, 28.75
South 23°38'East, 81.61 feet; thence North 75°38'35"Ea
feet; thence South 23°38'East, 132.66 feet; thence Nort
66°12'East, 16.30 feet, more or less, to said 40 Acre Li
West Line; thence South 0°06'50"East, 1025.87 feet alo
Acre Line and said West Line to a point on the Alice L
point is North 31°40'53"West, 883.58 feet from a Park
on the Centerline of Daly Avenue; thence South 55°53'1
feet along said Alice Lode; thence South 89°51'10"West,
thence South 51°35'40"West, 420.90 feet; thence North
47°25'46"West, 835.00 feet; thence North, 450.00 feet;
31°45'40"West, 399.88 feet; thence North 50°36'26"West
feet; thence South 83°30'West, 234.38 feet; thence Sou
12°44'08"West, 270.00 feet; thence North 47°25'47"West
feet; thence North 35°32'21"East, 800.01 feet; thence N
79°00'East, 825.00 feet; thence North 84°00'East, 225.0
thence North 27°16'26"East, 237.10 feet; thence North
150.00 feet to the point of beginning

Containing 47.359 Acres, more or

(Basis of bearing for the above description is the
Monuments at the intersections of Park Avenue and 4th
Park Avenue and 6th Street whose bearing is South 23


30' NON-EXCLUSIVE
UNDERGROUND UTILITY
EASEMENT FOR THE
BENEFIT OF LOT 1
LOT 2
(KING ROAD NORTH
#220 KING ROAD
DATUM ELEVATION
NORTH
SCALE

REVISED PER 3/12/97 PLANNING COMMISSION MTG. ACTION

PLANNING COMMISSION STAFF REPORT

DATE: March 13, 1997
DEPARTMENT: Planning Department
AUTHOR: Megan B. Ryan
TITLE: 220 King Road - Lot 2, Treasure Hill Subdivision
TYPE OF ITEM:
Request for:
1. A Small Scale Master Planned Development in accordance with the Treasure Hill Subdivision Plat
2. A Conditional Use Permit for an Accessory Apartment and;
3. An amendment to the building pad, Lot 2, Treasure Hill Subdivision Plat

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SUMMARY RECOMMENDATIONS:
Conduct a public hearing and consider recommendations to approve or forward a positive recommendation the City Council on the following items:
1. A Small Scale Master Planned Development in accordance with the Treasure Hill Subdivision Plat
2. A Conditional Use Permit for an Accessory Apartment and;
3. A positive recommendation to the City Council for an amendment to the building pad, Lot 2, Treasure Hill Subdivision Plat.

DESCRIPTION:

A. Topic.
Applicant: Bill Mammen for Robert Sfire
Location: 220 King Road - Lot 2, Treasure Hill Subdivision
Zoning: Historic Residential, (HR-1)
Adjacent Land Uses: Residential, Open Space

Date of Application: May 21, 1996

B. BACKGROUND/PROJECT INFORMATION

The Planning Commission is being asked to consider the following three requests for this property:

1. approval for a Small Scale Master Planned Development in accordance with the Treasure Hill Subdivision Plat;
2. a Conditional Use Permit for an Accessory Apartment; and
3. an amendment to the building pad, Lot 2, Treasure Hill Subdivision Plat

The Planning Commission has held public hearing on this project on August 14,1996 and December 4, 1996. Minutes are attached as Exhibit B. The applicant has redesigned the project in order to address public and Commission comments, see Exhibit C. The project has also been to the Historic District Commission for a work session discussion on January 27, 1997.

The Historic Commission conducted an initial review and supported the proposed changes. The project will return to the Historic District Commission on March 17 for final design approvals after Planning Commission review.

The Commissioners may take action on any one of the items requested, a combination of any of the items or none. The process is as follows 1) Planning Commission MPD, Plat Amendment and Accessory Apartment direction and approval on site parameters and then 2) HDC final design approval for new construction and; 3) Building plan submittal.

The first request is for approval of a Small Scale Master Planned Development. Each lot under the Treasure Hill Subdivision plat is required to return to the Planning Commission for review and must meet the ten approval criteria that were recorded for each of the four lots of this subdivision. These criteria are outlined in the analysis section below.

The second request is for a Conditional Use Permit for an Accessory Apartment on Lot 2. The 600 square foot apartment would be located in the basement area with a separate entry. Accessory Apartment regulations are outlined in Chapter 8.19 of the Park City Land Management Code and nine criteria, must be satisfied to grant a Conditional Use Permit for this use in the HR-1 District. Compliance, with these criteria, is outlined in the Analysis Section below.

The third request is an amendment to the building pad for Lot 2. The owner is requesting to shift the platted pad by approximately 5 feet to the west and 8 feet to the east in order to place the house in an L shaped configuration off the driveway. Such a request requires that the pad described on the recorded plat to be changed. Please see Exhibit E for plat.

C. ANALYSIS

I. Treasure Hill Small Scale Master Planned Development (MPD)

The following criteria, as outlined in Section 6.6, King Road Single Family Lots, of the Sweeney Properties Master Plan Approval Summary, dated June 1, 1990, and the recorded Treasure Hill Subdivision plat, must be addressed through the Small Scale MPD review and approval process. Please see Exhibit G for exact plat notes and Sweeney Master Plan approval for King Road properties.

1. Footprint - The maximum footprint shall not exceed 3,500 square feet, including garages. **Compliance:** The proposed footprint, including the Accessory Apartment and garage is at 1,976 square feet and is in compliance with this requirement.

2. Building Area Limits - All building and subsequent landscape disturbance must occur within the pad as described on the plat.
Compliance: The request for a shift in the platted pad does not disturb areas that are significantly worse then the originally platted area. The lot is steep, precarious to build on and will be visually significant with or without the plat amendment. The building area limits will apply to the final configuration decided upon and will be set at time of building permit issuance. The area on the hillside that will need to be disturbed for utility connections will be specifically identified and inspected prior to building permit issuance by the City's Landscape Architect.

3. Construction Disturbance: No construction disturbance shall occur beyond a twenty foot line from the building pad.
Compliance: This requirement will be enforced at time of building permit issuance by fencing of the limits area. A Construction Mitigation and Staging plan will also be required due to the precarious and steep nature of the site.

4. Height: The maximum height shall be 25' for flat roofs and 30' for pitched roofs. A three foot exception will be granted for the express purpose of allowing elevators and access stairwells.
Compliance: Height verification is of particular importance on this steep site and on the other parcels within this subdivision. Staff has received extrapolations of an original survey and will continue to request that a certified survey be submitted for the site. Height compliance is not resolved at this time with certain roof planes and the chimney and will need to be resolved with the applicant prior to the next Historic District Commission review. Final approvals from the Planning and Historic District Commission will ensure enforcement and compliance with this condition.

5. Facade Height, Easterly facing: The maximum facade height (without a five foot stepback) shall be 25'.
Compliance: As currently presented the roof of the balcony area on the easterly facade appears to comply with the 25' height limit. Staff's concern is that balconies are not considered to be part of the building footprint per Condition #1 of the plat. Therefore the exterior building wall on the easterly facade should be in compliance with the 25' requirement. As presented this exterior wall does not meet this requirement. Staff will resolve this issue with the applicant before the next Historic District review. Final

approvals from the Historic District Commission will ensure enforcement and compliance with this condition.

6. Massing: No one building mass shall have a footprint that exceeds 1,500 square feet.
Compliance: Final approvals from the Historic District Commission will ensure enforcement and compliance with this condition. As presented the house footprint is 1,320 s.f. and the garage footprint is 656 s.f.. Staff believes that the redesign complies with intent of this guideline which was to ensure smaller building masses on lots in this plat.

7. Sewer Laterals: Maintenance and replacement is the sole responsibility of the property owner and not that of Snyderville Basin Sewer Improvement District.
Compliance: Each owner is on notice of this responsibility at time of purchase through a plat note.

8. Fire Sprinkling: Wood roofing is prohibited. Interior and Exterior modified 13-D sprinklers are required.
Compliance: Building permits shall not be issued that do not comply with this requirement.

II. Accessory Apartment Use Criteria
The following criteria are reviewed under the Conditional Use Permit process for Accessory
Apartments:
1. Size - 800 s.f. max.- no more than 2 bedrooms, no more than one-fourth of dwelling size.
Compliance: The proposed apartment is 587 square feet and is less than one fourth of the dwelling unit (which is about 2,775 square feet).
2. Parking - one space per bedroom, on site
Compliance: Two bedrooms are proposed. Two spaces are being provided. A total of four parking spaces will be provided on site.
3. Apartments per Lot - no more than one per lot
Complies
4. Density - no more than three within 300' of the property.
Complies - A survey was conducted by the Building Inspection Department to determine compliance with this requirement. The survey revealed several illegal duplexes on Norfolk Avenue but no more than three accessory apartments were found within 300' of the King Road site.
5 . Ownership - one unit to be owner occupied
Compliance: The main unit will be occupied as a second residence.
6. Deed Restriction - restriction to be filed with County
Compliance: Will comply if approved.
7. Nightly rental - not allowed, identified on deed restriction
Compliance: Will comply if approved.
8. Homeowner's Association Notification - must notify any Homeowner's Association
Compliance: None on record - all owners within plat notified on July 31,1996.

9. One year review.
Compliance: subject to administrative staff review for compliance.

III. Plat Amendment request
Staff has examined the topographical survey provided and believes that the request for a shift in the platted pad does not disturb areas that are significantly worse then the originally platted area. The lot is steep, precarious to build on and will be visually significant with or without the plat amendment.

The driveway length will not be affected by this pad change. The driveway is platted and designed to share access between Lot 1 and Lot 2. The cut will be significant and visible. A financial security will be provided to ensure the revegatation of the site. As mentioned above any cuts that need to occur for utility connections will be specifically identified by the City's Landscape architect prior to building permit issuance and guaranteed for revegatation with a financial security. The applicant can make his case for the change before the Commission at the public hearing.

D. DEPARTMENT REVIEW
The Community Development Department and City Attorney's office have reviewed this request.

SIGNIFICANT IMPACTS:
Under any use scenario, the project will result in a structure that significantly impacts the terrain. The addition of an accessory apartment will not increase the footprint of the building. Parking on site can be provided for both the house and the apartment uses. The Conditional Use Permit alternative provides an opportunity for parking mitigation in the sense that four spaces can be obtained whereas the single family structure itself would only provided two spaces regardless of the number of bedrooms it had.

CONSEQUENCES OF NOT TAKING THE RECOMMENDED ACTION: If the Commissioners cannot find in favor of the requested permits then the applicant will be permitted to construct one single family house with a footprint of no more than 3,500 square feet without an accessory apartment in the footprint.

E. PUBLIC INPUT:
This project was noticed to property owners within 300' of the property and within the affected subdivision plat on July 31, 1996, November 19, 1996 and on February 25, 1997. Substantial input has been received at the two prior hearings and staff hopes that the redesign address to the best extent possible most of the public's concerns. No input from the last notice has been received at the time of this staff report.

At the public hearing in July, Kevin King, John Vrable, and Steve Elrich all raised concerns over the proposed project at 220 King Road. King's and Vrable's letter attached as Exhibit H. Elrich's comments were phoned in. At the November hearing the Commission

directed the applicant to respond to the design and plat issues. See Exhibit B, 12/04/97 minutes.

Many of the comments in Kevin's letter focused on design issues and the project has been redesigned in order to address some of Mr. King's and the Commissioners concerns. The revised project has received an initial review by the Historic District Commission and is scheduled for final action on the 17th of March. Staff understands that the applicant's architect has met with Kevin to review the latest site plans.

Mr. King's past comments have focused on the height of the structure, the accessory apartment, and the necessity for the plat amendment. At the last public hearing staff indicated that a certified survey would be required prior to any building permit issuance, that a survey had been done of the area and that no more than three accessory apartments within 300' were on file with this Department. The plat amendment has been reconfigured and staff is not aware of any remaining concerns that Kevin may have on this issue.

In regards to Mr. Vrables concerns the City is unfortunately dealing with a recorded plat that allow for very large home sizes in one of the most visible areas in town. The applicant is at this time proposing to construct a structure that is smaller, even with the proposed Accessory Apartment, than the maximun allowed under the platted parameters. Again, any structure will create an extremely visible impact and there are limited opportunities for the Planning Commission to negotiate on the house size issue. The building pad location however is negotiable. The visual impact is minimized to the best extent possible through the staff and HDC design input.

Mr. Elrich was concerned with dust during construction on the unpaved road. The current obligation under City codes requires paving prior to issuance of a Certificate of Occupancy. The Planning Commission may discuss this issue and timing of the paving with the applicant or direct the Chief Building Official and City Engineer to address it in the Construction Management Plan.

F. ALTERNATIVES:

A. Conduct a public hearing on the proposed MPD, Conditional Use Permit and Plat Amendment and consider adopting the staff's findings, conclusions and conditions that reflect the Commissioners decisions.

B. Deny any of the requested applications and direct the staff to prepare appropriate findings.

G. RECOMMENDATION:

Staff recommends that the Planning Commission take public input and discuss the approval or denial of the following: 1) a Small Scale Master Planned Development; 2) a Conditional Use Permit for an Accessory Apartment; and 3) A recommendation to the City Council for an amendment to the building pad, Lot 2, Treasure Hill Subdivision Plat. The following Findings, Conclusions and Conditions for each action are provided below if a positive recommendation is supported.

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Findings:
Small Scale MPD:

1. The project is for one single family structure of approximately 1, 976 square foot footprint which includes a garage and an approximately 587 square foot Accessory Apartment.

2. The project will provide four parking spaces on site.

3. The project is in the HR-1 Zoning District and is subject to final design review from the Historic District Commission.

4. The project is subject to all conditions as recorded on the final subdivision plat for the Treasure Hill Subdivision plat. HDC final design review will ensure compliance with the recorded plat notes.

5. The project is located on a steep and difficult terrain requiring careful construction planning and mitigation.

6. Considerable excavation and dirt handling may be required with this project, and any off-site dirt storage creates the possibility of erosion and wind borne fugitive dust. Any filling or excavation requires authorization from the property owner and the City and restoration security from the contractor or owner.

7. The Land Management Code and Park City Design Guidelines both address the importance of on-site project lighting, and indicate that all landscape lighting and building lighting shall be off a cut-off type, in order to be shielded from surrounding areas. As such, building and parking lighting specifications and fixture type and style will be reviewed and approved by the Community Development Department.

8. The applicants have stipulated to the Conditions of Approval.

9. **The road accessing this project is currently not paved and is in close proximity to several residential homes. The road is also used by several other property owners.**

Accessory Apartment:

1. The intent and purpose of the Accessory Apartment Ordinance is to encourage and promote affordable housing opportunities while protecting the existing quality of life found in single family zones throughout the community.

2. The owner is a Park City resident and will reside seasonally at 220 King Road in Park City.

3. Two parking spaces are provided on site for the two bedrooms in the Accessory unit

4. The proposed apartment is approximately 600 square feet and has two bedrooms.

5. Notice was given to everyone within 300' of the property.

6. There are not more than three accessory units within 300' of this project.

7. The Land Management Code, Section 8. 19, requires a deed restriction to be filed with Summit County, a one year review and prohibits nightly rentals.

Plat Amendment:

1. The proposed amendment will shift the building pad by approximately 5' to the west.

2. The proposed amendment will not significantly increase the visual location of the single family structure.

3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law:

Small Scale MPD:

1. The proposal for Lot 2 is in compliance with the criteria as outlined in Section 6.6, King Road Single Family Lots, of the Sweeney Properties Master Plan Approval Summary, dated June 1, 1990, and the recorded Treasure Hill Subdivision plat and Chapters 10 and 13 of the Land Management Code.

2. The Small Scale MPD at 220 King Road is consistent with the general plan and will not be contrary to public interest.

3. The building achieved through this Small Scale MPD will be compatible with surrounding structures in use, scale, mass and circulation.

4. Any differences in use or scale have been mitigated through design solutions, planning and conditions of approval.

Accessory Apartment:

1. The application for an approximately 600 square foot Accessory Apartment at 220 King Road is in compliance with Accessory Apartment regulations are outlined in Chapter 8.19 of the Park City Land Management Code and the nine criteria that must be satisfied to grant a Conditional Use Permit for this use in the HR- 1 District, and;

2. A Conditional Use Permit for an Accessory Apartment at 220 King Road is consistent with the general plan and will not be contrary to public interest.

3. The Accessory apartment will be compatible with surrounding structures in use, scale, mass and circulation.

4. The effects of any differences in use or scale have been mitigated through design solutions, planning and conditions of approval.

Plat Amendment:

1. There is good cause for the amendment because no increase in visual impacts will occur through the amendment.

2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval:

Small Scale MPD:

1. Final design review of 220 King Road is subject to Historic District Commission review and approval.

2. All Standard Project Conditions of Approval shall apply.

3. Lighting plans must be reviewed and approved by the Community Development Department with respect to location, light type, and fixtures under the Historic District Design Guidelines and the Land Management Code.

4. The Developer shall provide a detailed Construction Management Plan (CMP) prior to the issuance of any building permits that address at a minimum:

a.) A construction staging, storage, circulation and parking plan shall be submitted prior to issuance of any building permit.

b) If the project is phased, each phase of the project shall be designed in order to construct those portions of the on-site circulation system necessary to provide adequate automobile and emergency equipment circulation, to the extent required by the Community Development Department.

c.) The developer shall instruct the respective contractors that there is to be no wash out of concrete trucks on on-site landscape areas. Further, the developer shall identify any off-site dirt storage site with the respective phase, obtain written permission by the owner and post a financial surety, to the satisfaction of the City, that will provide for the rehabilitation of the storage site.

d.) Landscaping shall be addressed prior any construction activity on site.

e.) Any temporary parking signs, subject to the Public Works Director and City Engineer approval, shall be addressed in the CMP.

f.) The site plans and elevations are subject to final review and approval by the Historic District Commission.

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g.) An existing conditions survey that identifies and determines the existing natural grade shall be conducted by the applicant and submitted prior to issuance of a footing and foundation permit. This existing conditions survey shall become part of the final site plans for this project and shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code. A surveyor's certificate of finished floor, tied to USGS elevations, will be submitted to the Building Department prior to rough framing approval for the purposes of determining height.

h.) The Construction Management Plan shall be reviewed in accordance with these Conditions of Approval and all applicable city codes and approved by the Chief Building Official and City Engineer prior to any building permit issuance

5. **The portion of King Rd. used to access this project shall be paved or surfaced with another method of control that shall be reviewed and approved by the Community Development Department prior to issuance of a footing and foundation permit in order to limit dust and disturbance on nearby residences. Joint dust control agreements on the roads adjacent to this property shall also be reviewed and approved by the Community Development Department.**

Conditions of Approval: Accessory Apartment:
1. Prior to issuance of the building permit for 220 King Road, the applicant shall execute and record a deed restriction in a form approved by the City Attorney.
2. No nightly rentals are allowed.
3. An annual administrative review of the project shall occur one year after this approval.

Conditions of Approval: Plat Amendment:
1. The City Attorney and City Engineer's approval of the plat amendment for compliance with State law, the Land Management Code and these conditions of approval is a condition precedent to plat recordation.

2. The amended plat must be recorded prior to building permit issuance and must be recorded within one year of this approval or this approval is considered null and void.

3. The plat shall note that all conditions of approval, notes and restrictions the Treasure Hill Subdivision are in full force and effect.

EXHIBITS
Exhibit A - Location Map
Exhibit B - Minutes from Planning Commission meetings
Exhibit C - Site plan and Elevations
Exhibit D - Historic District Commission Staff Report 01/27/96
Exhibit E - Existing and Proposed Plat
Exhibit F - Plat notes and Sweeney approvals 6/90
Exhibit G -Public Input from August 12, 1996 meeting
Exhibit H -Standard Project Conditions

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issuance of any building permits. The plan shall address staging, material storage, construction timelines, special signs, parking, fencing, and any other construction-related details to the satisfaction of the Community Development Department.

6. The exposed interior facades of the garage entryway on Heber Avenue shall use patterned materials and subdued lighting. The final materials and fixtures shall be submitted with the building plans and reviewed and approved by the Planning Staff under the building permit review process.

7. An approximately 220-foot section of the bike path adjacent to the property shall be realigned and widened to a 10' paved standard. The realignment plan shall be submitted to the trails coordinator for review and approval prior to final building permit issuance.

8. Snow shed and roof line forms shall be reviewed and approved for safety compliance by the Chief Building Official prior to building permit issuance.

4. **220 King Road - Lot 2, Treasure Hill Subdivision, Conditional Use Permit for accessory apartment/small scale MPD/plat amendment**

Planner Ryan reported that this matter is scheduled for public hearing this evening and is the third public hearing for this project. The request is for three separate actions:

1. A plat amendment to shift the pad originally approved under the Sweeney Treasure Hill subdivision.

2. A request for a small scale master planned development approval which was a condition of the subdivision plat.

3. A request for an accessory apartment within this proposal.

Planner Ryan noted that much of the public comment expressed concern over the extent of the shift of the plat, the size of the accessory apartment, and the compatibility of the use in the area. Other concerns included height and removal of vegetation in the area. She reported that the Staff has worked diligently with the applicant to address some of the concerns, and the plan being presented this evening is a redesign that is meant to address those concerns. The plat shift has changed based on direction from the Planning Commission to minimize any shift in the plat. The Staff believed the redesign would accommodate a structure that will fit

in the neighborhood and minimize impacts in the area. However, the impacts will be great simply due to the location of the structure. Planner Ryan reported that the revisions were reviewed by the Historic District Commission, and their final action is scheduled for March 17.

Planner Ryan reported on public comments received after the Staff report was prepared. Comments from Carol Sletta echoed Mr. Erlich's comments as identified in the staff report. Both are concerned about construction dust. King Road is not paved, and the concern relates to the significant amount of disturbance that will be created when grading and footings and foundations begin. They felt this would affect them adversely, and they have asked the Planning Commission to look at other types of paving mitigation. Planner Ryan explained that the City usually requires that a road be paved prior to issuance of a certificate of occupancy. These two citizens are requesting that it happen earlier in the process. She noted that Bill Mammen, the architect, brought to her attention that one condition of the Sweeney Master plan calls for a dust free surface. Planner Ryan requested that the Planning Commission discuss the issue in the hope of finding a resolution.

Bill Mammen explained that the revisions to the proposal are large changes, but they might not be immediately visible. The retaining wall is the same in terms of the amount of retaining wall, but it has been shifted so the majority occurs on the west side of the residence. The residence is L-shaped, which puts it in front of the high retaining wall. The north side of the property is almost natural grade, with a minimal amount of retaining for leveling. This is a steep slope which has been leveled off at the entry points only. Maximum grading will be done in areas hidden from everyone except the residents of the house. The shift in the building pad has been refined, and the home is now designed so it should be suitable for everyone. The shift was eight feet into the hillside for the purpose of stairstepping the retaining wall on that side of the house. Without the building pad shift, a 16-foot-high wall would be necessary instead of the proposed eight-foot-high wall stepped by five feet before putting another eight-foot-high wall.

Commissioner Erickson recalled that at a previous meeting the Planning Commission had questioned whether the grading would stay within the limits of disturbance in the building pad area. He felt it would from looking at the new drawings. Mr. Mammen replied that he was correct.

Chair Jones opened the public hearing.

Carol Sletta, a resident at 135 Sampson, was concerned with the massive truck driving up and down one leg of the switchback that currently exists. She was hoping the applicant would be required to pave the road. She referred to comments made by Mr. Mammen and Planner Ryan about making the road dust free and wanted to know how they intend to do that. Ms. Sletta asked how Mr. Sweeney will access his property for construction. Planner Ryan offered to have Planner Whetstone research a response. Ms. Sletta stated that she did not understand why more accessory apartments are necessary in the area. She referred to language in the Staff report and asked what difference it makes if a resident is seasonal or not. Planner Ryan explained that it is neither a positive nor a negative. It is a requirement of the accessory apartment that the landlord be present on the property so the whole unit is not rented out.

Bob Sfire, the property owner, explained that the design was completely different at the last meeting, and because they were turned down twice, they met the following day with Planner Ryan and Planner von Puttkammer to determine exactly what was wanted. The new plan is a result of that meeting and incorporates the requirements of the Planning Commission, the Staff, and the public. He felt it was important for the Planning Commission to understand that the site plan was redesigned and the house was shifted to act as a retaining wall for a visual benefit from town. He noted that this is his third time before the Planning Commission, and he was interested in getting the matter resolved.

Judy Scipioni asked if it would be difficult to require the applicant to pave the road before starting construction or if that is an out-of-the-ordinary request. Chair Jones felt the dust issue could be addressed through a condition of approval since there are several ways of mitigating dust. The disadvantage of paving the road first is that it gets chewed up in the construction process. Ms. Scipioni asked for an explanation of how dust can be controlled. Commissioner Erickson explained that tackifiers and materials that bind the soil together are available. He felt that imposing the burden of paving the road upon one house was an inequitable solution. If the Planning Commission elects to approve the matter, he stated that he would add a condition requiring the applicant to either pave the road or surface it with a material approved by the Community Development Department.

Bill Mammen questioned paragraph 4(f) of the Conditions of Approval for the small scale MPD. Commissioner O'Hara informed him that the Planning Commission will request that 4(f) be deleted because the requirement only applies to parcels 5 acres or larger.

Planner Whetstone responded to the question raised by Ms. Sletta regarding construction access for the Sweeney home by explaining

that there is not a definite construction plan at this time. The Staff is still working with City Engineer Eric DeHaan and Chief Building Official Ron Ivie on the matter. The intention is to have a majority of the larger construction traffic come off the switchback at Empire and Lowell.

Chair Jones closed the public hearing.

Chair Jones noted that this matter has three recommended actions that need to be taken separately.

Plat Amendment

MOTION: Commissioner Erickson moved to APPROVE the amendment to the plat in accordance with the findings of fact, conclusions of law, and conditions of approval relative to the plat outlined in the staff report. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Plat Amendment

1. The proposed amendment will shift the building pad by approximately 5' to the northwest.

2. The proposed amendment will not significantly increase the visual location of the single-family structure.

3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law - Plat Amendment

1. There is good cause for the amendment because no increase in visual impacts will occur through the amendment.

2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval - Plat Amendment

1. The City Attorney and City Engineer's approval of the plat amendment for compliance with State law, the Land Management Code, and these conditions of approval is a condition precedent to plat recordation.

2. The amended plat must be recorded prior to building permit issuance and must be recorded within one year of this approval, or this approval is considered null and void.

3. The plat shall note that all conditions of approval, notes, and restrictions of the Treasure Hill Subdivision are in full force and effect.

Small Scale MPD in accordance with the Treasure Hill Subdivision

Commissioner Erickson suggested a revision in the language of the small scale MPD conditions of approval by deleting Condition 4(f) relative to compliance with the Utah Water and Air Quality Standards for this project because they do not apply. He also added Finding #9 to state, "The road accessing this project is not currently paved and is in close proximity to several residential homes, and the road is also used by several other property owners." He felt that would support proposed Condition #5 that reads, "The portion of King Road used to access this project shall be paved or surfaced to control dust in a manner approved by the Community Development Department prior to the issuance of a footings and foundation permit in order to limit dust and disturbance on nearby residents. Further, the Community Development Department shall work to facilitate joint control of dust along this segment of the road with adjacent property owners."

Commissioner Erickson did not wish to make the motion as he was uncomfortable with the entire Sweeney Treasure Hills subdivision. He could vote in favor of the action, but he was not willing to recommend a motion for approval.

MOTION: Commissioner Calder moved to forward a POSITIVE recommendation to approve the small scale MPD in accordance with the Treasure Hills Subdivision Plat with the findings of fact, conclusions of law, and conditions of approval incorporating the additions as stated by Commissioner Erickson regarding paving or other surface to control dust and the elimination of Condition 4(f). Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Small Scale MPD

1. The project is for one single-family structure of approximately 1,976 square foot footprint which includes a garage and an approximately 587-square-foot Accessory Apartment.

2. The project will provide four parking spaces on site.

3. The project is in the HR-1 Zoning District and is subject to final design review from the Historic District Commission.

4. The project is subject to all conditions as recorded on the final subdivision plat for the Treasure Hill Subdivision plat. HDC final design review will ensure compliance with the recorded plat notes.

5. The project is located on a steep and difficult terrain requiring careful construction planning and mitigation.

6. Considerable excavation and dirt handling may be required with this project, and any off-site dirt storage creates the possibility of erosion and wind-borne fugitive dust. Any filling or excavation requires authorization from the property owner and the City and restoration security from the contractor or owner.

7. The Land Management Code and Park City Design Guidelines both address the importance of on-site project lighting and indicate that all landscape lighting and building lighting shall be of a cut-off type in order to be shielded from surrounding areas. As such, building and parking lighting specifications and fixture type and style will be reviewed and approved by the Community Development Department.

8. The applicants have stipulated to the Conditions of Approval.

9. The road accessing this project is not currently paved and is in close proximity to several residential homes. The road is also used by several other property owners.

Conclusions of Law - Small Scale MPD

1. The proposal for Lot 2 is in compliance with the criteria as outlined in Section 6.6 King Road Single Family Lots, of the Sweeney Properties Master Plan Approval Summary, dated June 1, 1990, and the recorded Treasure Hill Subdivision plat and Chapters 10 and 13 of the Land Management Code.

2. The Small Scale MPD at 220 King Road is consistent with the General Plan and will not be contrary to public interest.

3. The building achieved through this Small Scale MPD will be compatible with surrounding structures in use, scale, mass and circulation.

4. Any differences in use or scale have been mitigated through design solutions, planning and conditions of approval.

Conditions of Approval - Small Scale MPD

1. Final design review of 220 King Road is subject to Historic District Commission review and approval.

2. All Standard Project Conditions of Approval shall apply.

3. Lighting plans must be reviewed and approved by the Community Development Department with respect to location, light type, and fixtures under the Historic District Design Guidelines and the Land Management Code.

4. The Developer shall provide a detailed Construction Management Plan (CMP) prior to the issuance of any building permits that address at a minimum:
   a) A construction staging, storage, circulation and parking plan shall be submitted prior to issuance of any building permit.
   b) If the project is phased, each phase of the project shall be designed in order to construct those portions of the on-site circulation system necessary to provide adequate automobile and emergency equipment circulation to the extent required by the Community Development Department.
   c) The developer shall instruct the respective contractors that there is to be no wash-out of concrete trucks on on-site landscape areas. Further, the developer shall identify any off-site dirt storage site with the respective phase, obtain written permission by the owner, and post a financial surety, to the satisfaction of the City that will provide for the rehabilitation of the storage site.
   d) Landscaping shall be addressed prior to any construction activity on site.
   e) Any temporary parking signs, subject to the Public Works Director and City Engineer approval, shall be addressed in the CMP.
   f) The site plans and elevations are subject to final review and approval by the Historic District Commission.
   g) An existing conditions survey that identifies and determines the existing natural grade shall be conducted by the applicant and submitted prior to issuance of a footings and foundation permit. This existing conditions survey shall become part of the final site plans for this project and shall assist the Community Development Department in determining the grade for measurement of height of this project as defined in the Land Management Code. A surveyor's certificate of finished floor, tied to USGS elevations, will be submitted to the Building

Department prior to rough framing approval for the purposes of determining height.

g) The Construction Management Plan shall be reviewed in accordance with these Conditions of Approval and all applicable City codes and approved by the Chief Building Official and City Engineer prior to any building permit issuance.

5. The portion of King Road used to access this project shall be paved or surfaced to control dust in a manner approved by the Community Development Department prior to the issuance of a footings and foundation permit in order to limit dust and disturbance on nearby residents. Further, the Community Development Department shall work to facilitate joint control of dust along this segment of the road with adjacent property owners.

Accessory Apartment - Conditional Use Permit

MOTION: Commissioner Calder moved to APPROVE the Conditional Use Permit for an Accessory Apartment, giving consideration to the findings of fact, conclusions of law, and conditions of approval. Commissioner Zimney seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - Accessory Apartment

1. The intent and purpose of the Accessory Apartment Ordinance is to encourage and promote affordable housing opportunities while protecting the existing quality of life found in single-family zones throughout the community.

2. The owner is a Park City resident and will reside seasonally at 220 King Road in Park City.

3. Two parking spaces are provided on site for the two bedrooms in the Accessory unit.

4. The proposed apartment is approximately 600 square feet and has two bedrooms.

5. Notice was given to everyone within 300' of the property.

6. There are not more than three accessory units within 300' of this project.

7. The Land Management Code, Section 8.19, requires a deed restriction to be filed with Summit County, a one-year review, and prohibits nightly rentals.

Conclusions of Law - Accessory Apartment

1. The application for an approximately 600-square-foot Accessory Apartment at 220 King Road is in compliance with Accessory Apartment regulations as outlined in Chapter 8.19 of the Park City Land Management Code and the nine criteria that must be satisfied to grant a Conditional Use Permit for this use in the HR-1 District, and;

2. A Conditional Use Permit for an Accessory Apartment at 220 King Road is consistent with the General Plan and will not be contrary to public interest.

3. The Accessory Apartment will be compatible with surrounding structures in use, scale, mass and circulation.

4. The effects of any differences in use or scale have been mitigated through design solutions, planning, and conditions of approval.

Conditions of Approval - Accessory Apartment

1. Prior to issuance of the building permit for 220 King Road, the applicant shall execute and record a deed restriction in a form approved by the City Attorney.

2. No nightly rentals are allowed.

3. An annual administrative review of the project shall occur one year after this approval.

5. 615 Woodside Avenue - Old Miners' Lodge Subdivision

MOTION: Commissioner Erickson moved to CONTINUE this matter until March 26, 1997. Commissioner O'Hara seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission Meeting adjourned at 7:50 p.m.

Approved by Planning Commission_____

Commissioner O'Hara reported on a phone call he received from Ann Wilson expressing concern about traffic issues. Ms. Wilson felt the City needs to address the current traffic problems before addressing the future of Flagstaff. She was mostly concerned with traffic problems in the area of Bonanza and Shortline and the lack of safety considerations.

Commissioner Karri Hays-Walzer reported on a phone call she received from Kevin King outlining the same issues contained in the letter the Commissioners received this evening.

V. PUBLIC HEARINGS/ACTION ITEMS

1. 220 King Road, CUP/Small Scale MPD/Plat Amendment

Planner Megan Ryan reviewed an aerial map depicting Lot 2 of the Treasure Hill Subdivision plat that was platted and recorded in approximately 1990. Four single family homes were platted under this subdivision which has prior agreements from the Sweeney master plan of various dates.

The Planning Commission is asked to look at compliance with the nine criteria recorded on the Sweeney/King Road/Treasure Hill subdivision plat. The nine criteria address footprint, building area limits, construction disturbance, height, facade height, massing, sewer, fire and concurrence with prior approvals.

Planner Ryan noted that a second request is for the inclusion of an accessory apartment which is a conditional use in the Historic Residential Zone. The ordinance allows a maximum of 800 square feet and requires one parking space per bedroom. The applicant proposes to include the accessory apartment within the footprint allowed under the plat. The maximum footprint recorded on the plat is no more than 3500 square feet including garages. The accessory apartment plus the single family residence is proposed at 2,028 square feet, of which 600 square feet would be added as the apartment and garage. Four parking spaces are proposed on site. Two spaces are required to be enclosed per the Sweeney/Treasure Hill subdivision plat and a garage is proposed on site.

Planner Ryan clarified that at this time final design is not being approved. A condition of approval states that the final design of this project requires Historic District Commission review. The plans presented are schematic elevations and in no way constitute final design approval.

Planner Ryan reported on a third request to shift the building pad. When the lots were recorded a specific building pad was set with a note indicating that construction disturbance should only be

allowed for a 20-foot parameter around the building area pad. The applicant is requesting to shift the pad approximately fifteen feet to the northwest.

In addition to the letter from Kevin King, Planner Ryan reported that she had received a letter from John Vrabel and a phone call from Steve Elrick expressing various concerns.

Commissioner Michael O'Hara asked for clarification on the dwelling square footage less the accessory apartment. Planner Ryan explained that the proposed footprint is approximately 2,028 square feet which translates into a house that is approximately 3,077 square feet including garage and accessory apartment. The condition for a maximum footprint rather than a house size was put on the plat. The architect, Bill Mammen clarified that 3,077 square feet does not include the garage. Planner Ryan added an additional 600 square feet for the garage making the square footage approximately 3500.

The owner, Bill Sfire, remarked that he and his family wish to build a home in Park City. After doing a lot of research they chose Bill Mammen as the architect based on his reputation and his credentials. Mr. Sfire lives in Michigan and has served on the Historic Preservation Committee in his community. He is trying to work within the bounds allowed on his lot. He and Mr. Mammen have tried to address all the issues and have tried to comply with everything the City wants for the lot. Instead of building one large massive house they chose to break it down by keeping the garage unattached and using other design factors that make the home look like several smaller homes from a distance. Mr. Sfire explained that the building pad shift is requested because the driveway enters the site at a very northerly section and makes a difficult access into the pad allowance at a grade greater than 12%. Mr. Sfire remarked that the lot is off the beaten path of Old Town and is over an acre in size. He looks forward to living in Park City and noted that he and his family did a lot of research in the Rockies before choosing Park City.

The architect, Bill Mammen, presented a drawing to the Planning Commission showing the fine line of the platted limits of disturbance. Mr. Mammen explained that leaving the plat where it currently exists will allow the Sfire's to build their home but the garage would be on the downhill side of the driveway and the driveway would cross a portion of the lot not included in the limits of disturbance. Shifting the pad puts the limits of disturbance within the area that has to be disturbed and opens up the opportunity to put the garage on the uphill side of the driveway. Shifting the pad puts the garage structure into the hillside and away from the town for less visibility and the height

would be sheltered from property owners down below looking up. It also puts the garage in a location that maximizes view potential for the owner from inside the house. Mr. Mammen feels the project meets the nine criteria of the MPD approval and he intends to meet the design criteria governed by the Historic District Guidelines. Mr. Mammen clarified that the requested shift would be to the west and not the north as reported by Planner Ryan. The purpose of the requested shift is for a functional access given the tight constraints of the driveway. There is no other intent or purpose.

Vice-Chair Erickson opened the public hearing.

Kevin King remarked that the matter involves a host of issues. He stated that the request for a small scale master plan is a moot point in light of the fact that the application is not complete. He was unable to find scalable drawings and other information that was not available. He noted that the small scale master plan development review process is identical to the conditional use permit process as per Chapter 1.4-A of the Land Management Code. He read portions of the chapter to make his point. Mr. Hill remarked that the architectural plans were drawn at a scale that left him unable to tell the exact footprint size of the building. In discussions with Planner Ryan he was informed that the drawings were not submitted for site design approval. Mr. King read a paragraph from the Staff report stating that "There is not a great deal of discretion, beyond design, that the Commissioners have in the review of this platted subdivision". Mr. King interpreted that to mean that design is the issue. Mr. King further read, "no conditional use permit shall be issued unless the Department finds that the application complies with all the requirements of the code." He read the requirements from Chapter 1-13-J and remarked that the Chapter presumes that the project does work within all the requirements. He was prepared to show that the project as proposed does not comply with all requirements. In his opinion, Mr. King felt the project was poorly designed. He appreciated wanting to achieve southern light and southern views and felt they would all be blocked if the structure is built as proposed. Mr. King had a problem with the inconsistencies that make it impossible for the Planning Commission to grant anything relative to the application. The site plan does not show the requested building pad shift and he believes the building will not fit even with a shift. Mr. King remarked that the building elevations falsely shows the relative grade with relation to the building shown on the contour plan and offered to prove it. With regards to the plat amendment, Mr. King noted that in architecture school if you have to change the building pad you failed because you failed to learn the lesson imparted on you. Mr. King was unsure why the Planning Commission would consider the matter because the application is incomplete, the project is poorly designed, and there is no logical basis for

requesting the shift. He did not feel the architect even tried to design the structure on the platted site. Mr. King stated that he could not believe that Alliance Engineering or the Sweeney's would sell a site that did not have several potential solutions for the building pad as platted. Mr. King remarked that building the garage on the downhill side was possible and suggested putting the accessory apartment underneath it to create less of an impact on the entire hillside. Mr. King requested denial of the accessory apartment based on the fact that five units already exist on Upper Norfolk within 300 feet of the proposed project. He feels that one year is not enough for a single annual approval of an accessory apartment. The intent is not to have nightly rentals but there is nothing that legally prohibits an owner from renting on a nightly basis after one year of good service. Mr. King could find no mention of where the off street parking space would be located. If they are located where he presumes they will be the cars will not be able to pull out of the garage. Mr. King requested shelving the accessory apartment portion of the application until the legal department can clear up the issues. Mr. King remarked that the Staff maintains that the plans are only conceptual but he spoke with the owner who said this is exactly what he intends to build. Mr. King summarized his requests to deny the accessory apartment, deny the shift in the lot, request that the architect re-design to the existing lot footpad, and require full design plans for the Historic District Commission before returning to the Planning Commission for master plan approval.

Assistant City Attorney, Mark Harrington responded to Mr. King and recommended modifying the condition of approval to require an annual review of the accessory apartment to be one year from certificate of occupancy of the structure. The code specifically says within one year and the City does not have the discretion to go beyond that recommendation. He has spoken with Mr. King about the possibility of proposing amendments to the code which may make sense in the long term for accessory apartment approvals. The City has only dealt with two accessory apartment requests and Mr. Harrington noted that it is an ongoing learning experience. Mr. Harrington referred to the five other units Mr. Kings alleges are within 300 feet and stated that the Planning Commission has the option to table the matter until Mr. King provides addresses to be verified by the City. He believes Mr. King may be confused about the number and noted that there must be three accessory apartments within 300-feet in order to violate the code. Mr. Harrington remarked on the affordability issue and noted that affordability is a policy statement but it was never intended to incorporate affordable regulations.

Pat Sweeney, Lot owner north of Lot 2 represented himself and his brother Mike who owns the lot South of Lot 2. Mr. Sweeney also

spoke from the perspective of being the person who worked with Mark Harrington and the Planning Staff to compile the rules. He noted the number of controls associated with the property. As members of the four lot subdivision, Mr. Sweeney and his brother have the right to veto Mr. Sfire's effort to move the building area limits. Mr. Sweeney remarked that he intends to move up there and cares a lot about the neighbors. He does feel they did a perfect job of designing the lot and after reviewing what Mr. Sfire wants to do and assuring himself that it conforms with the rules, Mr. Sweeney and his brother support the amendment on the building area limits. Mr. Sweeney noted that moving the house up the hill preserves more vegetation and he believes that the building design tends to bury the buildings into the hillside providing a visual benefit. Mr. Sweeney has reviewed the plans and feels that Mr. Mammen has made an honest effort to be accurate. In summary, Mr. Sweeney and his brother Mike support Mr. Sfire in his application and feel that he has faithfully adhered to all the rules of the master plan with the exception of this request to move the limits. Regarding the accessory apartment, Mr. Sweeney pointed out that according to the CC&R's his brother has the right to object and Mike Sweeney wanted everyone to know that he has no objection.

Mary Ana Cirino, a resident on Upper Norfolk, urged the Planning Commission to look at the plans and exhibits prepared by Kevin King. She asked that they not be discounted because they raise issues of grave concern. Ms. Cirino lives on that side of the hill and is worried about land slides and retaining walls that may be found during excavation. Ms. Cirino questioned the survey done by Alliance Engineering because they incorrectly surveyed the lot next door to her requiring it to be resurveyed. She wondered how the parking would be laid out and asked if it was tandem or four across. Ms. Cirino hopes that the Planning Commission looks at the application carefully with an enormous amount of thought. She wants something that fits in rather than something that is repulsive to look at and chews up the land. Ms. Cirino noted that the Staff report quotes the applicant as not wanting to complete designs if he is not permitted the accessory apartment and building pad shift. This leads her to believe that the designs are not complete and if they are not complete she wants to know what everyone is looking at. If she is looking at one thing and six months later it changes to something else she will be angry for being grossly misled. Ms. Cirino requested an explanation by either the architect or the owner as soon as possible.

Mark Huber, a resident in the area, understood the concerns over parking and traffic on Norfolk but was unsure if the house would even be seen when walking down Norfolk. Mr. Huber was positive that no one will be parking on Norfolk and walking through yards to get to King Road. It is already a gated road and if a parking

problem occurs the resort will probably be more concerned than the community. Mr. Huber remarked that the public is used to small lots and small houses and they are thinking on the wrong scale. The lot is over a full acre with a setback in excess of 50 feet. Mr. Huber felt the community was unclear on how far away the house will be in relation to the size of the lot. He pointed out that Mr. Sfire plans to build the same size house on an acre lot that is commonly built on two Old Town lots. Mr. Huber commented on the number of good people like Mr. Sfire who continue to buy property in Park City only to meet opposition from people who do not want anymore people to build in their community. If that is the feeling of the majority, perhaps Park City should post a sign asking people to buy elsewhere because they are not wanted in Park City. Mr. Huber felt the Planning Commission should allow Mr. Sfire to build his home within the constraints of good design and in compliance with the rules and regulations that apply.

John Vrabel, a resident on 143 Norfolk Avenue did not object to Mr. Sfire building a nice house as long as it is done by keeping to the rules. If an accessory apartment does not qualify because of the other apartments in the neighborhood, Mr. Vrabel requested that the matter be given serious consideration before making a decision. Mr. Vrabel did not feel it was necessary for Mr. Sfire to increase the size of his lot and making the structure larger was not in keeping with the scale and framework of the neighborhood.

Mel Uhl, a resident on Sampson Avenue, felt the house size was acceptable but he was concerned about traffic access if the City sets a precedent with this particular structure. Other lots still to be built will be accessed from King Road or Sampson Avenue and will be eligible for the same thing.

Kevin King submitted the same plat presented by Mr. Mammen drawn to a 1/20 scale. The triplex directly below the property has three units and not shown across the street is Mr. Holbrook's property that houses an additional two units. These units have been in existence since the late 1970's. Mr. King submitted the north and south elevations and remarked that the contours have been falsely represented. He used a site plan to demonstrate his reasons for thinking they are false and inaccurate. Mr. King pointed out that the site plan shows the original line of the limits of disturbance from the platted building pad area. The 15 foot shift is indicated higher but it is not shown on the bottom. Mr. King argued that the structure will not fit within the footprint as designed. Mr. King pointed out other reasons why he felt the design was not a workable site solution.

Bob Sfire clarified that in his earlier discussion with Mr. King he never said the plans were exactly complete because they are not.

He thought the City would prefer a home using a 2,000 square foot footprint broken up into two different segments rather than one large 3500 square foot footprint which he would be allowed to do under the current rules of his property. His intent is to have an attractive home that adds to Park City and looks better in Old Town. Mr. Sfire noted that he spoke with six different architects in Park City before choosing Bill Mammen. Mr. Mammen's integrity and background were partly why he was chosen. Mr. Sfire asked Mr. King if he is an architect and Mr. King replied that he is an architectural intern one exam away from being fully registered. Mr. Sfire asked the Planning Commission to consider the whole picture.

Bill Mammen remarked that his blood pressure rises when he hears words like falsely represented. He stated that the topo is accurate and noted that there are some variations from the plans to where the house is drawn. He presented the plans to the Planning Commission showing the proposed revision in comparison to where the house will sit without the requested shift. Mr. Mammen pointed out that the applicant is not asking for anymore building area. They don't need it nor want it. They merely want to shift the building pad to allow building on the lesser slope. He clarified that the Staff report contains the original site plan that was submitted prior to requesting the actual plat change. Mr. Mammen remarked that holding up a legal application for an accessory apartment because someone claims five illegal accessory apartments exist in the neighborhood is the same as giving a ticket to someone on a the highway going 55 miles in a 55 mile zone because they are holding up traffic. Mr. Sfire is following the rules and hopes the Planning Commission will do the same.

Vice-Chair Erickson closed the public hearing.

Planner Ryan reported that the Staff chose to approach the project by looking at the actual compliance with the MPD and to hear feedback on the accessory apartment and plat shift from the Planning Commission. At the same time, they intend to start with the Historic District Commission design review process. Planner Ryan clarified that the application is complete because Section K of the same section Mr. King referred to remands all conditional use permits within the Historic District to the Historic District Commission for final design review and approval. For further clarification, Planner Ryan noted that a certified topo is part of the final condition for the project in addition to the Historic Design review. The Planning Commission has alternatives and the alternative proposed by the Staff is not the one they need to choose. As indicated in the Staff report, the Planning Commission has the option to remand the project back to the Historic District Commission for further design review, or give an indication on the

accessory apartment and plat that is needed prior to going into the HDC design process.

Planner Ryan referred to accessory apartments and a provision that requires them to be recorded with the County and states that they are not transferrable to another owner. Specific language in Section 8 also indicates that no nightly rentals are allowed. She agreed that monitoring is an issue but nightly rentals are prohibited and the City has the right to enforce it. If the Planning Commission requests, Planner Ryan offered to search out the illegal apartments in the area and make them comply with the ordinance.

Commissioner Calder wanted to know what will happen to existing illegal apartments. Planner Ryan explained that the owners will have to submit an application and the apartment will go through the accessory apartment process and requirements. If it cannot conform with the regulations under the code the apartment will be deemed illegal and the use would be prohibited. Planner Ryan clarified that the code allows for no more than three accessory apartments within 300 feet.

Commissioner O'Hara referred to Condition of Approval 4.f. addressing Air Quality and Water Quality Standards and clarified that those standards only apply to five acre areas or larger. He suggested that they be deleted from the conditions of approval for small areas.

Commissioner O'Hara remarked that he generally favors building the home but he had concerns with the Land Management Code provisions, specifically the size of the apartment. He stressed the importance of making sure the accessory apartment is no greater than one-fourth of the total square footage and he asked for verification. Commissioner O'Hara requested a review of the tandem parking issue and compliance with accessory apartments within 300 feet.

MOTION: Commissioner O'Hara moved to table the matter until the requested information can be provided. Commissioner Hays-Walzer seconded the motion.

Vice-Chair Erickson asked for clarification on the length of the driveway. If the Planning Commission elected to take action, Vice-Chair Erickson requested that the conditions of approval state the final size of the buildings and the final limits of disturbance. He felt they should be provided with a set of drawings that represents the location of the building as proposed. It was unclear from the drawings in the Staff report where the limits of disturbance was moving. He requested that the architect provide accurate drawings showing the revised limits of disturbance.

Mr. Mammen stated that it is impossible to finalize the design without knowing if the Planning Commission will grant them the criteria they can live with. It was established with the Staff and now the Planning Commission is going totally against the Staff recommendation.

Vice-Chair Erickson requested action on the motion to continue and he requested that the conditions of approval find some means of tying the approval to what was applied for.

VOTE: The motion passed unanimously.

2. 13 Hidden Splendor - CUP for Garage

Planner Kirsten Whetstone reviewed the request for a conditional use permit to construct a garage at the rear of an existing single family house located at 13 Hidden Splendor Court at the Park City Golf Course. A conditional use permit is required due to a 1977 agreement that gave parts of remnant land from the golf course to these lots. The agreement states that the only uses allowed are for private recreation uses. Garages and other similar uses require a conditional use permit. The Staff reviewed the request under Section 1.13-J, the Standards for Review for Conditional Use Permits that include compatibility in use, mass, scale, circulation, and mitigation of use. The Staff found that the conditional use request met those criteria and recommended approval with the findings of fact, conclusions of law, and conditions of approval outlined in the staff report.

Vice-Chair Erickson opened the public hearing.

There was no input.

Vice-Chair Erickson closed the public hearing.

MOTION: Commissioner Hays-Walzer moved to APPROVE the conditional use permit for the garage at 13 Hidden Splendor with the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Staff report. Commissioner Calder seconded the motion.

VOTE: The motion passed unanimously.

Conditions of Approval - 13 Hidden Splendor

1. Al Standard Project Conditions shall apply.

2. The front of the property, from the front porch to the front property line, shall be designated by this Conditional Use Permit as a permanent no build area (See Site Plan, Exhibit

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

June 21, 2000

William Mammen, AIA
Mammen Associates Architecture
P O Box 1720
Park City UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name	220 King Road CUP for a Guest House
Project Description	Conditional Use Permit for a 2,700 sf detached guest house on Lot 2 of the Treasure Hill Subdivision Plat (a portion of the Sweeney Master Planned Development)
Date of Meeting	April 26, 2000
Action Taken By Planning Commission	Approved according to the findings of fact and conclusions of law in the staff report. The conditions of approval are listed below.

Conditions of Approval

1. All standard project conditions shall apply.
2. The existing accessory apartment in the main residence shall be removed prior to issuance of a certificate of occupancy for the guest house.
3. A notice of this Conditional Use Permit and a deed restriction prohibiting rental of the guest house separate from the main house shall be recorded at the County prior to issuance of a certificate of occupancy for the guest house.
4. A lighting, grading, and landscaping plan, compatible with the existing landscaping, shall be submitted to and approved by the Planning Department prior to issuance of any building permit.
5. Architectural elevations for the guest house shall be approved by the Planning Department, for compliance with the Historic District Design Guidelines and steep slope review criteria, prior to issuance of a building permit.
6. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of a building permit.
7. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval, (unless a building permit for the guest house is issued prior to the expiration date).

8. A financial guarantee, for the value of all public improvements and landscaping to be completed, shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
9. No further subdivision of this lot is permitted.

Please call me if you have questions. My phone number is 615-5066.

Sincerely,

Kirsten A. Whetstone, AICP
Senior City Planner

Ordinance No. 97-19

AN ORDINANCE APPROVING AN AMENDMENT TO LOT 2 OF THE TREASURE HILL SUBDIVISION PLAT KNOWN AS 220 KING ROAD, PARK CITY, UTAH

WHEREAS, the owners of the property known as 220 King Road petitioned the City Council for approval of a amendment to the final plat; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing to receive input on the proposed amendment on March 12, 1997 ; and

WHEREAS, it is in the best interest of Park City to approve the amendment, and

WHEREAS, there is good cause for the revision as the reconfiguration does not affect the development parameters for site; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat revision.

NOW, THEREFORE BE IT ORDAINED by the City Council of the City of Park City, Utah, as follows:

SECTION 1. The amendment to the Treasure Hill Subdivision plat, Lot 2 is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

Findings:

1. The proposed amendment will shift the building pad by approximately 5' to the west.

2. The proposed amendment will not significantly increase the visual location of the single family structure.

3. The proposed amendment will not significantly increase the impact to existing vegetation.

Conclusions of Law:

1. There is good cause for the amendment because no increase in visual impacts will occur through the building pad shift.

2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval:

1. The City Attorney and City Engineer's approval of the plat amendment for compliance with State law, the Land Management Code and these conditions of approval is a condition precedent to plat recordation.

2. The amended plat must be recorded prior to building permit issuance and must be recorded within one year of this approval or this approval is considered null and void.

3. The plat shall note that all conditions of approval, notes and restrictions of the Treasure Hill Subdivision are in full force and effect.

SECTION 2. This ordinance shall take effect upon publication.

PASSED AND ADOPTED this the 17 day of April, 1997.

PARK CITY MUNICIPAL CORPORATION

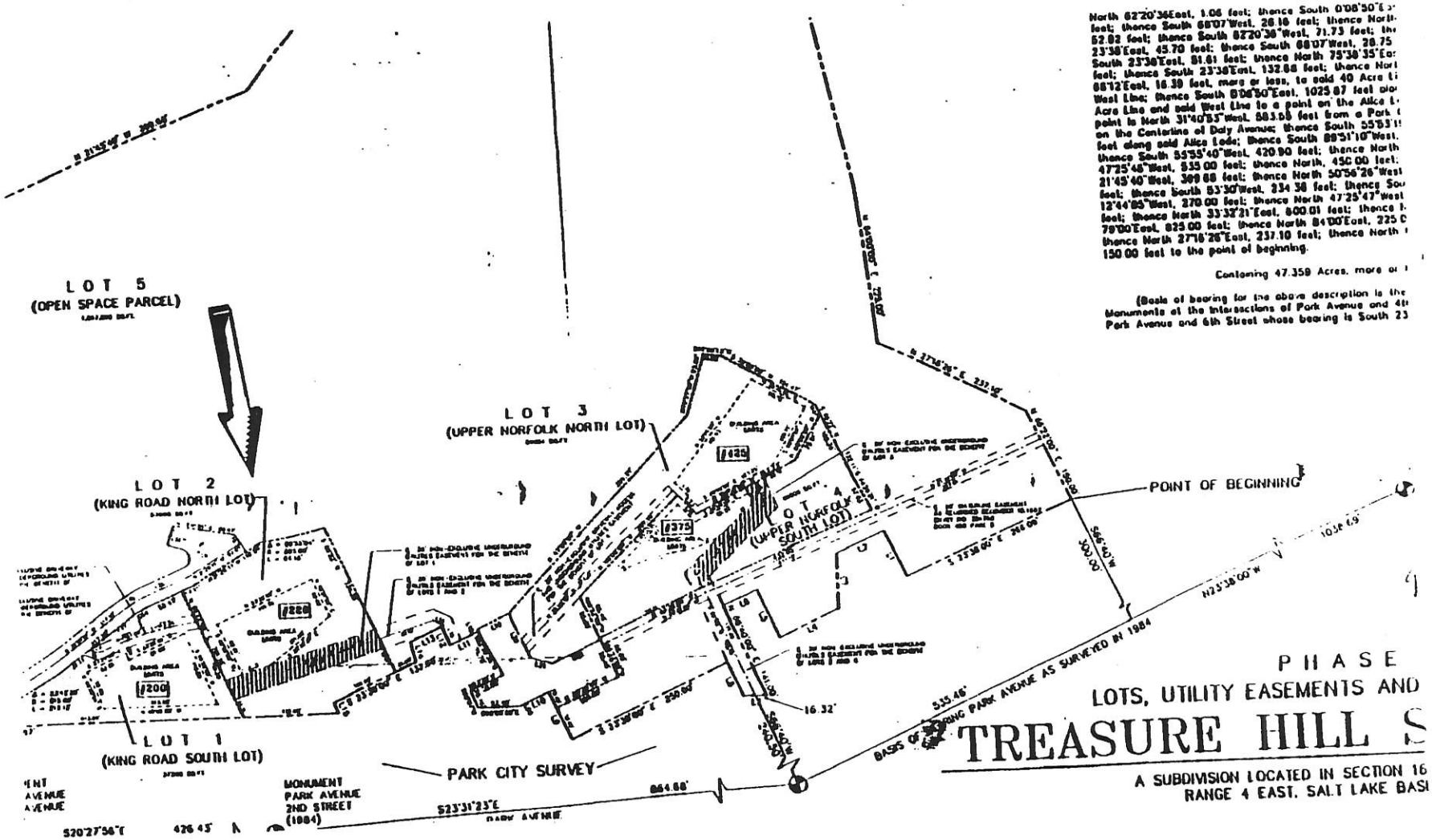
Bradley A. Olch, Mayor

Attest:

Janet M. Scott, City Recorder

Approved as to form:

Mark Harrington, Assistant City Attorney



North 62°20'36"East, 1.06 feet; thence South 0°08'30"E
feet; thence South 68°07'West, 26.16 feet; thence North
52.02 feet; thence South 82°20'36"West, 71.73 feet; the
23°38'East, 45.70 feet; thence South 68°07'West, 28.75
South 23°38'East, 81.61 feet; thence North 75°38'35"Ea
feet; thence South 23°38'East, 132.66 feet; thence Nort
68°12'East, 16.39 feet, more or less, to said 40 Acre Li
West Line; thence South 0°08'30"East, 1025.87 feet alo
Acre Line and said West Line to a point on the Alice L
point is North 31°40'33"West, 883.68 feet from a Park
on the Centerline of Daly Avenue; thence South 55°53'1
feet along said Alice Lode; thence South 89°51'10"West,
thence South 55°33'40"West, 420.90 feet; thence North
47°25'48"West, 535.00 feet; thence North, 450.00 feet;
21°45'40"West, 389.68 feet; thence North 50°56'26"West
feet; thence South 53°30'West, 234.38 feet; thence Sou
12°44'05"West, 270.00 feet; thence North 47°25'47"West
feet; thence North 33°32'21"East, 800.01 feet; thence N
79°00'East, 825.00 feet; thence North 84°00'East, 225.0
thence North 27°16'26"East, 237.10 feet; thence North
150.00 feet to the point of beginning.

Containing 47.359 Acres, more or

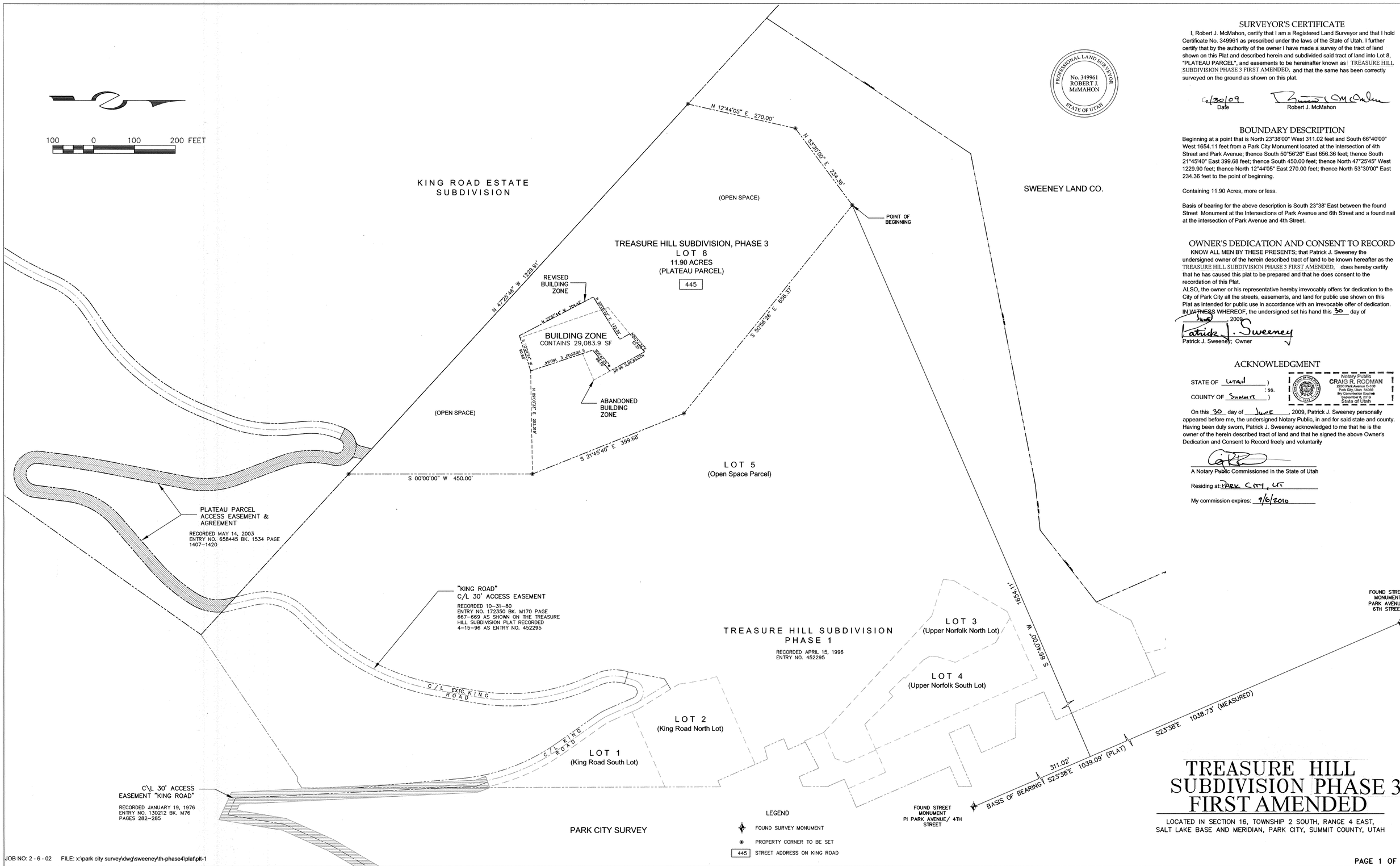
(Basis of bearing for the above description is the
Monuments at the intersections of Park Avenue and 4
Park Avenue and 6th Street whose bearing is South 23

PHASE

LOTS, UTILITY EASEMENTS AND

TREASURE HILL S

A SUBDIVISION LOCATED IN SECTION 16
RANGE 4 EAST, SALT LAKE BASI



PROFESSIONAL LAND SURVEYOR
No. 349961
ROBERT J. McMAHON
STATE OF UTAH

SURVEYOR'S CERTIFICATE

I, Robert J. McMahon, certify that I am a Registered Land Surveyor and that I hold Certificate No. 349961 as prescribed under the laws of the State of Utah. I further certify that by the authority of the owner I have made a survey of the tract of land shown on this Plat and described herein and subdivided said tract of land into Lot 8, "PLATEAU PARCEL", and easements to be hereinafter known as TREASURE HILL SUBDIVISION PHASE 3 FIRST AMENDED, and that the same has been correctly surveyed on the ground as shown on this plat.

6/30/09
Date

Robert J. McMahon

BOUNDARY DESCRIPTION

Beginning at a point that is North 23°38'00" West 311.02 feet and South 66°40'00" West 1654.11 feet from a Park City Monument located at the intersection of 4th Street and Park Avenue; thence South 50°56'26" East 656.36 feet; thence South 21°45'40" East 399.68 feet; thence South 450.00 feet; thence North 47°25'45" West 1229.90 feet; thence North 12°44'05" East 270.00 feet; thence North 53°30'00" East 234.36 feet to the point of beginning.

Containing 11.90 Acres, more or less.

Basis of bearing for the above description is South 23°38' East between the found Street Monument at the Intersections of Park Avenue and 6th Street and a found nail at the intersection of Park Avenue and 4th Street.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS; that Patrick J. Sweeney the undersigned owner of the herein described tract of land to be known hereafter as the TREASURE HILL SUBDIVISION PHASE 3 FIRST AMENDED, does hereby certify that he has caused this plat to be prepared and that he does consent to the recordation of this Plat.

ALSO, the owner or his representative hereby irrevocably offers for dedication to the City of Park City all the streets, easements, and land for public use shown on this Plat as intended for public use in accordance with an irrevocable offer of dedication.

IN WITNESS WHEREOF, the undersigned set his hand this 30 day of June, 2009.

Patrick J. Sweeney, Owner

ACKNOWLEDGMENT

STATE OF Utah)
: ss.
COUNTY OF Summit)

Notary Public
CRAIG R. RODMAN
2200 Park Avenue C-100
Park City, Utah 84060
My Commission Expires
September 8, 2010
State of Utah

On this 30 day of June, 2009, Patrick J. Sweeney personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Patrick J. Sweeney acknowledged to me that he is the owner of the herein described tract of land and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily

A Notary Public Commissioned in the State of Utah

Residing at: Park City, UT

My commission expires: 9/8/2010

TREASURE HILL SUBDIVISION PHASE 3 FIRST AMENDED

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

JOB NO: 2 - 6 - 02 FILE: x:\park city survey\dwg\sweeney\th-phase4\plat\plt-1

ALTA ENGINEERING INC.
CIVIL ENGINEERING · LAND PLANNING
SURVEYING · PROJECT MANAGEMENT
PO BOX 2864 PARK CITY, UTAH 84060 435-649-8191

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 28th DAY OF July, 2009 A.D.
BY S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 13th DAY OF May, 2009 A.D.
BY CHAIRMAN

ENGINEERS CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 15th DAY OF SEPTEMBER, 2009 A.D.
BY PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 23rd DAY OF September, 2009 A.D.
BY PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 28 DAY OF May, 2009 A.D.
BY PARK CITY RECORDER

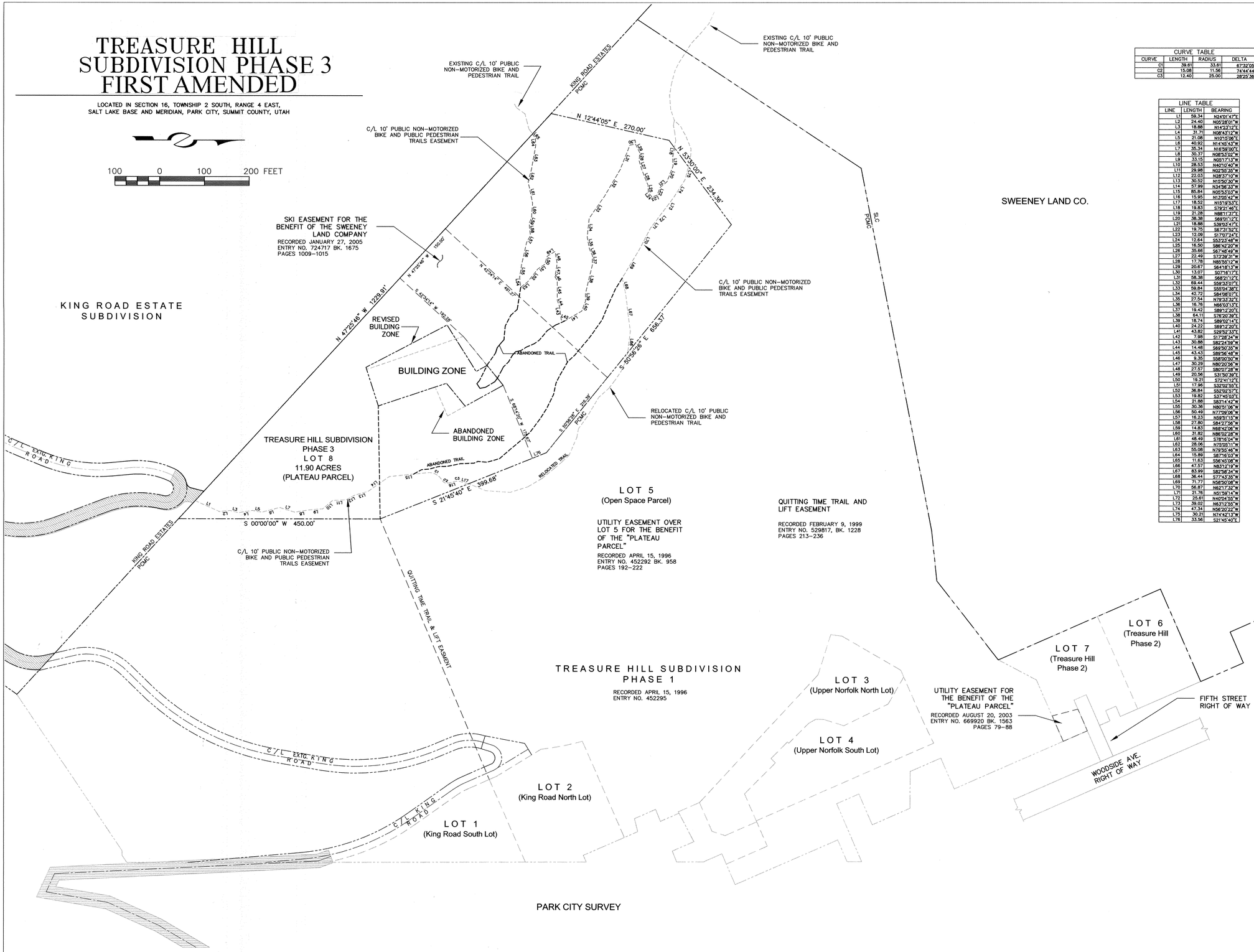
COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 28th DAY OF May, 2009 A.D.
BY MAYOR

RECORDED
883780
STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF Coalition Title
DATE 10-5-2009 TIME 3:20 pm BOOK ___ PAGE ___
$ 61.00 FEE
RECORDER

TREASURE HILL SUBDIVISION PHASE 3 FIRST AMENDED

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

100 0 100 200 FEET



CURVE TABLE			
CURVE	LENGTH	RADIUS	DELTA
C1	39.61	33.61	67°32'05"
C2	15.08	11.56	74°44'44"
C3	12.40	25.00	28°25'36"

LINE TABLE		
LINE	LENGTH	BEARING
L1	59.34	N24°01'47"E
L2	24.40	N05°28'01"W
L3	18.88	N14°23'12"E
L4	31.71	N08°43'12"W
L5	21.08	N10°15'06"E
L6	40.92	N14°45'43"W
L7	35.34	N16°58'00"E
L8	30.37	N08°53'02"W
L9	33.15	N05°17'13"W
L10	28.53	N40°10'40"W
L11	29.98	N02°30'35"W
L12	22.03	N28°37'10"W
L13	30.52	N15°50'30"W
L14	57.99	N34°56'33"W
L15	85.84	N05°53'03"W
L16	15.95	N13°05'42"W
L17	18.52	N15°19'53"E
L18	19.83	S79°21'46"E
L19	21.28	N88°11'37"E
L20	38.38	S69°01'12"E
L21	18.88	S36°03'47"E
L22	19.75	S67°31'52"E
L23	12.09	S17°07'24"E
L24	12.64	S53°23'48"W
L25	16.50	S86°42'20"W
L26	35.66	S67°45'49"W
L27	22.49	S73°39'31"W
L28	17.78	N85°55'12"W
L29	20.67	S64°18'13"W
L30	13.07	S07°16'17"E
L31	58.38	S68°21'12"E
L32	69.44	S56°33'07"E
L33	59.84	S55°04'38"E
L34	43.72	S84°08'07"E
L35	27.54	N79°33'32"E
L36	16.76	N86°03'13"E
L37	19.42	S88°12'20"E
L38	64.11	S76°20'39"E
L39	18.74	S80°02'14"E
L40	24.22	S69°12'20"E
L41	43.82	S29°52'33"E
L42	7.98	S17°28'34"W
L43	30.88	S82°24'59"W
L44	14.48	S69°50'35"W
L45	43.43	S89°56'48"W
L46	9.35	S58°00'50"W
L47	30.29	N80°22'56"W
L48	27.57	S80°07'28"W
L49	20.56	S31°50'39"E
L50	19.21	S72°41'12"E
L51	17.96	S32°02'55"E
L52	36.84	S52°02'57"E
L53	19.82	S37°45'03"E
L54	21.88	S83°14'42"W
L55	30.36	N80°51'06"W
L56	50.49	N77°09'06"W
L57	18.23	N59°51'15"W
L58	27.80	S84°27'56"W
L59	14.83	N58°42'06"W
L60	31.82	N86°02'28"W
L61	48.49	S78°16'04"W
L62	28.06	N75°05'11"W
L63	55.08	N79°55'46"W
L64	15.89	S87°16'03"W
L65	11.63	S56°45'08"W
L66	47.57	N83°12'18"W
L67	83.99	S82°58'34"W
L68	36.44	S77°43'20"W
L69	71.77	N58°50'08"W
L70	56.87	N62°17'32"W
L71	21.76	N51°56'14"W
L72	25.61	N40°04'55"W
L73	39.02	N65°12'56"W
L74	47.34	N56°20'22"W
L75	30.21	N74°42'13"W
L76	33.56	S21°45'40"E

PLAT NOTES

1. *FOOTPRINT*. The residential footprint of the dwelling ("Main House"), to be located on Lot 8, Phase IV, Treasure Hill Subdivision (the "Lot"), shall be calculated from the outside face of walls, subject to the massing requirements of Note 6, and a maximum of three thousand five hundred (3,500) square feet footprint including garages. The following shall not count toward the foot print calculations:
   (a) Deck which is open on at least two sides, but which may have railings as required, covered or uncovered, and that does not have above-existing-natural-grade garage or living space located below or above it;
   (b) Exterior walkways:
   (c) Exterior stairs;
   (d) Driveway; and
   (e) That Portion of any garage, carport, mechanical space, or living space that is located below existing natural grade and which has landscaping or deck (as provided in 1(a)) located above it.
   (f) The footprint for up to fifteen hundred (1,500) square feet for an additional attached or detached residence, further provided such residential space is used only for a caretaker's house or guest house, (not to be sold or leased separate from the Main House) and provided that the height of such additional structure from existing natural grade shall not exceed twenty (20) feet, measured from existing natural grade, including all elements other than chimneys, mechanical exhausts, and sanitary sewer vents.

2. *VISIBILITY*. The Main House and Caretaker/ Guest House shall be located and screened by existing vegetation. If necessary, they shall be screened by new vegetation so as to be substantially out of sight from the Historic District as determined solely by the Park City Planning Department.

3. *BUILDING AREA Zone*. Improvements, including fences and formal landscaping (unless otherwise permitted under easements or agreements of record or as shown on this Plat or as consistent with construction drawings approved by the Park City Municipal Corporation ("City") for the driveway and utilities ("Drawings")) shall be limited to the Building Zone noted on this Plat.

4. *BUILDING AREA CONSTRUCTION DISTURBANCE*. Temporary construction disturbance associated with construction of the residence, excluding the driveway and utilities, as shown on construction drawings and the deposit on the Lot of excess excavated material placed in accordance with an approved construction mitigation plan, shall be limited to twenty (20) feet outside the Building Area Zone shown herein subject to Note 2 above. Such disturbed area shall be revegetated with native landscaping, and a guarantee for the cost of revegetation shall be posted with the City at the time of building permit issuance. The adjacent ski trails may be used for construction staging subject to the Town Lift Easements referenced in Note 10 below.

5. *HEIGHT*. The Main House height shall be measured from existing natural grade. The maximum height shall be twenty-five (25) feet for roofs and roof elements that generally are parallel to existing natural grade and thirty (30) feet for roof ridges that are generally oriented (in the horizontal plane) perpendicular to existing contour lines, for example, dormers. Such perpendicularly oriented roof portions located above twenty five (25) feet in height shall comprise less than 20 percent of the roof plan. Planning Commission may, during the Conditional Use approval process, grant height exceptions up to a maximum height of thirty-three (33) feet for pitched roofs for the expressed purpose of accommodating access, i.e. stairwells and/or elevators between floor levels.

6. *MASSING*. Designs may he comprised of one or more connected or unconnected building masses. No one building mass within the 3,500 square foot footprint (referred to in Note 1 above) shall have a footprint that exceeds 2,000 square feet. Massing elements shall be separated by horizontal and/or vertical facade breaks. This requirement shall be interpreted to mean that there will be significant variation of roof heights and wall faces for the different building elements.

7. *ACCESS*. The Lot shall be accessed by a minimum of a twelve foot (12) wide driveway as shown on the Drawings. The maximum width shall be 20 feet except for turn around areas approved by the Park City Planning Department.

8. *UTILITIES*. Utilities (water, phone, cable, and power) shall be extended from from Woodside Avenue with the exception that power may come from the North. The water supply lift station and other utilities will be initially installed and perpetually maintained at the owner's expense.

At the request of the owner, Park City allowed emplacement of an individual disposal system (septic tank) on this property. The owner did not request that this property be connected to a Snyderville Basin Water Reclamation District (SBWRD) waste water line. Septic systems can fail. All costs associated with the correction of a failed septic system, including sewer connection from the property to an existing SBWRD waste water line shall be at the sole expense of the property owner. SBWRD shall be in no way responsible for these or any related costs associated with septic system failure.

There is an existing waste water lateral stub for the Plateau Parcel which has been provided on Lot 7 of the Treasure Hill Phase 2 Plat (within the Utility Easement for the benefit of the Plateau Parcel). This lateral passes under a reinforced concrete tunnel. Maintenance and replacement of the waste water lateral shall be the responsibility of the owner of the Plateau Parcel and not that of SBWRD.

9. *FIRE PROTECTION PLAN*. Residential fire sprinkling and other safety features shall comply with the Fire Protection Plan on file with the Chief Building Official at the time of plat recordation. Wood roofing materials shall be prohibited.

10. *EASEMENTS AND AGREEMENTS*. This Lot is subject to the following easements and agreements:

Special Warranty Deed with Possibility of Reverter with certain rights as recorded April 15, 1996, Entry No. 452292, Book 958, Pages 192-222, in the office of the Summit County Recorder, Summit County, Utah.

The Plateau Agreement with covenants and understandings between the Greater Park City Company and Patrick J. Sweeney executed February 1, 1999.

Ski and Pedestrian Easements as described in Section 4.4 of the Sweeney Properties Master Plan ("SPMP") summary and as shown on sheets 1, 2, and 4 through 9 of the SPMP.

Combined Amended Grant of Easements to the Greater Park City Company as recorded February 9, 1999, Entry No. 529817, Book 1228, Pages 213-236, in the office of the Summit County Recorder, Summit County, Utah.

Access Easement Agreement as recorded May 14, 2003, Entry No. 658445, Book 1534, Pages 1407-1420, in the office of the Summit County Recorder, Summit County, Utah.

Utility and Construction Access Easement Agreement as recorded August 20, 2003, Entry No. 669920, Book 1563, Pages 79-88, in the office of the Summit Country Recorder, Summit County, Utah.

11. Lighting on the lot including the interior and exterior of all structures shall be shielded from direct view from all viewpoints within the City Limits with the exception of "seasonal lighting" allowed December 1 through January 15.

12. *PRECEDENCE*. The above special restrictions are covenants of and consistent with the SPMP approved by the Park City Council on October 16, 1986, and as subsequently amended on October 14, 1987; December 30, 1992; and November 7, 1996. Final house design shall be reviewed under the Conditional Use process in accordance with the SPMP. This property shall not be further subdivided.

13. All previous Conditions of Approval of the Sweeney Properties Master Plan (Treasure Hill) continue to apply.

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PO BOX 2864 PARK CITY, UTAH 84060 435-649-8191

RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT DATE - ENTRY NO. 00883780
10/05/2009 03:20:40 PM B: 2004 P: 1448
Plat PAGE 1/1
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
FEE 61.00 BY COALITION TITLE

Snell & Wilmer
15 WEST SOUTH TEMPLE
SUITE 1200
GATEWAY TOWER WEST
SALT LAKE CITY, UT 84101
801.257.1900 P
801.257.1800 F

Jason Boal, AICP & CFM
(801) 257-1917
jboal@swlaw.com

July 8, 2022

Gretchen Milliken
Planning Director
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060

Re: 220 King Rd. Plat Amendment and Conditional Use Permit

Dear Ms. Milliken,

We are excited to work with Park City and your department for the proposed development at 220 King Rd (parcel #'s THILL-2-A-AM and THILL-2-B-AM). We have spent considerable time reviewing Park City's Land Management Code, the approved Sweeney Properties Master Plan, the amendments to the Sweeney Properties Master Plan and approved Treasure Hill Subdivision plats. Enclosed are applications for (1) a Plat Amendment of the Treasure Hill Subdivision, Phase 1 and (2) a Conditional Use Permit for a dwelling located off King Rd. as required by the 1987 approval of the amendment to the Sweeney Properties Master Plan.

The ultimate goal is to construct a new dwelling that will replace the two existing dwellings at 220 King Rd. In order to accomplish this, the enclosed applications are being submitted as the first step.

The plat amendment application will (i) combine the two tax parcels back into one parcel as was originally approved, (ii) update the plat notes (#1, #5 and #6) to align with the original approvals of the Sweeney Properties Master Plan (and other phases in the Sweeney Properties Master Plan) and/or applicable City regulations, and (iii) adjust the building area limits as shown on the proposed plat amendment.

A Conditional Use Permit is being submitted, as it is required by the conditions of the Amended Sweeney Properties Master Plan approval granted on October 20, 1987.

We have included a summary of how we are in compliance with the Sweeney Properties Master Plan (as amended) and Park City's Land Management Code, which is outlined below. Finally, attached is the required additional information for the applications.

Sweeney Properties Master Plan (Sweeney MPD)

As we reviewed the original Sweeney Property Master Plan (12/18/1985) and the Revised Conditions of Approval to Sweeney MPD (10/20/1987), we noted that the restriction of a footprint limited to 3,500 was not associated with the two parcels located on King Rd. Although this restriction is on the Treasure Hill Subdivision Plat, it was not a condition that was required by the Amended Sweeney MPD when the lots were created. The 3,500 restriction applies to other lots not the lots in this application. Below is an explanation as to why.

In 1985, when the original Sweeney MPD was approved, there were three (3), half (1/2) acre single family lots identified in the plan as "Miscellaneous Properties" and on the associated the Sweeney Property Master Plan- Site Plan. Those three lots had conditions placed on them that restricted the use (single family dwelling), the building footprint (3,500 square foot), and building height (25 feet):

Miscellaneous Properties

In addition to the development areas described above, the proposed Master Plan identifies three distinct single-family lots; one of which is located above Woodside Avenue adjacent to and north of platted 5th Street, a second to be accessed from Upper Norfolk, and a third lot to be situated up on top of Treasure Mountain (possible future access predicated on United Park City Mines Company's plans for development off of King Road). Development would be restricted to single-family homes with no greater than 3500 square foot footprints and maximum building heights of 25 feet.

The Density Exhibit of the Sweeney MPD identified them as ½ acre lots, along with the height and open space restrictions:

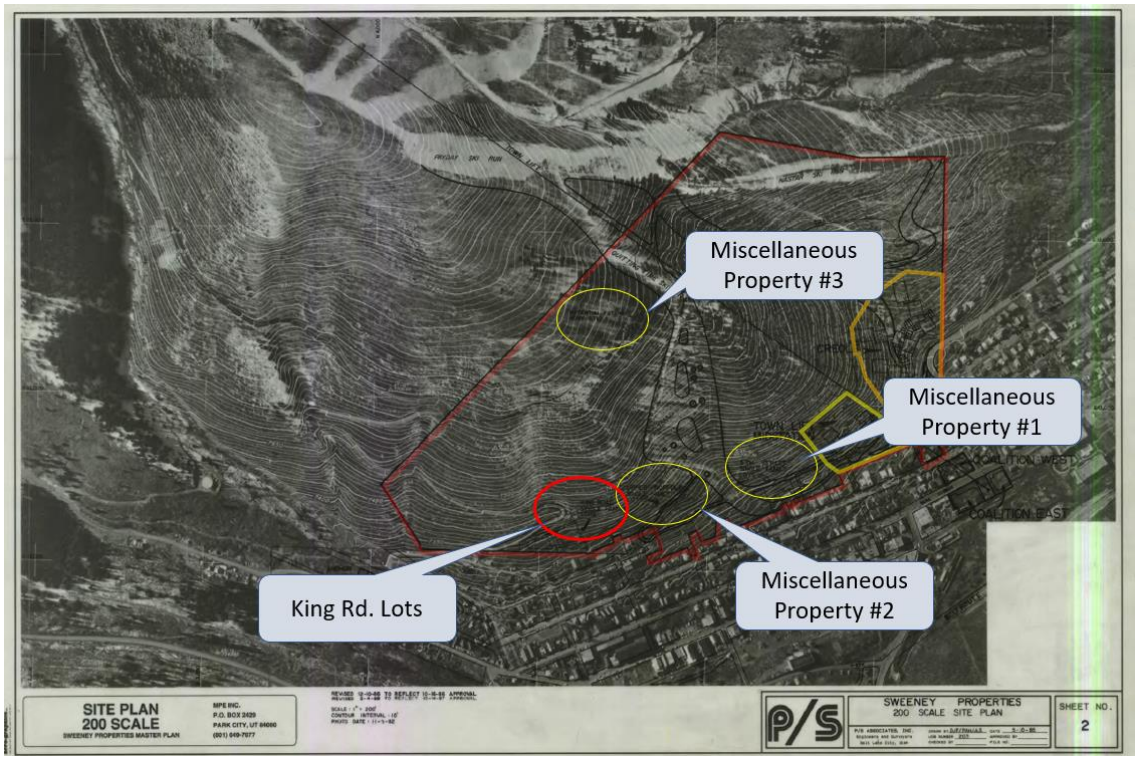
SWEENEY PROPERTIES MASTER PLAN DENSITY EXHIBIT

Parcel	Acreage	Residential Unit Equivalents	Commercial Unit Equivalents	Maximum Building Height	Minimum Open Space (%)
Coalition Properties					
East	0.986	40	Maximum Commercial space not to exceed FAR of 1:1	55'	39.8[1]
West	0.543	13	---	35'	54.9
Hillside Properties					
Creole Gulch	7.75	161.5	15.5	~~98'~~ * 75	70
Town Lift Mid-Station	3.75	35.5	3.5	~~55'~~ * 45	70
Three ½-acre Single Family Lots	1.5	3	---	25'	83.9
Develop HR-1 Properties					
Carr-Sheen	0.288	3	---	28'	60
MPE	0.161	2	---		
		258 U.E.	19 U.E.		

[1]Does not include Town Lift base facility
[2]Maximum roof height, excludes elevator shaft

* Subject to revised conditions as stated in the Motion by City Council (10/16/8

On the Sweeney Property Master Plan- Site Plan, they were located as follows:



AMENDED (1987) - Sweeney Properties Master Plan (Sweeney MPD)

In 1987, the Sweeney MPD was amended. With that amendment twelve (12) U.E.'s were shifted among the areas previously approved, as well as a new area of development. The new area that was identified and subsequently approved was located along King Rd. The lot in question, 220 King Rd. is located in that new area. The modification of the U.E.'s can be found in Condition #1.

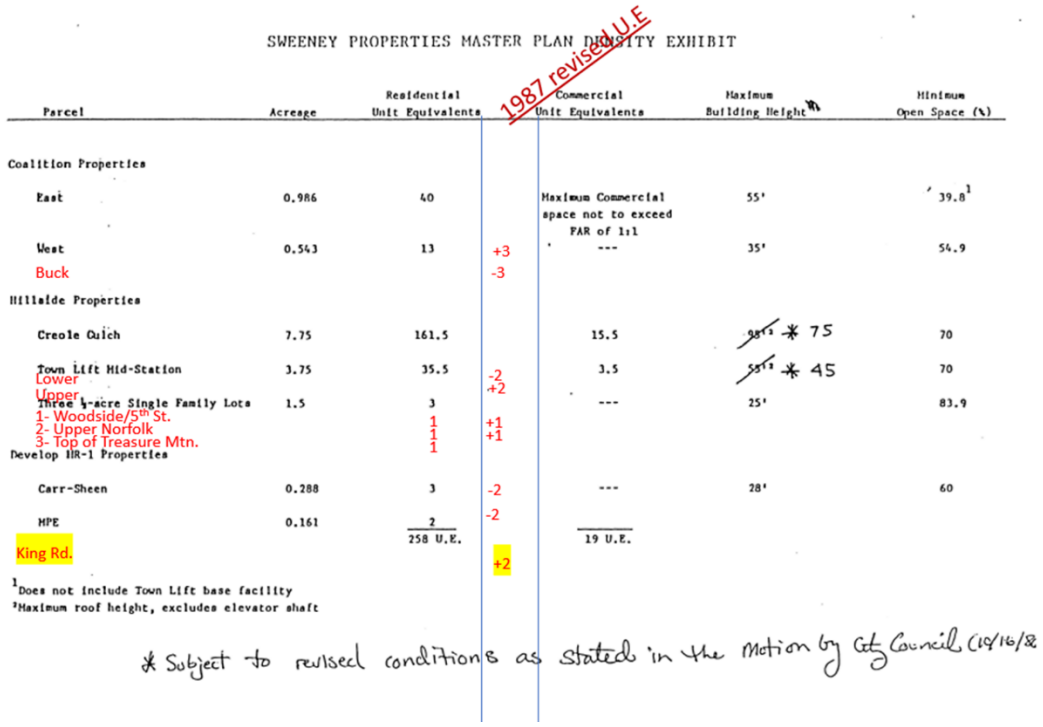
1. The Sweeney MPD approval documents shall be revised to reflect the relocation of 12 units as follows:

   a. Relocating 5 unit equivalents from the lower Town Lift Midstation to the upper Town Lift Midstation. The original height parameters will not be modified, but the footprint of the Town Lift Midstation site will be modified slightly.

   b. Relocating 2 unit equivalents from the Sheen parcel and 2 from the MPE parcel. Two of these units would be relocated off the King Road, one off of Upper Norfolk, and one off of 5th Street.

   c. Relocating 3 unit equivalents from the Buck parcel to Coalition West. The current proposal for Coalition West is based on all residential units. If some commercial unit equivalents were used, consistent with the HRC Zone, the 3 additional units could be absorbed within the existing proposed envelope.

Below is a modified table to show what the moving of those U.E's would look like, as we were not able to locate a updated table associated with the 10/20/1987 approval.



SWEENEY PROPERTIES MASTER PLAN DENSITY EXHIBIT

1987 revised U.E

Parcel	Acreage	Residential Unit Equivalents		Commercial Unit Equivalents	Maximum Building Height	Minimum Open Space (%)
Coalition Properties						
East	0.986	40		Maximum Commercial space not to exceed FAR of 1:1	55'	39.8[1]
West	0.543	13	+3	---	35'	54.9
Buck			-3			
Hillside Properties						
Creole Gulch	7.75	161.5		15.5	~~35'~~ * 75	70
Town Lift Mid-Station	3.75	35.5	-2	3.5	~~35'~~ * 45	70
Lower Upper			+2			
Three 1-acre Single Family Lots	1.5	3		---	25'	83.9
1- Woodside/5th St.		1	+1			
2- Upper Norfolk		1	+1			
3- Top of Treasure Mtn.		1				
Develop HR-1 Properties						
Carr-Sheen	0.288	3	-2	---	28'	60
MPE	0.161	2	-2			
		258 U.E.		19 U.E.		
King Rd.			+2			

[1] Does not include Town Lift base facility
[2] Maximum roof height, excludes elevator shaft

* Subject to revised conditions as stated in the Motion by City Council (10/16/8

In addition to modifying the location of the U.E.'s, there were also specific conditions placed on those newly created development areas off Upper Norfolk and King Rd. Those conditions can be found in Condition #3-

3. That the City Engineer approve a preliminary design for the dwellings proposed off of upper Norfolk and King Road, and that the plans fully disclose the potential difficulty and expense in providing vehicular access and utility service to the parcels. The roadways off of upper Norfolk and King road shall be private driveways and will not be maintained or plowed by the City.

The Planning Commission and Staff shall review these proposals as conditional uses. This shall include review of the design of the structures to insure that they are designed to minimize visual impact. The design shall be consistent with the Historic District Guidelines.

In 1987, when the amendment was approved, there was not a requirement that requires the lots in the newly identified area of development to comply with the restriction of: a ½ acre in size, twenty-five feet (25') in height, or a 3,500 sq ft building footprint. It is understandable that

requirements in the original Sweeney Property Master Plan required a 3,500 square foot building footprint on a ½ acre lot. However, the two new lots that were created off King Rd ended up being: .86 acres (Lot 1) and 1.23 acres (Lot 2). They were treated differently.

We recognize that Condition #2 states – "That all conditions of the original Sweeney MPD remain in effect", however, it is important to note that:

1. The 3,500 square foot building footprint was only applicable to the three (3) "Miscellaneous Properties" in the Original Sweeney Property Master Plan. It was not applicable to all development areas or all U.E.'s; and
2. The area along King Road was not even identified as an area for U.E.'s in the original Sweeney MPD approval; and
3. New restrictions were identified for the new areas where the U.E.'s were being transferred/placed.

Based on this information, we do not believe that the Sweeney Property Master Plan would need to be amended in order to amend the Treasure Hill Sub plat to adjust the size restrictions found on the plat. I have attached the documents associated with the original Sweeney Property Master Plan, the Sweeney Property Master Plan Site Plan and revised condition from the 1987 approval as well. Instead, the needed restrictions for the King Rd. properties can be handled through a plat, as described below:

Treasure Hill Subdivision Plat

We agree that the plat notes on the Treasure Hill Subdivision Plat would need to be amended to move forward with development as proposed. We are proposing to utilize the plat note for building footprints found on the Treasure Hill Phase 3 Plat, a development in the same Sweeney Property Master Pla . It states-

> "FOOTPRINT. The residential footprint of the dwelling ("Main House"), to be located on Lot 2, Phase I, Treasure Hill Subdivision (the "Lot"), calculated from the outside face of walls, shall be a maximum of three thousand five hundred (3,500) square feet footprint including garages. The following shall not count toward the footprint calculations:
>
> (a) Deck which is open on at least two sides, but which may have railings as required, covered or uncovered, and that does not have above-existing natural-grade garage or living space located below or above it;
> (b) Exterior walkways:
> (c) Exterior stairs;
> (d) Driveway; and

(e) That Portion of any garage, carport, mechanical space, or living space that is located below existing natural grade and which has landscaping or deck (as provided in 1(a)) located above it.

(f) The footprint for up to fifteen hundred (1,500) square feet for an additional attached or detached residence, further provided such residential space is used only for a caretaker's house or guest house, (not to be sold or leased separate from the Main House) and provided that the height of such additional structure from existing natural grade shall not exceed twenty (20) feet, measured from existing natural grade, including all elements other than chimneys, mechanical exhausts, and sanitary sewer vents.

This proposed plat note has been used on other Sweeney Properties Master Plan properties (Treasure Hill Subdivision Plat, Phase 3) and previously approved by Park City Planning Commission (2005). Additionally, the request to remove notes related to the façade height (#5) and the massing (#6) are being made. There are applicable codes in the HR-1 that address the façade height, and the massing note conflicts with the existing and proposed footprint note (#1). Finally, we are requesting the Building Area Limits as shown on the plat be slightly modified to permit an accessory building on the uphill portion of the lot. This structure will be behind the main residence when viewed from the downtown area.

Conditional Use Permits

As the project is currently designed, there is a Conditional Use Permit required, in conjunction with the plat amendment. The approval of the Amended Sweeney MPD (1987) required that development along King Rd. be reviewed and approved as conditional uses. This Conditional Use review would need to go before the Planning Commission, based on the Amended Sweeney Property Master Plan conditions of approval.

As required by Park City Land Management Code 15-1-10, and the Conditional Use Permit Application, we have addressed the required questions and standards for review.

Conditional Use Permit Application Questions:

- **How will the proposed use "fit-in" with surrounding uses?**

  The proposed use is a Single-Family Dwelling that will replace what have been two Dwellings on the property, one of which has been historically used as a nightly rental. The new home has been designed and will be built to meet the intent and standards of the Sweeney Properties Master Plan, as well as the historic design criteria for Park City, and inspired primarily by the Silver King Mine and Mill while also referencing the Thaynes Mine and California Comstock Mine.

- **What type of service will it provide to Park City?**
  The Site has been platted and used as a residential lot. This use will continue, as will the ski/trail easements that are provided to neighboring properties.

- **Is the proposed use consistent with the current zoning district and with the General Plan?**
  Yes, the proposed use is consistent with the current zoning district, General Plan, as well as the Sweeney Properties Master Plan and previous approvals on the Site.

- **Is the proposed use similar or compatible with other uses in the same area?**
  Yes, the proposed use is a Single-Family Dwelling which is similar and compatible with the surrounding uses.

- **Is the proposed use suitable for the proposed site?**
  Yes, the existing site with two Single-Family Dwellings will be utilized as the site for one Single-Family Dwelling.

- **Will the proposed use emit noise, glare dust, pollutants, and odor?**
  No, the proposed use is a Single-Family Dwelling.

- **What will be the hour of operation and how many people will be employed?**
  There will be no employees or hours of operation.

- **Are other special issues that need to be mitigated?**
  There are no issues that will need additional mitigation. The site currently has two Single-Family Dwellings and those will be replaced by one. The existing dwelling and site do not have any historical significance. The proposed home will incorporate industrial design elements and is clearly inspired by the historic structures in Park City.

Summary of Required Findings for a Conditional Use Permit:

A Conditional Use is defined in Land Management Code (LMC) 15-15-1 as a land Use that, because of its unique characteristics or potential impact, is allowed only if certain measures are taken to mitigate or eliminate the potential impacts. The Land Management Code requires the Planning Commission to review certain criteria when considering whether or not a proposed Conditional Use mitigates impacts. LMC 15-1-10(E). Below is a review and summary of the required findings relating to the proposed application that has been submitted.

1. Size and location of the Site.
No unmitigated impacts

Existing on the site today are two Single-Family Dwellings, although one was permitted as a guesthouse. What is being proposed is one Single-Family Dwelling on a 1.24-acre Lot (Lot 2 of the treasure Hill Subdivision, Phase 1). It has already been determined that this location is appropriate for this use, as there were homes previously constructed on the site. It should be noted that the Lot on which the development is proposed, is much larger than the other lots/parcels in the vicinity. Due to the size of the lot, the structure will be more than adequately setback and buffered from the surrounding properties. The nearest adjacent residence is approximately 120 feet away, on Norfolk Avenue. The Site is accessed from a private driveway which is off King Road. King Road is a private road beginning approximately 150 yards down from the private driveway.

2. Traffic considerations including capacity of the existing Streets in the Area.
No unmitigated impacts

The existing Dwellings and Site have access off of King Road. The new home will utilize the same access point, 220 King Road. There will be no additional traffic or traffic impacts from what is being proposed. Given one home has historically been used as a nightly rental, it is anticipated traffic will decrease.

3. Utility capacity, including Storm Water run-off.
No unmitigated impacts

All utilities to the Site were installed during construction of the existing Dwellings. It is anticipated that utility usage will be decreased with- i) the construction of a newer home, ii) the removal of a dwelling on the property, and iii) the removal of the use of the property as a short-term rental.

4. Emergency vehicle Access.
No unmitigated impacts

King Road will continue to be used for emergency vehicle access, as it has been in the past.

5. Location and amount of off-Street parking.
No unmitigated impacts

At least two (2) parking spaces are required for the proposed Single-Family Dwelling (i.e. Single Family Dwelling - up to the first six [6] bedrooms). The plans that have been submitted show compliances with these parking requirements. See Exhibit A – Site Plan .

6. Internal vehicular and pedestrian circulation system.
No unmitigated impacts

Vehicle Circulation: Vehicles accessing the site will utilize the exiting access point on King Road. The Site is designed to allow vehicles to turn around and park via the private driveway, as it has been done in the past.

Pedestrian Circulation: King Road does not have sidewalks and is not ideal road for pedestrians. There is a ten foot (10') public non-motorized bike and pedestrian trail and a ski and pedestrian easement exist on this Property for the benefit of a neighboring lot, per the Amended Treasure Hill Subdivision, Phase 1 Plat. See Exhibit B- Amended Plat. That trail will continue to be on the property; no change to the easements are proposed with this Application.

7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses.
No unmitigated impacts

No additional Fencing is being proposed on the Site at this time. The landscaping and revegetation is proposed to be native grasses to blend in with existing vegetation, foliage and trees. The existing vegetation on and around the perimeter of the lot will be maintained and managed with Firewise principles. The perimeter vegetation provides and will continue to provide a visual barrier of the Site and/or structure and assists in mitigating the visual impact.

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

The proposal is for a new Dwelling, with a large portion of the first floor and parking area below to be Existing Grade. Per the proposed Plat note (Note 1), the restriction on the Single-Family Dwelling size is measured by the Building Footprint. The language for this restriction comes from the Phase III Plat of the Treasure Hill Subdivision. Per that note, the Single-Family Dwelling will have a maximum Footprint of 3,500 square feet. It states:

> FOOTPRINT. The residential footprint of the dwelling ("Main House"), to be located on Lot 2, Phase I, Treasure Hill Subdivision (the "Lot"), shall be calculated from the outside face of walls, and a maximum of three thousand five hindered (3,500) square feet footprint including garages. The following shall not count toward the Footprint calculations:
> a) Deck which is open on at least two sides, but which may have railings as required, covered or uncovered, and that does not have above-existing natural grade or living space located below or above it;

b) Exterior walkways;
c) Exterior stairs;
d) Driveway; and
e) That portion of any Garage, carport, mechanical space, or living space that is located below existing Natural Grade and which has landscaping or deck (as provided in 1(a)) located above it.
f) The Footprint for up to fifteen hundred (1,500) square feet for an additional attached or detached residence, further provided such residential space is used for only a caretaker's house or guest house, (not to be sold or leased separate from the Main House).

The applicable Building Footprint for the Single-Family Dwelling is 3,490 square feet, which is permitted per the proposed Plat Note 1. See Exhibit D - Footprint Area Analysis.

The Single-Family Dwelling will be located behind the existing perimeter vegetation, similar to the existing structures. See Exhibit E – Site Images for images of the existing structure and the shielding that its location on the hillside and existing vegetation provide.

Cross-canyon View of Site Exhibit F – View Analysis shows the existing structures and the proposed Single-Family Dwelling.

Proposed Structure

In order to reduce the visual impact from what is existing on the site, the proposed Single-Family Dwelling will be broken up into multiple masses. This allows for variation in roof heights and wall faces. The largest massing element having a footprint of 2150 square feet. The no-ornament roof slope that matches the hillside grade and the minimal material palette will aid in reducing the visual impact of the new Dwelling. The design of the structure takes inspiration from historic mine structure found at the Silver King Mine, incorporating industrial style windows with a vertically expressed muntin grid. By setting the building into the hillside and mirroring the existing slope, the Single-Family Dwelling will blend into the hillside, as opposed to the existing structures which tend do stick out from the hillside.

9. Usable Open Space.

No unmitigated impacts

The proposed Single-Family Dwelling does not substantially change the Site's Open Space. The proposed "Buildable Area" for the Lot is 14,718 square feet. The area that is added from the existing "Buildable Area", is on the up-hill side of the Dwelling and not visible from King Rd, or across the valley. The proposed Building Footprint, per

Plat Note 2 will fit within this area. No disturbances are proposed outside of the "Building Zone" shown on the Plat, other than utilities or access to and from the lot or trail/ski easement.

10. Signs and lighting.
No unmitigated impacts

No signs are proposed. The lighting that will be used onsite will conform to Building and Land Management Code lighting standards at the time of the building permit application. This will be reviewed at the time of Building Permit.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing.
No unmitigated impacts

This Site is in the HR-1 zoning district and is proposed to abide by the Historic District Design Guidelines of LMC 15-13 Design Guidelines For Historic Districts and Historic Sites. The Single-Family Dwelling will be reviewed by the Planning Department's Design Review Team to ensure it complies with LMC 15-13-8.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site.
No unmitigated impacts

No noise, vibration, odors, steam, or mechanical factors that might affect people and Property are anticipated. The vegetation and distance from other properties should shield these potential effects from other Sites.

13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas.
No unmitigated impacts

It is likely that the new Single-Family Dwelling will decrease the amount of waste produced on site and thus decrease the frequency and/or the amount of trash pickups.

14. 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 Single-Family Dwelling will be the primary residence of the Applicant. Although nightly rentals are permitted in the zone, the applicant is comfortable with a

condition of approval being added that would not permit the property to be used in such away, unless approval is granted from the Park City Planning Commission.

15. 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 unmitigated impacts

The site has already been graded for the existing Dwellings. The intent is to utilize the existing site, so that grading will be minimized. A grading plan will be submitted and approved prior to issuance of a Building Permit. This Site is not within the Soil Ordinance boundary and only a small portion falls within the Sensitive Lands Overlay (SLO). The location and construction of the existing structures was previously approved. It is anticipated this location provides minimal impact on the Slope and Ridge Line of the Site, overall hillside, and adjacent properties and neighborhoods. The height and building size limitations placed on the Plat (See Exhibit B – Amended Plat), along with the existing screening preserve the view from surrounding Sites. There are no wetlands or streams on the Site. This Site includes a trail and/or ski connection for human activity all year long, so impact on wildlife would not be greatly varied by the construction of a new Single-Family Dwelling. The Site is already utilized by the Property owner and the "Building Zone" does not have environmentally sensitive lands.

16. 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

CONSISTENCY WITH THE GENERAL PLAN

Goal 1 - Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.

The proposed development is a proposal to redevelop an existing site in an existing neighborhood, as opposed to sprawling out and creating new site on undeveloped land.

Goal 4 - Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.

The proposed development will maintain the existing open space and access on lot.

Goal 5 - Environmental Mitigation: Park City will be a leader in energy efficiency and

conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020.

The redevelopment of the site, reduction of a dwelling and the construction of a new more efficient dwelling will help Park City reach this goal.

Goal 7 - Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents.

The proposed development will provide a primary residence of a family committed to the Park City community as opposed to a vacation home and short-term rentals. The owner of the home grew up in Park City and moved back to start a family. He and his wife just celebrated the birth of their daughter and plan to raise her in this home.

Goal 11- Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience.

The proposed development will preserve and enhance the community character that draws visitors from around the world by echoing the design elements of the historical, industrial mining structures present in the area and replacing two out-of-place, generic structures.

Goal 14 - Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region.

As mentioned before, this is a redevelopment project, as opposed to a greenfield project. The impacts of the use on this lot will be decreased, as it will be used as a primary residence, as opposed to a short-term rental.

Goal 15 - Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.

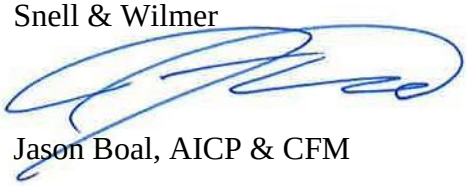
The design and inspiration of the redevelopment on this site is based on the historical structures and elements found in Park City. The Silver King Mine structures were carefully studied so design elements could be incorporated in an appropriate scale and manner including a prominent mono-pitch mass with moderate slope roof, mirroring the roof slope to the slope of the hillside grade, minimizing ornament and preserving clean lines, minimizing the material palette to weathered wood, metal and glass, and industrial steel windows with vertically expressed muntin grid.

We appreciate staff and the Planning Commission's review of this application. We look forward to meeting with you as we go through the approval process. If you have any additional questions, please fee free to reach out.

Attachments:
- Exhibit A – Site Plan
- Exhibit B- Amended Plat
- Exhibit C – Demolition Plan
- Exhibit D - Footprint Area Analysis.
- Exhibit E – Site Images
- Exhibit F – View Analysis
- Exhibit G - Height Analysis
- Exhibit H - Massing Analysis

Sincerely,

Snell & Wilmer



Jason Boal, AICP & CFM

Cc:

- Wade Budge, Snell & Wilmer
- Mathew Prince
- Lincoln Shurtz, Lincoln Hill
- Quinn Kummer, OLSON KUNDIG
- Steve Grim, OLSON KUNDIG
- Tom Kundig, OLSON KUNDIG

Exhibit A – Site Plan

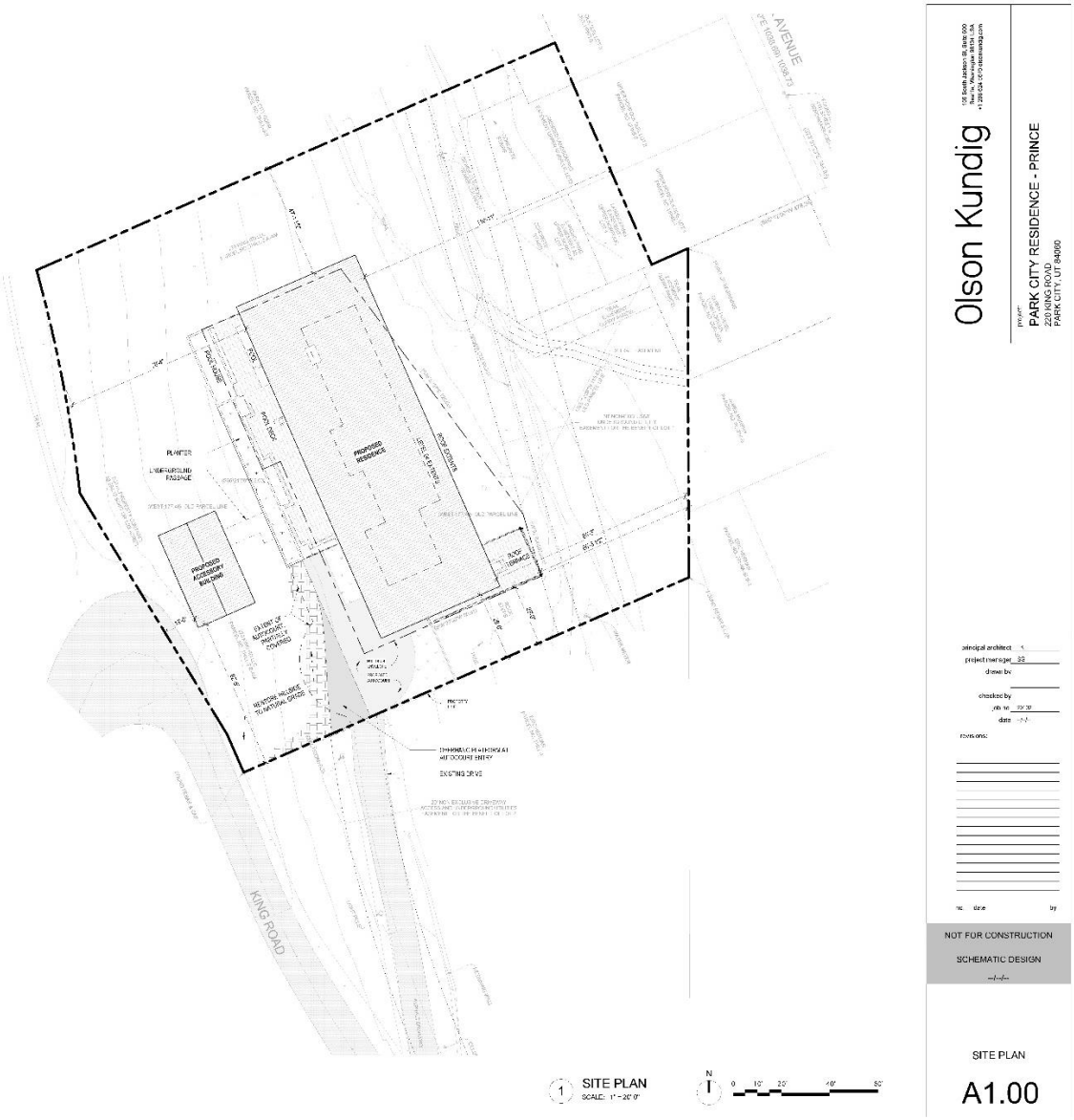


Exhibit B- Amended Plat

Exhibit C – Demolition Plan

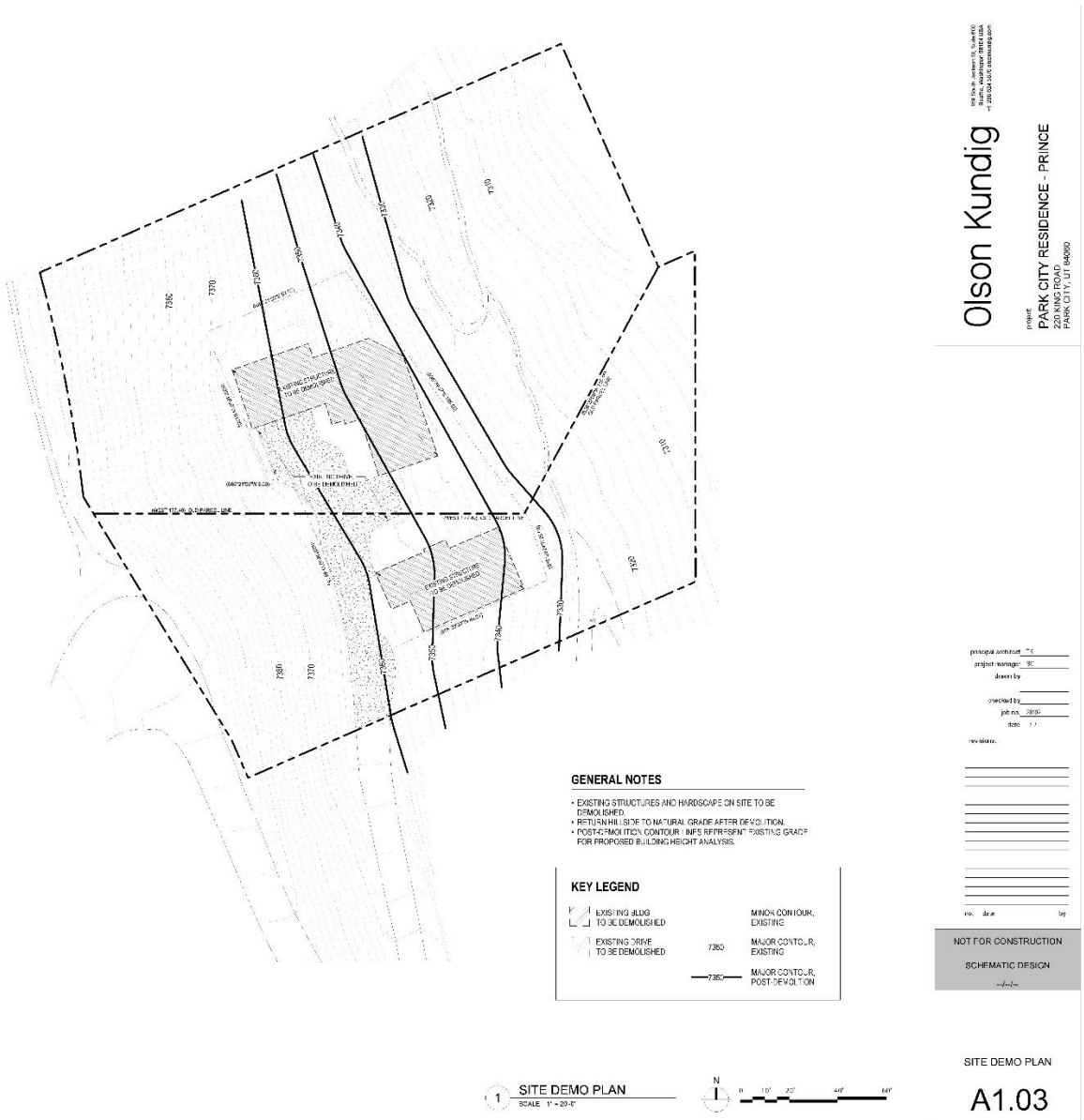


Exhibit D - Footprint Area Analysis

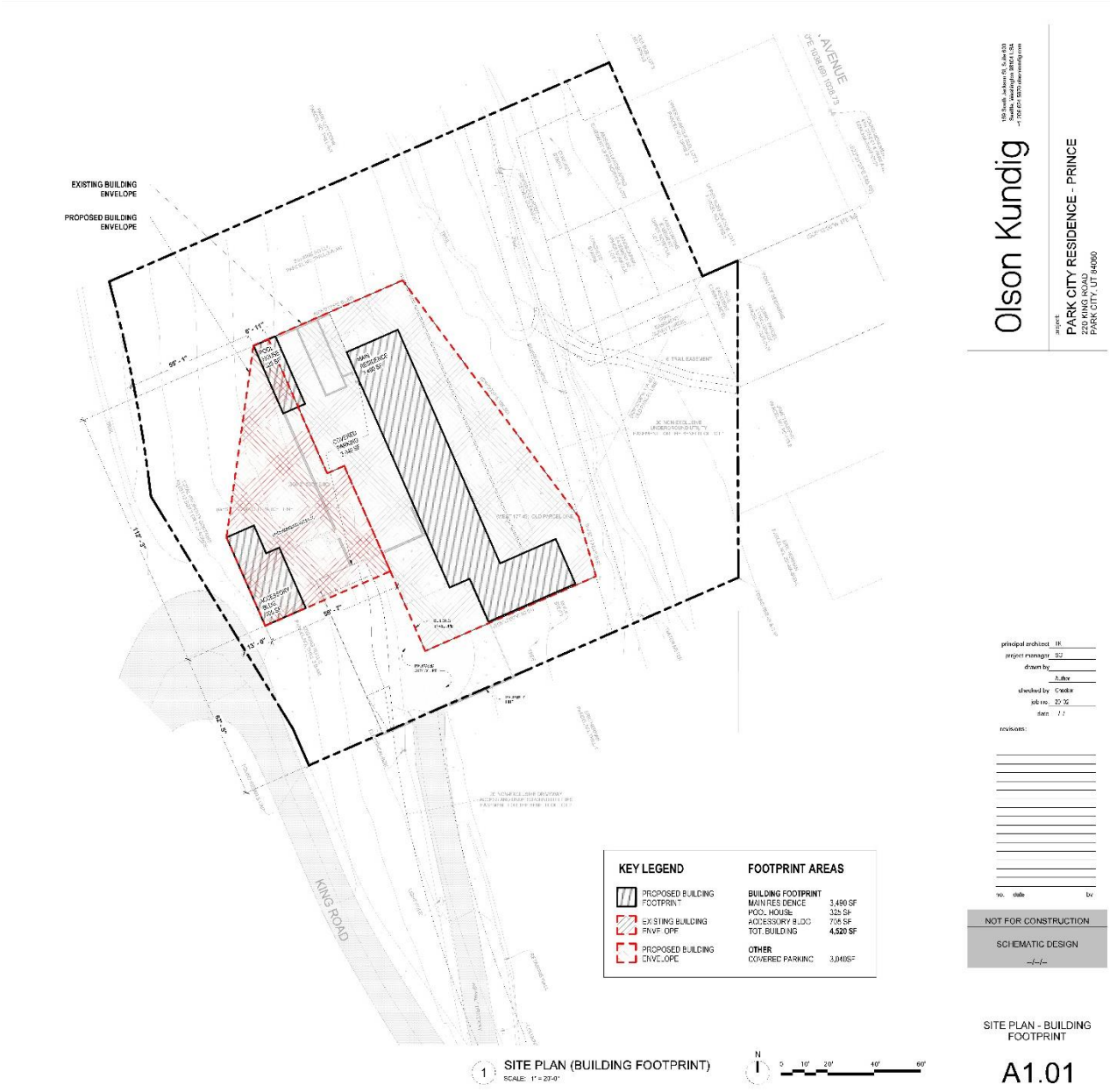


Exhibit E – Site Images








220


REMAIN ON TRAIL
PUBLIC ACCESS







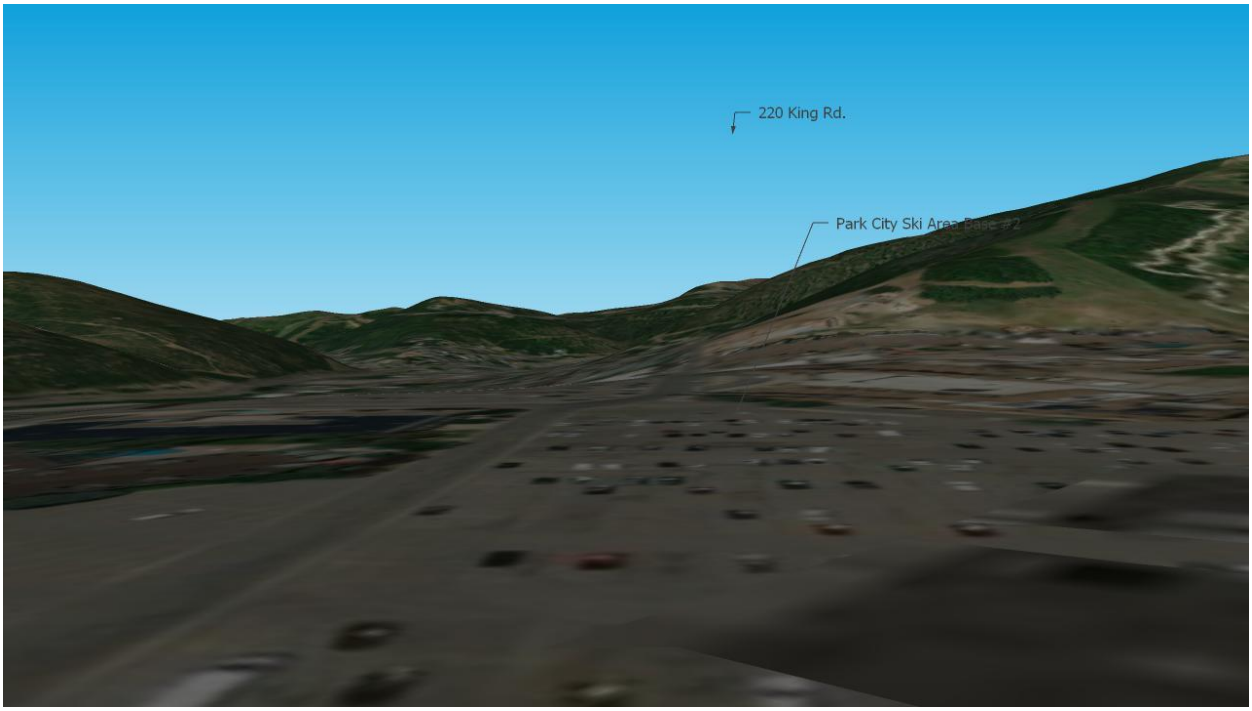




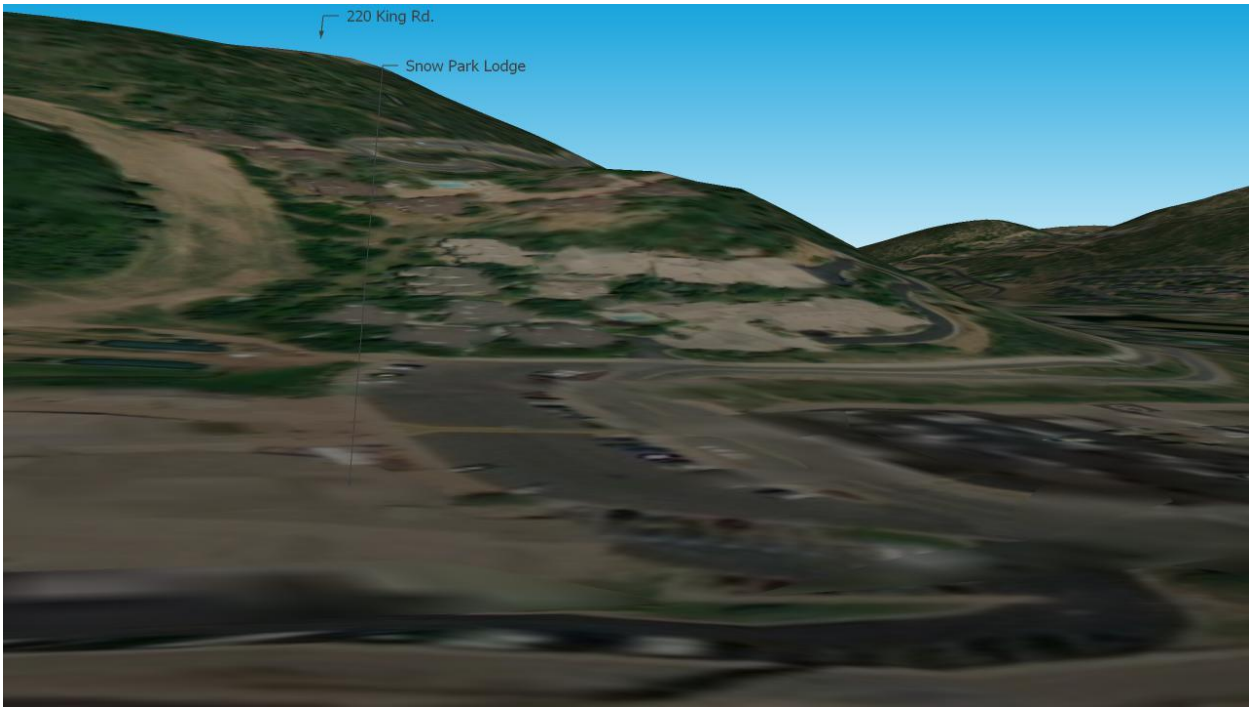
Exhibit F – View Analysis



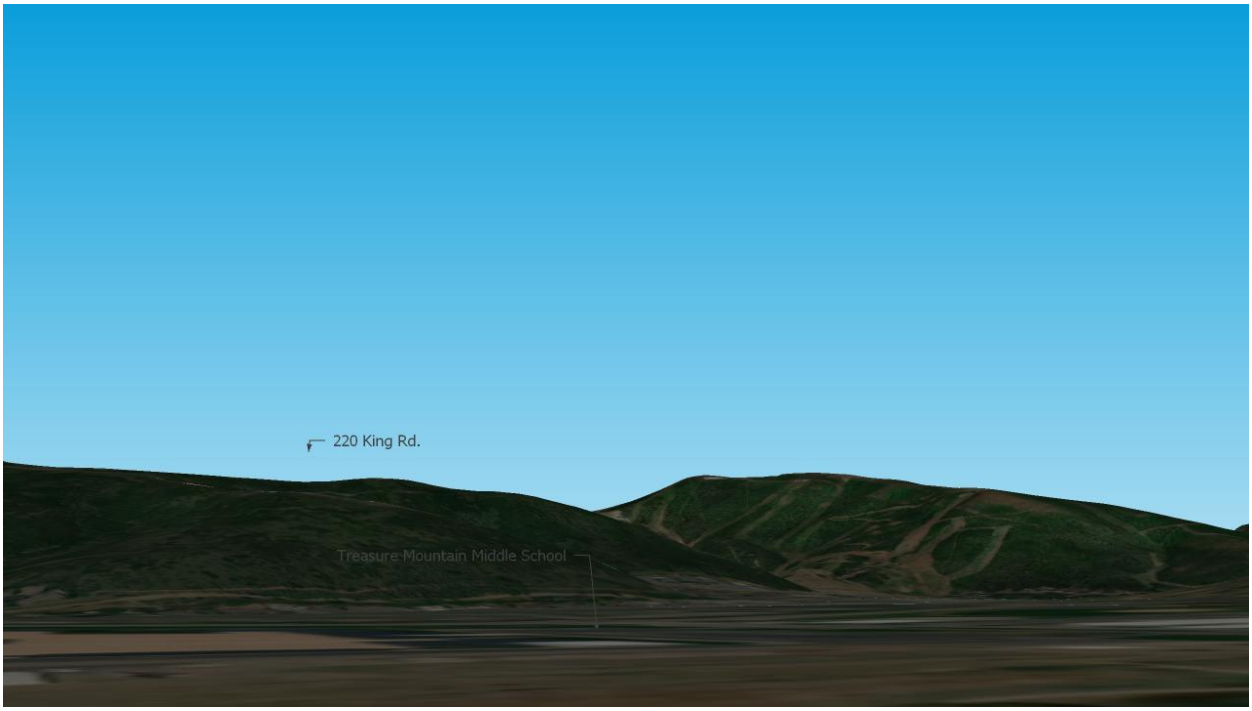
Main St & Heber Ave



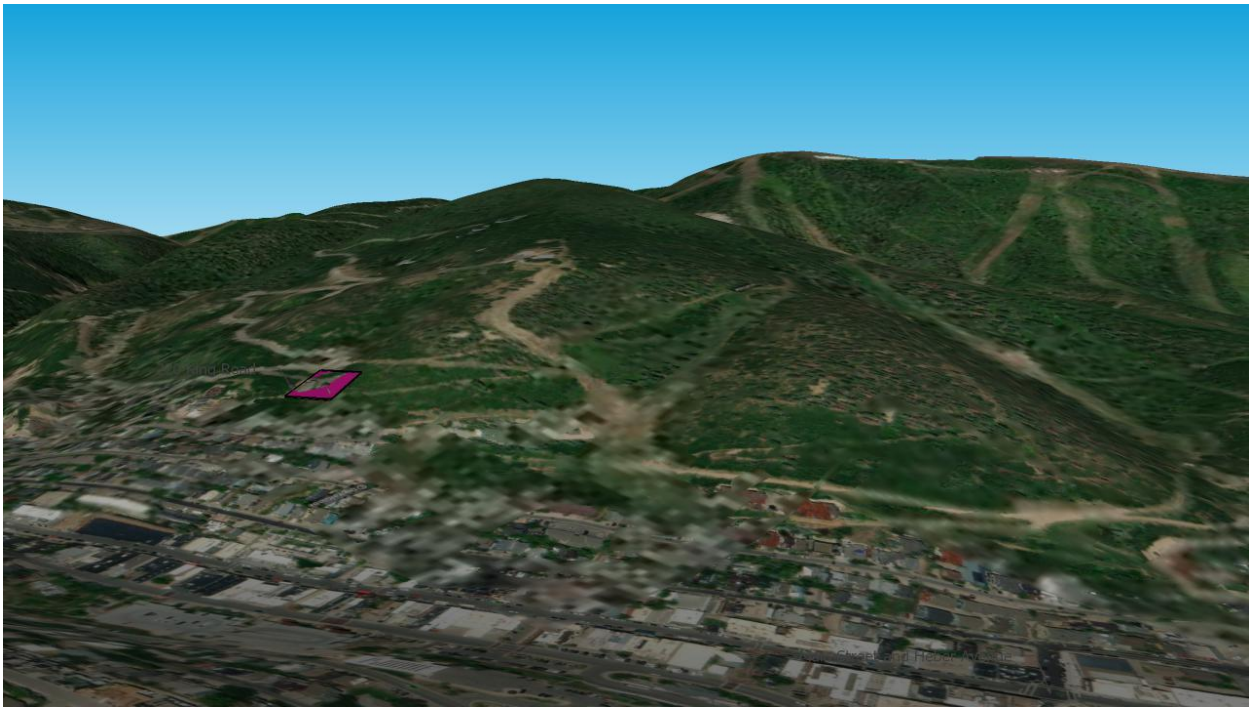
Park City Ski Area Base



Snow Park Lodge



Treasure Mountain Middle School



Elevated Perspective #1



Elevated Perspective #2

Exhibit G - Height Analysis

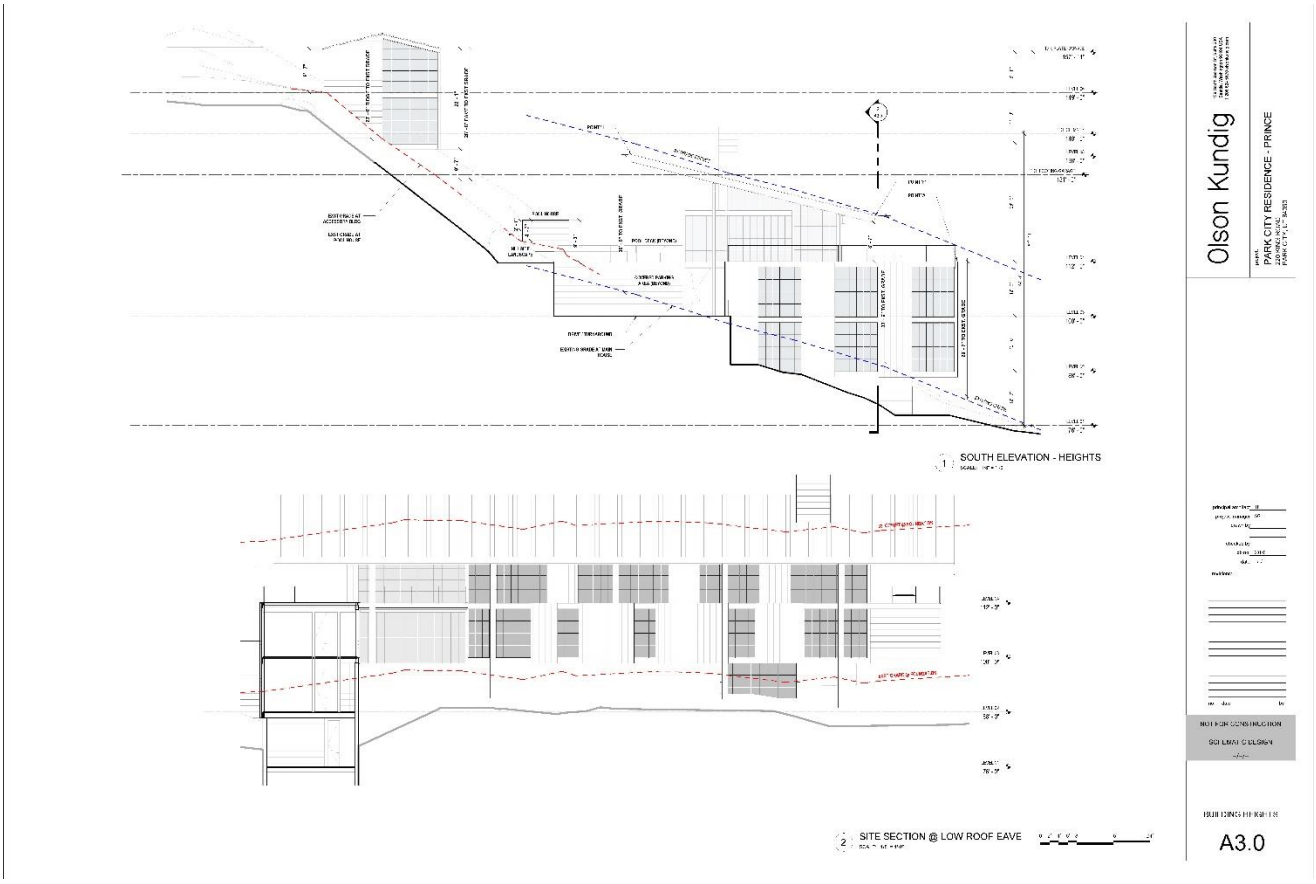
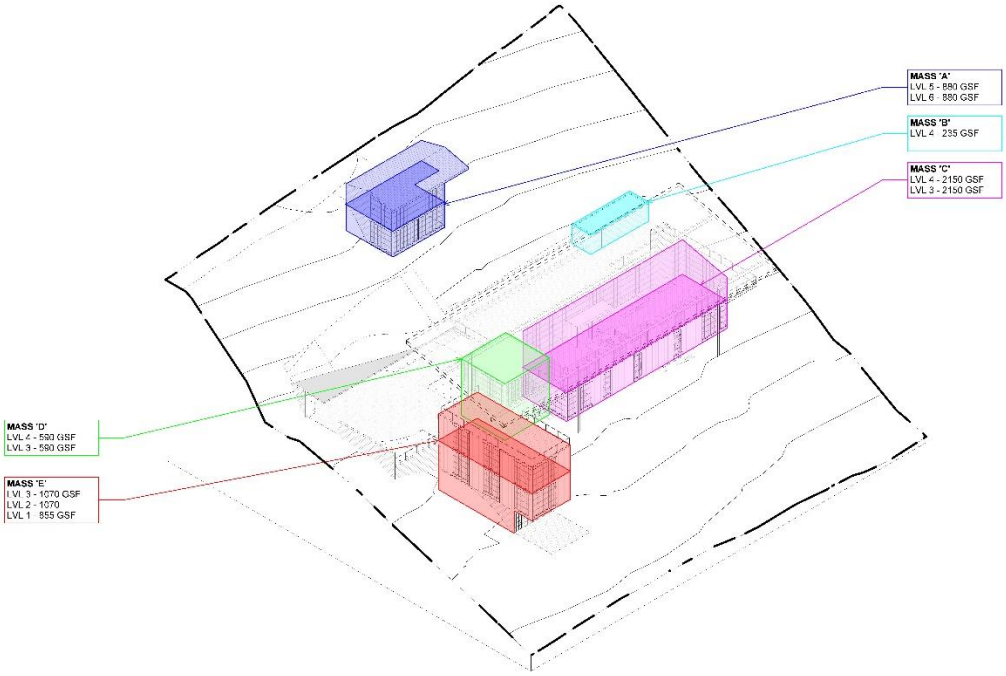


Exhibit H – Massing Analysis

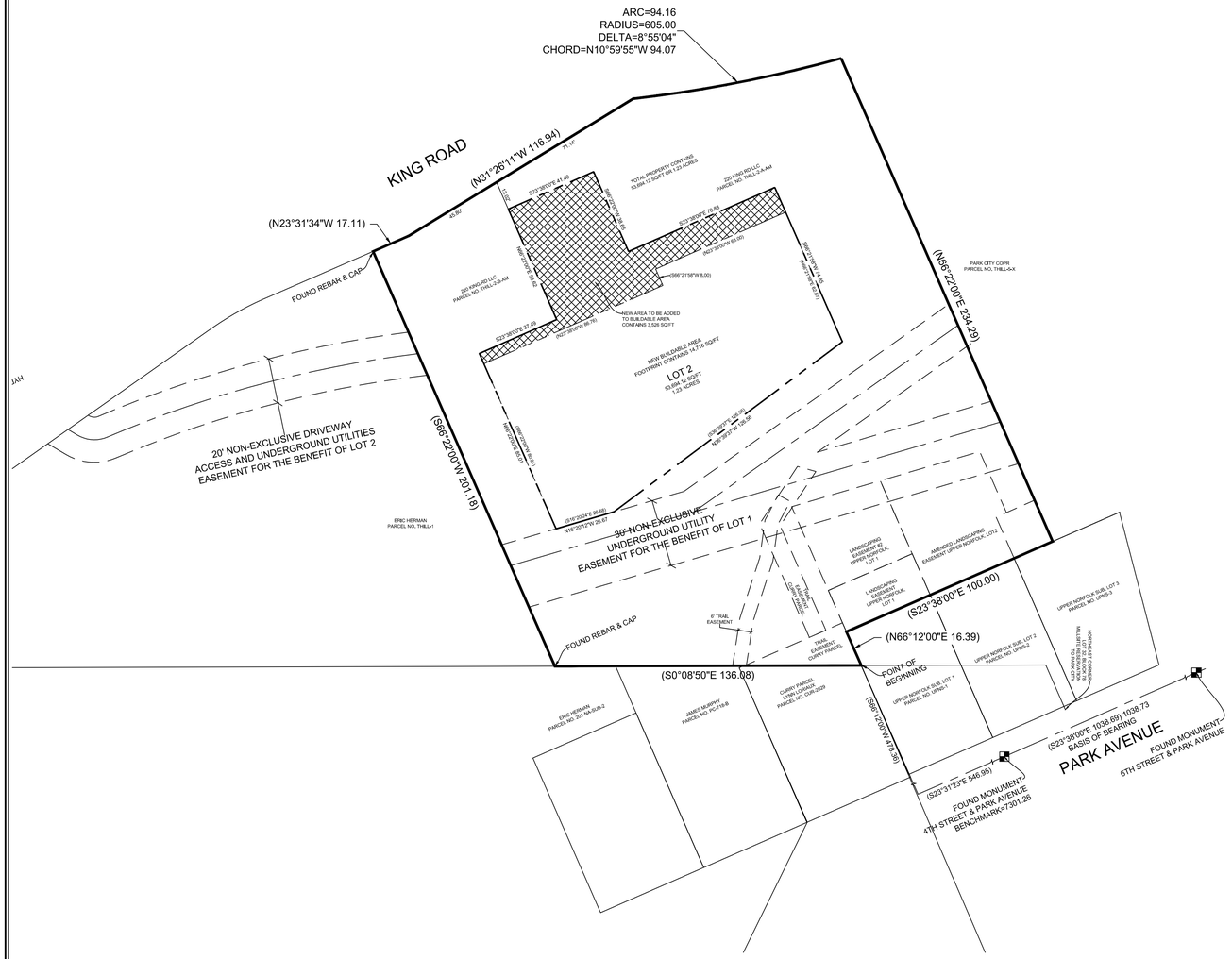




SECOND AMENDMENT FOR

LOT 2, PHASE 1, TREASURE HILL SUBDIVISION

A SUBDIVISION AMENDMENT OF LOT 2, LAND LOCATED IN THE
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH


ARC=94.16
RADIUS=605.00
DELTA=8°55'04"
CHORD=N10°59'55"W 94.07
KING ROAD
(N31°26'11"W 116.94)
(N23°31'34"W 17.11)
FOUND REBAR & CAP
20' NON-EXCLUSIVE DRIVEWAY ACCESS AND UNDERGROUND UTILITIES EASEMENT FOR THE BENEFIT OF LOT 2
(S66°22'00"W 201.18)
(N66°22'00"E 234.29)
LOT 2
53,694.12 SQFT
1.23 ACRES
NEW BUILDABLE AREA FOOTPRINT CONTAINS 14,719 SQFT
*NEW AREA TO BE ADDED TO BUILDABLE AREA CONTAINS 3,526 SQ/FT
36' NON-EXCLUSIVE UNDERGROUND UTILITY EASEMENT FOR THE BENEFIT OF LOT 1
(S23°38'00"E 100.00)
(N66°12'00"E 16.39)
POINT OF BEGINNING
(S0°08'50"E 136.08)
(S66°12'00"W 419.36)
(S23°38'00"E 1038.69) 1038.73
BASIS OF BEARING
PARK AVENUE
FOUND MONUMENT 6TH STREET & PARK AVENUE
(S23°31'23"E 546.95)
FOUND MONUMENT 4TH STREET & PARK AVENUE BENCHMARK=7301.26
PARK CITY COPR PARCEL NO. THILL-5-X
ERIC HERMAN PARCEL NO. THILL-1
ERIC HERMAN PARCEL NO. 3TI-HA-SUB-3
JAMES MURPHY PARCEL NO. 3CT-TH-B
CURRY PARCEL LYNN CURRAN PARCEL NO. CURR-2829
UPPER NORFOLK SUB. LOT 2 PARCEL NO. UPNS-2
UPPER NORFOLK SUB. LOT 3 PARCEL NO. UPNS-3
UPPER NORFOLK SUB. LOT 1 PARCEL NO. UPNS-1
6' TRAIL EASEMENT
TRAIL EASEMENT OVER PARCEL
LANDSCAPING EASEMENT FOR UPPER NORFOLK LOT 1
AMENDED LANDSCAPING EASEMENT UPPER NORFOLK LOT2
EXISTING 6' TRAIL TO BE REMOVED AND RELOCATED TO NEW LOCATION
220 KING RD LLC PARCEL NO. THILL-2-A-AM
220 KING RD LLC PARCEL NO. THILL-2-AAM
TOTAL PROPERTY CONTAINS 53,694.12 SQ/FT OR 1.23 ACRES
S23°38'00"E 73.58
S23°38'00"E 41.80
S23°38'00"E 26.42
S23°38'00"E 26.80
S23°38'00"E 26.80
S23°38'00"E 26.80

Planning Commission
Staff Report

Subject: **Sustainability Amendments**
Application: **PL-23-05672**
Authors: **Rebecca Ward, Interim Planning Director**
Celia Peterson, Environmental Sustainability Project Manager
Date: **October 11, 2023**
Type of Item: **Work Session – Land Management Code Amendments**

Recommendation

Discuss potential Land Management Code amendments to:

- Increase the required conduit for electric vehicle charging stations in multi-unit dwellings
- Address electric vehicle fast chargers
- Align with the Summit County regulations regarding woodburning stoves

Additionally, consider potential incentives and annual awards for net-zero development.

Background

On January 25, 2023, the Planning Commission prioritized sustainability amendments in 2023 as follows:

- Evaluate solar rooftop panel and renewable energy upgrade incentives
- Reevaluate Electric Vehicle Charging Station Conduit and Installation Requirements
- Prohibit woodburning stoves
- Update sustainability requirements for Master Planned Developments
- Initiate annual awards for projects that achieve net-zero standards (Staff Report; Minutes, p. 34)

Solar Energy Systems – In 2019, the City Council adopted Resolution No. 11-2019 *Approving Building Department Fee Waivers on New Renewable Energy Projects*. Building permit and site inspection fees are waived for new solar photovoltaic systems, on site battery storage, solar thermal, air, and ground source heat pumps, small-scale wind projects, and electric vehicle charging stations completed within City limits.

The Land Management Code allows for rooftop and freestanding solar energy systems and on April 16, 2020, the City Council adopted Ordinance No. 2018-27 to reduce restrictions on rooftop solar panel installations. As a result, staff find the existing regulations for solar panel installations reflect best practices and recommend no code amendments or additional incentives.

This report focuses on Electric Vehicle Charging Station requirements, woodburning stoves, and net-zero incentives for Master Planned Developments, including an annual award for projects that achieve net-zero standards.

Analysis

In 2016, Park City set a goal to run on net-100% renewable energy/electricity and net-zero carbon community-wide by 2030. In 2019, the City led new legislation to enable Utah municipalities to create an opt-out renewable electricity program for all city residents and businesses. In 2021, the City Council adopted Resolution No. 09-2021 approving an interlocal cooperation agreement for a community renewable energy program.

In addition to the community-wide goals for renewable electricity and net-zero carbon, the General Plan outlines the following for sustainable land use:

- **Objective 5A** – Encourage development practices that decrease per capita carbon output, decrease vehicle miles traveled, increase carbon sequestration, protect significant existing vegetation, and contribute to the community emission reduction goal.
- **Strategy 5.1** – Incorporate greenhouse gas goals into land use planning – evaluate land use impacts on greenhouse gas emissions.
- **Strategy 5.8** – Encourage energy efficiencies in construction including: infill, preservation, adaptive reuse, and redevelopment.[1]

Also, Strategy 5.2 is to identify locations within existing neighborhoods in which increased density and/or mixed use are compatible, are located within ¼ mile of public transit, and would decrease trip generation and Strategy 5.17 is to increase options and utilization of alternative modes of transportation including light rail, bus transit, car share, bike-share, cycling, and walking.

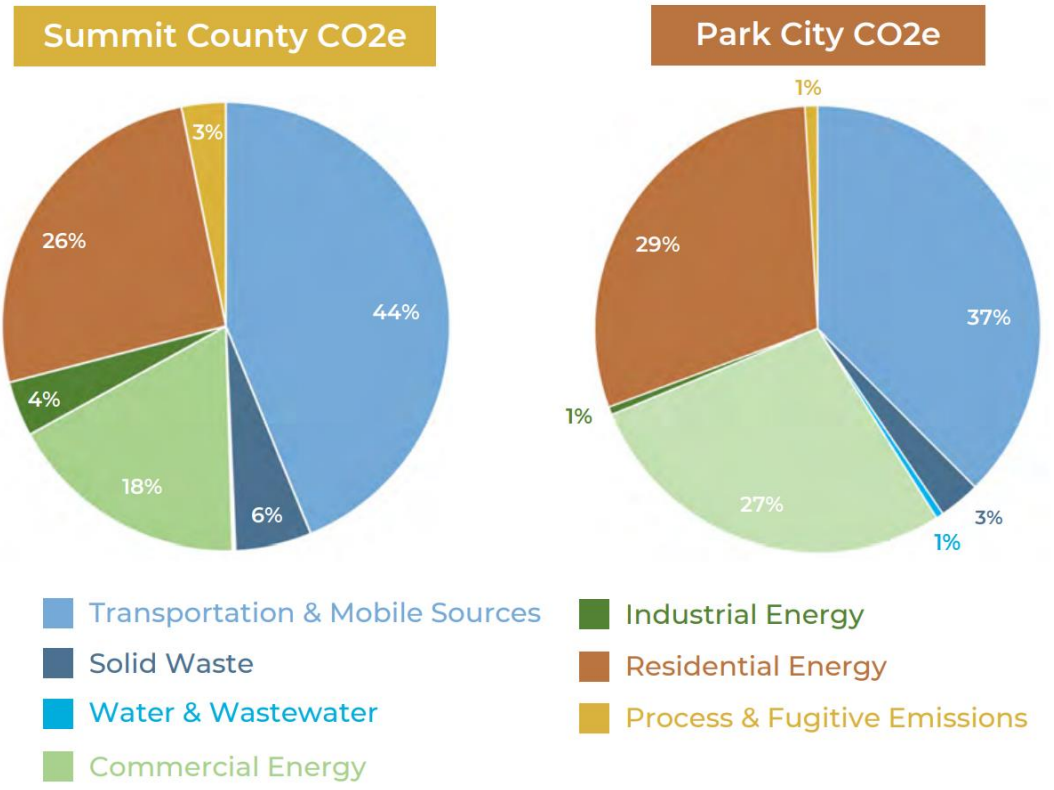
Lisa Wise Consulting, Cascadia Partners, and Fehr and Peers are evaluating the Land Management Code to identify opportunities for increased density near transit for affordable housing, as well as overall amendments to reduce single-occupancy vehicle trips and increase bike, pedestrian, and transit connectivity and options. The consultants are scheduled to conduct an initial work session with the Planning Commission on November 8, 2023.

The General Plan outlines strategies that have been implemented requiring Electric Vehicle Charging Station conduit and installations for new development. Recommended updates are outlined below.

[1] General Plan Natural Setting, p. 8-12

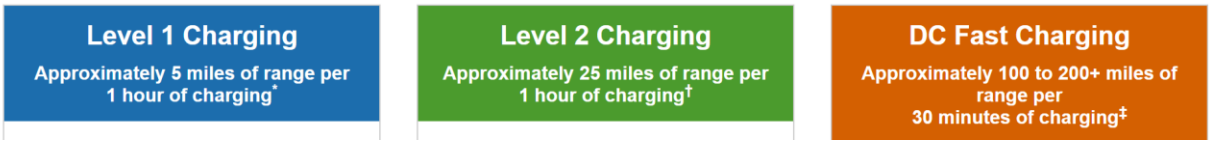
Increase Electric Vehicle Charging Station Conduit Requirements

The Strategic Action Plan for Building Decarbonization in Park City and Summit County (Strategic Action Plan) was completed by Utah Clean Energy through grant funding provided by the Park City Community Foundation's Climate Fund and the Urban Sustainability Directors Networks – Partners for Places in collaboration with Park City Municipal, Summit County, and a Community Advisory Committee with over 50 stakeholders. According to the Strategic Action Plan, 30% of CO2e in Park City come from transportation and mobile sources:



The City strategies to achieve net-zero by 2030 include electrification to replace fossil fuels and internal combustion engines with electrically-powered equivalents. Electric vehicles, generally light-duty passenger cars and trucks that can be hybrid, plug-in-hybrid, or battery-electric vehicles, help achieve the net-zero goal.

There are three types of chargers for electric vehicles:



General Plan Strategy 5.7 recommends requiring dedicated parking and charging stations to support electric vehicles in part to reduce CO2 emissions. On November 19, 2020, the City Council adopted Ordinance No. 2020-48 requiring new construction to include Electric Vehicle Charging Station conduit and installations for Level 2 charging. Land Management Code Section 15-3-11 outlines the following:

- **Single-Family, Duplex, and Triplex Dwellings** – Requires new homes to have an outlet that accommodates a Level 2 charger.
- **Multi-Unit Dwellings and Non-Residential Development** – Requires conduit to be installed for 20% of the first 100 required off-street parking spaces for new development and 5% of required off-street parking spaces above 100; requires Electric Vehicle Charging Station installations for 5% of required off-street parking spaces for the first 200 parking spaces (the first must be a dual port with one ADA accessible charging station).
- **Standards** – Establishes site location, sign, user information, cord management, snow removal, and maintenance criteria.

Since these amendments were adopted in 2020, electric and hybrid electric vehicle sales nearly doubled in the United States between 2020 and 2021, and experts predict half of car sales will be electric by 2030.

To support this growth, there are regional, state, and local plans in progress to establish the electric vehicle charging network. In 2017, Utah entered into a Memorandum of Understanding with seven states to establish the Regional Electric Vehicle Plan for the West (REV West Plan). The REV West Plan creates the Intermountain West Electric Vehicle Corridor, including I-80. The Plan was updated in 2019, and the 2021 Progress Report outlines the installation of 75 fast chargers and coordination with state park and tourism agencies. Over 170 Level 2 chargers and eight fast chargers have been installed as part of this plan along I-15, I-70, and I-80 in Utah.

In 2020, the Legislature enacted HB 259, *Electric Vehicle Charging Network*, which required the Department of Transportation to create a charging network plan to install EV Charging Stations at strategic locations, and to install an EV Charging Station at least every 50 miles along the state's interstate highway system by December 31, 2025. For more information on state initiatives and funding to build the electric vehicle charging network, please visit this link.

In 2019, the City announced a plan to install 100 charging stations throughout town. The City installed 48 chargers in public lots and worked with community partners to install the remaining chargers on private lots.

The improvements to the electric vehicle charging network and increasing electric vehicle sales justify increasing the requirements for electric vehicle charging station conduit – a fully-wired circuit for a future charging station installation, including conduit, wiring, and electrical service capacity necessary to serve the power outlets for future installations. Retrofitting existing parking areas to accommodate chargers can be expensive. However, proactively installing conduit at the time a building is constructed for future installations is a minor expense.

The current Land Management Code regulations require that conduit be provided for 20% of total off-street parking required for development of Multi-Unit Dwelling and commercial uses. The 20% requirement for commercial uses is on par or higher than what comparable communities require. However, several communities have increased the requirement for multi-unit dwellings because electric vehicles are often predominantly charged at home.

For example, San Jose, California, requires conduit for 70%, Denver, Colorado, requires conduit for 80%, and Oakland, California, requires conduit for 90% of parking spaces in multi-unit dwellings. However, many communities range from 20% - 50% conduit for multi-unit dwellings.[2] Others have adopted code that requires increasing conduit installations over time: 40% by 2026, 50% by 2029, and 70% by 2034.

Staff recommends increasing the conduit required to be installed for Multi-Unit Dwellings because doing so at the time of new construction establishes the opportunity for future installations without expensive retrofits.

Does the Planning Commission recommend increasing the conduit required for Multi-Unit Dwellings?

If so, by what amount? Should conduit installation requirements increase over time or should a clause be established that requires re-evaluation of the requirements within a certain timeframe?

Address Fast Chargers

Unlike gas stations, which serve as a destination for fuel, electric vehicles can be charged while parked. Level 2 chargers provide about 25 miles of range per one hour of charging and are generally used for residential charging or at places of employment where people are parked for several hours. Direct Current Fast Chargers (Fast

[2] Breckenridge (20%), Larimer County (30%), Fort Collins (40%), Vail (50%), Crested Butte (one per dwelling unit)

Chargers) provide about 100-200 miles of range per 30 minutes of charging and are generally located along key traffic corridors.[3]

The Land Management Code currently addresses Level 2 chargers as residential and commercial accessory use. Staff recommend amendments to address Fast Chargers. While Fast Chargers can provide significant range, it still takes up to 30 minutes to charge, but Fast Chargers may become a destination for charging, similar to gas stations.

The code may be amended as follows:

- Allow Fast Chargers in those Zoning Districts where Gasoline Service Stations are allowed – Recreation Commercial Overlay, General Commercial, Light and Industrial Zoning District
    - This option allows for installations along the major corridors in town – SR 224, SR 248, Bonanza Drive, and Deer Valley Drive
- Allow Fast Charger installations in parking lots associated with other uses as an accessory use
    - This requires an evaluation of the number of Fast Chargers allowed per parking lot that would replace designated code-required parking spaces

Is the Planning Commission supportive of amending the code to address Fast Chargers?

If so, does the Planning Commission recommend establishing Fast Chargers as an allowed use, like gasoline service stations, allowing them in parking lots associated with other uses as an accessory use, or a hybrid or other approach?

Prohibit Woodburning Stoves

The Summit County Code of Health Section 1-12-13 and the Snyderville Basin Section 10-4-2 prohibit certain wood burning stoves.[4] The Summit County Code of Health applies to development in Park City. Staff recommends these standards be incorporated into the Land Management Code for building permit review consistency, adding the following to Section 15-5-5 as a new Subsection O:

SOLID FUEL BURNING DEVICES PROHIBITED. Solid Fuel Burning Device includes a device designated to burn any form of solid fuel, and includes fireplaces, wood heaters, pellet stoves, and masonry heaters. The installation of a solid fuel burning device is prohibited in new development.

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[3] Zoning Practice – Preparing for the Electric Vehicle Surge

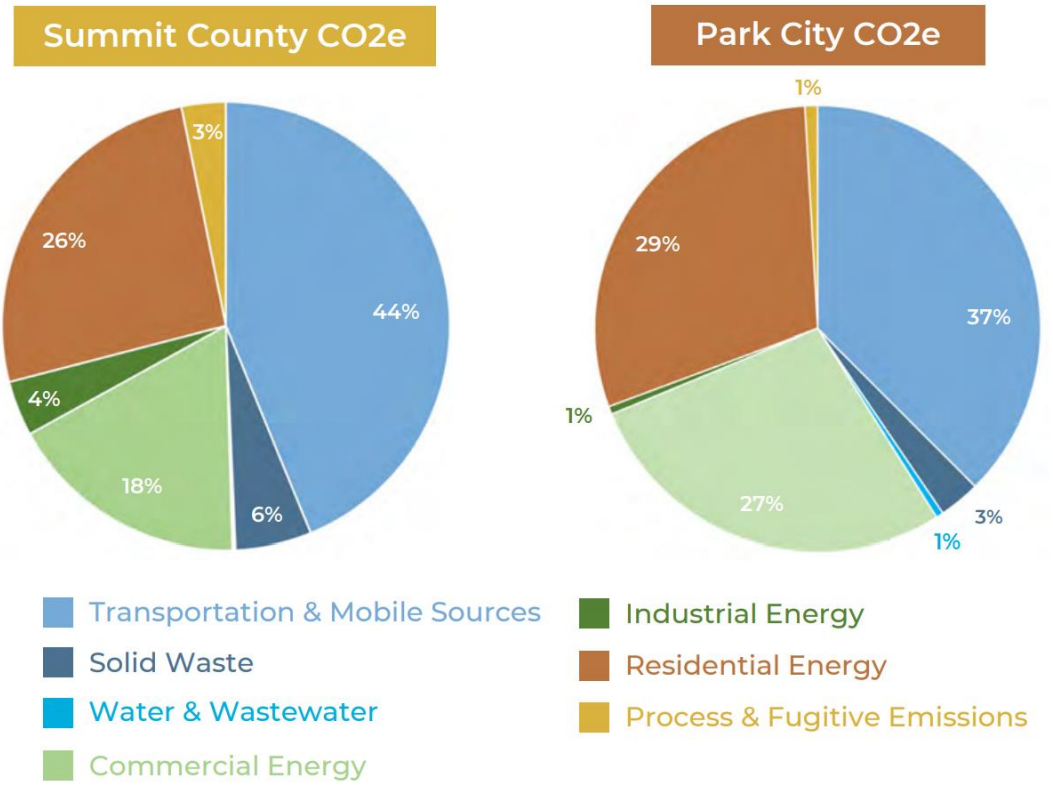
[4] In 2018, the Utah Home Builders Association challenged the Summit County regulation. The Utah Property Rights Ombudsman issued Advisory Opinion 194 finding local governments possess broad authority to regulate the use of land and buildings within their boundaries and state law does not expressly prohibit local governments from regulating where fireplaces may be allowed or prohibited.

Exceptions:

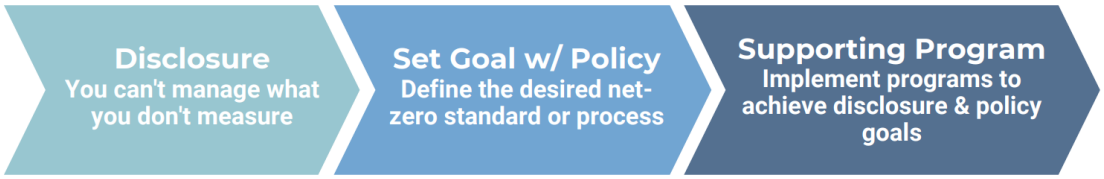
- Wood fired pizza ovens approved to operate by the Summit County Health Department

Incentivize Net-Zero Development in Master Planned Developments

According to the Strategic Action Plan, 56% of CO2e in Park City comes from the built environment:



To mitigate the impact of the built environment and reduce CO2, the Strategic Action Plan outlines the following strategies:



Ten priority strategies make up the Strategic Action Plan and are organized into the following four categories:

Category 1: Existing Building Retrofits	Time-of-listing Home Energy Score	Residential Rental Licensing & Energy Transparency Policy	Commercial & Multifamily Building Energy Performance Standard
Category 2: New Construction	Net-zero Stretch Code	Net-zero Incentives	
Category 3: Finance	Utah Clean Energy Fund	Commercial Property Assessed Clean Energy (C-PACE)	Allocate a portion of PCMC's Municipal Energy Tax/Franchise Tax Revenue to support decarbonization work
Category 4: Community & Business Leader Engagement & Empowerment	Certification and Recognition Program for Decarbonization Leadership	Equitable Outcomes within Building & Community Decarbonization Efforts	

Specific to land use, is the adoption of a net-zero stretch code and incentives. While local governments may not adopt building codes more restrictive than what is adopted by state code, the City may incentivize net-zero development through a voluntary stretch code. Net-zero—also known as stretch code—is development designed, built, and operated to use less energy than conventional buildings through design techniques and tools to improve building envelopes, daylighting and efficient lighting systems, air sealing, efficient heating and cooling systems, controls and monitoring systems, and more. Through these measures developments can effectively achieve a low Energy Use Intensity (EUI), which is defined as the energy performance required, by building type, to meet the net-zero stretch code. The energy to operate the building can be supplied by renewable resources on or off site. Staff recommends that EUI metrics be calculated by a certified Building Energy Management Professional (BEMP), of which there are several within the state.

On March 8, 2023, the Sustainability team presented a summary of the net-zero stretch code to the Planning Commission (Staff Report, Exhibit A – Model Language for Draft Net-Zero Stretch Code Resolution, Exhibit B – Summary of Net-Zero Building Cost Analyses, Minutes, p. 37).

Recommended programs to incentivize a net-zero stretch code include:

- Establishing clear guidelines, metrics, and process so developers can understand how to design a very efficient project (with a low EUI)
- Streamlining review for net zero projects, both at the Planning Commission and building permit review stages with third-party assistance
- Evaluating potential height and density for net-zero buildings
- Recognizing developers who show leadership in net-zero construction

Initial input provided by the Planning Commission in the March work session includes:

- Support for implementation of the voluntary program
- Support for awards for projects that meet net-zero standards
- Support for programs to retrofit existing buildings for energy efficiency
- Support for exploring potential density or other bonuses if the voluntary net-zero code is adopted by the City Council (Minutes, p. 37)

The Sustainability team is pursuing funding to implement the Strategic Action Plan, including the net-zero stretch code, through the Inflation Reduction Act, State, and utility financing programs.

If the City Council adopts the voluntary net-zero standards, the Strategic Action Plan recommends hiring consultant services to evaluate effective incentives through density or other bonuses for net-zero development.

Planning Commission
Staff Report

Subject: **103 Alice Court**
Application: **PL-23-05804**
Author: **Lillian Zollinger, Planner II**
Date: **October 11, 2023**
Type of Item: **Modification of a Steep Slope Conditional Use Permit**

Recommendation

(I) Review the Modification to the Steep Slope Conditional Use Permit (SSCUP) at 103 Alice Court to convert a single-car tandem garage into a two-car garage, (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

Applicant:	Gavin Steinberg
Location:	103 Alice Court
Zoning District:	Historic Residential - 1 (HR-1) District
Adjacent Land Uses:	Single Family Dwellings, Recreation and Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on Modifications to SSCUPs for Lots greater than 3,750 square feet.[1]

DRT	Design Review Team
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

103 Alice Court is Lot 6 of the Alice Claim Subdivision and is vacant (Exhibit C). The Applicant submitted a Steep Slope Conditional Use Permit (SSCUP) and a Historic District Design Review (HDDR) application to construct a new Single-Family Dwelling (SFD) within the Historic Residential-1 (HR-1) Zoning District.

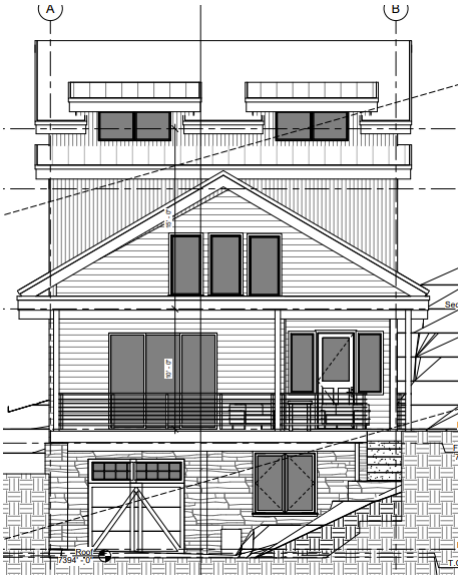
The Design Review Team including the Historic Preservation Team, Historic Preservation Consultant, and Building Department, reviewed the proposal on September 7, 2022, October 5, 2022, November 30, 2022, and found the design to be

[1] LMC § 15-2.1-6(B)(2)

compliant with the Design Guidelines for new residential infill outlined in LMC Section 15-13-8, but recommended the Applicant reduce the two-car garage to a one-car tandem garage. On January 4, 2023, the Applicant submitted new plans with a one-car tandem garage.

On January 25, 2023, the Planning Commission approved the SSCUP (see Exhibit C) for the construction of the SFD with a one-car tandem garage. On February 16, 2023, the Planning Director approved the Historic District Design Review (HDDR) for the construction of the SFD with a one-car tandem garage (see Exhibit D).

The Applicant proposes to convert the tandem garage to a single car garage, and to add a second garage adjacent to the first. The proposed second garage will take the place of livable space, and the space behind the first garage will become livable space. The building will stay the same in location, height, volume, and building footprint.



Approved Plans



Proposed Garage Modification

See Exhibit G for background on the Alice Claim Subdivision.

The Applicant applied for a Modification to the SSCUP and HDDR on August 16, 2023, requesting approval of a two-car garage.

The Applicant currently has an active building permit for the approved SFD.

Analysis

As mentioned above, no changes are proposed to the structure's location, height, volume, or building footprint.

(I) The proposal to construct a SFD complies with criteria outlined in LMC §15-2.2-6 *Development on Steep Slopes*.

The Planning Commission's January 25, 2023 Final Action Letter Finding of Fact 20

states:

The proposed driveway is 12' wide and access to a tandem garage minimizes the width and impact on natural topography.

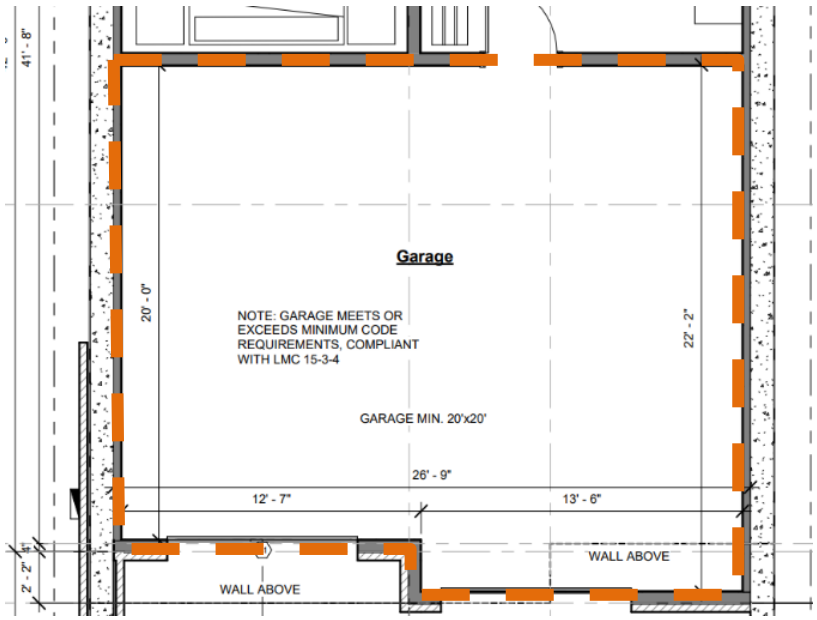
Condition of Approval 1 states:

Final building plans and construction details shall reflect substantial compliance with the plans approved January 25, 2023, by the Planning Commission. 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.

The two-car garage complies with the relevant provisions of the LMC:

Criteria	Analysis of Proposal
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**: The approved 12' wide driveway was located within the Front Setback, had a 2% downhill slope towards King Road, and was compliant with LMC § 15-13-8(B)(1)(h)(7), which requires, "new driveways shall not exceed twelve (12) feet in width." The driveway led to a single tandem-car garage door. Condition of Approval 21 requires the Applicant to maintain two 12-foot driveways separated by landscaping or turfgrass pavers to comply with the 12-foot driveway width maximum in the HR – 1 Zoning District.
BUILDING FORM AND SCALE – Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are 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 Director and/or Planning Commission may require a garage separate from the main Structure or no garage.	**Complies:** The design previously included a tandem garage, as encouraged in the Historic District Design Review Design Guidelines, which states, "Single car wide tandem garages are recommended."[2] However, the Design Guidelines also state, "Side-by-side parking configurations are strongly discouraged; if used, they shall be visually minimized when viewed from the primary public right-of-way."[3] The Applicant shall provide screening one of the garages, as determined in the Historic District Design Review. See Condition of Approval 8. LMC § 15-13-8(B)(6)(a)(3) requires, "Garages featuring a side-by-side parking configuration [to] maintain a 2 foot horizontal offset in the front wall plane." The proposed garages have a two-foot, two-inch horizontal offset, and meets the requirement.

[2] LMC § 15-13-8(B)(6)(2)



The Draft Final Action Letter (Exhibit A) is the same as the one approved by the Planning Commission on January 25, 2023, with the following modifications:

Finding of Fact

5. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-22-05260). The HDDR was approved on February 15, 2023.
20. Each proposed driveways is 12' wide at the curb.
27. Staff published notice on the City's website and posted notice to the property on September 27, 2023.
28. Staff mailed courtesy notice to property owners within 300 feet and posted notice to the property on September 27, 2023.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans approved October 11, 2023, by the Planning Commission. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The Applicant shall receive approval of the Modification to the Historic District Design Review prior to submitting a modification to the Building Permit.
3. All conditions of approval and plat notes of the Alice Court Subdivision shall continue to apply.
4. If the Applicant does not obtain a complete building permit within one year of the date of this approval, this Modification 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.

19. The Applicant shall record an encroachment agreement with the Engineering Department for the stairs and retaining walls in the Public Utility Easement.
20. The Applicant shall provide screening one of the garages, as determined in the Historic District Design Review Modification.
21. The Applicant shall maintain two 12-foot driveways separated by landscaping or turfgrass pavers to comply with the 12-foot driveway width maximum in the HR – 1 Zoning District.

(IV) The Development Review Committee[3] reviewed the proposal on October 3, 2023, and requires a Condition of Approval.

The Engineering Department requires Condition of Approval 18:
The Applicant shall record an encroachment agreement with the Engineering Department for the stairs and retaining walls in the Public Utility Easement.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on September 27, 2023. Staff mailed courtesy notice to property owners within 300 feet on September 27, 2023. The *Park Record* published notice on September 27, 2023. LMC § 15-1-21.

Public Input

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

Alternatives

- The Planning Commission may approve the SSCUP Modification;
- The Planning Commission may deny the SSCUP Modification and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: SSCUP Staff Report Dated January 25, 2023
Exhibit D: SSCUP Final Action Letter Dated January 25, 2023
Exhibit E: HDDR Staff Report Dated February 16, 2023
Exhibit F: HDDR Final Action Letter Dated February 16, 2023

[3] 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 Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Planning Department

October 11, 2023

Gavin Steinberg
13 Club Road
Riverside, CT 06878

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	103 Alice Court
Zoning District:	Historic Residential – 1 (HR-1)
Application:	Steep Slope Conditional Use Permit
Project Number:	PL-23-05804
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	October 11, 2023
Project Summary:	The Applicant Proposes to Construct a New Single-Family Dwelling on a Steep Slope on a Vacant Lot.

Action Taken

On October 11, 2023, the Planning Commission conducted a public hearing and approved the proposal for a new Single-Family Dwelling at 103 Alice Court built into a Steep Slope, on a vacant lot according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Site is located at 103 Alice Court, Lot 6 of the Alice Claim Subdivision, and is a vacant lot.
2. The Site is located within the Historic Residential – 1 (HR-1) Zoning District.
3. The Applicant proposes construction of a new Single-Family Dwelling (SFD) on the vacant lot.
4. The new SFD proposes an excess of 200 square feet located on an existing Slope of thirty percent (30%) or greater, therefore, a SSCUP application is required.

5. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-22-05260). The HDDR was approved on February 15, 2023.
6. 103 Alice Court is located on an uphill lot with an average slope of 31%.
7. 1,452 square feet of the SFD will be constructed on a steep slope with an average slope 32.1%. The minimum Lot size in the HR-1 Zoning District is 1,875 square feet. Lot 6 of the Alice Claim Subdivision contains 4,510 square feet.
8. The minimum Lot width in the HR-1 Zoning District is 25 feet. Lot 6 of the Alice Claim Subdivision is 41.91 feet wide at the front and 44.7 feet wide at the rear.
9. The maximum building footprint in the HR-1 Zoning District for a Lot that is 4,510 square feet is 1,750 square feet. The proposed building footprint is 1,750 square feet.
10. Minimum front and rear setbacks for Lots over 100 feet long are 15 feet in the HR-1 Zoning District. The proposed SFD meets a 15-foot setback for both the front and rear setbacks.
11. Minimum side setbacks for Lots up to 50 feet in width are five feet in the HR-1 Zoning District. The proposed SFD meets a five-foot side setback for each side.
12. The maximum building height is 27 feet from Existing grade in the HR-1 Zoning District. The proposed maximum building height is 27 feet from existing grade.
13. The HR-1 Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The proposed SFD steps back at least ten feet at 24 feet and two inches from the lowest point of existing grade.
14. Final Grade must be within four feet of existing grade in the HR-1 Zoning District. The proposed final grade is within four feet of existing grade.
15. Structures cannot exceed 25 feet from the lowest finish floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HR-1 Zoning District. The proposal has an interior height of 35 feet, as defined.
16. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HR-1 Zoning District. The proposed Contributing Roof Form is 7:12.
17. The Planning Commission reviews SSCUPs for a Lot that is greater than 3,750 square feet.
18. The proposal is located and designed to reduce visual and environmental impacts of the Structure
19. The proposal will not be viewable from Vantage Points and mostly screened from existing grade and vegetation for erosion mitigation.
20. Each proposed driveways is 12’ wide at the curb.

21. The proposed terracing is required to construct the structure, but minimized to maintain Natural Grade where possible.
22. The proposed cut location requires minimal egress windows and retaining walls that reduce the impact on the site.
23. The building scale is compliant with the grade of the site, and the design is compliant with Historic District Design Guidelines.
24. The proposal is compliant with setbacks, and does not require significant exceptions be granted to construct.
25. The volume of the dwelling is compliant with the size and height of the lot.
26. The proposal does not exceed the allowable building height.
27. Staff published notice on the City's website and posted notice to the property on September 27, 2023.
28. Staff mailed courtesy notice to property owners within 300 feet and posted notice to the property on September 27, 2023.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Historic Residential – 1 (HR-1) District.
2. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2-6, Development on Steep Slopes in the HR-1 District.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans approved October 11, 2023, by the Planning Commission. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The Applicant shall receive approval of the Modification to the Historic District Design Review prior to submitting a modification to the Building Permit.
3. All conditions of approval and plat notes of the Alice Court Subdivision shall continue to apply.
4. If the Applicant does not obtain a complete building permit within one year of the date of this approval, this Modification 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.
5. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.

6. 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.
7. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.
8. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
9. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.
10. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
11. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
12. All exterior lighting shall be down-directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Exterior lighting shall not exceed 3,000 degrees Kelvin and outdoor lighting fixtures shall be Fully Shielded. Final lighting details shall be reviewed by the Planning Staff prior to installation.
13. Construction waste should be diverted from landfill and recycled when possible.
14. The Applicant shall submit a geotechnical report and final slope stability prior to submitting a building permit, subject to City Engineer approval.
15. The Applicant shall provide soil stabilization details and drainage documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.
16. The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation are complete prior to submission of a building permit.
17. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.
18. Retaining walls cannot exceed the height proposed/reviewed as part of this SSCUP without modifying the SSCUP. Additionally, walls more than four feet in

height in the front setback, or more than six feet in the rear or side setbacks will require an Administrative Conditional Use Permit.

19. The Applicant shall record an encroachment agreement with the Engineering Department for the stairs and retaining walls in the Public Utility Easement.
20. The Applicant shall provide screening one of the garages, as determined in the Historic District Design Review Modification.
21. The Applicant shall maintain two 12-foot driveways separated by landscaping or turfgrass pavers to comply with the 12-foot driveway width maximum in the HR – 1 Zoning District.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5068 or email lillian.zollinger@parkcity.org.

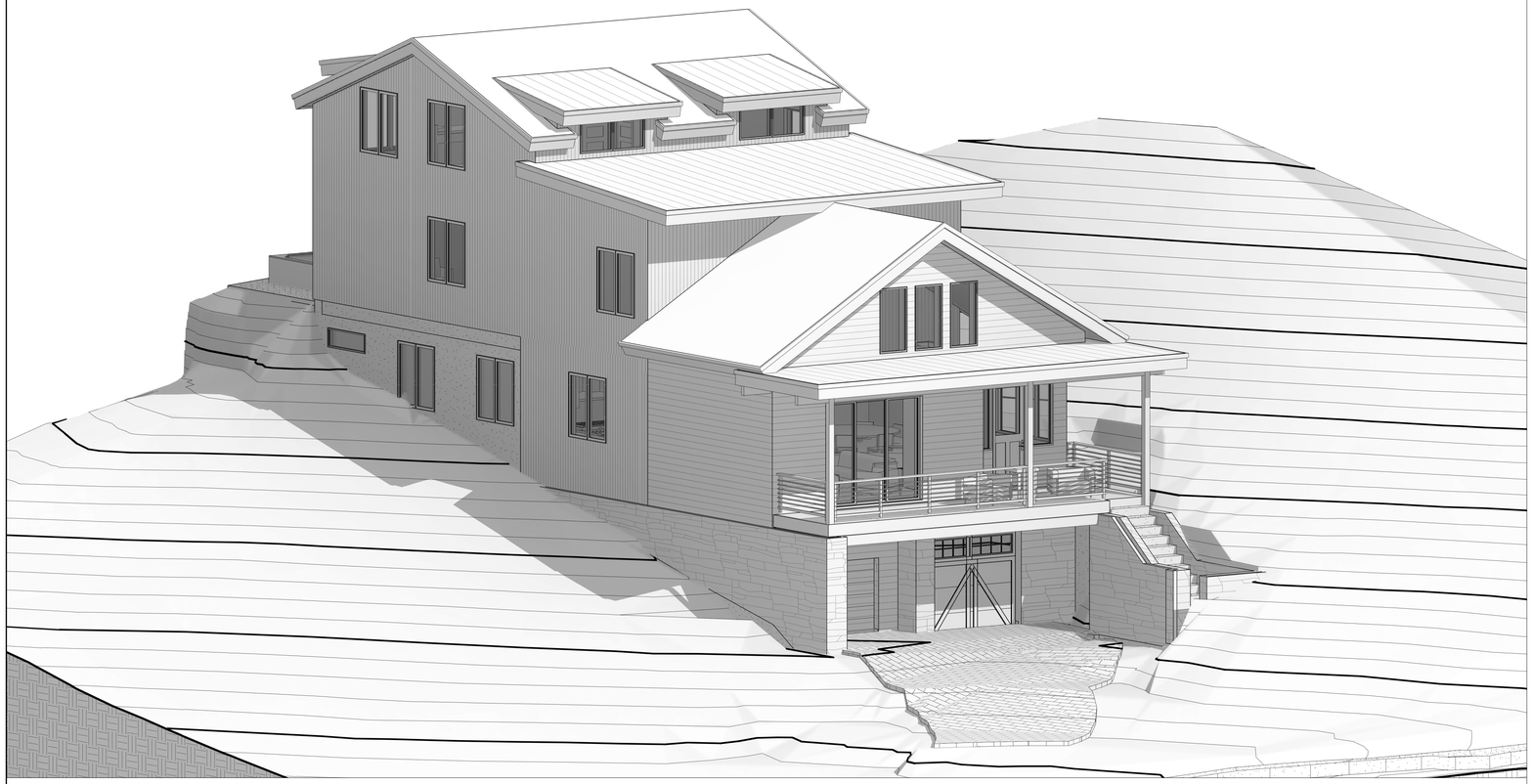
Sincerely,

Sarah Hall,
Planning Commission Chair

CC: Lillian Zollinger, Planner II

New Residence

Alice Claim Subdivision, Lot 6
103 Alice Court
Park City, Utah 84060



Designed By	Contruction Documents	Structural	General Contractor
Bill Van Sickle Van Sickle Design & Drafting 4383 Forestdale Road #205 Park City, Utah 84098 801.694.9683 bill.draftmaster@gmail.com	Bill Van Sickle Van Sickle Design & Drafting 4383 Forestdale Road #205 Park City, Utah 84098 801.694.9683 bill.draftmaster@gmail.com	Tom Draper Blazer Engineering 12256 S. 900 E. #403D Draper, Utah 84020 801.987.8985 tdraper@blazerengineering.com	Lane Jacobsen Lane Jacobsen Construction 786 Division Street #201 Park City, Utah 84098 435.671.5915 lane@letsbuildnow.com

COUNTY PLANNING NOTES:

1. THE FOLLOWING TWO ITEMS ARE REQUIRED AFTER THE PERMIT HAS BEEN ISSUED, AFTER THE FOUNDATION HAS BEEN POURED AND PRIOR TO A SHEARWALL/4-WAY INSPECTION.
   - A. A CERTIFICATE OF SURVEY TO VERIFY THE AS-BUILT LOCATION.
   - B. CERTIFICATE OF ELEVATION: THE ELEVATIONS OF THE TOP OF FOUNDATION WALLS OF AT LEAST THE FOUR (4) MAJOR CORNERS OR ROOF RIDGES TO VERIFY THE HEIGHT.

COUNTY BUILDING NOTES:

1. RETAINING WALLS OVER 4' TALL OR SUPPORTING SURCHARGE REQUIRE A SEPERATE PERMIT.
2. SWIMMING POOLS, SPAS, SOLAR, GEO THERMAL HEATING SYSTEMS, PHOTO VOLTAIC, AND WIND GENERATED SYSTEMS REQUIRE A SEPERATE PERMIT.
3. SEPERATE PLANS, SPECIFICATIONS AND APPLICATIONS ARE TO BE SUBMITTED AND REVIEWED FOR APPROVAL PRIOR TO ISSUE OF THESE PERMITS.

PLAN NOTES:

1. RADON MITIGATION PLAN AF103.6 IN CRAWL SPACE OR UNDER SLAB ON GRADE PRESSURIZATION SYSTEM (PASSIVE) RADON PIPING IN CRAWL SPACE AT BOTTOM OF FOOTING LEVEL PLASTIC WITH 12" OVERLAP ON PLASTIC JOINTS. VERTICAL TERMINATION OF RADON PIPE THRU THE MECHANICAL ROOM THRU THE ROOF.
2. ELECTRICAL OUTLET FOR IN-LINE POWER VENTED IN MECHANICAL ROOM
3. THREE BLACKFLOW PREVENTERS WILL BE INSTALLED.
4. R-1 RESIDENTIAL ZONE

Sheet List

Sheet Number	Sheet Name	Current Revision	Current Revision Description	Current Revision Date
A1.01	Cover Sheet			
A1.02	General Notes			
A1.03	Area Calculation Plan			
A1.04	Site & Grading Plan			
A1.05	Site Details			
A1.06	Landscape Plan			
A2.01	Floor Plans			
A2.02	Floor Plans			
A2.04	Roof Plan			
A2.05	Schedules			
A3.00	Exterior Materials Board			
A3.01	Isometric Elevations			
A3.02	Elevations			
A3.03	Elevations			
A4.01	Building Sections			
A4.02	Building Sections			
A4.03	Building Sections			
A4.04	Building Sections			
A4.05	Typical Wall Sections			
A4.06	Stair Sections			
A4.07	Fireplace Details			
A4.08	Typical Details			
A4.09	Code Compliance Details			
A5.01	Ceiling Plans			
A5.02	Ceiling Plans			
A6.01	Interior Elevations			
E1.01	Electrical Plans			
E1.02	Electrical Plans			
M1.01	Gas Piping Diagram			
S1.01	Isometric Foundation			
S1.01a	Foundation Elevations			
S1.02	Foundation Plan			
S2.01	Isometric Framing			
S2.02	Framing Plans			
S2.03	Framing Plans			
S3.01	Shear Plans			
S3.02	Shear Plans			
S4.01	Foundation Details			
S4.02	Foundation Details			
S5.01	Framing Details			
S5.02	Framing Details			
S6.01	Steel Details			

ENERGY VALUE ANALYSIS	
ROOF	R-42
2x6 WALLS	R-24
2x4 WALLS	R-13
FOUNDATION @SLAB ON GRADE	R-13
FLOORS	R-19
WINDOWS	U.28
DOORS	U.28

CODE ANALYSIS	
CONTRUCTION TYPE	VB
OCCUPANCY	R-3
2015 IBC (International Building Code)	
2015 IRC (International Residential Code)	
2015 IPC (International Plumbing Code)	
2015 IMC (International Mechanical Code)	
2015 IECC (International Energy Conservation Code)	
2017 NEC (National Electrical Code)	

SYMBOL LEGEND

Room name 101 0'-0" x 0'-0"	ROOM TAG		INTERIOR ELEVATION
1	KEYNOTE TAG		EXTERIOR ELEVATION
1	REVISION TAG		SPOT ELEVATION
1t	WINDOW TAG	1 A101 SIM	BUILDING SECTION
101	DOOR TAG	1 A101 SIM	WALL SECTION SECTION
HB	HOSE BIB		DETAIL TAG

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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Cover Sheet

SCALE:
As indicated

DATE
22 SEP 2023

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A. GENERAL

1. ALL WORK IS TO BE PERFORMED IN COMPLIANCE WITH THE 2015 IRC AND ALL FEDERAL, STATE, AND LOCAL CODES. SECURE ALL REQUIRED PERMITS AND APPROVALS PRIOR TO ANY CONSTRUCTION. THE PROJECT MANAGER, SUPERINTENDENT, AND ALL SUBCONTRACTORS ARE TO EXAMINE AND VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS BOTH ON THE PLANS AND IN THE FIELD.
2. NO WOOD SHALL BE CLOSE THAN 8" TO EARTH UNLESS SEPERATED BY CONRETE AT LEAST 3" IN THICKNESS WITH IMPERVIOUS MEMBRANE INSTALLED BETWEEN EARTH AND CONCRETE. THIS INCLUDES DECKS AND SIDING
3. TUBS AND SHOWERS WITH TILED AREAS REQUIRE A PORTLAND CEMENT APPLICATION FIBERED CEMENT OR GLASS MAT GYPSUM BACKER, GREEN BOARD NO LONGER REQUIRED. TYP.

B. EXCAVATION, BACKFILL AND GRADING

1. ALL EXCAVATION FOR FOOTINGS SHALL BE TO NATURAL, UNDISTURBED SOIL.
2. ALL FOOTINGS SHALL BE IN PLACE ON UNDISTURBED EARTH AND BELOW FROST LINE (40" MINIMUM)
3. R401.3 FINISH GRADING SHALL BE DONE SO AS TO PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS. MIN OF 6" IN FIRST 10'-0".

C. WINDOWS & DOORS

1. R303.1 HABITABLE ROOMS WITHIN A DWELLING UNIT SHALL BE PROVIDED WITH NATURAL LIGHT BY MEANS OF EXTERIOR GLAZED FENESTRATION WITH AN AREA NOT LESS THAN 8% OF THE FLOOR AREA OF SUCH ROOMS.
2. R303.1 HABITABLE ROOMS WITHIN A DWELLING UNIT SHALL BE PROVIDED WITH NATURAL VENTILATION BY MEANS OF OPERABLE GLAZED FENESTRATION WITH AN AREA NOT LESS THAN 4% OF THE FLOOR AREA OF SUCH ROOMS.
3. TOPS OF WINDOWS SHALL BE A MINIMUM OF 6'-8" ABOVE FINISHED FLOOR, UNLESS NOTED OTHERWISE. THE BOTTOM OF WINDOWS AT COUNTERTOPS SHALL BE 44" ABOVE FINISHED FLOOR.
4. R310.2.1 MIN. CLEAR EGRESS OPENING OF 5.7 SQ FT HEIGHT OF 24" AND WIDTH OF 20"
5. ALL FENESTRATION GLAZING WITHIN 24" OF EITHER SIDE OF EXTERIOR DOORS SHALL BE TEMPERED (SAFETY GLAZED).
6. R310.2.2 ALL FENESTRATION GLAZING IN ROOMS USED FOR SLEEPING SHALL HAVE SILLS NO MORE THAN 44" ABOVE FINISHED FLOOR
7. PROVIDE 9" FLASHING, COUNTER FLASHING AND APPROVED CAULKING AT ALL EXTERIOR GLAZED FENESTRATION. WINDOWS MUST BE INSTALLED PER MANUFACTURER'S SPECIFICATIONS.
8. TEMPERED GLASS SHALL BE USED IF LOCATED WITHIN 24" OF DOOR, PERPENDICULAR TO THE PLANE OF THE DOOR, LARGER THAN 9 SQ FT, BOTTOM IS LESS THAN 18" FROM THE FLOOR, LOCATED IN RAILING OR GUARDRAILS, WHERE BOTTOM EDGE IS LESS THAN 36" ABOVE THE PLANE OF THE ADJACENT WALKING SURFACE

D. VENTILATION

1. VENTILATION SHALL BE PROVIDED TO ALL CRAWL SPACES BY MEANS OF SCREENED VENTS PLACED SO AS TO PROVIDE CROSS VENTILATION.
2. CRAWL SPACES MUST HAVE ONE SQUARE FOOT OF VENTILATION FOR EVERY 150 SQUARE FEET OF FLOOR AREA, WITH ONE VENT WITHIN 3 FEET OF EACH CORNER OF BUILDING.
3. ATTICS TO BE VENTILATED ACCORDING TO THE REQUIREMENTS OF SECTION R806.2 OF THE 2015 IRC.

E. FIRE PROTECTION AND WARMING

1. R302.6 PROVIDE ONE LAYER OF 5/8" TYPE "X" GYP BOARD ON ALL WALLS AND CEILING OF THE GARAGE COMMON TO LIVING AREAS, WALLS SUPPORTING UPPER FLOOR AND ANY EXPOSED BEAMS AND POSTS.
2. R302.7 ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE THE WALL UNDER THE STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYP BOARD.
3. R302.5.1 DOORS LEADING FROM GARAGE INTO LIVING AREA SHALL BE SOLID WOOD, SOLID OR HONEYCOMB CORE STEEL DOOR NOT LESS THAN 1 3/8" THICK OR HAVING A FIRE RATING PROTECTION OF NOT LESS THAN 20 MINUTES WHEN TESTED.
4. R302.5.1 MUST HAVE TWO SELF CLOSING HINGES ON 20 MINUTE RATED DOORS
5. SMOKE AND CARBON MONOXIDE DETECTORS ARE REQUIRED TO MEET LOCAL CODES. WIRE IN SERIES WITH BATTERY BACKUP ON DEDICATED BREAKER
6. NO WOOD BURNING FIREPLACES ALLOWED EXCEPT IN PROMONTORY DEVELOPMENT.
7. R302.11 IN COMBUSTIBLE CONSTRUCTION, FIREBLOCKING SHALL BE PROVIDED TO CUT OFF BOTH VERTICAL AND HORIZONTAL CONCEALED DRAFT OPENINGS AND TO FORM AN EFFECTIVE FIRE BARRIER BETWEEN STORIES AND BETWEEN A TOP STORY AND THE ROOF SPACE.

F. RAILINGS

1. HANDRAILS ARE REQUIRED AT ALL STAIRWAYS HAVING FOUR OR MORE RISERS.
2. PROVIDE 1 1/4" TO 2 5/8" HANDRAILS 34" TO 38" IN HEIGHT THAT RUN CONTINUOUS AND HAVE RETURNING ENDS TO WALL, NEWEL POST, OR SAFETY TERMINAL. OR 12" PAST LAST TREAD
3. HANDRAILS DEEPER THAN 2 5/8" SHALL HAVE A FINGER GROOVE 3/4" x 1/4" DEEP ROUTED THE ENTIRE LENGTH OF AT LEAST ONE SIDE OF HANDRAIL.
4. MINIMUM 36" HIGH GUARDRAILS ARE REQUIRED AT ALL LANDINGS, DECKS OR FLOOR LEVELS THAT ARE MORE THAN 30" OFFSET IN HEIGHT. R311.7.5.1

G. WINDOW WELLS

1. WINDOW WELLS SERVING REQUIRED EGRESS WINDOWS SHALL HAVE DIMENSIONS IN KEEPING WITH THE MINIMUM REQUIRED FOR WINDOWS.
2. R310.2.3 36" HORIZONTAL CLEARANCE FROM FOUNDATION TO FRONT OF WINDOW WELL
3. R310.2.3.1 44" MAXIMUM DEPTH (OR PROVIDE STEPS OR LADDER RUNGS)
4. R310.2.3.2 WINDOW WELLS SHALL HAVE DRAINAGE CONNECTED TO THE BUILDINGS FOUNDATION DRAIN.
5. 36" VERTICAL CLEARANCE REQUIRED FROM ANY PROJECTION IN HORIZONTAL CLEARANCE AS STATED ABOVE (i.e. BAY WINDOWS OR CANTILEVERS)
6. R310.4 GRATINGS OR GUARDRAILS PROTECTING WINDOW WELLS SHALL BE EASILY REMOVABLE OR BE DESIGNED SO AS NOT TO HINDER EGRESS.
7. WINDOW WELLS SHALL HAVE A NET CLEAR OPENING OF 9 SQUARE FEET MINIMUM.

H. STAIRS

1. R311.7.1 MIN WIDTH OF 36" WITH MAX HANDRAIL PROJECTION OF 4 1/2" ON EITHER SIDE OF THE STAIRWAY
2. R311.7.2 MINIMUM HEADROOM = 6'-8" FINISH FROM NOSING LINE AND MINIMUM FINISH WIDTH = 36"
3. R311.7.3 MAX RISE OF STAIRWAY BETWEEN LEVELS AND LANDINGS IS 147"
4. R311.7.5.1 RISE = 7 3/4" AND MINIMUM TREAD DEPTH = 10" (11" TREAD REQUIRED IN THE ABSENCE OF NOSING.)
5. EVERY STAIRWAY LANDING SHALL HAVE A DIMENSION MEASURED IN THE DIRECTION OF TRAVEL, AT LEAST EQUAL TO THE STAIRWAY WIDTH.
6. A DOOR MAY OPEN AT THE TOP OF THE STEP OF AN INTERIOR FLIGHT OF STAIRS PROVIDED THE DOOR DOES NOT SWING OVER THE TOP STEP, AND PROVIDED THE TOP STEP IS NO MORE THAN 8" LOWER THAN FLOOR LEVEL.
7. (3) 1 1/4" x 11 7/8" LVL / LSL STRINGERS REQUIRED AT ALL STAIRWAYS.
8. R302.7 MIN OF 1/2" GYPSUM WALL BOARD ON ALL EXCESSIBLE WALLS AND UNDERSIDE OF STAIRS

I. WEATHER PROTECTION

1. INSTALL (1) LAYER OF GRADE "D" (15LB) FELT UNDER ASPHALT ROOF SHINGLES.
2. ANY ROOF PITCHES BETWEEN 2:12 AND 4:12 WILL RECEIVE A DOUBLE LAYER OF GRADE "D" (15LB) FELT UNDERLAYMENT
3. INSTALL (1) LAYER OF GRADE "D" (15LB) FELT UNDER ALUMINUM SIDING.
4. INSTALL (1) LAYER OF GRADE "D" (15LB) FELT UNDER BRICK VENEER.
5. INSTALL (2) LAYERS OF GRADE "D" (15LB) FELT UNDER EXTERIOR INSULATING FINISH SYSTEMS (EFIS / STUCCO). OVERLAP ALL SEAMS
6. INSTALL (1) LAYERS OF NO. 40 COATED ROOFING OR COATED GLASS BASE FROM THE ROOF EAVES TO A LINE 24" INSIDE THE EXTERIOR WALL LINE WITH ALL LAPS CEMENTED TOGETHER
7. INSTALL (1) LAYER OF NO. 40 COATED ROOFING OR COATED GLASS BASE AT ALL ROOF VALLEY CONDITIONS.
8. PROVIDE METAL FLASHING OR EQUAL AT ALL FOUNDATIONS, (OR BRICK AND EFIS TRANSITIONS) WHERE WATER FROM WEATHER BARRIER COULD HAVE ENTERED DWELLING.
9. PROVIDE METAL FLASHING OR 15LB FELT BETWEEN WOOD SHEATHING AND CONCRETE PORCHES, LANDINGS, STEPS, AND STAIRS.
10. PROVIDE 9" FLASHING, COUNTER FLASHING, AND APPROVED CAULKING AT ALL EXTERIOR WINDOWS AND DOORS. WINDOWS AND DOORS MUST BE INSTALLED AS PER MANUFACTURER.

J. PLUMBING

1. ALL WORK TO BE IN ACCORDANCE WITH THE 2015 IRC
2. WATER HEATERS SHALL BE STRAPPED AT THE UPPER ONE THIRD AND LOWER ONE THIRD, WITH THE LOWER STRAP NOT CLOSER THAN 4" ABOVE ANY CONTROLS TO WALLS WITHIN 12"
3. TOILETS SHALL BE 1.6 GALLON FLUSH TYPE. SHOWER HEADS SHALL BE 2.5 GPM TYPE.
4. PROVIDE PRESSURE REGULATOR AND SHUT OFF VALVE.
5. INTERIOR WASTE AND VENT LINES SHALL BE ABS.
6. FREEZLESS BACKFLOW PREVENTION HOSE BIBS WITH INTERIOR LOCATED ACCESSIBLE SHUT OFF VALVES REQUIRED.
7. PLUMBING VENTS SHALL BE AT LEAST 6' ABOVE OR 10' AWAY FROM ALL OUTSIDE AIR INTAKE OPENINGS.
8. NO SLIP JOINT PLUMBING CONNECTIONS ALLOWED IN CONCEALED AREAS.
9. INDIVIDUALLY INSULATE ALL PLUMBING, WATER, AND DRAIN LINES IN AREAS SUBJECT TO FREEZING.
10. INSTALL EXPANSION TANK FOR WATER HEATER. INSULATE HOT WATER LINES IN UNFINISHED AREAS WITH 1/2" FOAM. HEAT / CHECK VALVES REQUIRED AT WATER HEATER INLET AND OUTLET.
11. PROVIDE ANTI SCALD VALVES ON ALL SHOWER AND TUB INSTALLATIONS.
12. BATHROOMS DIVIDED INTO SEPERATE WATER FIXTURE AREAS REQUIRE INDIVIUAL VENTING FOR EACH AREA.
13. ALL VENTING THROUGH ROOF SHALL BE A MIN OF 3" DIA PIPE.
14. MIN BATHROOM CLEARENCES FOR FIXTURES AS PER IRC 2015 R307.1

K. MASONRY

1. MASONRY VENEER ABOVE OPENINGS SHALL BE SUPPORTED PER 2015 IRC.
2. FLASHING SHALL BE LOCATED BENEATH THE FIRST COARSE OF MASONRY ABOVE FINISHED GRADE LEVEL ABOVE THE FOUNDATION WALL AND AT ALL OTHER POINTS OF SUPPORT.
3. WEEP HOLES SHALL BE PROVIDED IN THE OUTSIDE WYTHE OF MASONRY WALLS AT A MAXIMUM SPACING OF 33" O.C. WEEP HOLES SHALL NOT BE LESS THAN 3/16" DIAMETER. WEEP HOLES SHALL BE LOCATED IMMEDIATELY ABOVE THE FLASHING.

L. MECHANICAL

1. ALL WORK TO BE IN COMPLIANCE WITH 2015 IRC & IFGC
2. MAXIMUM LENGTH OF DRYER EXHAUST DUCT SHALL BE 25'. MAXIMUM LENGTH SHALL BE REDUCE 2.5' FOR EACH 45 DEGREE BEND AND 5' FOR EACH 90 DEGREE BEND.
3. REFER TO ARCHITECTURAL PLANS FOR EXACT LOCATION OF ALL MECHANICAL FIXTURES.
4. DESIGN SHALL BE CONSIDERED UNUSUALLY TIGHT CONSTRUCTION IN ALL COMBUSTION AIR TO ROOMS OR SPACES CONTAINING FUEL BURNING APPLIANCES SHALL BE OBTAINED FROM THE OUTDOORS OR FROM SPACES FREELY COMMUNICATING WITH THE OUTDOORS.
5. VENTS SHALL TERMINATE NOT LESS THAN 4' BELOW OR 4' HORIZONTALLY AND AT LEAST 1' ABOVE A DOOR, OPERABLE WINDOW, OR A GRAVITY AIR INLET INTO A BUILDING.
6. FLUE VENTS AND EXHAUST FAN VENTS SHALL BE NOT LESS THAN 3' FROM AN OUTSIDE AIR INLET LOCATED WITHIN 10' AND AT LEAST 4' FROM A PROPERTY LINE.
7. NO CLOTH TYPE DUCT TAPE ALLOWED. METAL OR FOIL TAPE MUST BE USED.
8. ALL JOINTS TRANSVERSE AND LONGITUDINAL SEAMS AND CONNECTIONS MUST BE PROPERLY SEALED WITH TAPE OR MASTIC.
9. GAS LINES SHALL NOT PASS THROUGH OR PENETRATE ANY DUCT OR PLENUM.
10. A GAS LINE SEDIMENT TRAP SHALL BE INSTALLED DOWN STREAM OF THE EQUIPMENT (FURNACE AND WATER HEATER) SHUT OFF VALVE AS CLOSE TO THE INLET OF THE EQUIPMENT AS PRACTICAL.
11. ALL GAS LINE PIPING MATERIAL SHALL BE STEEL OR WROUGHT IRON (SCHEDULE 40 MINIMUM) AND SHALL BE ASME COMPLIANT.
12. SOFT WATER TO BE PROVIDED TO ALL FIXTURES EXCEPT KITCHEN SINK COLD AND EXTERIOR HOSE BIBS
13. GAS PIIPING SHALL NOT BE INSTALLED IN OR THROUGH A DUCTED SUPPLY, RETURN, EXHAUST, CLOTHES CHUTE, CHIMNEY, DUMB WAITER OR ELEVATOR SHAFT
14. GAS PIIPING SHALL NOT PENETRATE BUILDING FOUNDATION WALLS AT ANY POINT BELOW GRADE.
15. GAS PIPING INSTALLED UNDERGROUND BENEATH BUILDINGS IS PROHIBITED EXCEPT WHERE THE PIPING IS ENCASED IN A CONDUIT. SUCH CONDUIT SHALL EXTEND NOT LESS THAN 4" OUTSIDE THE BUILDING, SHALL BE VENTED ABOVE GRADE TO THE EXTERIOR

M. STRUCTURAL

1. MIN OF 3000 PSI CONCRETE IS TO BE USED ON THIS JOB.
2. ALL DIMENSIONS ON FLOOR PLANS ARE TO ROUGH FRAMING. 2x4 WALLS CALCULATED TO BE 3 1/2" WIDE, 2X6 WALLS CALCULATED TO BE 5 1/2" WIDE.
3. BUILT UP BEAMS OF 2x MEMBERS SHALL BE SPIKED TOGETHER WITH NOT LESS THAN 16d NAILS AT 16" O.C. ON ALL EDGES. ALTERNATE WITH BOTH SIDES
4. ALL STRUCTURAL SHEATHING SHALL BE APA RATED AND SHALL NOT EXCEED MAXIMUM SPAN RATING. FLOOR SHEATHING SHALL BE T & G GAP WAFER BOARD SHEATHING. GLUED AND SCREWED TO TOP FLANGE OF JOIST
5. TRUSSES SHALL BE ENGINEERED AND CONSTRUCTED BY MANUFACTURER AND GUARANTEED TO WITHSTAND LOADS AS REQUIRED BY LOCAL CODES. PROVIDE CALCULATION AT TIME OF TRUSS SUBMITTAL.
6. ALL BI-PASS DOORS SHALL BE FRAMED 1" SMALLER IN WIDTH THAN THE DOOR. EXAMPLE: A 4'-0" SLIDER SHALL HAVE A 47" R.O. FURTHER MORE BI-FOLD DOORS SHALL BE FRAMED D1 WIDER THAN DOOR AND 82" IN HEIGHT. (VERSES 83" IN HEIGHT FOR A BI-PASS DOOR)
7. ALL BEARING AND NON BEARING FRAMING SHALL BE AT 16" O.C. U.N.O.
8. FRAMING TO INCLUDE ALL FUR DOWNS, PLANT SHELVES, AND CEILING JOINTS AS PER PLAN.
9. INSTALL 3 STUDS AT CORNERS FOR NAILING
10. WHERE NOT NOTED OTHERWISE CONNECT ALL WOOD TO CONCRETE, WOOD TO STEEL, AND WOOD TO WOOD, EXCEPT STUD TO PLATE OR TJI TO PLATE WITH METAL CONNECTORS WITH SIMPSON TIE OR EQUAL.
11. ALL MULTIPLE PLATES AND LEDGERS SHALL BE NAILED TOGETHER WITH 16d NAILS AT 8" O.C. NO MORE THAN TWO SILL PLATES CONNECTED TO THE FOUNDATION WITH "J" BOLTS THROUGH BOTH MEMBERS ARE ALLOWED WITHOUT ENGINEERING. MULTIPLE MEMBER LEDGERS ARE NOT ALLOWED WITHOUT ENGINEERING SHOWING THE FASTENING IS ADEQUATE.
12. BLOCK ALL HORIZONTAL EDGES OF PLYWOOD WALL SHEATHING WITH 2" NOMINAL BLOCKING. BLOCK ALL EDGES OF PLYWOOD ON FLOORS AND ROOFS AS DETAILED.
13. ALL LEDGER BOLTS SHALL HAVE PLATE WASHERS WITH A MIN DIAMETER EQUAL TO 3 TIMES THE BOLT DIAMETER UNLESS SHOWN OTHERWISE IN DETAILS.
14. MINIMUM NAILING SHALL BE AS PER TABLE 602.3(1) OF THE 2015 IRC.
15. FASTENERS SUCH AS STAPLES CAN ONLY BE SUBBED FOR NAILS AT A RATE EQUAL TO LOAD VALUES PROVIDED BY ICBO APPROVAL. HOWEVER ALL FLOOR SHEATHING MUST BE FASTENED WITH CONTINUOUS GLUE BEAD AND RING SHANK NAILS (NO SUBSTITUTION PERMITTED)
16. PROVIDE HOLD DOWNS AT SHEAR WALLS AS INDICATED ON THE STRUCTURAL PLANS.
17. WOOD BEAMS CONSISTING OF TWO OR MORE PIECES SHALL HAVE THE PIECES SECURELY BOLTED OR NAILED TOGETHER TO PREVENT SEPARATION AND INSURE MUTUAL LOAD SHARING, EACH INTERCONNECTED PIECE SHALL BE CONTINUOUS BETWEEN SUPPORTS, AND SUPPORTS SHALL HAVE THE SAME WIDTH AS THE COMPOSITE BEAM.
18. SHELVES IN WALK IN CLOSETS TO BE 16" IN DEPTH. SHELVES IN OTHER CLOSETS TO BE 12". IN CLOSETS WITH DOUBLE SHELVES, UPPER SHELF TO BE AT 84" AND LOWER SHELF TO BE AT 42". IN CLOSETS WITH SINGLE SHELVES, SHELF SHALL BE SET AT 72" ABOVE FINISHED FLOOR.
19. STUD WALLS OVER 10' HEIGHT SHALL BE FIRE BLOCKED PER SECTION 602.8 OF THE 2015 IRC
20. ALL WOOD IN CONTACT WITH CONCRETE OR WITHIN 6" OF FINISHED GRADE SHALL BE PRESSURE TREATED OR REDWOOD, OR ANY EXPOSED WOOD WITH BE PRESSURE TREATED OR WEATHER RESISTIVE TREATED TYPICAL.

N. ELECTRICAL

1. ALL ELECTRICAL WORK SHALL COMPLY TO 2015 IRC AND 2017 NEC
2. R315.2.1 CARBON MONOXIDE DETECTORS SHALL BE SUPPLIED IN ROOMS WHERE THERE ARE FUEL FIRED APPLIANCES AND AT ROOMS WITH DIRECT CONNECTIONS WITH GARAGE
3. R315.3 CARBON MONOXIDE DETECTORS SHALL BE INSTALLED OUTSIDE A SLEEPING AREA IN THE IMMEDIATE VICINITY.
4. R315.4 CARBON MONOXIDE / SMOKE DETECTOR COMBINATIONS SHALL BE ALLOWED IN LUE OF SMOKE DETECTORS
5. R315.5 CARBON MONOXIDE DETECTORS SHALL BE HARD WIRED AND HAVE A BATTERY BACK UP
6. SMOKE DETECTORS SHALL BE INSTALLED IN SLEEPING ROOMS WITHOUT A FUEL FIRED APPLIANCE.
7. SMOKE DETECTORS SHALL BE HARD WIRED AND HAVE A BATTERY BACK UP.
8. BATHROOM RECEPTACLE OUTLETS SHALL BE SUPPLIED BY DEDICATED 20 AMP BRANCH CIRCUIT WITH NO OTHER OUTLETS.
9. INCANDESCENT CLOSET LIGHTING SHALL BE 18 MINIMUM FROM COMBUSTIBLES MEASURE HORIZONTALLY. 6" HORIZONTALLY IS PERMITTED FOR FLUSH FIXTURES AND FLORESCENT FIXTURES.
10. GROUND FAULT CIRCUIT PROTECTION REQUIRED FOR ALL 110V, SINGLE PHASE 15 AND 20 AMP RECEPTICALS IN BATHROOMS, GARAGES AND OUTDOORS WHERE THERE IS A DIRECT GRADE LEVEL ACCESS TO DWELLINGS AND POWER POLES. GFIC OLSO REQUIRED FOR ALL COUNTER TOP LEVEL KITCHEN RECEPTICALS. GARAGE OUTLETS MUST BE A MIN OF 18" ABOVE FLOOR.
11. ALL INCANDESCENT LIGHTING FIXTURES RECESSED INTO INSULATED AREAS SHALL BE APPROVED FOR ZERO CLEARANCE INSULATION COVER (I.C.) PER THE 2015 MANDATORY ENERGY REQURIEMENTS.
12. CONDUIT FOR METER BASED SERVICE ENTRANCE SHALL BE ANCHORED TO FOUNDATION WITH UNISTRUT AND CONDUIT CLAMPS (POWDER ACTUATED FASTENERS ARE NOT PERMITTED)
13. OUTLETS SHALL BE SPACE ACCORDING TO PREVAILING CODES AS A MINIMUM REQUIREMENT. ACTUAL OUTLET LOCATION MAY VARY FROM PLAN.
14. METALLIC WATER SERVICE OR A CONCRETE ENCASED ELECTRODE (UFER GROUND) AVAILABLE FOR USE AS A GROUNDING ELECTRODE FOR THE HOUSE WHICH MEETS THE REQUIREMENTS OF THE 2015 IRC SHALL BE REQUIRED. UFERGROUND SHALL BE REQUIRED WHEN SOIL CONDITIONS AND GROUND WATER CONTENT DO NOT PROVIDE ADEQUATE GROUNDING RESISTANCE (VERIFY UFER REQURIEMENT WITH LOCAL CODES AND ORDINANCES).
15. PLASTIC ELECTRICAL BOXES IN GARAGE FIRE WALLS TO BE 2HR LISTED.
16. ALL BEDROOM CIRCUITS SHALL BE ARC FAULT PROTECTED (AFCI)
17. INCLUDE ONE CARBON MONOXIDE DETECTOR PER LEVEL WIRE IN SERIES WITH SMOKE ALARMS AND PROVIDE A BATTERY BACK-UP
18. LOCATE EXTERIOR 110V SERVICE OUTLET WITHIN 25' OF AC UNIT.

ABBREVIATION LEGEND

#	NUMBER	CABINET		PNTD	PAINTED
@	AT	F.F.	FINISH FLOOR	PROT	PROTECTION
℄	CENTER LINE	FIN.	FLOOR	PSF	POUNDS PER SQUARE FOOT
⌀	DIAMETER	FT.	FEET	PSI	POUNDS PER SQUARE INCH
∠	ANGLE	FTG.	FOOTING	QTY	QUANTITY
±	PLUS OR MINUS	GA.	GAUGE	RAD	RADIUS
A.B.	ANCHOR BOLT	GALV.	GALVANIZE	REINF	REINFORCE
ABV.	ABOVE	GND.	GROUND	REQ'D	REQUIRED
A/C	AIR CONDITIONING	GYP. BD	GYMPSUM WALL BOARD	RM	ROOM
ADJ.	ADJACENT	HDW.	HARDWARE	R.O.	ROUGH OPENING
A.F.F.	ABOVE FINISH FLOOR	HORIZ.	HORIZONTAL	SCHED	SCHEDULE
ALUM.	ALUMINUM	HR.	HOUR	SHWR	SHOWER
APPROX.	APPROXIMATE	HT	HEIGHT	SHT	SHEET
A.S.T.M.	AMERICAN SOCIETY FOR TESTING MATERIALS	HVAC	HEATING VENTILATING AIR CONDITIONING	SIM	SIMILAR
BD.	BOARD	HYD	HYDRANT	SPEC	SPECIFICATION
BITUM.	BITUMINOUS	I.D.	INSIDE DIAMETER	STD	STANDARD
BLDG.	BUILDING	I.F.	INSIDE FACE	STIFF	STIFFENER
B.M.	BENCH MARK	IN	INCHES	STR	STRUCTURAL
B.O.	BOTTOM OF	INFO	INFORMATION	SUPER	SUPERVISOR
BOT.	BOTTOM	INSUL	INSULATION	SUSP	SUSPENDED
B.P.	BASE PLATE	INT	INTERIOR	THRU	THROUGH
BRG.	BEARING	LAV	LAVATORY	TO.	TOP OF
BTWN.	BETWEEN	MAINT	MAINTENANCE	TOA	TOP OF ASPHALT
CLG.	CEILING	MANUF	MANUFACTURER	TOF	TOP OF FOOTING
CLR.	CLEAR	MAX.	MAXIMUM	TOW	TOP OF WALL
CMU.	CONCRETE MASONRY UNIT	MAT	MATERIAL	TOS	TOP OF SLAB
COL.	COLUMN	MECH	MECHANICAL	TBC	TOP BACK OF CURB
CONC.	CONCRETE	MFR	MANUFACTURERE	TYP.	TYPICAL
CONT.	CONTINUOUS	MIN	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
CONST.	CONSTRUCTION	MISC	MISCELLANEOUS	VERT	VERTICAL
COORD.	COORDINATE	M.O.	MASONARY OPENING	w/	WITH
C.T.J.	CONTRACTION JOINT	MTL.	METAL	w/o	WITHOUT
DBL.	DOUBLE	NIC	NOT IN CONTRACT	W/D	WASHER DRYER
DEPT.	DEPARTMENT	NTS	NOT TO SCALE	WD	WOOD
DET.	DETAIL	O.C.	ON CENTER	WWF	WELDED WIRE FABRIC
DIA.	DIAMETER	O.D.	OUTSIDE DIAMETER		
DTL.	DETAIL	O.F.	OUTSIDE FACE		
DWGS.	DRAWINGS	O.H.	OVER HEAD		
EA.	EACH	OHD	OVER HEAD DOOR		
EF.	EACH FACE	OPP.	OPPOSITE		
EJ.	EXPANSION JOINT	PART	PARTITION		
ELEV.	ELEVATION	PCF	POUNDS PER CUBIC FOOT		
EQ.	EQUAL	PERP	PERPENDICULAR		
E.S.	EACH SIDE	PL	PLATE		
E.W.	EACH WAY	PLF	POUNDS PER LINEAR FOOT		
EXIST.	EXISTING	PNTD	PAINTED		
EXP.	EXPANSION	PROT	PROTECTION		
EXT.	EXTERIOR	PSF	POUNDS PER SQUARE FOOT		
F.D.	FLOOR DRAIN	PSI	POUNDS PER SQUARE INCH		
FND.	FOUNDATION	QTY	QUANTITY		
F.E.	FIRE EXTINGUISHER				
F.E.C.	FIRE EXTINGUISHER				

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THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF R.C. HARRIS INC. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF R.C. HARRIS INC. VISUAL CONTACT WITH THESE DRAWINGS AND SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF SUCH ACCEPTANCE.

LIMITED OWNERSHIP ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER DIMENSIONS, AND CONTRACTOR SHALL VERIFY, AND BE RESPONSIBLE FOR, DIMENSIONS AND CONDITIONS ON THE JOB AND REPORT ANY DIFFERENCES IMMEDIATELY OR ANY UNDERTAKING FROM THE CONTRACTOR CONSTITUTES AN ACCEPTANCE BY HIM OF THE DRAWINGS AS BEING SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH THE WORK.

BY ACCEPTING THESE PLANS THE CONTRACTOR UNDERSIGNED THAT THERE ARE NO ERRORS OR OMISSIONS IN THE PLANS AND AGREES TO NOTIFY THIS OFFICE OF ANY DISCREPANCIES OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY CHANGES MADE.

BY ACCEPTING THESE PLANS THE OWNER AND THE CONTRACTOR AGREE TO HOLD HARMLESS R.C. HARRIS INC. AND ITS EMPLOYEES FROM ANY AND ALL LIABILITY FOR ANY AND ALL CLAIMS, LOSSES, DAMAGES, AND/OR EXPENSES INCLUDING ATTORNEY'S FEES DIRECTLY OR INDIRECTLY RELATED TO OR ARISING OUT OF THE USE OF THESE PLANS BY ANY PERSON OR ENTITY.

BY ACCEPTING THESE PLANS THE OWNER AND CONTRACTOR AGREE TO LIMIT THE LIABILITY OF R.C. HARRIS INC. AND ITS EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY AGREED AGREED.

VAN SICKLE DESIGN & DRAFTING
4383 FOREST DALE ROAD, SUITE 205
PARK CITY, UTAH 84098
www.vansickledesignanddrafting.com

Revision Schedule	
Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

General Notes

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

SHEET
A1.02



1 Basement
1/8" = 1'-0"

Building Area Legend

- Garage
- Lower Level

2 Main Level
1/8" = 1'-0"

Building Area Legend

- Front Porch
- Main Level

3 Upper Level
1/8" = 1'-0"

Building Area Legend

- Second Level
- Second Level Patio

4 Loft Level
1/8" = 1'-0"

Building Area Legend

- Loft Deck
- Loft Level

Square Footage - Living		
Number	Name	Area
A1	Lower Level	1112 SF
A2	Main Level	1611 SF
A3	Second Level	1153 SF
A4	Loft Level	709 SF
		4586 SF

Square Footage - Non Living		
Number	Name	Area
B1	Garage	635 SF
		635 SF

Square Footage - Exterior		
Number	Name	Area
C1	Loft Deck	109 SF
C2	Second Level Patio	493 SF
C3	Front Porch	255 SF
		857 SF

LOT SIZE:	4,510 SF
ALLOWED FOOTPRINT:	1,750 SF
PROPOSED FOOTPRINT:	1,750 SF
DRIVEWAY FOOTPRINT:	458 SF

10/5/2023 3:09:33 PM

THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF R.S. HARRIS INC. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR PURPOSES OTHER THAN THE SPECIFIC JOB FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF R.S. HARRIS INC. VISUAL CONTACT WITH THESE DRAWINGS CONSTITUTE CONCLUSIVE EVIDENCE OF THESE.

LIMITED OWNERSHIP ON THESE DRAWINGS SHALL HAVE PRECEDENCE. SHALL DIMENSIONS, CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY BUILDING THESE PLANS THE CONTRACTOR INDEMNIFIES THAT THERE ARE NO EXPRESSED UNDERSTANDINGS OR AGREEMENTS EXISTING BETWEEN HIM AND HIS SUB-CONTRACTORS OR SUPPLIERS BEYOND WHAT IS CONTAINED IN THESE SETS, AND WILL NOTIFY THIS OFFICE IN WRITING FOR ANY EXCEPTIONS OR OMISSIONS AND WILL NOTIFY THIS OFFICE OF ANY ERRORS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS THE OWNER AGREES TO LIMIT THE LIABILITY OF R.S. HARRIS INC. AND ITS EMPLOYEES FOR ANY AND ALL CLAIMS, LOSSES, COSTS, OR DAMAGES OF ANY NATURE ARISING OUT OF OR IN CONNECTION WITH THE PLANS, DRAWINGS AND SPECIFICATIONS OR THE PERFORMANCE OF SERVICES BY R.S. HARRIS INC. OR ITS EMPLOYEES AND CONSULTANTS SUCH THAT THE TOTAL AGGREGATE LIABILITY OF R.S. HARRIS INC. AND ITS EMPLOYEES AND CONSULTANTS TO THE OWNER AND ANYONE CLAIMING BY OR THROUGH THE OWNER FOR ANY AND ALL SUCH CLAIMS, LOSSES, COSTS OR DAMAGES WHATSOEVER ARISING OUT OF OR IN CONNECTION WITH SUCH PLANS, DRAWINGS AND SPECIFICATIONS OR SUCH SERVICES SHALL NOT EXCEED TEN THOUSAND DOLLARS ($10,000.00) OR THE AMOUNT OF THE FEE PAID TO R.S. HARRIS INC. FOR SERVICES PERFORMED IN CONNECTION WITH THE PROJECT, WHICHEVER IS GREATER.

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Revision Schedule	
Revision Number	Revision Date

New Residence

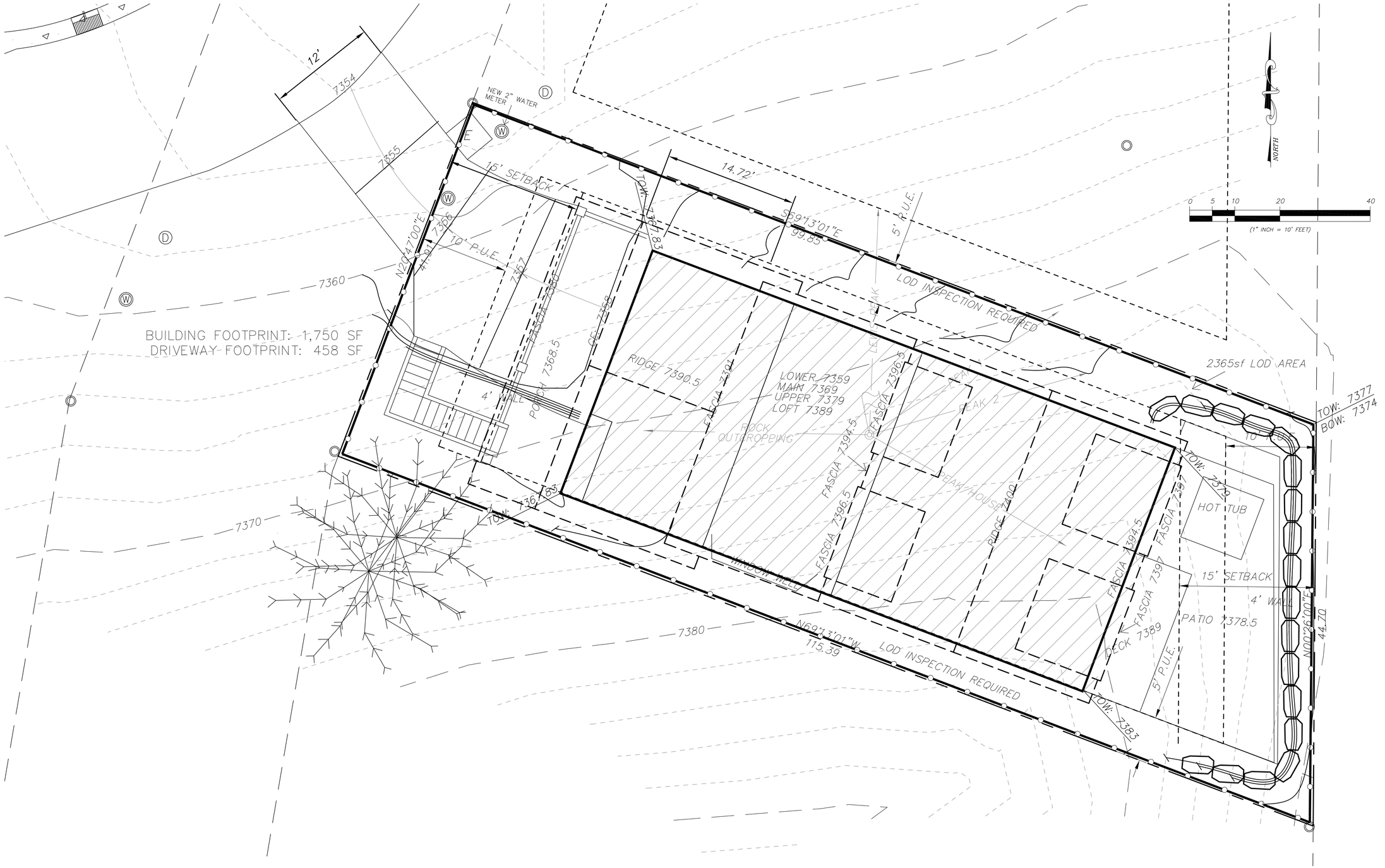
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Area Calculation Plan

SCALE:
1/8" = 1'-0"

DATE
22 SEP 2023

SHEET
A1.03



SITE PLAN

LOT 6
ALICE CLAIM SUBDIVISION
PARK CITY, UTAH

LEGEND			
	SUBJECT PARCEL	+	SELECTED SPOT ELEVATION
	ADJOINERS	O	PROPERTY CORNER FOUND (AS NOTED)
	ROAD CENTERLINE		FIRE HYDRANT
7360	CONTOUR MAJOR	E	ELECTRICAL TRANSFORMER
	CONTOUR MINOR	S	SEWER MANHOLE
	10' P.U.E. (TYP.)	D	STORM DRAIN MANHOLE
	BUILDING ENVELOPE	W	WATER METER
	LOD FENCE		EVERGREEN (DRIP LINE DRAWN TO SCALE)

THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS, AND ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF B.T. HARRIS INC. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF B.T. HARRIS INC. VISUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF THESE RESTRICTIONS.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR, ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND/OR CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE MAY BE ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY ERRORS THAT ARISE DURING CONSTRUCTION.

LIMITATIONS OF LIABILITY

BY ACCEPTING THESE PLAN DOCUMENTS AND OR SERVICES OUTLINED IN THESE PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, SUBCONTRACTORS, USERS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN THE PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF B.T. HARRIS INC. AND ITS EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY OR SIGNED AGREED CONTRACT.

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(801) 694-9683
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ALICE CLAIM SUBDIVISION LOT 6

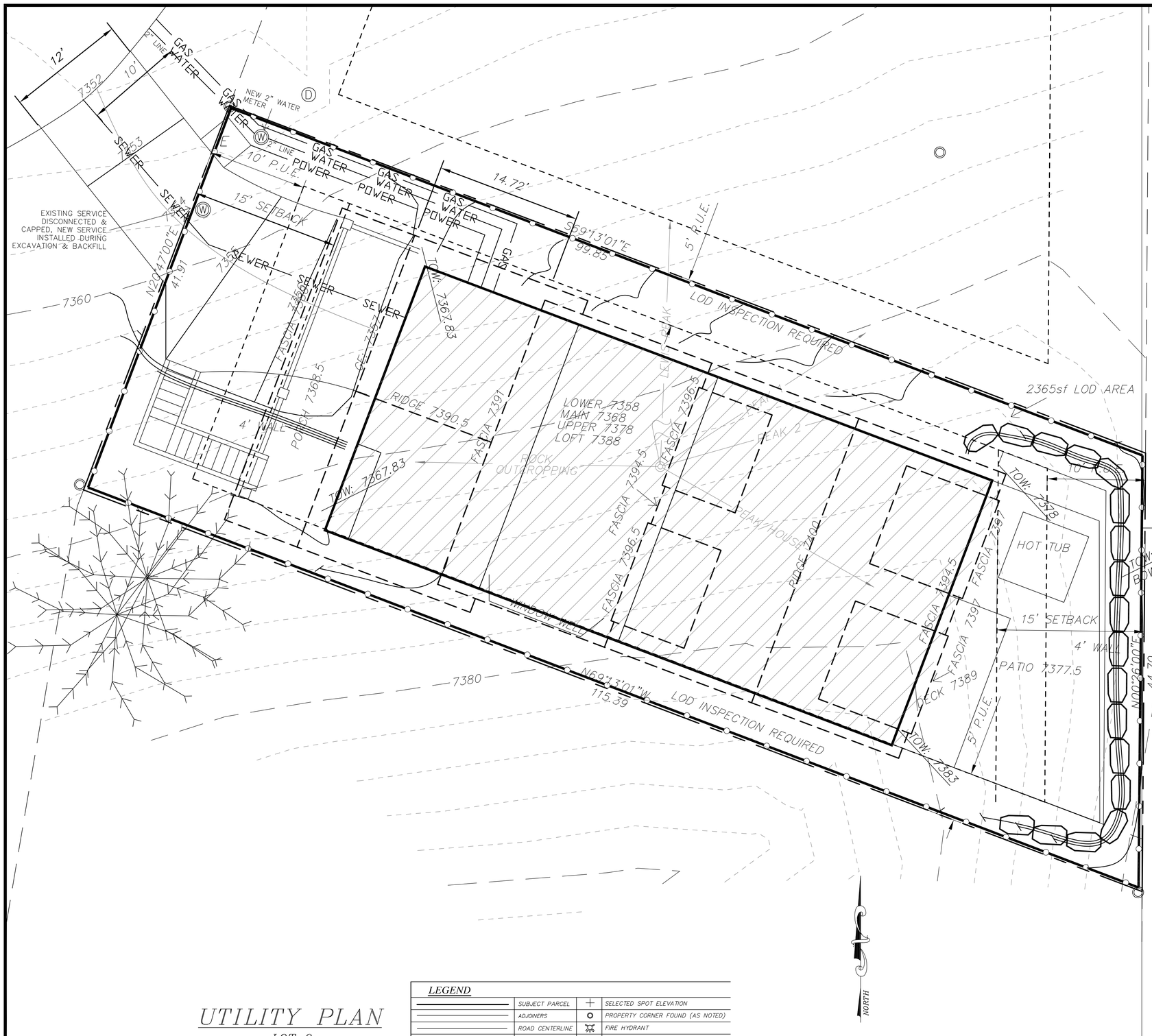
NEW RESIDENCE
103 ALICE CT
PARK CITY, UT
84060

SITE PLAN

SCALE:
1" = 5'-0"

DATE OF PLANS
10 AUG 2023

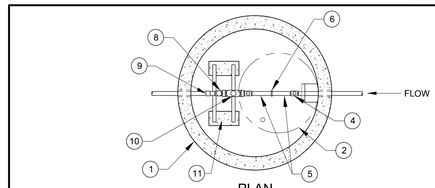
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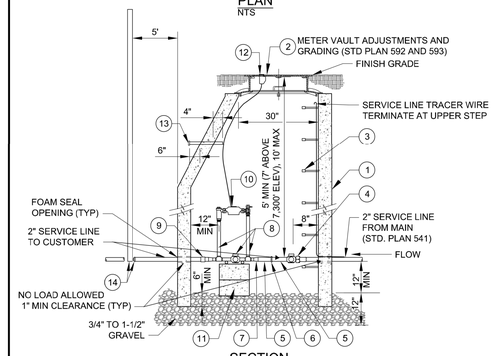
UTILITY PLAN

LOT 6
ALICE CLAIM SUBDIVISION
PARK CITY, UTAH

LEGEND			
	SUBJECT PARCEL	+	SELECTED SPOT ELEVATION
	ADJOINERS	O	PROPERTY CORNER FOUND (AS NOTED)
	ROAD CENTERLINE		FIRE HYDRANT
7360	CONTOUR MAJOR	E	ELECTRICAL TRANSFORMER
	CONTOUR MINOR	S	SEWER MANHOLE
	10' P.U.E. (TYP.)	D	STORM DRAIN MANHOLE
	BUILDING ENVELOPE	W	WATER METER
	LOD FENCE		EVERGREEN (DRIP LINE DRAWN TO SCALE)



PLAN
NTS



SECTION
NTS

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

PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" AND 2" SINGLE METER OUTSIDE SETTING	STD. PLAN
	05/2014		524
	REV.		
	0		

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
1	5' DIA. MANHOLE, PRECAST CONCRETE ECCENTRIC CONE AND WALL SECTIONS		ASTM C 478
2	METER VAULT FRAME AND COVER (STD. PLAN 529)		
3	POLYPROPYLENE ENCASED GRADE 60 STEEL STEPS AT 13" C-C, 13-1/2" TREAD WIDTH	M.A. INDUSTRIES OR APPV'D EQ.	PS2-PFDF
4	2" CURB VALVE, F.I.P. x CTS	MUELLER	B-25172N
		FORD	B11-777Q
5	2" DIA. BRASS NIPPLE x 4" LENGTH, M.I.P.		
6	2" BRONZE UNION, F.I.P., THREADED		
7	1-1/2" BRASS NIPPLE x 4" LENGTH, 2" x 1-1/2" BRONZE BELL REDUCER, AND 1-1/2" CLOSE BRASS NIPPLE (1-1/2" YOKE ONLY)		
8	1-1/2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS IRRIGATION SERVICE: WITHOUT BYPASS	MUELLER	1-1/2"x15" B2423-2-01N (WITH BYPASS) 1-1/2"x15" B2422-2N (WITHOUT BYPASS)
		FORD	1-1/2" VBHH76-15B-11-66-NL (WITH BYPASS) 1-1/2" VBHH76-15-11-66-NL (WITHOUT BYPASS)
	2" METER YOKE COMMERCIAL SERVICE: WITH BYPASS RESIDENTIAL SERVICE: WITHOUT BYPASS IRRIGATION SERVICE: WITHOUT BYPASS	MUELLER	2"x15" B2423-2-01N (WITH BYPASS) 2"x15" B2422-2N (WITHOUT BYPASS)
		FORD	2" VBHH77-15B-11-77-NL (WITH BYPASS) 2" VBHH77-15-11-77-NL (WITHOUT BYPASS)
9	2" CONNECTION, F.I.P. x CTS AND 2" BRASS NIPPLE x 4" LENGTH (OUTLET); 1-1/2" YOKE ONLY: ADD 2"x1-1/2" BRONZE BELL REDUCER AND 1-1/2" CLOSE BRASS NIPPLE	MUELLER	H-15451N
		FORD	C-14-66-G-NL
10	METER, SUPPLIED AND INSTALLED BY PCMC	SENSUS	OMNI
11	PIPE SUPPORTS (4) 16"x8"x8" CMU BLOCK, (2) METER SUPPORT RODS, GALVANIZED		
12	MXU AND WIRING, SUPPLIED AND INSTALLED BY PCMC		
13	MXU REMOTE LOCATION CONDUIT WITH END CAPS, SCH 40 PVC (STD. PLAN 531)		
14	END CAP AND MARKER, CTS x F.I.P. (OUTLET)		H-15451N AND H-10035N

DETAIL NOTES

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

PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" and 2" SINGLE METER OUTSIDE SETTING	STD. PLAN
	10/2020		524 S
	REV.		

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WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR, ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND/OR CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE MAY BE ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY ERRORS THAT ARISE DURING CONSTRUCTION.

LIMITATIONS OF LIABILITY
BY ACCEPTING THESE PLAN DOCUMENTS AND OR SERVICES OUTLINED IN THESE PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, SUBCONTRACTORS, USERS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN THE PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF B.T. HARRIS INC. AND ITS EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY OR SIGNED AGREED CONTRACT.

VAN SICKLE
DESIGN & DRAFTING
4383 Forestdale Road, Suite 205
Park City, UT 84098
(801) 694-9683
bill.draftmaster@gmail.com
www.vansicklearchitecture.com

ALICE CLAIM SUBDIVISION LOT 6

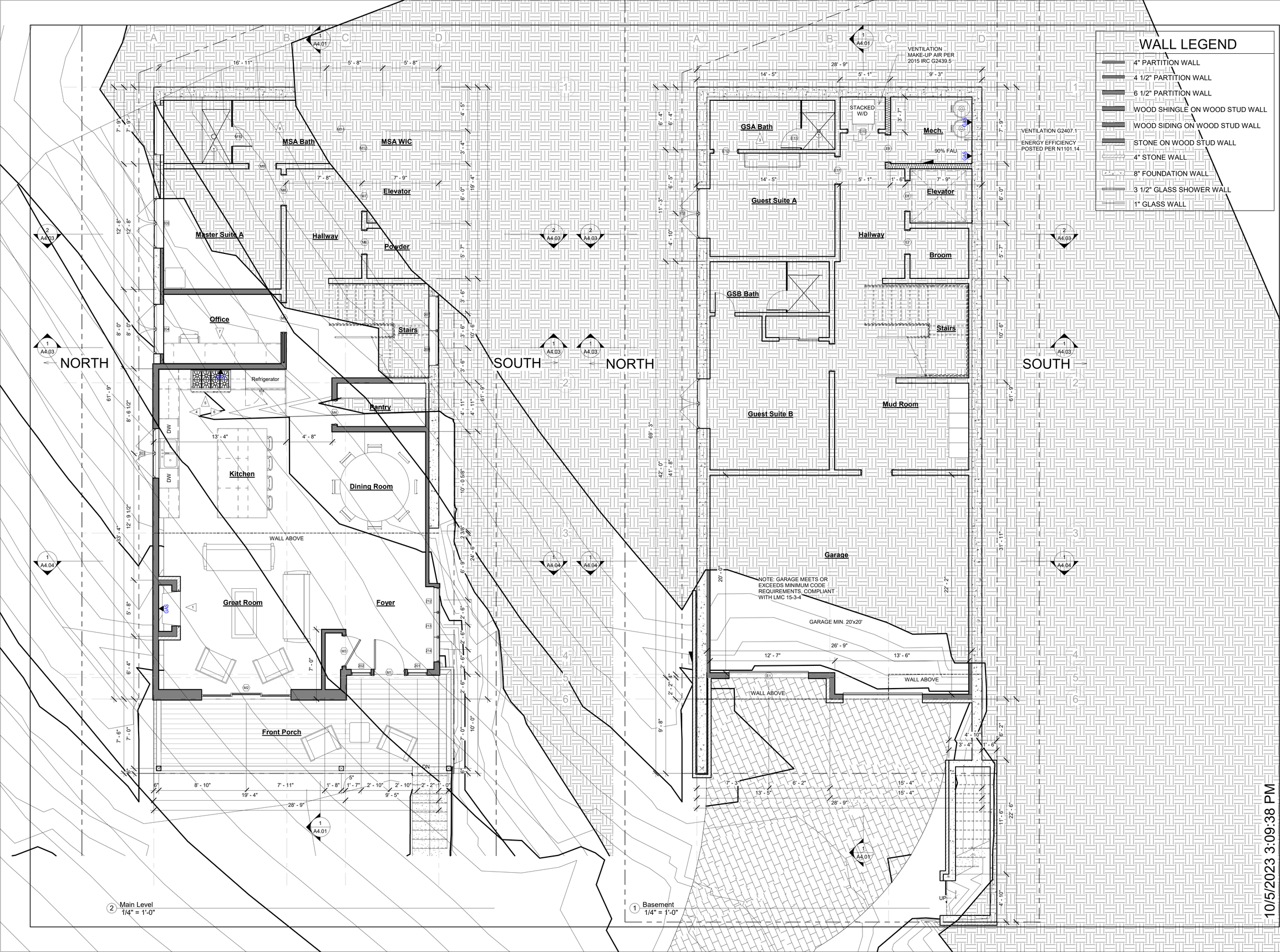
NEW RESIDENCE
103 ALICE CT
PARK CITY, UT
84060

UTLITY PLAN

SCALE:
1" = 5'-0"

DATE OF PLANS
5 JULY 2023

SHEET
A1.05



WALL LEGEND

- 4" PARTITION WALL
- 4 1/2" PARTITION WALL
- 6 1/2" PARTITION WALL
- WOOD SHINGLE ON WOOD STUD WALL
- WOOD SIDING ON WOOD STUD WALL
- STONE ON WOOD STUD WALL
- 4" STONE WALL
- 8" FOUNDATION WALL
- 3 1/2" GLASS SHOWER WALL
- 1" GLASS WALL

THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY AND COPYRIGHT OF VAN SICKLE DESIGN & DRAFTING AND NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BE ASSIGNED TO ANY PERSON FOR SERVICES OTHER THAN THE PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF VAN SICKLE DESIGN & DRAFTING. VISUAL CONTACT WITH THESE DRAWINGS OR SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF THESE RESTRICTIONS.

LIMITED OWNERSHIP ON THESE DRAWINGS SHALL HAVE PRECEDENCE. FIGURED DIMENSIONS, CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY ACCEPTING THESE PLANS THE CONTRACTOR INDEMNIFIES THAT THERE ARE NO ERRORS OR OMISSIONS IN THESE SET, AND WILL NOTIFY THIS OFFICE OF ANY OMISSIONS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY DEVIATIONS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS THE CONTRACTOR INDEMNIFIES THAT THERE ARE NO ERRORS OR OMISSIONS IN THESE SET, AND WILL NOTIFY THIS OFFICE OF ANY OMISSIONS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY DEVIATIONS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS CONTRACTOR AND OR SERVICES OUTLINED IN PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, SUBCONTRACTORS AND ANY OTHER PERSONS OR ENTITIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF VAN SICKLE DESIGN & DRAFTING, ITS EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY AGREED QUOTED.

VAN SICKLE
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4383 FOREST DALE ROAD, SUITE 205
PARK CITY, UTAH 84098
www.vansickledesignanddrafting.com

Revision Schedule	
Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

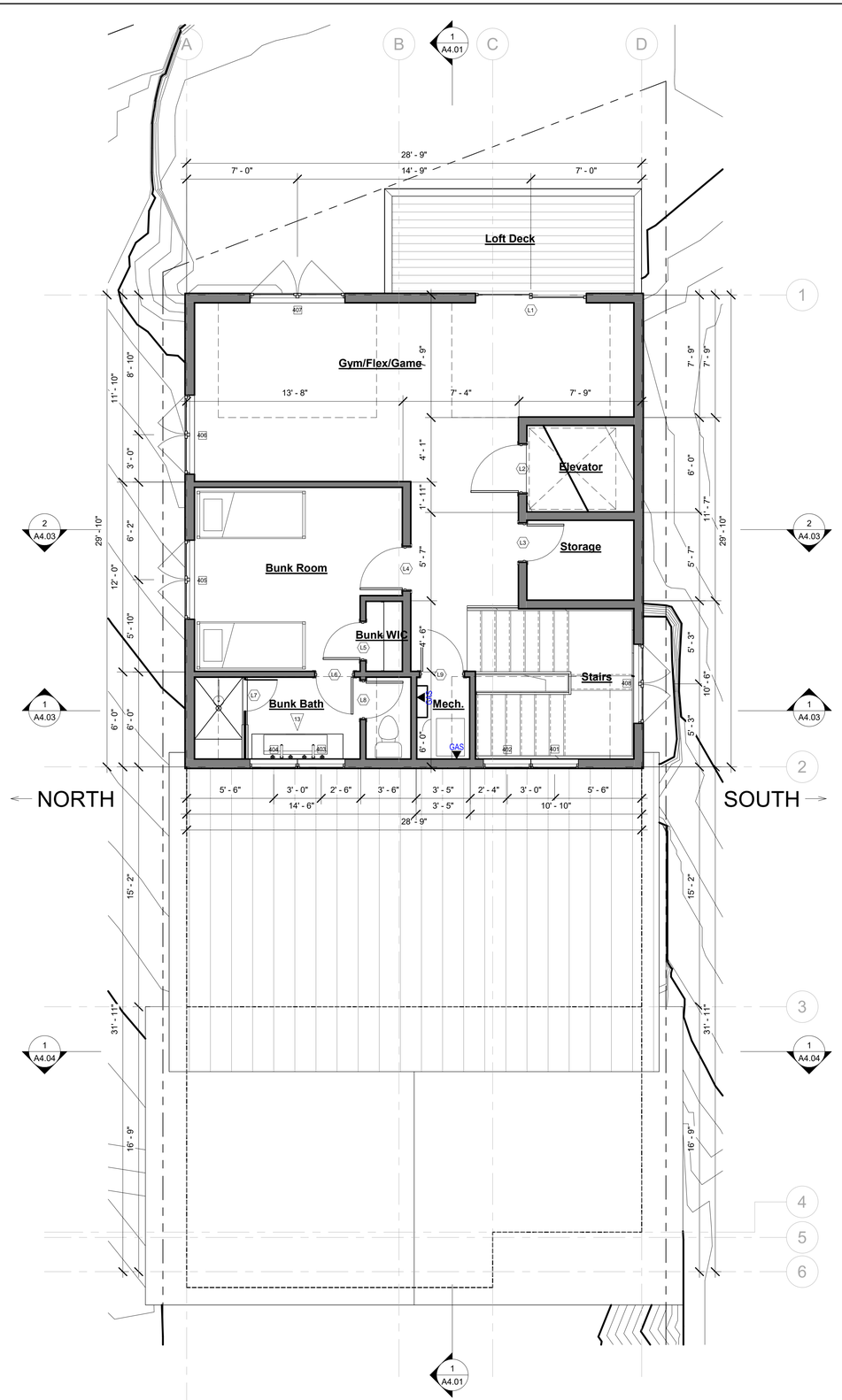
Floor Plans

SCALE:
As indicated

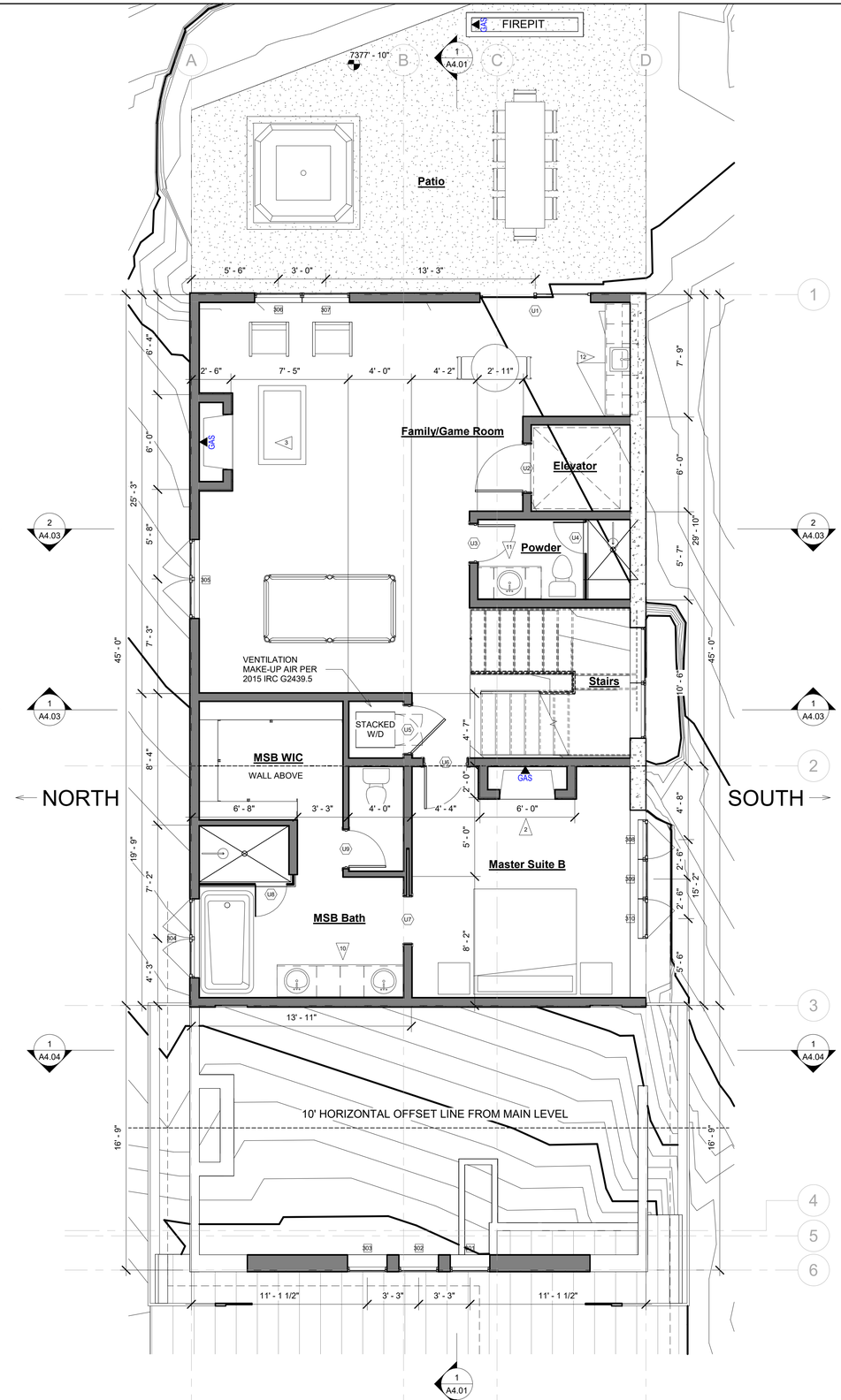
DATE
22 SEP 2023

SHEET
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2 Loft Level
1/4" = 1'-0"



1 Upper Level
1/4" = 1'-0"

WALL LEGEND

- 4" PARTITION WALL
- 4 1/2" PARTITION WALL
- 6 1/2" PARTITION WALL
- WOOD SHINGLE ON WOOD STUD WALL
- WOOD SIDING ON WOOD STUD WALL
- STONE ON WOOD STUD WALL
- 4" STONE WALL
- 8" FOUNDATION WALL
- 3 1/2" GLASS SHOWER WALL
- 1" GLASS WALL

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LIMITED OWNERSHIP: THESE PLANS ARE COPYRIGHTED AND SHALL REMAIN THE PROPERTY OF VAN SICKLE DESIGN & DRAFTING. THEY ARE NOT TO BE ALTERED OR COPIED IN ANY FORM OR MANNER WHATSOEVER. THEY ARE NOT TO BE ASSIGNED TO ANY THIRD PARTY WITHOUT FIRST OBTAINING THE EXPRESSED WRITTEN CONSENT OF VAN SICKLE DESIGN & DRAFTING. ANY UNAUTHORIZED USE OF THESE PLANS WILL RESULT IN LEGAL ACTION.

LIMITATION OF LIABILITY: VAN SICKLE DESIGN & DRAFTING'S LIABILITY FOR ANY AND ALL CLAIMS ARISING OUT OF THE PERFORMANCE OF SERVICES UNDER THIS AGREEMENT OR ANY ADDENDUMS THERETO, WHETHER SUCH CLAIMS BE BASED IN CONTRACT, TORT OR STATUTE, SHALL BE LIMITED TO THE TOTAL AMOUNT OF COMPENSATION RECEIVED BY VAN SICKLE DESIGN & DRAFTING UNDER THIS AGREEMENT OR ANY ADDENDUMS THERETO.

BY ACCEPTING THESE PLANS THE CONTRACTOR UNDERSIGNED THAT THESE PLANS ARE SUFFICIENTLY DETAILED FOR BID, AND ANY ADDITIONAL EFFORT OR COST FOR ANY OVERSIGHTS OR ERRORS ARE WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS THE OWNER AND ANY OTHER PERSONS OR ENTITIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN THE PLAN DOCUMENTS AGREE TO LIMIT THE LIABILITY OF VAN SICKLE DESIGN & DRAFTING, ITS EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY AGREED AUDITED.

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Revision Schedule	
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New Residence

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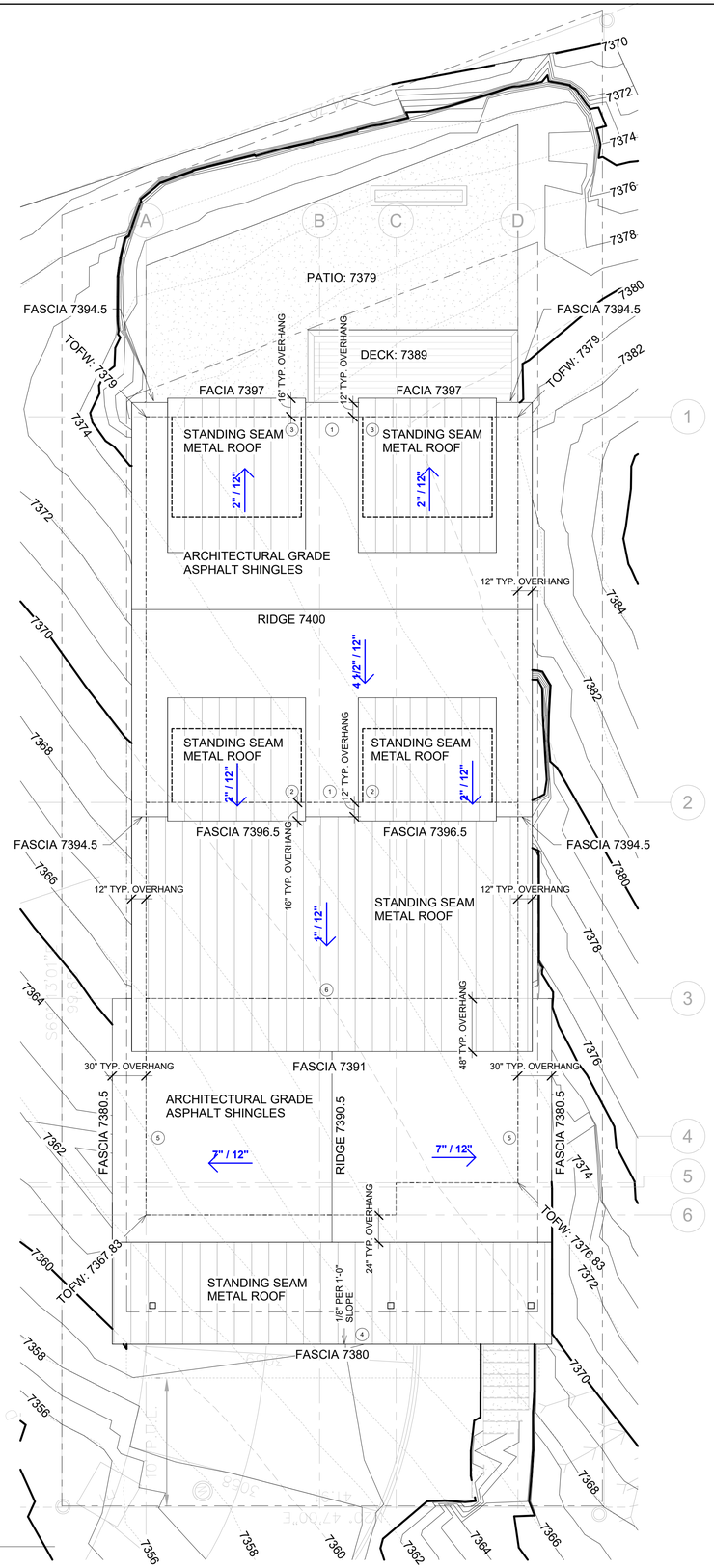
Floor Plans

SCALE:
As indicated

DATE
22 SEP 2023

SHEET
A2.02

10/5/2023 3:09:39 PM



1 Roof Plan
3/16" = 1'-0"

PLATE HEIGHT SCHEDULES

1. 5'-0"
2. 6'-9"
3. 7'-3"
4. 10'-0"
5. 11'-0"
6. 11'-3"

THE ARCHITECTURAL DRAWINGS AND SPECIFICATIONS AND THE MODEL DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF R.S. HARRIS INC. NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BE USED BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE CONSENT OF R.S. HARRIS INC. WHEN CONTRACT WITH THESE DRAWINGS CONSTITUTE CONCLUSIVE EVIDENCE OF THESE.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE. SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR, DIMENSIONS AND CONDITIONS ON THE JOB, AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

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Revision Schedule	
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New Residence

Alice Claim
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Park City, UT 84060

Roof Plan

SCALE:
3/16" = 1'-0"

DATE
22 SEP 2023

SHEET
A2.04

10/5/2023 3:09:40 PM

Room Finish Schedule

Room Number	Room Name	Finish					Comments
		Floor	Base	Wall	Ceiling	Ceiling Height	
53	Mud Room						
A61	Bath						
BL-113	GSB Bath						5'-2" x 11'-4"
BL-114	Garage						
BL-115	Guest Suite B						
BL-117	GSB Bath						5'-2" x 11'-4"
BL-101	Guest Suite A						12'-6" x 10'-6"
BL-102	GSA Bath						12'-6" x 5'-0"
BL-103	Mech.						8'-3" x 6'-9"
BL-104	Elevator						6'-3" x 5'-6"
BL-105	Hallway						6'-6" x 14'-9"
BL-106	Broom						6'-0" x 5'-0"
BL-107	Stairs						10'-3" x 9'-6"
BL-108	Guest Suite Flex						13'-6" x 9'-6"
BL-109	GSB Bath						8'-6" x 9'-0"
BL-110	GSB WIC						3'-3" x 3'-3"
BL-111	Guest Suite B						13'-6" x 12'-3"
BL-112	(2) Car Tandem						12'-0" x 41'-6"
ML-201	Foyer						9'-0" x 13'-9"
ML-202	Great Room						19'-0" x 15'-9"
ML-203	Dining Room						15'-0" x 10'-3"
ML-204	Kitchen						13'-0" x 16'-6"
ML-205	Pantry						9'-9" x 4'-5"
ML-206	Office						12'-4" x 7'-0"
ML-207	Hallway						7'-6" x 20'-3"
ML-208	Powder						6'-3" x 5'-0"
ML-209	Master Suite A						12'-4" x 12'-2"
ML-210	MSA Bath						20'-6" x 6'-9"
ML-211	MSA WIC						6'-6" x 6'-9"
ML-212	Front Porch						30'-3" x 10'-0"
UL-301	Family/Game Room						27'-9" x 24'-9"
UL-302	Powder						10'-2" x 5'-0"
UL-303	Master Suite B						14'-3" x 14'-8"
UL-304	MSB Bath						13'-0" x 11'-0"
UL-305	MSB WIC						9'-0" x 7'-6"
UL-306	Patio						28'-9" x 16'-0"
LL-401	Gym/Flex/Game						27'-9" x 11'-3"
LL-402	Bunk Room						13'-0" x 11'-8"
LL-403	Bunk WIC						2'-3" x 4'-6"
LL-404	Storage						6'-9" x 5'-0"
LL-405	Bunk Bath						13'-8" x 5'-2"
LL-406	Mech.						3'-4" x 5'-2"
LL-407	Loft Deck						16'-2" x 6'-8"

Window Schedule

Mark	Rough Opening		Sill Height	Type	Tempered	Comments
	Width	Height				
102	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		
201	2' - 0"	5' - 0"	3' - 0"	Window-Fixed	Tempered	
202	2' - 0"	5' - 0"	3' - 0"	Window-Fixed	Tempered	
203	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		
204	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		
205	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		
206	5' - 0"	1' - 6"	6' - 6"	Window-Fixed		
207	3' - 6"	7' - 0"	7' - 0"	Window-Fixed	Tempered	
208	3' - 6"	7' - 0"	7' - 0"	Window-Fixed	Tempered	
212	2' - 6"	5' - 0"	3' - 0"	Window-Fixed		
213	2' - 6"	5' - 0"	3' - 0"	Window-Fixed	Tempered	
214	2' - 6"	5' - 0"	3' - 0"	Window-Fixed	Tempered	
301	2' - 6"	5' - 0"	1' - 6"	Window-Fixed		
302	2' - 6"	5' - 0"	1' - 6"	Window-Fixed		
303	2' - 6"	5' - 0"	1' - 6"	Window-Fixed		
304	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double	Tempered	
305	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		
306	3' - 0"	6' - 0"	1' - 0"	Window-Fixed	Tempered	
307	3' - 0"	6' - 0"	1' - 0"	Window-Fixed	Tempered	
308	2' - 6"	5' - 0"	3' - 0"	Window-Casement-Single_Left		
309	2' - 6"	5' - 0"	3' - 0"	Window-Fixed		
310	2' - 6"	5' - 0"	3' - 0"	Window-Casement-Single_Right		
401	3' - 0"	2' - 6"	4' - 0"	Window-Fixed		
402	3' - 0"	2' - 6"	4' - 0"	Window-Fixed		
403	3' - 0"	2' - 6"	4' - 0"	Window-Fixed		
404	3' - 0"	2' - 6"	4' - 0"	Window-Fixed		
405	5' - 0"	5' - 0"	2' - 0"	Window-Casement-Double		
406	5' - 0"	5' - 0"	2' - 0"	Window-Casement-Double		
407	6' - 0"	6' - 0"	1' - 0"	Window-Casement-Double	Tempered	
408	5' - 0"	5' - 0"	0"	Window-Casement-Double		
412	5' - 0"	5' - 0"	3' - 0"	Window-Casement-Double		

Door Schedule - Lower

Door Number	Width	Height	Family	Finish
				Comments
L11	8' - 0"	8' - 0"	9 x 8 Alice Claim Door	
L14	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
L15	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L17	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	
L18	4' - 0"	6' - 8"	Sliding-Closet	
L19	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	
E1	8' - 0"	6' - 6"	Door-Overhead-Sectional	
E7	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
E8	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
E9	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
E10	3' - 0"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
E11	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
E12	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
E13	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	Tempered
M1	3' - 0"	8' - 0"	Door-Exterior-Single-Entry-Half Flat Glass-Wood_Clad	
M2	9' - 0"	8' - 0"	Sliding-3 panel No Trim	Tempered
M3	3' - 0"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M4	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M5	3' - 0"	6' - 8"	Door-Interior-Single-Pocket-2_Panel-Wood	
M6	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M7	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
M8	3' - 0"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M9	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M10	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	Tempered
M11	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
M12	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
U1	7' - 0"	7' - 0"	Sliding-2 panel	Tempered
U2	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
U3	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
U4	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	Tempered
U5	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
U6	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
U7	3' - 0"	6' - 8"	Door-Interior-Single-Pocket-2_Panel-Wood	
U8	2' - 0"	7' - 0"	Door-Interior-Shower-Glass	Tempered
U9	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L1	7' - 0"	7' - 0"	Sliding-2 panel	Tempered
L2	3' - 0"	7' - 0"	Door-Interior-Single-5_Panel_Vert-Wood	
L3	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L4	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L5	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L6	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L7	2' - 0"	6' - 8"	Door-Interior-Shower-Glass	Tempered
L8	2' - 4"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	
L9	2' - 8"	6' - 8"	Door-Interior-Single-5_Panel_Vert-Wood	

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BY ACCEPTING THESE PLANS THE CONTRACTOR INDEMNIFIES THAT THERE ARE NO ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OMISSIONS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS THE CONTRACTOR, THE HOMEOWNER AND ANY SUBCONTRACTORS AGREE TO A LIMIT OF LIABILITY OF $1,000.00 FOR ANY AND ALL EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY AGREED AGREED.

VAN SICKLE
DESIGN & DRAFTING
4383 FOREST DALE ROAD, SUITE 205
PARK CITY, UTAH 84098
www.vansickledesignanddrafting.com

Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Schedules

SCALE:

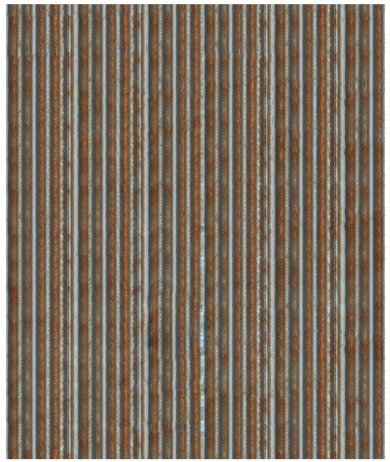
DATE
22 SEP 2023

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MATERIAL: HORZONTAL WOOD SIDING	COLOR: GREY NATURAL WEATHERED
MANUF: MONTANA SNOW FENCE	SPEC: 3/4" T&G RANDOM 4" TO 6"



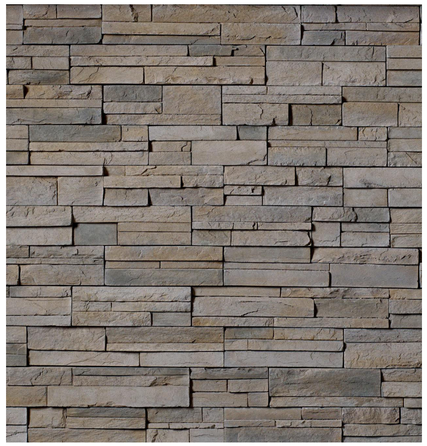
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MANUF: LOCAL DISTRIBUTOR	SPEC: CORREGATED



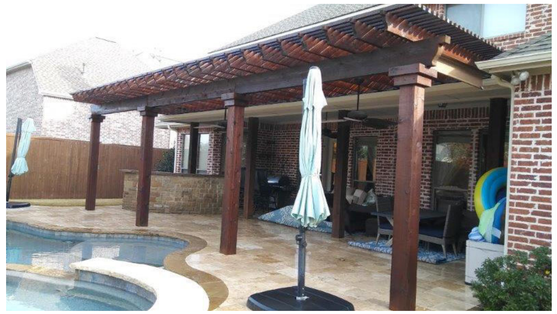
MATERIAL: DECK SURFACE	COLOR: HONEY WHEAT
MANUF: TIMBERTECH	SPEC: 6" HIDDEN FASTENERS



MATERIAL: GUARDRAIL / HANDRAIL	COLOR: POWDER COATED BLACK
MANUF: LOCAL FABRICATOR	SPEC: STEEL BAR STOCK



MATERIAL: STONE VENEER	COLOR: SHALE
MANUF: LOCAL SUPPLIERS	SPEC: 2" VENEER



MATERIAL: EXTERIOR COLUMNS	COLOR: ESPRESSO
MANUF: LOCAL SUPPLIERS	SPEC: 6x6 POST STAINED



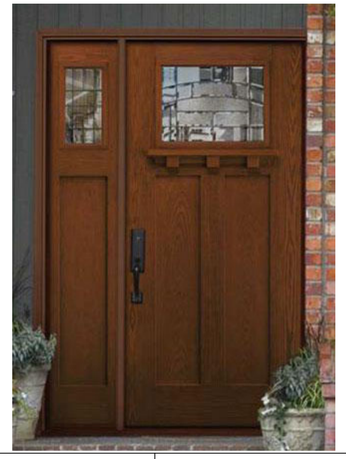
MATERIAL: STANDING SEAM ROOFING	COLOR: MATTE BLACK
MANUF: CMG METAL	SPEC: 24 GUAGE, 26.8% REFLECTIVITY



MATERIAL: WINDOWS	COLOR: MATTE-BLACK
MANUF: TBD	SPEC: 24 GUAGE, 26.8% REFLECTIVITY



MATERIAL: SHINGLED ROOF	COLOR: CHARCOAL BLACK
MANUF: CERTAINTEED	SPEC: TL PRESIDENTIAL 30 YR



MATERIAL: FRONT DOOR	COLOR: GREY NATURAL CEDAR
MANUF: LOCAL SUPPLIERS	SPEC: STAINED WOOD DOOR



MATERIAL: GARAGE DOORS	COLOR: DARK ESPRESSO
MANUF: LOCAL SUPPLIERS	SPEC: STAINED WOOD DOOR



MATERIAL: EXTERIOR CONCRETE	COLOR: TAN / BROWN
MANUF: LOCAL SUPPLIERS	SPEC: COLORED AND TEXTURED

10/5/2023 3:09:43 PM

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LIMITED DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE. SCALED DIMENSIONS, CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR, DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY BIDDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE ARE NO ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

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VAN SICKLE
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Revision Schedule

Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Exterior Materials Board

SCALE:

DATE
22 SEP 2023

SHEET
A3.00

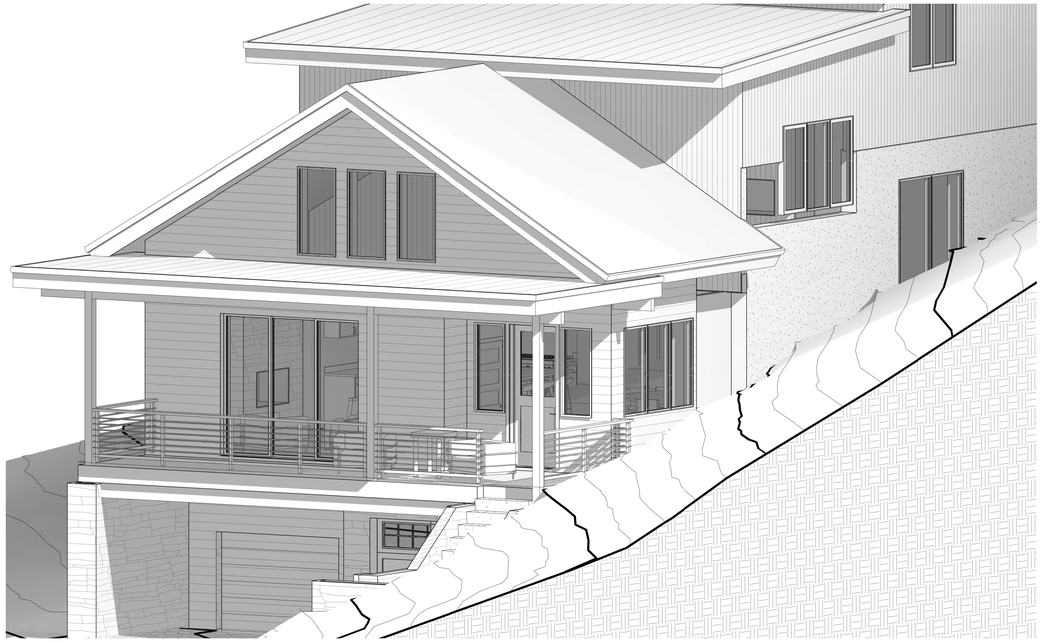
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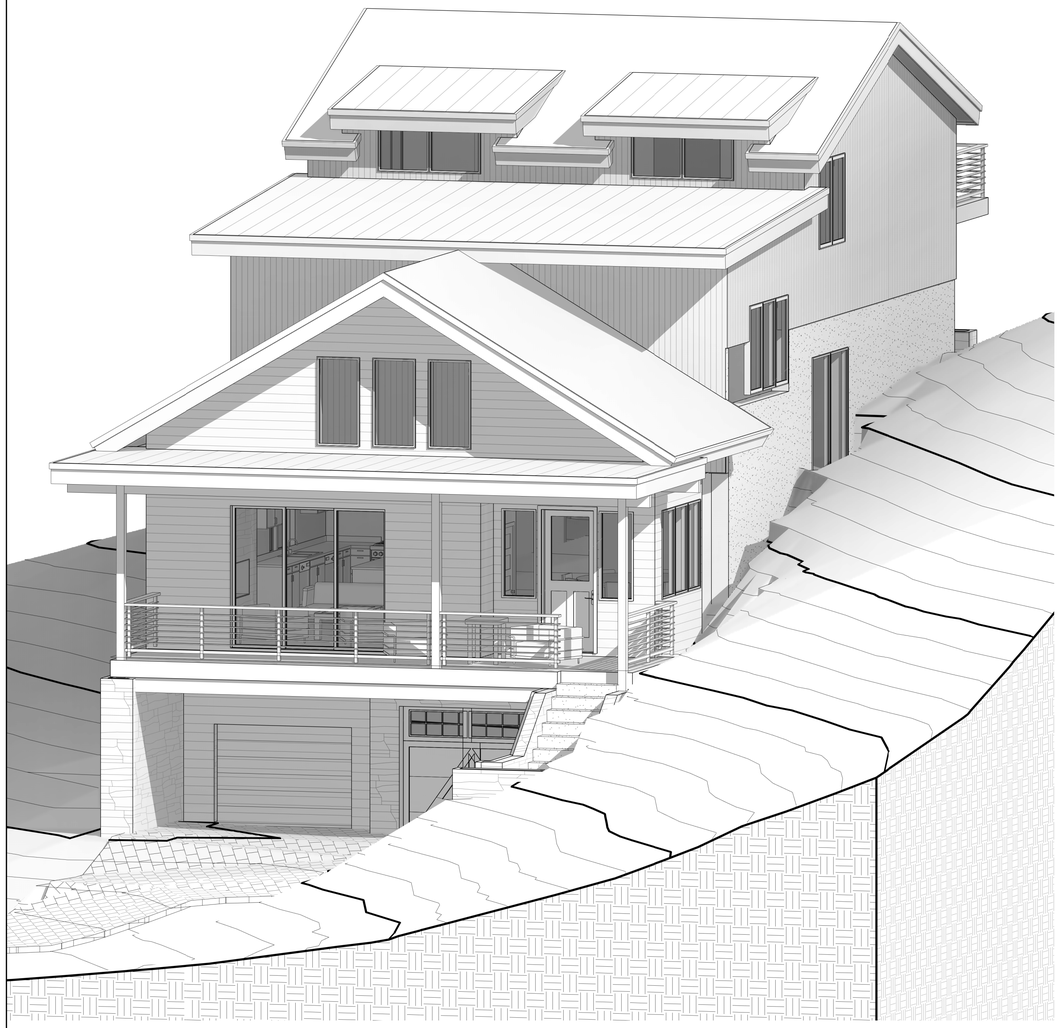
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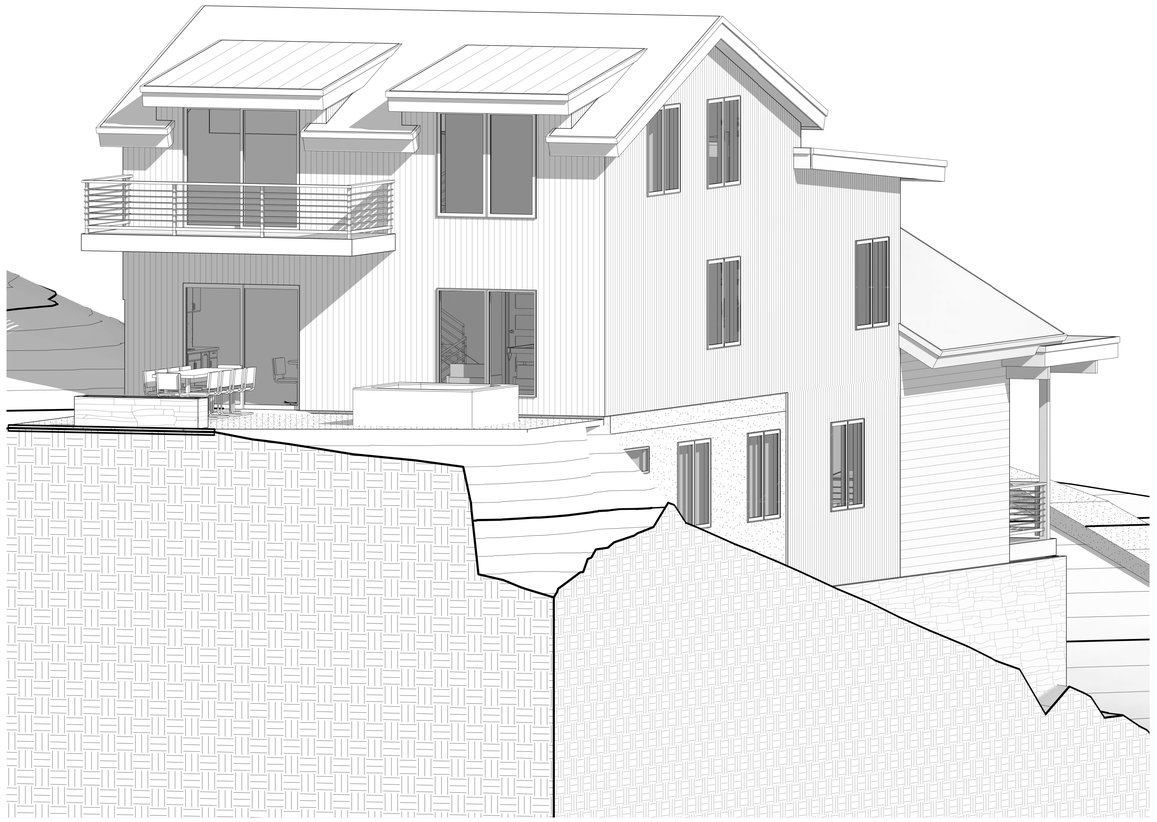
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3 Entry Perspective



1 Front Perspective



2 Rear Perspective

Revision Schedule	
Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

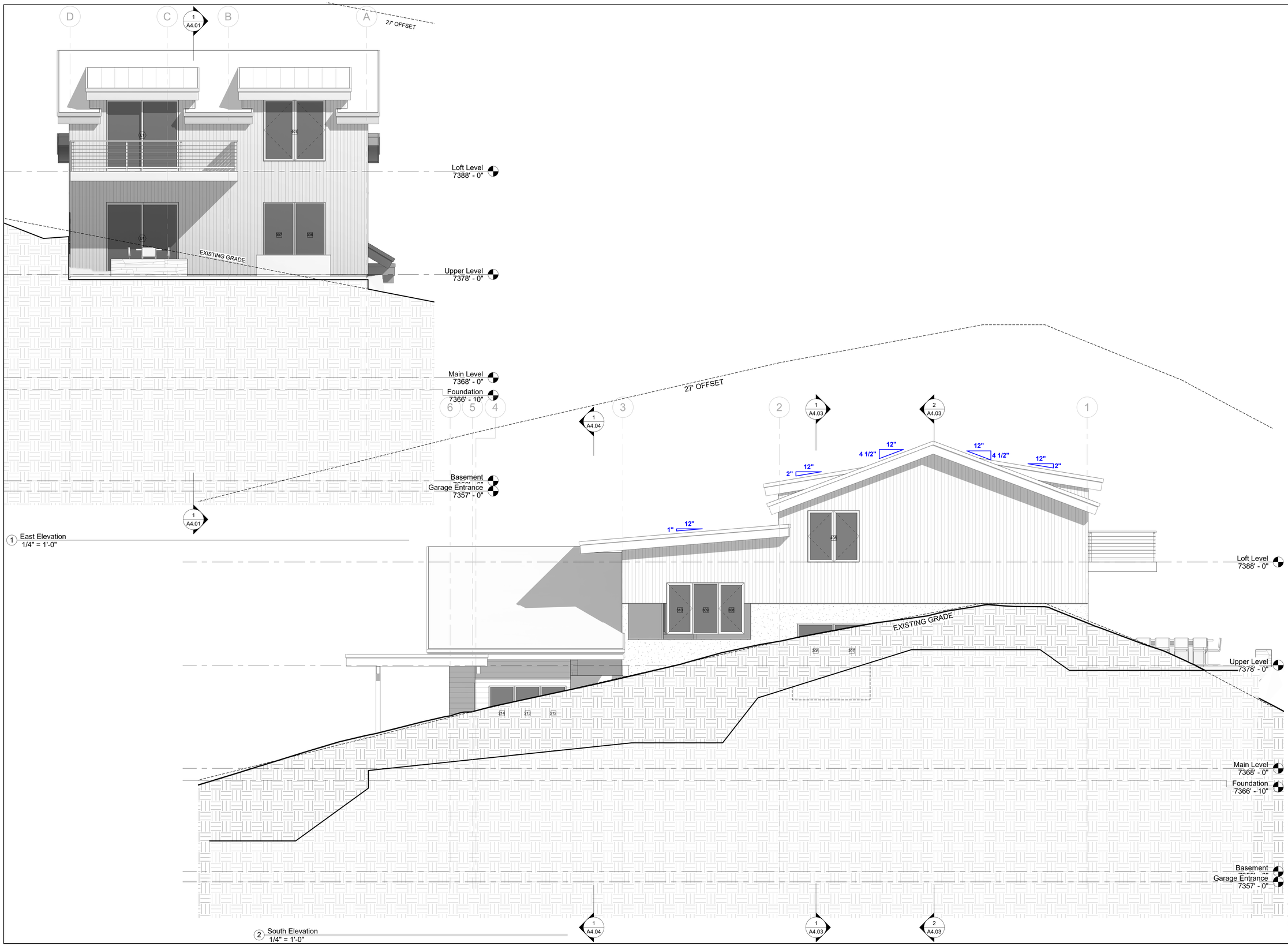
Isometric Elevations

SCALE:

DATE
22 SEP 2023

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Revision Schedule	
Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

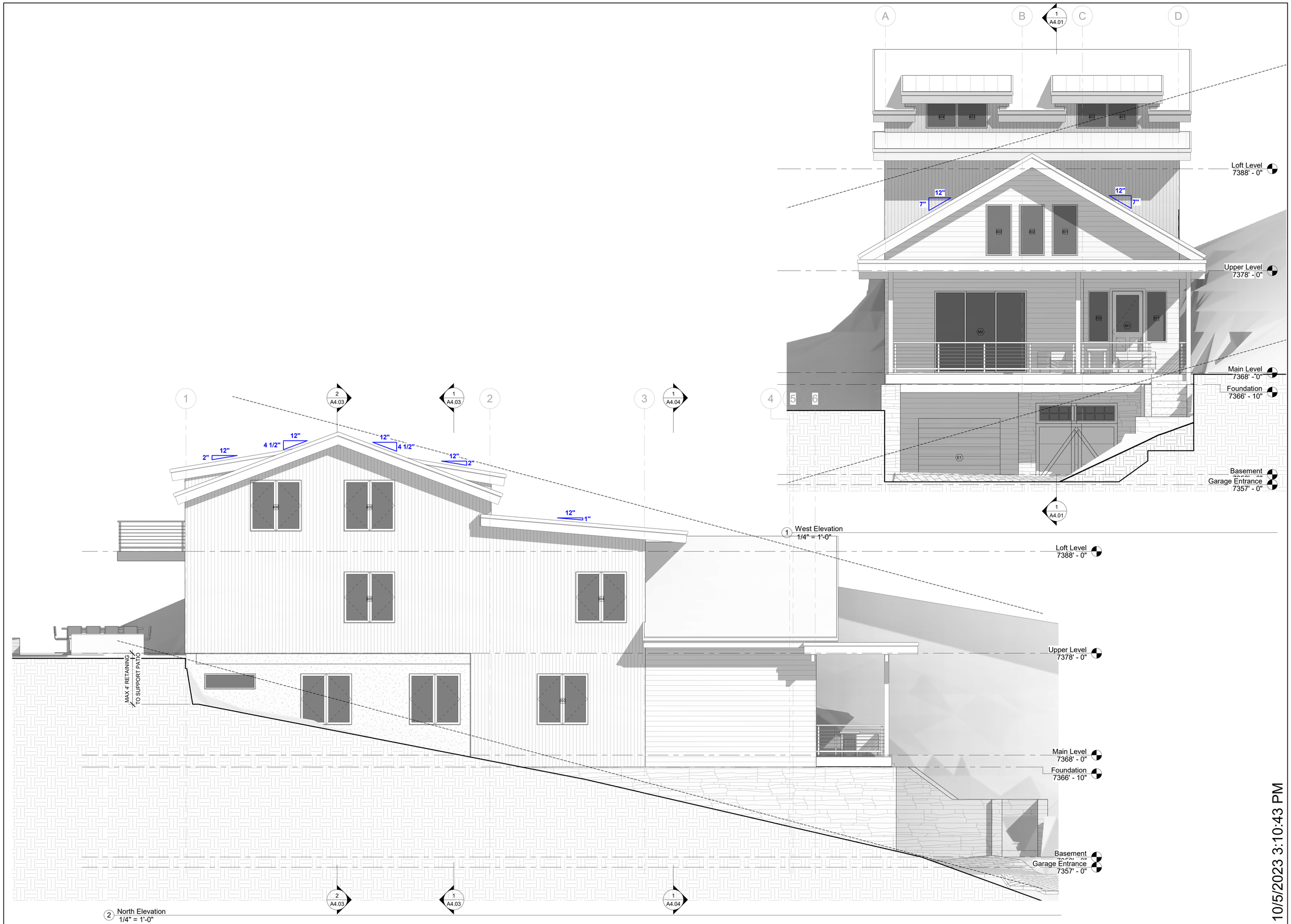
Elevations

SCALE:
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DATE
22 SEP 2023

SHEET
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Revision Schedule

Revision Number	Revision Date

New Residence

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Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

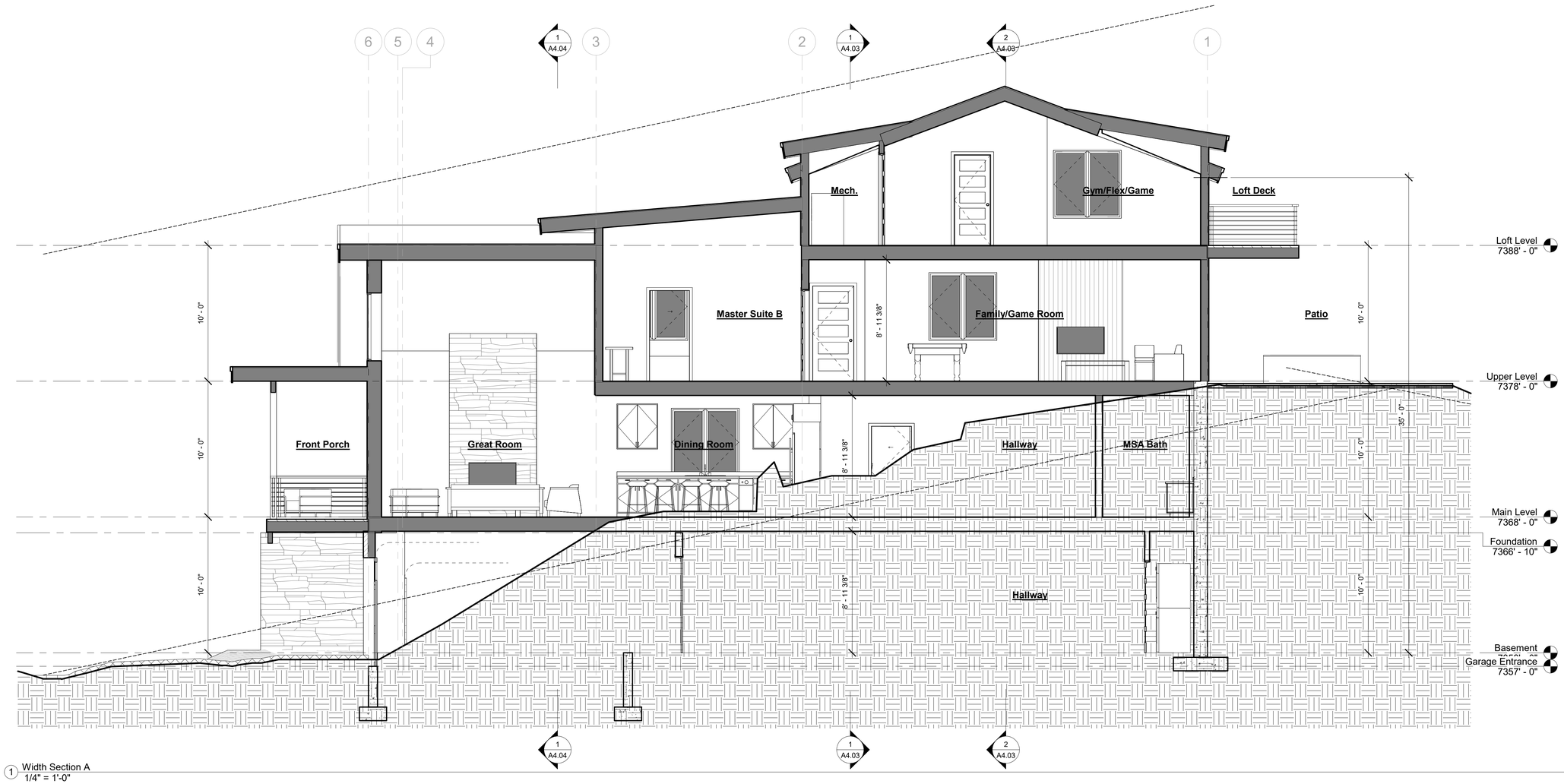
Elevations

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

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1 Width Section A
1/4" = 1'-0"

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BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE ARE ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

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VAN SICKLE
DESIGN & DRAFTING
4383 FOREST DALE ROAD, SUITE 205
PARK CITY, UTAH 84098
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Revision Schedule	
Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

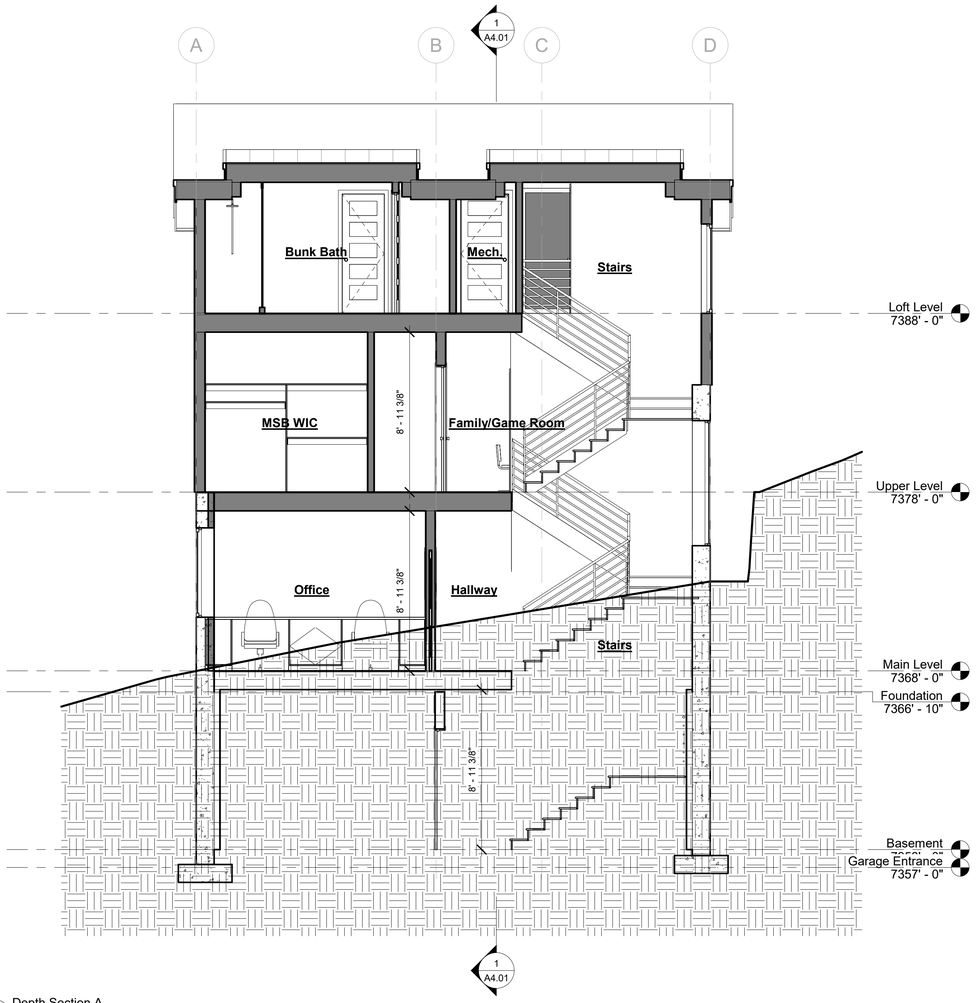
Building Sections

SCALE:
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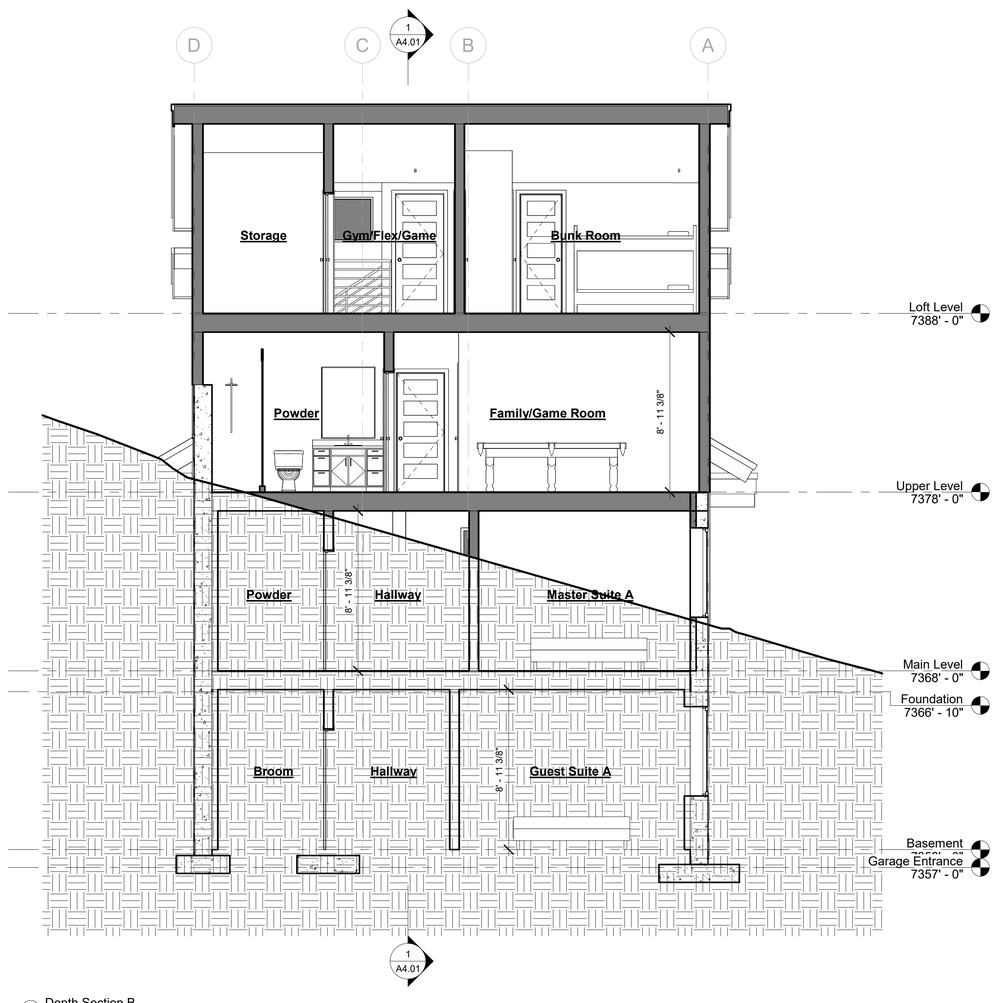
DATE
22 SEP 2023

SHEET
A4.01

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1 Depth Section A
1/4" = 1'-0"



2 Depth Section B
1/4" = 1'-0"

THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE MODEL DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF R.T. HARRIS INC., NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE CONSENT OF R.T. HARRIS INC. WRITTEN CONTRACT WITH THESE DRAWINGS CONSTITUTE CONCLUSIVE EVIDENCE OF THESE.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH

BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE NO ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING

BY ACCEPTING THESE PLANS DOCUMENTS AND OR SERVICES OUTLINED IN PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, USERS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF R.T. HARRIS INC. AND EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY SIGNED AGREE

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Revision Schedule	
Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

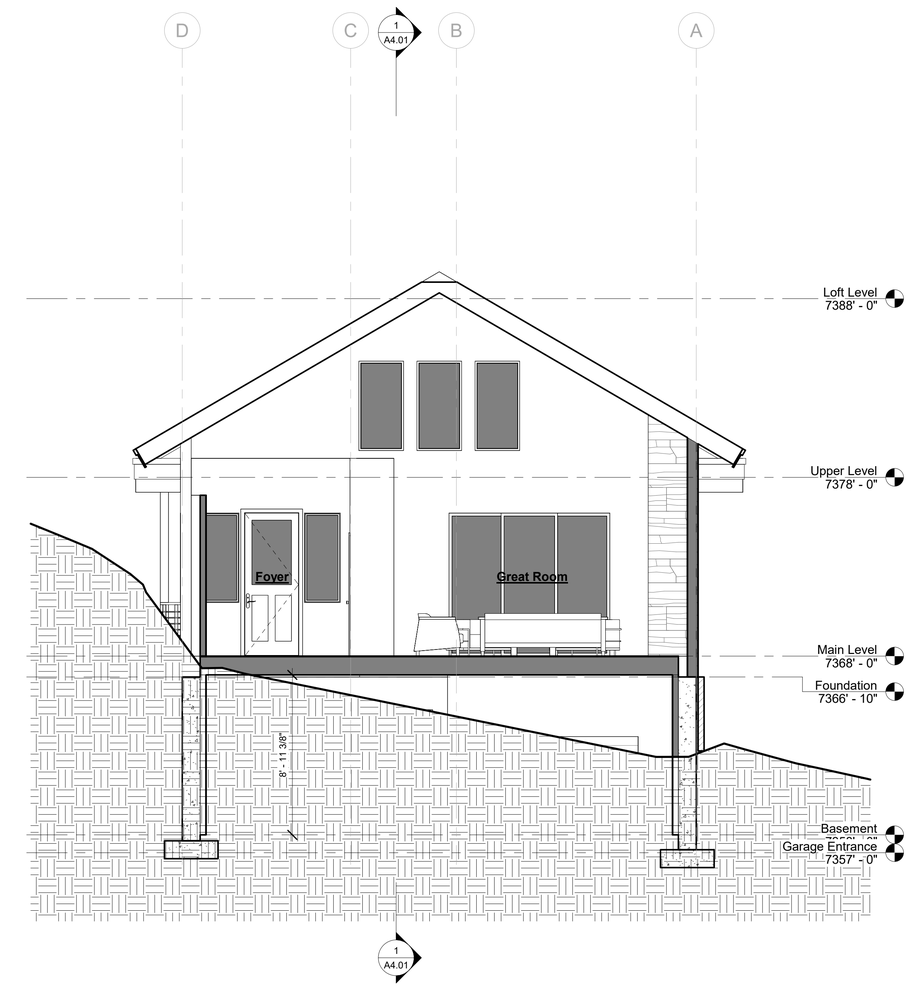
Building Sections

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

SHEET
A4.03

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1 Depth Section C
1/4" = 1'-0"

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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

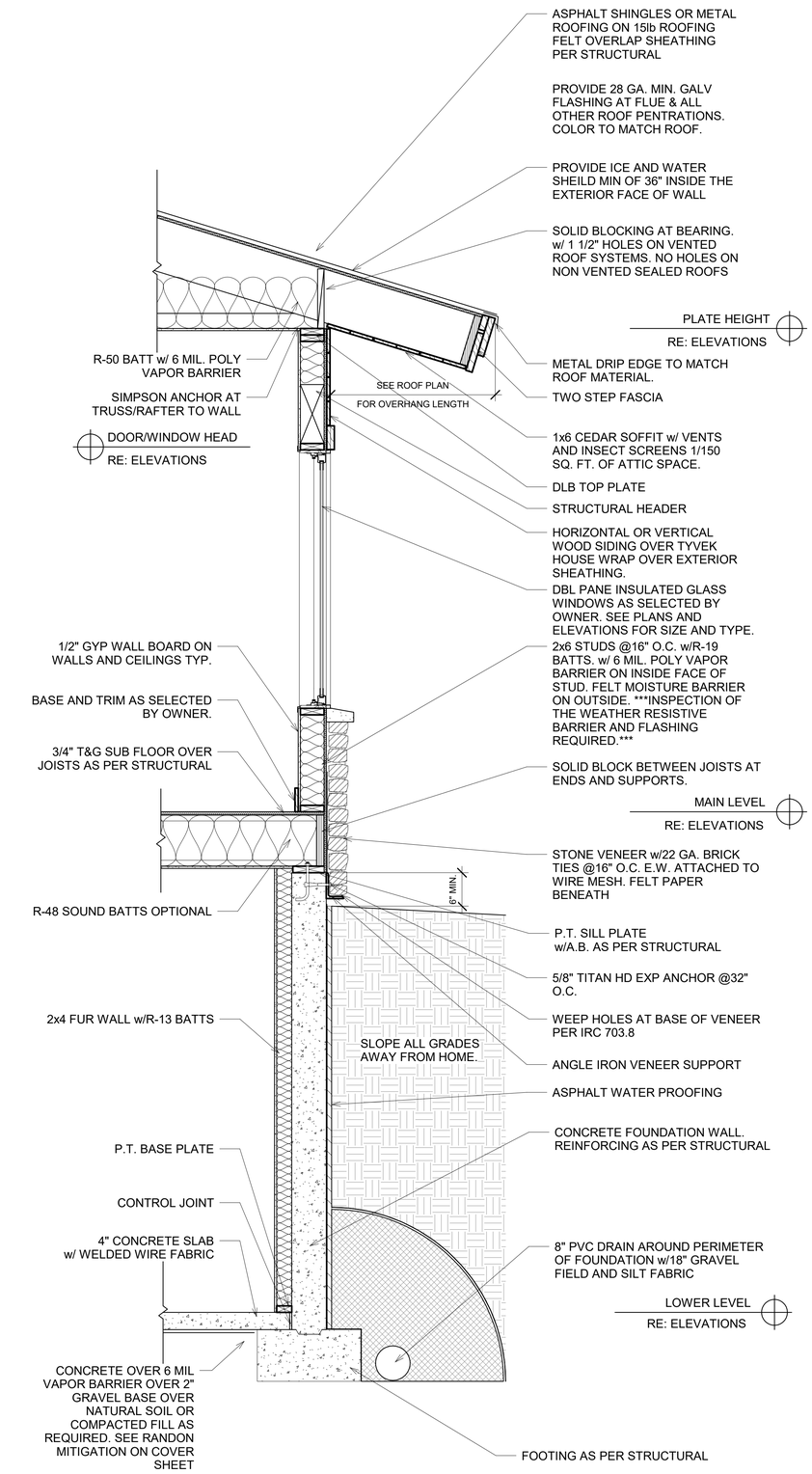
Building Sections

SCALE:
1/4" = 1'-0"

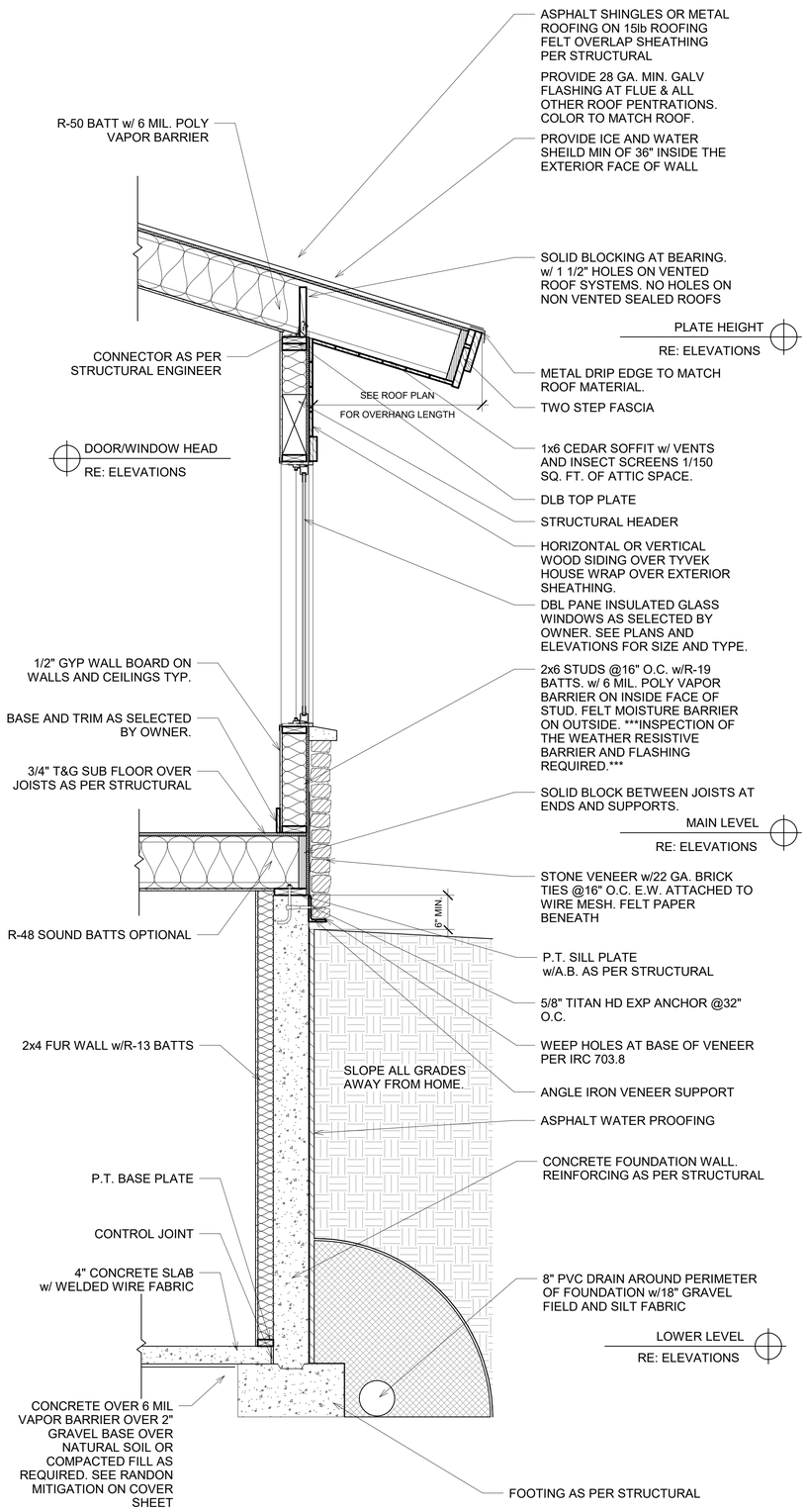
DATE
22 SEP 2023

SHEET
A4.04

10/5/2023 3:10:47 PM



2 Typical Wall Section - Trussed
3/4" = 1'-0"



1 Typical Wall Section - Stick Frame
3/4" = 1'-0"

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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

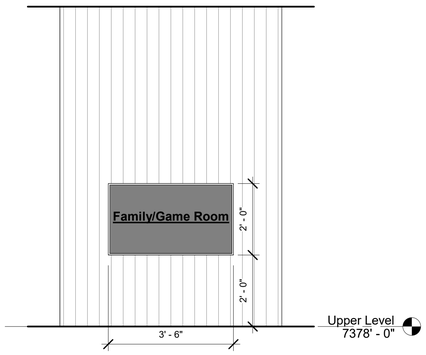
Typical Wall Sections

SCALE:
3/4" = 1'-0"

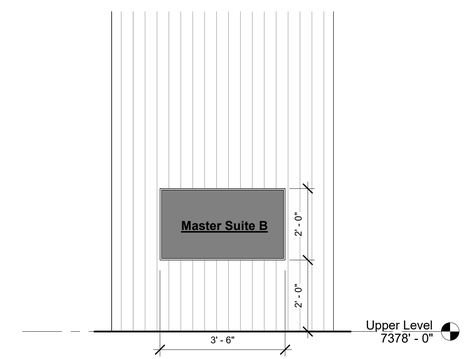
DATE
22 SEP 2023

SHEET
A4.05

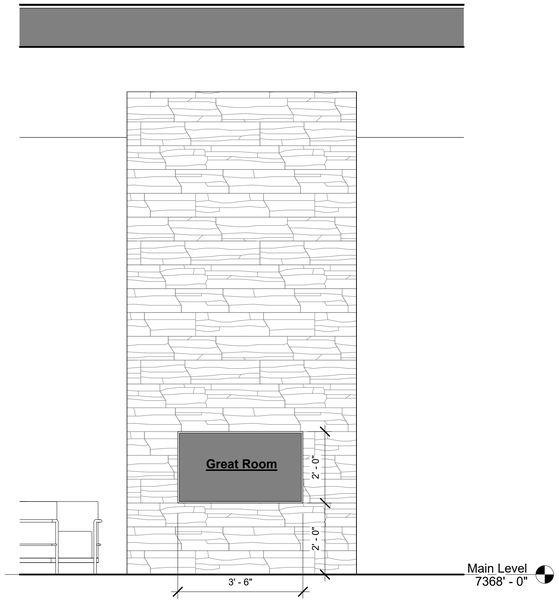
10/5/2023 3:10:48 PM



3 UL - Family/Game Room Fireplace
1/2" = 1'-0"



2 UL - Master Suite B Fireplace
1/2" = 1'-0"



1 ML - Great Room Fireplace
1/2" = 1'-0"

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Revision Schedule

Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

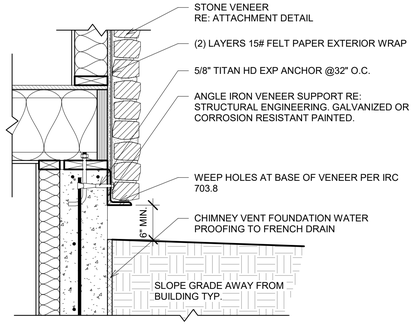
Fireplace Details

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

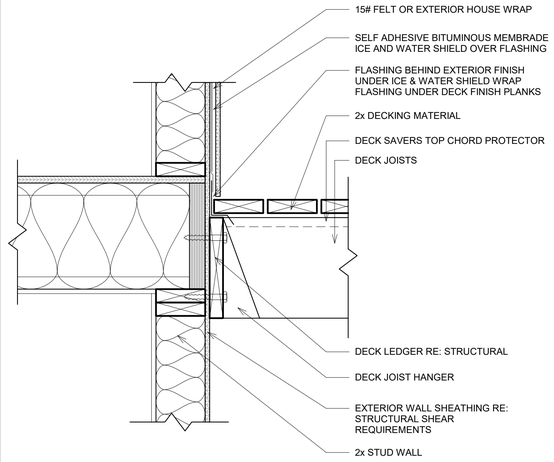
DATE
22 SEP 2023

SHEET
A4.07

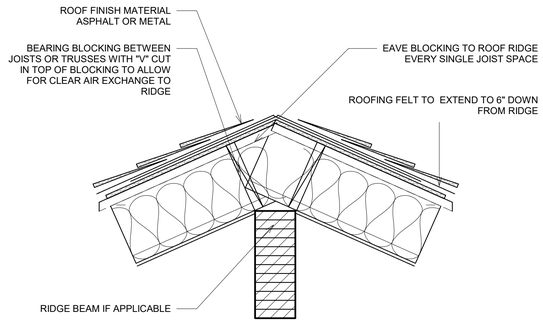
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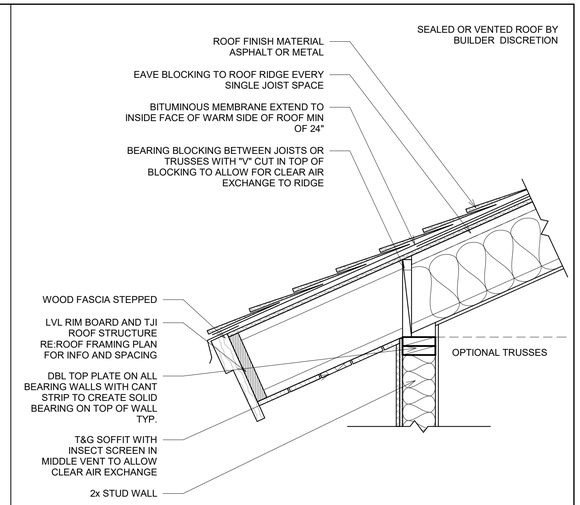
4 Stone Veneer Support
1" = 1'-0"



3 Deck Flashing & Connection
1 1/2" = 1'-0"



2 Roof Ride Detail
1" = 1'-0"



1 Roof Eave Detail
1" = 1'-0"

7 Stone Veneer Attachment - Concrete
1 1/2" = 1'-0"

6 Stone Veneer Attachment - Framing
1 1/2" = 1'-0"

5 Column to Cap Flashing
1 1/2" = 1'-0"

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Revision Schedule	
Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

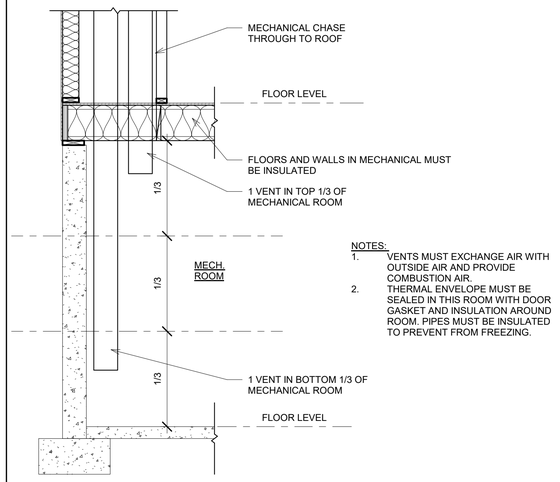
Typical Details

SCALE:
As indicated

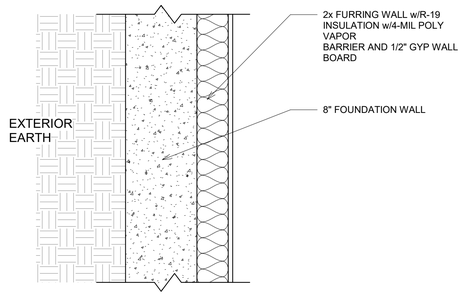
DATE
22 SEP 2023

SHEET
A4.08

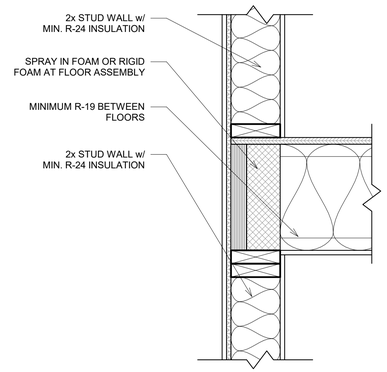
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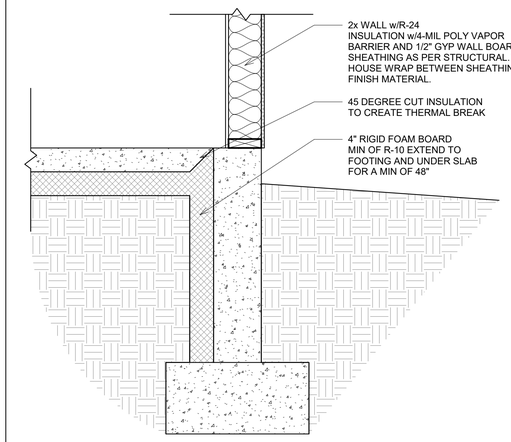
4 Mechanical Venting
1/2" = 1'-0"



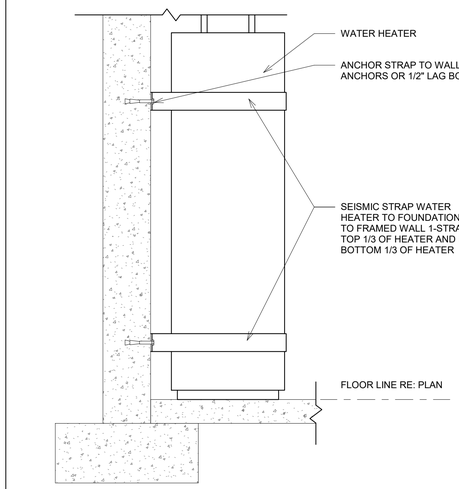
3 Thermal Envelope - Foundation Wall
1 1/2" = 1'-0"



2 Thermal Envelope - Floor Line
1 1/2" = 1'-0"



1 Thermal Envelope - Basement Slab
1" = 1'-0"



5 Water Heater Seismic Strap
1" = 1'-0"

10/5/2023 3:10:50 PM

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INDEMNIFICATION

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Revision Schedule	
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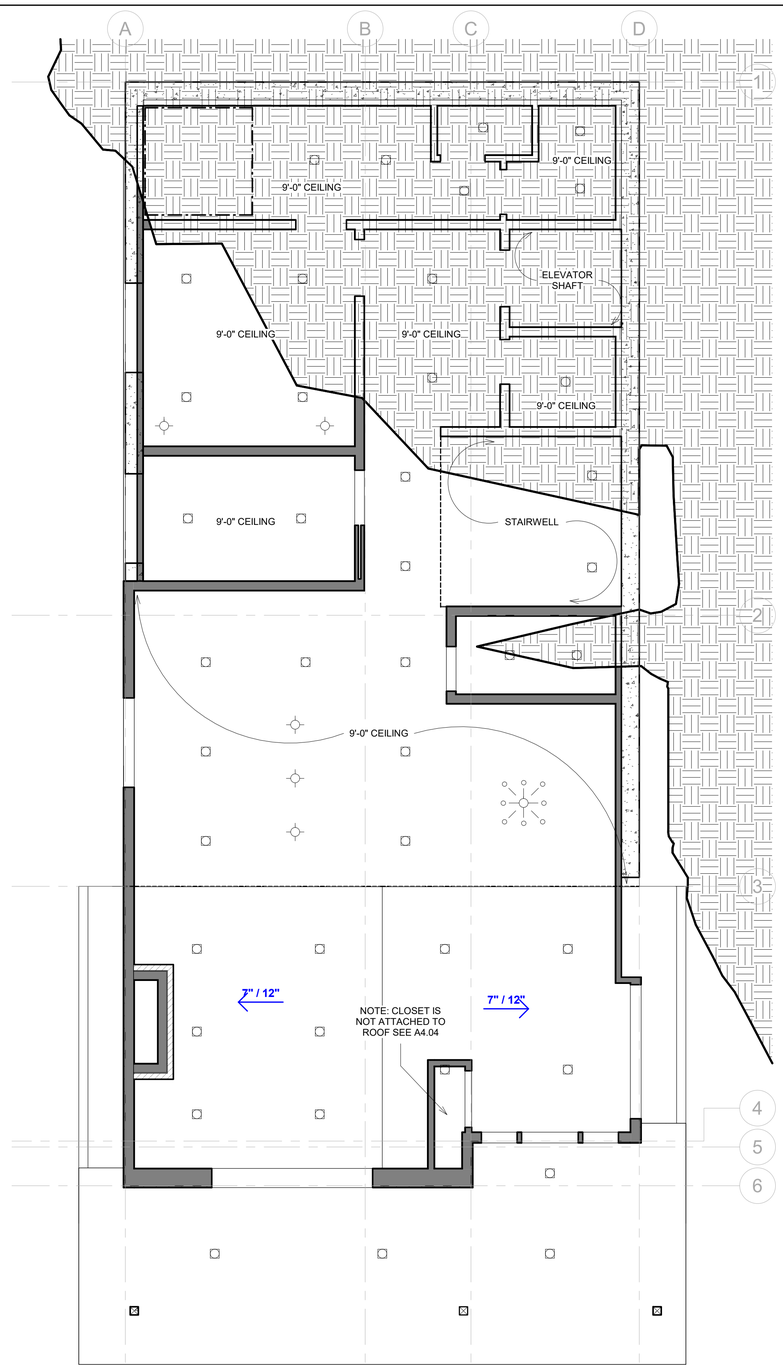
New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Code Compliance Details

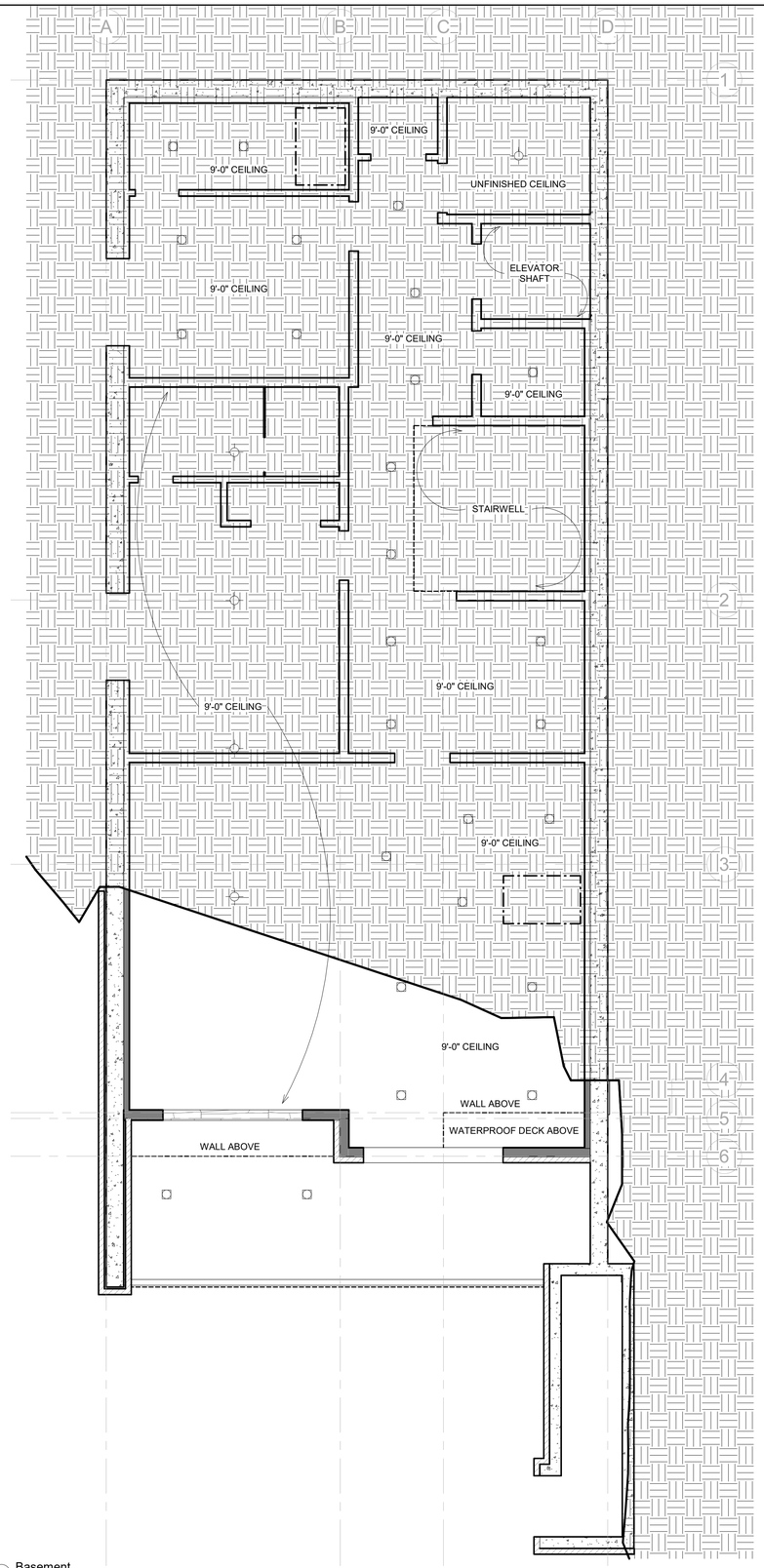
SCALE:
As indicated

DATE
22 SEP 2023

SHEET
A4.09



2 Main Level
1/4" = 1'-0"



1 Basement
1/4" = 1'-0"

NOTE: DO NOT USE CEILING PLANS TO CALCULATE PLATE HEIGHTS. SEE A2.04 FOR PLATE HEIGHT SCHEDULE.

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Ceiling Plans

SCALE:
1/4" = 1'-0"

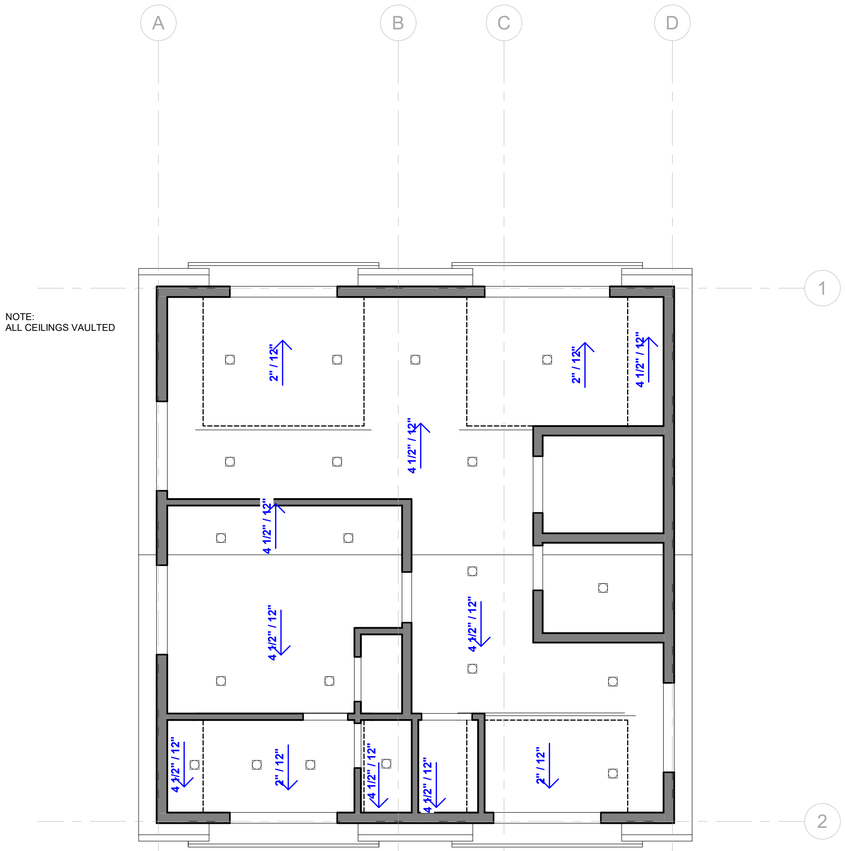
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22 SEP 2023

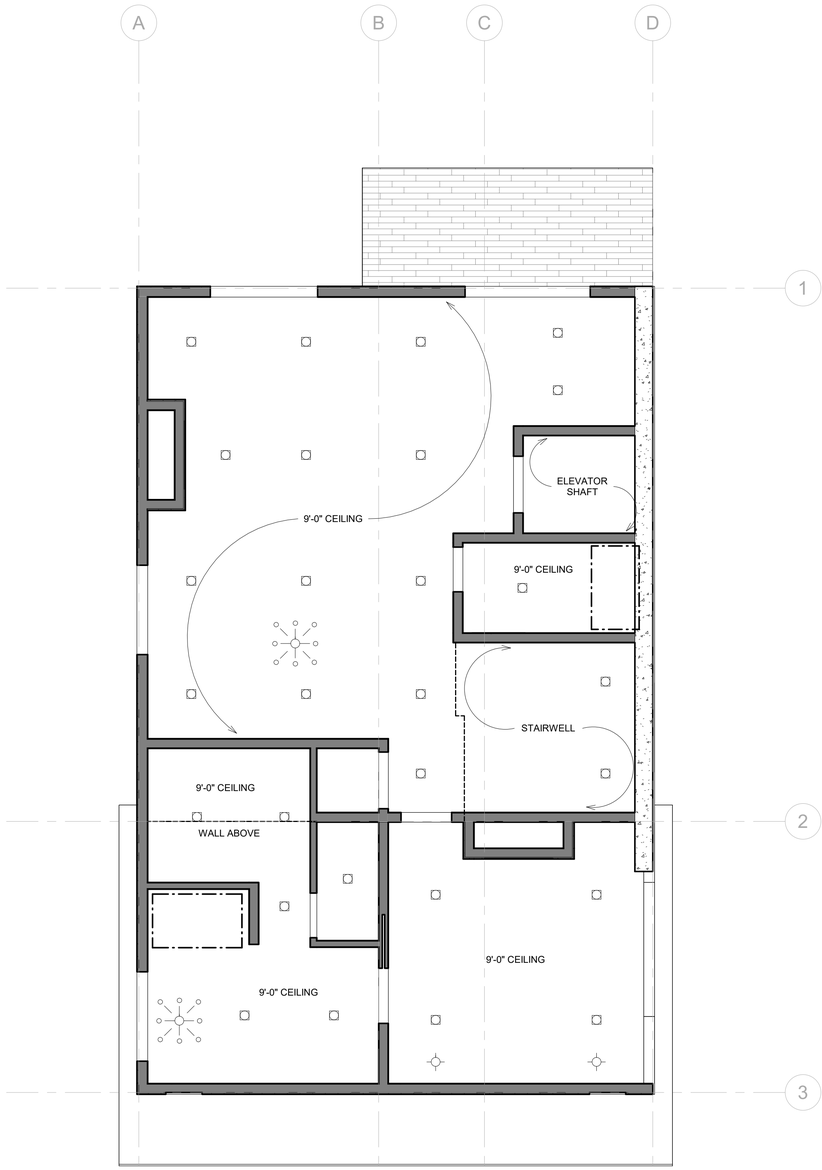
SHEET
A5.01

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NOTE: DO NOT USE CEILING PLANS TO CALCULATE PLATE HEIGHTS. SEE A2.04 FOR PLATE HEIGHT SCHEDULE.

NOTE:
ALL CEILINGS VAULTED





2 Loft Level
1/4" = 1'-0"

1 Upper Level
1/4" = 1'-0"

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BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE ARE ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS, CONTRACTS AND/OR SERVICES OUTLINED IN PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, USERS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF B.T. HARRIS INC. AND EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY SIGNED AGREED.

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PARK CITY, UTAH 84098
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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

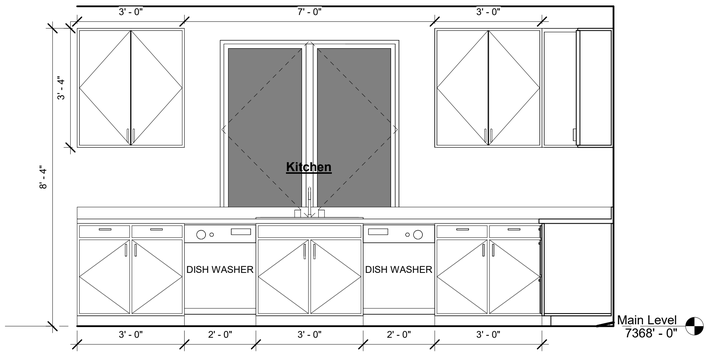
Ceiling Plans

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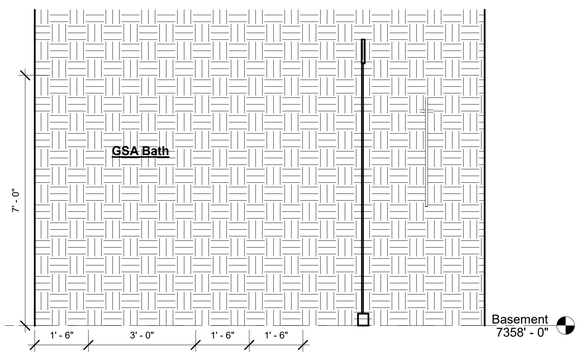
DATE
22 SEP 2023

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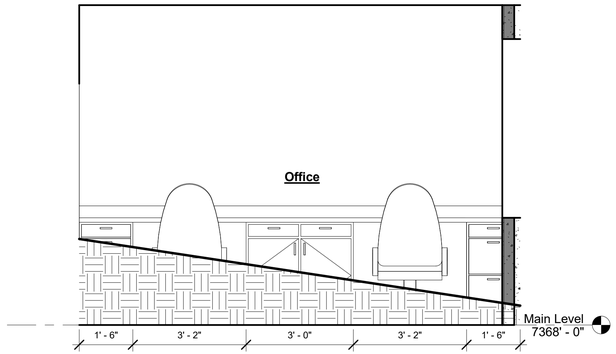
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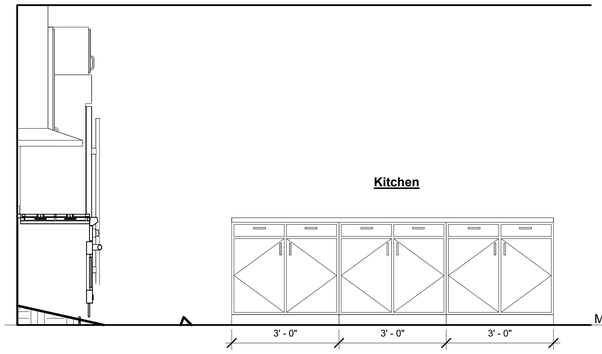
4 ML - Kitchen A
1/2" = 1'-0"



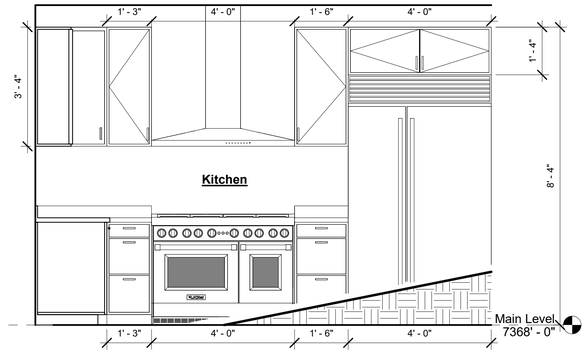
3 BL - GSA Bath
1/2" = 1'-0"



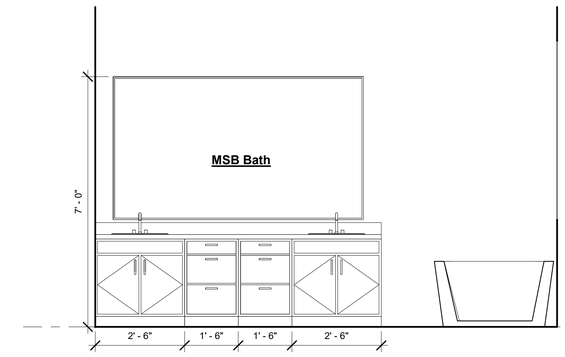
7 ML - Office
1/2" = 1'-0"



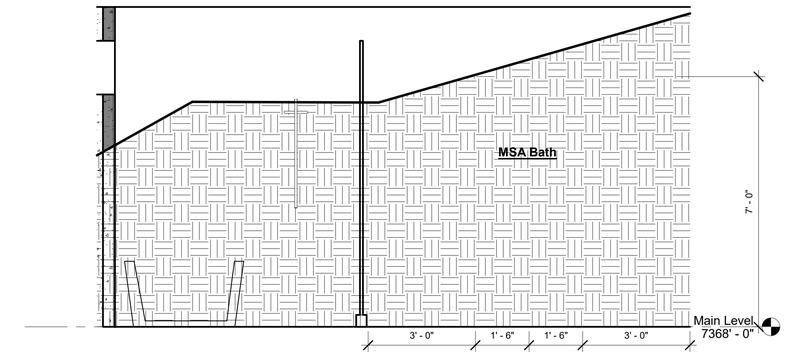
6 ML - Kitchen C
1/2" = 1'-0"



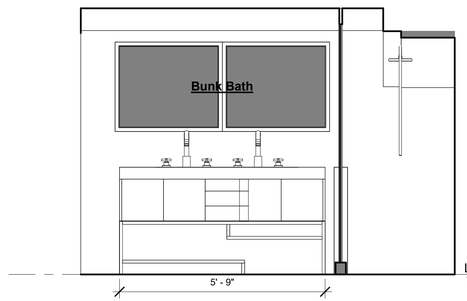
5 ML - Kitchen B
1/2" = 1'-0"



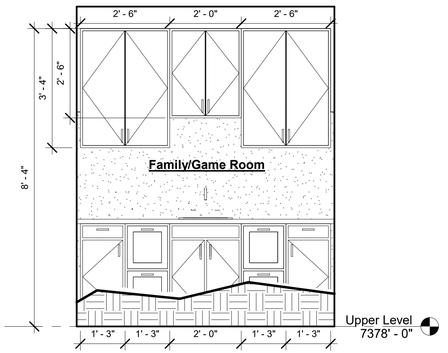
10 UL - MSB Bath
1/2" = 1'-0"



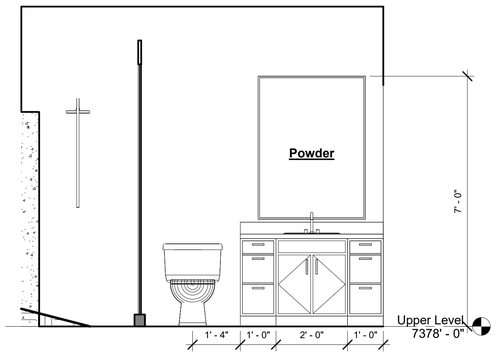
9 ML - MSA Bath
1/2" = 1'-0"



13 LL - Bunk Bath
1/2" = 1'-0"



12 UL - Family/Game Room Wet Bar
1/2" = 1'-0"



11 UL - Powder
1/2" = 1'-0"

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LIMITATION OVERRIDES ON THESE DRAWINGS SHALL HAVE PRECEDENCE. SHALE DIMENSIONS, CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE ALL DIMENSIONS AND CONDITIONS ON THE JOB, AND THIS OFFICE SHALL NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH

BY BUILDING THESE PLANS THE CONTRACTOR UNDERSIGNED THAT THERE NO ERRORS CONTAINED IN THIS SET, AND WILL NOT HOLD THIS OFFICE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING

BY ACCEPTING THESE PLAN DOCUMENTS AND OR SERVICES OUTLINED IN PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, USERS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF R.S. HARRIS INC. AND EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY SIGNED AGREED

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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Interior Elevations

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

DATE
22 SEP 2023

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	Duplex wall outlet		Switch
GFCI	GFCI outlet		Switch 3-way
WP	Weatherproof GFCI outlet with cover	T	Thermostat
DW	Dishwasher GFCI	F	Exhaust fan
DISP	Switched outlet GFCI for garbage disposal	TV	Television jack
220	220 V outlet		Phone jack
	Floor/Ceiling outlet	GAS	Gas appliance hookup
OPENER	Garage door opener		Ceiling-mounted heat register
	Light Fixture		Floor-mounted heat register
	Wall-mounted light fixture	S	Smoke detector
	Recessed light fixture		Smoke & Carbon monoxide detector
	Light - step		Electrical panel

NOTES:

1. TAMPER RESISTANT OUTLETS SHALL BE USED FOR ALL 15 AND 20 AMP OUTLETS WITH IN THE DWELLING.
2. IN KITCHEN A MIN OF (2) 20 AMP SMALL APPLIANCE BRANCH CIRCUITS SHALL SERVE ALL WALL AND FLOOR OUTLETS.
3. BUBBLE COVERS ARE REQUIRED IF OUTLETS ARE EXPOSED TO WEATHER. TYP.
4. M1503.4 RANGE HOOD THAT ARE CAPABLE OF EXHAUSTING 400 CFM REQUIRE MAKE UP AIR WITH OUTSIDE AIR.
5. E3902.9 ALL 125V SINGLE PHASE, 15 AND 20 AMP RECEPTICALS INSTALLED IN LAUNDRY AREA SHALL HAVE GFCI PROTECTION.
6. BATHROOM EXHAUST FANS SHALL BE 50 CFM MODELS TYP. U.N.O.
7. R3901.9 BRANCH CIRCUIT IN THE GARAGE SHALL NOT SUPPLY OUTSIDE OF THE GARAGE.
8. R3902.10 225 VOLT SINGLE PHASE 15 AND 20 AMP OUTLEST IN LAUNDRY SHALL BE GFCI PROTECTED.
9. VERIFY ALL PLUG HEIGHTS AND LOCATIONS WITH OWNER PRIOR TO INSTALL.
10. VERIFY WHICH OUTLES ARE USB ENABLED OUTLETS.
11. U.C. LIGHTING AND KICK BOARD LIGHTING THROUGHOUT TO BE LOCATED BY OWNER AT TIME OF ELECTRICAL PREINSTALL WALKTHROUGH.

THE ARCHITECTURAL DRAWINGS AND SPECIFICATIONS AND THE IDEAS, DESIGNS, ARRANGEMENTS REPRESENTED THEREBY ARE AND SHALL REMAIN THE PROPERTY OF THE ARCHITECT AND NO PART THEREOF SHALL BE COPIED, DISCLOSED TO OTHERS OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BE ASSIGNED OR TRANSFERRED TO ANY OTHER PERSON OR CORPORATION EXCEPT AS TO THE PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT AND VISUAL CONTACT WITH THESE DRAWINGS AND SPECIFICATIONS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF SUCH.

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BY ACCEPTING THESE PLANS THE CONTRACTOR INDEMNIFIES THAT THERE ARE NO KNOWN ERRORS IN THESE SET, AND WILL NOTIFY THIS OFFICE OF ANY DISCREPANCIES OR ERRORS FOUND PRIOR TO CONSTRUCTION.

BY ACCEPTING THESE PLANS FOR CONSTRUCTION OR SERVICES OUTLINED IN PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, BUILDER, CONTRACTORS AND SUBCONTRACTORS AGREE TO HOLD HARMLESS ANY PARTIES DIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN THE DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF $1,000 OR THE AMOUNT OF THE EMPLOYEES AND PRINCIPALS TO THE AMOUNT OF THE ORIGINAL VERBALLY STATED AMOUNT.

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Revision Schedule	
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New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Electrical Plans

SCALE:
As indicated

DATE
22 SEP 2023

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2 Loft Level Electrical
1/4" = 1'-0"

1 Upper Level Electrical
1/4" = 1'-0"

	Duplex wall outlet		Switch
GFCI	GFCI outlet	3	Switch 3-way
WP	Weatherproof GFCI outlet with cover	T	Thermostat
DW	Dishwasher GFCI	F	Exhaust fan
DISP.	Switched outlet GFCI for garbage disposal	TV	Television jack
220	220 V outlet		Phone jack
	Floor/Ceiling outlet	GAS	Gas appliance hookup
OPENER	Garage door opener		Ceiling-mounted heat register
	Light Fixture		Floor-mounted heat register
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	Recessed light fixture		Smoke & Carbon monoxide detector
	Light - step		Electrical panel

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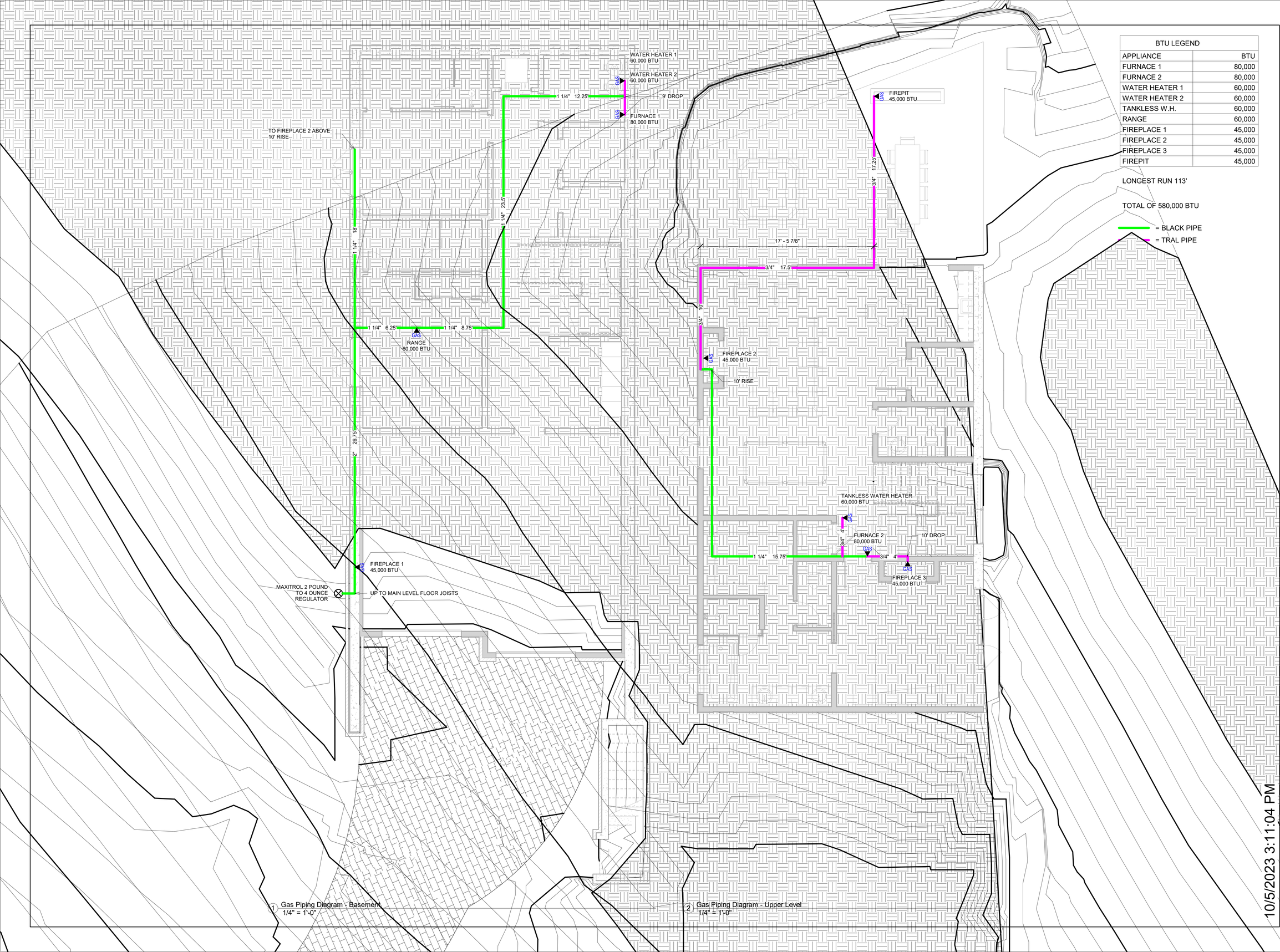
Electrical Plans

SCALE:
As indicated

DATE
22 SEP 2023

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BTU LEGEND	
APPLIANCE	BTU
FURNACE 1	80,000
FURNACE 2	80,000
WATER HEATER 1	60,000
WATER HEATER 2	60,000
TANKLESS W.H.	60,000
RANGE	60,000
FIREPLACE 1	45,000
FIREPLACE 2	45,000
FIREPLACE 3	45,000
FIREPIT	45,000

LONGEST RUN 113'

TOTAL OF 580,000 BTU

= BLACK PIPE

= TRAL PIPE

1 Gas Piping Diagram - Basement
1/4" = 1'-0"

2 Gas Piping Diagram - Upper Level
1/4" = 1'-0"

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BY ACCEPTING THESE PLANS THE CONTRACTOR/ INDEPENDENT SUB CONTRACTOR AGREES TO HOLD R.T. HARRIS INC. HARMLESS FROM ANY AND ALL LIABILITY REAL OR ALLEGED, WHICH ARISE FROM THE PERFORMANCE OF THE WORK DESCRIBED IN THESE PLANS, OTHER THAN LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF R.T. HARRIS INC. THE CONTRACTOR/ INDEPENDENT SUB CONTRACTOR AGREES TO DEFEND, AT HIS OWN EXPENSE, ANY SUIT OR ACTION BROUGHT AGAINST R.T. HARRIS INC. BASED UPON ANY ALLEGED LIABILITY DESCRIBED IN THE PRECEDING SENTENCE. THE CONTRACTOR/ INDEPENDENT SUB CONTRACTOR AGREES TO PAY ALL COSTS AND ANY JUDGEMENTS THAT MAY BE INCURRED BY R.T. HARRIS INC. IN LITIGATING OR NEGOTIATING A SETTLEMENT OF ANY SUCH ACTION.

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Revision Schedule	
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New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Gas Piping Diagram

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

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BY BUILDING THESE PLANS THE CONTRACTOR (INDEPENDENTLY THAT THEIR SUB-CONTRACTORS) AGREES TO HOLD R.T. HARRIS INC. HARMLESS FROM AND AGAINST ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE DESIGN AND CONSTRUCTION OF THE PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF R.T. HARRIS INC. THE CONTRACTOR FURTHER AGREES TO INDEMNIFY R.T. HARRIS INC. FROM ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND COSTS OF DEFENSE, ARISING IN ANY WAY FROM THE PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF R.T. HARRIS INC.

BY ACCEPTING THESE PLANS CONTRACTOR AGREES TO LIMIT THE LIABILITY OF R.T. HARRIS INC. FOR ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND COSTS OF DEFENSE, ARISING IN ANY WAY FROM THE PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF R.T. HARRIS INC. FOR ANY DAMAGES, LIABILITIES OR COSTS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

BY ACCEPTING THESE PLANS CONTRACTOR AND ITS SUB-CONTRACTORS AGREE TO LIMIT THE LIABILITY OF R.T. HARRIS INC. FOR ANY DAMAGES, LIABILITIES OR COSTS, INCLUDING REASONABLE ATTORNEY'S FEES AND COSTS OF DEFENSE, ARISING IN ANY WAY FROM THE PROJECT, EXCEPT FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF R.T. HARRIS INC. FOR ANY DAMAGES, LIABILITIES OR COSTS AND WILL NOTIFY THIS OFFICE OF ERRORS THAT ARISE DURING CONSTRUCTION.

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Revision Schedule

Revision Number	Revision Date

New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Isometric Foundation

SCALE:

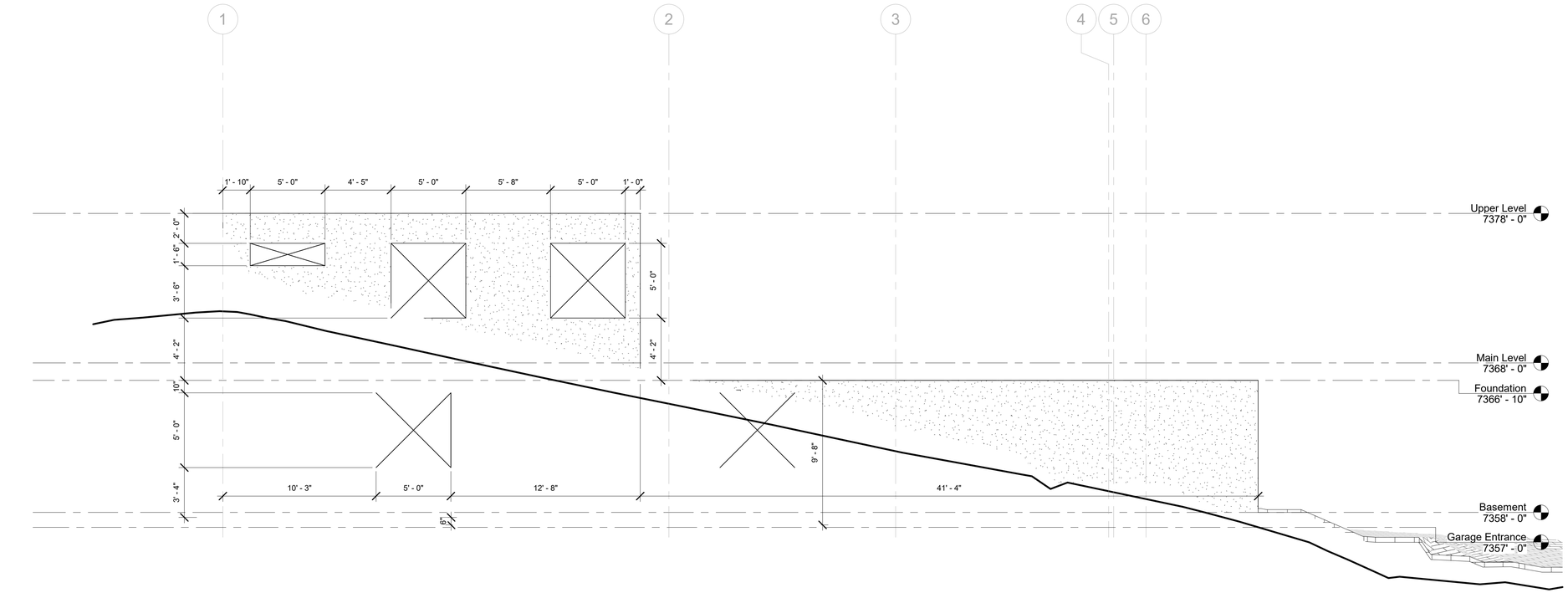
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22 SEP 2023

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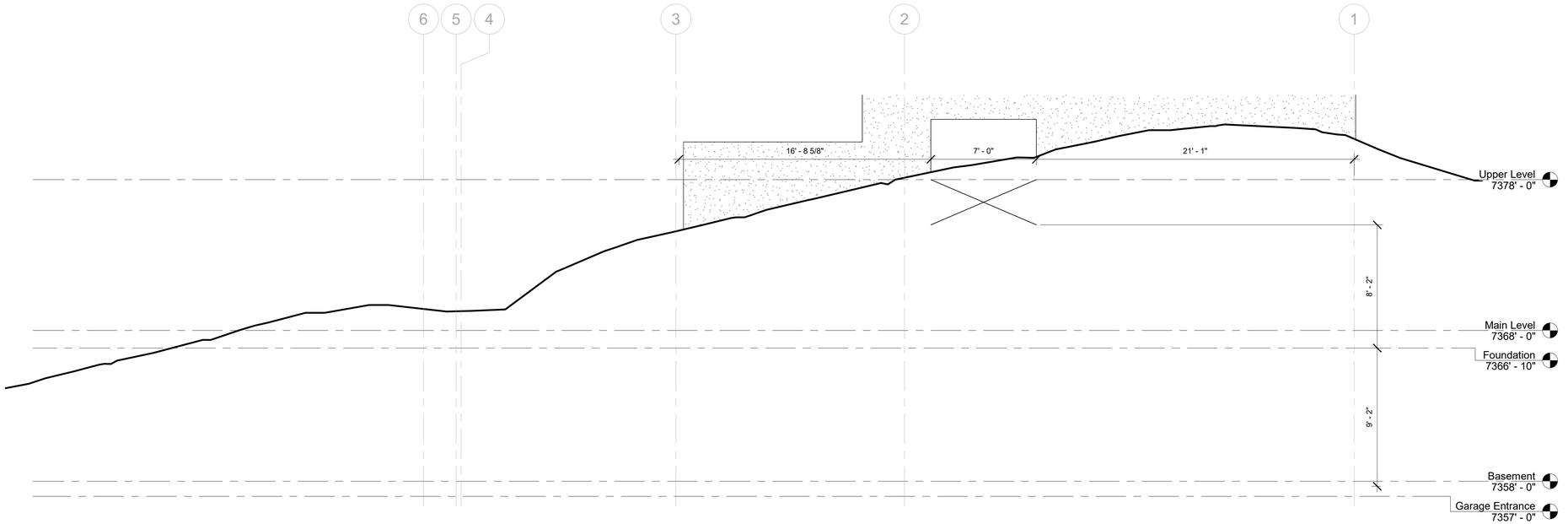
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1 Isometric Foundation A

2 Isometric Foundation B



1 Foundation Elevation North
1/4" = 1'-0"



2 Foundation Elevation South
1/4" = 1'-0"

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INDEMNIFICATION

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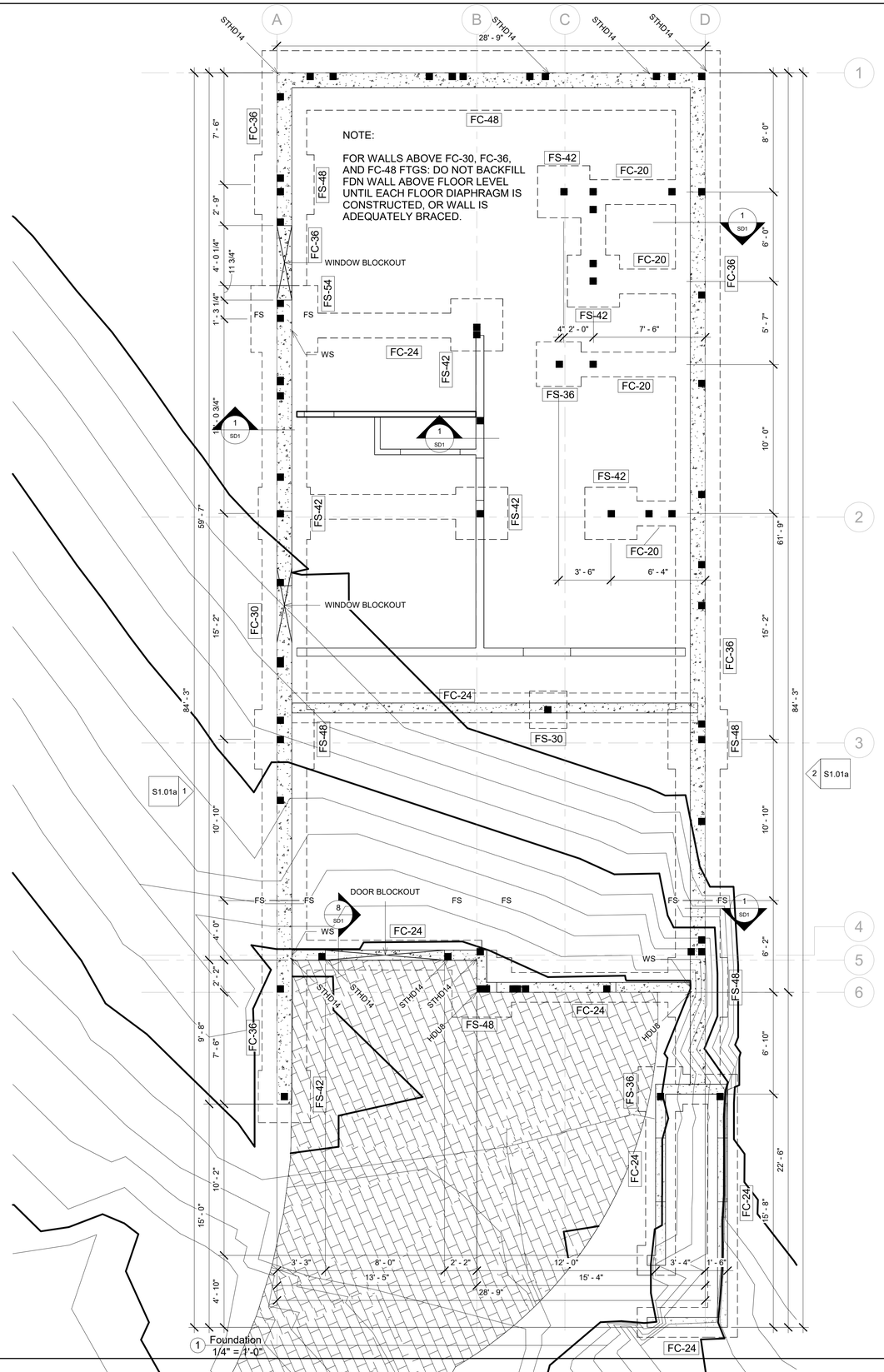
Foundation Elevations

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

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S1.01a

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1 Foundation
1/4" = 1'-0"

NOTE:

FOR WALLS ABOVE FC-30, FC-36, AND FC-48 FTGS: MINIMUM 12" THICK WALL WITH DBL MAT #5 @ 12" O.C. VERT. AND HORZ.

NOTE:

1. ALL SHEAR WALLS HAVE 5/8" ANCHOR BOLTS @ 32" O.C. UNLESS OTHERWISE NOTED.
2. ALL CONCRETE PIERS ARE TO BE 3" WIDER THAN POST OR BASE PLATE ON ALL SIDES. UPSIZE AS REQUIRED.
3. SEE GENERAL STRUCTURAL NOTES FOR FOOTING AND FOUNDATION REQUIREMENTS.
4. SEE SHEET SCH FOR FOOTING AND FOUNDATION SCHEDULES

NOTE:

SEE S1.01a FOUNDATION ELEVATIONS FOR ALL WINDOW BLOCKOUTS

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Revision Schedule	
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New Residence

Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Foundation Plan

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

SHEET
S1.02

10/5/2023 3:11:08 PM

NOTE:

1. FLOOR JOISTS ARE 11-7/8" TJI 210 @ 16" O.C. UNLESS OTHERWISE NOTED.
2. ALL BEAM SIZES MAY BE INCREASED AT OWNER/CONTRACTOR DISCRETION.
3. SEE GENERAL STRUCTURAL NOTES FOR FRAMING REQUIREMENTS
4. SEE SHEET SCH FOR FRAMING SCHEDULES
5. SEE HANGER SCHEDULE ON SHEET SCH FOR HANGER SIZES.

NOTE:

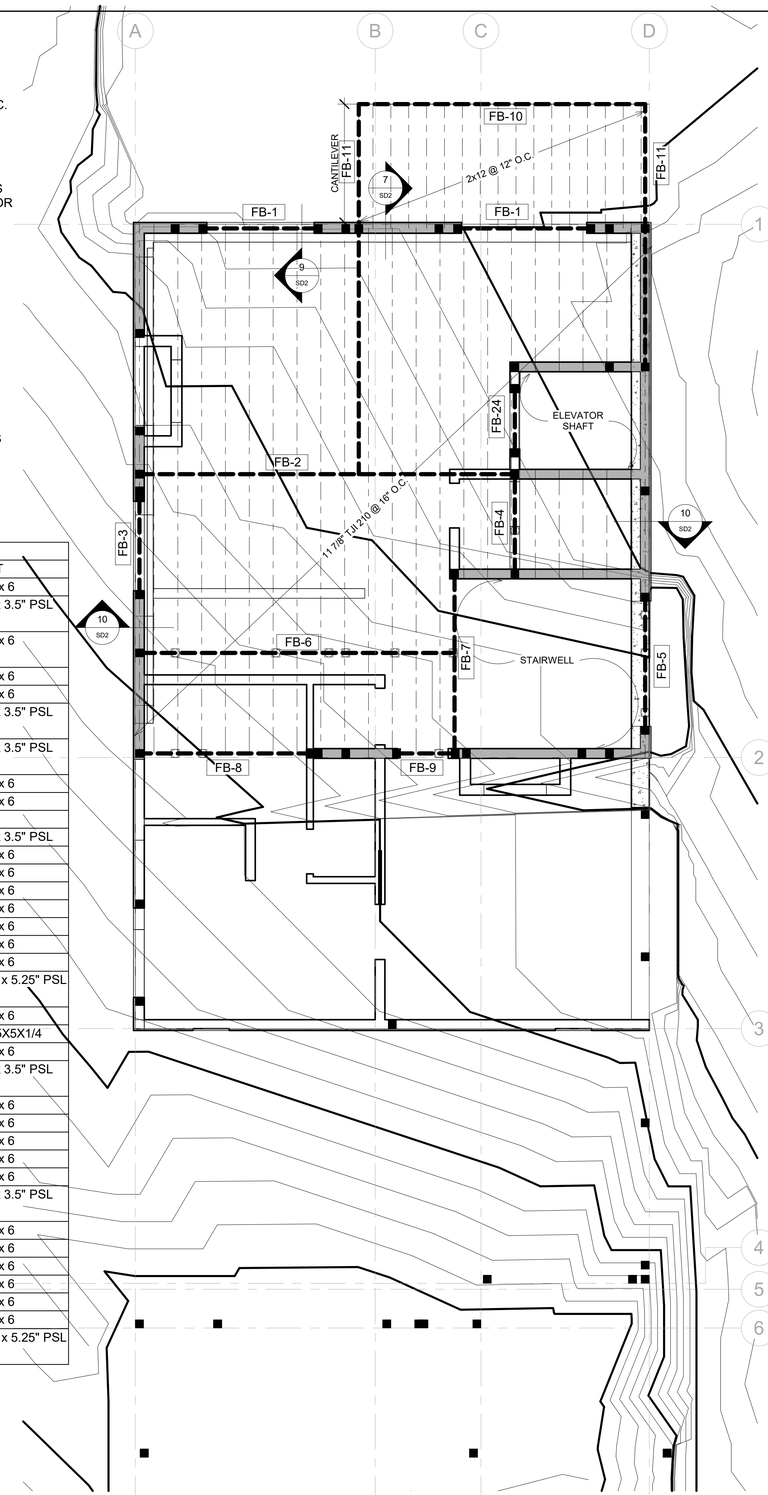
ALL FLOOR BEAMS ARE DESIGNED TO THE HIGH PERFORMANCE DEFLECTION CRITERIA CONTACT ENGINEER IF CODE MINIMUM CRITERIA IS DESIRED

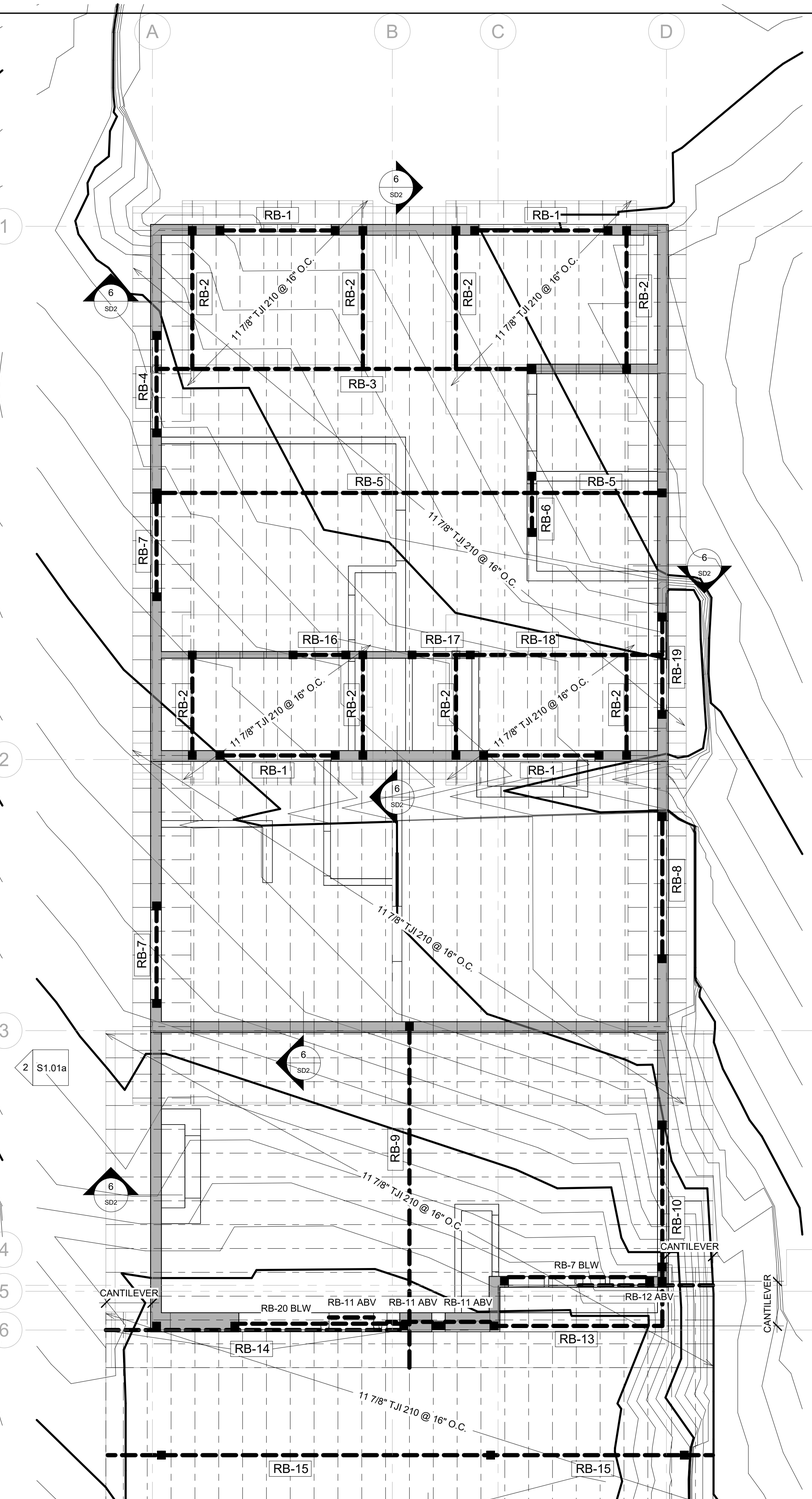
NOTE:

1. IF TWO BEAMS END AT THE SAME LOCATION, USE THE MOST STRINGENT POST.
2. POSTS CALLED OUT ON THE PLANS OVERRIDE SCHEDULE.
3. POSTS ARE REQUIRED TO BE CONTINUOUS TO EITHER A BEAM OR FOUNDATION.

FIOOR BEAM & POST SCHEDULE

MARK	SIZE	TYPE	GRADE	POST
FB-1	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
FB-2	(3) 1 3/4" x 18" W 10 x 54	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
FB-3	(2) 2 x 8	DIM	DF#2	(2) 2 x 6
FB-4	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
FB-5	(2) 2 x 12	DIM	DF#2	(2) 2 x 6
FB-6	(3) 1 3/4" x 16" W 10 x 45	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
FB-7	(3) 1 3/4" x 16" W 10 x 33	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
FB-8	(3) 1 3/4" x 11 7/8"	LVL	2.0E	(3) 2 x 6
FB-9	(2) 2 x 8	DIM	DF#2	(2) 2 x 6
FB-10	5 1/8" x 12"	GLB	24F-V4	N/A
FB-11	W 10 x 45	STEEL	A992	3.5" x 3.5" PSL
FB-12	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
FB-13	(3) 1 3/4" x 16"	LVL	2.0E	(3) 2 x 6
FB-14	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
FB-15	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
FB-16	(2) 2 x 8	DIM	DF#2	(2) 2 x 6
FB-17	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
FB-18	(2) 1 3/4" x 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-19	6 3/4" X 21" W 10 x 68	GLB STEEL	24F-V4 A992	5.25" x 5.25" PSL
FB-20	(3) 2 x 12	DIM	DF#2	(2) 2 x 6
FB-21	W 24 x 55	STEEL	A992	HSS5X5X1/4
FB-22	(3) 1 3/4" x 16"	LVL	2.0E	(3) 2 x 6
FB-23	(3) 1 3/4" x 18" W 10 x 54	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
FB-24	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
FB-25	(4) 1 3/4" X 11 7/8"	LVL	2.0E	(3) 2 x 6
FB-26	(3) 1 3/4" X 11 7/8"	LVL	2.0E	(3) 2 x 6
FB-27	(2) 1 3/4" X 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-28	(2) 1 3/4" X 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-29	(3) 1 3/4" X 18" W 10 x 54	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
FB-30	(3) 1 3/4" X 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-31	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
FB-32	(2) 1 3/4" X 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-33	(4) 1 3/4" X 11 7/8"	LVL	2.0E	(3) 2 x 6
FB-34	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
FB-35	(3) 1 3/4" X 11 7/8"	LVL	2.0E	(2) 2 x 6
FB-36	(6) 6 3/4" X 21" W 10 x 68	GLB STEEL	24F-V4 A992	5.25" x 5.25" PSL





NOTE:

1. ALL ROOF FRAMING IS NOTED
2. ALL BEAM SIZES MAY BE INCREASED AT OWNER/ CONTRACTOR DISCRETION
3. SEE GENERAL STRUCTURAL NOTES FOR FRAMING REQUIREMENTS
4. SEE SHEET SCH FOR FRAMING SCHEDULES
5. SEE HANGER SCHEDULE ON SHEET SCH FOR HANGER SIZES.
6. ALL GIRDERS ARE TO BEAR ON (3) 2X6 UNLESS NOTED OTHERWISE

NOTE;

1. IF TWO BEAMS END AT THE SAME LOCATION, USE THE MOST STRINGENT POST.
2. POSTS CALLED OUT ON THE PLANS OVERRIDE SCHEDULE.
3. POSTS ARE REQUIRED TO BE CONTINUOUS TO EITHER A BEAM OR FOUNDATION.

NOTE;

ALL ROOF BEAMS ARE DESIGNED TO THE HIGH PERFORMANCE DEFLECTION CRITERIA. CONTACT ENGINEER IF CODE MINIMUM CRITERIA IS DESIRED

ROOF BEAM & POST SCHEDULE

MARK	SIZE	TYPE	GRADE	POST
RB-1	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
RB-2	(2) 2 x 12	DIM	DF#2	(2) 2 x 6
RB-3	(3) 1 3/4" x 16" W 10 x 39	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
RB-4	(3) 1 3/4" x 11 7/8"	LVL	2.0E	(3) 2 x 6
RB-5	(3) 1 3/4" x 16" W 10 x 39	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
RB-6	(3) 1 3/4" x 16" W 10 x 39	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
RB-7	(2) 2X8	DIM	DF#2	(2) 2 x 6
RB-8	(2) 2 x 10	DIM	DF#2	(2) 2 x 6
RB-9	(3) 1 3/4" x 18" W 10 x 45	LVL STEEL	2.0E A992	3.5" x 3.5" PSL
RB-10	(2) 1 3/4" x 11 7/8"	LVL	2.0E	(2) 2 x 6
RB-11	(2) 1 3/4" x 11 7/8"	LVL	2.0E	(2) 2 x 6
RB-12	(2) 1 3/4" x 11 7/8"	LVL	2.0E	(2) 2 x 6
RB-13	(2) 2 x 12	DIM	DF#2	(2) 2 x 6
RB-14	(2) 1 3/4" x 11 7/8"	LVL	2.0E	(2) 2 x 6
RB-15	5 1/8" x 15"	GLB	24F-V4	6x6 (MIN)
RB-16	(2) 2 x 8	DIM	DF#2	(2) 2 x 6
RB-17	(2) 2 x 8	DIM	DF#2	(2) 2 x 6
RB-18	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
RB-19	(2) 1 3/4" x 9 1/2"	LVL	2.0E	(2) 2 x 6
RB-20	(3) 2 x 12	DIM	DF#2	(2) 2 x 6

2 Loft Level Framing
1/4" = 1'-0"

1 Roof Framing
1/4" = 1'-0"

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Revision Schedule

Revision Number	Revision Date

New Residence
Alice Claim
Subdivision, Lot 6
103 Alice Court
Park City, UT 84060

Framing Plans

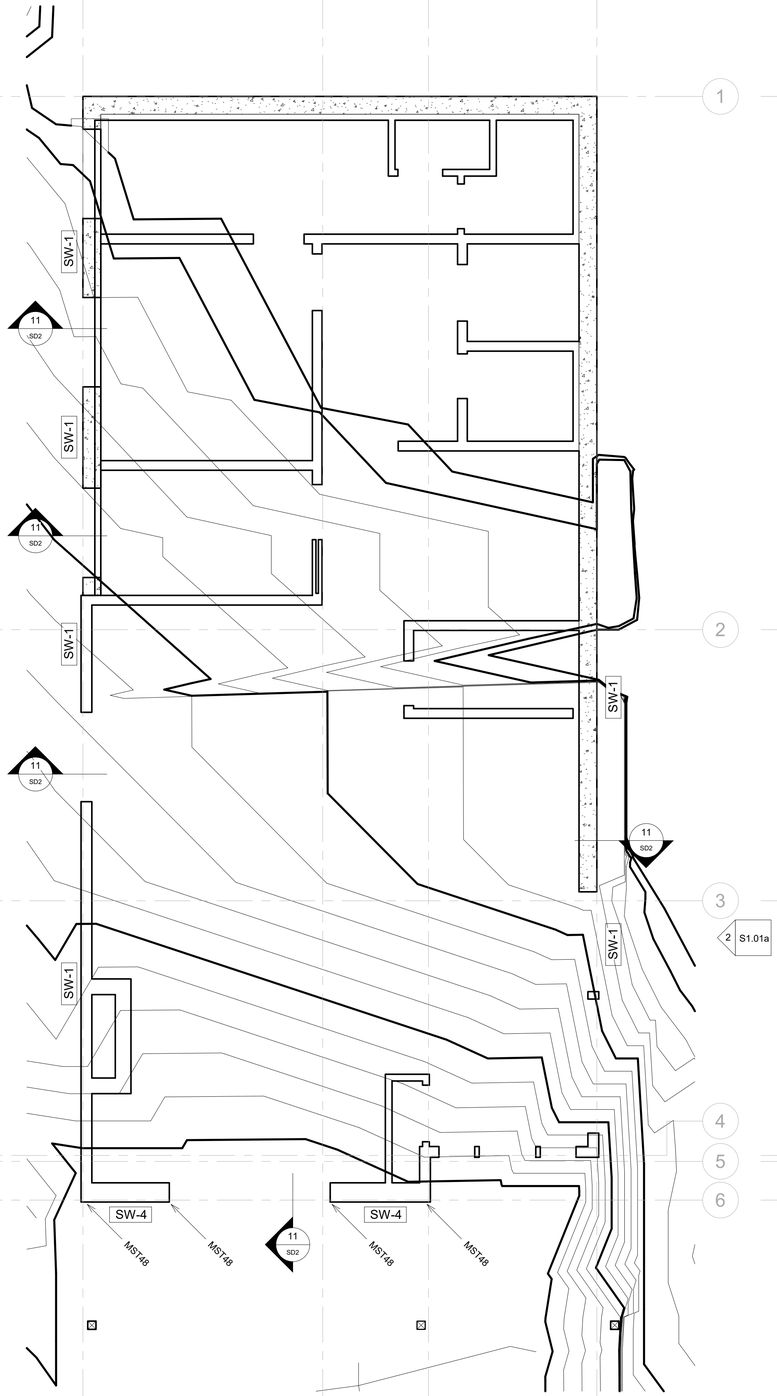
SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

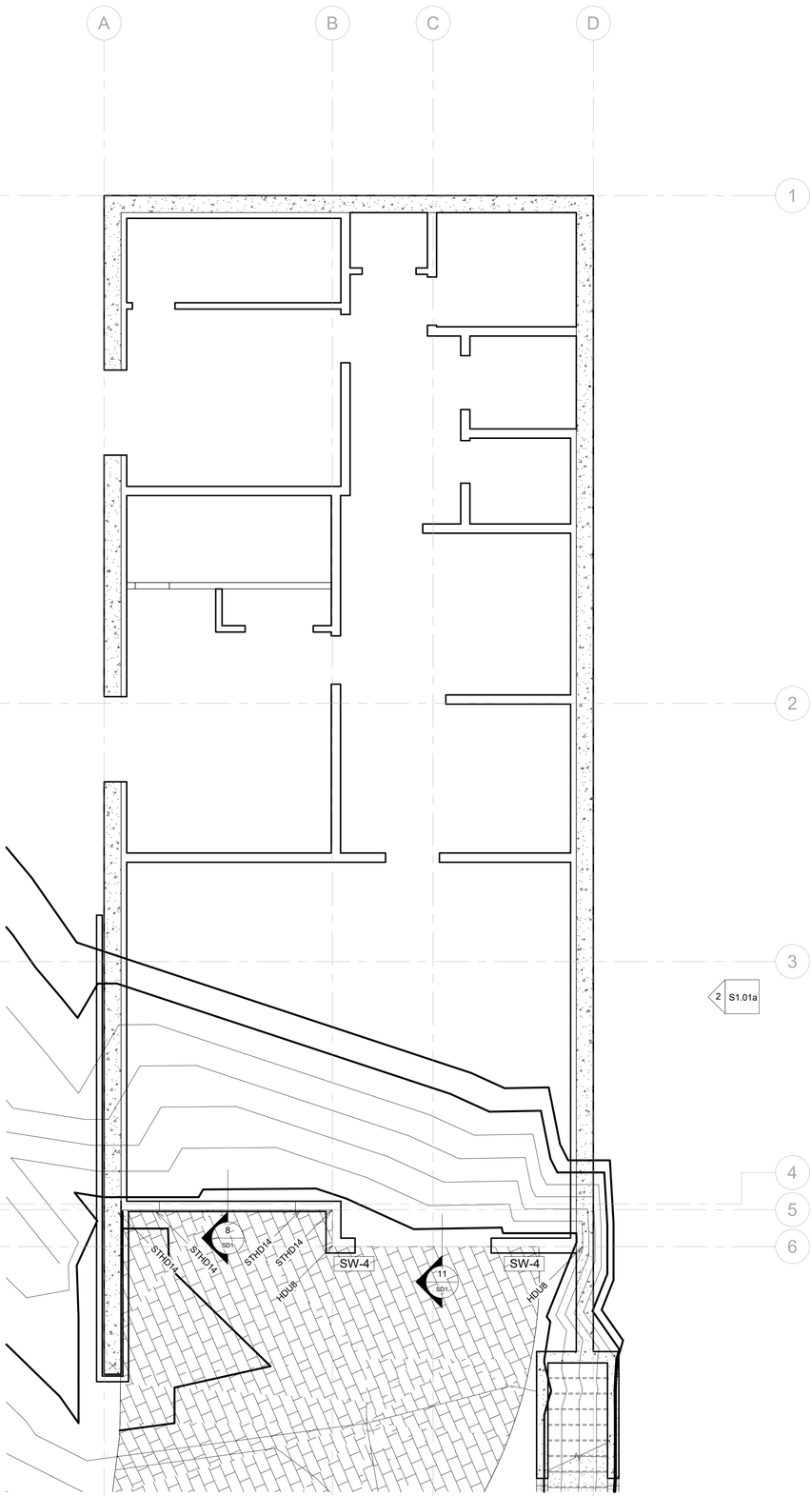
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S2.03

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NOTE:
1. ALL SHEAR WALLS HAVE 5/8" ANCHOR BOLTS @ 32" O.C. UNLESS OTHERWISE NOTED.
2. SEE GENERAL STRUCTURAL NOTES FOR FRAMING REQUIREMENTS.
3. SEE SHEET SCH SHEAR WALL SCHEDULES.



2 Main Level Shear Plan
1/4" = 1'-0"



1 Basement Shear Plan
1/4" = 1'-0"

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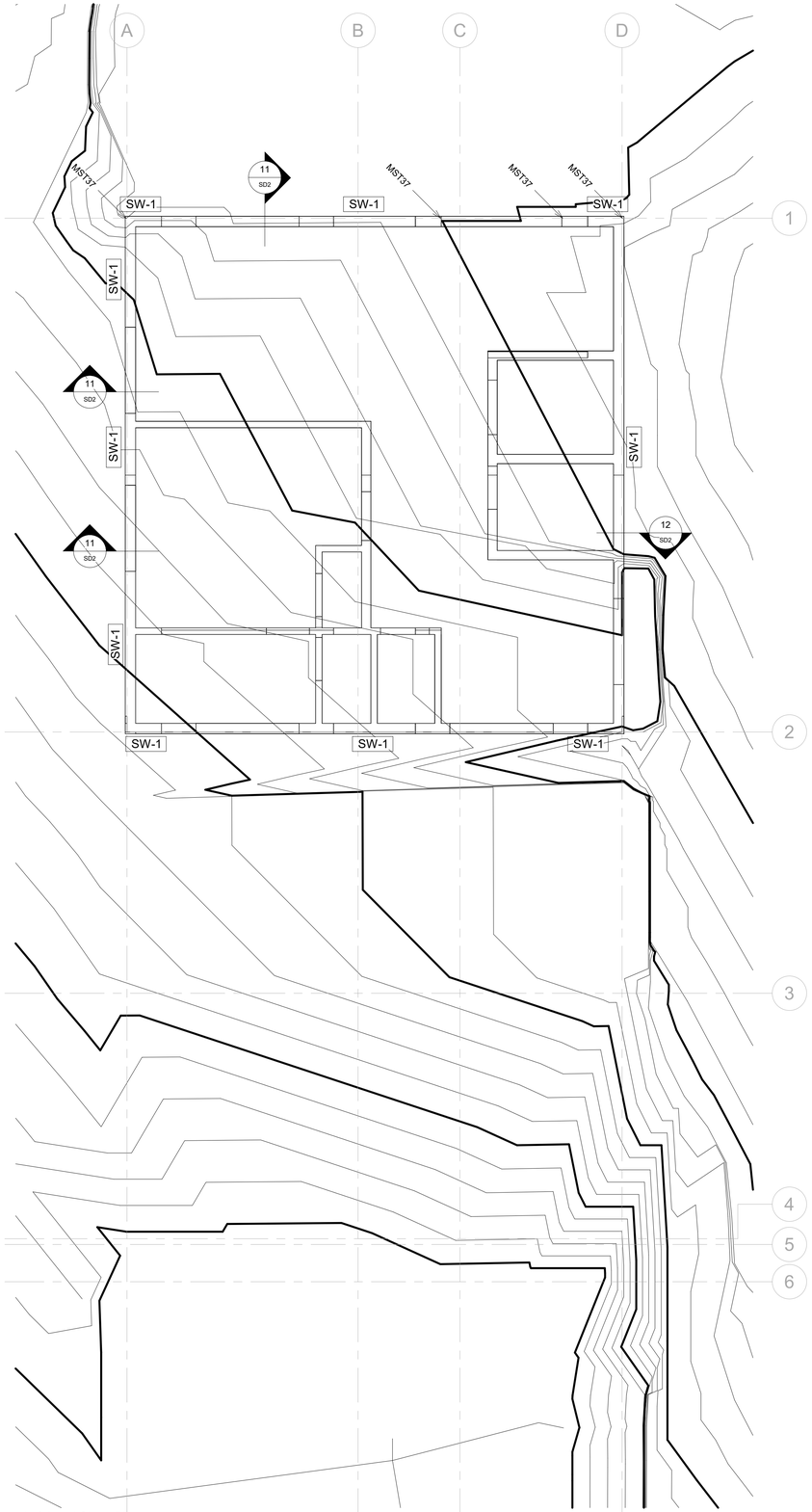
Shear Plans

SCALE:
1/4" = 1'-0"

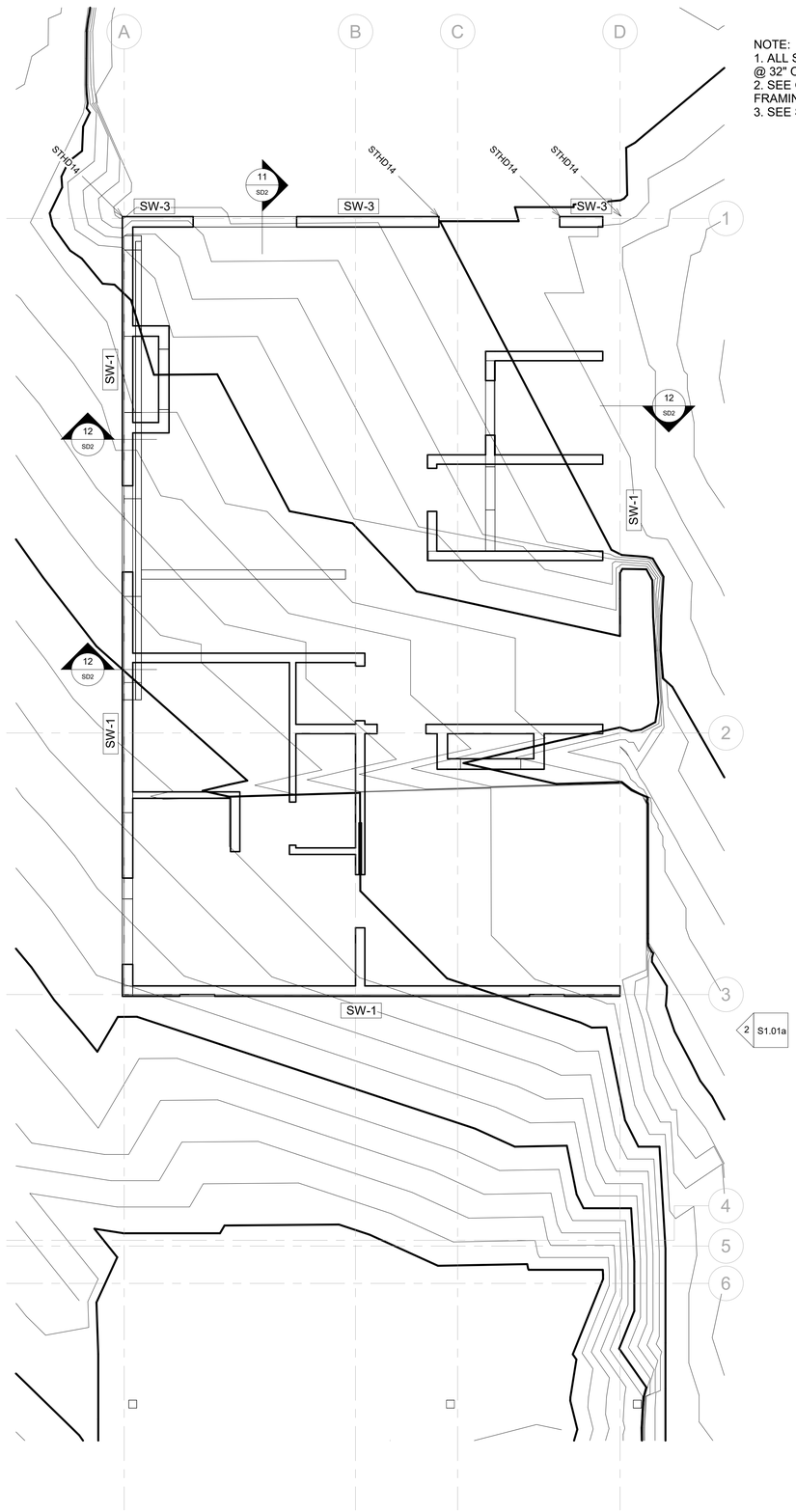
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22 SEP 2023

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2 Loft Level Shear Plan
1/4" = 1'-0"



1 Upper Level Shear Plan
1/4" = 1'-0"

NOTE:
1. ALL SHEAR WALLS HAVE 5/8" ANCHOR BOLTS @ 32" O.C. UNLESS OTHERWISE NOTED.
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3. SEE SHEET SCH SHEAR WALL SCHEDULES.

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New Residence
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103 Alice Court
Park City, UT 84060

Shear Plans

SCALE:
1/4" = 1'-0"

DATE
22 SEP 2023

SHEET
S3.02

10/5/2023 3:11:12 PM

Planning Department
Staff Report

Subject: **103 Alice Court**
Application: **PL-22-05421**
Author: **Lillian Zollinger, Planner I**
Date: **January 25, 2023**
Type of Item: **Steep Slope Conditional Use Permit**

Recommendation

(I) Review the Steep Slope Conditional Use Permit (SSCUP) at 103 Alice Court, (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 (Exhibit A).

Description

Applicant:	Gavin Steinberg
Location:	103 Alice Court
Zoning District:	Historic Residential - 1 (HR-1) District
Adjacent Land Uses:	Single Family Dwellings, Recreation and Open Space
Reason for Review:	The Planning Commission reviews and takes Final Action on SSCUPs for Lots greater than 3,750 square feet.[1]

DRT	Design Review Team
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

103 Alice Court is Lot 6 of the Alice Claim Subdivision and is vacant (Exhibit C). The Applicant submitted a SSCUP and a Historic District Design Review (HDDR) application and proposes construction of a new Single-Family Dwelling (SFD) within the Historic Residential-1 (HR-1) Zoning District.

The review of the Alice Claim Subdivision began in 2006, and took 12 years to approve. The Alice Claim Subdivision had 15 meetings since 2014, with the Planning Commission or City Council reviewing the proposal. In 2015, the Planning Commission recommended denial of the Alice Claim Subdivision/Plat Amendment and Conditional

[1] LMC § 15-2.1-6(B)(2)

Use Permit (CUP). The City Council then sent the application back to the Planning Commission for further review. In 2016, with an updated proposal, the Planning Commission approved a CUP for three retaining walls up to ten feet to help with slope stabilization. The CUP was appealed, but after an access agreement was obtained, the new access did not require walls greater than six feet. One appeal was withdrawn, and the other appeal was not pursued with the updated retaining wall height included in the Subdivision and Plat Amendment proposal. In 2017, the Planning Commission forwarded a positive recommendation to the City Council for the Alice Claim Subdivision with conditions to create developable lots with proper water access and to protect sensitive lands. On March 8, 2018, the City Council adopted Ordinance No. 2018-08 approving the Alice Claim Subdivision (Staff Report, p. 60-167; Meeting Minutes, p. 8-13).

In conjunction with the SSCUP, Staff is reviewing the HDDR application (PL-22-05260) for compliance with LMC Section 15-13-8 *Design Guidelines for New Residential Infill Construction in Historic Districts*.

Analysis

103 Alice Court is located on an uphill lot with a slope average of 15-33% Approximately 1,452 square feet of the SFD will be constructed on a steep slope with an average slope 32.1%. LMC § 15-2.2-6 requires a SSCUP for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 sf) in the HR-1 Zoning District.

(I) The proposal to construct a new Single-Family Dwelling complies with HR-1 Zoning District requirements outlined in LMC Chapter 15-2.2.

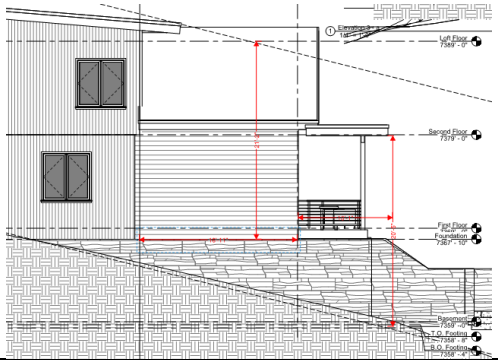
Two of the purposes of the HR-1 district are to "encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods and establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment."[2]

The proposed SFD is an Allowed Use in the HR-1 Zoning District, pursuant to LMC § 15-2.2-2(1).

LMC § 15-2.2-3 outlines lot and site requirements for the HR-1 Zoning District, shown in the table below:

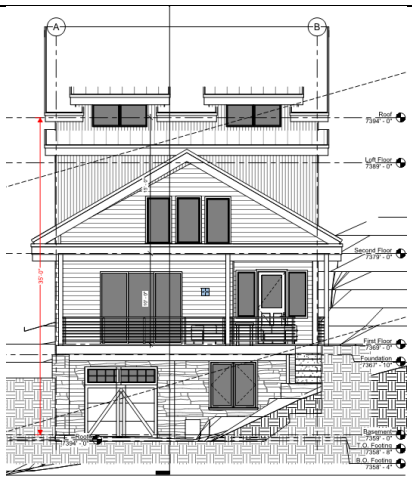
Zoning Requirement	Analysis of Proposal
Minimum Lot Size - 1,875 sq. ft.	**Complies:** The lot contains 4,510 sq. ft.
Minimum Lot Width - 25 feet	**Complies:** The lot is 41.91 feet long at the front end, and 44.70 feet long at the rear.

[2] LMC § 15-2.2-1

Maximum Building Footprint – 1,750 sq. ft.	**Complies:** The proposed Footprint is 1,750 sq. ft. as measured on the submitted plans (Exhibit B).
Minimum Front and Rear Setback for Lots over 100 feet long – 15 feet each for a total of 30 feet	**Complies:** 15 feet each
Minimum Side Setbacks for Lots up to 50 feet in width – 5 feet each	**Complies:** 5 feet each
Building Height – 27 feet from Existing Grade	**Complies:** The proposed height is 27 feet from existing grade.
Building Height – 10-foot minimum horizontal step in the downhill facade	**Complies:** At 20' from the lowest point of existing grade, the architecture steps back 10' from the front façade of the structure. 

LMC § 15-2.2-5 outlines building height requirements, shown in the table below:

Maximum interior height of 35 feet	**Complies:** LMC § 15-2.2-5(A) states, "A Structure shall have a maximum height of thirty-five feet (35') measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters." The proposal has an interior height of 35 feet, as defined, and is compliant.

	 The proposed design does not require additional height exceptions for the SFD to be constructed.
Roof Pitch- between 7:12 and 12:12	**Complies**: The Contributing Roof Form is 7:12.
Final Grade within 4 feet of Existing Grade	**Complies:** The proposed final grade is within 4 feet of existing grade.

(II) The proposal to construct a SFD complies with criteria outlined in LMC §15-2.2-6 *Development on Steep Slopes*.

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

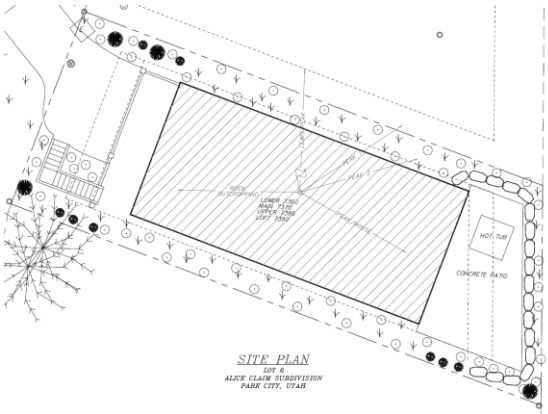
Development on Steep Slopes must be environmentally sensitive to hillside areas, carefully planned to mitigate adverse effects on neighboring land and improvements, and consistent with the Design Guidelines for Historic Districts (LMC § 15-2.2-6).

Since the new SFD proposes an excess of 200 square feet located on an existing Slope of thirty percent (30%) or greater, the SSCUP application is required, pursuant to per 15.2-2.6(A)(1). Additionally, the HDDR Application's approval will be subject to the approval of this SSCUP.

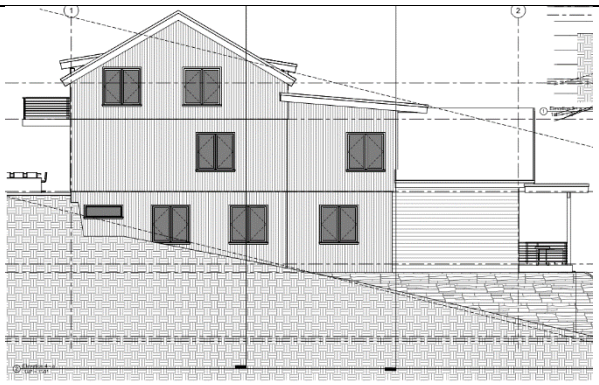
The Planning Commission reviews Steep Slope Conditional Use Permits for Lots that are 3,750 square feet or greater (LMC Section § 15-2.2-6(B)(1)). 103 Alice Court contains 4,510 square feet and therefore requires Planning Commission approval.

Steep Slope Conditional Use Permit applications are subject to the following criteria:

Criteria	Analysis of Proposal
LOCATION OF DEVELOPMENT –	**Complies**

Development is located and designed to reduce visual and environmental impacts of the Structure.	The south side of the lot has an egress window – the retaining walls are a maximum of four feet in height from existing grade, with grade restored around them to support the window. Retaining walls in the front of the lot follow existing grade on either side to allow a garage, bottom level window, and stairs to access the first level entrance. A retaining wall is proposed in the rear of the structure to create an outdoor patio area. Aside from the structure itself, these are the only impacts created to the existing topography. No significant vegetation exists on the site, and therefore none will be removed.
VISUAL ANALYSIS – The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points: To determine potential impacts of the proposed Access, and Building mass and design; and to identify the potential for Screening, Slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.	**Complies** The Single-Family Dwelling will be the first constructed in the Alice Claim Subdivision and does not yet have streetscape context among other structures. However, it will not be viewable from Vantage Points, as defined in LMC § 15-15-1. (See Exhibit D to view the Applicant's submitted streetscape). There is no existing significant vegetation on the lot, but the applicant proposes to add vegetation to mitigate erosion. The SFD will be significantly screened from the South due to the existing natural grade and vegetation.  SITE PLAN LOT 6 ALICE CLAIM SUBDIVISION PARK CITY, UTAH
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** The proposed twelve-foot (12') wide driveway located within the Front Setback is a 2% downhill slope towards Daly Avenue, and compliant with LMC § 15-13-8(B)(1)(h)(7), which requires, "new driveways shall not exceed twelve (12) feet in width." The driveway leads to a single tandem-car garage door. The front entrance is accessed via

	stairs, which are built into the existing grade.
TERRACING – The project may include terraced retaining Structures if necessary to regain Natural Grade.	**Complies** The Applicant is proposing to use the Structure itself as the majority of the retaining for Natural Grade. LMC § 15-2.2-5 states, "Final Grade must be within four vertical feet (4') of Existing Grade." The applicant is not proposing to change grade more than four feet (4'). The Applicant has largely maintained Natural Grade where possible, including changing the design of the structure on the side lot to egress windows to lessen the impact of the excavation required. LMC § 15-2.2-3 states that retaining walls four feet or less in the Front Setback, or six feet or less in the Rear Setback, are exceptions to Setbacks. All proposed retaining walls are 4' or less and are compliant with the setback exceptions.
BUILDING LOCATION – Buildings, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the Front Yard.	**Complies** The footprint of the structure is within the building pad and is inside all setbacks. The structure respects the 10' foot Public Utilities easement in the front. The applicant reduced the proposed cut from previous design proposals to reduce the impact on the grade. This included removing windows on the south side, to only include one required egress window, and require less impact/excavation on the existing grade.
BUILDING FORM AND SCALE – Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are 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 Director and/or Planning Commission may require a garage separate from the main Structure or no garage.	**Complies** LMC § 15-2.2-5 states that, "A ten foot (10') minimum horizontal step in the downhill façade is required." There is a 10' step down approximately 24' from the front of the structure. Additionally, the house is broken into three side sections, amidst the four levels of the home to follow the topography, and is compliant with allowed height as analyzed above and below. The proposed tandem-garage fits with the width of the lot, as the single-door garage allows for additional landscaping seen from the street level.

	 The design is incorporated into the topography, as the roof form steps up where the land does, to be more compatible with the Design Guidelines. The garage is set to the side of the lowest level of the structure and, as a tandem car garage, does not detract from the other levels of the dwelling. The tandem car garage allows for the street level of the dwelling to not be completely garage face. The space adjacent to the garage allows for the area to be vegetation rather than a concrete driveway.
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 new structure complies with all HR-1 setbacks, and there are no significant exceptions recommended for the design of the dwelling to be compliant with Code. The site does not exceed 33% in slope, and the proposed construction is within the allowed setbacks.
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 proposed structure is the first SFD of nine in the Alice Claim Subdivision. The proposed structure meets the requirements of code in roof shape, setbacks, and stepping of the form.
BUILDING HEIGHT | STEEP SLOPE – The Zone Height in the HR-1 District is twenty-seven feet (27') and is restricted as stated above in Section 15-2.2-5. The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual	**Complies** The building does not exceed the allowable building height and is compatible with the Zoning District (see elevation and analysis above, under Analysis I).

mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.	

(IV)The Development Review Committee[3] reviewed the proposal on December 6, 2022, and identified the following.

The Building Department requires the following Conditions of Approval:

Condition of Approval 7
Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.

Condition of Approval 10
City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.

The Engineering Department requires the following Conditions of Approval:

Condition of Approval 8
The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.

Condition of Approval 11
City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.

Condition of Approval 14
The Applicant shall submit a geotechnical report and final slope stability prior to submitting a building permit, subject to City Engineer approval.

[3] 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 Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

Condition of Approval 15
The Applicant shall provide soil stabilization details and drainage documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

Condition of Approval 16
The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation are complete prior to submission of a building permit.

Condition of Approval 17
Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on January 17, 2023. Staff mailed courtesy notice to property owners within 300 feet on January 17, 2023. The *Park Record* published notice on January 17, 2023. LMC § 15-1-21.

Public Input

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

Alternatives

- The Planning Commission may approve the SSCUP Application;
- The Planning Commission may deny the SSCUP Application and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: Alice Claim Subdivision
Exhibit D: 103 Alice Court Renderings

PARK CITY
1884

Planning Department

March 8, 2023

Gavin Steinberg
13 Club Road
Riverside, CT 06878

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	103 Alice Court
Zoning District:	Historic Residential – 1 (HR-1)
Application:	Steep Slope Conditional Use Permit
Project Number:	PL-22-05421
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	January 25, 2023
Project Summary:	The Applicant Proposes to Construct a New Single-Family Dwelling on a Steep Slope on a Vacant Lot.

Action Taken

On January 25, 2023, the Planning Commission conducted a public hearing and approved the proposal for a new Single-Family Dwelling at 103 Alice Court built into a Steep Slope, on a vacant lot according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Site is located at 103 Alice Court, Lot 6 of the Alice Claim Subdivision, and is a vacant lot.
2. The Site is located within the Historic Residential – 1 (HR-1) Zoning District.
3. The Applicant proposes construction of a new Single-Family Dwelling (SFD) on the vacant lot.
4. The new SFD proposes an excess of 200 square feet located on an existing Slope of thirty percent (30%) or greater, therefore, a SSCUP application is required.

5. In conjunction with the SSCUP, the Applicant submitted a Historic District Design Review (HDDR) Application (PL-22-05260). The HDDR Application approval is subject to the approval of this SSCUP.
6. 103 Alice Court is located on an uphill lot with an average slope of 31%.
7. 1,452 square feet of the SFD will be constructed on a steep slope with an average slope 32.1%. The minimum Lot size in the HR-1 Zoning District is 1,875 square feet. Lot 6 of the Alice Claim Subdivision contains 4,510 square feet.
8. The minimum Lot width in the HR-1 Zoning District is 25 feet. Lot 6 of the Alice Claim Subdivision is 41.91 feet wide at the front and 44.7 feet wide at the rear.
9. The maximum building footprint in the HR-1 Zoning District for a Lot that is 4,510 square feet is 1,750 square feet. The proposed building footprint is 1,750 square feet.
10. Minimum front and rear setbacks for Lots over 100 feet long are 15 feet in the HR-1 Zoning District. The proposed SFD meets a 15-foot setback for both the front and rear setbacks.
11. Minimum side setbacks for Lots up to 50 feet in width are five feet in the HR-1 Zoning District. The proposed SFD meets a five-foot side setback for each side.
12. The maximum building height is 27 feet from Existing grade in the HR-1 Zoning District. The proposed maximum building height is 27 feet from existing grade.
13. The HR-1 Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The proposed SFD steps back at least ten feet at 24 feet and two inches from the lowest point of existing grade.
14. Final Grade must be within four feet of existing grade in the HR-1 Zoning District. The proposed final grade is within four feet of existing grade.
15. Structures cannot exceed 25 feet from the lowest finish floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HR-1 Zoning District. The proposal has an interior height of 35 feet, as defined.
16. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HR-1 Zoning District. The proposed Contributing Roof Form is 7:12.
17. The Planning Commission reviews SSCUPs for a Lot that is greater than 3,750 square feet.
18. The proposal is located and designed to reduce visual and environmental impacts of the Structure
19. The proposal will not be viewable from Vantage Points and mostly screened from existing grade and vegetation for erosion mitigation.

20. The proposed driveway is 12' wide and access to a tandem garage minimizes the width and impact on natural topography.
21. The proposed terracing is required to construct the structure, but minimized to maintain Natural Grade where possible.
22. The proposed cut location requires minimal egress windows and retaining walls that reduce the impact on the site.
23. The building scale is compliant with the grade of the site, and the design is compliant with Historic District Design Guidelines.
24. The proposal is compliant with setbacks, and does not require significant exceptions be granted to construct.
25. The volume of the dwelling is compliant with the size and height of the lot.
26. The proposal does not exceed the allowable building height.
27. Staff published notice on the City's website and posted notice to the property on January 10, 2023.
28. Staff mailed courtesy notice to property owners within 300 feet and posted notice to the property on January 10, 2023.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Historic Residential – 1 (HR-1) District.
2. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2-6, Development on Steep Slopes in the HR-1 District.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance with the plans approved January 25, 2023, by the Planning Commission. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.
2. The Applicant shall receive approval of a Historic District Design Review prior to submitting a Building Permit application.
3. All conditions of approval and plat notes of the Alice Court Subdivision shall continue to apply.
4. If the Applicant does not obtain a complete building permit within one year of the date of this approval, this SSCUP approval will expire unless the Applicant submits a written extension request to the Planning Department prior to the expiration date and the Planning Director approves an extension.

5. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
6. 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.
7. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.
8. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
9. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.
10. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
11. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
12. All exterior lighting shall be down-directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Exterior lighting shall not exceed 3,000 degrees Kelvin and outdoor lighting fixtures shall be Fully Shielded. Final lighting details shall be reviewed by the Planning Staff prior to installation.
13. Construction waste should be diverted from landfill and recycled when possible.
14. The Applicant shall submit a geotechnical report and final slope stability prior to submitting a building permit, subject to City Engineer approval.
15. The Applicant shall provide soil stabilization details and drainage documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.
16. The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation are complete prior to submission of a building permit.
17. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.

18. Retaining walls cannot exceed the height proposed/reviewed as part of this SSCUP without modifying the SSCUP. Additionally, walls more than four feet in height in the front setback, or more than six feet in the rear or side setbacks will require an Administrative Conditional Use Permit.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5068 or email lillian.zollinger@parkcity.org.

Sincerely,

Laura Suesser,
Planning Commission Chair

CC: Lillian Zollinger, Planner I

Planning Department
Staff Report

Subject: **103 Alice Court**
Application: **PL-22-05260**
Author: **Lillian Zollinger, Planner I**
Date: **February 16, 2023**
Type of Item: **Historic District Design Review**

Recommendation

(I) Review the Historic District Design Review (HDDR) at 103 Alice Court, (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 (Exhibit A).

Description

Applicant:	Gavin Steinberg
Location:	103 Alice Court
Zoning District:	Historic Residential - 1 (HR-1) District
Adjacent Land Uses:	Single Family Dwellings, Recreation and Open Space
Reason for Review:	The Planning Director reviews, conducts a public hearing, and takes Final Action on Historic District Design Review Applications.[1]

DRT	Design Review Team
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

103 Alice Court is Lot 6 of the Alice Claim Subdivision and is vacant (Exhibit C). The Applicant submitted a Steep Slope Conditional Use Permit (SSCUP) and a Historic District Design Review (HDDR) application and proposes construction of a new Single-Family Dwelling (SFD) within the Historic Residential-1 (HR-1) Zoning District.

The review of the Alice Claim Subdivision began in 2006 and took 12 years to approve. The Alice Claim Subdivision had 15 meetings since 2014, with the Planning Commission and City Council reviewing the proposal. In 2015, the Planning

[1] LMC § 15-2.1-6(B)(2)

Commission recommended denial of the Alice Claim Subdivision/Plat Amendment and Conditional Use Permit (CUP). The City Council then sent the application back to the Planning Commission for further review. In 2016, with an updated proposal, the Planning Commission approved a CUP for three retaining walls up to ten feet to help with slope stabilization. The CUP was appealed, but after an access agreement was obtained, the new access did not require walls greater than six feet. One appeal was withdrawn, and the other appeal was not pursued with the updated retaining wall height included in the Subdivision and Plat Amendment proposal. In 2017, the Planning Commission forwarded a positive recommendation to the City Council for the Alice Claim Subdivision with conditions to create developable lots with proper water access and to protect sensitive lands. On March 8, 2018, the City Council adopted Ordinance No. 2018-08 approving the Alice Claim Subdivision (Staff Report, p. 60-167; Meeting Minutes, p. 8-13).

103 Alice Court is located on an uphill lot with a slope average of 15-33%. Approximately 1,452 square feet of the SFD will be constructed on a steep slope with an average slope of 32.1%. LMC § 15-2.2-6 requires a SSCUP for construction of any Structure with a Building Footprint in excess of two hundred square feet (200 square feet) located on a Slope of 30% or greater in the HR-1 Zoning District. On January 25, 2023, the Planning Commission approved the SSCUP (PL-22-05421) for this lot (Staff Report; Audio).

Analysis

(I) The proposal to construct a new Single-Family Dwelling complies with HR-1 Zoning District requirements outlined in LMC Chapter 15-2.2.



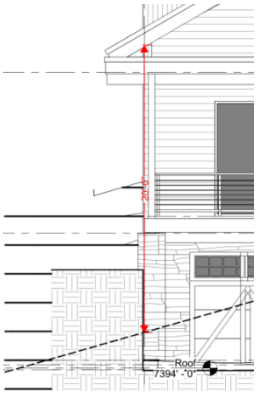
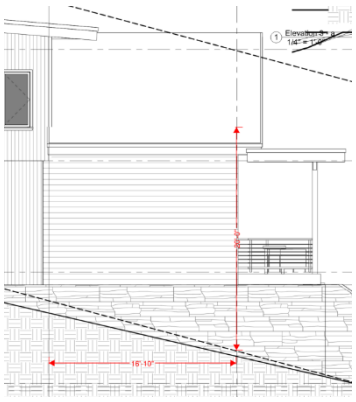
Two of the purposes of the HR-1 Zoning District are to "encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods and establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment."[2]

The proposed SFD is an Allowed Use in the HR-1 Zoning District, pursuant to LMC § 15-2.2-2(1).

LMC § 15-2.2-3 outlines lot and site requirements for the HR-1 Zoning District, shown in the table below:

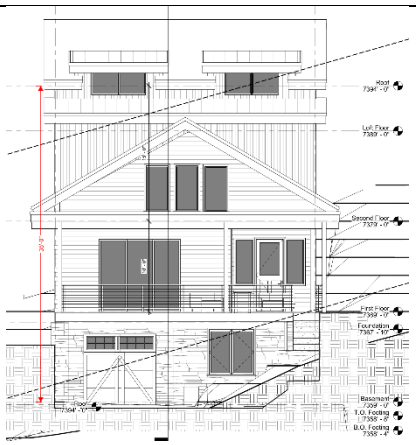
Zoning Requirement	Analysis of Proposal
Minimum Lot Size - 1,875 square feet	**Complies:** The lot contains 4,510 square feet

[2] LMC § 15-2.2-1

Minimum Lot Width - 25 feet measured 15 feet from the front lot line	**Complies:** The Lot Width is 41.91 feet measured 15 feet from the lot line. The lot is 41.91 feet long at the front end, and 44.70 feet long at the rear.
Maximum Building Footprint – 1,750 sq. ft.	**Complies:** The proposed Footprint is 1,750 sq. ft. as measured on the submitted plans (Exhibit B).
Minimum Front and Rear Setback for Lots over 100 feet long – 15 feet each for a total of 30 feet	**Complies:** 15 feet each
Minimum Side Setbacks for Lots up to 50 feet in width – 5 feet each	**Complies:** 5 feet each
Building Height – 27 feet from Existing Grade	**Complies:** The proposed height is 27 feet from existing grade.
Building Height – A ten foot (10') 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 twenty-three feet (23') 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 ten-foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.	**Complies:** At 20' from the lowest point of existing grade, the architecture steps back 16' 10" from the front façade of the structure.  

LMC § 15-2.2-5 outlines building height requirements, shown in the table below:

Maximum interior height of 35 feet -- LMC § 15-2.2-5(A) states, "[a] Structure shall have a maximum height of thirty-five feet (35') measured from the lowest finish floor plane to the	**Complies:** The proposal has an interior height of 35 feet, as defined, and is compliant.

point of the highest wall top plate that supports the ceiling joists or roof rafters."	 The proposed design does not require additional height exceptions for the SFD to be constructed.
Roof Pitch- between 7:12 and 12:12	**Complies**: The Contributing Roof Form is 7:12.
Final Grade within 4 feet of Existing Grade	**Complies:** Per LMC, "Final Grade must be within four vertical feet (4') of Existing Grade, except for the placement of approved window wells, emergency egress, and a garage entrance." The proposed Final Grade is mostly compliant with the allowed exceptions (see Condition of Approval 18).

(II) The proposal to construct a new Single-Family Dwelling complies with the Design Guidelines For New Residential Infill Construction In Historic Districts outlined in LMC § 15-13-8.

The Design Review Team reviewed this proposal on September 7, 2022, October 5, 2022, November 30, 2022, and found the design to be compliant with the Design Guidelines, except for a proposed two-car garage. On January 4, 2023, the Applicant submitted new plans with a tandem garage proposal, instead of the two-car garage, bringing it into complete compliance with the Design Guidelines.

A. Universal Guidelines

	Analysis of Proposal (See Exhibit B)
1. New infill residential buildings shall reflect the historic character—simple building forms, unadorned materials, restrained ornamentation—of Park City's Historic Sites.	**Complies:** The new structure is designed in a style keeping with Park City's Historic District.
2. New infill residential buildings shall not directly imitate existing historic structures in Park City. Roof pitch, shape and configuration, as well as scale of building elements found on Historic Sites may be duplicated, but building elements such as moldings, cornice details, brackets, and porch supports shall not be directly imitated.	**Complies:** The design of the Single-Family Dwelling takes a contemporary approach to traditionally historic features.

3. A style of architecture shall be selected and all elevations of the new infill residential building should shall [sic] be designed in a manner consistent with a contemporary interpretation of the chosen selected style. Stylistic elements shall not simply be applied to exteriors. Styles that never appeared in Park City shall be avoided. Styles that radically conflict with the character of Park City's Historic Sites shall also be avoided. Styles that never appeared in Park City shall be avoided.	**Complies:** The style chosen for the SFD is modern, yet complimentary to the Historic District. The design does not copy existing historic structures.
4. New infill residential buildings shall differentiate from historic structures but be compatible with historic structures in materials, features, size, scale and proportion, and massing to protect the integrity of the Historic District as a whole. The massing of the new infill residential buildings shall be further broken up into volumes that reflect the original massing of historic buildings; larger masses shall be located at the rear of the lot.	**Complies:** The proposed materials are complimentary to the historic district. The proposed height is compliant with the grade, and nearby lots. The structure follows the grade of the lot, and is broken up into facades as the design steps up the slope.
5. Building and site design shall respect the existing topography, the character-defining site features, including existing trees and vegetation, and shall minimize cut, fill, and the use of retaining walls.	**Complies:** The chosen location for the SFD is on a steep slope. The Applicant has minimized the cut and fill by reducing the number of retaining walls to one portion of the SFD, and using egress windows in place of retaining walls. The SFD will not impact any existing significant vegetation.
6. Exterior elements—roofs, entrances, eaves, chimneys, porches, windows, doors, steps, garages, etc.— of the new infill residential building shall be of human scale and shall be compatible with neighboring Historic Structures.	**Complies:** The design of the SFD and design elements are not oversized.
7. Scale and height of new infill residential buildings shall follow the predominant pattern and respect the architecture of the Streetscape or character area with special consideration given to Historic Sites.	**Complies:** The height of the structure is compliant with zone regulations and scale of the structure is compatible with the grade and slope of the lot.
8. Size and mass of a structure shall be compatible with the size of the site so that lot coverage, building bulk, and mass are compatible with Historic Sites within the Streetscape or character area.	**Complies:** The structure is within setbacks and in character with the lots in the area.
9. New construction activity shall not physically damage nearby Historic Sites.	**Complies:** The closest Historic Site is at least 200 feet away (see Condition of Approval 17).

10. New infill residential buildings shall reinforce visual unity within the context of the Streetscape or character area. The specific context of each Streetscape or character area is an important feature of the Historic District. The context of each Streetscape or character area shall be considered in its entirety, as one would see it when standing on the street viewing both sides of the street for the entire length of the Streetscape or character area. Special consideration should be given to adjacent and neighboring Historic Sites in order to reinforce existing rhythms and patterns.	**Complies:** This Dwelling is the first in the Alice Claim Subdivision neighborhood. The current streetscape is natural topography, and the Dwelling will serve as the first building of context for other developments on the remaining lots.
11. New materials should reflect the character of the Historic District. Sustainable technology is constantly changing resulting in new alternative materials.	**Complies:** The proposed materials of horizontal wood siding, metal roof, asphalt shingles, steel railings, stone, and concrete are within the style of the design guidelines and environmental sustainability (see Exhibit B, p.8).

B. Specific Guidelines

1. Site Design	Analysis of Proposal
a) Building Setback and Orientation • Front Setback – 10' • Rear Setback - 10' • Side Setbacks – 5' each	**Complies:** • Front Setback – 10' • Rear Setback – 10' • Side Setbacks – 5' each
b) Topography and Grading: LMC § 15-13-8(B)(1)(b) states, "Building and site design shall respond to natural features. New infill residential buildings shall step down or up to follow the existing contours of steep slopes. A new site's natural slope shall be respected in a new building design in order to minimize cuts into hillsides, minimize fill, and minimize retaining walls."	**Complies:** The proposed design steps up with the slope of the site, and the number of sections of retaining walls has been reduced.
c) Landscaping and Vegetation	**See Condition of Approval 18:** The proposed vegetation shall be at least 50% waterwise and compliant with 15-5-5(N).

d) Retaining Walls – LMC § 15-13-8(B)(1)(d) states, "a site shall be contoured in a way that reduces the need for retaining walls."	**Complies:** The Applicant has reduced the proposed number of retaining walls, and is compliant. Additionally, the proposed retaining walls are 6' or less in height in the Rear and Side Setbacks and are compliant with LMC § 15-2.2-3, which establishes a maximum height for retaining walls at 6' in the rear and side setback.
e) Fences	**Complies:** No proposed permanent fences.
f) Paths, Steps, Handrails, & Railings (Not associated with Porches) LMC § 15-13-8(B)(1)(f) states, "New hillside stairs and any associated railings or handrails shall be visually subordinate to the associated building(s) or structure(s) in size, scale, and proportion, and shall complement the Historic District in material, size, scale, and proportion, and massing."	**Complies:** The design of the proposed railings on the front Porch, rear Balcony, and entrance stairs are compatible with the Historic District Design Guidelines. The stairs are also compliant, as they are broken up into two sections to be built into the grade.
g) Gazebos, Pergolas, and other Shade Structures	Not applicable
h) Parking Area & Driveways Pursuant to LMC 15-3-6(A), Single-Family Dwellings in the HR-1 Zone require two parking spaces.	**Complies:** The proposed home will have two parking spaces in one Tandem garage. LMC § 15-3-4(A) requires a minimum 11 feet by 40 feet for a garage. The garage is compliant – the dimensions are 12 feet by 42 feet. LMC § 15-13-8(B)(1)(h)(7) sets the maximum width for driveways in Historic Zoning Districts to 12 feet and the proposed driveway is compliant at 12 feet in maximum width.
2. Primary Structures	Analysis of Proposal
a) Mass, Scale, & Height	**Complies:** The Single-Family Dwelling is compliant with zone regulations regarding building footprint, setbacks, and height.
b) Foundation -- LMC 15-13-8(B)(2)(b) states, "Foundation materials shall be simple in form and minimally visible above grade when viewed from the primary public right-of-way."	**Complies:** The foundation will be mostly covered under grade (see Condition of Approval 19).

c) Doors -- LMC § 15-13-8(B)(2)(c) states, "All buildings that face the street shall have a well-defined primary entrance."	**Complies** The second level-primary entrance is well defined, and the proposed door is compliant with the Design Guidelines.
d) Windows -- LMC § 15-13-8(B)(2)(d) states, "Ratios of solid-to-void that are compatible with surrounding historic buildings shall be used" and "Windows shall be historic size and shall relate to the human scale of	**Complies:** The proposed glazing is limited and breaks up the solidity of the façade. The windows limited in design types, and match the historic 2:1 ratio as detailed in subsection D.
e) Roofs – LMC § 15-2.2-5 requires a roof pitch of at least 7:12.	**Complies:** The primary roof shape is compatible with the Historic District and LMC, as the roof pitch is 7:12. LMC § 15-13-8(B)(2)(e), "Roofs of new residential infill buildings shall be visually compatible with roof shapes and orientation of surrounding Historic Sites and adjacent buildings that contribute to the character of the Historic District." The height and slope of the roof are compliant with roofs in the Historic District. The primary roof pitch, shingle material, and standing seam metal roof is consistent with the style of the Historic District pursuant to. See Condition of Approval 20.
f) Dormers	Not Applicable
g) Gutters and Downspouts	Not Applicable
h) Chimneys and Stovepipes	Not Applicable
i) Porches	**Complies:** The design complies with LMC § 15-13-8(B)(2)(i) which states, "Porches typically cover the entrance, and usually extend partially or fully across the main façade." The front porch is consistent with porches found historically, as it is covered, with narrower square columns and emphasizes the front entrance.
j) Architectural Features -- Per LMC § 15-13-8(B)(2)(j), "Simple ornamental trim and decoration is in character with historic architectural ornamentation and is encouraged."	**Complies:** The overall proposed design and materials are simple, and not ornate. The columns on the front porch have been reduced to more similarly match column widths found in the Historic District.
3. Mechanical and Utility Systems and Service Equipment	See Condition of Approval 21

4. Materials	**Complies:** Pursuant to LMC § 15-13-8(B)(4), the proposed materials of wood siding, Corten metal, asphalt shingles, standing seam roof, metal railings, and windows style, color, and finish are compliant with the Historic District (see Exhibit B and Conditions of Approval 20 and 22).
5. Paint and Color	**Complies:** The proposed plans indicate the following façade materials: horizontal wood siding, metal roof, asphalt shingles, steel railings, stone, and concrete. LMC § 15-13-8(B)(5)(d) states, **"**Materials, such as wood, that are traditionally painted shall have an opaque rather than transparent finish." See Condition of Approval 22.
6. Garages	**Complies:** The proposed home will have two parking spaces in one Tandem garage. The garage is compliant with LMC § 15-3-4(A), as the dimensions are 12' by 42'. Per LMC § 15-13-8(B)(2)(6)(a)(2), "Single car wide tandem garages are recommended. Side-by-side parking configurations are strongly discouraged." The number of garages has been reduced from two to one garage and is compliant with the Historic District Design Guidelines.
7. Decks	Not Applicable
8. Balcony and Roof Decks	**Complies:** LMC § 15-13-8(B)(8) states, "New balconies and roof decks shall be visually subordinate to the new building and shall be minimally visible from the primary public right-of-way." The rear balcony is within the Setbacks, and minimally visible from the primary public right-of-way, and the design is compliant.
9. New Accessory Structures	Not Applicable
10. Additions to Existing Non-Historic Structures	Not Applicable
11. Reconstruction of Non-Surviving Structures	Not Applicable

(III) The Development Review Committee[3] reviewed the proposal on December 6, 2022, and identified the following:

The Building Department requires the following Conditions of Approval:

Condition of Approval 5
Residential fire sprinklers are required for all new or renovation construction on this lot,

[3] 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 Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

per requirements of the Chief Building Official.

Condition of Approval 8
City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.

The Engineering Department requires the following Conditions of Approval:

Condition of Approval 6
The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.

Condition of Approval 9
City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.

Condition of Approval 12
The Applicant shall submit a geotechnical report and final slope stability prior to submitting a building permit, subject to City Engineer approval.

Condition of Approval 13
The Applicant shall provide soil stabilization details and drainage documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.

Condition of Approval 14
The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation are complete prior to submission of a building permit.

Condition of Approval 15
Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 1, 2023. Staff mailed courtesy notice to property owners within 100 feet on February 1, 2023. LMC § 15-1-21.

Public Input

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

Alternatives

- The Planning Director may approve the HDDR Application;
- The Planning Director may deny the HDDR Application and direct staff to make Findings for the denial; or
- The Planning Director may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plans
Exhibit C: Alice Claim Subdivision
Exhibit D: 103 Alice Court Renderings

Planning Department

February 16, 2023

Gavin Steinberg
13 Club Road
Riverside, CT 06878

NOTICE OF PLANNING DIRECTOR ACTION

Description

Address:	103 Alice Court
Zoning District:	Historic Residential – 1 (HR-1)
Application:	Historic District Design Review
Project Number:	PL-22-05260
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	February 16, 2023
Project Summary:	The Applicant Proposes to Construct a New Single-Family Dwelling on a Steep Slope on a Vacant Lot.

Action Taken

On February 16, 2023, the Planning Director conducted a public hearing and approved the Historic District Design proposal for a new Single-Family Dwelling at 103 Alice Court built into a Steep Slope, on a vacant lot according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Site is located at 103 Alice Court, Lot 6 of the Alice Claim Subdivision, and is a vacant lot.
2. The Site is located within the Historic Residential – 1 (HR-1) Zoning District.
3. The Applicant proposes construction of a new Single-Family Dwelling (SFD) on the vacant lot.
4. The new SFD proposes an excess of 200 square feet located on an existing Slope of thirty percent (30%) or greater, and requires a Steep Slope Conditional Use Permit (SSCUP) approval. On January 25, 2023, the Planning Commission approved a SSCUP (PL-22-05421) for the proposal.

5. 103 Alice Court is located on an uphill lot with an average slope of 31%.
6. 1,452 square feet of the SFD will be constructed on a steep slope with an average slope 32.1%. The minimum Lot size in the HR-1 Zoning District is 1,875 square feet. Lot 6 of the Alice Claim Subdivision contains 4,510 square feet.
7. The minimum Lot width in the HR-1 Zoning District is 25 feet. Lot 6 of the Alice Claim Subdivision is 41.91 feet wide at the front and 44.7 feet wide at the rear.
8. The maximum building footprint in the HR-1 Zoning District for a Lot that is 4,510 square feet is 1,750 square feet. The proposed building footprint is 1,750 square feet.
9. Minimum front and rear setbacks for Lots over 100 feet long are 15 feet in the HR-1 Zoning District. The proposed SFD meets a 15-foot setback for both the front and rear setbacks.
10. Minimum side setbacks for Lots up to 50 feet in width are five feet in the HR-1 Zoning District. The proposed SFD meets a five-foot side setback for each side.
11. The maximum building height is 27 feet from Existing grade in the HR-1 Zoning District. The proposed maximum building height is 27 feet from existing grade.
12. The HR-1 Zoning District requires a ten-foot minimum horizontal step in the downhill façade. The proposed SFD steps back at least ten feet at 24 feet and two inches from the lowest point of existing grade.
13. Final Grade must be within four feet of existing grade in the HR-1 Zoning District. The proposed final grade is within four feet of existing grade.
14. Structures cannot exceed 25 feet from the lowest finish floor plane to the point of highest wall top plate that supports the ceiling joists or roof rafters in the HR-1 Zoning District. The proposal has an interior height of 35 feet, as defined.
15. The roof pitch for the Contributing Roof Form must be between 7:12 and 12:12 in the HR-1 Zoning District. The proposed Contributing Roof Form is 7:12.
16. The Planning Commission reviews SSCUPs for a Lot that is greater than 3,750 square feet.
17. The proposal is located and designed to reduce visual and environmental impacts of the Structure
18. The proposal will not be viewable from Vantage Points and mostly screened from existing grade and vegetation for erosion mitigation.
19. The proposed driveway is 12' wide and access to a tandem garage minimizes the width and impact on natural topography.
20. The proposed terracing is required to construct the structure, but minimized to maintain Natural Grade where possible.

21. The proposed cut location requires minimal egress windows and retaining walls that reduce the impact on the site.
22. The building scale is compliant with the grade of the site, and the design is compliant with Historic District Design Guidelines.
23. The proposal is compliant with setbacks, and does not require significant exceptions be granted to construct.
24. The volume of the dwelling is compliant with the size and height of the lot.
25. The proposal does not exceed the allowable building height.
26. Historic District Design Review applications require the Planning Director evaluation of the Design Guidelines For Historic Districts And Historic Sites:

- New infill residential buildings shall reflect the historic character—simple building forms, unadorned materials, restrained ornamentation—of Park City's Historic Sites. *Complies: The new structure is designed in a style keeping with Park City's Historic District.*
- New infill residential buildings shall not directly imitate existing historic structures in Park City. Roof pitch, shape and configuration, as well as scale of building elements found on Historic Sites may be duplicated, but building elements such as moldings, cornice details, brackets, and porch supports shall not be directly imitated. Reconstruction of non-surviving historic buildings is allowed. *Complies: The design of the Single-Family Dwelling takes a contemporary approach to traditionally historic features.*
- A style of architecture shall be selected and all elevations of the new infill residential building should shall be designed in a manner consistent with a contemporary interpretation of the chosen selected style. Stylistic elements shall not simply be applied to exteriors. Styles that never appeared in Park City shall be avoided. Styles that radically conflict with the character of Park City's Historic Sites shall also be avoided. Styles that never appeared in Park City shall be avoided. *Complies: The style chosen for the SFD is modern, yet complimentary to the Historic District. The design does not copy existing historic structures.*
- New infill residential buildings shall differentiate from historic structures but be compatible with historic structures in materials, features, size, scale and proportion, and massing to protect the integrity of the Historic District as a whole. The massing of the new infill residential buildings shall be further broken up into volumes that reflect the original massing of historic buildings; larger masses shall be located at the rear of the lot. *Complies:*

The proposed materials are complimentary to the historic district. The proposed height is compliant with the grade, and nearby lots. The whole structure follows the grade of the lot, and is broken up into facades as the design steps up the slope.

- Building and site design shall respect the existing topography, and the character-defining site features, including existing trees and vegetation, and shall minimize cut, fill, and the use of retaining walls. *Complies: The chosen location for the SFD is on a moderately steep slope. The Applicant and minimized the cut and fill by reducing the number of retaining walls to one portion of the home, and using egress windows in place of retaining walls. The SFD will not impact any existing significant vegetation.*
- Exterior elements—roofs, entrances, eaves, chimneys, porches, windows, doors, steps, garages, etc.— of the new infill residential building shall be of human scale and shall be compatible with neighboring Historic Structures. *Complies: The design of the house and design elements are not oversized.*
- Scale and height of new infill residential buildings shall follow the predominant pattern and respect the architecture of the Streetscape or character area with special consideration given to Historic Sites. *Complies: The height of the structure is compliant with zone regulations and scale of the structure is compatible with the grade and slope of the lot.*
- Size and mass of a structure shall be compatible with the size of the site so that lot coverage, building bulk, and mass are compatible with Historic Sites within the Streetscape or character area. *Complies: The structure is within setbacks and in character with the lots in the area.*
- New construction activity shall not physically damage nearby Historic Sites. *Complies: The closest Historic Site is at least 200 feet away (see Condition of Approval 17).*
- New infill residential buildings shall reinforce visual unity within the context of the Streetscape or character area. The specific context of each Streetscape or character area is an important feature of the Historic District. The context of each Streetscape or character area shall be considered in its entirety, as one would see it when standing on the street viewing both sides of the street for the entire length of the Streetscape or character area. Special consideration should be given to adjacent and neighboring Historic Sites in order to reinforce existing rhythms and

patterns. *Complies: This Dwelling is the first in the Alice Claim Subdivision neighborhood. The current streetscape is natural topography, and the Dwelling will serve as the first building of context for other developments on the remaining lots.*

- New materials should reflect the character of the Historic District. Sustainable technology is constantly changing resulting in new alternative materials. New alternative materials may be reviewed by the Design Review Team for compliance being judged on the following characteristics: Longevity (50-year lifespan), energy performance, durability in this climate, environmental benefit (high recycled content, locally sourced), compatibility with the character of the Historic District. *Complies: The proposed materials are within the style of the design guidelines and environmental sustainability (see Exhibit B, p.8).*
- Building Setback and Orientation- *Complies: See analysis in Section I above.*
- Topography and Grading- *The proposed design steps up with the slope of the site, and the number of sections of retaining walls has been reduced.*
- Landscaping and Vegetation- *See Condition of Approval 18: The proposed vegetation shall be at least 50% waterwise and compliant with 15-5-5(N).*
- Retaining Walls- *Complies: The Applicant has reduced the proposed number of retaining walls, and is compliant with this guideline. Additionally, the proposed retaining walls are 6' or less in the Rear and Side Setbacks and compliant with LMC § 15-2.2-3.*
- Fencing- *Complies: No proposed permanent fences.*
- Paths, Steps, Handrails, & Railings (Not Associated with Porches)- *The design of the proposed railings on the front Porch, rear Balcony, and entrance stairs are compatible with the Historic District Design Guidelines. The stairs are also compliant, as they are broken up into two sections to be built into the grade.*
- Gazebos, Pergolas, and other Shade Structures- *Not applicable*
- Parking Areas & Driveways- *Complies: The proposed home will have two parking spaces in one Tandem garage. The garage is compliant with LMC § 15-3-4(A), as the dimensions are 12' by 42'. The proposed driveway is 12' and compliant with LMC § 15-13-8(B)(1)(h)(7).*

- Mass, Scale & Height- *Complies: The Single-Family Dwelling is compliant with zone regulations regarding building footprint, setbacks, and height.*
- Foundation- *Complies: The foundation will be mostly covered under grade (see Condition of Approval 19).*
- Doors- *Complies: The second level-primary entrance is well defined, and the proposed door is compliant with the historic district.*
- Windows- *Complies: The proposed glazing is limited and breaks up the solidity of the façade. The windows limited in design types, and match the historic 2:1 ratio as detailed in subsection D.*
- Roofs- *Complies: LMC § 15-2.2-5 requires a roof pitch of at least 7:12. The primary roof shape is compatible with the Historic District and LMC, as the roof pitch is 7:12. LMC § 15-13-8(B)(2)(e), "Roofs of new residential infill buildings shall be visually compatible with roof shapes and orientation of surrounding Historic Sites and adjacent buildings that contribute to the character of the Historic District." The height and slope of the roof are compliant with roofs in the Historic District. The primary roof pitch, shingle material, and standing seam metal roof is consistent with the style of the Historic District pursuant to. See Condition of Approval 20.*
- Dormers- *Not Applicable*
- Gutters and Downspouts- *Not Applicable*
- Chimneys and Stovepipes- *Not Applicable*
- Porches- *Complies: The design complies with LMC § 15-13-8(B)(2)(i) which states, "Porches typically cover the entrance, and usually extend partially or fully across the main façade." The front porch is consistent with porches found historically, as it is covered, with narrower square columns and emphasizes the front entrance.*
- Architectural Features- *Complies: The overall proposed design and materials are simple, and not ornate. The columns on the front porch have been reduced to more similarly match column widths found in the Historic District.*
- Mechanical and Utility Systems and Service Equipment- *See Condition of Approval 21*
- Materials- *Complies: Pursuant to LMC § 15-13-8(B)(4), the proposed materials of wood siding, Corten metal, asphalt shingles, standing seam roof, metal railings, and windows style, color, and finish are compliant with the Historic District (see Exhibit B and Conditions of Approval 20 and 22).*

- Paint and Color- *Complies: LMC § 15-13-8(B)(5)(d) states, "Materials, such as wood, that are traditionally painted shall have an opaque rather than transparent finish." See Condition of Approval 22.*
- Garages- *Complies: The proposed home will have two parking spaces in one Tandem garage. The garage is compliant with LMC § 15-3-4(A), as the dimensions are 12' by 42'. Per LMC § 15-13-8(B)(2)(6)(a)(2), "Single car wide tandem garages are recommended. Side-by-side parking configurations are strongly discouraged." The number of garages has been reduced from two to one garage and is compliant with the Historic District Design Guidelines.*
- Decks- *Not Applicable*
- Balcony and Roof Decks- *LMC § 15-13-8(B)(8) states, "New balconies and roof decks shall be visually subordinate to the new building and shall be minimally visible from the primary public right-of-way." The rear balcony is within the Setbacks, and minimally visible from the primary public right-of-way, and the design is compliant.*
- New Accessory Structures- *Not Applicable*
- Additions to Existing Non-Historic Structures- *Not Applicable*
- Reconstruction of Non-Surviving Structures- *Not Applicable*

27. Staff published notice on the City's website and posted notice to the property on February 1, 2023.
28. Staff mailed courtesy notice to property owners within 100 feet and posted notice to the property on February 1, 2023.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Historic Residential – 1 (HR-1) District.
2. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2-6, Development on Steep Slopes in the HR-1 District.
3. The proposal complies with the Land Management Code requirements pursuant to Section 15-13-8, Design Guidelines For New Residential Infill Construction In Historic Districts.

Conditions of Approval

1. Final building plans and construction details shall reflect substantial compliance as indicated on the plans reviewed February 16, 2023, as part of the Historic

District Design Review and public meeting on February 16, 2023. Any changes, modifications, or deviations from the approved design that have not been approved in advance by the Planning and Building Departments may result in a stop work order.

2. All conditions of approval and plat notes of the Alice Court Subdivision shall continue to apply.
3. The applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans.
4. 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.
5. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.
6. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine-related impacts. If the property owner does encounter mine waste or mine waste-impacted soils they must handle the material in accordance with State and Federal law.
7. Any areas disturbed during construction surrounding the proposed work shall be brought back to their original state.
8. City approval of a Construction Mitigation Plan (CMP) is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
9. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
10. All exterior lighting shall be down-directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Exterior lighting shall not exceed 3,000 degrees Kelvin and outdoor lighting fixtures shall be Fully Shielded. Final lighting details shall be reviewed by the Planning Staff prior to installation.
11. Construction waste should be diverted from landfill and recycled when possible.
12. The Applicant shall submit a geotechnical report and final slope stability prior to submitting a building permit, subject to City Engineer approval.

13. The Applicant shall provide soil stabilization details and drainage documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.
14. The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation are complete prior to submission of a building permit.
15. Prior to submitting a building permit, the Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval.
16. Retaining walls cannot exceed the height proposed/reviewed as part of this SSCUP without modifying the SSCUP. Additionally, walls more than four feet in height in the front setback, or more than six feet in the rear or side setbacks will require an Administrative Conditional Use Permit.
17. New construction activity shall not physically damage nearby Historic Sites.
18. Upon building permit application, the Applicant shall submit an updated landscaping and irrigation plan, where the proposed vegetation shall be at least 50% waterwise and compliant with 15-5-5(N). Final plans shall call out final grade within 4' of existing grade.
19. No more than eight inches of the new foundation shall be visible above Final grade on the primary façade.
20. Roofs shall have matte finishes to minimize glare, shall be neutral and muted, and materials shall not be reflective.
21. Mechanical and/or utility equipment shall be located on the back of the building or in another inconspicuous location. When located on a secondary façade, the mechanical and/or utility equipment shall be located beyond the midpoint of the structure if feasible and visual impact of the equipment shall be minimized by incorporating it as an element of the building or landscape design.
22. Materials, such as wood, that are traditionally painted shall have an opaque rather than transparent finish. The plans be updated to reflect painted and opaque finishes prior to submitting a building permit.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5068 or email lillian.zollinger@parkcity.org.

Sincerely,

Gretchen Milliken,

PARK CITY
1884
Planning Department

Planning Director

CC: Lillian Zollinger, Planner I

Alice Claim Subdivision Background

The review of the Alice Claim Subdivision began in 2006 and took 12 years to approve. The Alice Claim Subdivision had 15 meetings since 2014, with the Planning Commission or City Council reviewing the proposal. In 2015, the Planning Commission recommended denial of the Alice Claim Subdivision/Plat Amendment and Conditional Use Permit (CUP). The City Council then sent the application back to the Planning Commission for further review. In 2016, with an updated proposal, the Planning Commission approved a CUP for three retaining walls up to ten feet to help with slope stabilization. The CUP was appealed but after an access agreement was obtained, the new access did not require walls greater than six feet. One appeal was withdrawn, and the other appeal was not pursued with the updated retaining wall height included in the Subdivision and Plat Amendment proposal. In 2017, the Planning Commission forwarded a positive recommendation to the City Council for the Alice Claim Subdivision with conditions to create developable lots with proper water access and to protect sensitive lands. On March 8, 2018, the City Council adopted Ordinance No. 2018-08 approving the Alice Claim Subdivision (Staff Report, p. 60-167; Meeting Minutes, p. 8-13).