PARK CITY BOARD OF ADJUSTMENT MEETING
SUMMIT COUNTY, UTAH
July 16, 2024

The Board of Adjustment of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online and may have options to listen, watch, or participate virtually.

1. MEETING CALLED TO ORDER AT 5:00PM

2. ROLL CALL

3. MINUTES APPROVAL

3.A. Consideration to Approve the Board of Adjustment Meeting Minutes from June 18, 2024

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4.A. **Board of Adjustment Chair Election** - Pursuant to Land Management Code Section 15-10-5, the Board of Adjustment Will Elect One of Its Members to Serve as Chair for a Term of One Year.

5. PUBLIC COMMUNICATIONS

6. REGULAR AGENDA

6.A. **844 Empire Avenue – Variance** – The Applicant Requests a Variance from the Front Setback Requirements of LMC § 15-2.2-3(F) in the Historic Residential – 1 Zoning District to Construct a Detached Garage. PL-24-06051 (45 mins.)
(A) Public Hearing (B) Action

7. ADJOURNMENT

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

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

PARK CITY MUNICIPAL CORPORATION
BOARD OF ADJUSTMENT MEETING
SUMMIT COUNTY, UTAH
MINUTES OF JUNE 18, 2024

BOARD MEMBERS IN ATTENDANCE: Ruth Gezelius-Chair, Stefanie Wilson, Beth Armstrong, Jennifer Franklin, John Stafsholt

STAFF: Lillian Zollinger, Planner II

1. ROLL CALL

Chair Ruth Gezelius called the meeting to order at 5:00 PM and identified the Board Members present.

2. MINUTES APPROVAL

A. Consideration to Approve the Board of Adjustment Meeting Minutes from May 21, 2024.

Board Member Franklin noted that a female spoke in the minutes but was not identified by name. The speaker was identified as Commissioner Wilson.

MOTION: Board Member Franklin moved to APPROVE the Minutes of May 21, 2024, as amended. Board Member Armstrong seconded the motion. Vote on motion: John Stafsholt-Yes, Beth Armstrong-Yes, Chair Gezelius-Yes, Jennifer Franklin-Abstained; Stefanie Wilson-Yes. The motion passed unanimously with one abstention.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no Staff or Board Member communications.

4. PUBLIC COMMUNICATIONS

There were no public communications.

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5. REGULAR AGENDA

A. 1014 Empire Avenue- The Applicant Requests a Variance From the Requirements of Land Management Code Section 15-3-8 Regarding Materials for a Non-Historic Single-Family Dwelling in the Historic Residential - 1 Zoning District. PL-24-06114.

Planner II, Lillian Zollinger reported that the applicant is requesting a variance to the Historic Regulations for property located at 1014 Empire Avenue. It is an existing single-family dwelling located in the Historic Residential - 1 Zoning District. The applicant received approval for Historic District Design Review ("HDDR") in 2021 for an addition and remodel. Conditions of approval outlined under the HDDR require the applicant to submit proposed changes to the Planning Department for review of compliance with the Land Management Code before construction may occur. The applicant submitted their Building Permit with the plans which were determined to be compliant.

During construction of the addition, the front and garage doors were modified and installed without submitting plans for review to the Planning Department or to the Building Permit. The changes were discovered during an inspection in 2023 by the Planning Department and found to be out of compliance with the Land Management Code, the HDDR approval, and the Building Permit. The inspection was also not completely passed off. Staff worked with the applicant to establish a May 1, 2024 date to bring the structure into compliance with the approved plans. On May 2, 2024, the applicant applied for the variance.

Planner Zollinger presented the following five criteria for receiving a variance:

1. Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code.

Planner Zollinger explained that in this case, bringing the front and garage doors into compliance does not cause an unreasonable hardship and is self-imposed.

2. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone.

Planner Zollinger reported that all properties in the Historic Residential – 1 Zoning District that propose an addition are required to go through the HDDR process and submit the required applications.

3. Granting the Variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.

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Planner Zollinger reported that the installed front and garage door that violate the requirements of the Land Management Code are not essential to the property rights and enjoyment of the property.

4. The Variance will not substantially affect the General Plan and will not be contrary to the public interest.

Planner Zollinger stated that requirements regarding glazing in the Historic District have been the same for several years and allowing applicants exceptions to the Code is not in compliance with the Land Management Code or the public interest.

5. The spirit of the Land Management Code is observed, and substantial justice done.

The Land Management Code states that new infill residential buildings shall differentiate from historic structures but be compatible with historic structures in materials, features, size, scale, and proportion. The existing garage doors are contrary to this section of the Land Management Code and the HDDR.

Board Member Stafsholt commented that the basis that the applicant is looking to obtain the variance on is that other homes in the area have similar glazing on their garage doors. Currently, what was built does not comply with the Code. He asked if it was changed specifically to stop what has been taking place in the area. Planner Zollinger explained that the specific section of Code that addresses glazing requirements has been established for some time. Other nearby properties that are in violation may be undergoing a similar experience and being required to come into compliance with Code. This property, in particular, needs to comply with the existing Code wherein the door glazing on the front and garage doors is not compliant with the regulations.

Chair Gezelius noted that this is a new material and there are examples in every neighborhood of unpermitted work and items that are not in compliance with the Code. When there is a request for remodeling, a property owner has the opportunity to bring the home up to the current standards. The current Code has been in effect for a number of years and should apply to everyone.

Paul Miller from Good Harbor Designs was present representing the applicant. He did not object to the findings and stated that seeking a variance was something the property owners wanted to pursue as they felt they were matching the neighboring properties and did not understand the section of Code they were in violation of.

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

Board Member Franklin commented that the request does not meet any of the five criteria and the applicant did not try to address them.

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MOTION: Board Member Franklin moved to DENY the variance subject to the following:

Findings of Fact

1. On August 19, 2021, Planning staff approved a Historic District Design Review (HDDR) for the remodel of 1014 Empire Avenue, a non-historic Single-Family Dwelling in the Historic Residential – 1 Zoning District.

2. LMC Section 15-13-8(B)(2)(c) outlines the requirements for doors in the Historic Districts:

    a. The historic pattern of principal doorways along the street shall be maintained. All buildings that face the street shall have a well-defined primary entrance.

    b. New doors shall be similar in location, size, and material to those seen traditionally in the Historic District. Doors shall be compatible with the style of both the new building and historical buildings in the Historic District.

    c. Doors shall be designed and finished with trim elements similar to those used historically.

3. The approved HDDR included a front door with glazing in the upper half of the door, a traditional door, compliant with the requirements of LMC Section 15-13-8(B)(2)(c).

4. LMC Section 15-13-8(B)(6)(a)(4) states:

    a. Single-vehicle garage doors not greater than 9 feet wide by 9 feet high shall be used to access the garage. Glazing on garage doors shall be limited to no more than 30% of garage doors.

5. LMC Section 15-13-8(B)(2)(d)(7) states:

    a. New glazing shall match the appearance of historic glazing and/or shall be clear. Metallic, frosted, tinted, stained, textured, and reflective finishes are generally inappropriate for glazing on the primary façade.

6. The approved HDDR included two solid garage doors.

7. The HDDR Condition of Approval 1 states “[f]inal building plans and construction details shall reflect substantial compliance with the plans

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approved August 19, 2021, by the Planning Department. 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."

8. The HDDR Condition of Approval 3 states "[t]he Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans."

9. The HDDR Condition of Approval 4 states "[a]ny 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 [sic] construction."

10. The HDDR Condition of Approval 7 states "[t]he designer, architect, and/or applicant shall be responsible for coordinating the approved architectural drawings and documents with the approved construction drawings and documents. The overall aesthetics of the approved HDDR architectural plans shall take precedence. Any discrepancies found among these documents that would cause a change in the approved construction drawings shall be reviewed and approved by Planning Staff prior to construction."

11. On November 3, 2021, the Building Department issued Building Permit 21-1332, after Planning reviewed the plans for conformance with the LMC and the HDDR. The plans stamped for approval conformed with the LMC and the HDDR.

12. At some point during construction, the Applicant modified the front door and garage doors without review or approval, contrary to the LMC and the HDDR Conditions of Approval.

13. In December 2023, the Applicant's Representative requested a final inspection of the remodel to close the Building Permit. During the inspection, Planning staff noted that the front door and garage doors installed were not compliant with LMC Section 15-13-8. Specifically, the glazing exceeded what is allowed, and the garage doors contained frosted glass.

14. Building and Planning staff and the Applicant established a timeframe for a compliant front door and garage doors to be installed by May 1, 2024.

15. However, the Applicant did not install code-compliant doors by May 1, 2024.

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16. On May 2, 2024, the Applicant submitted a Variance application, requesting the Board of Adjustment grant a Variance for the Applicant to keep the non-compliant doors.

17. The LMC regulates the design of residential structures in Historic Districts to fulfill the policy directives provided in the General Plan and the LMC. The goal of the regulations is to meet the needs of various interests in the community by providing guidance in determining the sustainability and architectural compatibility of proposed projects while allowing for reasonable changes to individual buildings to meet current needs. For property owners, design professionals, and contractors, the regulations provide guidance in planning projects sympathetic to the unique architectural and cultural qualities of Park City. The regulations provide a foundation for making decisions and a framework for ensuring consistent procedures and fair deliberations.

18. To grant the requested Variance, the Board of Adjustment must find that all five criteria in LMC Section 15-10-8(C) are met.

19. The Applicant bears the burden of providing that all the conditions justifying a Variance have been met.

20. The five criteria outlined in LMC Section 15-10-8(C)(1) are outlined below with analysis:

    a. Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code.

    i. On August 19, 2021, the Planning Department issued HDDR approval for the renovation of 1014 Empire Avenue. On November 3, 2021, the Building Department issued a Building Permit 21-1332 to construct the project after Planning reviewed and found the proposed plans complied with the requirements of the LMC and the HDDR approval.

    ii. At some point during construction, the Applicant installed the non-compliant front door and garage doors. The Applicant then coordinated with staff to establish a timeline in which the front door and garage doors would be brought into compliance. Rather than bring the non-compliant doors into compliance, the Applicant requested an exception from the requirements of the LMC.

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iii. LMC Section 15-10-8(D)(2) states "[i]n determining whether or not enforcement of the [LMC] would cause unreasonable hardship . . . the Board of Adjustment may not find an unreasonable hardship if the hardship is self-imposed or economic." As a result, literal enforcement of the LMC—which in this case means installing a front door and garage doors in conformance with the HDDR approval and Conditions of Approval, the LMC, and Building Permit 21-1332—does not cause unreasonable hardship for the Applicant. It is self-imposed. Compliance with the approved plans is necessary to carry out the general purpose of the LMC.

b. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone.

i. LMC Section 15-10-8(D)(1) states "[i]n determining whether or not enforcement of the zoning ordinance would cause unreasonable hardship . . . the Board of Adjustment may not find an unreasonable hardship unless the alleged hardship is located on or associated with the Property for which the variance is sought and comes from circumstances peculiar to the Property, not from conditions that are general to the neighborhood."

ii. The Applicant states the doors comply with other front doors and garage doors installed in the Historic District. Yet, properties are required to comply with the LMC in effect at the time of construction. Additionally, the Applicant may not be aware of other code enforcement actions on properties within the Historic District. Properties within the Historic District that conformed with the requirements of the LMC at the time they were constructed do not change the requirements of the LMC for current projects, nor is construction that violates the approved HDDR, LMC, and Building Permit a special circumstance attached to 1014 Empire Avenue that does not generally apply to other properties within the HR – 1 Zoning District. All properties within the HR–1 Zoning District undergoing comprehensive renovations are required to complete the HDDR process and comply with the LMC. As a result, there are no special circumstances attached to the Property that do not generally apply to other properties in the same zone.

c. Granting the Variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.

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i. On November 3, 2021, the Building Department issued Building Permit 21-1332, which complied with the requirements of the LMC. A front door and garage doors that violate the requirements of LMC Section 15-13-8 is not essential to the enjoyment of a substantial property right possessed by other property in the same zone. The regulations of LMC Section 15-13-8 apply to all non-historic structures within the Historic Residential – 1 Zoning District.

d. Granting the Variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.

i. Goal 15 of the General Plan is to preserve the integrity, mass, scale, compatibility, and historic fabric of the nationally and locally designated historic resources and districts for future generations (General Plan, Historic Preservation, p. 106). Objective 15B is to maintain character, context, and scale of local historic districts with compatible infill development and additions (General Plan, Historic Preservation, p. 107). Community Planning Strategy 15.4 is to review, annually, the LMC for Historic Districts in order to maintain regulatory consistency (General Plan, Historic Preservation, p. 108).

ii. Limitations on glazing and the types of glass allowed in the Historic Districts have been consistent for many years. The regulations regarding front doors and garage doors have been consistent since the regulations were comprehensively updated in 2019. Allowing Applicants exceptions to the LMC when they do not construct the project in compliance with HDDR Conditions of Approval, the LMC, and the issued Building Permit is contrary to the public interest.

e. The spirit of the Land Management Code is observed, and substantial justice done.

i. LMC Section 15-13-8(A)(4) states 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. LMC Section 15-13-8(A)(6) states exterior elements—roofs, entrances, eaves, chimneys, porches, windows, doors, steps, garages, etc.—of the new

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infill residential building shall be of human scale and shall be compatible with neighboring Historic Structures.

ii. The Applicant went through the HDDR process to ensure compliance with the requirements of the LMC.

iii. Allowing a front door and garage doors that were installed contrary to the approved HDDR Conditions of Approval, the LMC, and Building Permit 21-1332 does not observe the spirit of the LMC, and substantial justice is not done.

Conclusions of Law

1. Literal enforcement of the Land Management Code for this Property does not cause unreasonable hardship and is not necessary to carry out the general purpose of the Land Management Code.

2. No special circumstances are attached to the Property that do not generally apply to other properties in the same district.

3. Granting the Variance is not essential to the enjoyment of a substantial property right possessed by other Properties in the same zone.

4. The proposal is not consistent with the General Plan.

5. The spirit of the zoning ordinance is not observed, and substantial justice is not done.

6. The Applicant did not meet the burden that all the conditions justifying a Variance have been met.

Board Member _____ seconded the motion. Vote on motion: John Stafsholt-Yes, Beth Armstrong-Yes, Chair Gezelius-Yes, Jennifer Franklin-Yes; Stefanie Wilson-Yes. The motion passed unanimously.

The next meeting was scheduled for July 16, 2024.

6. ADJOURN

MOTION: Board Member Stafsholt moved to ADJOURN. Board Member Franklin seconded the motion. The motion passed with the unanimous consent of the Board.

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The Board of Adjustment Meeting adjourned at 5:15 PM.

Approved by _____
Ruth Gezelius, Board of Adjustment Chair

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Board of Adjustment
Staff Report

Subject: **844 Empire Avenue**
Application: **PL-24-06051**
Author: **Jacob Klopfenstein, Planner I**
Date: **July 16, 2024**
Type of Item: **Variance**

Recommendation

(I) Review the requested Variance to Front Setback Requirements of Land Management Code § 15-2.2-3(F) and § 15-2.2-3(G) for an Accessory Building at 844 Empire Avenue, (II) conduct a public hearing, and (III) consider denying the Variance based on the Findings of Fact and Conclusions of Law outlined in the draft Final Action Letter (Exhibit A).

Description

Applicant:	Todd Gilbert Jonathan DeGray, Applicant Representative
Location:	844 Empire Avenue
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential, Public Right-of-Way
Reason for Review:	Variances require Board of Adjustment Review and Final Action[1].

HPB Historic Preservation Board
HR-1 Historic Residential – 1
LMC Land Management Code

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

Summary

844 Empire Avenue is a Significant Historic Site[2] that sustained damage in a fire in 2014. The Significant Historic Structure has been vacant since the fire. The Applicant proposes an addition to the Historic Structure on the east side of the building, as well as a two-story detached Accessory Building with a garage and lower-level bedroom and bathroom to the west. The Accessory Building would encroach into the required 10-foot Front Setbacks along the unbuilt 9th Street right-of-way and Crescent Tram Road. The Applicant's request also requires a Variance from the restrictions of the Front Setback,

[1] LMC § 15-1-8(I)
[2] LMC § 15-11-10(D)(2)(ad)

which exclude Accessory Buildings as an allowed exception within a Front Setback. Thus the Applicant requests a Variance from Front Setback requirements to construct the Accessory Building (Exhibit B, Applicant's Submittal).

In addition to the Variance application, the Applicant submitted a Plat Amendment application to remove a plat note requiring access to the site from Empire Avenue to allow access from Crescent Tram Road, and a Historic District Design Review application for Historic Preservation Board review of the proposed changes to the Significant Historic Structure, and for staff review for conformance with the Regulations for Historic Residential Sites.



Figure 1: 844 Empire Avenue northwest view from Crescent Tram Road.



Figure 2: 844 Empire Avenue northeast view from Empire Avenue.

Background

The Significant Historic Structure at 844 Empire Avenue was constructed c. 1904 during the Mature Mining Era of Park City.[3] A 2014 fire damaged the structure, and it has since been vacant. 844 Empire Avenue is Lot 1 of the 844 Empire Avenue Plat Amendment, which was approved by the City Council in 2016 (see Ordinance 2016-26).

844 Empire Avenue is an unusual lot subject to the requirements of LMC § 15-4-17 *Setback Requirements For Unusual Lot Configurations* because it fronts the platted, un-built 9th Street right-of-way, Empire Avenue, and Crescent Tram Road, requiring a Planning Director setback determination. In 2015, the Planning Director determined that the property has three front yards with 10-foot minimum Setbacks. The three front yards are adjacent to the 9th Street right-of way north of the structure, along Empire Avenue west of the structure, and along Crescent Tram Road south of the structure (see Ordinance 2016-26).

[3] See Historic Site Form – 844 Empire Avenue

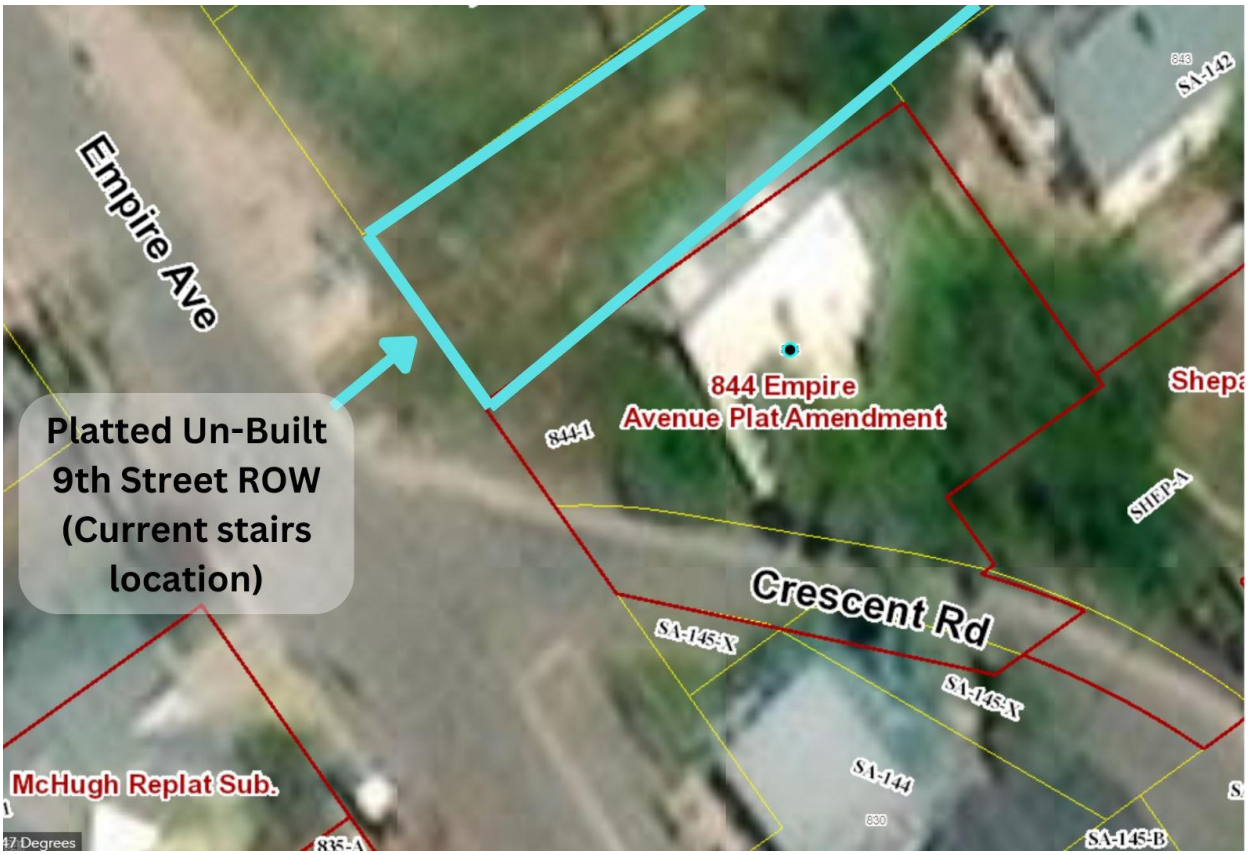


Figure 3: 844 Empire Avenue vicinity map.

On February 7, 2024 the Historic Preservation Board conducted a site visit to examine the damaged materials at the site and approved the Applicant's Material Deconstruction and Panelization request (Meeting Packet, Minutes p. 3-8) to facilitate the rehabilitation of the Historic Structure and addition.

The Applicant also petitioned the Planning Commission for a Plat Amendment to remove Plat Note 3 of the 844 Empire Avenue Plat Amendment, which required that vehicle access to the site be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer. On March 13, 2024, the Planning Commission conducted a public hearing and denied the Plat Amendment (Meeting Packet, Minutes p. 13-24). The Planning Commission ratified the Final Action denial on April 10, 2024 (Meeting Packet; Minutes, p. 5-9).

In denying the Plat Amendment, the Planning Commission found, in part, that no relevant facts had changed since the adoption of Ordinance 2016-26 approving the 844 Empire Avenue Plat Amendment. The Planning Commission also did not find Good Cause to approve the Plat Amendment, required by LMC § 15-7.1-6.

On April 22, 2024, Applicant appealed the Planning Commission's denial of the Plat Amendment. On May 20, 2024, the Appeal Panel conducted a public hearing and continued the appeal to June 3, 2024.

On June 3, 2024, the Appeal Panel heard the appeal and voted 2-1 to grant the appeal, reversing the Planning Commission's decision to deny the Plat Amendment (Meeting Packet, Minutes p. 2-10). The Appeal Panel found, in part, that the Planning Commission erred in finding that no relevant facts had change since 2016, because:

i. The current City Engineer has concluded that there are no [sight] line issues on Crescent Tram Road, as defined in the LMC, and it is a safe driveway location;
ii. The speed limit on Crescent Tram Road has been reduced since 2016, from 25 mph to 20 mph; and
iii. The installation of stairs at 9th Avenue, and the utility works at Empire Avenue, have occurred since 2016 and have made the previous platted driveway location impossible.[4]

In 2024, the City completed construction of public access stairs in the 9th Street right-of-way between Norfolk Avenue and Empire Avenue, as shown below. The 9th Street right-of-way also includes power lines and utility infrastructure adjacent to Empire Avenue.



Figure 4: Public access stairs were constructed in the 9th Street right-of-way north of 844 Empire Avenue in 2024.

[4] See Exhibit C, 844 Empire Appeal Final Action Letter, p. 3

The Appeal Panel also found that the Planning Commission erred in finding that there was not Good Cause to approve the Plat Amendment. The Appeal Panel found that the Planning Commission should have found Good Cause based on the following reasons:

a. Allowing access from Crescent Tram Road allows the Applicant off-street parking in an area where on-street parking is limited and congested.
b. Allowing access from Crescent Tram Road remedies the fact that Park City directed changes at Empire Drive and 9th Street, made the platted driveway options memorialized on the applicant's plat impossible, through no fault of the applicant.
c. Allowing on-site parking improves safety for the homeowner and the community, reduces traffic, and allows for others to access on-street parking, reducing the need for others without on-site parking from circulating the neighborhood to find on-street parking spaces.
d. The Proposed driveway satisfies Clear View requirements of the Land Management Code Chapter 15-3 Off-Street Parking.
e. The plat amendment otherwise complied with applicable zone standards[5].

The Applicant's Variance request was put on hold while the Plat Amendment and Appeal processes took place. The Applicant now requests Board of Adjustment consideration of their Variance. The pending Historic District Design Review application will be reviewed pursuant to the Board of Adjustment's determination regarding the proposed Variance for the proposed Accessory Building.

Analysis

The Board of Adjustment hears Variance requests, holds a public hearing, and takes Final Action. The Board of Adjustment may impose additional requirements on the Applicant to mitigate any harmful effects of the Variance or serve the purpose of the standard or requirement that is waived or modified.[6]

(I) The Applicant seeks a Variance from the Front Setback Requirements of Land Management Code § 15-2.2-3(F) and § 15-2.2-3(G) to Construct an Accessory Building on a Significant Historic Site.

Ordinance 2016-26 Finding of Fact 13 states that the width of the 844 Empire Avenue Lot is 31 feet wide. Finding of Fact 15 states that pursuant to LMC § 15-4-17, the Planning Director determined the Lot has three Front Lot Lines, one Side Lot Line, and one Rear Lot Line with the following setbacks:

a. From 9th Street, platted un-built ROW, front yard, ten feet (10') minimum. This is the historic front of the structure.
b. From Empire Avenue, front yard, ten feet (10') minimum.
c. From Crescent Tram, front yard, ten feet (10') minimum
d. From the south neighbor, rear yard, ten feet (10') minimum. This side is opposite of the historic front of the house.

[5] See Exhibit C, 844 Empire Appeal Final Action Letter, p. 4
[6] LMC § 15-10-8

e. From the east neighboring property, side yard, five feet (5') minimum.

The yard and Setbacks configuration is shown in the diagram below, based on the 2015 Planning Director determination regarding the unusual configuration of the Lot:

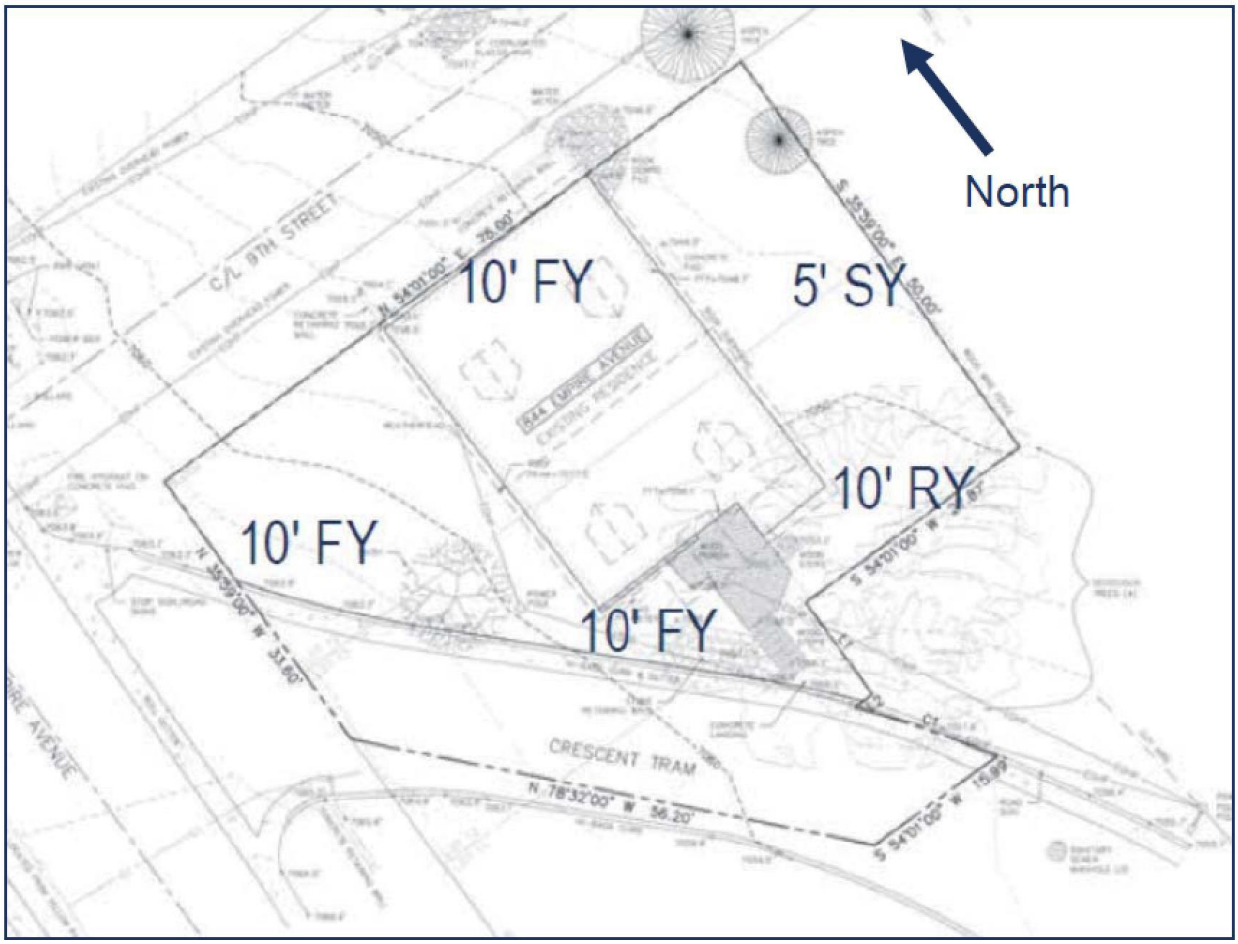


Figure 5: 2015 Planning Director Determination diagram showing Setbacks for 844 Empire Avenue.

The proposed Accessory Building encroaches into the front setbacks on the northwest and southwest sides of the property, as shown below on the Applicant's submitted plans. Approximate setback lines are highlighted below on the Applicant's site plan in red:

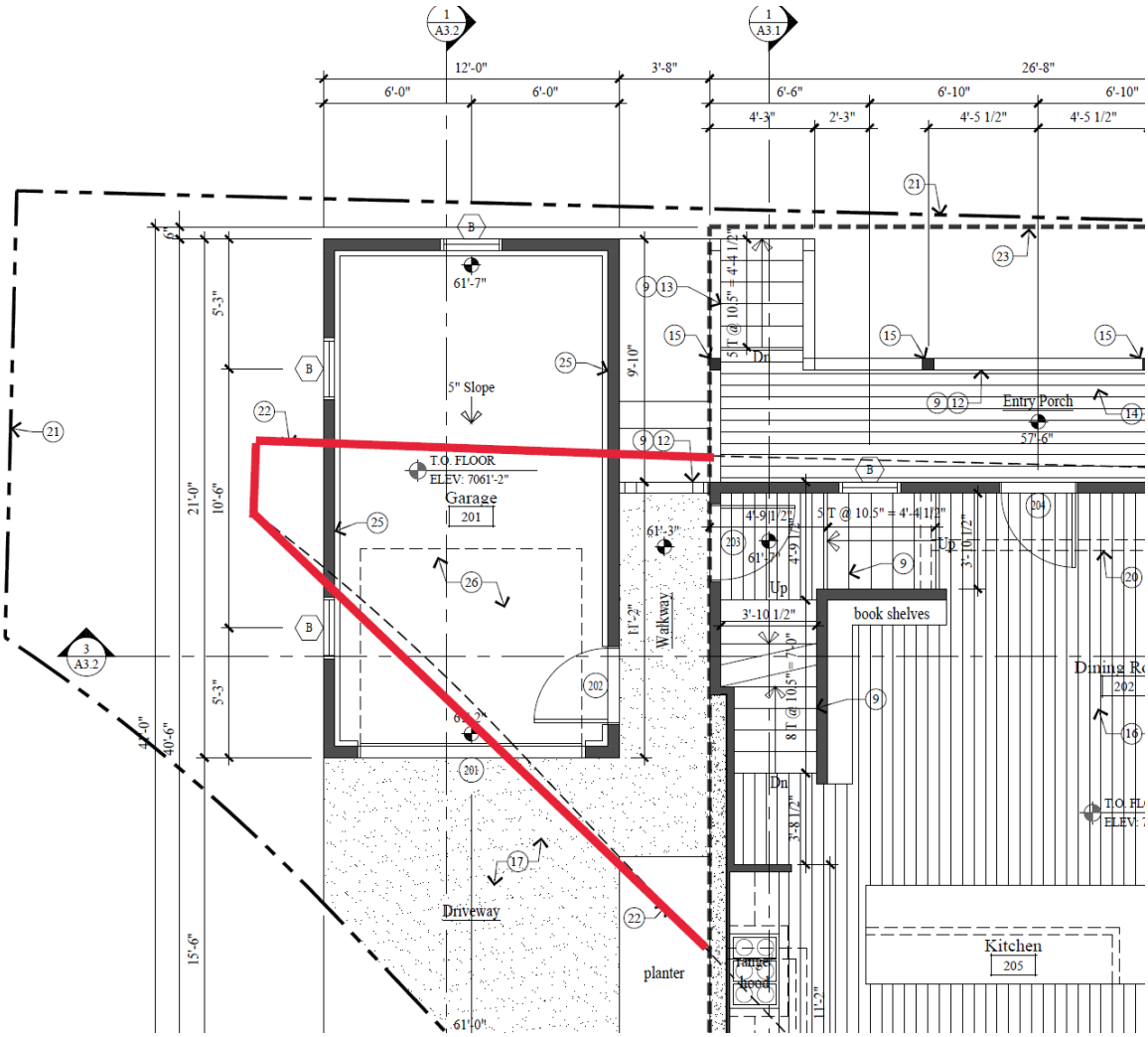


Figure 6: 844 Empire Avenue plans showing Accessory Building encroaching into front setbacks, shown in red. (Exhibit B, Applicant's Submittal).

LMC § 15-2.2-3(F) establishes a 10-foot Front Setback for a lot of this size in the HR-1 Zoning District. Accessory Buildings are an exception to the side and rear Setbacks in the HR-1 Zoning District. However, LMC § 15-2.2-3(G) excludes Accessory Buildings as an allowed exception to Front Setbacks in the HR-1 Zoning District.

The Applicant requests a Variance as follows:

- Reducing the Front Setback on Crescent Tram Road by approximately 8 feet.
- Reducing the Front Setback on the platted but unbuilt 9th Street right-of-way by approximately 10 feet.

(II) The Applicant bears the burden of proving the five Variance criteria in Land Management Code § 15-10-8(C) are met.

In order to grant the requested Variance, the Board of Adjustment must find that all five criteria in LMC § 15-10-8(C) are met. The Applicant bears the burden of providing that

all the conditions justifying a Variance have been met.

In determining whether or not enforcement of the ordinance will cause unreasonable hardship under LMC § 15-10-8(C)(1), the Board of Adjustment may not find an unreasonable hardship unless the alleged hardship is located on or associated with the Property for which the Variance is sought and comes from circumstances peculiar to the Property, not from conditions that are general to the neighborhood. In determining whether or not enforcement of the LMC would cause unreasonable hardship, the Board of Adjustment may not find an unreasonable hardship if the hardship is self-imposed or economic.

Approval or denial of the Variance by the Board of Adjustment constitutes Final Action that may be appealed following the procedures found in LMC § 15-1-18.

The five criteria in LMC § 15-10-8(C)(1) are outlined below, with staff analysis. See Exhibit B for the Applicant's full analysis and submittal.

1. **Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code.**

Regarding this Variance criterion, the Applicant states: *"This property has an unusual shape and has 3 front yards which creates an unusual hardship specific to this property. Literal enforcement of the code would prohibit building the accessory garage in the 9th Street front yard. 9th Street is an undeveloped ROW that for all intents and purposes acts as the rear yard for this property. Allowing the variance does not affect the general purpose of the LMC."*

Literal enforcement of the LMC prevents the Applicant from constructing an Accessory Building as proposed. Staff finds that this Variance criterion is not met because the lack of an Accessory Building on the property does not constitute an unreasonable hardship.

The purpose of the HR-1 Zoning District is to:

A. preserve present land Uses and character of the Historic residential Areas of Park City;
B. encourage the preservation of Historic Buildings and/or Structures;
C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
D. define Development parameters that are consistent with the General Plan policies for the Historic core; and
E. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.[7]

[7] LMC § 15-2.2-1

The Accessory Building, as proposed, does not encourage the character of the Historic residential area and is not Historically Compatible because it would impede the visibility of the Significant Historic Site from Empire Avenue. Pursuant to LMC § 15-13-2(B)(4)(a)(3), additions to Historic Structures should be visually subordinate when viewed from the primary public right-of-way.



Figure 7: Driving north on Empire Avenue, the Accessory Building would diminish visibility of the Significant Historic Structure

Additionally, while LMC § 15-13-2(B)(9)(b) allows for new accessory structures to be located on a site with a Historic Structure at the street front (1) if a pattern of front yard historic accessory structures has been established along the street, and (2) the proposed placement does not create any danger or hazards to traffic by obstructing the view of the street, in this case, the Historic Structures in the character area do not support an Accessory Building. The Engineering Department confirmed the proposed Accessory Building would not create a danger or hazard to traffic by obstructing the view of the street. Also, while there is an Accessory Structure and addition for two Historic Sites visible from Crescent Tram Road, shown below, these are at the rear of the Historic Sites and there is no established pattern of front yard historic accessory structures for this character area.



Figure 8: 803 Norfolk Avenue, with an Accessory Building along Crescent Tram Road at the rear of the Historic Site



Figure 9: A rear addition at 823 Norfolk Avenue, at the rear of the Historic Site

There is no established pattern along nearby Empire Avenue of detached Accessory Buildings within the Front Setback, shown in the images below:



Figure 10: 932 and 929 Empire Avenue



Figure 11: 841, 901, and 911 Empire Avenue

Denial of an Accessory Building to accommodate a garage is not an unreasonable hardship. Since the Appeal Panel reversed the Planning Commission's denial of the Applicant's Plat Amendment, the Applicant now can access a parking pad from Crescent Tram Road to 844 Empire Avenue. Pursuant to LMC § 15-2.2-3(F), driveways leading to an approved Parking Area, such as a parking pad, and approved parking pads, are an allowed exception to the Front Setbacks for 844 Empire Avenue, allowing the Applicant to park on site, without construction of an incompatible Accessory Building.

2. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone.

Regarding this Variance criterion, the Applicant states: *"The property has been determined to have three front yards. It is an unusually shaped lot. The only access point to provide off-street parking is off Crescent Tram. These conditions do not generally apply to other properties in the zone."*

While in 2015, the Planning Director determined the 844 Empire Avenue Lot was an unusual configuration with three front yards, one rear yard, and one side yard pursuant to LMC § 15-4-17, as noted above, addressing unusual Lots is established through code. 844 Empire Avenue is a Significant Historic Site and is subject to the same regulations as other properties designated Historic Sites on Park City's Historic Sites Inventory. Pursuant to LMC § 15-13-2 *Regulations For Historic Residential Sites*, this requires additional protections of the Historic Structure when viewed from the primary right-of-way, including:

- LMC § 15-13-2(B)(9)(a): New accessory buildings on flat or downhill sites with a

historic building shall generally be located to the rear of the site, unless dictated by the Streetscape or character area are to be located in the front yard. As demonstrated above, the Streetscape and character area do not support an Accessory Building in the Front Setback.

- LMC § 15-13-2(B)(9)(b): New accessory structures on a site with a historic building may be located at the street front if 1) a pattern of front yard historic accessory structures has been established along the street, and 2) the proposed placement does not create any danger or hazard to traffic by obstructing the view of the street. Please see the analysis above.
- LMC § 15-13-2(B)(1)(a)(1): Maintain the existing front and side yard setbacks of Historic Sites. The Applicant requests reductions to the front yard setbacks, increasing the massing proposed as part of the rehabilitation and addition, diminishing the prominence of the Significant Historic Structure when viewed from Empire Avenue.
- LMC § 15-13-2(B)(1)(g)(1): Minimize the visual impacts of on-site parking by incorporating landscape treatments for driveways, walkways, paths, building(s) and accessory structures in a comprehensive, complementary and integrated design. A parking pad would be much less impactful to the Historic Site and landscaping treatments could minimize visibility as part of the Applicant's Historic District Design Review application.
- LMC § 15-13-2(B)(1)(g)(3): When locating new off-street parking areas, the existing topography of the site and integral site features should be minimally impacted. A parking pad will be much less impactful than a detached two-story Accessory Building.
- LMC § 15-13-2(B)(1)(g)(4)l: Off-street parking areas should be located within the rear yard and beyond the rear wall plane of the primary structure. If locating a parking area in the rear yard is not physically possible, the off-street parking area and associated vehicles should be visually buffered from adjacent properties and the primary public right-of-way. Consider providing a driveway along the side yard of the property where feasible. The Applicant has an opportunity to install a driveway and parking pad, without the massing of a detached Accessory Building.
- LMC § 15-13-2(B)(4)(a)(3): Additions should be visually subordinate to historic buildings when viewed from the primary public right-of-way. As discussed above, the proposed Accessory Building will impact visibility of the Significant Historic Structure when viewed from Empire Avenue.

3. **Granting the Variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.**

Regarding this Variance criterion, the Applicant states: *"Most other properties along Empire Ave., and Crescent Tram have direct driveway access off their respective streets to a garage. Due to the limited options available for off-street parking this property cannot enjoy the same benefits without the requested variance."*

Pursuant to LMC § 15.2.2-4, existing Historic Buildings are exempt from Off-Street Parking requirements. If a property owner chooses to provide Off-Street Parking for such

properties, the parking must comply with the requirements of LMC § 15-3-4 and LMC § 15-2.2-3. Staff finds that this Variance criterion is not met because Off-Street Parking is not required by the LMC for 844 Empire Avenue, and therefore is not essential to the enjoyment of the property. Additionally, the Applicant may construct a parking pad within the Front Setback, an allowed exception pursuant to LMC § 15-2.2-3(G)(6).

Additionally, on-Street Parking, with a residential parking permit, is available for this neighborhood. Many properties in the area have direct driveway access from their streets to a garage; however, detached garages are not common, as shown in the photos above.

An earthen patch of the 844 Empire Avenue property immediately southeast of the home along Crescent Tram Road has been used in the past for parking, as shown in the 2011 Google Maps screenshot below. It is not clear if residents of 844 Empire Avenue have parked in this location, or if another resident of the neighborhood has parked there historically.



Figure 12: 2011 Google Maps photo showing vehicle parked on the 844 Empire Avenue property south of the Dwelling.

Therefore, without the requested Variance, the Applicant still enjoys property rights possessed by properties in the HR-1 Zoning District and exceeds some Historic Sites in that the Appeal Panel's determination allows the Applicant to have access from Crescent Tram, opening up on-site parking for the Significant Historic Site, unlike other Historic Sites with restrictions that do not allow for on-site parking.

4. **The Variance will not substantially affect the General Plan and will not be contrary to the public interest.**

Regarding this Variance criterion, the Applicant states: *"Allowing the garage will be a benefit to the neighborhood by providing off-street parking and storage. The accessory building will be in character with surrounding properties that have accessory structures. These attributes are all supportive of the General Plan and are not contrary to the public interest."*

Historic Character Goal 15 of the General Plan is to "[p]reserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations." Historic Character Goal 15 also notes that though it may evolve over time, the built environment of historic districts "should stay true to its architectural roots, specifically relative to the integrity, mass, scale and historic fabric of the mining boom era (1872-1929)."

The Park City General Plan's Detailed Strategies for Historic Character acknowledges that historic structures represent their era of significance, but that "the district as a whole is not frozen in time." The strategies document goes on to note that "[i]t is necessary to create appropriate infill, spur investment, and promote the economic vitality of the community." The Detailed Strategies document also states that massing and setbacks of new construction should compliment and reinforce visual dominance of historic structures, and additions and modifications made to historic structures should be visually compatible with the historic structure[8].

As noted above, the Historic Preservation Board approved the Applicant's Material Deconstruction and Panelization request on February 7, 2024 to facilitate the rehabilitation of the structure, as well as a new addition to the Historic Structure, in accordance with the above General Plan goals and strategies.

However, the proposed Accessory Building—which was not part of the Historic Preservation Board's purview—blocks the visibility of the Significant Historic Site from Empire Avenue and does not comply with LMC § 15-13-2 *Regulations For Historic Residential Sites*, as noted above, and the requested Variance is not aligned with the goals of the General Plan and is therefore contrary to public interest.

5. **The spirit of the Land Management Code is observed and substantial justice done.**

Regarding this Variance criterion, the Applicant states: *"With the 9th street ROW appearing to be a form of open space, the accessory building will appear like any other accessory building situated in a traditional rear yard. This will follow in the spirit of the LMC while allowing this applicant to enjoy a similar property right possessed by their neighbors."*

[8] Park City General Plan Detailed Strategies for Historic Character, p. 125

The purpose of the HR-1 Zoning District is, in part, to preserve present land Uses and character of the Historic residential Areas of Park City, and encourage the preservation of Historic Buildings and/or Structures.[9]

Pursuant to LMC § 15-2.2-3(G), driveways leading to an approved Parking Area, such as a parking pad, and approved parking pads, are an allowed exception to the Front Setbacks for the HR-1 Zoning District. The Applicant can now access the property from Crescent Tram Road following the Appeal Panel's reversal of the Planning Commission's denial of the Applicant's Plat Amendment petition, as noted above.

Pursuant to LMC § 15-13-2, new accessory buildings shall be located on the rear of sites with historic buildings, and additions should be visually subordinate to historic buildings when viewed from the primary public right-of-way. Accessory Buildings are not allowed as an exception to the Front Setbacks in the HR-1 Zoning District, pursuant to LMC § 15-2.2-3(G). As a result, the spirit of the LMC is not observed and substantial justice is not achieved through the requested Variance.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on June 26, 2024. Staff mailed courtesy notice to property owners within 300 feet on June 28, 2024. The *Park Record* published notice on June 29, 2024.[10]

Public Input

Please see Exhibit D for public input.

Alternatives

- The Board of Adjustment may grant the requested Variance;
- The Board of Adjustment may deny the requested Variance and direct staff to make Findings for the denial; or
- The Board of Adjustment may request additional information and continue the item to a date certain or uncertain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Applicant's Submittal
Exhibit C: 844 Empire Appeal Final Action Letter
Exhibit D: Public Input
Exhibit E: Applicant's Addition and Renovation Plans for 844 Empire Avenue

[9] LMC § 15-2.2-1
[10] LMC § 15-1-21

Planning Department

July 16, 2024

Jonathan DeGray
degrayarch@qwestoffice.net
435-649-7263

CC: Todd Gilbert

NOTICE OF BOARD OF ADJUSTMENT ACTION

Description

Address:	844 Empire Avenue
Zoning District:	Historic Residential – 1 (HR – 1)
Application:	Variance
Project Number:	PL-24-06051
Action:	DENIED
Date of Final Action:	July 16, 2024
Project Summary:	The Applicant Requests a Variance from the Front Setback Requirements of Land Management Code Section 15-2.2-3(F) in the Historic Residential – 1 Zoning District to Construct a Detached Garage.

Action Taken

On March 19, 2024, the Board of Adjustment conducted a public hearing and denied the Variance from the required Front Setbacks according to the following findings of fact and conclusions of law.

Findings of Fact

1. The Site is located at 844 Empire 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. 1904.
5. The Structure sustained heavy damage in a fire in 2014.

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6. The Site is Lot 1 of the 844 Empire Avenue Plat Amendment, which was approved in 2016.
7. Ordinance 2016-26 Finding of Fact 13 states that the width of the 844 Empire Lot is 31 feet wide.
8. Ordinance 2016-26 Finding of Fact 15 states that pursuant to LMC Section 15-4-17, the Planning Director determined the Lot has three Front Lot Lines, one Side Lot Line, and one Rear Lot Line with the following setbacks:
    a. From 9th Street, platted un-built ROW, front yard, ten feet (10') minimum. This is the historic front of the structure.
    b. From Empire Avenue, front yard, ten feet (10') minimum.
    c. From Crescent Tram, front yard, ten feet (10') minimum
    d. From the south neighbor, rear yard, ten feet (10') minimum. This side is opposite of the historic front of the house.
    e. From the east neighboring property, side yard, five feet (5') minimum.
9. On February 7, 2024, the Historic Preservation Board conducted a site visit to examine the fire-damaged materials at 844 Empire Avenue and approved the Applicant's Material Deconstruction and Panelization request to facilitate the rehabilitation of the Historic Structure and an addition.
    a. The Applicant intends to construct an addition to the Historic Structure on the east side of the building, as well as a detached garage on the west.
10. On March 13, 2024, the Planning Commission conducted a public hearing and denied the Appellant's Plat Amendment to remove Plat Note 3 of the 844 Empire Avenue Plat Amendment, which required that vehicle access to the site be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer. The Planning Commission ratified the Final Action denial on April 10, 2024.
11. On April 22, 2024, Applicant appealed the Planning Commission's denial of the Plat Amendment. On May 20, 2024, the Appeal Panel conducted a public hearing and continued the appeal to June 3, 2024.
12. On June 3, 2024, the Appeal Panel heard the appeal and voted 2-1 to grant the appeal, reversing the Planning Commission's decision to deny the Plat Amendment.
13. In 2024, the City completed construction of public access stairs in the 9th Street right-of-way between Norfolk Avenue and Empire Avenue, adjacent to 844 Empire Avenue.
14. The Applicant requested a Variance as follows:

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a. Reducing the Front Setback on Crescent Tram Road by approximately 8 feet.
b. Reducing the Front Setback on the platted but unbuilt 9th Street right-of-way by approximately 10 feet.

15. To grant the requested Variance, the Board of Adjustment must find that all five criteria in LMC Section 15-10-8(C) are met.
16. The Applicant bears the burden of proving that all the conditions justifying a Variance have been met.
17. The five criteria outlined in LMC Section 15-10-8(C)(1) are outlined below with analysis:
    a. **Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code.**
        i. Literal enforcement of the LMC prevents the Applicant from constructing a detached garage as proposed. This Variance criterion is not met because the lack of a garage on the property does not constitute an unreasonable hardship.
        ii. The Accessory Building, as proposed, does not encourage the character of the Historic residential area and is not Historically Compatible because it would impede the visibility of the Significant Historic Site from Empire Avenue. Pursuant to LMC § 15-13-2(B)(4)(a)(3), additions to Historic Structures should be visually subordinate when viewed from the primary public right-of-way.
        iii. While LMC § 15-13-2(B)(9)(b) allows for new accessory structures to be located on a site with a Historic Structure at the street front (1) if a pattern of front yard historic accessory structures has been established along the street, and (2) the proposed placement does not create any danger or hazards to traffic by obstructing the view of the street, in this case, the Historic Structures in the character area do not support an Accessory Building. The Engineering Department confirmed the proposed Accessory Building would not create a danger or hazard to traffic by obstructing the view of the street. Also, while there is an Accessory Structure and addition for two Historic Sites visible from Crescent Tram Road, these are at the rear of the Historic Sites and there is no established pattern of front yard historic accessory structures for this character area.

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There is also no established pattern along nearby Empire Avenue of detached Accessory Buildings within the Front Setback.

iv. Denial of an Accessory Building to accommodate a garage is not an unreasonable hardship. Since the Appeal Panel reversed the Planning Commission's denial of the Applicant's Plat Amendment, the Applicant now can access a parking pad from Crescent Tram Road to 844 Empire Avenue. Pursuant to LMC § 15-2.2-3(F), driveways leading to an approved Parking Area, such as a parking pad, and approved parking pads, are an allowed exception to the Front Setbacks for 844 Empire Avenue, allowing the Applicant to park on site, without construction of an incompatible Accessory Building.

b. There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone.

i. While in 2015, the Planning Director determined the 844 Empire Avenue Lot was an unusual configuration with three front yards, one rear yard, and one side yard pursuant to LMC § 15-4-17, as noted above, addressing unusual Lots is established through code. 844 Empire Avenue is a Significant Historic Site and is subject to the same regulations as other properties designated Historic Sites on Park City's Historic Sites Inventory.

ii. Pursuant to LMC § 15-13-2 Regulations For Historic Residential Sites, this requires additional protections of the Historic Structure when viewed from the primary right-of-way, including:

1. LMC § 15-13-2(B)(9)(a): New accessory buildings on flat or downhill sites with a historic building shall generally be located to the rear of the site, unless dictated by the Streetscape or character area are to be located in the front yard. As demonstrated above, the Streetscape and character area do not support an Accessory Building in the Front Setback.
2. LMC § 15-13-2(B)(9)(b): New accessory structures on a site with a historic building may be located at the street front if 1) a pattern of front yard historic accessory structures has been established along the street, and 2) the proposed placement does not create any danger or hazard to traffic by

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obstructing the view of the street. Please see the analysis above.

3. LMC § 15-13-2(B)(1)(a)(1): Maintain the existing front and side yard setbacks of Historic Sites. The Applicant requests reductions to the front yard setbacks, increasing the massing proposed as part of the rehabilitation and addition, diminishing the prominence of the Significant Historic Structure when viewed from Empire Avenue.
4. LMC § 15-13-2(B)(1)(g)(1): Minimize the visual impacts of on-site parking by incorporating landscape treatments for driveways, walkways, paths, building(s) and accessory structures in a comprehensive, complementary and integrated design. A parking pad would be much less impactful to the Historic Site and landscaping treatments could minimize visibility as part of the Applicant's Historic District Design Review application.
5. LMC § 15-13-2(B)(1)(g)(3): When locating new off-street parking areas, the existing topography of the site and integral site features should be minimally impacted. A parking pad will be much less impactful than a detached two-story Accessory Building.
6. LMC § 15-13-2(B)(1)(g)(4)l: Off-street parking areas should be located within the rear yard and beyond the rear wall plane of the primary structure. If locating a parking area in the rear yard is not physically possible, the off-street parking area and associated vehicles should be visually buffered from adjacent properties and the primary public right-of-way. Consider providing a driveway along the side yard of the property where feasible. The Applicant has an opportunity to install a driveway and parking pad, without the massing of a detached Accessory Building.
7. LMC § 15-13-2(B)(4)(a)(3): Additions should be visually subordinate to historic buildings when viewed from the primary public right-of-way. As discussed above, the proposed Accessory Building will impact visibility of the

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Significant Historic Structure when viewed from Empire Avenue.

c. **Granting the variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone.**
    i. Pursuant to LMC § 15.2.2-4, existing Historic Buildings are exempt from Off-Street Parking requirements. If a property owner chooses to provide Off-Street Parking for such properties, the parking must comply with the requirements of LMC § 15-3-4 and LMC § 15-2.2-3. Staff finds that this Variance criterion is not met because Off-Street Parking is not required by the LMC for 844 Empire Avenue, and therefore is not essential to the enjoyment of the property. Additionally, the Applicant may construct a parking pad within the Front Setback, an allowed exception pursuant to LMC § 15-2.2-3(G)(6).
    ii. On-Street Parking, with a residential parking permit, is available for this neighborhood. Many properties in the area have direct driveway access from their streets to a garage; however, detached garages are not common.
    iii. An earthen patch of the 844 Empire Avenue property immediately southeast of the home along Crescent Tram Road has been used in the past for parking. It is not clear if residents of 844 Empire Avenue have parked in this location, or if another resident of the neighborhood has parked there historically.
    iv. Without the requested Variance, the Applicant still enjoys property rights possessed by properties in the HR-1 Zoning District and exceeds some Historic Sites in that the Appeal Panel's determination allows the Applicant to have access from Crescent Tram, opening up on-site parking for the Significant Historic Site, unlike other Historic Sites with restrictions that do not allow for on-site parking.

d. **The variance will not substantially affect the General Plan and will not be contrary to the public interest.**
    i. Historic Character Goal 15 of the General Plan is to "[p]reserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations." Historic Character Goal 15 also notes that

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though it may evolve over time, the built environment of historic districts “should stay true to its architectural roots, specifically relative to the integrity, mass, scale and historic fabric of the mining boom era (1872-1929).”

ii. The Park City General Plan’s Detailed Strategies for Historic Character acknowledges that historic structures represent their era of significance, but that “the district as a whole is not frozen in time.” The strategies document goes on to note that “[i]t is necessary to create appropriate infill, spur investment, and promote the economic vitality of the community.” The Detailed Strategies document also states that massing and setbacks of new construction should compliment and reinforce visual dominance of historic structures, and additions and modifications made to historic structures should be visually compatible with the historic structure .

iii. As noted above, the Historic Preservation Board approved the Applicant’s Material Deconstruction and Panelization request on February 7, 2024 to facilitate the rehabilitation of the structure, as well as a new addition to the Historic Structure, in accordance with the above General Plan goals and strategies. However, the proposed Accessory Building—which was not part of the Historic Preservation Board’s purview—blocks the visibility of the Significant Historic Site from Empire Avenue and does not comply with LMC § 15-13-2 *Regulations For Historic Residential Sites*, as noted above, and the requested Variance is not aligned with the goals of the General Plan and is therefore contrary to public interest.

e. The spirit of the Land Management Code is observed and substantial justice done.

i. The purpose of the HR-1 Zoning District is, in part, to preserve present land Uses and character of the Historic residential Areas of Park City, and encourage the preservation of Historic Buildings and/or Structures.

ii. Pursuant to LMC § 15-2.2-3(G), driveways leading to an approved Parking Area, such as a parking pad, and approved parking pads, are an allowed exception to the Front Setbacks for the HR-1 Zoning District. The Applicant can now access the property from Crescent Tram Road following the Appeal Panel’s reversal of the Planning

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Commission's denial of the Applicant's Plat Amendment petition, as noted above.

iii. Pursuant to LMC § 15-13-2, new accessory buildings shall be located on the rear of sites with historic buildings, and additions should be visually subordinate to historic buildings when viewed from the primary public right-of-way. Accessory Buildings are not allowed as an exception to the Front Setbacks in the HR-1 Zoning District, pursuant to LMC § 15-2.2-3(G). As a result, the spirit of the LMC is not observed and substantial justice is not achieved through the requested Variance.

Conclusions of Law

1. Literal enforcement of the Land Management Code for this Property does not cause unreasonable hardship and is not necessary to carry out the general purpose of the Land Management Code.
2. Special circumstances are not attached to the Property that do not generally apply to other properties in the same district.
3. Granting the Variance is not essential to the enjoyment of a substantial property right possessed by other Properties in the same zone.
4. The proposal is not consistent with the General Plan.
5. The spirit of the zoning ordinance is not observed, and substantial justice is not done.
6. The Applicant did not meet the burden that all the conditions justifying a Variance have been met.

Denial of the Variance by the Board of Adjustment constitutes Final Action that may be appealed to a district court pursuant to LMC Section 15-1-18. If you have questions or concerns regarding this Final Action Letter, please call 385-481-2037 or email Jacob.Klopfenstein@parkcity.org.

Sincerely,

Ruth Gezelius
Board of Adjustment Chair

CC: Jacob Klopfenstein

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February 12, 2024

Park City Municipal Corporation
443 Marsac Avenue
Park City, Utah 84060

Attn: Caitlyn Tubbs, Planner

Re: Accessory Garage location variance request
844 Empire Avenue

Dear Caitlyn,

Per your direction I am forwarding the accompanying variance application and supporting documentation. We are requesting relief from the front yard setback requirement for an accessory structure along the undeveloped 9th Street ROW.

The following are facts associated with the property for consideration.

1. The property at 844 Empire is an unusually shaped lot.
2. The property has a significant historic home on it that is condemned.
3. Per the planning director's determination, the site has three front yards. These are located on Crescent Tram, Empire Avenue, and the undeveloped 9th Street right of way, see attached site plan.
4. As part of the planned remodel and addition to the home we are proposing to add a free-standing accessory garage on the west side of the property.
5. City engineer has required that the driveway be located off Crescent Tram.
6. Placement of a minimal garage size puts the building one foot from the 9th Street ROW property line.
7. The contemporary front entrance to the home has been along Crescent Tram. The contemporary rear yard has been along the 9th Street ROW.
8. Since the accessory garage sits one foot from the 9th Street ROW we need a variance to allow this location as the Planning Directors determination has found that this is a front yard.
9. 844 Empire currently has no on-site parking or adjacent street parking. The addition of the garage will allow for one-off street space.

614 Main Street , Suite 302
P.O. Box 1674 , Park City , Utah 84060 Tel./Fax 435-649-7263
Email: degrayarch@qwestoffice.net Web: www.degrayarchitect.com

LMC 15-10-8, Section C, addresses the requirements that must be met for approval of a variance. Below are the code requirements followed by a response in ***bold italic*** type.

1. Literal enforcement of the land management code would cause an unreasonable hardship for the applicant that is not necessary to carry out the general purpose of the Land Management Code.
   This property has an unusual shape and has 3 front yards which creates an unusual hardship specific to this property. Literal enforcement of the code would prohibit building the accessory garage in the 9th Street front yard. 9th Street is an undeveloped ROW that for all intents and purposes acts as the rear yard for this property. Allowing the variance does not affect the general purpose of the LMC.

2. There are special circumstances attached to the property that do not generally apply to other properties in the same zone.
   The property has been determined to have three front yards. It is an unusually shaped lot. The only access point to provide off-street parking is off Crescent Tram. These conditions do not generally apply to other properties in the zone.

3. Granting the variance is essential to the enjoyment of a substantial property right possessed by other property in the same zone.
   Most other properties along Empire Ave., and Crescent Tram have direct driveway access off their respective streets to a garage. Due to the limited options available for off-street parking this property cannot enjoy the same benefits without the requested variance.

4. The variance will not substantially affect the General Plan and will not be contrary to the public interest; and
   Allowing the garage will be a benefit to the neighborhood by providing off-street parking and storage. The accessory building will be in character with surrounding properties that have accessory structures. These attributes are all supportive of the General Plan and are not contrary to the public interest.

5. The spirit of the Land Management Code is observed, and substantial justice done.
   With the 9th street ROW appearing to be a form of open space, the accessory building will appear like any other accessory building situated in a traditional rear yard. This will follow in the spirit of the LMC while allowing this applicant to enjoy a similar property right possessed by their neighbors.

Attached documents include the application form, HDDR application Set.

Please let me know if you have any questions regarding this request.

Sincerely,

Jonathan DeGray

Jonathan DeGray - Architect

NEW RESIDENCE

HISTORIC DISTRICT DESIGN REVIEW

844 EMPIRE AVENUE, PARK CITY, UTAH 84060

CONSULTANTS

LEGEND

	BRICK & STONE	OFFICE 103	ROOM NAME / ROOM NUMBER
	EARTH		FLOOR, POINT ELEV.
	CONCRETE	℄	CENTER LINE
	CONCRETE MASONRY UNIT	∅	ROUND, DIA.
	STEEL (LARGE SCALE)	[	CHANNEL
	RIGID INSULATION	∠	ANGLE
	ROUGH WOOD	X/X	DETAIL
	BLOCKING	4 X/X 1	SECTION CUT, DETAIL
	ALUMINUM (LARGE SCALE)	X/X	BUILDING SECTION
	GRAVEL	X	KEYED NOTES
	FINISHED WOOD	X	WINDOW TYPE
	BATT OR BLOWN INSULATION	X	DOOR NUMBER
	PLASTER, SAND, GROUT, MORTAR	3	REVISION
	STEEL (SMALL SCALE)	A D X B C	INTERIOR WALL ELEV.
	BITUMINOUS PAVING	A	WALL TYPE
	PLYWOOD		
	GYPSUM BOARD		

CODE ANALYSIS

APPLICABLE CODES

2021 IRC	2021 IBC
2021 IPC	2021 IMC
2020 NEC	2021 IFGC
2015 IECC RES.	2021 IFC
2018 IECC COM.	2021 IEBC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION.

AREA CALCULATIONS (S/F)

LIVING AREA	EXISTING	NEW	TOTAL
LOWER LEVEL	987	112	1099
ASSECCORY BLDG.		252	252
MAIN LEVEL	1020	-1	1019
UPPER LEVEL	473	-88	561
TOTAL	2480	275	2931
GARAGE			252
ENTRY PORCH			133
PATIO			338
LOD/DISTURBED AREA			990
LOT AREA			3242
PROPOSED FOOTPRINT			1351
ALLOWABLE FOOTPRINT			1351

INDEX TO DRAWINGS

#	SHEET #	SHEET DESCRIPTION
1	Aa	COVER SHEET
		SURVEY
2	1of 1	PLAT AMENMENT
3	1of 1	EXISTING CONDITIONS AND TOPOGRAPHIC MAP
		ARCHITECTURAL
4	AB.1	AS-BUILTS FLOOR PLANS
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ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	PR.	PAIR
ACOUST.	ACOUSTICAL	FND	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANF'R	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTRICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	OF.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPN'G	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2015 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

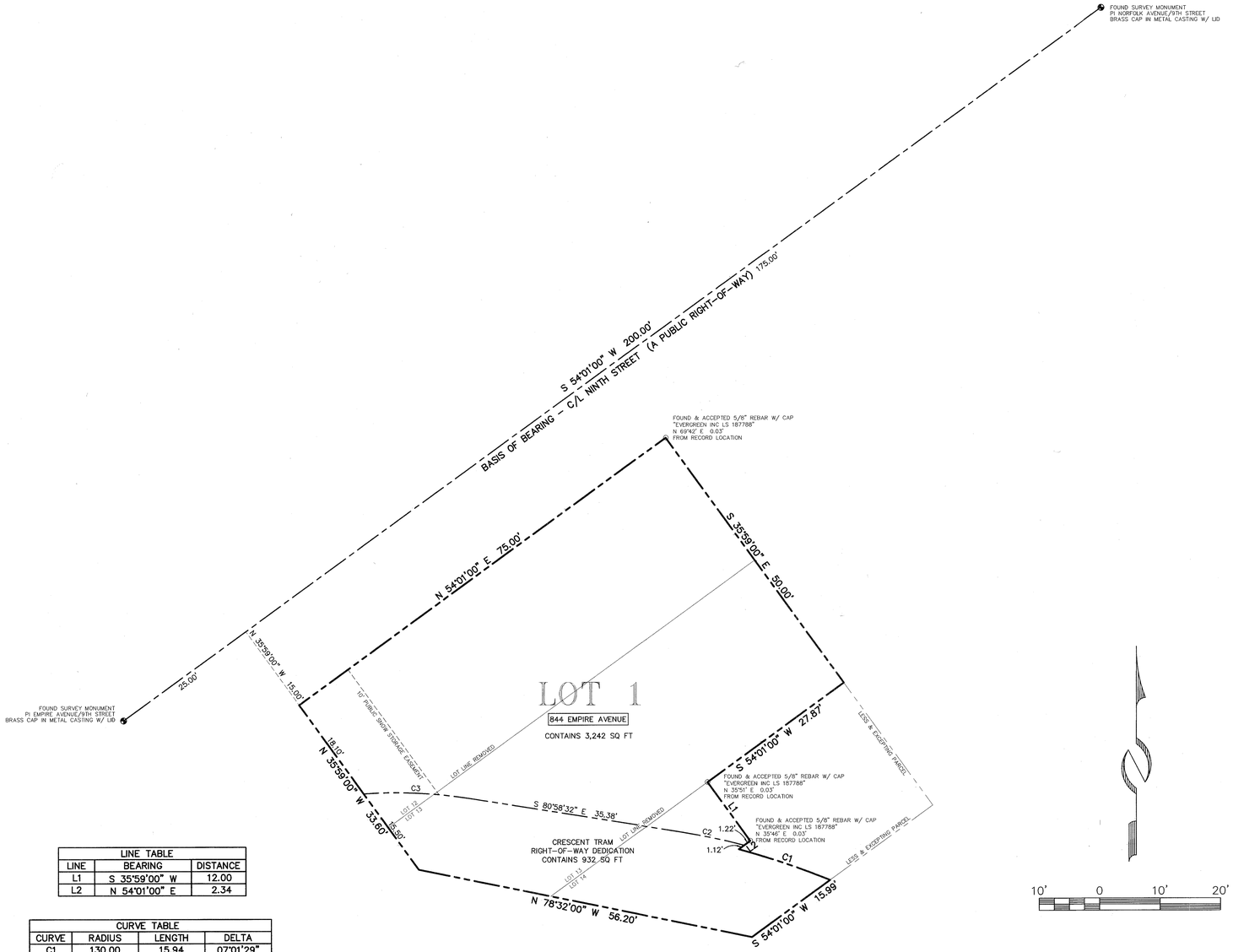
SHEET DESCRIPTION:
COVER SHEET

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
Aa



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 35°59'00" W	12.00
L2	N 54°01'00" E	2.34

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	130.00	15.94	07°01'29"
C2	110.00	10.82	05°38'10"
C3	77.50	17.47	12°55'07"

SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owners, I have prepared this Record of Survey map of 844 EMPIRE AVENUE PLAT AMENDMENT and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

REGISTERED LAND SURVEYOR
No. 4938739
MARTIN A. MORRISON
State of Utah

Martin A. Morrison

4-18-'17

BOUNDARY DESCRIPTION

Lot 12, Block 14, Snyder's Addition to Park City.

Also, a part of Lots 13 and 14, in Block 14, Snyder's Addition to Park City described as follows: Beginning at the Southwest corner of Lot 11, Block 14; and running thence South 54°01' West 75 feet; thence South 35°59' East 8.6 feet; thence South 78°32' East 56.2 feet; thence North 54°01' East 37 feet; thence North 35°59' West 50 feet to the point of beginning.

Less and excepting the following land conveyed to Robert G. Ward and Margery W. Ward, his wife, grantee, as show in that certain Quit-Claim Deed recorded December 28, 1983, as Entry No. 214633, in Book 283, at page 299, of Official Records, more particularly described as follows:

Beginning at the Northeast corner of Lot 14, Block 14, Snyder's Addition to Park City, Utah; and running thence South 35°59' East along the Easterly boundary of said Lot 14, 25 feet; thence South 54°01' West along the Southerly boundary of said Lot 14, 21.01 feet to a point on the Northerly side of the Crescent right-of-way; thence along said Northerly side of the Crescent right-of-way, being a 130-foot radius curve to the left (radius point bears South 22°14'19" West), 15.94 feet; thence North 54°01' East 2.34 feet; thence North 35°59' West 12 feet to a point on the Northerly boundary of said Lot 14; thence North 54°01' East along said Northerly boundary of Lot 14, 27.87 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that CRESCENT TRAM LLC, a Utah limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as 844 EMPIRE PLAT AMENDMENT, does hereby certify that it has caused this Plat Amendment to be prepared, and does hereby consent to the recordation of this Plat.

ALSO, the owner hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements and required utilities shown on this plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this 24th day of April, 2017.

By: _____
Todd Gilbert, Manager
CRESCENT TRAM LLC, a Utah limited liability company

ACKNOWLEDGMENT

State of CALIFORNIA
County of SAN FRANCISCO : ss.

On this 24TH day of APRIL, 2017, Todd Gilbert personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of CRESCENT TRAM LLC, a Utah limited liability company, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed the 844 EMPIRE PLAT AMENDMENT.

_____
A Notary Public commissioned in CALIFORNIA
GILAYNA JOY SANTOS
Printed Name
Residing in: SAN FRANCISCO, CA
My commission expires: 08/16/2019

COMMISSION NAME: GILAYNA JOY SANTOS
EXPIRATION DATE: 08/16/2019
COUNTY: SAN FRANCISCO, CALIFORNIA
COMMISSION NUMBER: 2123850

NOTE

1. This subdivision is subject to the Conditions of Approval in Ordinance 2016–26.
2. Fire sprinklers shall be required for all new construction or substantial renovations, as determined by the Park City Building Department during building permit review.
3. Drive access to the site shall be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer.

A PARCEL COMBINATION PLAT

A COMBINATION OF LOT 12 AND PART OF LOTS 13 AND 14 IN BLOCK 14, SNYDER'S ADDITION TO PARK CITY SURVEY

844 EMPIRE AVENUE PLAT AMENDMENT

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

SHEET 1 OF 1

4/18/17 JOB NO.: 17-8-15 FILE: X:\SnydersAddition\dwg\srv\plat2015\170815.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 26th DAY OF April, 2017
BY _____ S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 11th DAY OF MAY, 2016
BY _____ CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 16th DAY OF May, 2017
BY _____ PARK CITY ENGINEER

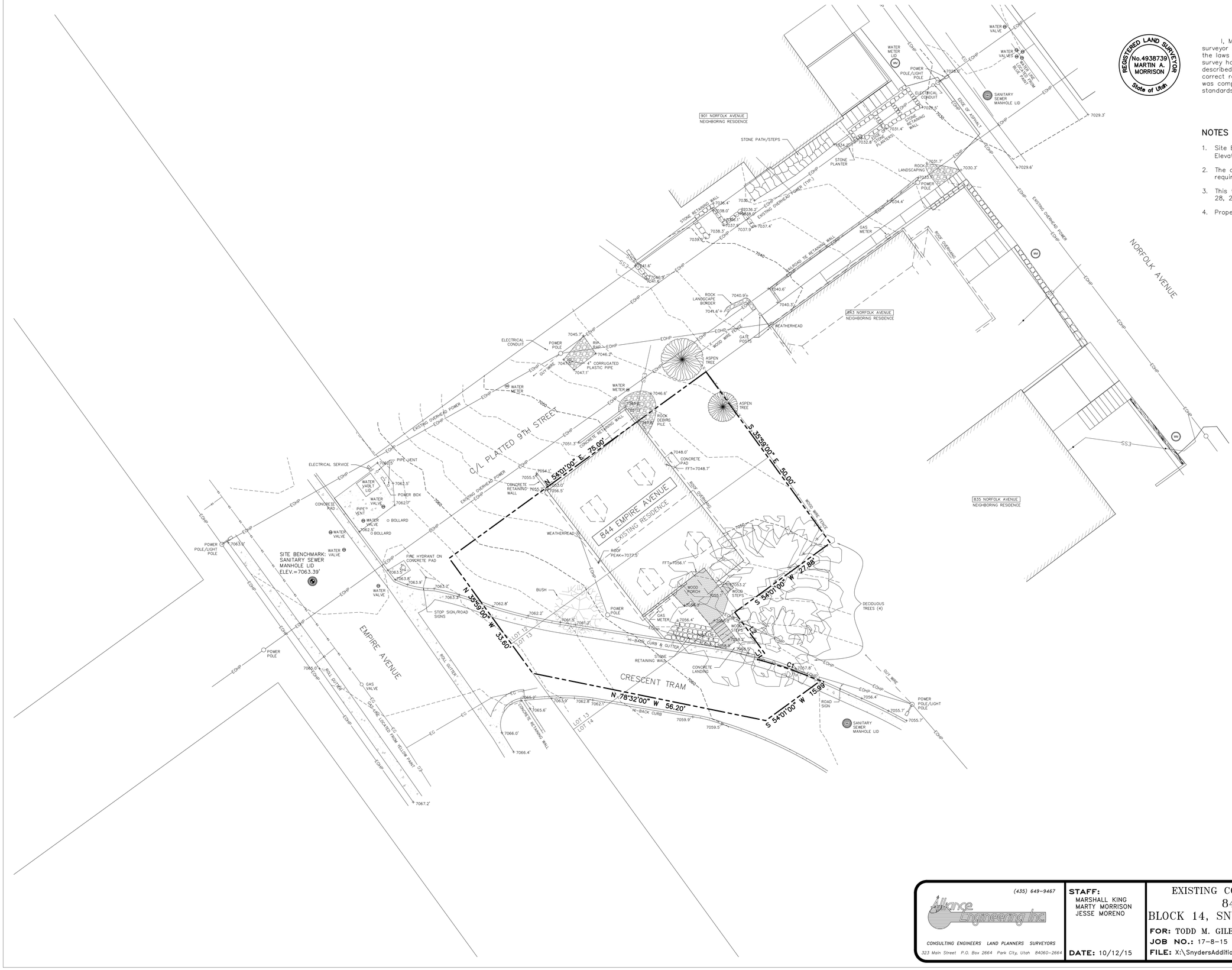
APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 17th DAY OF May, 2017
BY _____ PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 2nd DAY OF JUNE, 2016
BY _____ MAYOR Pro Tem

PARK CITY SUMMIT COUNTY UTAH CORPORATE SEAL MARCH 1, 1884

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 2nd DAY OF JUNE, 2016
BY _____ PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF Alliance Engineering Inc
DATE 6/1/17 TIME 8:19 am ENTRY NO. 1070614
$31.00 FEE
Becky Doward, deputy RECORDER



SURVEYOR'S CERTIFICATE

REGISTERED LAND SURVEYOR
No. 4938739
MARTIN A. MORRISON
State of Utah

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify that this topographic survey is a correct representation of the land surveyed at the time the field work was completed and is in compliance with generally accepted industry standards for accuracy.

NOTES

1. Site Benchmark: Sanitary Sewer Manhole Lid
   Elevation=7063.39'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on September 28, 2015.
4. Property corners were not set.

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

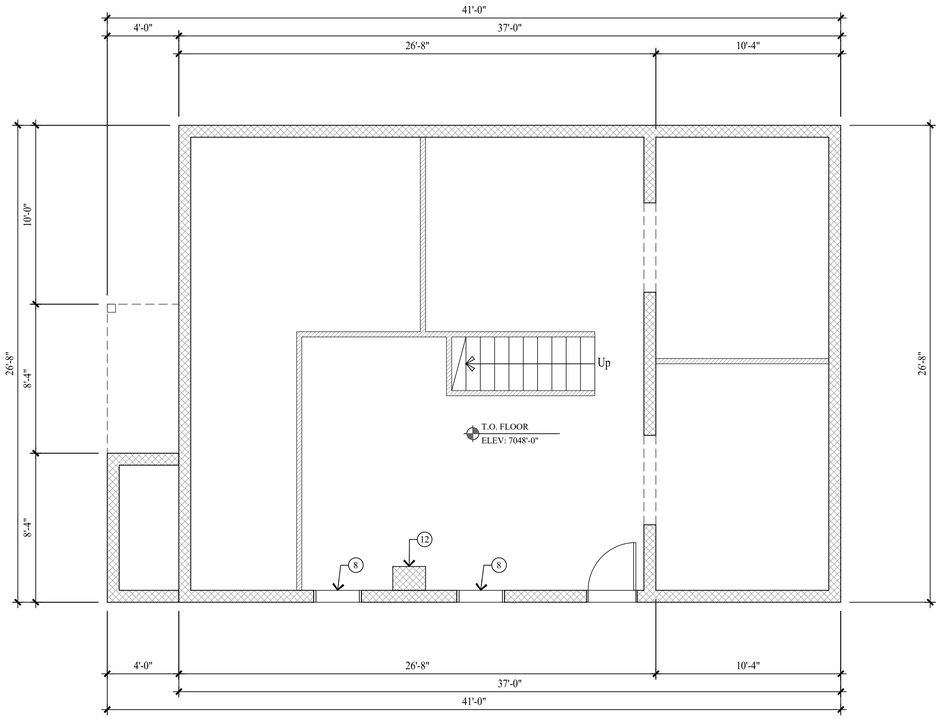
STAFF:
MARSHALL KING
MARTY MORRISON
JESSE MORENO

DATE: 10/12/15

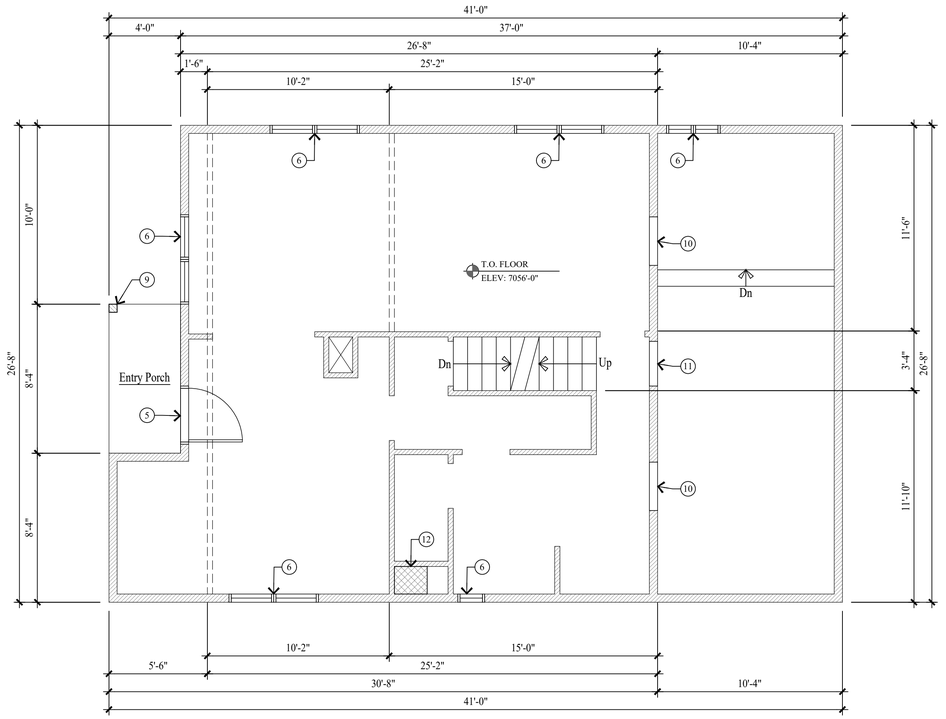
EXISTING CONDITIONS & TOPOGRAPHIC MAP
844 EMPIRE AVENUE
BLOCK 14, SNYDER'S ADDITION TO PARK CITY

FOR: TODD M. GILBERT
JOB NO.: 17-8-15
FILE: X:\SnydersAddition\dwg\srv\topo2015\170815.dwg

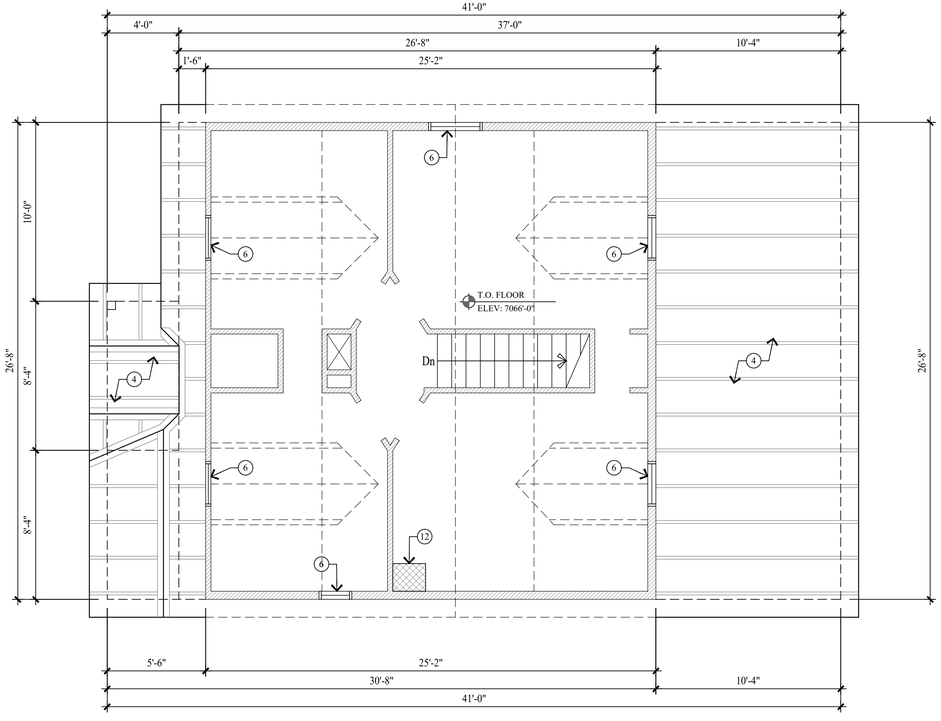
SHEET 1 **OF** 1



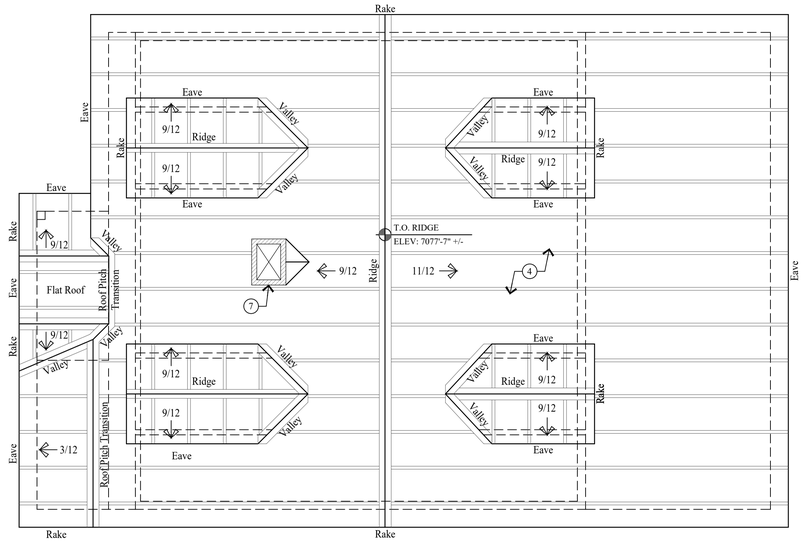
BASEMENT LEVEL PLAN
SCALE: 1/4" = 1'-0"



MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"



UPPER LEVEL PLAN
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 1/4" = 1'-0"

WALL LEGEND

EXISTING WALL

EXISTING MASONRY / STONE / CONC.

ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION

KEY NOTES

1. 1x8 HORIZONTAL LAP SIDING.
2. 1x4 VERTICAL SIDING.
3. ALL FLASHING, DRIP METAL, TRIM, FASCIA AND SOFFIT ARE IN POOR SHAPE AND NEEDS REPAIR.
4. STANDING SEAM METAL ROOF.
5. EXTERIOR DOOR, NOT ORIGINAL.
6. WINDOWS ARE ALUMINUM FRAME W/ INSULATED GLASS.
7. FRAMED CHIMNEY.
8. WINDOWS OPENINGS HAVE BEEN FRAMED IN.
9. 6x6 WOOD COLUMN, NOT ORIGINAL.
10. WINDOWS OPENING.
11. DOOR OPENING.
12. THE MASONRY CHIMNEY IS ORIGINAL TO THE HITORIC STRUCTURE. THE CHIMNEY NO LONGER FUNCTIONS AS A SMOKE FLUE.

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
AS-BUILTS
FLOOR PLANS

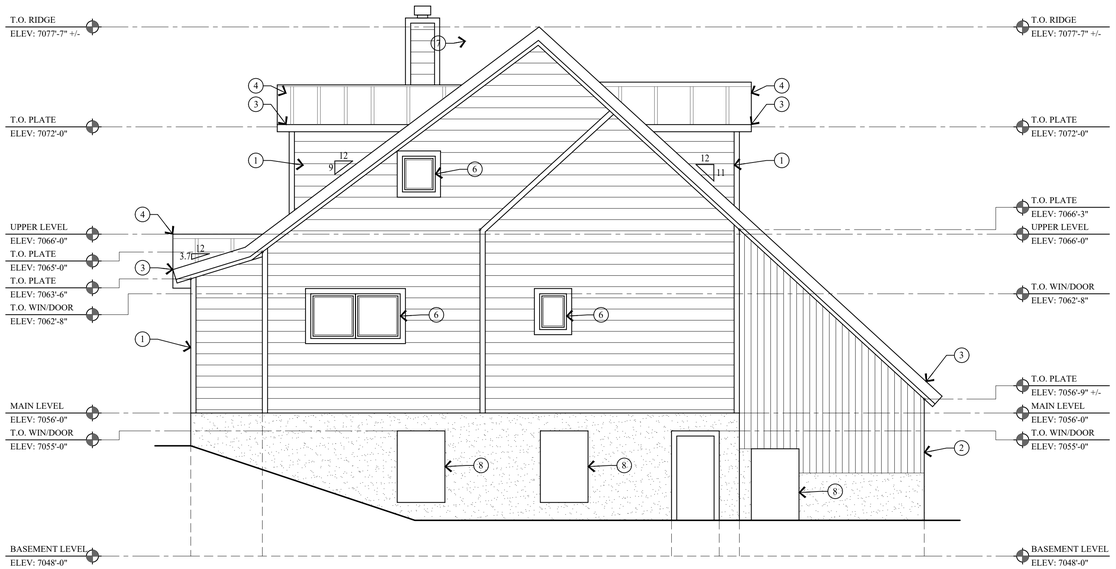
REVISIONS:

DATE:
FEBRUARY 16, 2024

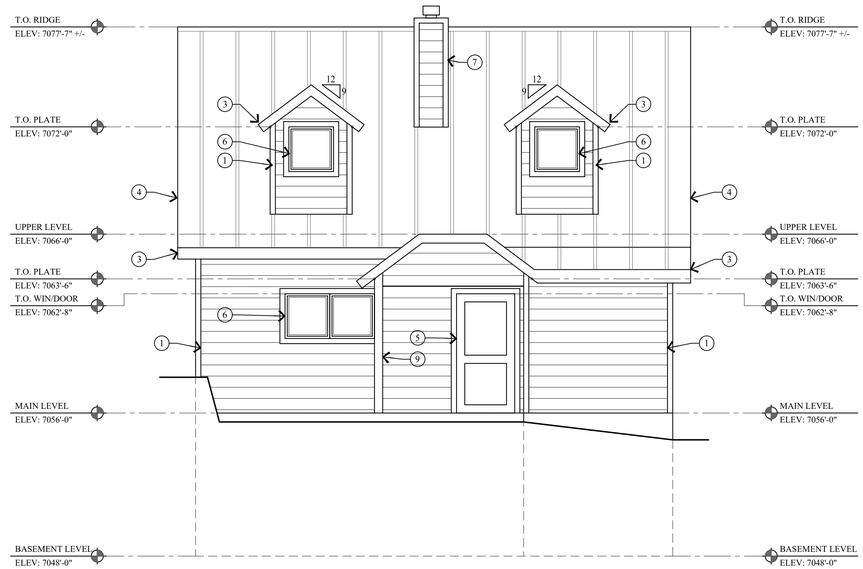
PROJECT NUMBER:
2305-01

SHEET NUMBER:
AB.1

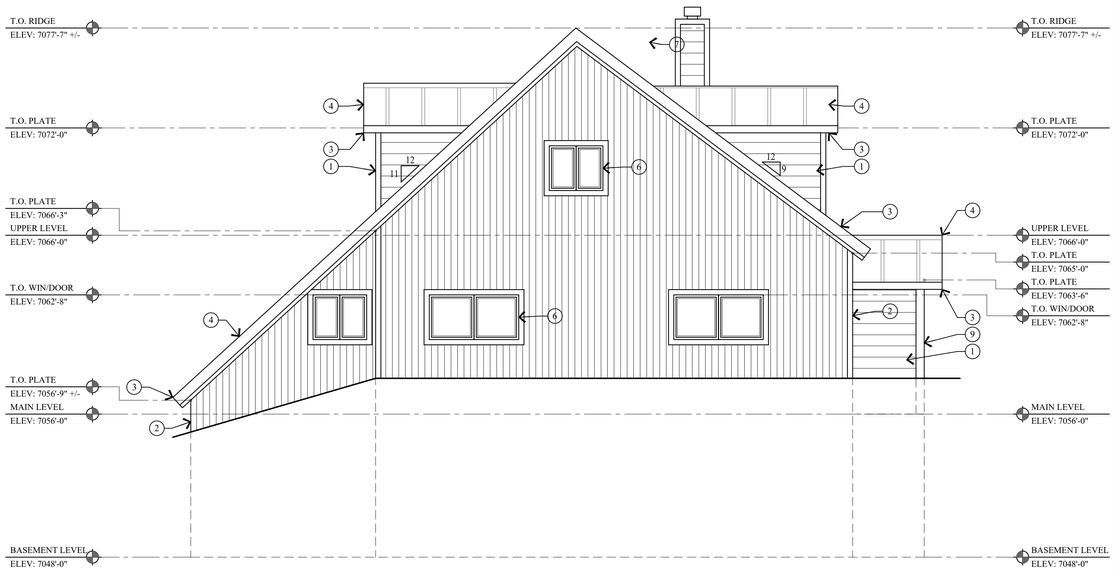
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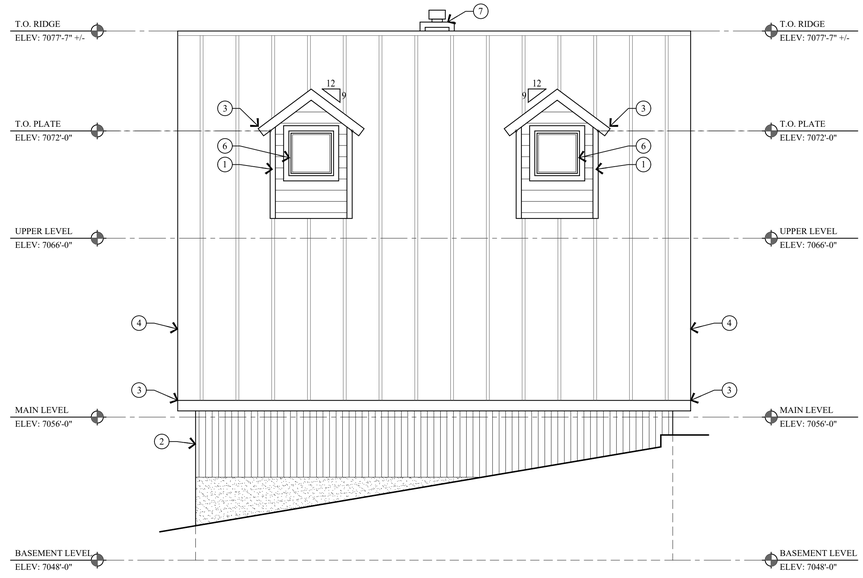
1 AB.2 EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 AB.2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



3 AB.2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



4 AB.2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

KEY NOTES

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
AS-BUILTS
ELEVATIONS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
AB.2

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PROJECT DESCRIPTION:
844 EMPIRE AVENUE
PARK CITY, UTAH

SHEET DESCRIPTION:
CRESCENT TRAM
VIEW

REVISIONS:

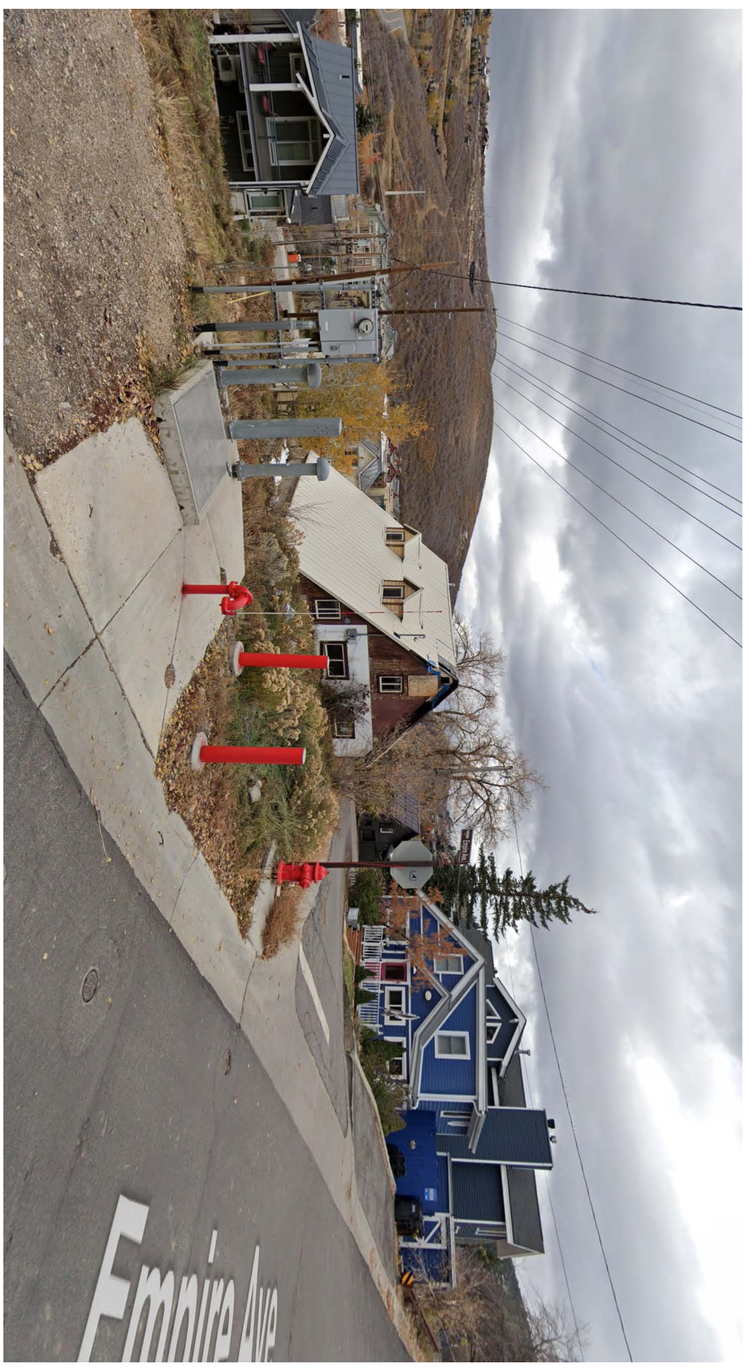
DATE:

PROJECT NUMBER:

SHEET NUMBER:
3D.1

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SHEET NUMBER: 3D.2

PROJECT NUMBER:

DATE:

REVISIONS:

SHEET DESCRIPTION: EMPIRE VIEW

PROJECT DESCRIPTION: 844 EMPIRE AVENUE
PARK CITY, UTAH

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PROJECT DESCRIPTION:
844 EMPIRE AVENUE
PARK CITY, UTAH

SHEET DESCRIPTION:
9TH ST. STAIRS VIEWS

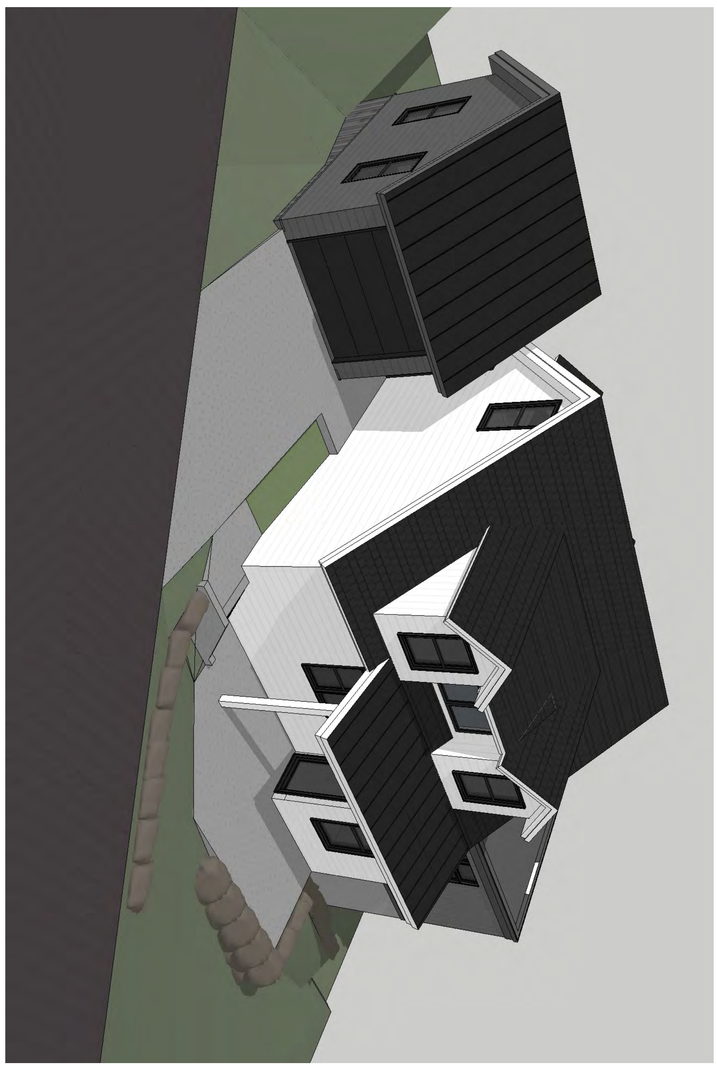
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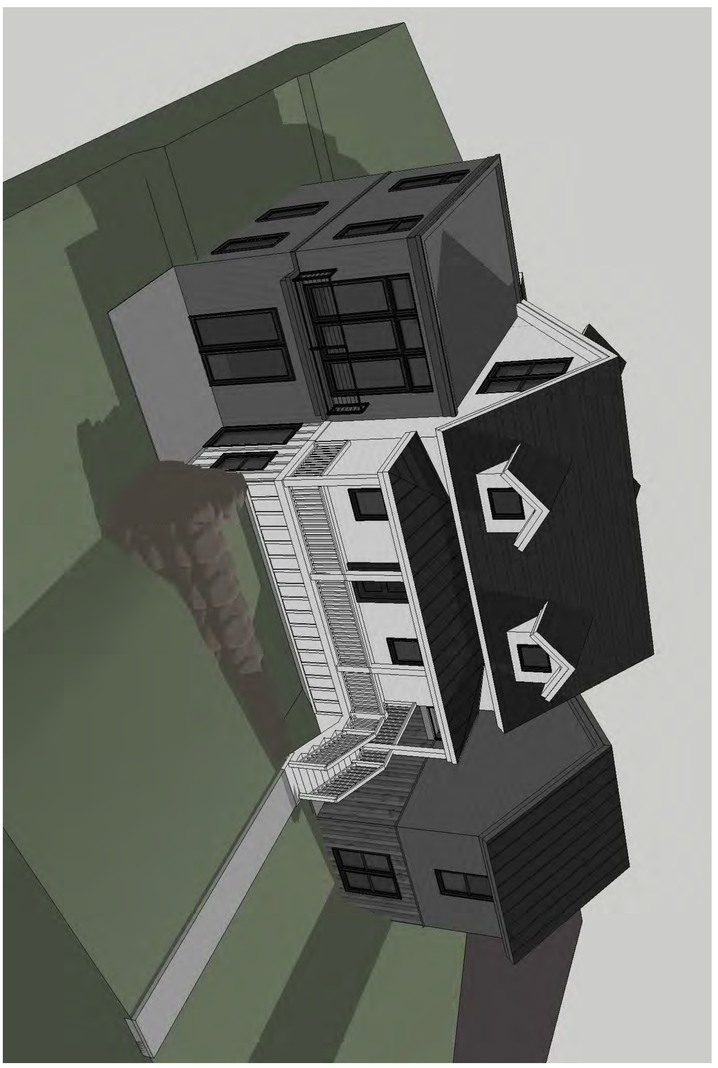
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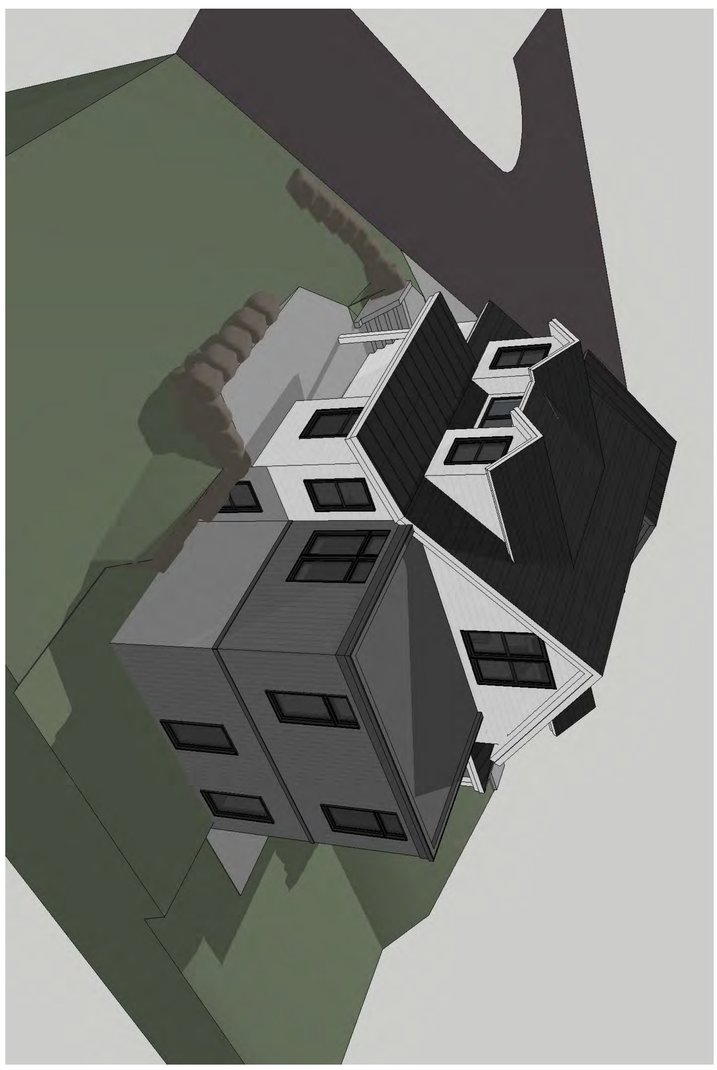
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3D.3

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PROJECT NUMBER:

DATE:

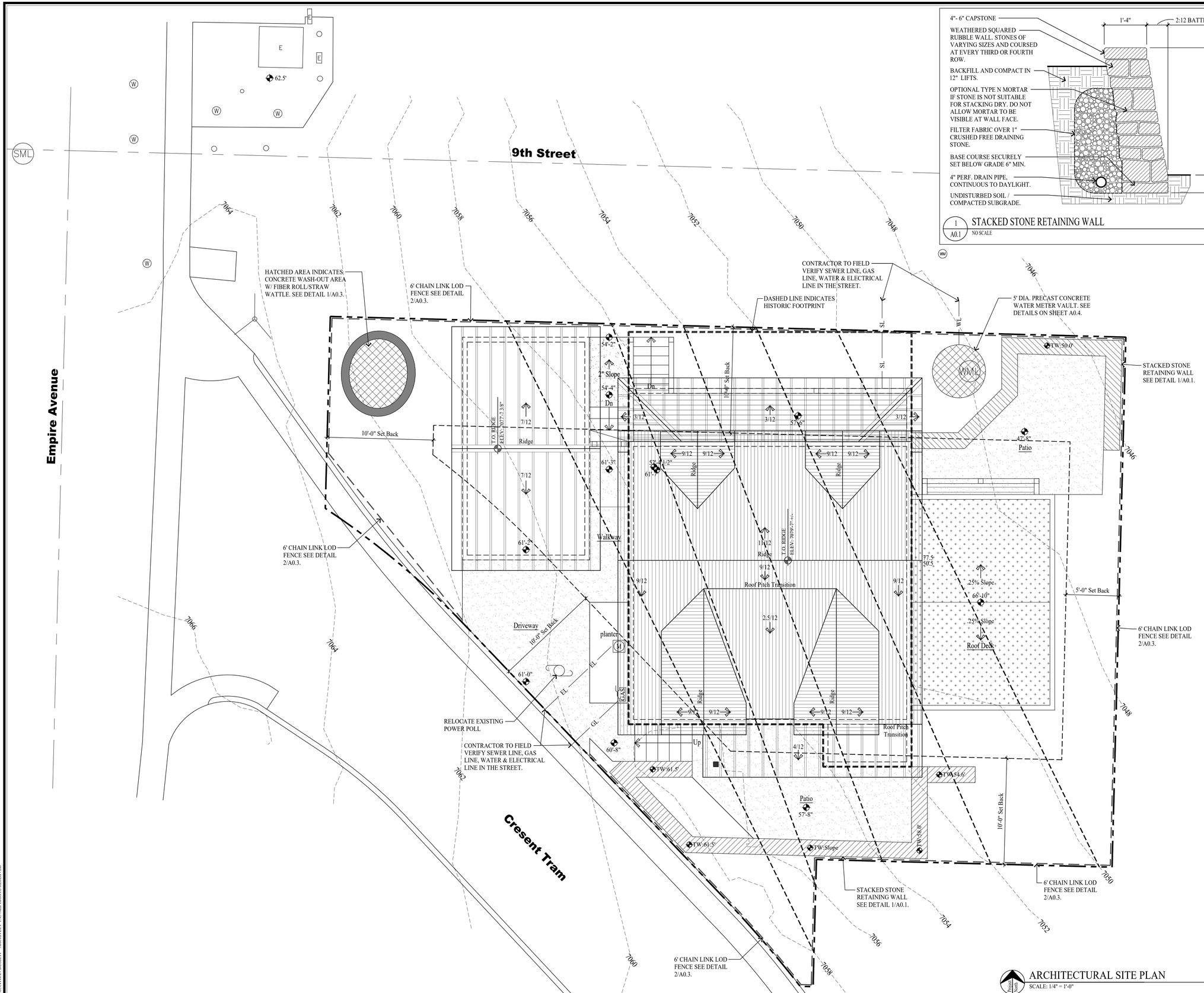
REVISIONS

SHEET DESCRIPTION: BIRDSEYE IMAGES

PROJECT DESCRIPTION: 844 EMPIRE AVENUE
PARK CITY, UTAH

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ARCHITECTURAL SITE PLAN
SCALE: 1/4" = 1'-0"

1 / A0.1 STACKED STONE RETAINING WALL
NO SCALE

GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- WML — WATER MANHOLE LID
- SML — SEWER MANHOLE LID
- EM — ELECTRIC METER BOX
- GAS — GAS METER
- W — WATER VALVE
- WM — WATER METER
- SDM — STORM DRAIN MANHOLE
- POWER POLE
- STREET LIGHT
- DATUM ELEVATION
- FIRE HYDRANT
- T — TELECOM BOX
- E — ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- ORIGINAL CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- HISTORIC FOOTPRINT LINE
- X — FENCE LINE
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- EL — BURIED ELECTRICAL LINE

LOD DISTURBED AREA: 858 S/F

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

0' 5' 10'
GRAPHIC SCALE

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN

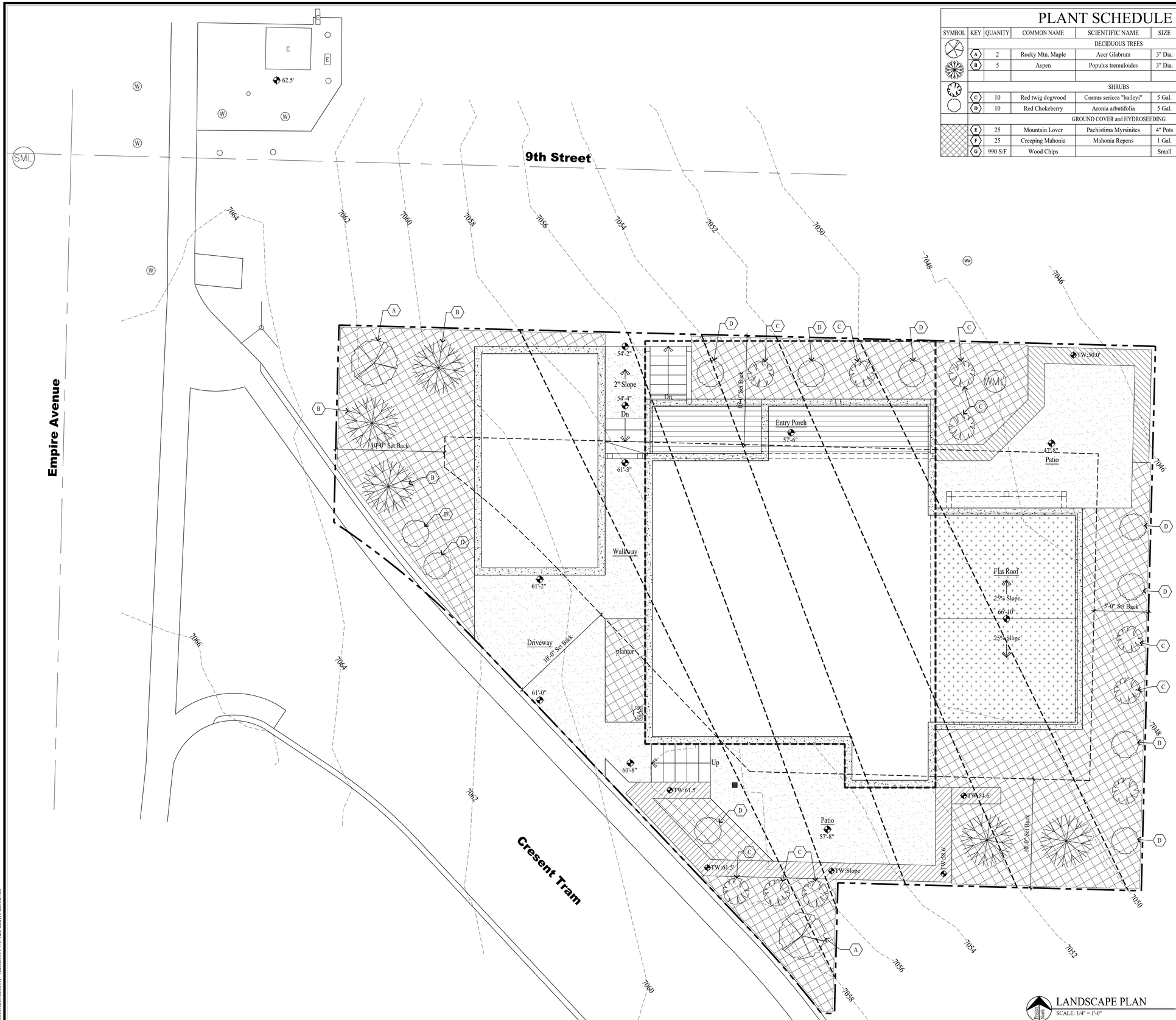
REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A0.1

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PLANT SCHEDULE

SYMBOL	KEY	QUANITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
				DECIDUOUS TREES			
	A	2	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	
	B	5	Aspen	Populus tremuloides	3" Dia.	6'-10'	
				SHRUBS			
	C	10	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing as noted
	D	10	Red Chokeberry	Aronia arbutifolia	5 Gal.		Spacing as noted
				GROUND COVER and HYDROSEEDING			
	E	25	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	F	25	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	G	990 S/F	Wood Chips		Small		3" Thick Layer

GENERAL NOTES

PLANTING NOTES:

1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.
2. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.
3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS, AND SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY ALL QUANITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.
5. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.
6. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.
7. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.
8. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.
9. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.
10. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.
11. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.
12. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.
13. NO BARE ROOT STOCK SHALL BE USED.

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LOD DISTURBED AREA: 858 S/F

NOTE:
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0' 5' 10'
GRAPHIC SCALE

LANDSCAPE PLAN
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
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HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LANDSCAPE PLAN

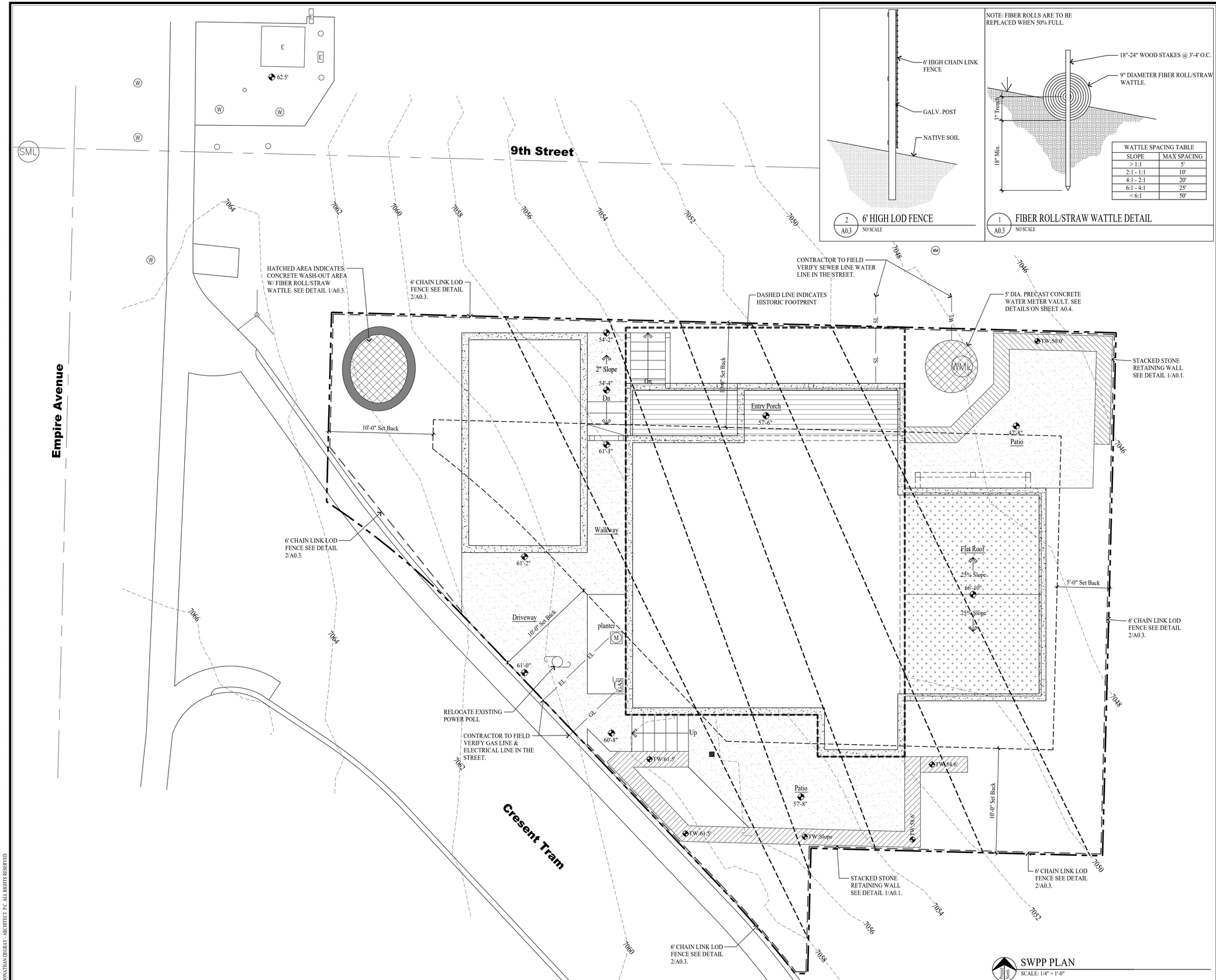
REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A0.2

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SWPP PLAN
SCALE: 1/4" = 1'-0"

NOTE: FIBER ROLLS ARE TO BE REPLACED WHEN 50% FULL.

2 / A0.3 — 6' HIGH LOD FENCE
NO SCALE

WATTLE SPACING TABLE	
SLOPE	MAX SPACING
> 1:1	5'
2:1 - 1:1	10'
4:1 - 2:1	20'
6:1 - 4:1	25'
< 6:1	50'

1 / A0.3 — FIBER ROLL/STRAW WATTLE DETAIL
NO SCALE

GENERAL NOTES

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LOD DISTURBED AREA: 858 S/F

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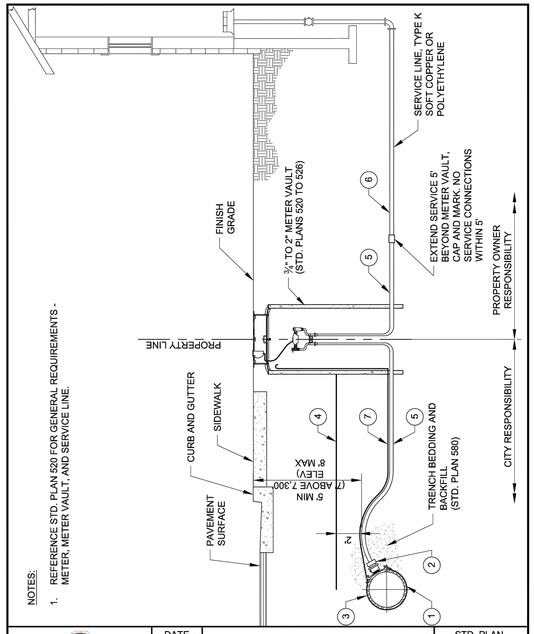
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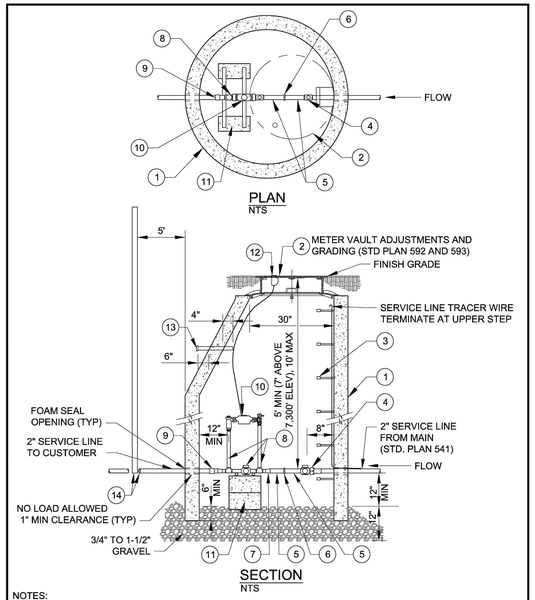
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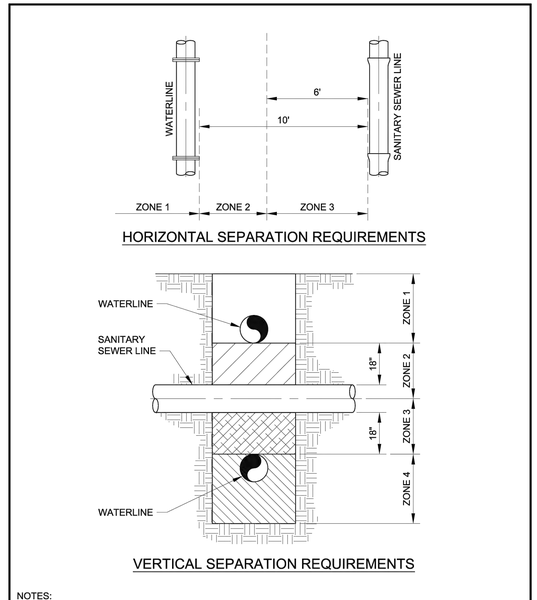


PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER SERVICE LINE 3/4" TO 2" METERS	STD. PLAN
	2/2014		541
	REV.		
	0		



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

PARK CITY MUNICIPAL CORPORATION WATER	DATE	1-1/2" AND 2" SINGLE METER OUTSIDE SETTING	STD. PLAN
	03/2014		524
	REV.		
	0		



NOTES:
1. SEE STD. PLAN 547-B FOR HORIZONTAL AND VERTICAL SEPARATION REQUIREMENT NOTES.

PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER - SANITARY SEWER SEPARATION	STD. PLAN
	3/2014		547-A
	REV.		
	0		

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	BRONZE SERVICE SADDLE: DI & AC PIPE, DOUBLE STRAP PVC PIPE, TWO-PIECE BOLTED	MUELLER	DI & AC PIPE: BR2B SERIES, 1-1/2" SERVICE, CC THDS; 2" SERVICE FIP THDS PVC PIPE: H-13000 SERIES, 1-1/2" SERVICE, CC THDS; 2" SERVICE FIP THDS
		FORD	DI & AC PIPE: STYLE 202B 1-1/2" SERVICE, CC THDS; 2" SERVICE, FIP THDS PVC PIPE: 1-1/2" SERVICE, STYLE S902, CC THDS; 2" SERVICE, STYLE S912, FIP THDS
②	BRASS CORPORATION STOP, INLET CC THREAD, OUTLET CTS COMPRESSION	MUELLER	B-25008N
		FORD	FB1100-(SERVICE SIZE)-G-NL
③	POLYETHYLENE ENCASEMENT, HIGH DENSITY CROSS LAMINATED (HDCL) POLYETHYLENE FILM, AWWA C105 & AWWA C703E METHOD C	CHRISTY'S OR APPROVED EQUAL	AWWA C703E METHOD C (4 MIL)
④	DETECTABLE UNDERGROUND WARNING TAPE, 5-MIL MINIMUM, ALUMINUM BACKING BLUE BACKGROUND, 6" WIDE	SETON OR APPV'D EQUAL	85525
⑤	WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901 1-1/2" DIA. SERVICE: 3/4" AND 1" SINGLE METER 1-1/2" DIA. SERVICE: 3/4" AND 1" DUAL METERS 2" DIA. SERVICE: 1-1/2" AND 2" SINGLE METER 2" DIA. SERVICE: 1-1/2" DUAL METERS	ADS OR APPV'D EQUAL	
⑥	WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901; OR, TYPE K COPPER, SOFT, AWWA C800	ADS OR APPV'D EQUAL	
⑦	TRACER WIRE: 12 GA. SOLID, BLUE PVC INSULATION; WIRE-WIRE CONNECTORS SILICONE-FILLED WIRE NUTS	IDEAL INDUSTRIES	TWISTER DB PLUS OR APP'D EQUAL

DETAIL NOTES

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

PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER SERVICE LINE 3/4" TO 2" METERS	STD. PLAN
	5/2014		541 S
	REV.		

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
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		
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
	3/2014		524 S
	REV.		

HORIZONTAL SEPARATION NOTES:

1. ZONE 1: WATER LINE AND SEWER LINE SEPARATED 10 FEET OR GREATER – NO SPECIAL REQUIREMENTS
   ZONE 2: WHERE LOCAL CONDITIONS AND SITE SPECIFIC CONDITIONS PRECLUDE ZONE 1 SEPARATION – SPECIAL REQUIREMENTS APPLY:
   A) APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER AND,
   B) SEWER PIPES IN GOOD CONDITION AND,
   C) NO HIGH GROUNDWATER AND,
   D) WATER LINE SEPARATED BY AT LEAST 6 FEET AT OUTSIDE PIPE WALLS AND,
   E) BOTTOM OF WATER LINE IS AT LEAST 18 INCHES ABOVE TOP OF SEWER LINE AND,
   F) WATER LINE CONSTRUCTED WITH MECHANICAL, RESTRAINED JOINT PIPE
   ZONE 3: WATER LINE AND SEWER LINE SEPARATED LESS THAN 6 FEET – NOT ALLOWED WITHOUT APPLICATION TO AND APPROVAL BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER FOR EXCEPTION TO THE RULE. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH REQUIRED
2. ADDITIONAL WATER-SEWER SEPARATION AND/OR SPECIAL PIPE MATERIALS MAY BE REQUIRED IN AREAS OF HIGH GROUNDWATER, SOILS CONDITIONS, OR SPECIAL SEWER LINE CONTENTS
3. SERVICE LINE TAPS NOT ALLOWED IN ZONE 2
4. SERVICE LINE TAPS WITHIN ZONE 3 ALLOWED ONLY BY SITE SPECIFIC APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
5. SANITARY SEWER FORCE MAINS
   a. WATER LINE TO MAINTAIN 10 FEET HORIZONTAL SEPARATION AND 18 INCHES VERTICAL SEPARATION ABOVE SEWER FORCE MAIN
   b. NEW SEWER FORCE MAIN CROSSING UNDER AN EXISTING WATER MAIN TO BE ENCLOSED IN A CONTINUOUS SLEEVE
   c. NEW WATER MAIN CROSSING OVER AN EXISTING SEWER FORCE MAIN, 200 PSI MINIMUM WORKING PRESSURE RATED PIPE MATERIALS REQUIRED
6. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS

VERTICAL SEPARATION NOTES:

1. ZONE 1: WATER LINE ABOVE SEWER LINE AND SEPARATED 18 INCHES OR GREATER – NO SPECIAL REQUIREMENTS
   ZONE 2: WATER LINE ABOVE SEWER LINE SEPARATED LESS THAT 18 INCHES – LOOP WATER LINE, REFER TO STD. PLANS 543 AND 544. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO 150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO TOP OF SEWER LINE
   ZONE 3: WATER LINE BELOW SEWER LINE SEPARATED LESS THAN 18 INCHES – LOOP WATER LINE, REFER TO STD. PLANS 543 AND 544. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO 150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 4: WATER LINE BELOW SEWER LINE SEPARATED GREATER THAN 18 INCHES - CENTER ONE FULL UNCUT LENGTH OF WATER PIPE OVER THE CROSSING AND PROVIDE MECHANICAL RESTRAINED PIPE JOINTS UNTIL THE WATER PIPE EXTENDS TO A DISTANCE OF 10 FEET PERPENDICULAR TO EACH SIDE OF THE SEWER LINE. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
2. SERVICE LINE TAPS NOT ALLOWED IN ZONES 2 AND 3.
3. SANITARY SEWER FORCE MAINS: SEE HORIZONTAL SEPARATION REQUIREMENTS, NOTE 5,
4. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS

PARK CITY MUNICIPAL CORPORATION WATER	DATE	WATER – SANITARY SEWER SEPARATION NOTES	STD. PLAN
	5/2014		547-B
	REV.		

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

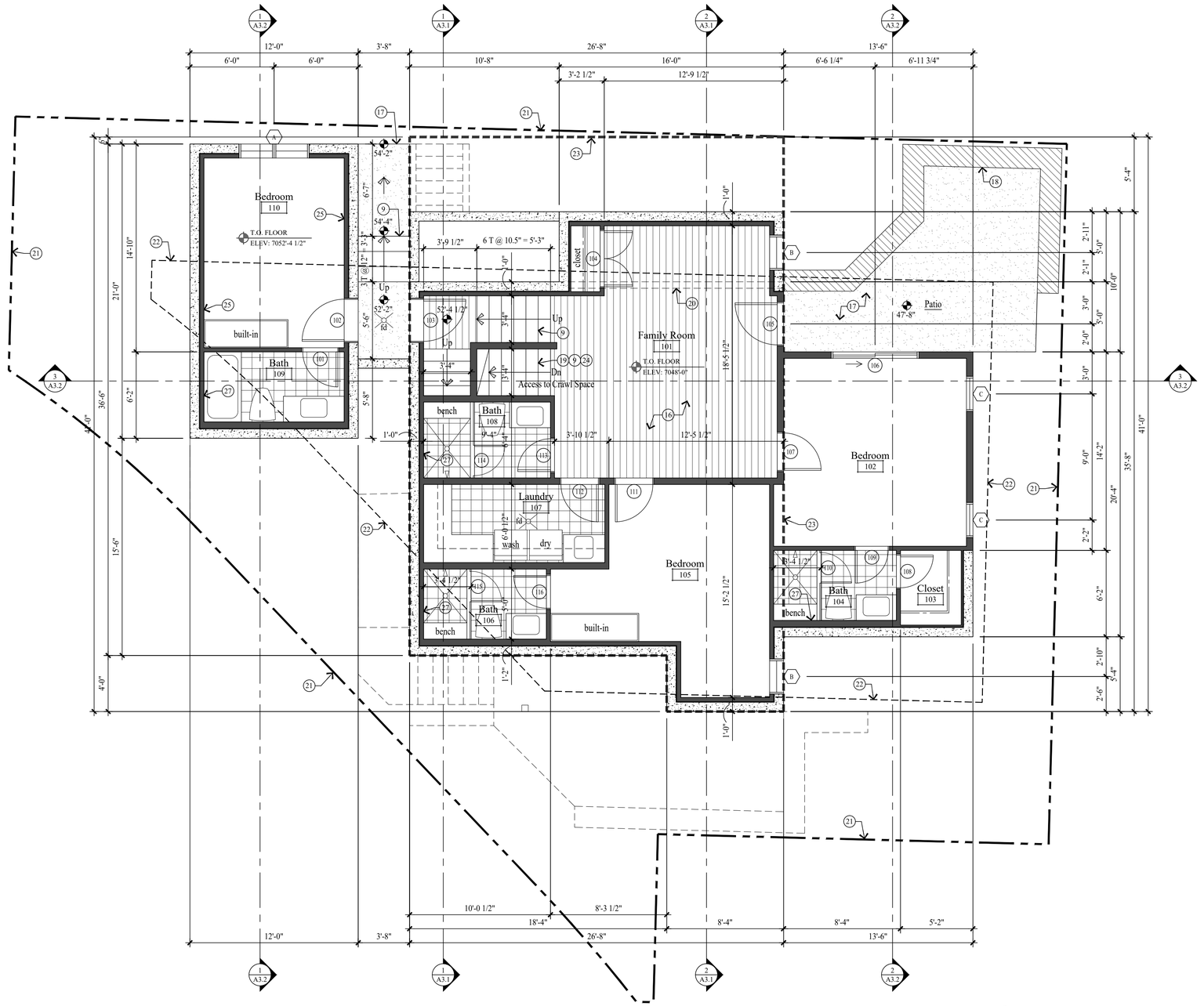
SHEET DESCRIPTION:
PAK CITY WATER DETAILS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A0.4



LOWER LEVEL PLAN
SCALE: 1/4" = 1'-0"

GENERAL NOTES

- NEW CONCRETE WALL
- NEW 2x FRAMED WALL
- HISTORIC FOOTPRINT LINE
- PROPERTY LINE
- SET BACK LINE
- (E) INDICATES EXISTING
- (N) INDICATES NEW

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP.

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4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE ON ICE AND WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF, TO BE ICC-ES APPROVED. ON ICE & WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
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4. COMPOSITE RIDGE VENT; COBRA OR EQUAL. METAL RIDGE VENT AT METAL ROOF.
5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
6. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x4 ON 1x8 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
7. GUTTERS AND DOWNSPOUTS TO TIE INTO EXISTING FRENCH DRAIN.
8. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. - SEE SHEET A5.2.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
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19. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
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25. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
26. GARAGE SLAB: 5" CONCRETE ON 16 GAUGE B-36 FORMLOCK METAL DECKING, SLOPED. SEE STRUCTURAL FOR REINFORCING AND DETAILS.
27. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
28. HEATILATOR "CRAVE 6048-C" DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. ANSI Z21.88-2019.
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HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LOWER LEVEL PLAN

REVISIONS:

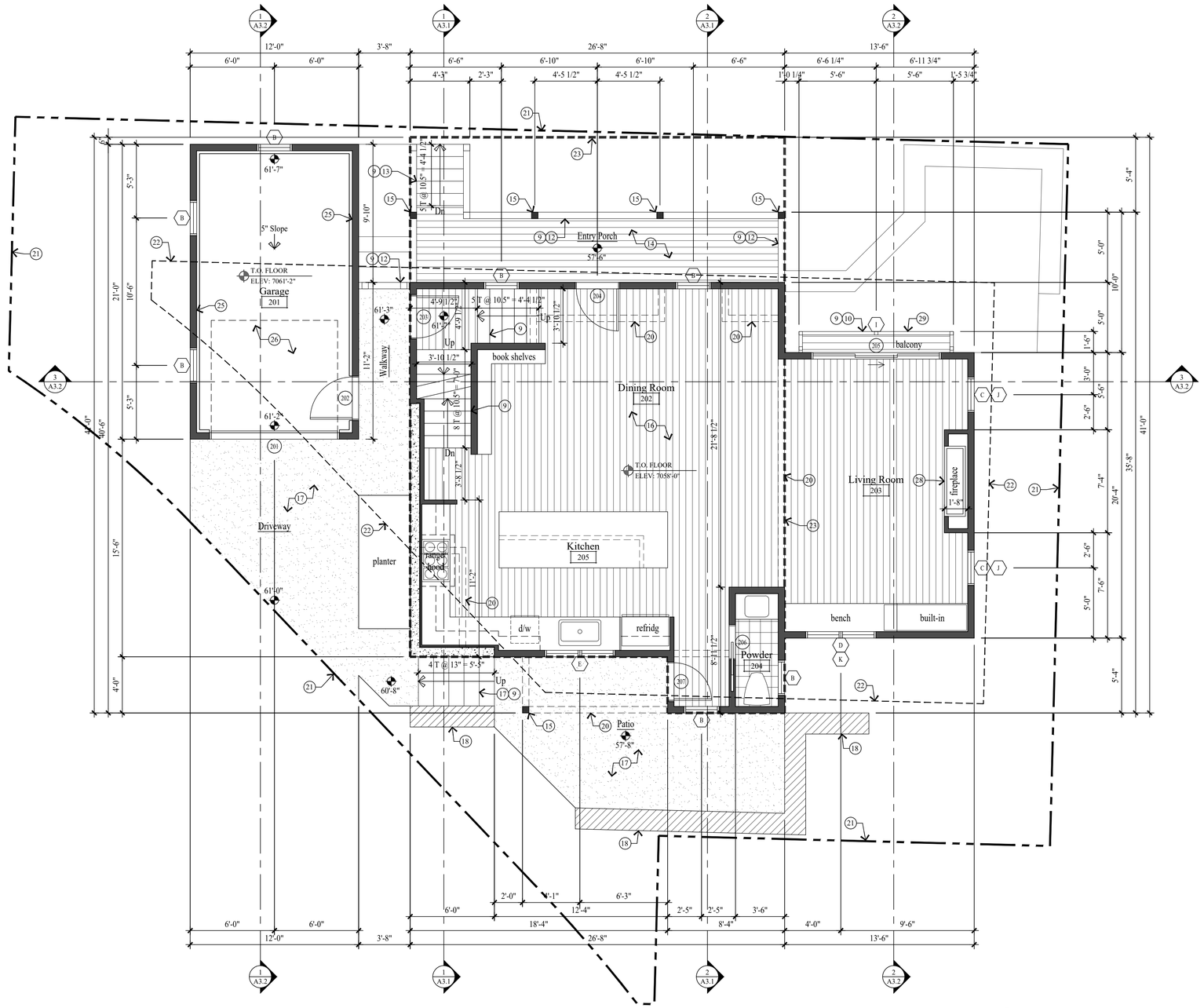
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A1.1

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JONATHAN DEGRAY - ARCHITECT P.C. - ALL RIGHTS RESERVED

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MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"

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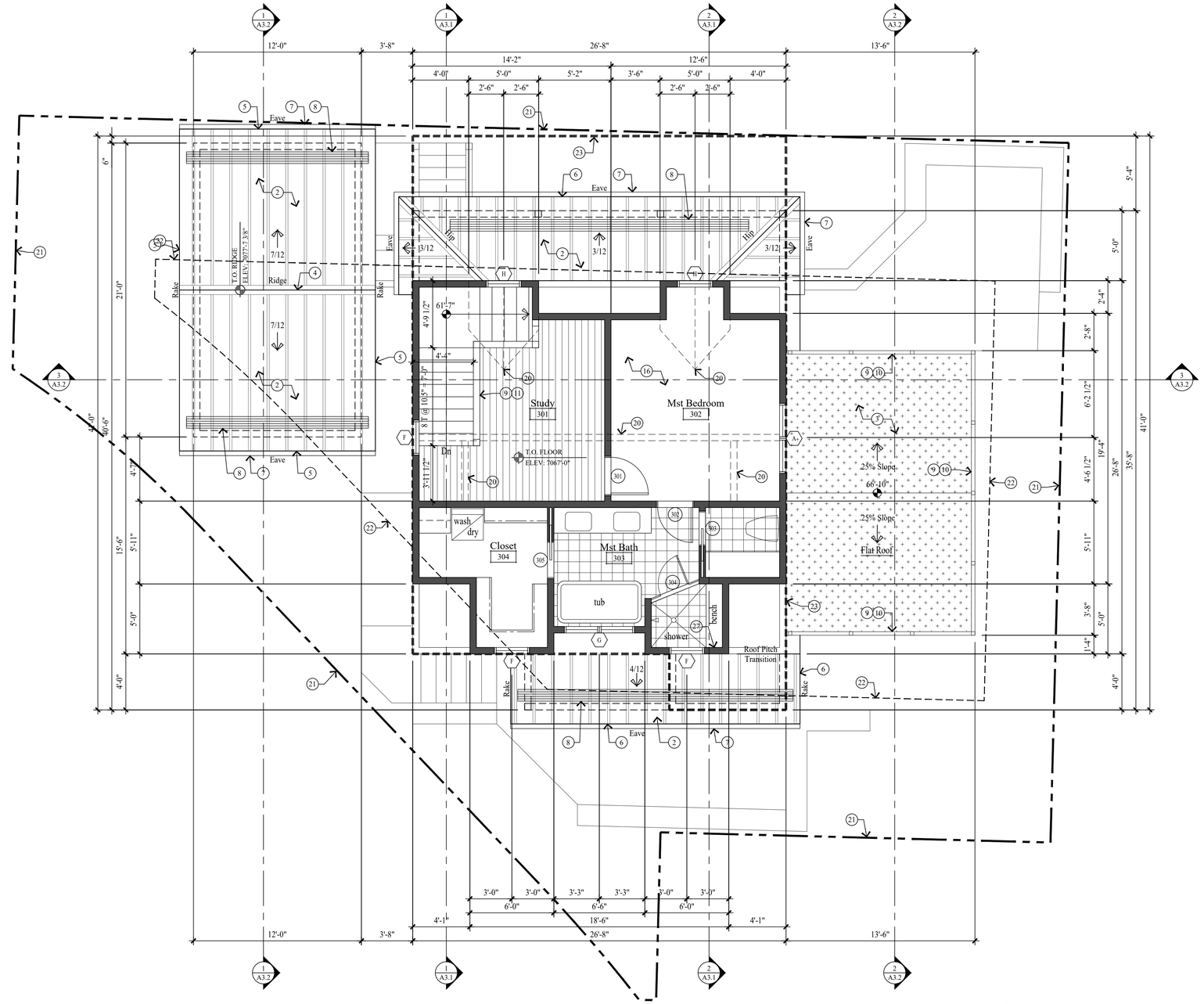
SHEET DESCRIPTION:
MAIN LEVEL PLAN

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A1.2



UPPER LEVEL PLAN, LOW ROOF PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES

NEW CONCRETE WALL

NEW 2x FRAMED WALL

HISTORIC FOOTPRINT LINE

PROPERTY LINE

SET BACK LINE

(E) INDICATES EXISTING

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LOW ROOF PLAN

REVISIONS:

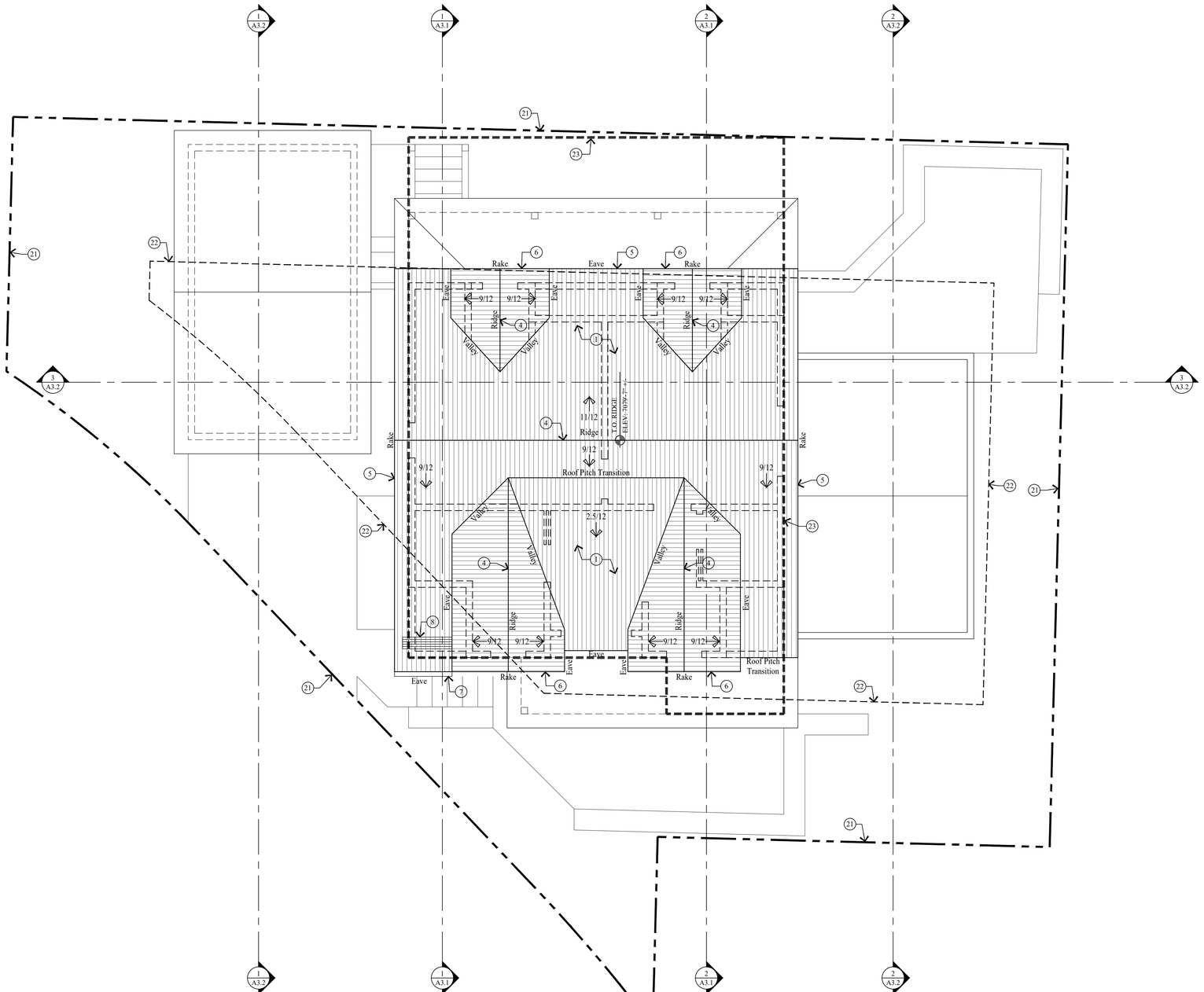
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A1.3

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HIGH ROOF PLAN
SCALE: 1/4" = 1'-0"

NOTE:
SEE SHEET A5.2 FOR TYPICAL ROOF FLASHING DETAILS.

NOTE:
1'-0" TYPICAL ROOF OVERHANG U.N.O.

GENERAL NOTES

NEW CONCRETE WALL
NEW 2x FRAMED WALL
HISTORIC FOOTPRINT LINE
PROPERTY LINE
SET BACK LINE
(E) INDICATES EXISTING
(N) INDICATES NEW

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE ON ICE AND WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF, TO BE ICC-ES APPROVED. ON ICE & WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
3. ROOF DECK: REINFORCED WATERPROOF MEMBRANE OVER 3/4" EXTERIOR PLYWOOD ON 11 7/8 LVL JOIST TAPERED TO 0" FOR 2% MIN. SLOPE - SEE STRUCT. FOR SPACING & DETAILS.
4. COMPOSITE RIDGE VENT; COBRA OR EQUAL. METAL RIDGE VENT AT METAL ROOF.
5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
6. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x4 ON 1x8 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
7. GUTTERS AND DOWNSPOUTS TO TIE INTO EXISTING FRENCH DRAIN.
8. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. - SEE SHEET A5.2.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
11. 36" HIGH GUARD RAILING: 2"x4 1/2" SHAPED HARDWOOD CONTINUOUS TOP CAP. TOP AND BOTTOM RAIL TO BE 1 1/2" x 2 1/2 TUBE STEEL. BOTTOM RAIL TO BE TURNED FLAT. W/ 1/2" STEEL BALLAST, VERTICAL, SPACED LESS THAN 4", 4"x4" WOOD END / MID POSTS.
12. 36" HIGH RAILING: 2x4 SHAPED TOP RAIL W/ 2x2 BALLAST SPACED LESS THAN 4" W/ 2x4 BOTTOM RAIL - PAINTED.
13. ENTRY STAIRS: WOOD STRINGERS AND STAIRS. NOTES & DETAILS ON SEE SHEET A5.1.
14. ENTRY PORCH: 2x6 TREX DECKING ON 2x P.T. TAPERED SLEEPERS ON REINF. WATERPROOF MEMBRANE ON 3/4" EXTERIOR PLYWOOD ON 2x P.T. TAPERED DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
15. 6x6 COLUMN - PAINT/STAIN.
16. 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
17. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
18. STACKED STONE RETAINING WALL, NOT TO EXCEED 4'-0" HIGH. SEE DETAIL 1/A0.1.
19. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
20. DASHED LINES INDICATE WALL / BEAM ABOVE.
21. PROPERTY LINE.
22. SET BACK LINE.
23. DASHED LINE INDICATES HISTORIC FOOTPRINT.
24. CRAWL SPACE: 6 MIL POLYETHYLENE VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
25. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
26. GARAGE SLAB: 5" CONCRETE ON 16 GAUGE B-36 FORMLOCK METAL DECKING, SLOPED. SEE STRUCTURAL FOR REINFORCING AND DETAILS.
27. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
28. HEATILATOR "CRAVE 6048-C" DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. ANSI Z21.88-2019.
29. BALCONY: 2x6 TREX DECKING ON 2x P.T. JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.

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HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
HIGH ROOF PLAN

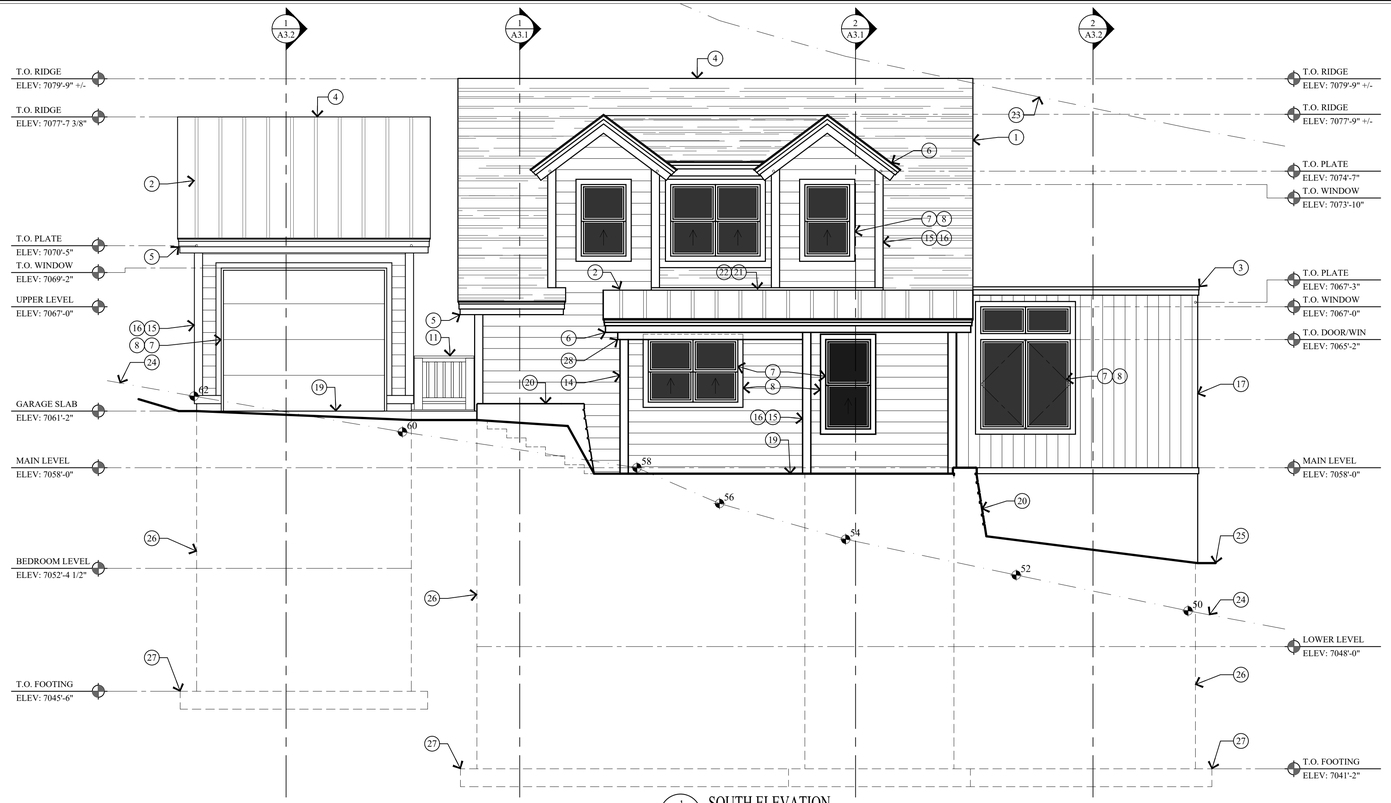
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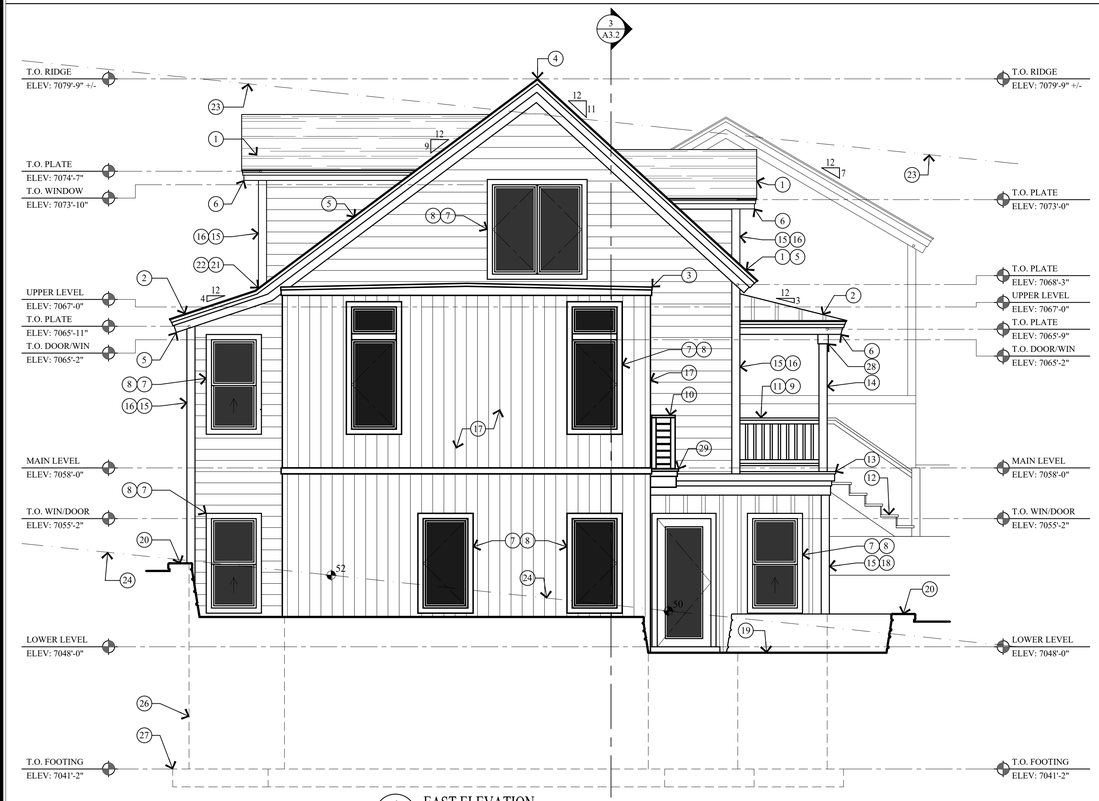
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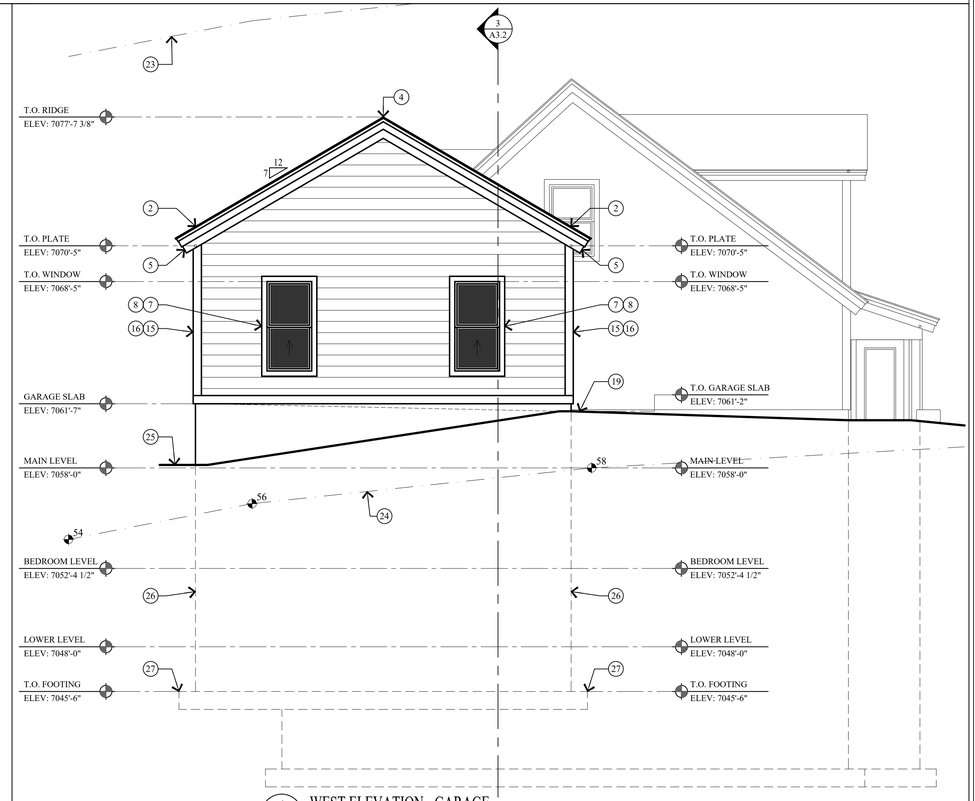
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1 A2.1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



3 A2.1 WEST ELEVATION - GARAGE
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7. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SHEET A6.1 FOR SCHEDULES.
8. WINDOW AND DOOR TRIM TO BE 2x4 WOOD HEAD, JAMB & SILL - PAINT/STAIN.
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16. 1x8 HORIZONTAL CEDAR LAP SIDING - PAINT/STAINED, ON TYVEK HOMEWRAP ON 1/2" EXT. PLYWOOD ON 2x6 STUD WALL @ 16" O.C.
17. 1x8 VERTICAL ON CEDAR SIDING - PAINTED/STAINED, ON TYVEK HOMEWRAP ON 1/2" EXT. PLYWOOD ON 2x6 STUD WALL @ 16" O.C.
18. VERTICAL BOARD AND BATTEN SIDING - PAINT/STAINED ON TYVEK HOMEWRAP ON 1/2" EXT. PLYWOOD ON 2x6 STUD WALL @ 16" O.C.
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21. FLASHING AND COUNTER FLASHING - TYPICAL.
22. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
23. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
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25. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
26. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
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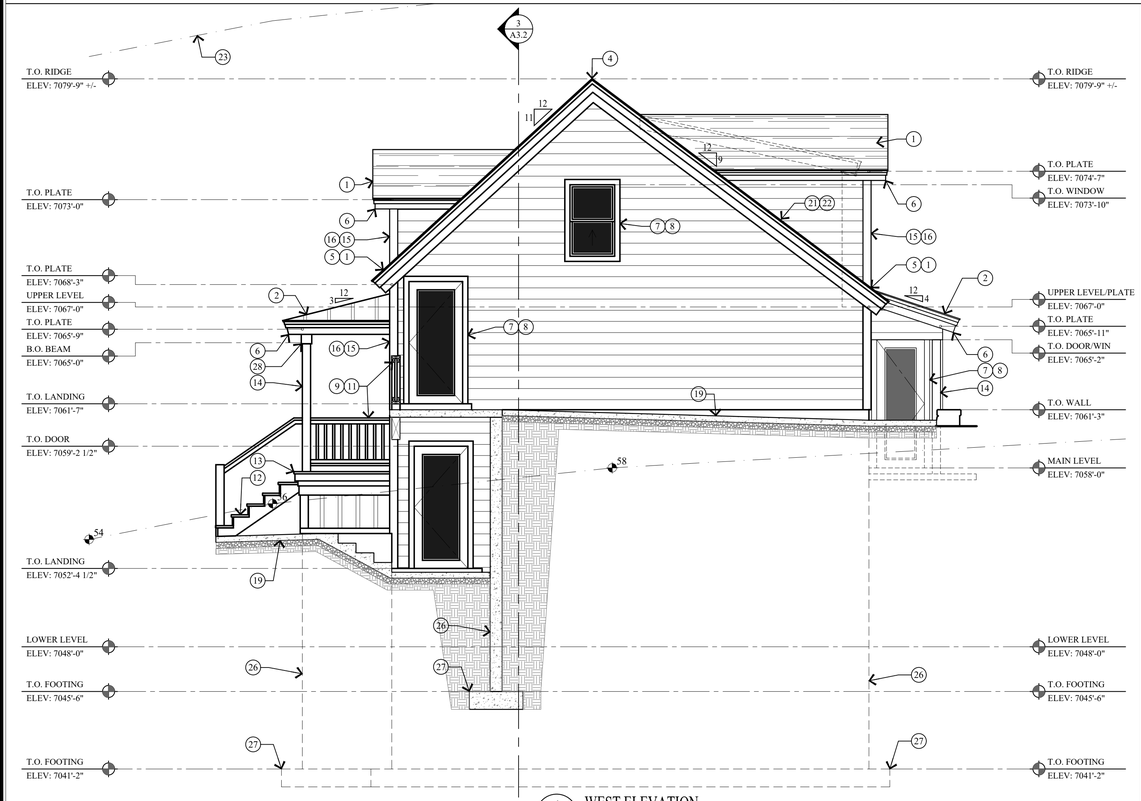
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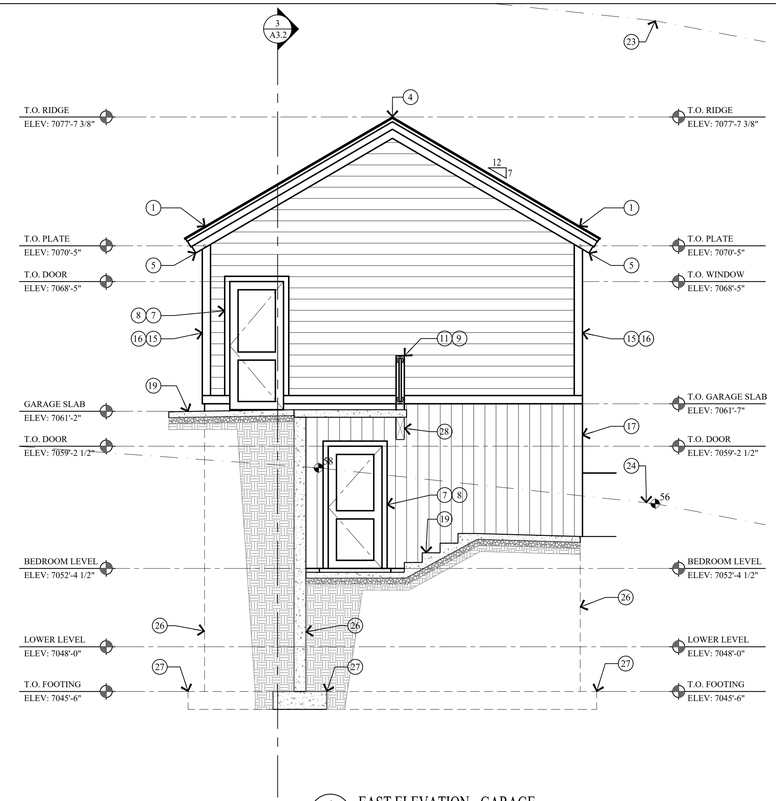
SHEET NUMBER:
A2.1



1 A2.2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.2 WEST ELEVATION
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3 A2.2 EAST ELEVATION - GARAGE
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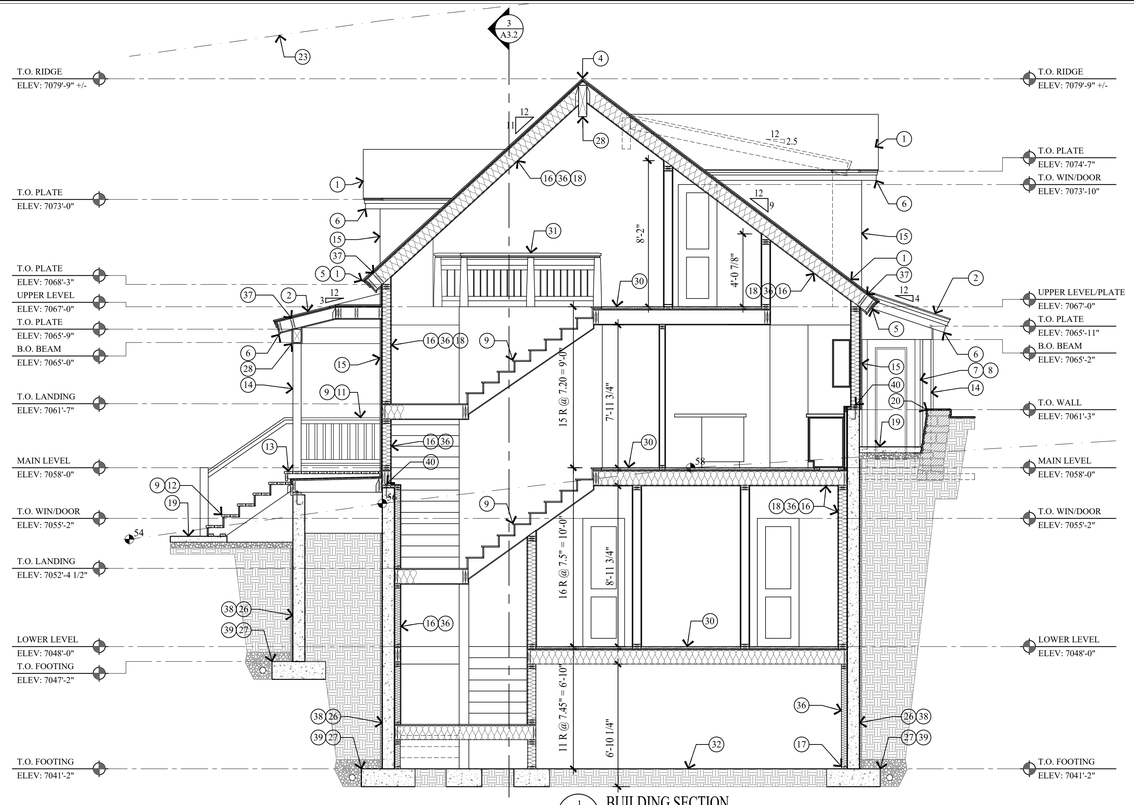
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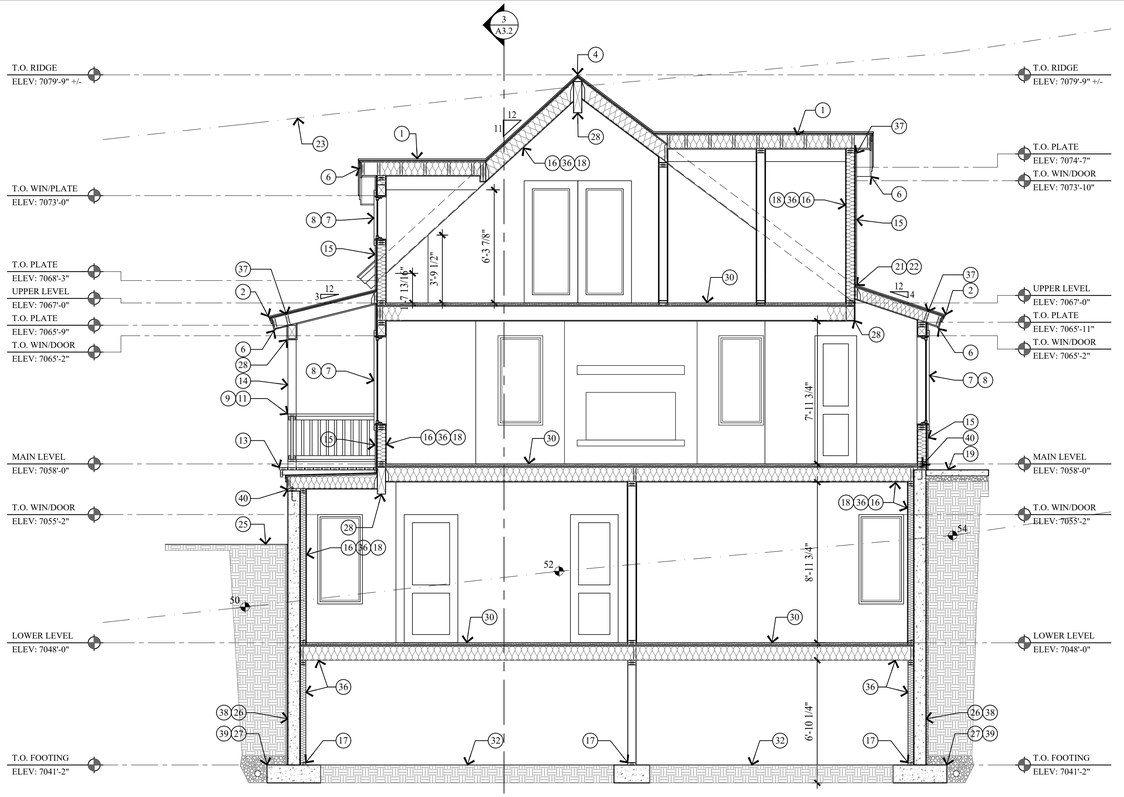
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SHEET NUMBER: A2.2

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1 BUILDING SECTION
A3.1 SCALE: 1/4" = 1'-0"



2 BUILDING SECTION
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15. EXTERIOR FINISHES - SEE SHEETS A2.1 AND A2.2.
16. 1/2" GYPSUM BOARD ON 4 MIL POLYETHYLENE VAPOR RETARDER AT FLOOR JOIST, ROOF JOIST AND EXTERIOR WALLS.
17. ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY INCLUDING LEDGERS AND FURRING WALLS MUST BE PRESERVATIVELY TREATED OR FOUNDATION GRADE REDWOOD.
18. FIRE BLOCK STUD SPACES AT SOFFIT, FLOOR AND CEILING JOIST LINES, AT 10 FT. VERTICALLY AND HORIZONTALLY, AND AT ANY OTHER LOCATIONS NOT SPECIFICALLY MENTIONED WHICH COULD AFFORD PASSAGE FOR FLAMES. - IRC R302.11
19. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
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28. STRUCTURAL BEAM - SEE STRUCTURAL DRAWINGS FOR SIZE AND DETAILS.
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32. CRAWL SPACE: 6 MIL POLYETHYLENE VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BUILDING SECTIONS

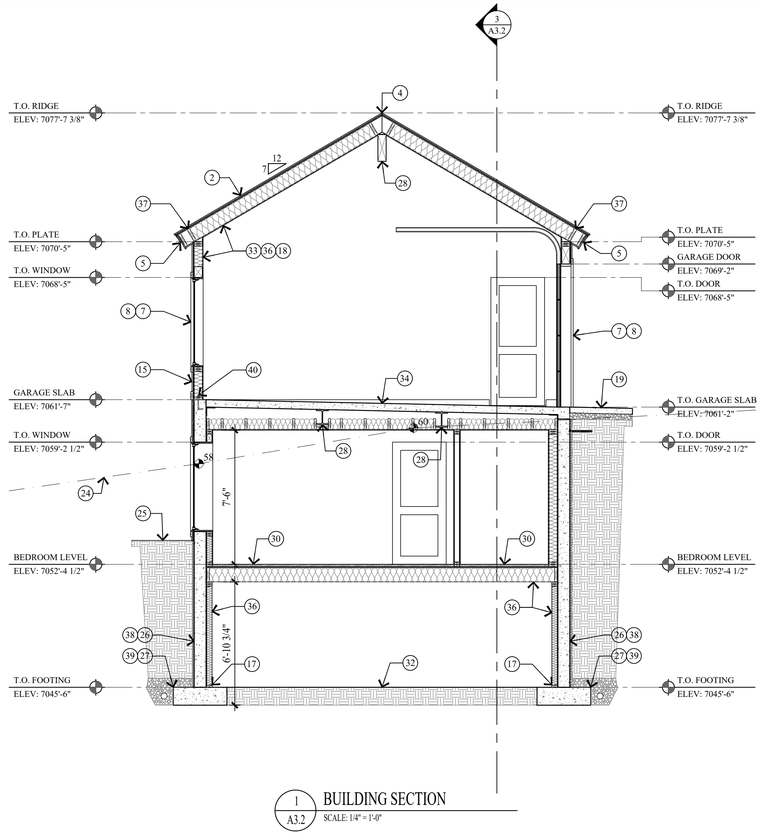
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DATE:
FEBRUARY 16, 2024

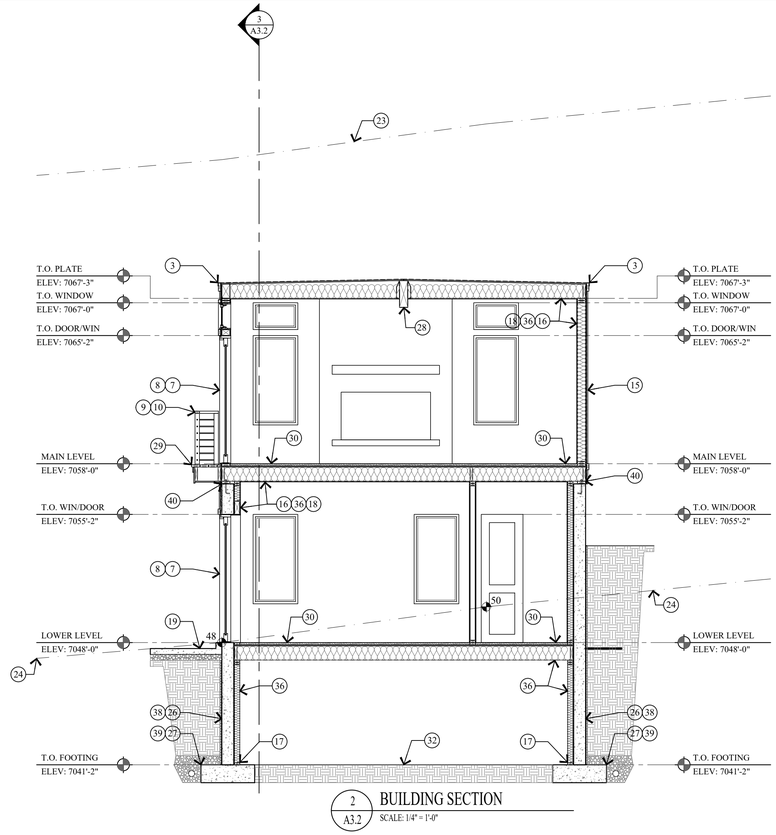
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2305-01

SHEET NUMBER:
A3.1

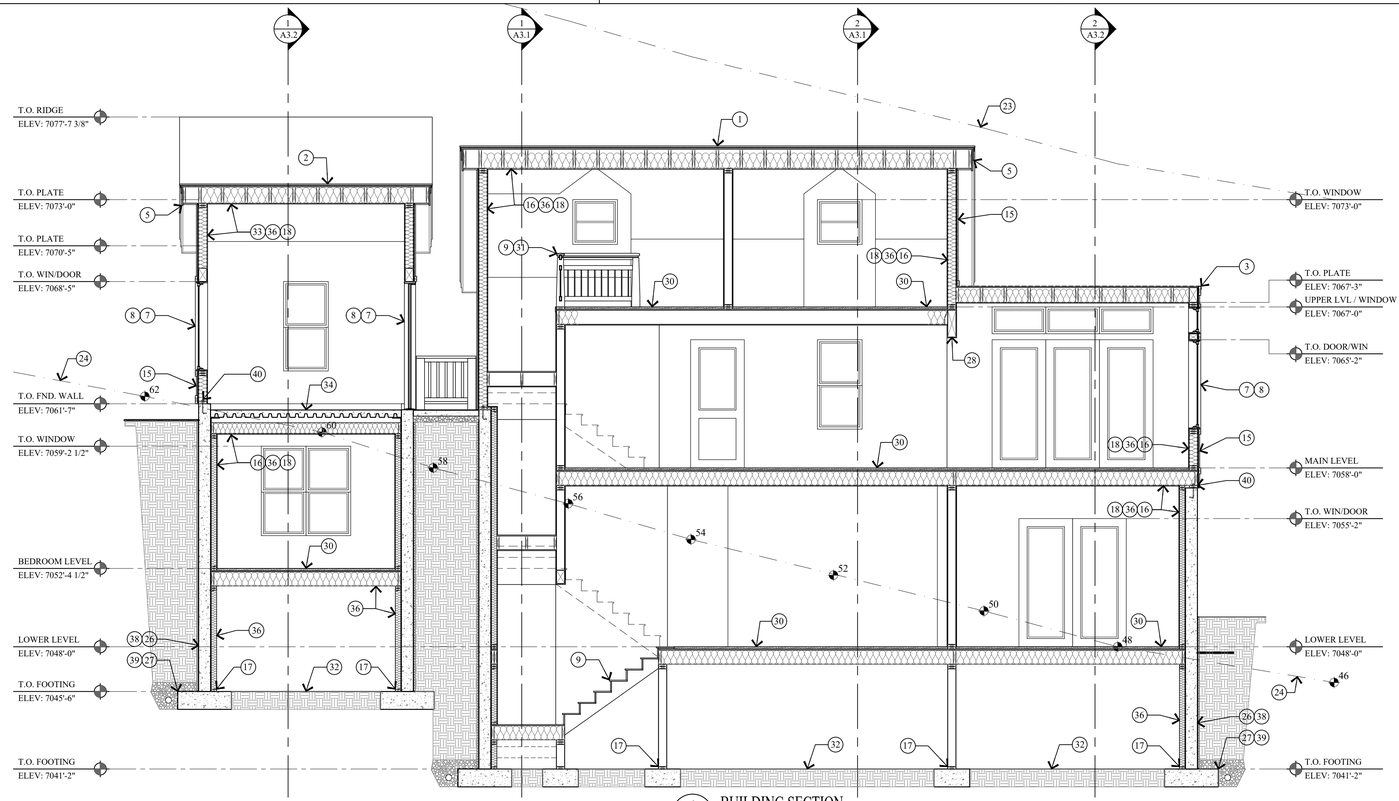
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1 A3.2 BUILDING SECTION
SCALE: 1/4" = 1'-0"



2 A3.2 BUILDING SECTION
SCALE: 1/4" = 1'-0"



3 A3.2 BUILDING SECTION
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KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE ON ICE AND WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF, TO BE ICC-ES APPROVED, ON ICE & WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
3. FLAT ROOF: REINFORCED WATERPROOF MEMBRANE OVER 3/4" EXTERIOR PLYWOOD ON 11 7/8 LVL JOIST TAPERED TO 9" FOR 2% MIN. SLOPE - SEE STRUCT. FOR SPACING & DETAILS.
4. COMPOSITE RIDGE VENT; COBRA OR EQUAL. METAL RIDGE VENT AT METAL ROOF.
5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
6. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x4 ON 1x8 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
7. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SHEET A6.1 FOR SCHEDULES.
8. WINDOW AND DOOR TRIM TO BE 2x4 WOOD HEAD, JAMB & SILL - PAINT/STAIN.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
11. 36" HIGH RAILING: 2x4 SHAPED TOP RAIL W/ 2x2 BALLAST SPACED LESS THAN 4" W/ 2x4 BOTTOM RAIL - PAINTED/STAIN.
12. ENTRY STAIRS: WOOD STRINGERS AND STAIRS. NOTES & DETAILS ON SEE SHEET A5.1.
13. ENTRY PORCH: 2x6 TREX DECKING ON 2x P.T. TAPERED SLEEPERS ON REINF. WATERPROOF MEMBRANE ON 3/4" EXTERIOR PLYWOOD ON 2x P.T. TAPERED DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
14. 6x6 COLUMN - PAINT/STAIN.
15. EXTERIOR FINISHES - SEE SHEETS A2.1 AND A2.2.
16. 1/2" GYPSUM BOARD ON 4 MIL POLYETHYLENE VAPOR RETARDER AT FLOOR JOIST, ROOF JOIST AND EXTERIOR WALLS.
17. ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY INCLUDING LEDGERS AND FURRING WALLS MUST BE PRESERVATIVELY TREATED OR FOUNDATION GRADE REDWOOD.
18. FIRE BLOCK STUD SPACES AT SOFFIT, FLOOR AND CEILING JOIST LINES, AT 10 FT. VERTICALLY AND HORIZONTALLY, AND AT ANY OTHER LOCATIONS NOT SPECIFICALLY MENTIONED WHICH COULD AFFORD PASSAGE FOR FLAMES. - IRC R302.11
19. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
20. STACKED STONE RETAINING WALL, NOT TO EXCEED 4'-0" HIGH. SEE DETAIL 1/A0.1.
21. FLASHING AND COUNTER FLASHING - TYPICAL.
22. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
23. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
24. EXISTING GRADE LINE.
25. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
26. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
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SHEET DESCRIPTION:
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REVISIONS:

DATE:
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SHEET NUMBER:
A3.2

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STAIRWAY/HANDRAILING/GUARDRAILING NOTES:

1. STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH AT ALL POINTS ABOVE THE PERMITTED HANDRAIL HEIGHT AND BELOW THE REQUIRED HEADROOM HEIGHT. HANDRAILS SHALL NOT PROJECT MORE THAN 4.5 INCHES ON EITHER SIDE OF STAIRWAY AND THE MINIMUM CLEAR WIDTH OF THE STAIRWAY AT AND BELOW THE HANDRAIL HEIGHT, INCLUDING TREADS AND LANDINGS, SHALL NOT BE LESS THAN 31 ½ INCHES WHERE A HANDRAIL IS INSTALLED ON ONE SIDE AND 27 INCHES WHERE HANDRAILS ARE PROVIDED ON BOTH SIDES. -IRC R311.7.1

2. THE MINIMUM HEADROOM IN ALL PARTS OF THE STAIRWAY SHALL NOT BE LESS THAN 6 FEET 8 INCHES MEASURED VERTICALLY FROM THE SLOPED LINE ADJOINING THE TREAD NOSING OR FROM THE FLOOR SURFACE OF THE LANDING OR PLATFORM ON THAT PORTION OF THE STAIRWAY. -IRC R311.7.2

3. THE MAXIMUM RISER HEIGHT SHALL BE 7 ¾ INCHES. THE RISER SHALL BE MEASURED VERTICALLY BETWEEN LEADING EDGES OF THE ADJACENT TREADS. THE GREATEST RISER HEIGHT WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. -IRC R311.7.4.1

4. THE MINIMUM TREAD DEPTH SHALL BE 10 INCHES. THE TREAD DEPTH SHALL BE MEASURED HORIZONTALLY BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AND AT A RIGHT ANGLE TO THE TREADS LEADING EDGE. THE GREATEST TREAD DEPTH WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. CONSISTENTLY SHAPED WINDERS AT THE WALKLINE SHALL BE ALLOWED WITHIN THE SAME FLIGHT OF STAIRS AS RECTANGULAR TREADS AND DO NOT HAVE TO BE WITHIN ⅜ INCH OF THE RECTANGULAR TREAD DEPTH.
WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 10 INCHES MEASURED BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AT THE INTERSECTIONS WITH THE WALKLINE. WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 6 INCHES AT ANY POINT WITHIN THE CLEAR WIDTH OF STAIR. WITHIN ANY FLIGHT OF STAIRS, THE LARGEST WINDER TREAD DEPTH AT THE WALKLINE SHALL NOT EXCEED THE SMALLEST WINDER TREAD BY MORE THAN ⅜ INCH. -IRC R311.7.4.2

5. THE WIDTH OF EACH LANDING SHALL NOT BE LESS THAN THE WIDTH OF THE STAIRWAY SERVED. LANDINGS SHALL HAVE A MINIMUM DIMENSION OF 36 INCHES MEASURED IN THE DIRECTION OF TRAVEL. -IRC R311.7.5

6. HANDRAIL HEIGHT, MEASURED VERTICALLY FROM THE SLOPED PLANE ADJOINING THE TREAD NOSING, OR FINISH SURFACE OF THE RAMP SLOPE, SHALL BE NOT LESS THAN 34 INCHES AND NOT MORE THAN 38 INCHES. -IRC R311.7.7.1

7. HANDRAILS FOR STAIRWAYS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE FLIGHT, FROM A POINT DIRECTLY ABOVE THE TOP RISER OF THE FLIGHT TO A POINT DIRECTLY ABOVE THE LOWEST RISER OF THE FLIGHT. HANDRAIL ENDS SHAL BE RETURNED OR SHALL TERMINATE IN NEWL POSTS OR SAFETY TERMINALS. HANDRAILS ADJACENT TO A WALL SHALL HAVE A SPACE OF NOT LESS THAN 1 ½ INCH BETWEEN THE WALL AND THE HANDRAILS.
EXCEPTIONS:
1. HANDRAILS SHALL BE PERMITTED TO BE INTERRUPTED BY A NEWL POST AT THE TURN.
2. THE USE OF A VOLUTE, TURNOUT, STARTING EASING OR STARTING NEWL SHALL BE ALLOWED OVER THE LOWEST TREAD. -IRC R311.7.7.2

8. ALL REQUIRED HANDRAILS SHALL BE OF ONE OF THE FOLLOWING TYPES OR PROVIDE EQUIVALENT GRASPABILITY.
TYPE I: HANDRAILS WITH CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF 1 ¼ INCHES AND NOT GREATER THAN 2 INCHES. IF THE HANDRAIL IS NOT CIRCULAR, IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4 INCHES AND NOT GREATER THAN 6 ¼ INCHES WITH A MAXIMUM CROSS SECTION OF DIMENSION OF 2 ¼ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.01 INCH.
TYPE II: HANDRAILS WITH A PERIMETER GREATER THAN 6 ¼ INCHES SHALL HAVE A GRASPABLE FINGER RECESS AREA ON BOTH SIDES OF THE PROFILE. THE FINGER RECESS SHALL BEGIN WITHIN A DISTANCE OF ¾ INCH MEASURED VERTICALLY FROM THE TALLEST PORTION OF THE PROFILE AND ACHIEVE A DEPTH OF AT LEAST ⅝ INCH WITHIN ⅞ INCH BELOW THE WIDEST PORTION OF THE PROFILE. THE REQUIRED DEPTH SHALL CONTINUE FOR AT LEAST ⅞ INCH TO A LEVEL THAT IS NOT LESS THAN 1 ¾ INCHES BELOW THE TALLEST PORTION OF THE PROFILE. THE MINIMUM WIDTH OF THE HANDRAIL ABOVE THE RECESS SHALL BE 1 ¼ INCHES TO MAXIMUM OF 2 ¾ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.10 INCH.
-IRC R311.7.7.3

9. GUARDS SHALL BE LOCATED ALONG OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. -IRC R312.1

10. GUARDS SHALL NOT BE LESS THAN 36 INCHES HIGH MEASURED VERTICALLY ABOVE THE ADJACENT WALKING SURFACE, ADJACENT FIXED SEATING OR THE LINE CONNECTING THE LEADING EDGES OF THE TREADS. -IRC R312.2

11. GUARDS SHALL NOT HAVE OPENINGS FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. -IRC R312.3

12. STAIR TREAD NOSING: THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE NO GREATER THAN 9/16 INCH . A NOSING NOT LESS THAN ½ INCH BUT NOT MORE THAN 1 ¼ INCHES SHALL BE PROVIDED ON STAIRWAYS WITH SOLID RISERS. THE GREATEST NOSING PROJECTION SHALL NOT EXCEED THE SMALLEST NOSING PROJECTION BY MORE THAN 3/8 INCH BETWEEN TWO STORIES, INCLUDING THE NOSING AT THE LEVEL OF FLOORS AND LANDINGS. BEVELING OF NOSING SHALL NOT EXCEED ½ INCH. RISERS SHALL BE VERTICAL OR SLOPED FROM THE UNDERSIDE OF THE LEADING EDGE OF THE TREAD ABOVE AT AN ANGLE NOT MORE THAN 30 DEGREES (0.51 RAD) FROM THE VERTICAL. OPEN RISERS ARE PERMITTED, PROVIDED THAT THE OPENING BETWEEN TREADS DOES NOT PERMIT THE PASSAGE OF A 4 INCH DIAMETER SPHERE. (UTAH STATE AMENDMENT) EXCEPTIONS.
A. A NOSING IS NOT REQUIRED WHERE THE TREAD DEPTH IS A MINIMUM OF 10 INCHES.
B. THE OPENING BETWEEN ADJACENT TREADS IS NOT LIMITED ON STAIRS WITH A TOTAL RISE OF 30 INCHES OR LESS. NOTE: THIS MEANS THAT CONCRETE STAIRS, WITHOUT NOSINGS, MUST HAVE A TREAD DEPTH OF 10 INCHES

TYVEK VAPOR/AIR BARRIER INSTALLATION:

1. INSTALL AIR BARRIER AFTER SHEATHING IS INSTALLED AND BEFORE WINDOWS AND DOORS ARE INSTALLED. INSTALL LOWER LEVEL BARRIER PRIOR TO UPPER LAYERS TO ENSURE PROPER SHINGLING OF LAYERS.

2. OVERLAP AIR BARRIER AT CORNERS OF BUILDING BY A MINIMUM OF 12 INCHES.

3. OVERLAP AIR BARRIER VERTICAL SEAMS BY A MINIMUM OF 6 INCHES.

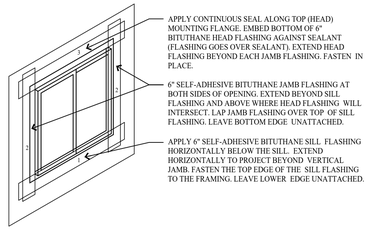
4. ENSURE BARRIER IS PLUM AND LEVEL WITH FOUNDATION, AND UNROLL EXTENDING AIR BARRIER OVER WINDOW AND DOOR OPENINGS.

5. ATTACH AIR BARRIER TO WOOD, INSULATED SHEATHING BOARD OR EXTERIOR GYPSUM WITH PLASTIC CAP NAILS EVERY 12" TO 18" ON VERTICAL STUD LINE WITH WOOD STUD FRAMING, AND SCREWS WITH WASHERS TO METAL STUD FRAMING. WHEN ATTACHING TO WOOD SHEATHING, A MINIMUM 1.0 INCH CROWN STAPLE MAY BE USED. WHEN ATTACHING TO MASONRY, USE ADHESIVE RECOMMENDED BY MANUFACTURER.

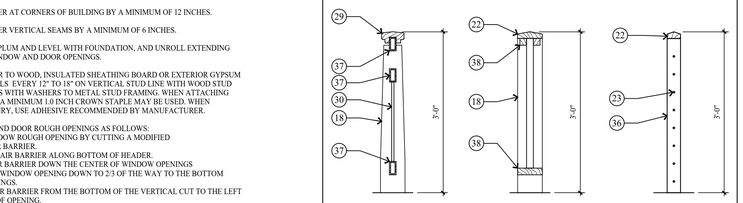
6. PREPARE WINDOW AND DOOR ROUGH OPENINGS AS FOLLOWS:
A. PREPARE EACH WINDOW ROUGH OPENING BY CUTTING A MODIFIED "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF HEADER.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF WINDOW OPENINGS FROM THE TOP OF THE WINDOW OPENING DOWN TO 2/3 OF THE WAY TO THE BOTTOM OF THE WINDOW OPENINGS.
3. DIAGONALLY CUT AIR BARRIER FROM THE BOTTOM OF THE VERTICAL CUT TO THE LEFT AND RIGHT CORNERS OF OPENING.
4. FOLD SIDE AND BOTTOM FLAPS INTO WINDOW OPENING AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.
B. PREPARE EACH ROUGH DOOR OPENING BY CUTTING A STANDARD "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF DOOR FRAME HEADER AND ALONG TOP OF SILL.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF DOOR OPENINGS FROM THE TOP OF THE DOOR OPENING (HEADER) DOWN TO THE BOTTOM OF THE DOOR OPENING (SILL).
3. FOLD SIDE FLAPS INSIDE AROUND DOOR OPENINGS AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.

7. TAPE ALL HORIZONTAL AND VERTICAL SEAM OF AIR BARRIER WITH DUPONT TYVEK TAPE.

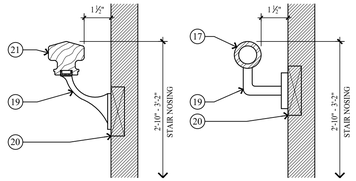
8. SEAL ALL TEARS AND CUTS IN AIR BARRIER WITH DUPONT TYVEK TAPE.



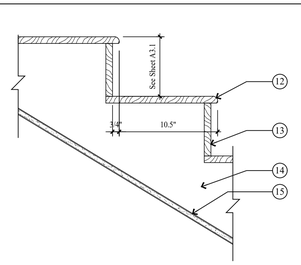
11 A5.1 VAPOR BARRIER SILL, JAMB AND HEAD FLASHING
NO SCALE



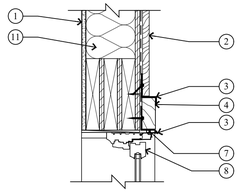
6 A5.1 TYPICAL HANDRAIL/GUARDRAIL DETAILS
SCALE: 3/4" = 1'-0"



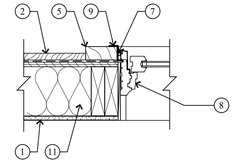
7 A5.1 TYPICAL HANDRAIL DETAIL
NO SCALE



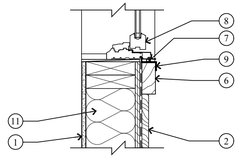
8 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



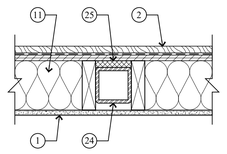
1 A5.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



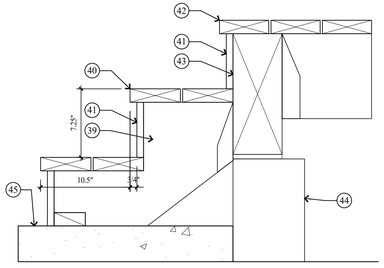
2 A5.1 JAMB DETAIL
SCALE: 1 1/2" = 1'-0"



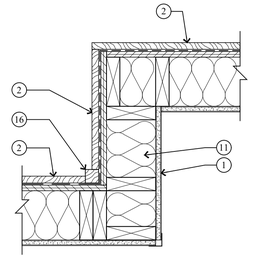
3 A5.1 SILL DETAIL
SCALE: 1 1/2" = 1'-0"



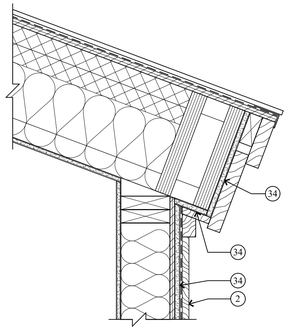
12 A5.1 THREMAL BREAK DETAIL @ TUBE STEEL COLUMN
SCALE: 1 1/2" = 1'-0"



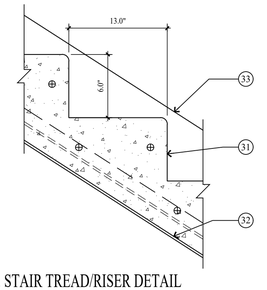
9 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



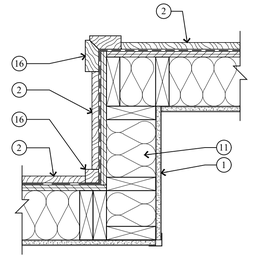
4 A5.1 INSIDE / OUSIDE CORNER TRIM @ VERTICAL SIDING
SCALE: 1 1/2" = 1'-0"



13 A5.1 ROOF OVER HANG - TYP.
SCALE: 1 1/2" = 1'-0"



10 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



5 A5.1 INSIDE / OUSIDE CORNER TRIM @ HORIZONTAL SIDING
SCALE: 1 1/2" = 1'-0"

KEY NOTES

1. 1/2" GYPSUM BOARD ON 2x6 STUDS @ 16" O.C.
2. EXTERIOR SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
3. HEAD FLASHING/TRIM.
4. 2x4 WINDOW/DOOR HEAD - STAINED
5. 2x4 WINDOW/DOOR JAMB - STAINED
6. 2x4 WINDOW SILL - STAINED
7. BACKER ROD AND CAULK.
8. WOOD ALUMINUM CLAD WINDOW W/ INSULATED GLASS - SEE SCHEDULE.
9. METAL FLASHING.
10. BEVELED 2x3 ON 2x12 CEDAR TRIM BOARD W/ METAL FLASHING.
11. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP.
12. 3/4" HARDWOOD TREAD. SEE STAIR NOTES.
13. 3/4" HARDWOOD CLOSED RISER. SEE STAIR NOTES.
14. 2x12 STRINGERS.
15. 1/2" GYPSUM BOARD.
16. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED
17. 1 1/2" DIA. STEEL PIPE - PAINTED.
18. 6x6 HARDWOOD END POST.
19. HANDRAIL BRACKET.
20. SOLID BACKING - TYP..
21. HARDWOOD STANDARD MILL SHAPE HANDRAIL - STAINED.
22. 36" HIGH 2x SHAPE HARDWOOD CONT.
23. 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
24. TUBE STEEL COLUMN - SEE STRUCTURAL.
25. 3/4" RIGID INSULATION.
26. 12" STEEL CHANNEL STRINGER.
27. 3 1/8 x12 GLB TREAD.
28. 2"x2"x¼" STEEL ANGLE W/ 2- ⅜ DIA. x3" LAG BOLTS.
29. 36" HIGH HAND RAIL TO BE 2 ½" x 5" SHAPE HARDWOOD, CONTINUOUS .
30. 1/2" DIA. STEEL BALLAST, VERTICAL, SPACED LESS THAN 4".
31. 4" REINFORCED CONCRETE STAIRS ON 4" GRAVEL BASE.
32. B-DECK WELDED TO BOTTOM OF 2" x12" TUBE STEEL STRINGERS.
33. 2"x12" TUBE STEEL STRINGERS.
34. 5/8" TYPE "X" EXTERIOR GRADE GYP. BD.
35. 1 1/2" METAL TRIM @ HEAD, JAMB & SILL.
36. 3"x3" TUBE STEEL END AND MID POST.
37. (3) TOP AND BOTTOM RAIL TO BE 1 ½" x 3" TUBE STEEL.
38. TOP RAIL ON 2x2 W/ 2x2 BALLAST SPACED LESS THAN 4" W/ 2x6 BOTTOM RAIL.
39. 2x12 PRESSURE TREATED STRINGERS.
40. TREAD TO BE 2x6 TREX OR EQUAL.
41. RISERS TO BE 1x6 TREX OR EQUAL.
42. DECKING TO BE 2x6 TREX OR EQUAL ON 2x10 P.T. JOIST @ 16" O.C. - SEE STRUCTURAL FOR DETAILS.
43. DECK BEAM - SEE STRUCTURAL FOR DETAILS.
44. 8" CONCRETE PIER - SEE STRUCTURAL FOR DETAILS.
45. 4" REINFORCED CONCRETE WALKWAY / DRIVEWAY / CAR PORT / GARAGE ON 4" GRAVEL BASE.
46. TOP AND BOTTOM RAIL TO BE 1 ½" x 2 ½ TUBE STEEL. BOTTOM RAIL TO BE TURNED FLAT.
47. ENTRY STAIRS: STEEL CHANNEL STRINGERS W/ CLOSED RISER METAL PAN, TREADS FILLED W/ CONCRETE.

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HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

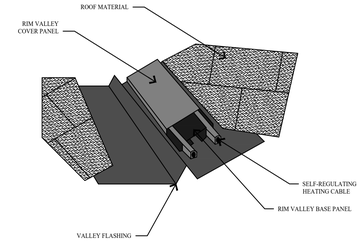
SHEET DESCRIPTION:
ARCHITECTURAL NOTES
DETAILS

REVISIONS:

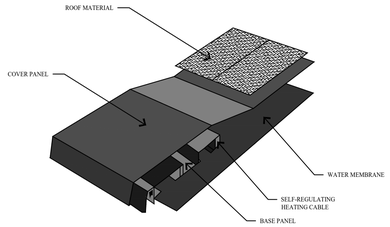
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

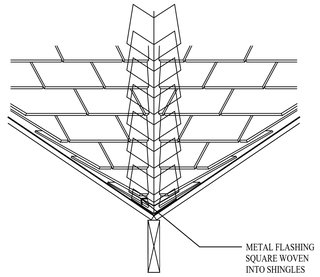
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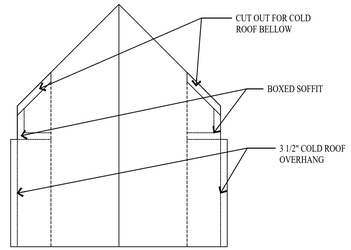
1 A5.2 VALLEY SNOW MELT DETAIL
NO SCALE



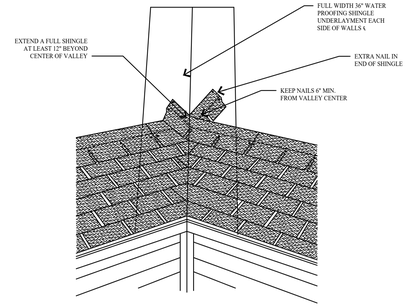
2 A5.2 EAVE SNOW MELT DETAIL
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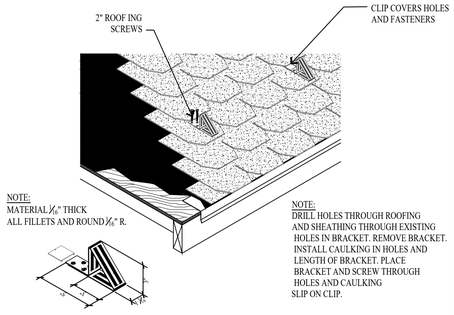
3 A5.2 CLOSED VALLEY FLASHING
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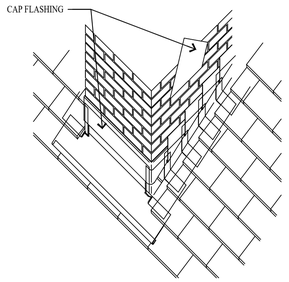
4 A5.2 DORMER ROOF
NO SCALE



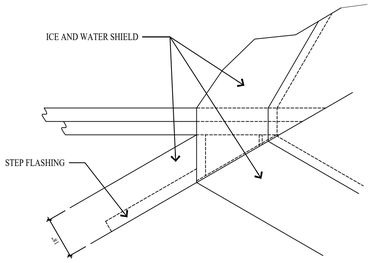
5 A5.2 WOVEN VALLEY DETAIL
NO SCALE



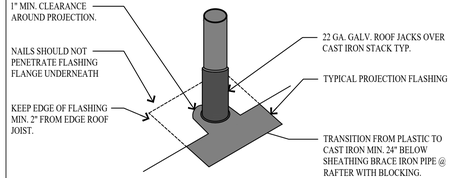
6 A5.2 SNOW BRAKET DETAIL
NO SCALE



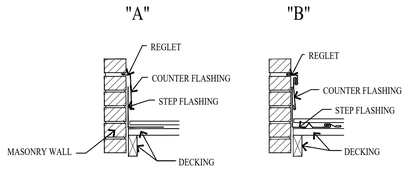
7 A5.2 CHIMNEY FLASHING
NO SCALE



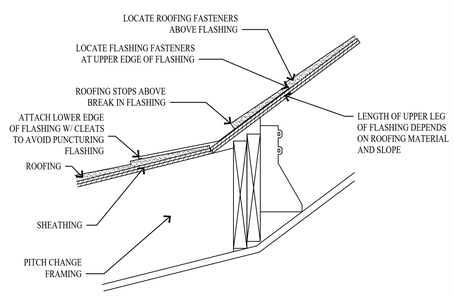
8 A5.2 DORMER FLASHING DETAIL
NO SCALE



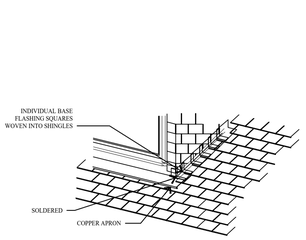
9 A5.2 VENT FLASHING DETAIL
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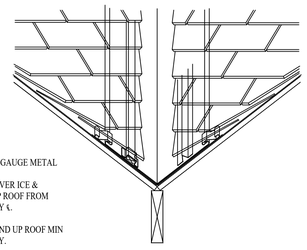
10 A5.2 RAKE WALL FLASHING DETAIL
NO SCALE



11 A5.2 ROOF PITCH TRANSITION DETAIL
NO SCALE



12 A5.2 FLASHING DETAIL
NO SCALE



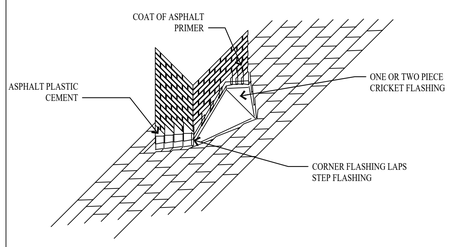
NOTE
1. FLASHING TO BE 28 GAUGE METAL

2. PLACE FLASHING OVER ICE & WATER SHIELD 36" UP ROOF FROM EACH SIDE OF VALLEY ℄.

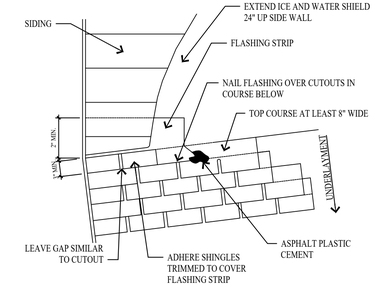
3. FLASHING TO EXTEND UP ROOF MIN 12" FROM ℄ OF VALLEY.

4. IF ROOF PITCH EXCEEDS 6:12 ENLARGE 'V' CRIMP TO 2"

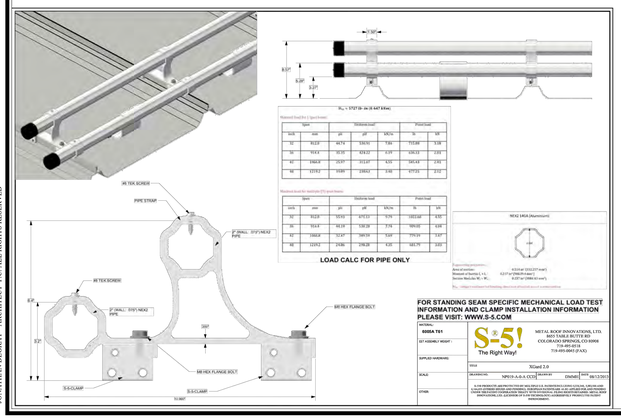
13 A5.2 OPEN VALLEY DETAIL
NO SCALE



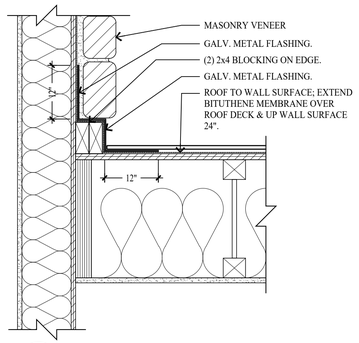
14 A5.2 CHIMNEY CRICKET FLASHING
NO SCALE



15 A5.2 ROOF/WALL FLASHING DETAIL
NO SCALE



16 A5.2 SNOW RETENSION BARS DETAIL
NO SCALE



17 A5.2 MASONRY DETAIL @ CHIMNEY
SCALE: 1 1/2" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ROOF FLASHING DETAILS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A5.2

ROOM FINISH SCHEDULE

ROOM		FLOOR		WALLS				CEILING		REMARKS
NO.	NAME	MAT'L	BASE	NORTH	EAST	SOUTH	WEST	HEIGHT	MAT'L	
LOWER LEVEL										
101	FAMILY ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
102	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
103	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
104	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
105	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
106	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
107	LAUNDRY	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
108	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
109	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-8" +/-	GYP	
110	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7'-8" +/-	GYP	
MAIN LEVEL										
201	GARAGE	CONCRETE	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	5/8" TYPE X GYPSUM BOARD
202	DINING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
203	LIVING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
204	POWDER	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
205	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
UPPER LEVEL										
301	STUDY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
302	MST BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
303	MST BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
304	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	

WINDOW SCHEDULE

MARK (1)	SIZE		TYPE	FRAME MAT'L	EXTERIOR FINISH	INTERIOR FINISH	GLAZING	REMARKS
	WIDTH	HEIGHT						
A	5'-0"	5'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 5'-0" DOUBLE HUNG MULLED - SEE ELEVATION
B	2'-6"	5'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
C	2'-6"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURE	STAIN & VARNISH	INSULATED - LOW E	
D	5'-0"	5'-0"	CASEMENT	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 5'-0" CASEMENT MULLED - SEE ELEVATION
E	5'-0"	3'-6"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 3'-6" DOUBLE HUNG MULLED - SEE ELEVATION
F	2'-6"	4'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
G	5'-0"	4'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 4'-0" DOUBLE HUNG MULLED - SEE ELEVATION
H	2'-6"	2'-6"	PICTURE	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
I	5'-0"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 1'-6" PICTURE MULLED - SEE ELEVATION
J	2'-6"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
K	9'-0"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(3) 3'-0"x 1'-6" PICTURE MULLED - SEE ELEVATION

WINDOW NOTES

1. ALL WINDOWS OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. GLAZING IN HAZARDOUS LOCATION IS REQUIRED TO BE GLAZED WITH SAFETY MATERIAL. IRC SECTION R308.3 AND R308.4.

3. ALL WINDOWS IN BATHROOMS MUST BE TEMPERED GLASS

4. TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARC OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FEET STAIRS. OR GLAZING WITHIN 5 FEET OF SPAS OR POOLS, CERTAIN FIXED PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT. IRC R308

5. EGRESS WINDOWS: FINISH SILL HT. MIN 44" FROM FLOOR MIN. CLEAR OPENING OF 5.7 S/F MIN NET CLEAR OPENING 20" WIDTH AND 24" HT.

6. ALL WINDOWS TO HAVE A MIN. U-VALUE OF .31

DOOR SCHEDULE

MARK (1)	TYPE	SIZE			DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME FINISH	HDWR TYPE	REMARKS
		WIDTH	HEIGHT	THICK.						
LOWER LEVEL										
101	STYLE & RAIL	2'-6"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
102	ENTRY	3'-0"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	WEATHER STRIP - THRESHOLD - SEE ELEV.
103	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
104	STYLE & RAIL	4'-0"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	2'-0" PAIR DOORS
105	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
106	PATIO	6'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
107	STYLE & RAIL	2'-8"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
108	STYLE & RAIL	2'-4"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
109	STYLE & RAIL	2'-4"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
110	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
111	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
112	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
113	STYLE & RAIL	2'-4"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
114	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
115	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
116	STYLE & RAIL	2'-4"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
MAIN LEVEL										
201	OVERHEAD DOOR	9'-0"	8'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	GARAGE	AUTO DOOR OPENER
202	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
203	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
204	ENTRY	3'-0"	7'-0"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
205	PATIO	9'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
206	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
207	FRENCH	2'-8"	7'-0"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
UPPER LEVEL										
301	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
302	STYLE & RAIL	2'-6"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
303	STYLE & RAIL	2'-4"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
304	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
305	STYLE & RAIL	2'-6"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	POCKET DOOR

DOOR NOTES

1. ALL DOOR OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. ALL DOORS TO BE 1 3/4" SOLID CORE UNLESS NOTED OTHERWISE.

3. ALL SHOWER DOORS AND GLASS SHOWER ENCLOSURES SHALL BE TEMPERED GLASS. IRC SECTION R308.3 AND R308.4

4. FRENCH/PATIO/TERRACE/NANNA DOORS TO BE SUPPLIED BY WINDOW MANUFACTURE TO HAVE A U-VALUE OF .31 MINIMUM.

5. AUTOMATIC GARAGE DOOR OPENERS SHALL BE TESTED IN ACCORDANCE WITH UL325. - IRC 309.4.

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

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
DOOR, WINDOW AND ROOM SCHEDULES

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A6.1

DocuSign Envelope ID: 181C3299-F649-44B6-BBE9-1484B7F141C5

June 7, 2024

Todd Gilbert, Appellant
CC: Charles Pearlman, Hoggan Lee Hutchinson

NOTICE OF APPEAL PANEL ACTION

Description

Address:	844 Empire Avenue
Zoning District:	Historic Residential – 1
Application:	Appeal of Plat Amendment Denial
Project Number:	PL-24-06049 – Plat Amendment PL-24-06100 – Appeal
Action:	GRANTED – Planning Commission denial reversed
Date of Final Action:	June 7, 2024
Project Summary:	The Applicant appealed the Planning Commission's denial of a Plat Amendment to remove Plat Note 3 of the 844 Empire Avenue Plat, which restricts access to the site from Empire Avenue.

Action Taken

On June 3, 2024, the Appeal Panel conducted a public hearing, granted the appeal and reversed the Planning Commission's April 10, 2024 denial of the 844 Empire Avenue Plat based on the following Findings of Fact and Conclusions of Law:

Findings of Fact

The Appeal Panel hereby finds:

1. 844 Empire Avenue is 3,242 square feet and is in the Historic Residential – 1 Zoning District.
2. 844 Empire Avenue is a Significant Historic Site on Park City's Historic Sites Inventory, built circa 1895. The Significant Historic Structure is unoccupied due to damage caused by a 2014 fire.

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3. 844 Empire Avenue is an unusual configuration because it fronts Empire Avenue, Crescent Tram Road, and the platted but unbuilt 9th Street right-of-way. As a result, a 2015 Planning Director Determination established three front setbacks for the property – one along each right-of-way.
4. In 2016, the City Council adopted Ordinance No. 2016-26, approving the 844 Empire Avenue Plat Amendment to combine all of Lot 12, most of Lot 13, and a portion of Lot 14, Block 14, Snyders Addition to the Park City Survey to create one 3,242-square-foot Lot for the Significant Historic Site.
5. The City Engineer at the time recommended access to the site be restricted to Empire Avenue. Ordinance No. 2016-26 required Plat Note 3: *Drive access to the site shall be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer*.
6. In 2022, the Applicant submitted a Historic District Design Review application to rehabilitate the Significant Historic Structure and build an addition. The Development Review Committee—a committee consisting of internal City Department, Districts, and Utilities—evaluated the proposal and noted issues regarding access from Empire Avenue due to conditions which had changed since the City Engineer's 2016 evaluation:
    a. The Water Department raised concerns due to the existing waterline and utility infrastructure in the 9th Street platted but unbuilt right-of-way and stated the waterline could not sustain the weight of a vehicle passing over it.
    b. The City completed construction of staircase improvements within the 9th Street platted but unbuilt right-of-way, presenting limitations to where a potential access to the property could be situated.
    c. The Engineering Department identified problems with Clear View requirements and distances between driveways and street intersections if access to the property was from Empire Avenue.
    d. The Engineering Department also noted that since the 2016 Plat Note was established, the City Council reduced the speed limit for Crescent Tram Road from 25 to 20 miles per hour.
7. The Development Review Committee recommended the Applicant modify the proposed plans with access from Crescent Tram Road and apply for a plat amendment to remove Plat Note 3, which limited access to the property from Empire Avenue.
8. On March 13, 2024, the Planning Commission reviewed the proposed plat amendment, conducted a public hearing, and denied the plat amendment in a 4-2 decision, finding there was not Good Cause pursuant to Land Management Code Section 15-7.1-3(B) *Plat Amendment*:
    a. No relevant facts have changed since the 2016 Findings of Fact were adopted by the Planning Commission and no changes have been made to the Crescent Tram Road to justify different conclusions.
    b. The proposal does not preserve the present Land Use because there is no off-street parking on the property and the historic structure is exempt from off-street parking in accordance with Land Management Code Section 15-2.2-4 and on-street parking has historically been used.

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c. The proposal does not contribute to the character or scale of the Historic District by adding a driveway where previously prohibited.
d. The proposal is not consistent with the General Plan's policy of reducing parking and encouraging walkability.
e. The proposal does create actual Clear View sight lines or safe turning distances between driveways and intersections, despite meeting Chapter 15-3 *Off-Street Parking* of the Land Management Code.
f. The proposal does not comply with Land Management Code Chapter 15-7 *Subdivision General Provisions.*
g. The proposal directly adversely affects the health, safety, and welfare of the citizens of Park City.

9. On April 10, 2024, the Planning Commission ratified the Final Action denial.
10. On April 22, 2024, the Applicant appealed the Planning Commission's denial for a hearing before the Appeal Panel in accordance with Land Management Code Section 15-1-18.
11. On June 3, 2024, the Appeal Panel heard the appeal, heard from the City Engineer regarding recommended access to the property, conducted a public hearing, and voted 2-1 to grant the appeal and reverse the Planning Commission's denial, finding the Planning Commission erred in its determination of facts and erred in finding that there was not Good Cause for the plat amendment pursuant to Land Management Code Section 15-7.1-3(B) *Plat Amendment.*

12. *The Planning Commission Erred in the following finding of facts:*

a. There had been a change of facts since the 2016 Findings of Fact were adopted by the Planning Commission and there were changes made to the Crescent Tram Road.
    i. The current City Engineer has concluded that there are no site line issues on Cresent Tram Road, as defined in the LMC, and it is a safe driveway location.
    ii. The speed limit on Crescent Tram Road has been reduced since 2016, from 25 mph to 20 mph.
    iii. The installation of stairs at 9th avenue, and the utility works at Empire avenue, have occurred since 2016 and have made the previous platted driveway location impossible.
b. The present Land Use has not changed. It remains a single-family home. That does not change whether the location has a driveway or otherwise.
c. The Planning Commission erred in arguing that because there is no off-street parking on the property, and the historic structure is exempt from off-street parking in accordance with Land Management Code Section 15-2.2-4, there can be no finding of good cause. Being exempt from something is not the same as being prohibited from it. Historic houses have been allowed to add driveways all over town, and this provision has never prohibited it. Further, because a historic house is not required to have off-street parking, does not mean it is not preferable and good cause

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for it to be permitted to have it – particularly when no provision in the LMC precludes it. Allowing on-site parking improves safety for the homeowner and the community, reduces traffic, and allows for others to access on-street parking, reducing the need for others without on-site parking from circulating the neighborhood to find on-street parking spaces.

d. Planning Commission erred in arguing the proposal does not create actual Clear View sight lines or safe turning distances between driveways and intersections. The proposal does meet the requirements of Chapter 15-3 *Off-Street Parking* of the Land Management Code, and the proposal was supported by the current City Engineer.
e. Planning Commission erred in arguing the proposal does not comply with Land Management Code Chapter 15-7 *Subdivision General Provisions.* This provision is not relevant to the situation in this appeal.
f. Planning Commission erred in arguing the proposal adversely affects the health, safety, and welfare of the citizens of Park City, in that Planning Commission not refer to any provision of the LMC as basis for this statement.

Having regard to, but not limited to, the errors surrounding the findings of facts above, and the arguments regarding the finding of Good Cause by the Applicant, the Planning Commission erred in finding there was not Good Cause to allow the plat amendment. Good Cause ought to have been found for the following reasons:

a. Allowing access from Crescent Tram Road allows the Applicant off-street parking in an area where on-street parking is limited and congested.
b. Allowing access from Crescent Tram Road remedies the fact that Park City directed changes at Empire Drive and 9th Street, made the platted driveway options memorialized on the applicant's plat impossible, through no fault of the applicant.
c. Allowing on-site parking improves safety for the homeowner and the community, reduces traffic, and allows for others to access on-street parking, reducing the need for others without on-site parking from circulating the neighborhood to find on-street parking spaces.
d. The Proposed driveway satisfies Clear View requirements of the Land Management Code Chapter 15-3 *Off-Street Parking*.
e. The plat amendment otherwise complied with applicable zone standards.

Conclusions of Law

1. The appellant met their burden of proving the Planning Commission erred in denying the plat amendment.
2. The Planning Commission erred in interpreting and applying the plain meaning of Land Management Code Chapter 15-7 and the Good Cause standard.

Order: The Appeal Panel hereby grants the appeal and reverses the Planning Commission's denial of the 844 Empire Avenue Plat Amendment in

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accordance with the applicable standards, Utah Code, and Land Management Code Chapter 15-7.1 and Section 15-7.1-3(B).

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

DocuSigned by:
Adam Strachan
05AF9877D05E400...

6/18/2024

Adam Strachan
Appeal Panel Chair

Jacob Klopfenstein

From: Linda McReynolds [redacted]
Sent: Friday, July 5, 2024 10:27 AM
To: Jacob Klopfenstein
Subject: [External] 844 Empire

Warning: Replies to this message will go to l[redacted] If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Hi Jacob,

Can you please share this email with the board of Adjustment.

I live at [redacted] directly behind 844 Empire and share my back property line with it.

I urge you and the Board of Adjustment to do an on-site visit and place balloons at the proposed height and on the corners of where this garage would be allowed to be built.

This is already a dangerous intersection! Bikers and cars shoot down Crescent Tram from Empire at that blind corner where the proposed garage would be located, Cars coming up Crescent Tram already have no visibility to see them because of the angle. I really fear the possibilities for a tragic accident will be increased.

Thank you for your time and for taking this project over for Caitlyn.

Best,
Linda

Linda McReynolds
[redacted]

From: George Goodman <[redacted]>
Sent: Tuesday, March 12, 2024 12:45 PM
To: Caitlyn Tubbs
Subject: [External] 844 empire avenue

Warning: Replies to this message will go to [redacted]. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Hello - long time old town resident. Writing to say I am not in favor of this variance adjustment.

When we remodeled our house we got no adjustments. In fact we ended up losing some square footage and making an area of the house unusable with a concrete shelf.

Why are we giving variances to other people. Why are people thinking they can encroach or take right of ways for garages etc.

Again. Not in favor of this. Why are the rules changing for some people and not others.

This variance should not be granted.


PUBLIC H
PROPERTY ADDRESS: 844 Empire Avenue
RMIT #: PL-24-06051
LICATION: Variance
EVIEW AUTHORITY: Board of Adjustmer
HEARING DATE: Tuesday, March 19
LOCATION: 445 Marsac Avenu
Applicant Seeks a

George Goodman, RN, BSN
[redacted]

NEW RESIDENCE

HISTORIC DISTRICT DESIGN REVIEW

844 EMPIRE AVENUE, PARK CITY, UTAH 84060

CONSULTANTS

LEGEND

	BRICK & STONE	OFFICE 103	ROOM NAME / ROOM NUMBER
	EARTH		FLOOR, POINT ELEV.
	CONCRETE	℄	CENTER LINE
	CONCRETE MASONRY UNIT	∅	ROUND, DIA.
	STEEL (LARGE SCALE)	[	CHANNEL
	RIGID INSULATION	∠	ANGLE
	ROUGH WOOD	X/X	DETAIL
	BLOCKING	4 X/X 1	SECTION CUT, DETAIL
	ALUMINUM (LARGE SCALE)	X/X	BUILDING SECTION
	GRAVEL	X	KEYED NOTES
	FINISHED WOOD	X	WINDOW TYPE
	BATT OR BLOWN INSULATION	X	DOOR NUMBER
	PLASTER, SAND, GROUT, MORTAR	3	REVISION
	STEEL (SMALL SCALE)	A D X B C	INTERIOR WALL ELEV.
	BITUMINOUS PAVING	A	WALL TYPE
	PLYWOOD		
	GYPSUM BOARD		

CODE ANALYSIS

APPLICABLE CODES

2021 IRC	2021 IBC
2021 IPC	2021 IMC
2020 NEC	2021 IFGC
2015 IECC RES.	2021 IFC
2018 IECC COM.	2021 IEBC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR TO PROVIDE APPROVALS PRIOR TO INSTALLATION.

AREA CALCULATIONS (S/F)

LIVING AREA	EXISTING	NEW	TOTAL
LOWER LEVEL	987	112	1099
ASSECCORY BLDG.		252	252
MAIN LEVEL	1020	-1	1019
UPPER LEVEL	473	-88	561
TOTAL	2480	275	2931
GARAGE			252
ENTRY PORCH			133
PATIO			338
LOD/DISTURBED AREA			990
LOT AREA			3242
PROPOSED FOOTPRINT			1351
ALLOWABLE FOOTPRINT			1351

INDEX TO DRAWINGS

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		ARCHITECTURAL
4	AB.1	AS-BUILTS FLOOR PLANS
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6	3D.1	CRESENT TRAM VIEW
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ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	PR.	PAIR
ACOUST.	ACOUSTICAL	FND	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANF'R	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTRICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	OF.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPN'G	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.

2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.

3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.

5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.

6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.

7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.

8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2015 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.

9. ALL 2/5 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.

10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11.

11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.

12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
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Jonathan DeGray
Architect
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

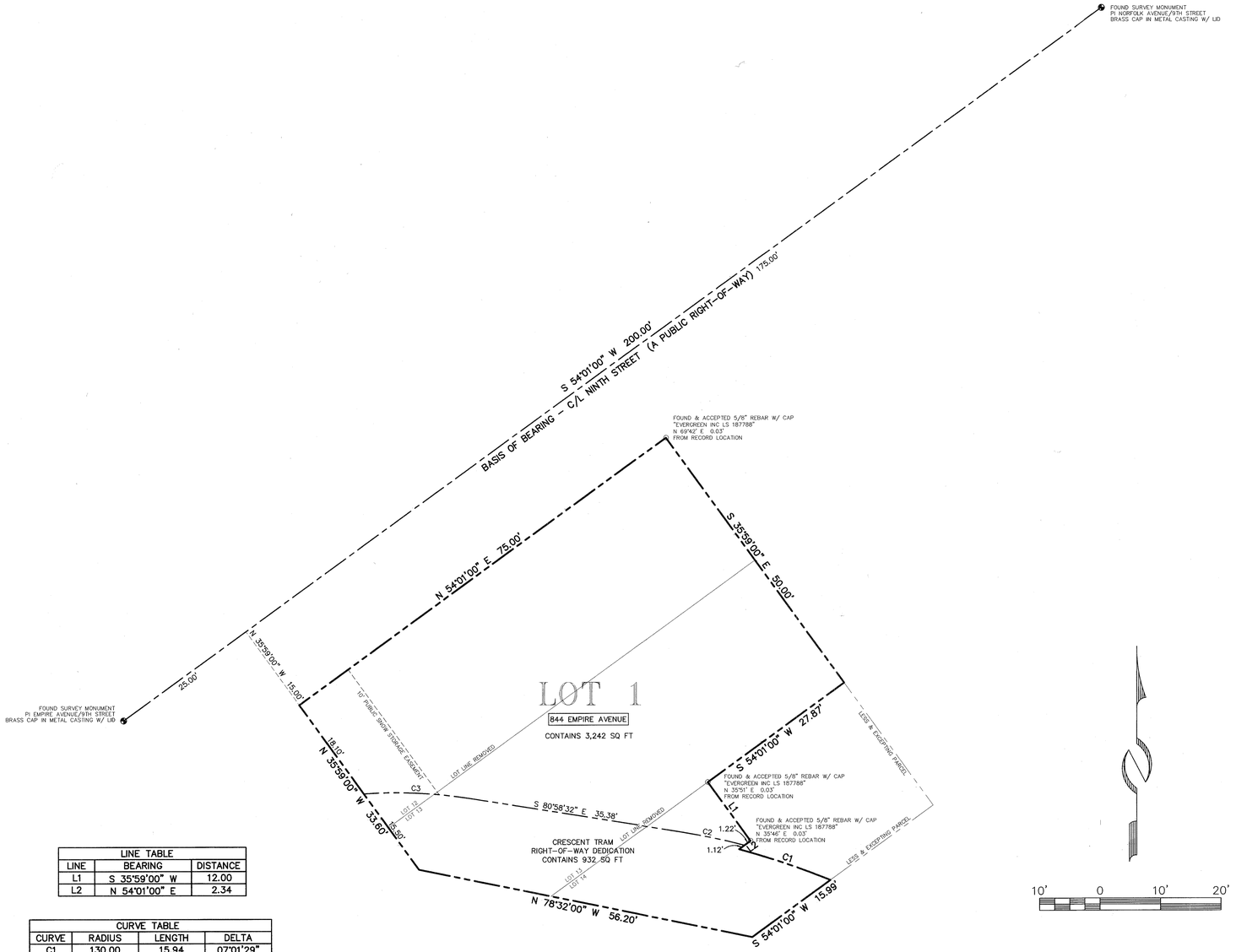
SHEET DESCRIPTION:
COVER SHEET

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
Aa



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 35°59'00" W	12.00
L2	N 54°01'00" E	2.34

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	130.00	15.94	07°01'29"
C2	110.00	10.82	05°38'10"
C3	77.50	17.47	12°55'07"

SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owners, I have prepared this Record of Survey map of 844 EMPIRE AVENUE PLAT AMENDMENT and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

REGISTERED LAND SURVEYOR
No. 4938739
MARTIN A. MORRISON
State of Utah

Martin A. Morrison

4-18-'17

BOUNDARY DESCRIPTION

Lot 12, Block 14, Snyder's Addition to Park City.

Also, a part of Lots 13 and 14, in Block 14, Snyder's Addition to Park City described as follows: Beginning at the Southwest corner of Lot 11, Block 14; and running thence South 54°01' West 75 feet; thence South 35°59' East 8.6 feet; thence South 78°32' East 56.2 feet; thence North 54°01' East 37 feet; thence North 35°59' West 50 feet to the point of beginning.

Less and excepting the following land conveyed to Robert G. Ward and Margery W. Ward, his wife, grantee, as show in that certain Quit-Claim Deed recorded December 28, 1983, as Entry No. 214633, in Book 283, at page 299, of Official Records, more particularly described as follows:

Beginning at the Northeast corner of Lot 14, Block 14, Snyder's Addition to Park City, Utah; and running thence South 35°59' East along the Easterly boundary of said Lot 14, 25 feet; thence South 54°01' West along the Southerly boundary of said Lot 14, 21.01 feet to a point on the Northerly side of the Crescent right-of-way; thence along said Northerly side of the Crescent right-of-way, being a 130-foot radius curve to the left (radius point bears South 22°14'19" West), 15.94 feet; thence North 54°01' East 2.34 feet; thence North 35°59' West 12 feet to a point on the Northerly boundary of said Lot 14; thence North 54°01' East along said Northerly boundary of Lot 14, 27.87 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that CRESCENT TRAM LLC, a Utah limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as 844 EMPIRE PLAT AMENDMENT, does hereby certify that it has caused this Plat Amendment to be prepared, and does hereby consent to the recordation of this Plat.

ALSO, the owner hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements and required utilities shown on this plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned set his hand this 24th day of April, 2017.

By: _____
Todd Gilbert, Manager
CRESCENT TRAM LLC, a Utah limited liability company

ACKNOWLEDGMENT

State of CALIFORNIA
County of SAN FRANCISCO : ss.

On this 24TH day of APRIL, 2017, Todd Gilbert personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of CRESCENT TRAM LLC, a Utah limited liability company, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed the 844 EMPIRE PLAT AMENDMENT.

_____
A Notary Public commissioned in CALIFORNIA
GILAYNA JOY SANTOS
Printed Name
Residing in: SAN FRANCISCO, CA
My commission expires: 08/16/2019

COMMISSION NAME: GILAYNA JOY SANTOS
EXPIRATION DATE: 08/16/2019
COUNTY: SAN FRANCISCO, CALIFORNIA
COMMISSION NUMBER: 2123850

NOTE

1. This subdivision is subject to the Conditions of Approval in Ordinance 2016–26.
2. Fire sprinklers shall be required for all new construction or substantial renovations, as determined by the Park City Building Department during building permit review.
3. Drive access to the site shall be from Empire Avenue or through platted un-built 9th Street in a location approved by the City Engineer.

A PARCEL COMBINATION PLAT

A COMBINATION OF LOT 12 AND PART OF LOTS 13 AND 14 IN BLOCK 14, SNYDER'S ADDITION TO PARK CITY SURVEY

844 EMPIRE AVENUE PLAT AMENDMENT

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

SHEET 1 OF 1

4/18/17 JOB NO.: 17-8-15 FILE: X:\SnydersAddition\dwg\srv\plat2015\170815.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 26th DAY OF April, 2017
BY _____ S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 11th DAY OF MAY, 2016
BY _____ CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 16th DAY OF May, 2017
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 17th DAY OF May, 2017
BY _____ PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 2nd DAY OF JUNE, 2016
BY _____ MAYOR Pro Tem

PARK CITY SUMMIT COUNTY UTAH CORPORATE SEAL MARCH 1, 1884

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 2nd DAY OF JUNE, 2016
BY _____ PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF Alliance Engineering Inc
DATE 6/1/17 TIME 8:19 am ENTRY NO. 1070614
$31.00 FEE
Becky Doward, deputy RECORDER

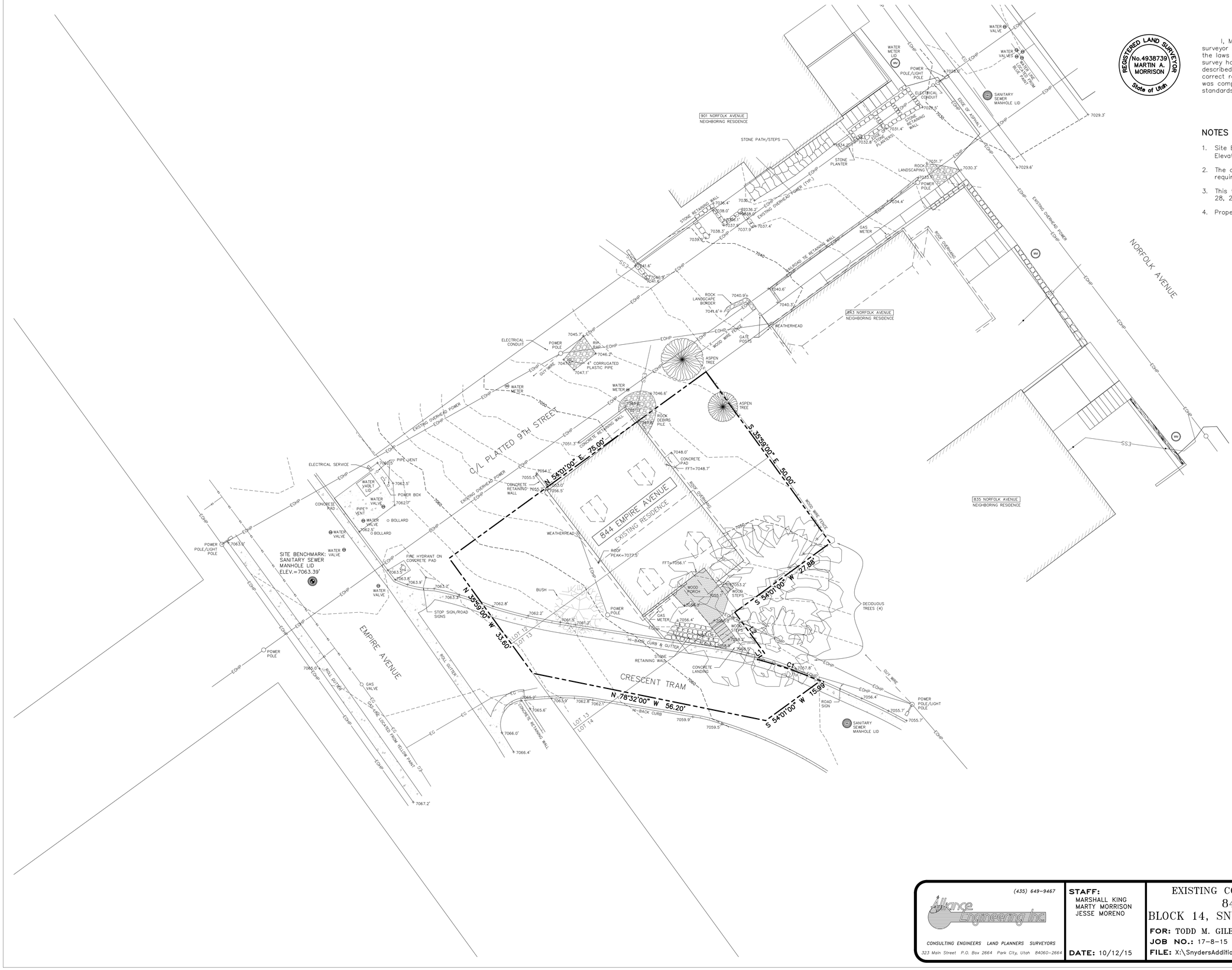
SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify that this topographic survey is a correct representation of the land surveyed at the time the field work was completed and is in compliance with generally accepted industry standards for accuracy.

REGISTERED LAND SURVEYOR
No. 4938739
MARTIN A. MORRISON
State of Utah

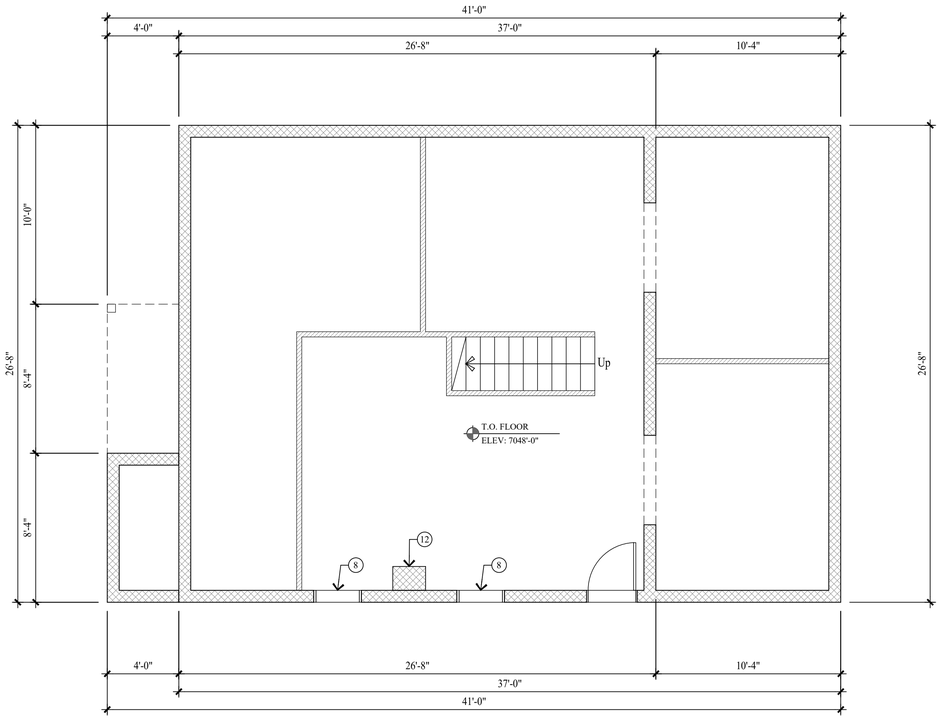
NOTES

1. Site Benchmark: Sanitary Sewer Manhole Lid
   Elevation=7063.39'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on September 28, 2015.
4. Property corners were not set.

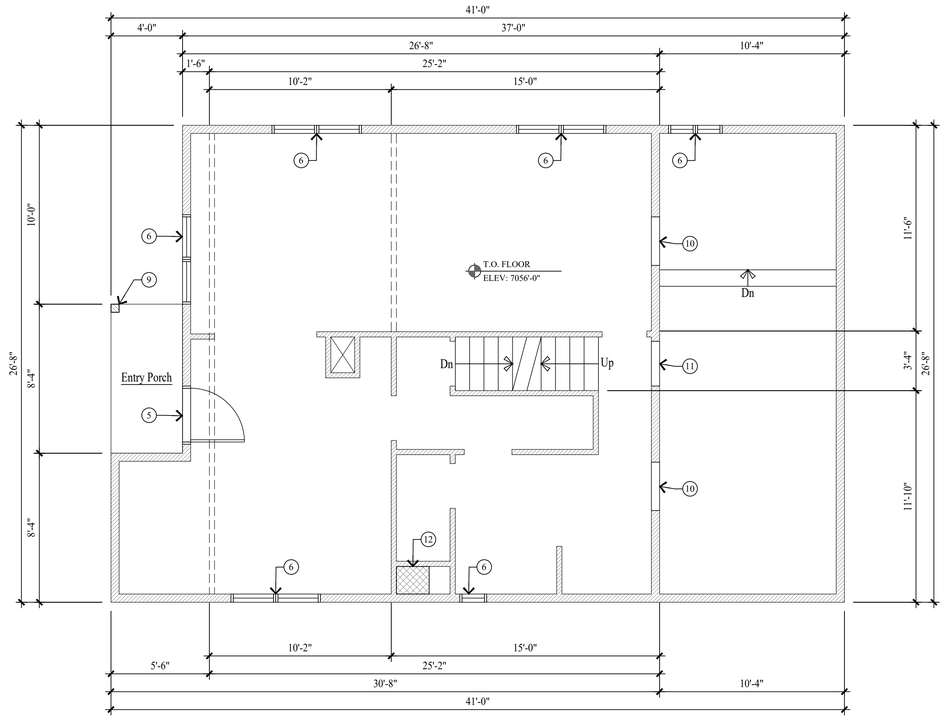


10' 0 10' 20'

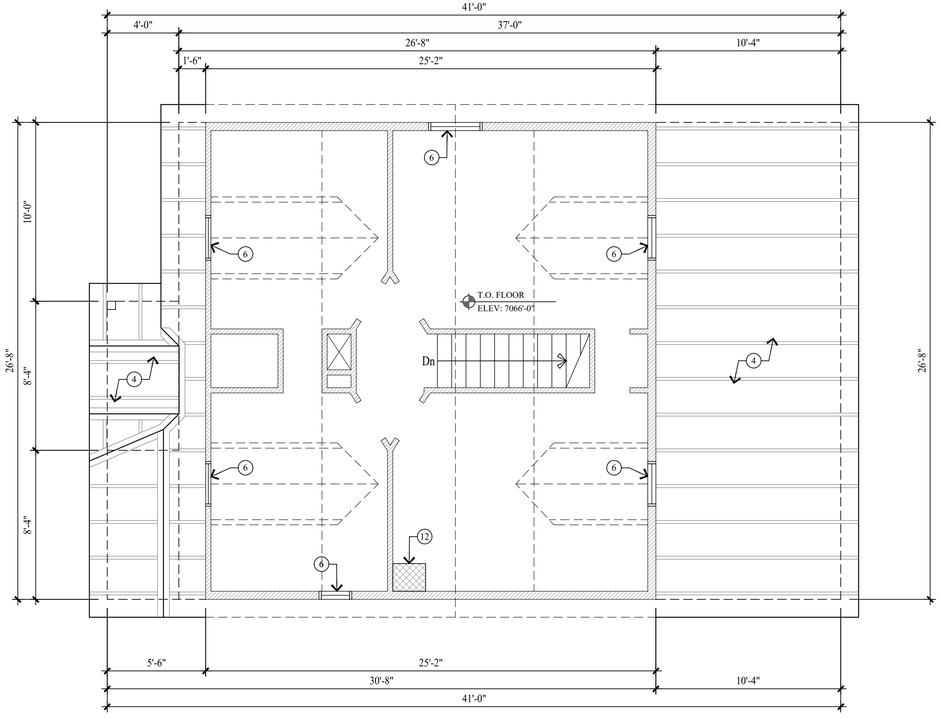
(435) 649-9467 Alliance Engineering Inc CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	**STAFF:** MARSHALL KING MARTY MORRISON JESSE MORENO **DATE:** 10/12/15	EXISTING CONDITIONS & TOPOGRAPHIC MAP 844 EMPIRE AVENUE BLOCK 14, SNYDER'S ADDITION TO PARK CITY **FOR:** TODD M. GILBERT **JOB NO.:** 17-8-15 **FILE:** X:\SnydersAddition\dwg\srv\topo2015\170815.dwg	**SHEET** 1 **OF** 1



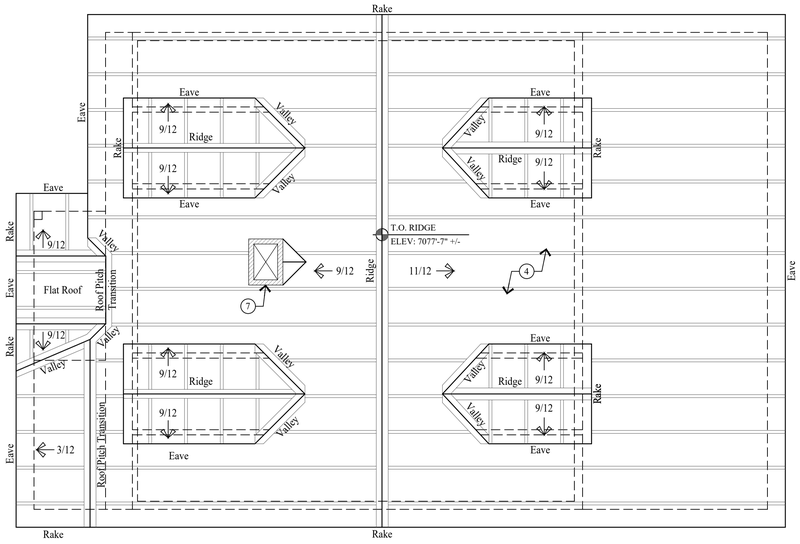
BASEMENT LEVEL PLAN
SCALE: 1/4" = 1'-0"



MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"



UPPER LEVEL PLAN
SCALE: 1/4" = 1'-0"



ROOF PLAN
SCALE: 1/4" = 1'-0"

WALL LEGEND

EXISTING WALL

EXISTING MASONRY / STONE / CONC.

ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION

KEY NOTES

1. 1x8 HORIZONTAL LAP SIDING.
2. 1x4 VERTICAL SIDING.
3. ALL FLASHING, DRIP METAL, TRIM, FASCIA AND SOFFIT ARE IN POOR SHAPE AND NEEDS REPAIR.
4. STANDING SEAM METAL ROOF.
5. EXTERIOR DOOR, NOT ORIGINAL.
6. WINDOWS ARE ALUMINUM FRAME W/ INSULATED GLASS.
7. FRAMED CHIMNEY.
8. WINDOWS OPENINGS HAVE BEEN FRAMED IN.
9. 6x6 WOOD COLUMN, NOT ORIGINAL.
10. WINDOWS OPENING.
11. DOOR OPENING.
12. THE MASONRY CHIMNEY IS ORIGINAL TO THE HITORIC STRUCTURE. THE CHIMNEY NO LONGER FUNCTIONS AS A SMOKE FLUE.

Jonathan DeGray
A r c h i t e c t
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
AS-BUILTS
FLOOR PLANS

REVISIONS:

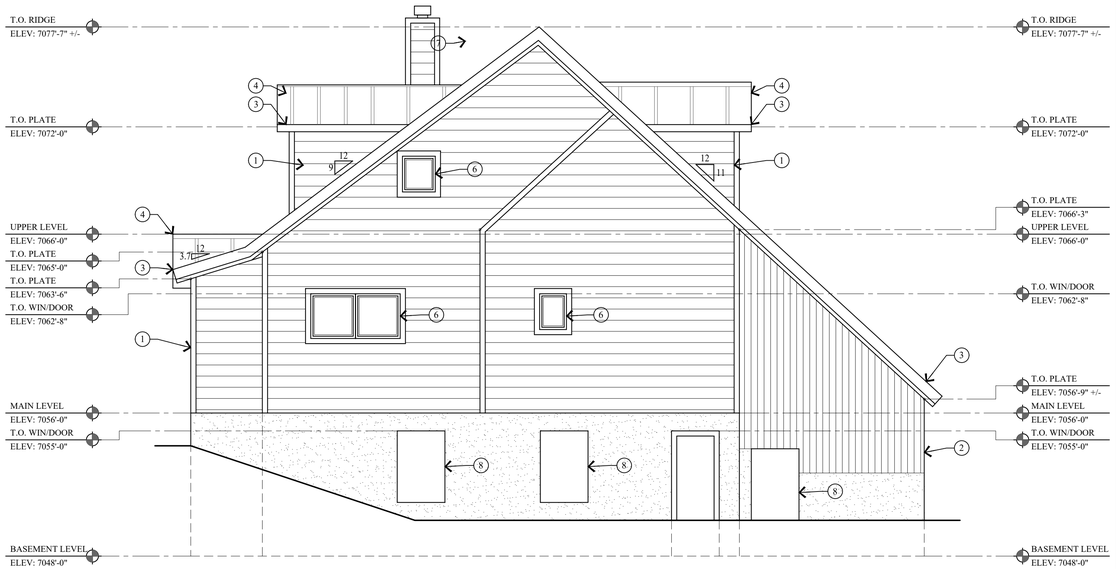
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

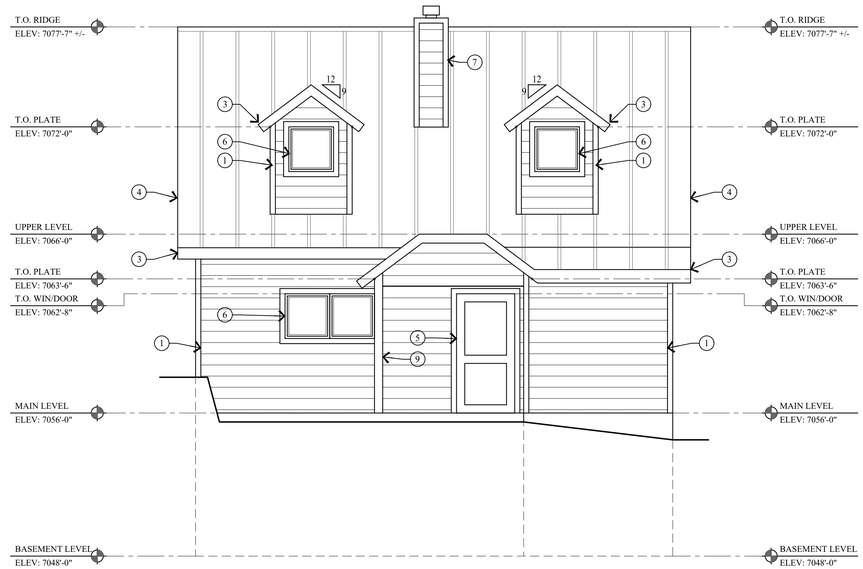
SHEET NUMBER:
AB.1

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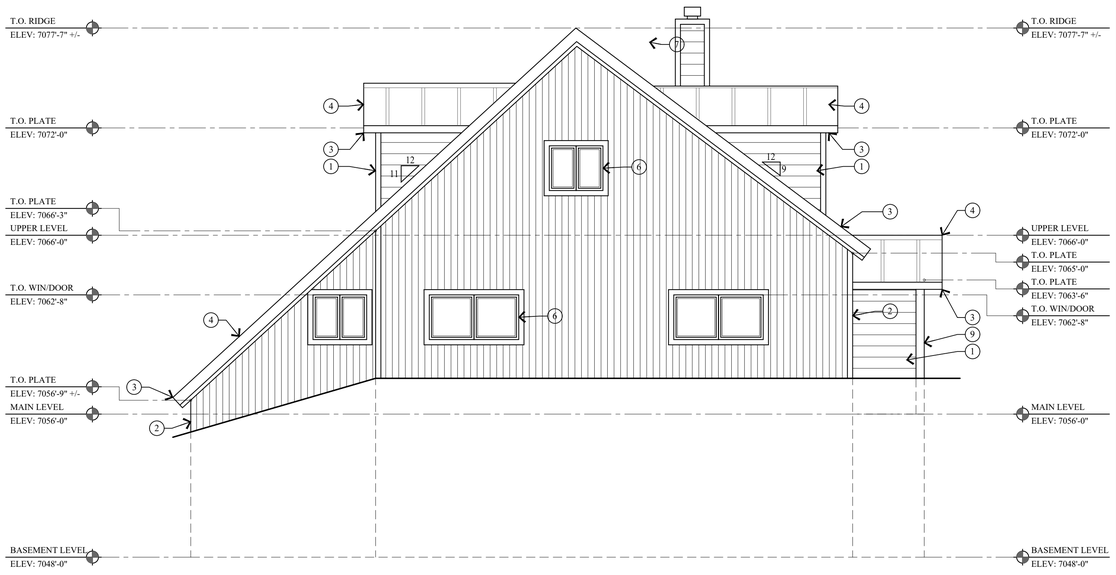
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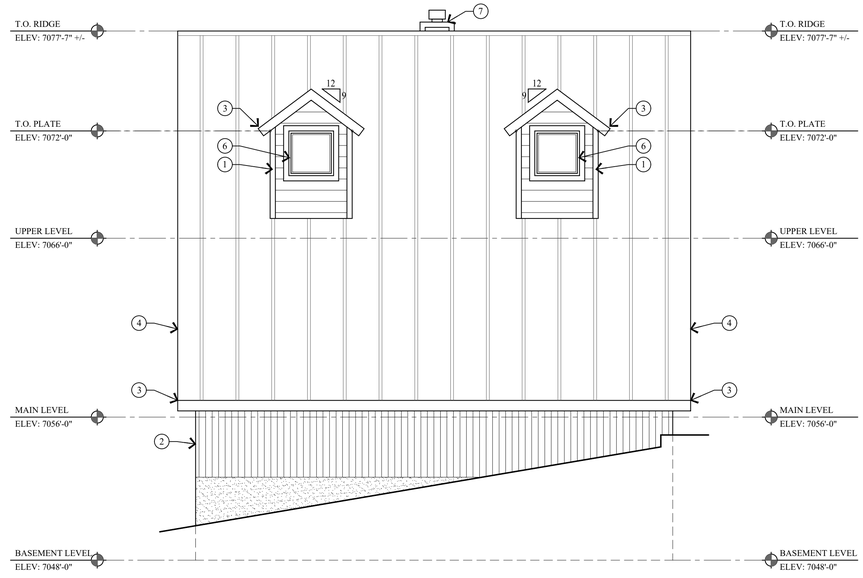
1 AB.2 EAST ELEVATION
SCALE: 1/4" = 1'-0"



2 AB.2 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



3 AB.2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



4 AB.2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"

KEY NOTES

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7. FRAMED CHIMNEY.
8. WINDOWS OPENINGS HAVE BEEN FRAMED IN.
9. 6x6 WOOD COLUMN, NOT ORIGINAL.

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

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
AS-BUILTS
ELEVATIONS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
AB.2

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PROJECT DESCRIPTION:
844 EMPIRE AVENUE
PARK CITY, UTAH

SHEET DESCRIPTION:
CRESCENT TRAM
VIEW

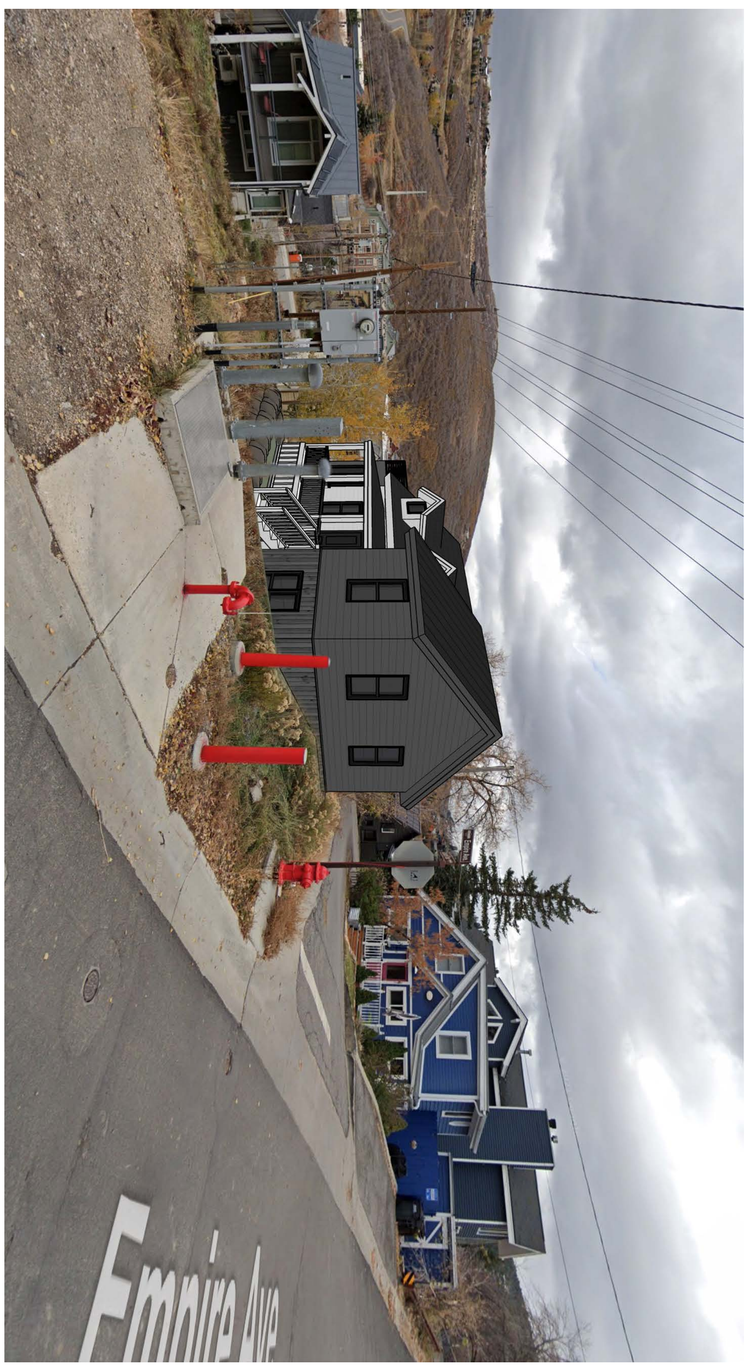
REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:
3D.1

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SHEET NUMBER: 3D.2

PROJECT NUMBER:

DATE:

REVISIONS

SHEET DESCRIPTION: EMPIRE VIEW

PROJECT DESCRIPTION: 844 EMPIRE AVENUE
PARK CITY, UTAH

Jonathan DeGray
Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

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Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
844 EMPIRE AVENUE
PARK CITY, UTAH

SHEET DESCRIPTION:
9TH ST. STAIRS VIEWS

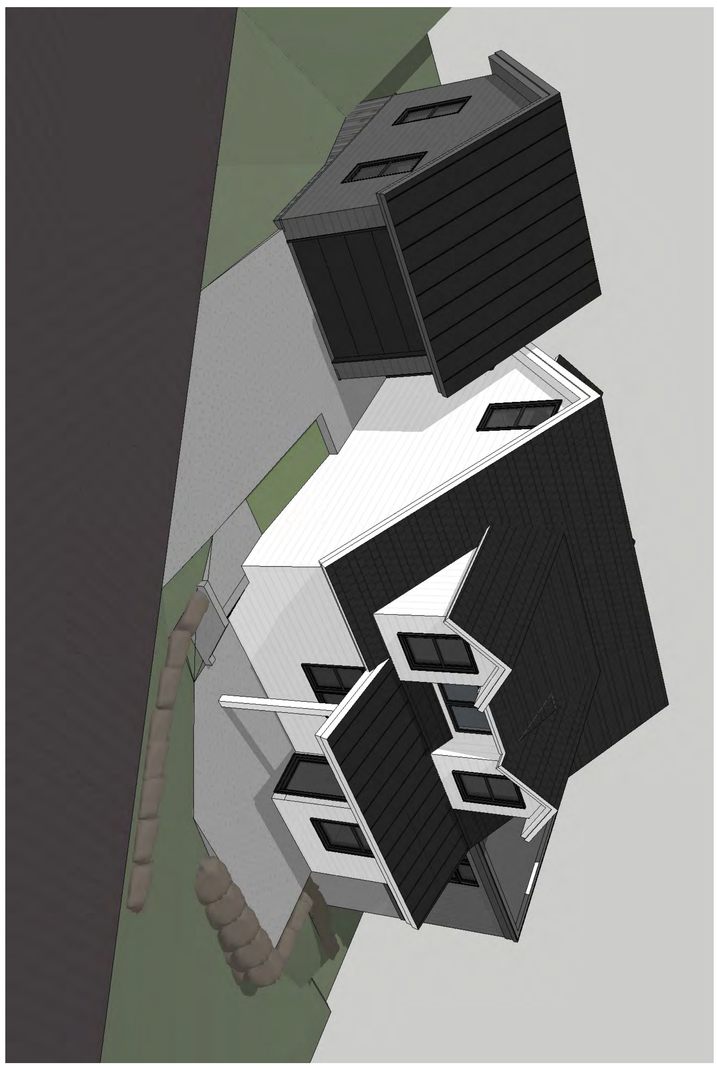
REVISIONS:

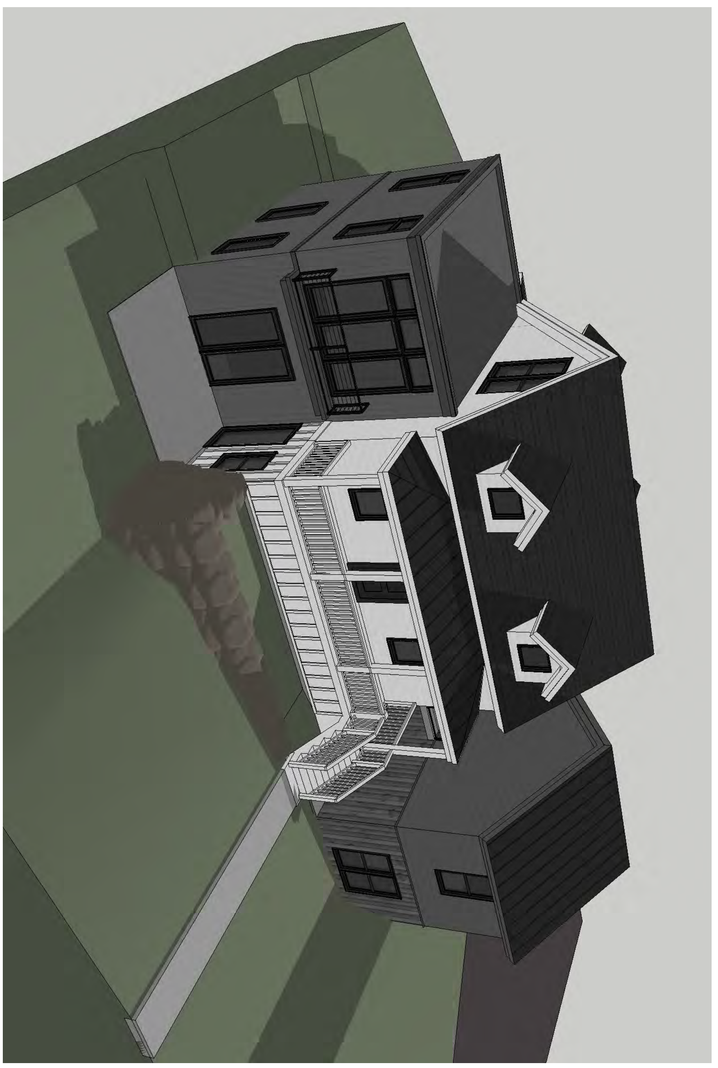
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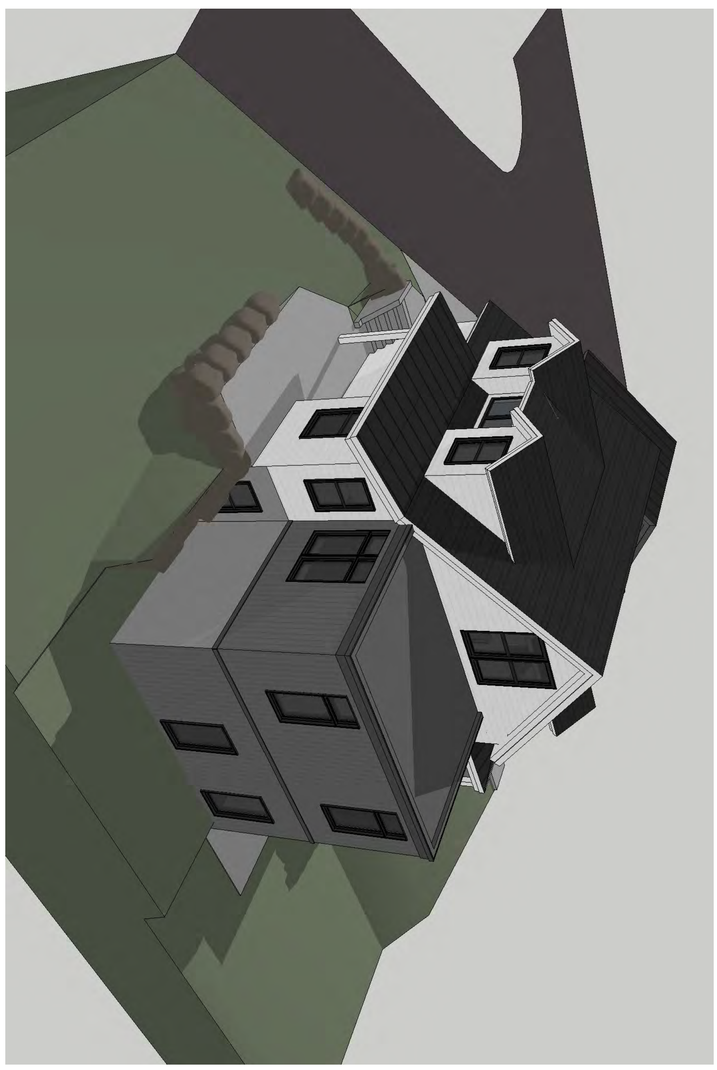
PROJECT NUMBER:

SHEET NUMBER:
3D.3

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SHEET NUMBER: 3D.4

PROJECT NUMBER:

DATE:

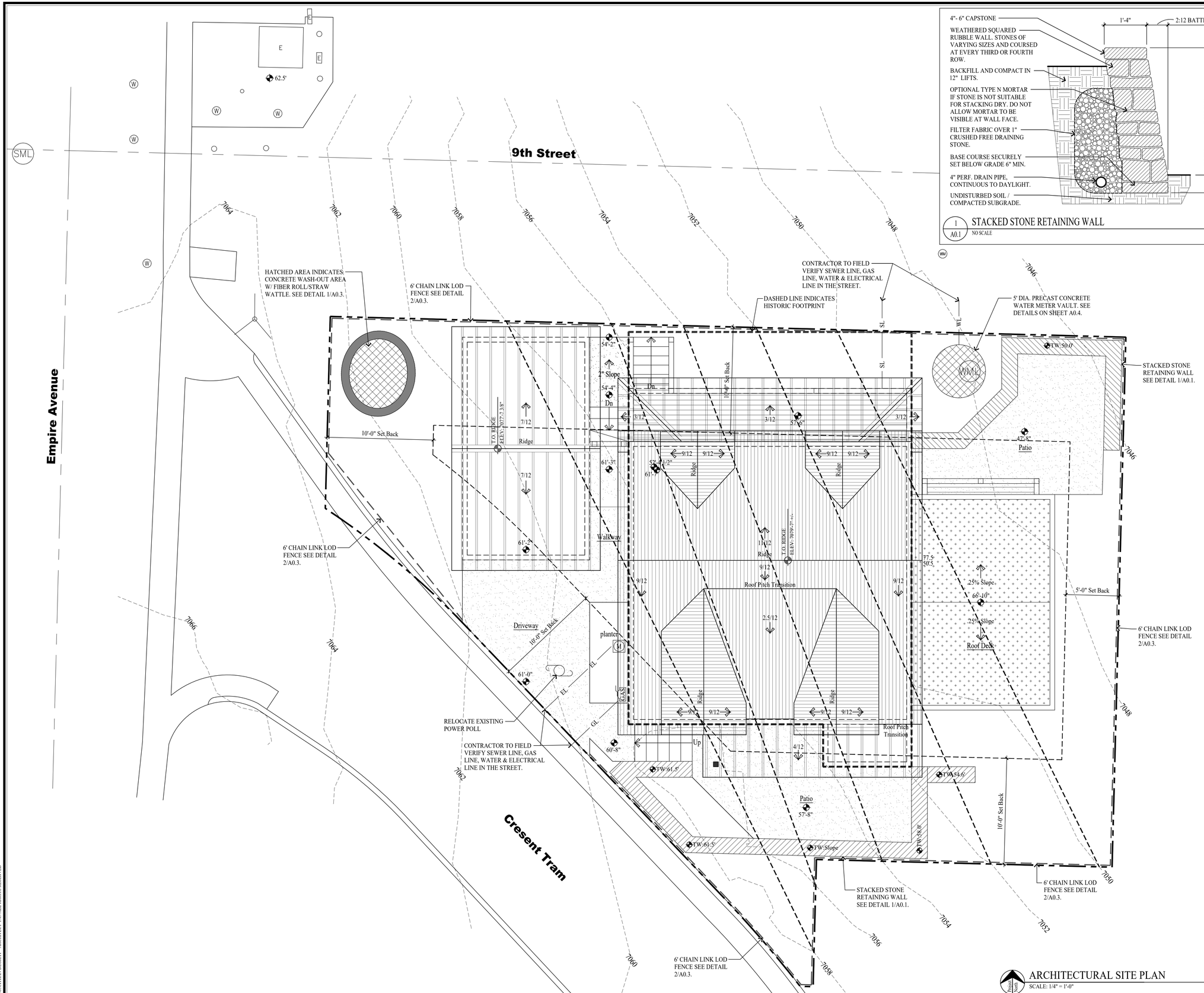
REVISIONS

SHEET DESCRIPTION:
BIRDSEYE IMAGES

PROJECT DESCRIPTION:
844 EMPIRE AVENUE
PARK CITY, UTAH

Jonathan DeGray
Architect
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GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- WML — WATER MANHOLE LID
- SML — SEWER MANHOLE LID
- EM — ELECTRIC METER BOX
- GAS — GAS METER
- W — WATER VALVE
- WM — WATER METER
- SDM — STORM DRAIN MANHOLE
- POWER POLE
- STREET LIGHT
- DATUM ELEVATION
- FIRE HYDRANT
- T — TELECOM BOX
- E — ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- ORIGINAL CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- HISTORIC FOOTPRINT LINE
- X — FENCE LINE
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- EL — BURIED ELECTRICAL LINE

LOD DISTURBED AREA: 858 S/F

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

0' 5' 10'
GRAPHIC SCALE

Jonathan DeGray
Architect
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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ARCHITECTURAL SITE PLAN

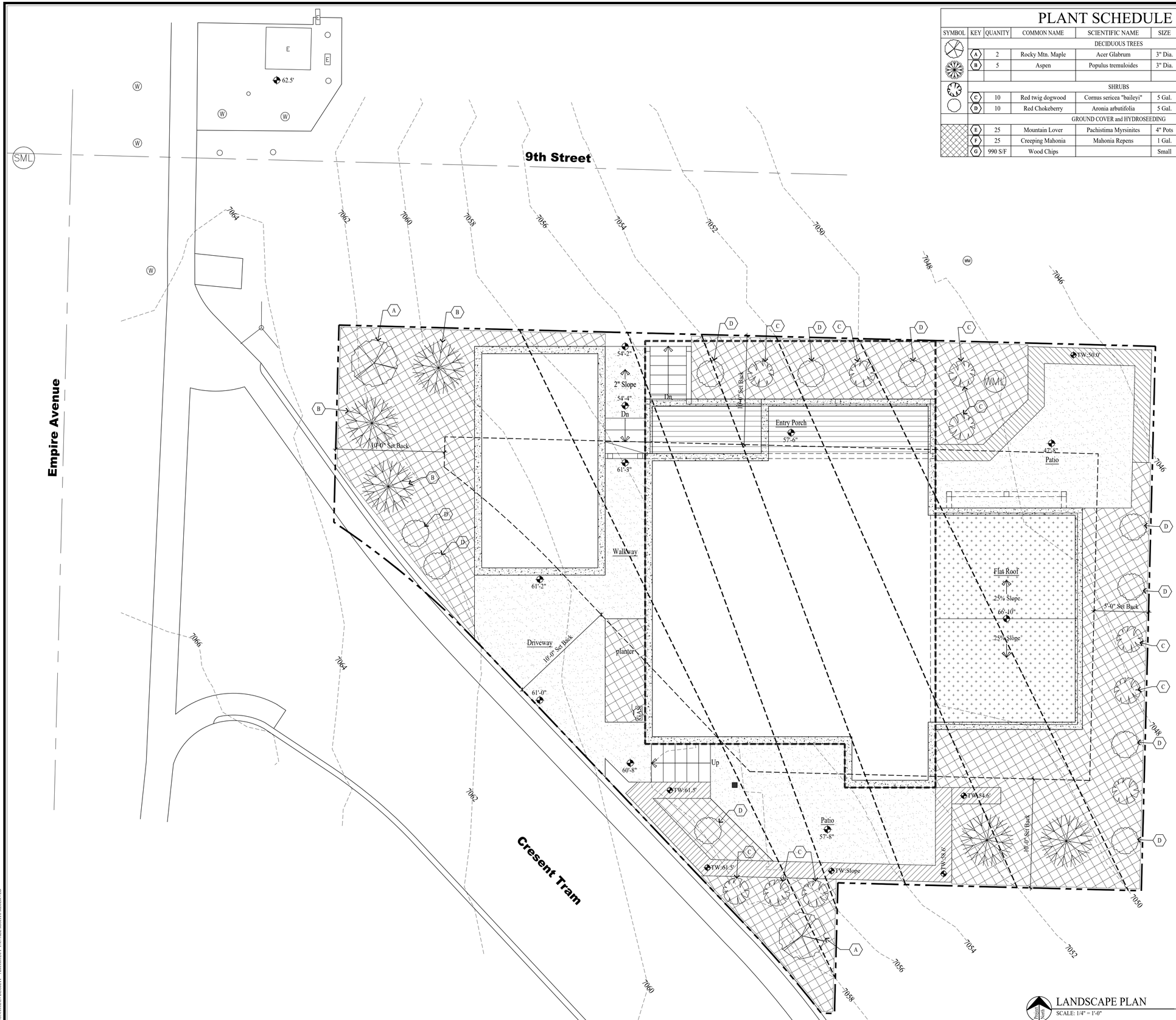
REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A0.1

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PLANT SCHEDULE

SYMBOL	KEY	QUANITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
				DECIDUOUS TREES			
	A	2	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	
	B	5	Aspen	Populus tremuloides	3" Dia.	6'-10'	
				SHRUBS			
	C	10	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing as noted
	D	10	Red Chokeberry	Aronia arbutifolia	5 Gal.		Spacing as noted
				GROUND COVER and HYDROSEEDING			
	E	25	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	F	25	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	G	990 S/F	Wood Chips		Small		3" Thick Layer

GENERAL NOTES

PLANTING NOTES:

1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.
2. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.
3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS, AND SPECIFICATIONS.
4. CONTRACTOR SHALL VERIFY ALL QUANITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.
5. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.
6. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.
7. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.
8. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.
9. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.
10. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.
11. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.
12. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.
13. NO BARE ROOT STOCK SHALL BE USED.

LEGEND

- WML — WATER MANHOLE LID
- SML — SEWER MANHOLE LID
- EM — ELECTRIC METER BOX
- GAS — GAS METER
- W — WATER VALVE
- WM — WATER METER
- SDM — STORM DRAIN MANHOLE
- POWER POLE
- STREET LIGHT
- DATUM ELEVATION
- FIRE HYDRANT
- T — TELECOM BOX
- E — ELECTRICAL BOX
- SEWER CLEAN OUT
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- ORIGINAL CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- SET BACK LINE
- HISTORIC FOOTPRINT LINE
- X — FENCE LINE
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- EL — BURIED ELECTRICAL LINE

LOD DISTURBED AREA: 858 S/F

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

0' 5' 10'
GRAPHIC SCALE

LANDSCAPE PLAN
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LANDSCAPE PLAN

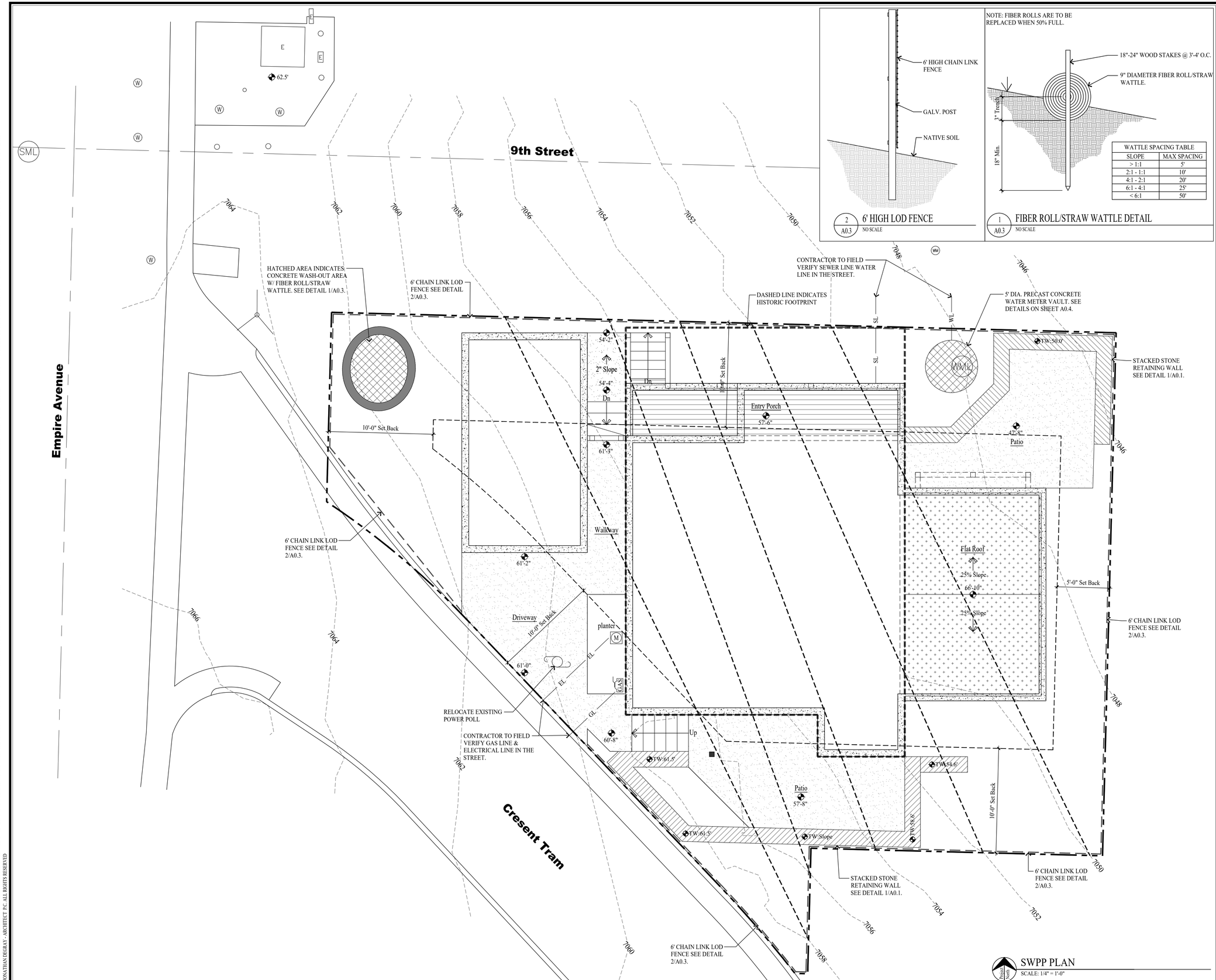
REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A0.2

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2 / A0.3 — 6' HIGH LOD FENCE
NO SCALE

NOTE: FIBER ROLLS ARE TO BE REPLACED WHEN 50% FULL.

WATTLE SPACING TABLE	
SLOPE	MAX SPACING
> 1:1	5'
2:1 - 1:1	10'
4:1 - 2:1	20'
6:1 - 4:1	25'
< 6:1	50'

1 / A0.3 — FIBER ROLL/STRAW WATTLE DETAIL
NO SCALE

GENERAL NOTES

SITE PLAN NOTES:

1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET. -IRC R401.3

STABILIZATION CONSTRUCTION ENTRANCE

FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.

GRADING NOTES

1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
2. MAXIMUM ALTERED SLOPES AT 2:1.
3. MINIMUM SLOPE FOR DRAINAGE = 2%.
4. DRAIN AWAY FROM BUILDING.
5. CONTAIN DRAINAGE ON PROPERTY.
6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.

UTILITY NOTES

1. ALL UTILITY LINES TO BE UNDERGROUND.
2. ABOVE GRADE UTILITY BOX TO BE IN SCREENED LOCATION.

SNOW REMOVAL

SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

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- SML — SEWER MANHOLE LID
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- GAS — GAS METER
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- X — FENCE LINE
- WL — WATER LINE
- SL — SEWER LINE
- GL — GAS LINE
- EL — BURIED ELECTRICAL LINE

LOD DISTURBED AREA: 858 S/F

NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DESPOSITION. FIELD VERIFY.

SWPP PLAN
SCALE: 1/4" = 1'-0"

0' 5' 10'
GRAPHIC SCALE

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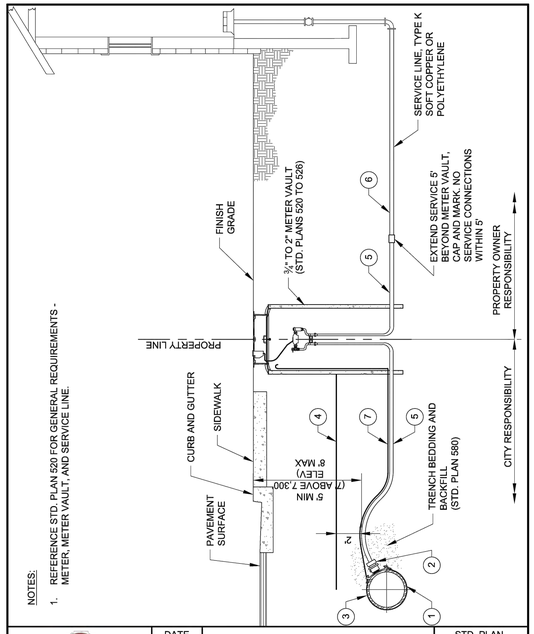
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SWPP PLAN

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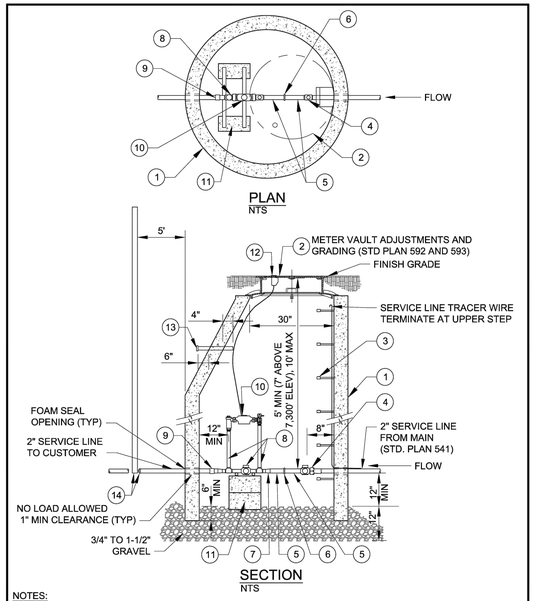


PARK CITY MUNICIPAL CORPORATION
WATER

DATE	2/2014
REV.	0

WATER SERVICE LINE
3/4" TO 2" METERS

STD. PLAN **541**



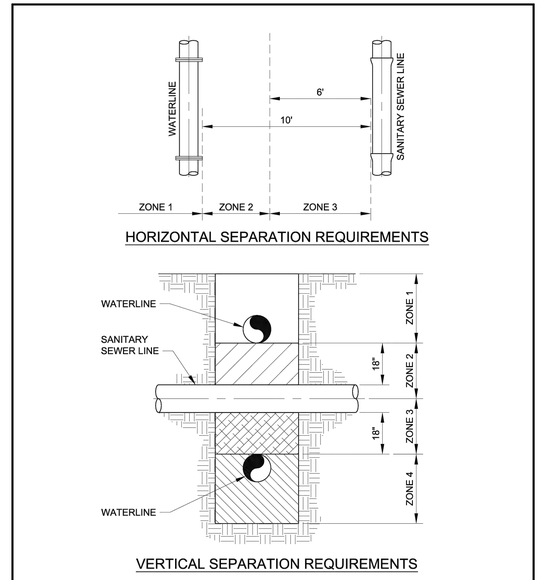
NOTES:
1. REFER TO STD. PLAN 520 FOR GENERAL REQUIREMENTS - METER, METER VAULT, AND SERVICE LINE.
2. REFER TO STD. PLAN 521 S FOR LEGEND ITEMS, APPROVED PARTS LIST, AND DETAIL NOTES.

PARK CITY MUNICIPAL CORPORATION
WATER

DATE	03/2014
REV.	0

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

STD. PLAN **524**



NOTES:
1. SEE STD. PLAN 547-B FOR HORIZONTAL AND VERTICAL SEPARATION REQUIREMENT NOTES.

PARK CITY MUNICIPAL CORPORATION
WATER

DATE	3/2014
REV.	0

WATER - SANITARY SEWER
SEPARATION

STD. PLAN **547-A**

LEGEND AND APPROVED PARTS LIST

ITEM	DESCRIPTION	ACCEPTABLE MANUFACTURER	MODELS
①	BRONZE SERVICE SADDLE: DI & AC PIPE, DOUBLE STRAP PVC PIPE, TWO-PIECE BOLTED	MUELLER	DI & AC PIPE: BR2B SERIES, 1-1/2" SERVICE, CC THDS; 2" SERVICE FIP THDS PVC PIPE: H-13000 SERIES, 1-1/2" SERVICE, CC THDS; 2" SERVICE FIP THDS
		FORD	DI & AC PIPE: STYLE 202B 1-1/2" SERVICE, CC THDS; 2" SERVICE, FIP THDS PVC PIPE: 1-1/2" SERVICE, STYLE S902, CC THDS; 2" SERVICE, STYLE S912, FIP THDS
②	BRASS CORPORATION STOP, INLET CC THREAD, OUTLET CTS COMPRESSION	MUELLER	B-25008N
		FORD	FB1100-(SERVICE SIZE)-G-NL
③	POLYETHYLENE ENCASEMENT, HIGH DENSITY CROSS LAMINATED (HDCL) POLYETHYLENE FILM, AWWA C105 & AWWA C703E METHOD C	CHRISTY'S OR APPROVED EQUAL	AWWA C703E METHOD C (4 MIL)
④	DETECTABLE UNDERGROUND WARNING TAPE, 5-MIL MINIMUM, ALUMINUM BACKING BLUE BACKGROUND, 6" WIDE	SETON OR APPV'D EQUAL	85525
⑤	WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901 1-1/2" DIA. SERVICE: 3/4" AND 1" SINGLE METER 1-1/2" DIA. SERVICE: 3/4" AND 1" DUAL METERS 2" DIA. SERVICE: 1-1/2" AND 2" SINGLE METER 2" DIA. SERVICE: 1-1/2" DUAL METERS	ADS OR APPV'D EQUAL	
⑥	WATER SERVICE LINE: HIGH-DENSITY POLYETHYLENE TUBING (CTS), BLUE, SDR 9, AWWA C901; OR, TYPE K COPPER, SOFT, AWWA C800	ADS OR APPV'D EQUAL	
⑦	TRACER WIRE: 12 GA. SOLID, BLUE PVC INSULATION; WIRE-WIRE CONNECTORS SILICONE-FILLED WIRE NUTS	IDEAL INDUSTRIES	TWISTER DB PLUS OR APP'D EQUAL

DETAIL NOTES

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

PARK CITY MUNICIPAL CORPORATION
WATER

DATE	5/2014
REV.	

WATER SERVICE LINE
3/4" TO 2" METERS

STD. PLAN **541 S**

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
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		
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	3/2014
REV.	

1-1/2" and 2" SINGLE METER
OUTSIDE SETTING

STD. PLAN **524 S**

HORIZONTAL SEPARATION NOTES:

1. ZONE 1: WATER LINE AND SEWER LINE SEPARATED 10 FEET OR GREATER – NO SPECIAL REQUIREMENTS
   ZONE 2: WHERE LOCAL CONDITIONS AND SITE SPECIFIC CONDITIONS PRECLUDE ZONE 1 SEPARATION – SPECIAL REQUIREMENTS APPLY:
   A) APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER AND,
   B) SEWER PIPES IN GOOD CONDITION AND,
   C) NO HIGH GROUNDWATER AND,
   D) WATER LINE SEPARATED BY AT LEAST 6 FEET AT OUTSIDE PIPE WALLS AND,
   E) BOTTOM OF WATER LINE IS AT LEAST 18 INCHES ABOVE TOP OF SEWER LINE AND,
   F) WATER LINE CONSTRUCTED WITH MECHANICAL, RESTRAINED JOINT PIPE
   ZONE 3: WATER LINE AND SEWER LINE SEPARATED LESS THAN 6 FEET – NOT ALLOWED WITHOUT APPLICATION TO AND APPROVAL BY UTAH DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER FOR EXCEPTION TO THE RULE. ADDITIONAL MITIGATION MEASURES TO PROTECT PUBLIC HEALTH REQUIRED
2. ADDITIONAL WATER-SEWER SEPARATION AND/OR SPECIAL PIPE MATERIALS MAY BE REQUIRED IN AREAS OF HIGH GROUNDWATER, SOILS CONDITIONS, OR SPECIAL SEWER LINE CONTENTS
3. SERVICE LINE TAPS NOT ALLOWED IN ZONE 2
4. SERVICE LINE TAPS WITHIN ZONE 3 ALLOWED ONLY BY SITE SPECIFIC APPROVAL BY DIVISION OF ENVIRONMENTAL QUALITY, DIVISION OF DRINKING WATER
5. SANITARY SEWER FORCE MAINS
   a. WATER LINE TO MAINTAIN 10 FEET HORIZONTAL SEPARATION AND 18 INCHES VERTICAL SEPARATION ABOVE SEWER FORCE MAIN
   b. NEW SEWER FORCE MAIN CROSSING UNDER AN EXISTING WATER MAIN TO BE ENCLOSED IN A CONTINUOUS SLEEVE
   c. NEW WATER MAIN CROSSING OVER AN EXISTING SEWER FORCE MAIN, 200 PSI MINIMUM WORKING PRESSURE RATED PIPE MATERIALS REQUIRED
6. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS

VERTICAL SEPARATION NOTES:

1. ZONE 1: WATER LINE ABOVE SEWER LINE AND SEPARATED 18 INCHES OR GREATER – NO SPECIAL REQUIREMENTS
   ZONE 2: WATER LINE ABOVE SEWER LINE SEPARATED LESS THAT 18 INCHES – LOOP WATER LINE, REFER TO STD. PLANS 543 AND 544. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO 150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO TOP OF SEWER LINE
   ZONE 3: WATER LINE BELOW SEWER LINE SEPARATED LESS THAN 18 INCHES – LOOP WATER LINE, REFER TO STD. PLANS 543 AND 544. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO 150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
   ZONE 4: WATER LINE BELOW SEWER LINE SEPARATED GREATER THAN 18 INCHES - CENTER ONE FULL UNCUT LENGTH OF WATER PIPE OVER THE CROSSING AND PROVIDE MECHANICAL RESTRAINED PIPE JOINTS UNTIL THE WATER PIPE EXTENDS TO A DISTANCE OF 10 FEET PERPENDICULAR TO EACH SIDE OF THE SEWER LINE. INSTALL CONTROLLED LOW-STRENGTH MATERIAL (CLSM), "FLOWABLE FILL", 100 PSI MINIMUM TO150 PSI MAXIMUM MIX DESIGN, FOR FULL TRENCH WIDTH WITHIN WATER PIPE ZONE AND TO 18 INCHES ABOVE SEWER LINE
2. SERVICE LINE TAPS NOT ALLOWED IN ZONES 2 AND 3.
3. SANITARY SEWER FORCE MAINS: SEE HORIZONTAL SEPARATION REQUIREMENTS, NOTE 5,
4. CONSULT SNYDERVILLE BASIN WATER RECLAMATION DISTRICT FOR ADDITIONAL SANITARY SEWER RELATED REQUIREMENTS AND SEWER LINE MODIFICATIONS

PARK CITY MUNICIPAL CORPORATION
WATER

DATE	5/2014
REV.	

WATER – SANITARY SEWER
SEPARATION NOTES

STD. PLAN **547-B**

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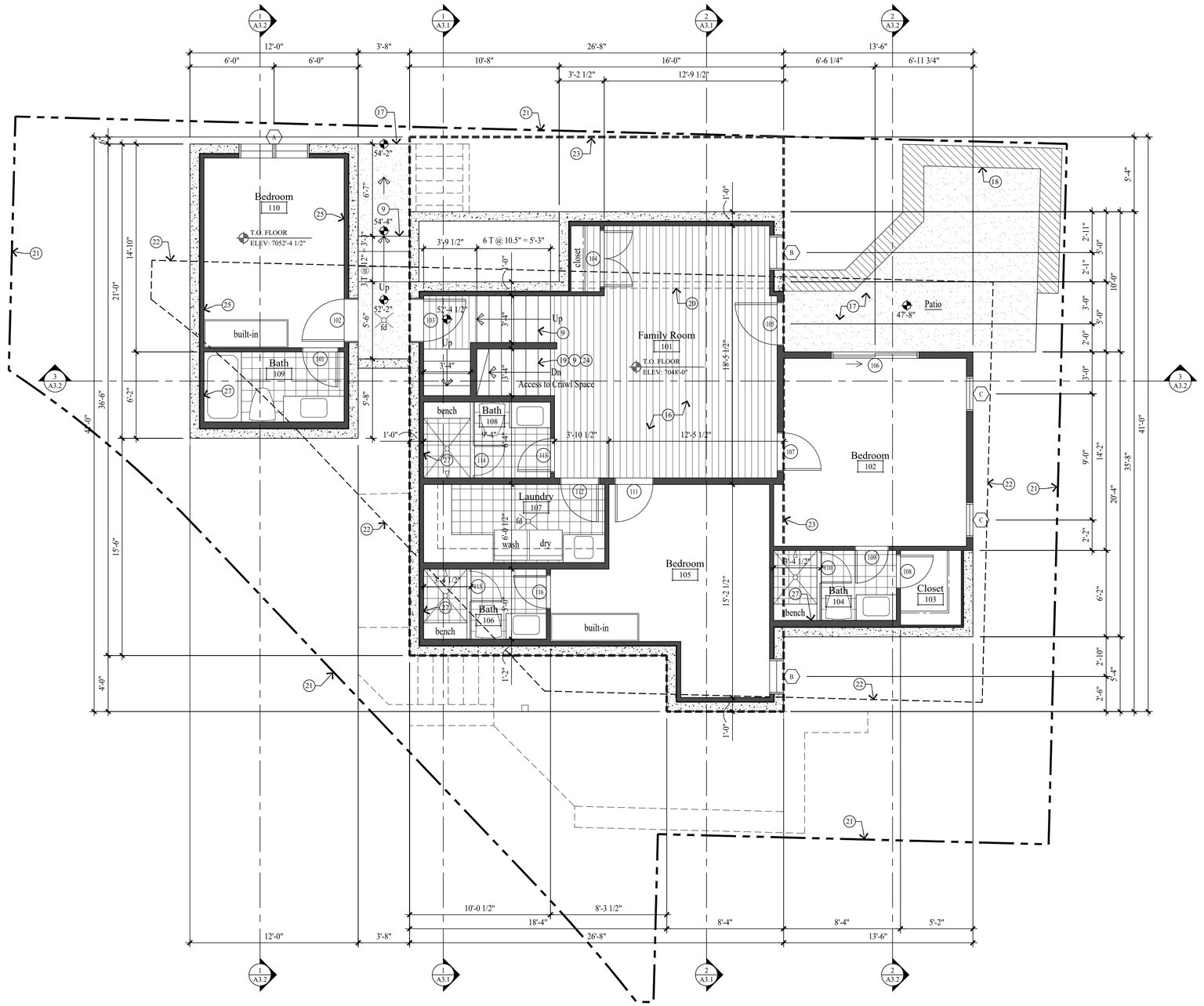
SHEET DESCRIPTION:
PAK CITY WATER DETAILS

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DATE:
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2305-01

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LOWER LEVEL PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES

- NEW CONCRETE WALL
- NEW 2x FRAMED WALL
- HISTORIC FOOTPRINT LINE
- PROPERTY LINE
- SET BACK LINE
- (E) INDICATES EXISTING
- (N) INDICATES NEW

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

KEY NOTES

1. ARCHITECTURAL GRADE 40 YEAR ASPHALT SHINGLE ON ICE AND WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
2. CLASS A NON-REFLECTIVE STANDING SEAM METAL ROOF, TO BE ICC-ES APPROVED. ON ICE & WATER MEMBRANE ON 5/8" EXT. PLYWOOD ON ROOF JOIST, SEE STRUCT. FOR SIZE & SPACING. ROOF SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE.
3. ROOF DECK: REINFORCED WATERPROOF MEMBRANE OVER 3/4" EXTERIOR PLYWOOD ON 11 7/8 LVL JOIST TAPERED TO 0" FOR 2% MIN. SLOPE - SEE STRUCT. FOR SPACING & DETAILS.
4. COMPOSITE RIDGE VENT; COBRA OR EQUAL. METAL RIDGE VENT AT METAL ROOF.
5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
6. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x4 ON 1x8 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
7. GUTTERS AND DOWNSPOUTS TO TIE INTO EXISTING FRENCH DRAIN.
8. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. - SEE SHEET A5.2.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
11. 36" HIGH GUARD RAILING: 2"x4 1/2" SHAPED HARDWOOD CONTINUOUS TOP CAP. TOP AND BOTTOM RAIL TO BE 1 1/2" x 2 1/2 TUBE STEEL. BOTTOM RAIL TO BE TURNED FLAT. W/ 1/2" STEEL BALLAST, VERTICAL, SPACED LESS THAN 4", 4"x4" WOOD END / MID POSTS.
12. 36" HIGH RAILING: 2x4 SHAPED TOP RAIL W/ 2x2 BALLAST SPACED LESS THAN 4" W/ 2x4 BOTTOM RAIL - PAINTED.
13. ENTRY STAIRS: WOOD STRINGERS AND STAIRS. NOTES & DETAILS ON SEE SHEET A5.1.
14. ENTRY PORCH: 2x6 TREX DECKING ON 2x P.T. TAPERED SLEEPERS ON REINF. WATERPROOF MEMBRANE ON 3/4" EXTERIOR PLYWOOD ON 2x P.T. TAPERED DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
15. 6x6 COLUMN - PAINT/STAIN.
16. 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
17. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
18. STACKED STONE RETAINING WALL, NOT TO EXCEED 4'-0" HIGH. SEE DETAIL 1/A0.1.
19. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
20. DASHED LINES INDICATE WALL / BEAM ABOVE.
21. PROPERTY LINE.
22. SET BACK LINE.
23. DASHED LINE INDICATES HISTORIC FOOTPRINT.
24. CRAWL SPACE: 6 MIL POLYETHYLENE VAPOR RETARDER ON 4" GRAVEL BASE - CLEANED AND GRADED. SEE MECHANICAL NOTE 21 & 25 ON SHEET MEP.0.
25. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
26. GARAGE SLAB: 5" CONCRETE ON 16 GAUGE B-36 FORMLOCK METAL DECKING, SLOPED. SEE STRUCTURAL FOR REINFORCING AND DETAILS.
27. TUBS AND SHOWERS WITH TILED WALLS TO HAVE A POLYSTYRENE FOAM SYSTEM, WEDI OR EQUAL.
28. HEATILATOR "CRAVE 6048-C" DIRECT VENT FIREPLACE. FRAME ON 10" PLATFORM. SEALED GAS APPLIANCE. ANSI Z21.88-2019.
29. BALCONY: 2x6 TREX DECKING ON 2x P.T. JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.

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Tel. 435-649-7263, E-mail: degrayarch@qwestoffice.net

PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
LOWER LEVEL PLAN

REVISIONS:

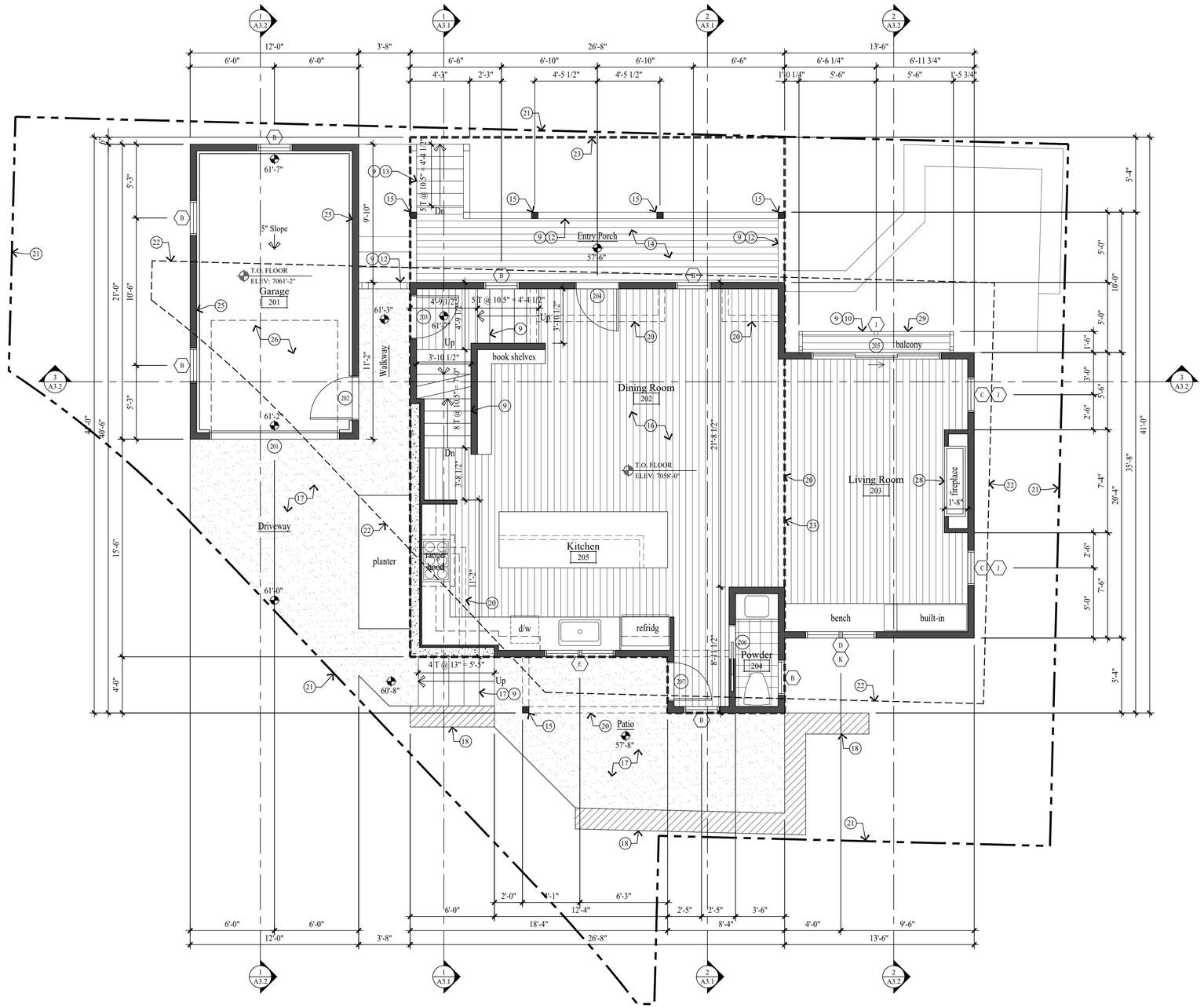
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A1.1

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MAIN LEVEL PLAN
SCALE: 1/4" = 1'-0"

GENERAL NOTES

- NEW CONCRETE WALL
- NEW 2x FRAMED WALL
- HISTORIC FOOTPRINT LINE
- PROPERTY LINE
- SET BACK LINE
- (E) INDICATES EXISTING
- (N) INDICATES NEW

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.N.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.N.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP. ALL ROOF JOIST TO BE 9 1/2" TJI FRAMING U.N.O. W/ BIB INSULATION R-38 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

KEY NOTES

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5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
6. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x4 ON 1x8 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
7. GUTTERS AND DOWNSPOUTS TO TIE INTO EXISTING FRENCH DRAIN.
8. SNOW RETENTION BARS; S-5 X-GARD 2.0 OR EQUAL. - SEE SHEET A5.2.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
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15. 6x6 COLUMN - PAINT/STAIN.
16. 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
17. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
18. STACKED STONE RETAINING WALL, NOT TO EXCEED 4'-0" HIGH. SEE DETAIL 1/A0.1.
19. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
20. DASHED LINES INDICATE WALL / BEAM ABOVE.
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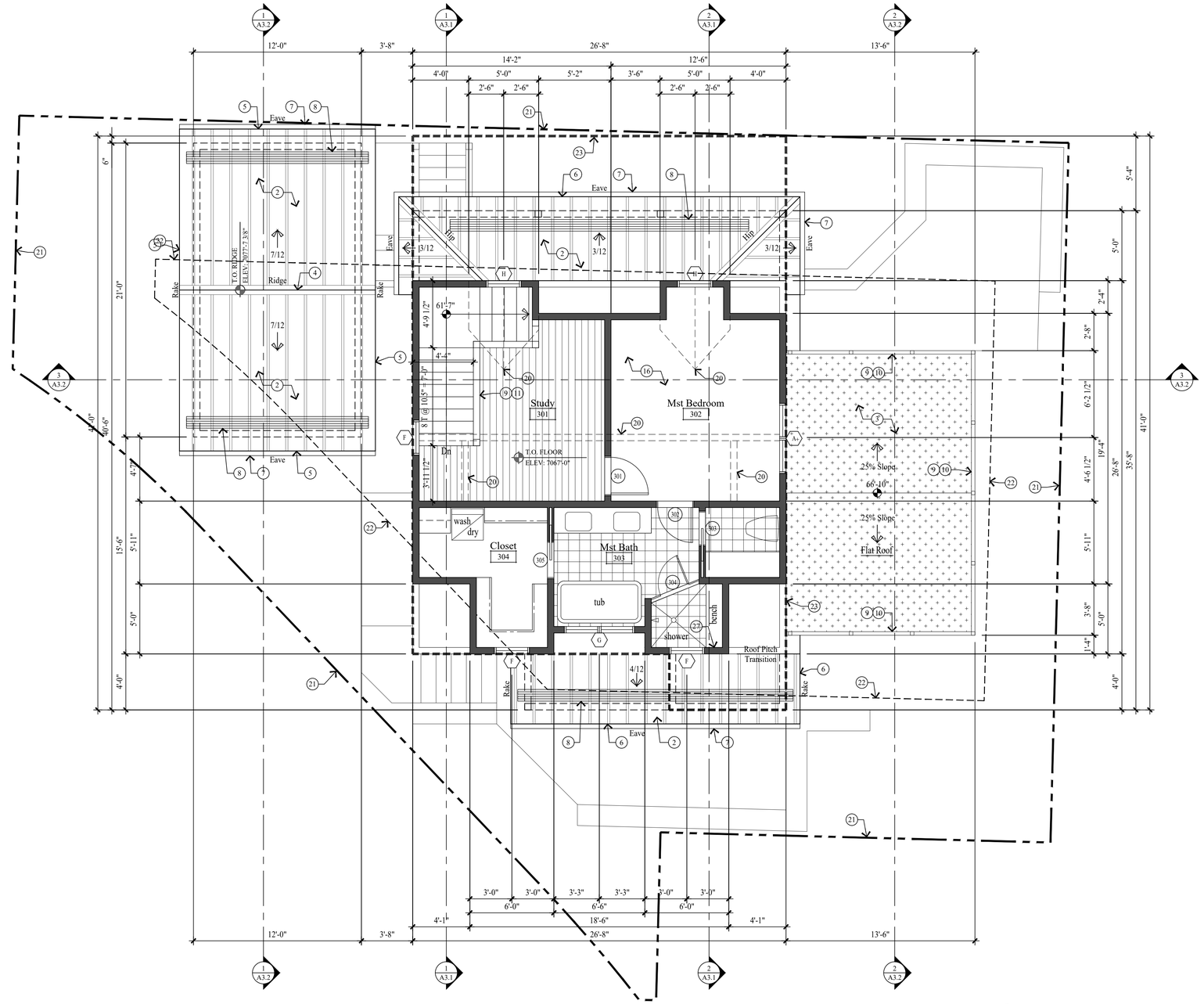
SHEET DESCRIPTION:
MAIN LEVEL PLAN

REVISIONS:

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UPPER LEVEL PLAN, LOW ROOF PLAN

SCALE: 1/4" = 1'-0"

GENERAL NOTES

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
UPPER LEVEL PLAN
LOW ROOF PLAN

REVISIONS:

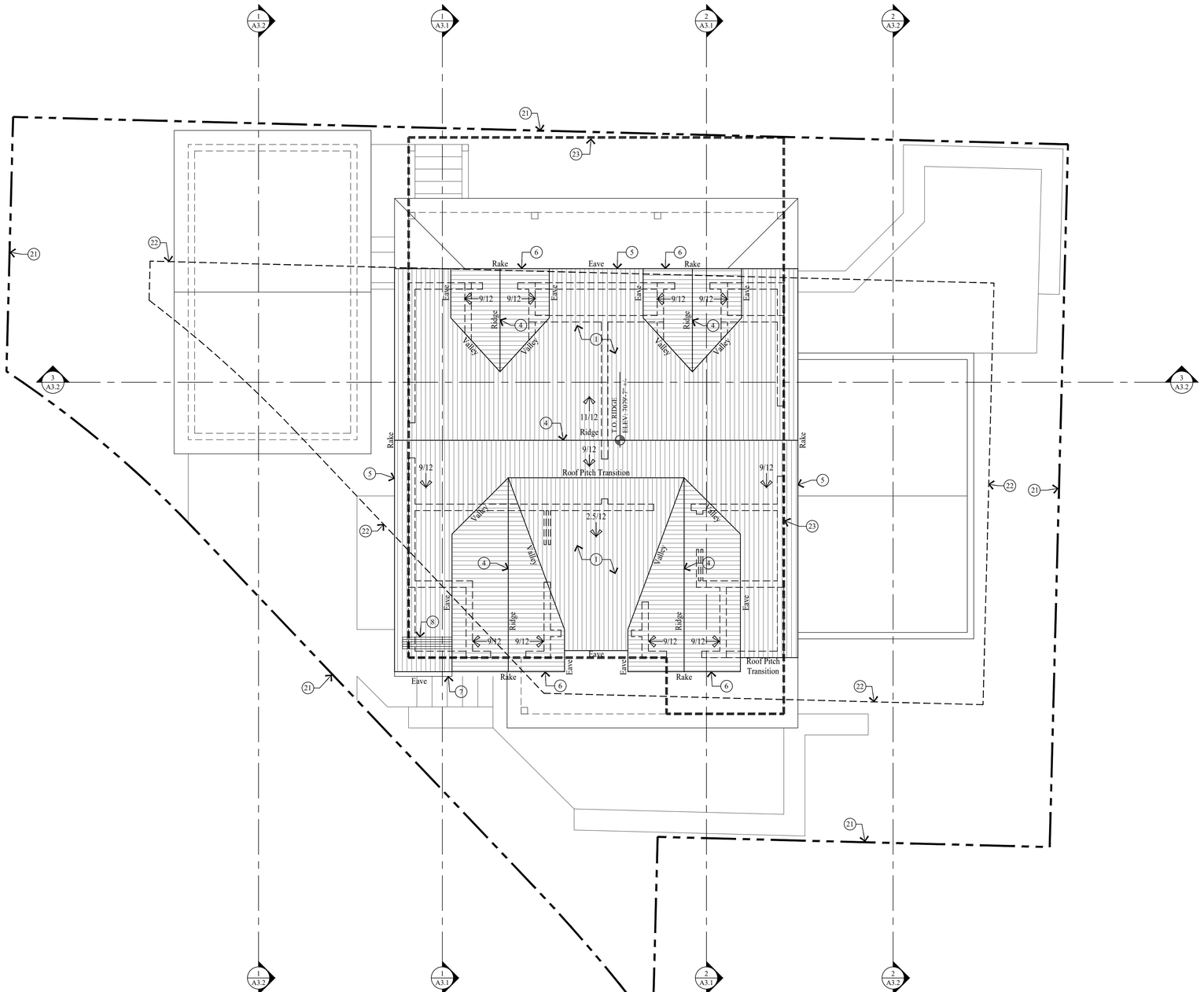
DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A1.3

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HIGH ROOF PLAN
SCALE: 1/4" = 1'-0"

NOTE:
SEE SHEET A5.2 FOR TYPICAL ROOF FLASHING DETAILS.

NOTE:
1'-0" TYPICAL ROOF OVERHANG U.N.O.

GENERAL NOTES

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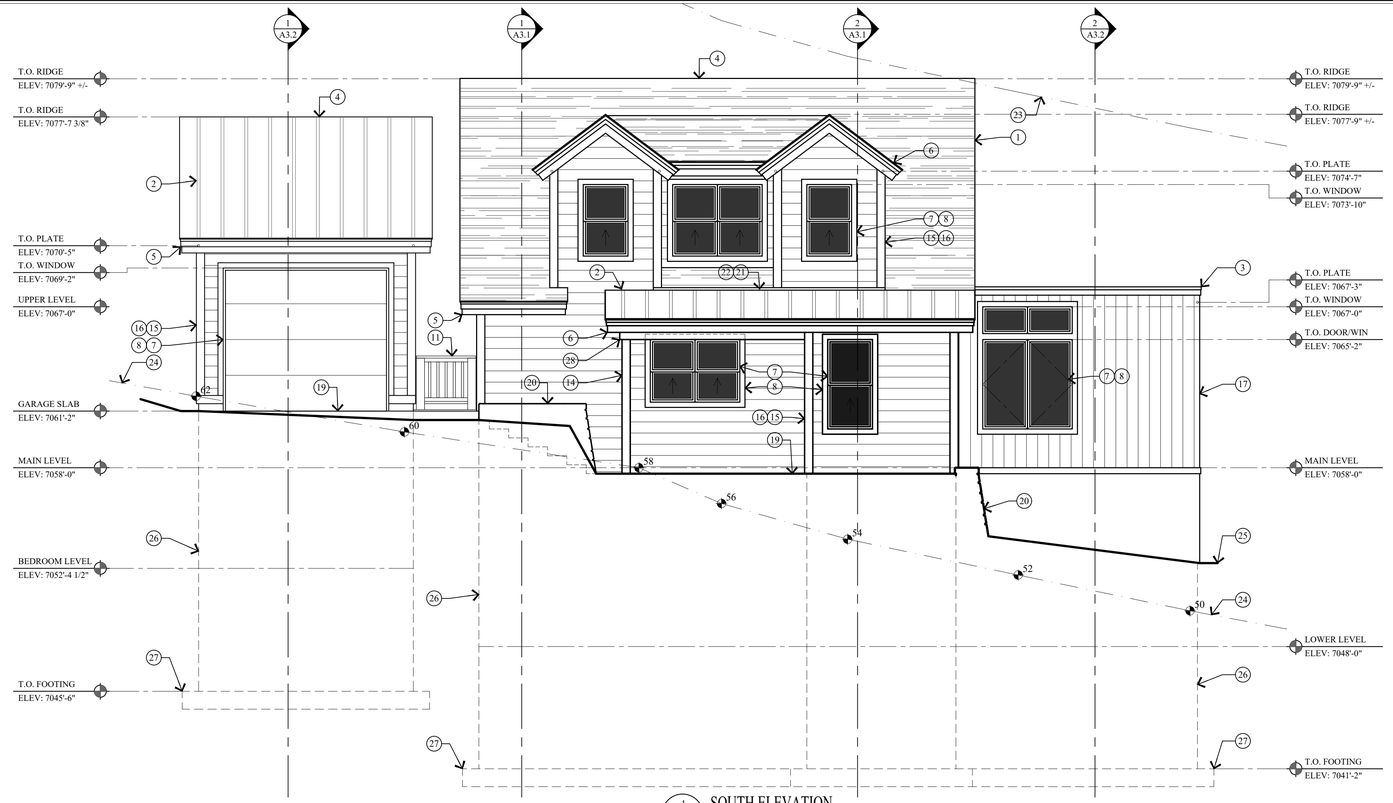
SHEET DESCRIPTION:
HIGH ROOF PLAN

REVISIONS:

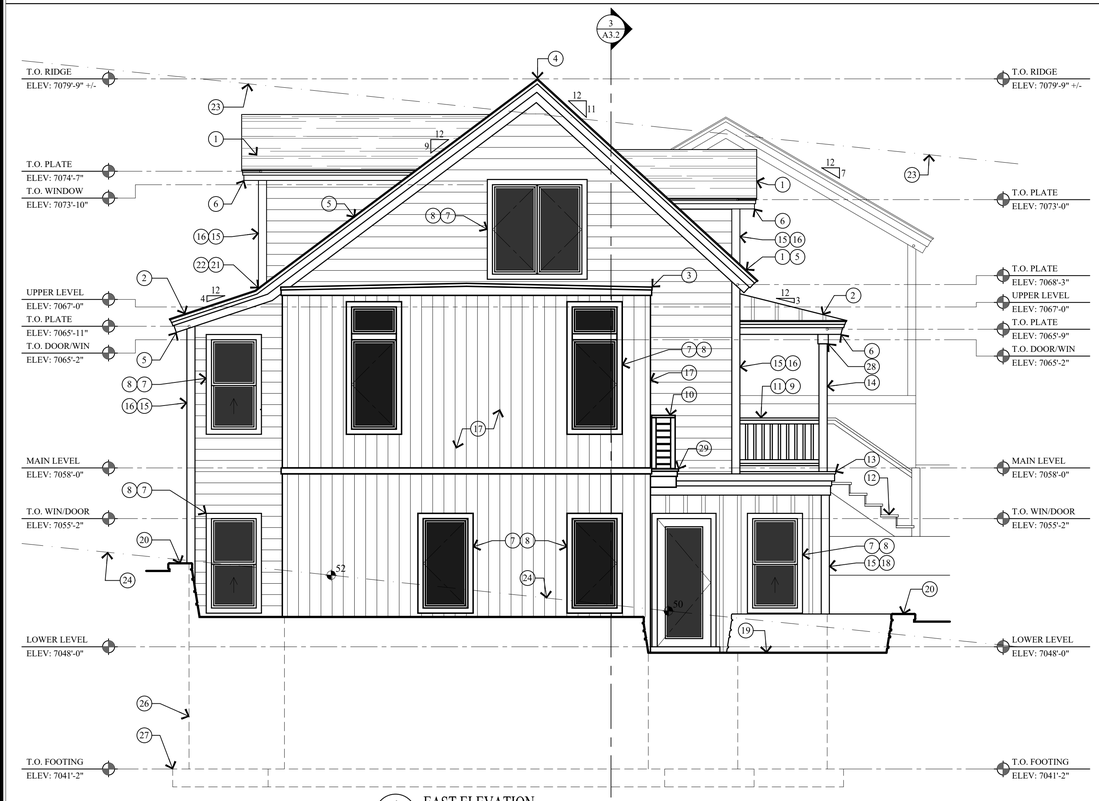
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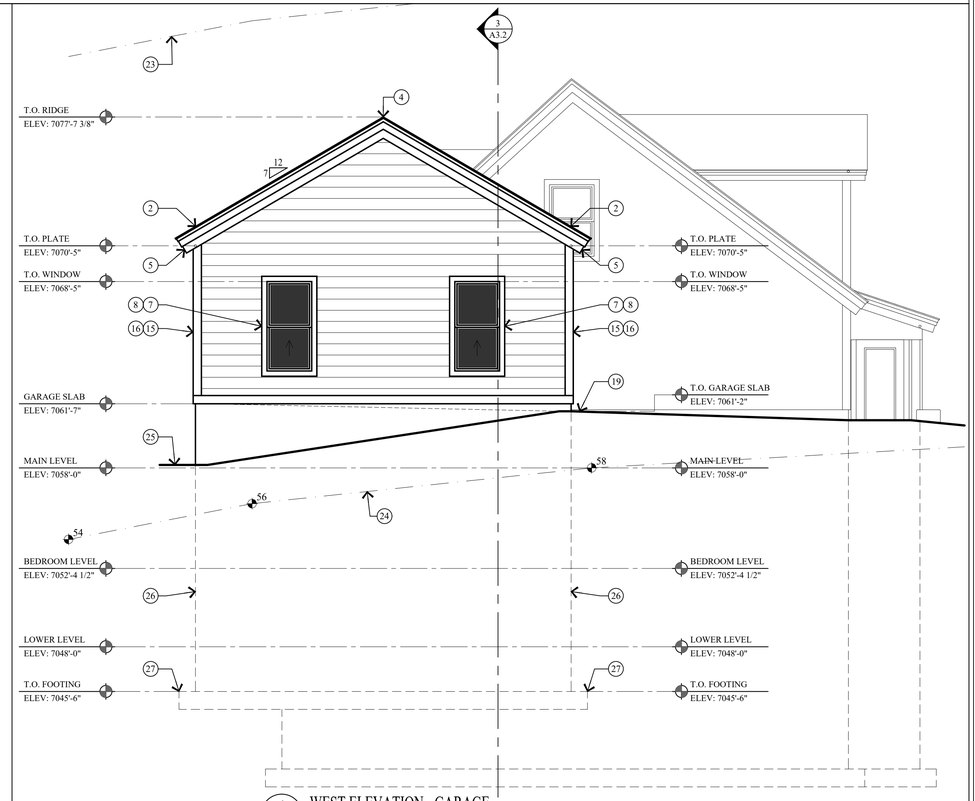
SHEET NUMBER:
A1.4



1 A2.1 SOUTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.1 EAST ELEVATION
SCALE: 1/4" = 1'-0"



3 A2.1 WEST ELEVATION - GARAGE
SCALE: 1/4" = 1'-0"

KEY NOTES

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4. COMPOSITE RIDGE VENT; COBRA OR EQUAL. METAL RIDGE VENT AT METAL ROOF.
5. 2"x3" CONTINUOUS METAL DRIP EDGE OVER 1x6 ON 1x10 BUILT-UP FASCIA W/ 1x CEDAR SOFFIT, VENTED - PAINT/STAIN.
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7. WINDOWS AND DOORS W/ INSULATED GLASS - SEE SHEET A6.1 FOR SCHEDULES.
8. WINDOW AND DOOR TRIM TO BE 2x4 WOOD HEAD, JAMB & SILL - PAINT/STAIN.
9. FOR TYPICAL STAIRWAY, HANDRAILING AND GUARDRAILING NOTES & DETAILS ON SEE SHEET A5.1.
10. 36" HIGH GUARD RAILING: 2x SHAPED HARDWOOD CONTINUOUS TOP CAP. W/ 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 TUBE STEEL POST.
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17. 1x8 VERTICAL ON CEDAR SIDING - PAINTED/STAINED, ON TYVEK HOMEWRAP ON 1/2" EXT. PLYWOOD ON 2x6 STUD WALL @ 16" O.C.
18. VERTICAL BOARD AND BATTEN SIDING - PAINT/STAINED ON TYVEK HOMEWRAP ON 1/2" EXT. PLYWOOD ON 2x6 STUD WALL @ 16" O.C.
19. 4" REINFORCED HEATED CONCRETE PATIO / DRIVEWAY / STEPS ON 4" GRAVEL BASE.
20. STACKED STONE RETAINING WALL, NOT TO EXCEED 4'-0" HIGH. SEE DETAIL 1/A0.1.
21. FLASHING AND COUNTER FLASHING - TYPICAL.
22. ROOF TO WALL SURFACE; EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
23. LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
24. EXISTING GRADE LINE.
25. FINISH GRADE TO SLOPE AWAY FROM HOUSE A MIN. OF 6" WITHIN THE FIRST 10'. IRC R401.3
26. FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
27. FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
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Jonathan DeGray
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NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

PROJECT DESCRIPTION:

SHEET DESCRIPTION:
ELEVATIONS

REVISIONS:

DATE:
FEBRUARY 16, 2024

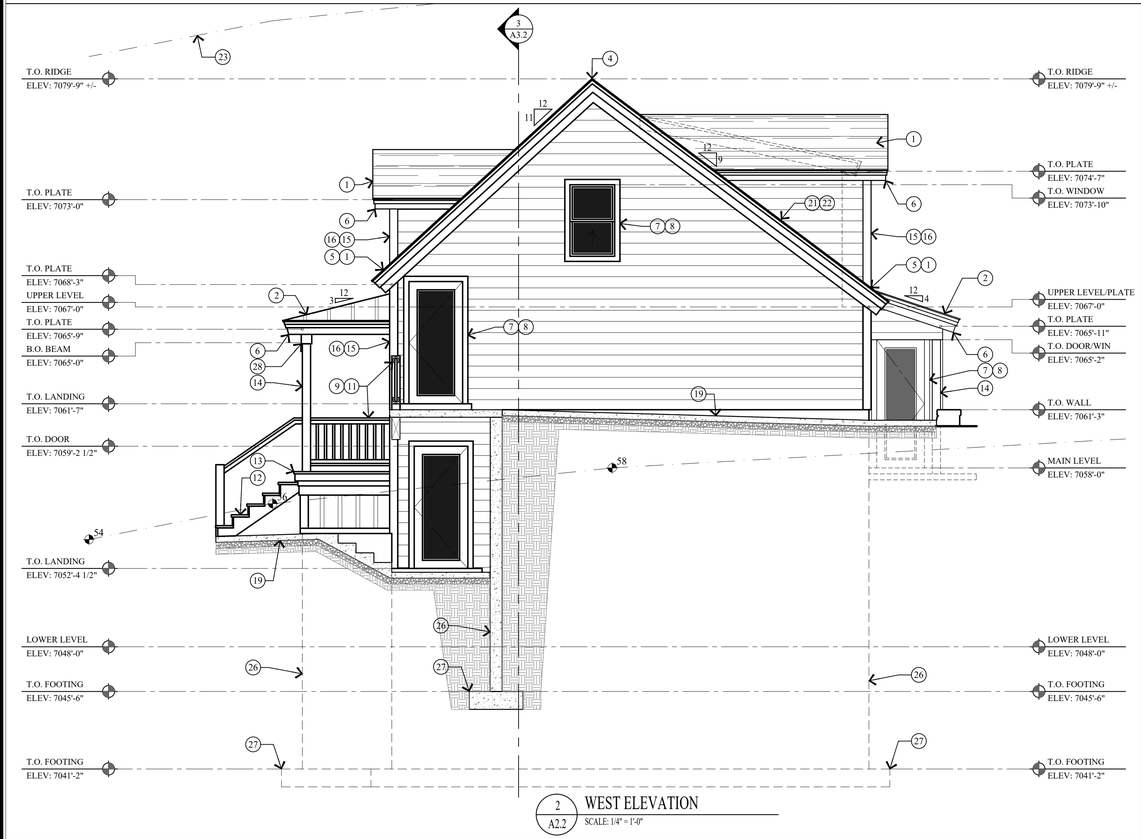
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2305-01

SHEET NUMBER:
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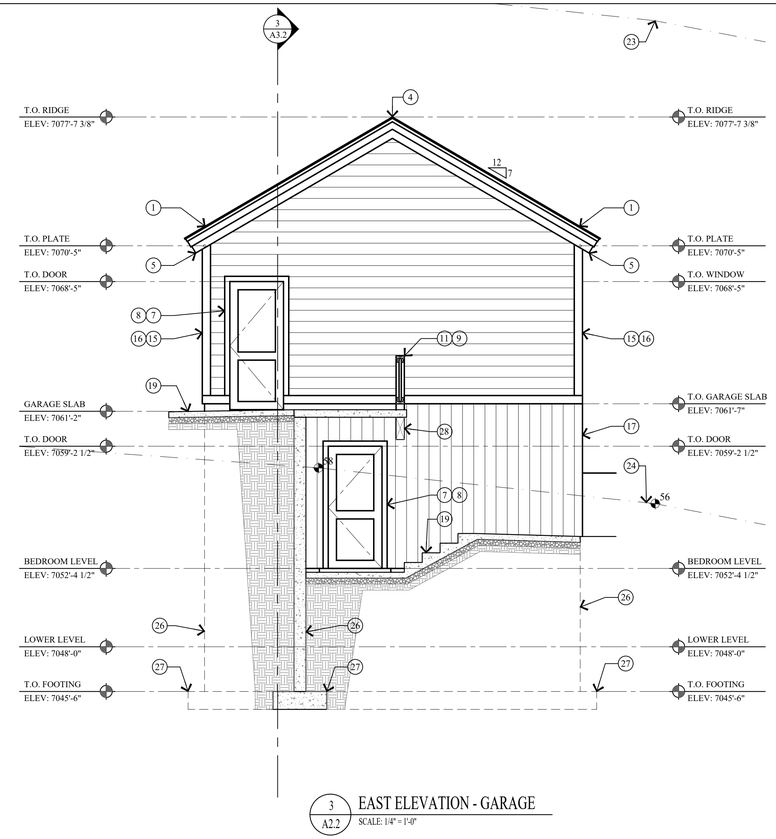
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1 A2.2 NORTH ELEVATION
SCALE: 1/4" = 1'-0"



2 A2.2 WEST ELEVATION
SCALE: 1/4" = 1'-0"



3 A2.2 EAST ELEVATION - GARAGE
SCALE: 1/4" = 1'-0"

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PROJECT DESCRIPTION:

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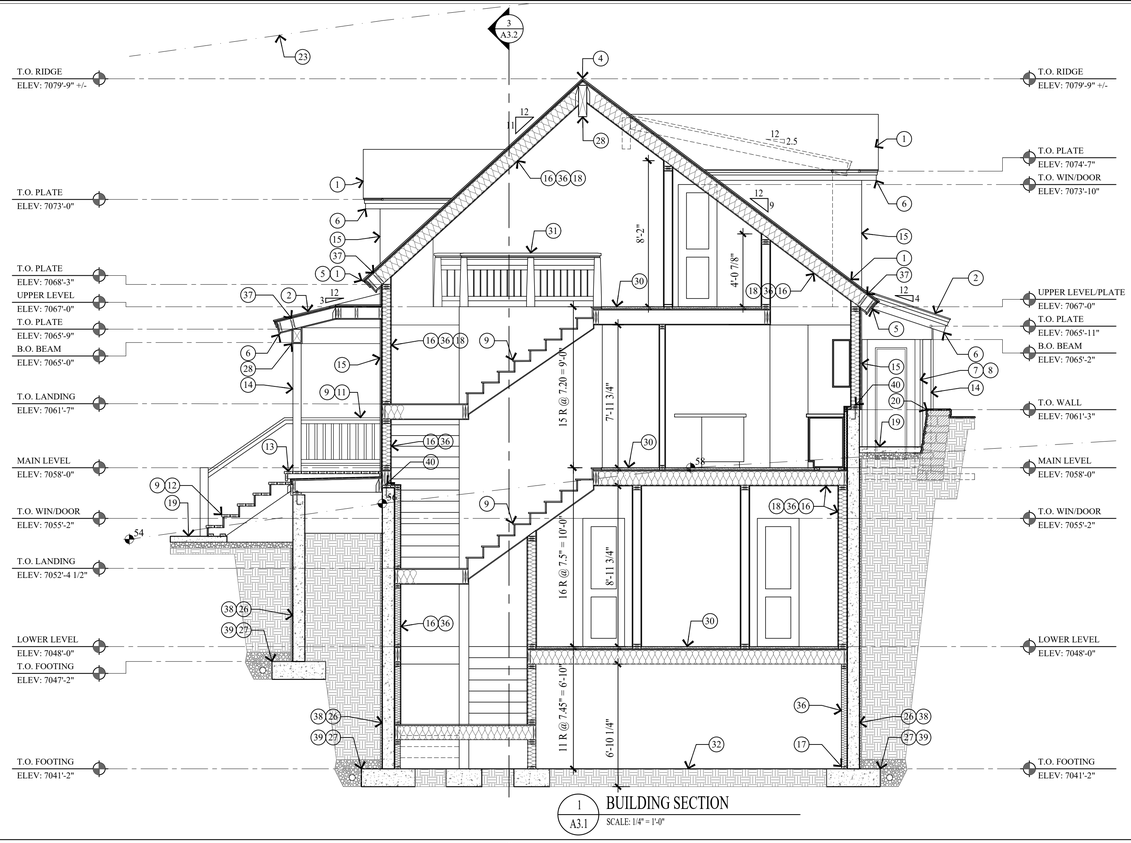
DATE: FEBRUARY 16, 2024

PROJECT NUMBER: 2305-01

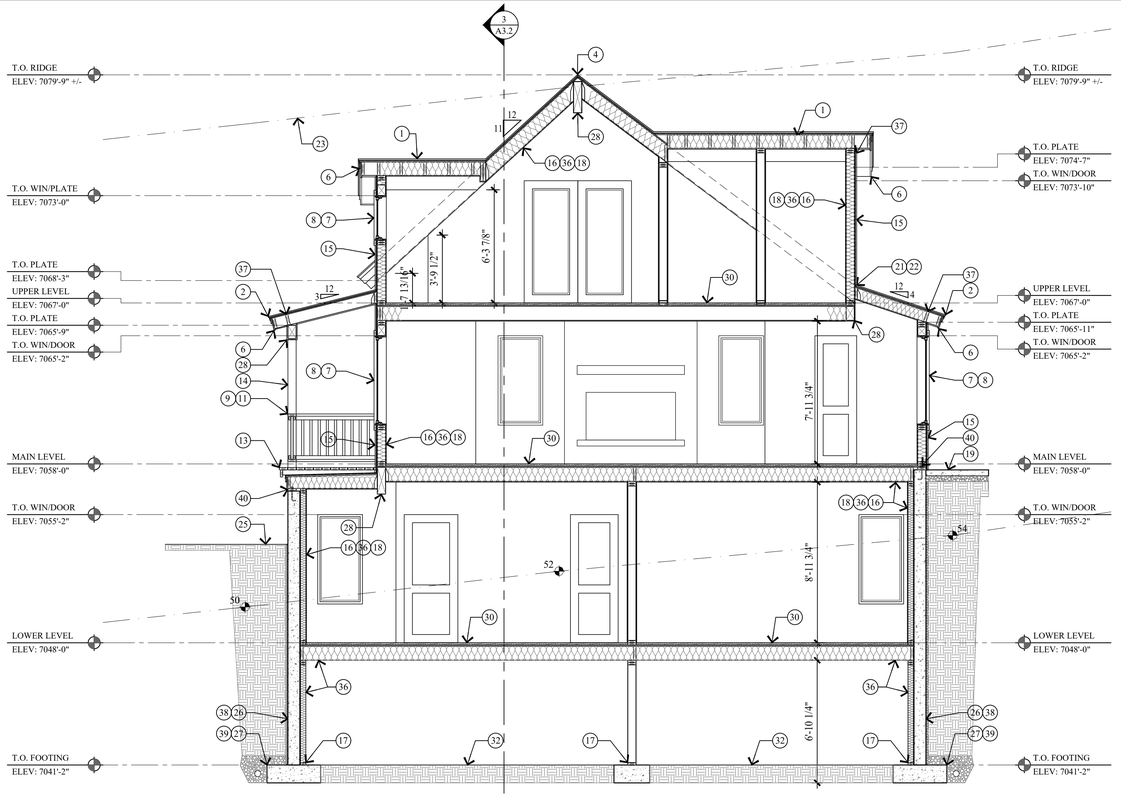
SHEET NUMBER: A2.2

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JONATHAN DEGRAY - ARCHITECT PC - ALL RIGHTS RESERVED



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A3.1 SCALE: 1/4" = 1'-0"



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33. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
34. GARAGE SLAB: 5" CONCRETE ON 16 GAUGE B-36 FORMLOCK METAL DECKING, SLOPED. SEE STRUCTURAL FOR REINFORCING AND DETAILS.
35. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
36. INSULATION: SEE GENERAL NOTE #2 ON FLOOR PLAN SHEETS FOR TYPE AND R-VALUE.
37. SOLID BLOCKING AND HURRICANE HOLD DOWN AT EACH RAFTER OR SIMPSON VPA.
38. DRAINAGE MATT ON WATERPROOF MEMBRANE
39. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN.
40. TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.

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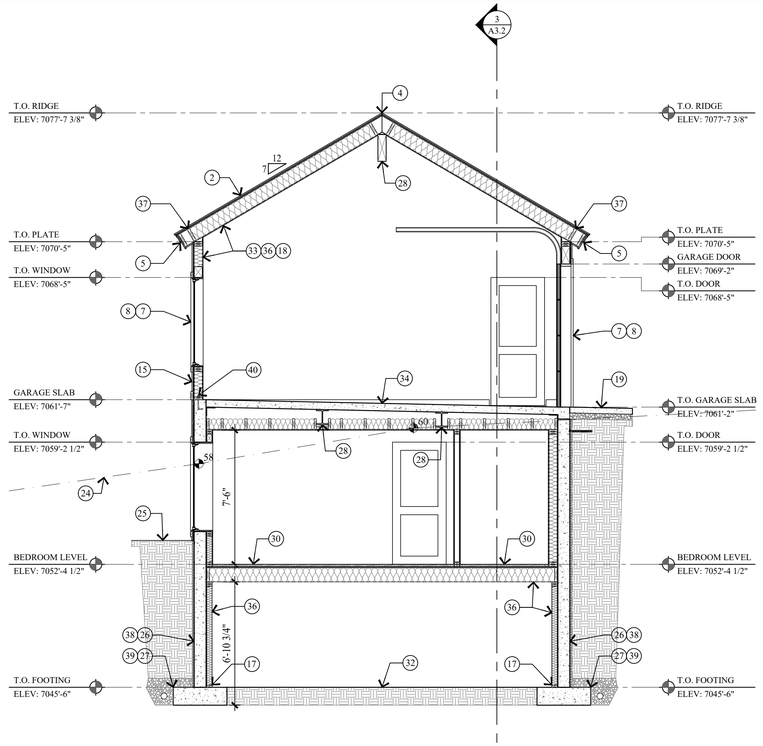
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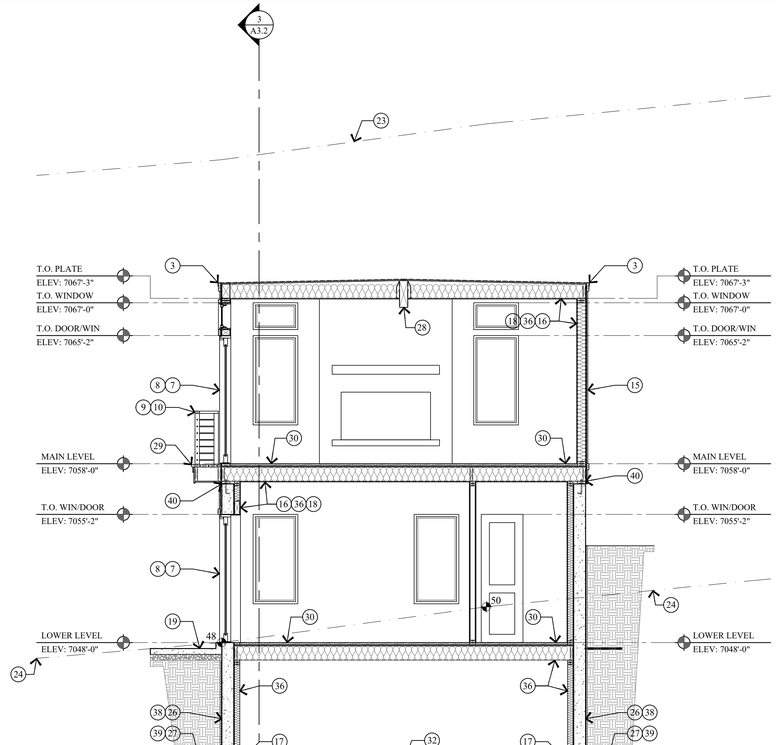
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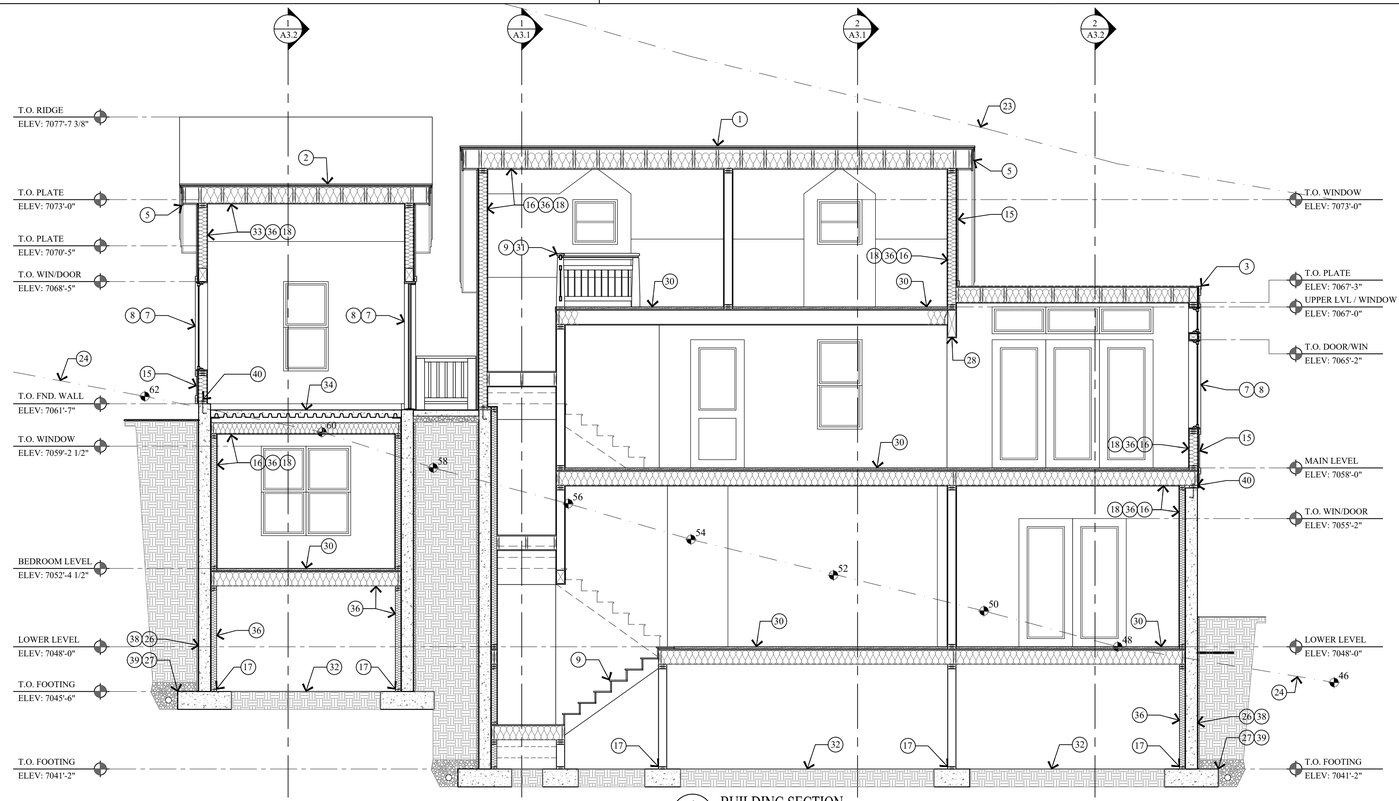
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1 A3.2 BUILDING SECTION
SCALE: 1/4" = 1'-0"



2 A3.2 BUILDING SECTION
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3 A3.2 BUILDING SECTION
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33. 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
34. GARAGE SLAB: 5" CONCRETE ON 16 GAUGE B-36 FORMLOCK METAL DECKING, SLOPED. SEE STRUCTURAL FOR REINFORCING AND DETAILS.
35. ENCLOSED ACCESSIBLE SPACE UNDER STAIRS SHALL HAVE WALLS, UNDER-STAIR SURFACE AND ANY SOFFITS PROTECTED ON THE ENCLOSED SIDE WITH 1/2" GYPSUM BOARD.
36. INSULATION: SEE GENERAL NOTE #2 ON FLOOR PLAN SHEETS FOR TYPE AND R-VALUE.
37. SOLID BLOCKING AND HURRICANE HOLD DOWN AT EACH RAFTER OR SIMPSON VPA.
38. DRAINAGE MATT ON WATERPROOF MEMBRANE
39. FILTER FABRIC OVER FREE DRAINING GRAVEL W/ 4" PERF. FOOTING DRAIN, DAYLIGHTED OR TIE INTO STORM DRAIN.
40. TREATED WOOD SILL PLATE W/ 1/2" ANCHOR BOLTS EMBEDDED 7" INTO CONCRETE, SPACED 32" O.C. U.N.O. ON PLANS. PLATE WASHERS SHALL 3"x3"x1/4" AND USED ON EACH BOLT. SEE STRUCTURAL SHEAR WALL SCHEDULE.

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
BUILDING SECTIONS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A3.2

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STAIRWAY/HANDRAILING/GUARDRAILING NOTES:

1. STAIRWAYS SHALL NOT BE LESS THAN 36 INCHES IN CLEAR WIDTH AT ALL POINTS ABOVE THE PERMITTED HANDRAIL HEIGHT AND BELOW THE REQUIRED HEADROOM HEIGHT. HANDRAILS SHALL NOT PROJECT MORE THAN 4.5 INCHES ON EITHER SIDE OF STAIRWAY AND THE MINIMUM CLEAR WIDTH OF THE STAIRWAY AT AND BELOW THE HANDRAIL HEIGHT, INCLUDING TREADS AND LANDINGS, SHALL NOT BE LESS THAN 31 ½ INCHES WHERE A HANDRAIL IS INSTALLED ON ONE SIDE AND 27 INCHES WHERE HANDRAILS ARE PROVIDED ON BOTH SIDES. -IRC R311.7.1

2. THE MINIMUM HEADROOM IN ALL PARTS OF THE STAIRWAY SHALL NOT BE LESS THAN 6 FEET 8 INCHES MEASURED VERTICALLY FROM THE SLOPED LINE ADJOINING THE TREAD NOSING OR FROM THE FLOOR SURFACE OF THE LANDING OR PLATFORM ON THAT PORTION OF THE STAIRWAY. -IRC R311.7.2

3. THE MAXIMUM RISER HEIGHT SHALL BE 7 ¾ INCHES. THE RISER SHALL BE MEASURED VERTICALLY BETWEEN LEADING EDGES OF THE ADJACENT TREADS. THE GREATEST RISER HEIGHT WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. -IRC R311.7.4.1

4. THE MINIMUM TREAD DEPTH SHALL BE 10 INCHES. THE TREAD DEPTH SHALL BE MEASURED HORIZONTALLY BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AND AT A RIGHT ANGLE TO THE TREADS LEADING EDGE. THE GREATEST TREAD DEPTH WITHIN ANY FLIGHT OF STAIRS SHALL NOT EXCEED THE SMALLEST BY MORE THAN ⅜ INCH. CONSISTENTLY SHAPED WINDERS AT THE WALKLINE SHALL BE ALLOWED WITHIN THE SAME FLIGHT OF STAIRS AS RECTANGULAR TREADS AND DO NOT HAVE TO BE WITHIN ⅜ INCH OF THE RECTANGULAR TREAD DEPTH.
WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 10 INCHES MEASURED BETWEEN THE VERTICAL PLANES OF THE FOREMOST PROJECTION OF ADJACENT TREADS AT THE INTERSECTIONS WITH THE WALKLINE. WINDER TREADS SHALL HAVE MINIMUM TREAD DEPTH OF 6 INCHES AT ANY POINT WITHIN THE CLEAR WIDTH OF STAIR. WITHIN ANY FLIGHT OF STAIRS, THE LARGEST WINDER TREAD DEPTH AT THE WALKLINE SHALL NOT EXCEED THE SMALLEST WINDER TREAD BY MORE THAN ⅜ INCH. -IRC R311.7.4.2

5. THE WIDTH OF EACH LANDING SHALL NOT BE LESS THAN THE WIDTH OF THE STAIRWAY SERVED. LANDINGS SHALL HAVE A MINIMUM DIMENSION OF 36 INCHES MEASURED IN THE DIRECTION OF TRAVEL. -IRC R311.7.5

6. HANDRAIL HEIGHT, MEASURED VERTICALLY FROM THE SLOPED PLANE ADJOINING THE TREAD NOSING, OR FINISH SURFACE OF THE RAMP SLOPE, SHALL BE NOT LESS THAN 34 INCHES AND NOT MORE THAN 38 INCHES. -IRC R311.7.7.1

7. HANDRAILS FOR STAIRWAYS SHALL BE CONTINUOUS FOR THE FULL LENGTH OF THE FLIGHT, FROM A POINT DIRECTLY ABOVE THE TOP RISER OF THE FLIGHT TO A POINT DIRECTLY ABOVE THE LOWEST RISER OF THE FLIGHT. HANDRAIL ENDS SHAL BE RETURNED OR SHALL TERMINATE IN NEWL POSTS OR SAFETY TERMINALS. HANDRAILS ADJACENT TO A WALL SHALL HAVE A SPACE OF NOT LESS THAN 1 ½ INCH BETWEEN THE WALL AND THE HANDRAILS.
EXCEPTIONS:
1. HANDRAILS SHALL BE PERMITTED TO BE INTERRUPTED BY A NEWL POST AT THE TURN.
2. THE USE OF A VOLUTE, TURNOUT, STARTING EASING OR STARTING NEWL SHALL BE ALLOWED OVER THE LOWEST TREAD. -IRC R311.7.7.2

8. ALL REQUIRED HANDRAILS SHALL BE OF ONE OF THE FOLLOWING TYPES OR PROVIDE EQUIVALENT GRASPABILITY.
TYPE I: HANDRAILS WITH CIRCULAR CROSS SECTION SHALL HAVE AN OUTSIDE DIAMETER OF 1 ¼ INCHES AND NOT GREATER THAN 2 INCHES. IF THE HANDRAIL IS NOT CIRCULAR, IT SHALL HAVE A PERIMETER DIMENSION OF AT LEAST 4 INCHES AND NOT GREATER THAN 6 ¼ INCHES WITH A MAXIMUM CROSS SECTION OF DIMENSION OF 2 ¼ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.01 INCH.
TYPE II: HANDRAILS WITH A PERIMETER GREATER THAN 6 ¼ INCHES SHALL HAVE A GRASPABLE FINGER RECESS AREA ON BOTH SIDES OF THE PROFILE. THE FINGER RECESS SHALL BEGIN WITHIN A DISTANCE OF ¾ INCH MEASURED VERTICALLY FROM THE TALLEST PORTION OF THE PROFILE AND ACHIEVE A DEPTH OF AT LEAST ⅝ INCH WITHIN ⅞ INCH BELOW THE WIDEST PORTION OF THE PROFILE. THE REQUIRED DEPTH SHALL CONTINUE FOR AT LEAST ⅞ INCH TO A LEVEL THAT IS NOT LESS THAN 1 ¾ INCHES BELOW THE TALLEST PORTION OF THE PROFILE. THE MINIMUM WIDTH OF THE HANDRAIL ABOVE THE RECESS SHALL BE 1 ¼ INCHES TO MAXIMUM OF 2 ¾ INCHES. EDGES SHALL HAVE A MINIMUM RADIUS OF 0.10 INCH.
-IRC R311.7.7.3

9. GUARDS SHALL BE LOCATED ALONG OPEN-SIDED WALKING SURFACES, INCLUDING STAIRS, RAMPS AND LANDINGS, THAT ARE LOCATED MORE THAN 30 INCHES MEASURED VERTICALLY TO THE FLOOR OR GRADE BELOW AT ANY POINT WITHIN 36 INCHES HORIZONTALLY TO THE EDGE OF THE OPEN SIDE. -IRC R312.1

10. GUARDS SHALL NOT BE LESS THAN 36 INCHES HIGH MEASURED VERTICALLY ABOVE THE ADJACENT WALKING SURFACE, ADJACENT FIXED SEATING OR THE LINE CONNECTING THE LEADING EDGES OF THE TREADS. -IRC R312.2

11. GUARDS SHALL NOT HAVE OPENINGS FROM THE WALKING SURFACE TO THE REQUIRED GUARD HEIGHT WHICH ALLOW PASSAGE OF A SPHERE 4 INCHES IN DIAMETER. -IRC R312.3

12. STAIR TREAD NOSING: THE RADIUS OF CURVATURE AT THE LEADING EDGE OF THE TREAD SHALL BE NO GREATER THAN 9/16 INCH . A NOSING NOT LESS THAN ½ INCH BUT NOT MORE THAN 1 ¼ INCHES SHALL BE PROVIDED ON STAIRWAYS WITH SOLID RISERS. THE GREATEST NOSING PROJECTION SHALL NOT EXCEED THE SMALLEST NOSING PROJECTION BY MORE THAN 3/8 INCH BETWEEN TWO STORIES, INCLUDING THE NOSING AT THE LEVEL OF FLOORS AND LANDINGS. BEVELING OF NOSING SHALL NOT EXCEED ½ INCH. RISERS SHALL BE VERTICAL OR SLOPED FROM THE UNDERSIDE OF THE LEADING EDGE OF THE TREAD ABOVE AT AN ANGLE NOT MORE THAN 30 DEGREES (0.51 RAD) FROM THE VERTICAL. OPEN RISERS ARE PERMITTED, PROVIDED THAT THE OPENING BETWEEN TREADS DOES NOT PERMIT THE PASSAGE OF A 4 INCH DIAMETER SPHERE. (UTAH STATE AMENDMENT) EXCEPTIONS.
A. A NOSING IS NOT REQUIRED WHERE THE TREAD DEPTH IS A MINIMUM OF 10 INCHES.
B. THE OPENING BETWEEN ADJACENT TREADS IS NOT LIMITED ON STAIRS WITH A TOTAL RISE OF 30 INCHES OR LESS. NOTE: THIS MEANS THAT CONCRETE STAIRS, WITHOUT NOSINGS, MUST HAVE A TREAD DEPTH OF 10 INCHES

TYVEK VAPOR/AIR BARRIER INSTALLATION:

1. INSTALL AIR BARRIER AFTER SHEATHING IS INSTALLED AND BEFORE WINDOWS AND DOORS ARE INSTALLED. INSTALL LOWER LEVEL BARRIER PRIOR TO UPPER LAYERS TO ENSURE PROPER SHINGLING OF LAYERS.

2. OVERLAP AIR BARRIER AT CORNERS OF BUILDING BY A MINIMUM OF 12 INCHES.

3. OVERLAP AIR BARRIER VERTICAL SEAMS BY A MINIMUM OF 6 INCHES.

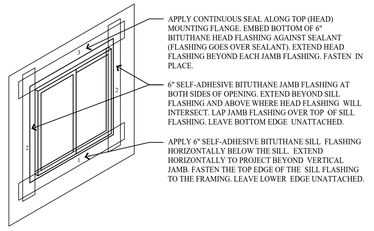
4. ENSURE BARRIER IS PLUM AND LEVEL WITH FOUNDATION, AND UNROLL EXTENDING AIR BARRIER OVER WINDOW AND DOOR OPENINGS.

5. ATTACH AIR BARRIER TO WOOD, INSULATED SHEATHING BOARD OR EXTERIOR GYPSUM WITH PLASTIC CAP NAILS EVERY 12" TO 18" ON VERTICAL STUD LINE WITH WOOD STUD FRAMING, AND SCREWS WITH WASHERS TO METAL STUD FRAMING. WHEN ATTACHING TO WOOD SHEATHING, A MINIMUM 1.0 INCH CROWN STAPLE MAY BE USED. WHEN ATTACHING TO MASONRY, USE ADHESIVE RECOMMENDED BY MANUFACTURER.

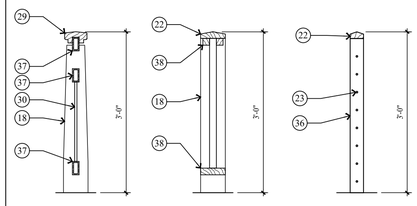
6. PREPARE WINDOW AND DOOR ROUGH OPENINGS AS FOLLOWS:
A. PREPARE EACH WINDOW ROUGH OPENING BY CUTTING A MODIFIED "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF HEADER.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF WINDOW OPENINGS FROM THE TOP OF THE WINDOW OPENING DOWN TO 2/3 OF THE WAY TO THE BOTTOM OF THE WINDOW OPENINGS.
3. DIAGONALLY CUT AIR BARRIER FROM THE BOTTOM OF THE VERTICAL CUT TO THE LEFT AND RIGHT CORNERS OF OPENING.
4. FOLD SIDE AND BOTTOM FLAPS INTO WINDOW OPENING AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.
B. PREPARE EACH ROUGH DOOR OPENING BY CUTTING A STANDARD "I" PATTERN IN THE AIR BARRIER.
1. HORIZONTALLY CUT AIR BARRIER ALONG BOTTOM OF DOOR FRAME HEADER AND ALONG TOP OF SILL.
2. VERTICALLY CUT AIR BARRIER DOWN THE CENTER OF DOOR OPENINGS FROM THE TOP OF THE DOOR OPENING (HEADER) DOWN TO THE BOTTOM OF THE DOOR OPENING (SILL).
3. FOLD SIDE FLAPS INSIDE AROUND DOOR OPENINGS AND FASTEN EVERY 6 INCHES. TRIM OFF EXCESS.

7. TAPE ALL HORIZONTAL AND VERTICAL SEAM OF AIR BARRIER WITH DUPONT TYVEK TAPE.

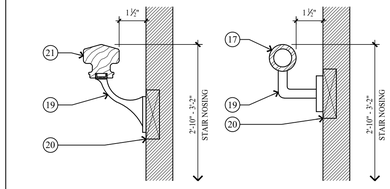
8. SEAL ALL TEARS AND CUTS IN AIR BARRIER WITH DUPONT TYVEK TAPE.



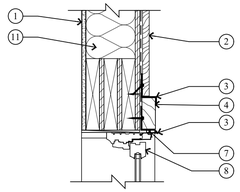
11 A5.1 VAPOR BARRIER SILL, JAMB AND HEAD FLASHING
NO SCALE



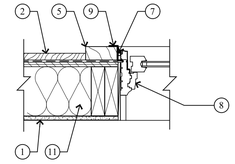
6 A5.1 TYPICAL HANDRAIL/GUARDRAIL DETAILS
SCALE: 3/4" = 1'-0"



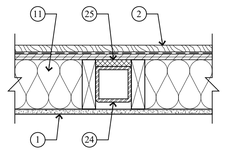
7 A5.1 TYPICAL HANDRAIL DETAIL
NO SCALE



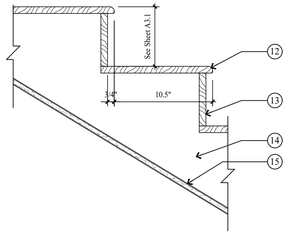
1 A5.1 HEAD DETAIL
SCALE: 1 1/2" = 1'-0"



2 A5.1 JAMB DETAIL
SCALE: 1 1/2" = 1'-0"

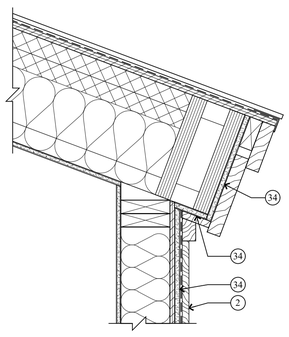


12 A5.1 THREMAL BREAK DETAIL @ TUBE STEEL COLUMN
SCALE: 1 1/2" = 1'-0"

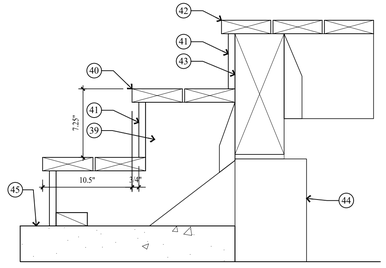


8 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"

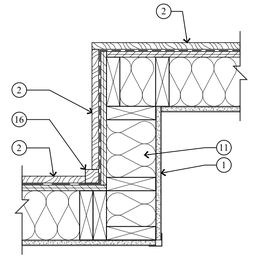
3 A5.1 SILL DETAIL
SCALE: 1 1/2" = 1'-0"



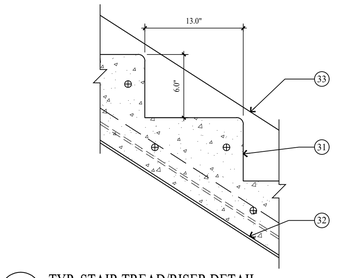
13 A5.1 ROOF OVER HANG - TYP.
SCALE: 1 1/2" = 1'-0"



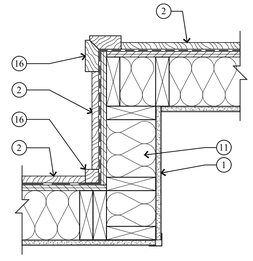
9 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



4 A5.1 INSIDE / OUSIDE CORNER TRIM @ VERTICAL SIDING
SCALE: 1 1/2" = 1'-0"



10 A5.1 TYP. STAIR TREAD/RISER DETAIL
SCALE: 1 1/2" = 1'-0"



5 A5.1 INSIDE / OUSIDE CORNER TRIM @ HORIZONTAL SIDING
SCALE: 1 1/2" = 1'-0"

KEY NOTES

1. 1/2" GYPSUM BOARD ON 2x6 STUDS @ 16" O.C.
2. EXTERIOR SIDING ON AIR/VAPOR BARRIER ON 1/2" EXT. SHEATHING. SEE ELEVATIONS FOR SIDING TYPE.
3. HEAD FLASHING/TRIM.
4. 2x4 WINDOW/DOOR HEAD - STAINED
5. 2x4 WINDOW/DOOR JAMB - STAINED
6. 2x4 WINDOW SILL - STAINED
7. BACKER ROD AND CAULK.
8. WOOD ALUMINUM CLAD WINDOW W/ INSULATED GLASS - SEE SCHEDULE.
9. METAL FLASHING.
10. BEVELED 2x3 ON 2x12 CEDAR TRIM BOARD W/ METAL FLASHING.
11. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP.
12. 3/4" HARDWOOD TREAD. SEE STAIR NOTES.
13. 3/4" HARDWOOD CLOSED RISER. SEE STAIR NOTES.
14. 2x12 STRINGERS.
15. 1/2" GYPSUM BOARD.
16. 2x4 CEDAR OUTSIDE CORNER BOARD, 2x2 CEDAR INSIDE CORNER BOARD - STAINED
17. 1 1/2" DIA. STEEL PIPE - PAINTED.
18. 6x6 HARDWOOD END POST.
19. HANDRAIL BRACKET.
20. SOLID BACKING - TYP..
21. HARDWOOD STANDARD MILL SHAPE HANDRAIL - STAINED.
22. 36" HIGH 2x SHAPE HARDWOOD CONT.
23. 5/32" DIA. 316 STAINLESS STEEL CABLE, WORKING LOAD: 750# BREAKING LOAD: 2000#. HORIZONTAL, SPACED LESS THAN 4". THROUGH 3x3 VERTICAL TUBE STEEL POSTS.
24. TUBE STEEL COLUMN - SEE STRUCTURAL.
25. 3/4" RIGID INSULATION.
26. 12" STEEL CHANNEL STRINGER.
27. 3 1/8 x12 GLB TREAD.
28. 2"x2"x¼" STEEL ANGLE W/ 2- ⅜ DIA. x3" LAG BOLTS.
29. 36" HIGH HAND RAIL TO BE 2 ½" x 5" SHAPE HARDWOOD, CONTINUOUS .
30. 1/2" DIA. STEEL BALLAST, VERTICAL, SPACED LESS THAN 4".
31. 4" REINFORCED CONCRETE STAIRS ON 4" GRAVEL BASE.
32. B-DECK WELDED TO BOTTOM OF 2" x12" TUBE STEEL STRINGERS.
33. 2"x12" TUBE STEEL STRINGERS.
34. 5/8" TYPE "X" EXTERIOR GRADE GYP. BD.
35. 1 1/2" METAL TRIM @ HEAD, JAMB & SILL.
36. 3"x3" TUBE STEEL END AND MID POST.
37. (3) TOP AND BOTTOM RAIL TO BE 1 ½" x 3" TUBE STEEL.
38. TOP RAIL ON 2x2 W/ 2x2 BALLAST SPACED LESS THAN 4" W/ 2x6 BOTTOM RAIL.
39. 2x12 PRESSURE TREATED STRINGERS.
40. TREAD TO BE 2x6 TREX OR EQUAL.
41. RISERS TO BE 1x6 TREX OR EQUAL.
42. DECKING TO BE 2x6 TREX OR EQUAL ON 2x10 P.T. JOIST @ 16" O.C. - SEE STRUCTURAL FOR DETAILS.
43. DECK BEAM - SEE STRUCTURAL FOR DETAILS.
44. 8" CONCRETE PIER - SEE STRUCTURAL FOR DETAILS.
45. 4" REINFORCED CONCRETE WALKWAY / DRIVEWAY / CAR PORT / GARAGE ON 4" GRAVEL BASE.
46. TOP AND BOTTOM RAIL TO BE 1 ½" x 2 ½ TUBE STEEL. BOTTOM RAIL TO BE TURNED FLAT.
47. ENTRY STAIRS: STEEL CHANNEL STRINGERS W/ CLOSED RISER METAL PAN, TREADS FILLED W/ CONCRETE.

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

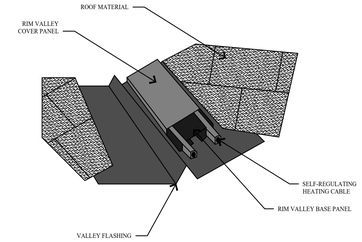
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ARCHITECTURAL NOTES
DETAILS

REVISIONS:

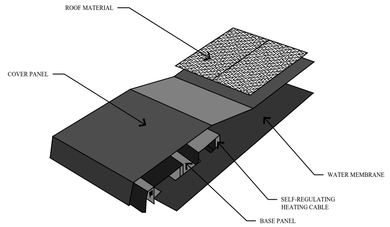
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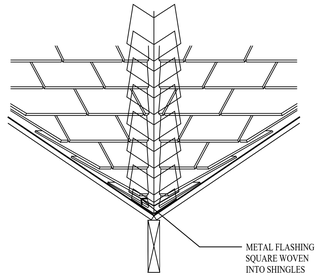
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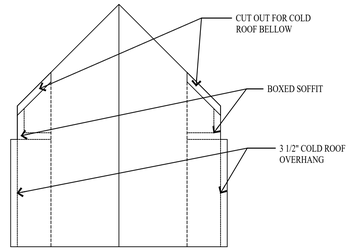
1 A5.2 VALLEY SNOW MELT DETAIL
NO SCALE



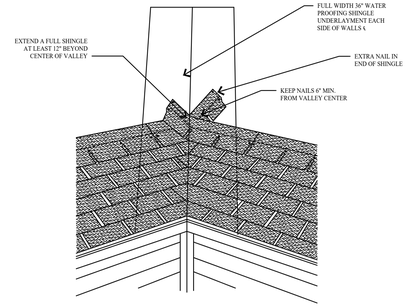
2 A5.2 EAVE SNOW MELT DETAIL
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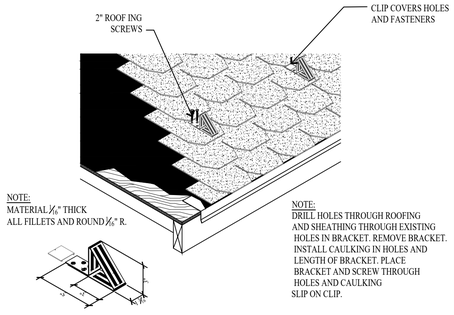
3 A5.2 CLOSED VALLEY FLASHING
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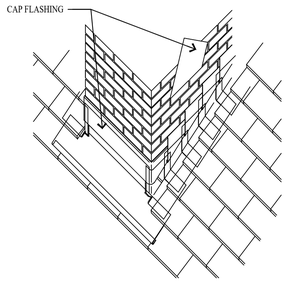
4 A5.2 DORMER ROOF
NO SCALE



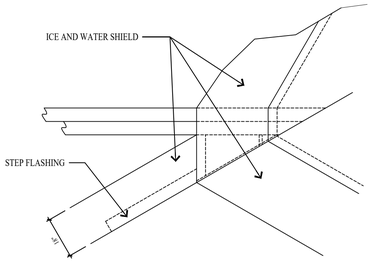
5 A5.2 WOVEN VALLEY DETAIL
NO SCALE



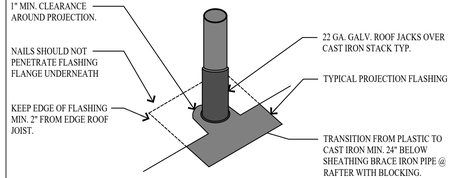
6 A5.2 SNOW BRAKET DETAIL
NO SCALE



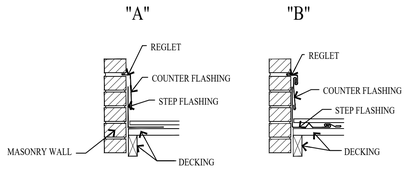
7 A5.2 CHIMNEY FLASHING
NO SCALE



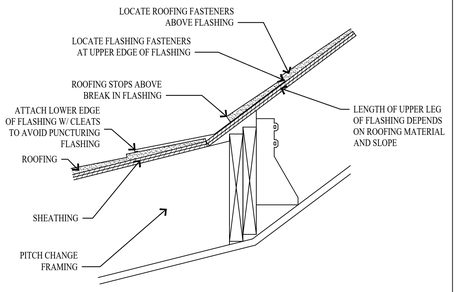
8 A5.2 DORMER FLASHING DETAIL
NO SCALE



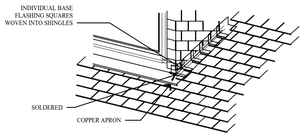
9 A5.2 VENT FLASHING DETAIL
NO SCALE



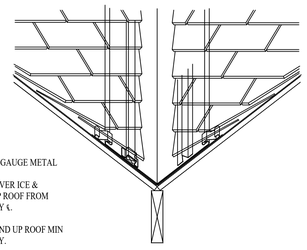
10 A5.2 RAKE WALL FLASHING DETAIL
NO SCALE



11 A5.2 ROOF PITCH TRANSITION DETAIL
NO SCALE



12 A5.2 FLASHING DETAIL
NO SCALE



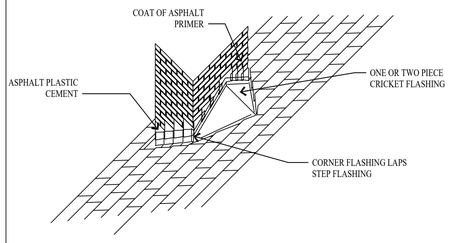
NOTE
1. FLASHING TO BE 28 GAUGE METAL

2. PLACE FLASHING OVER ICE & WATER SHIELD 36" UP ROOF FROM EACH SIDE OF VALLEY ¢.

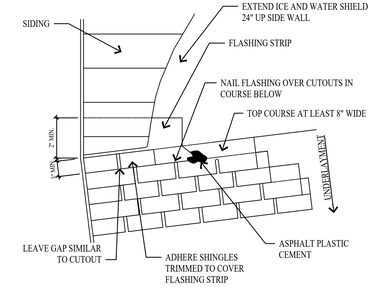
3. FLASHING TO EXTEND UP ROOF MIN 12" FROM ¢ OF VALLEY.

4. IF ROOF PITCH EXCEEDS 6:12 ENLARGE 'V' CRIMP TO 2"

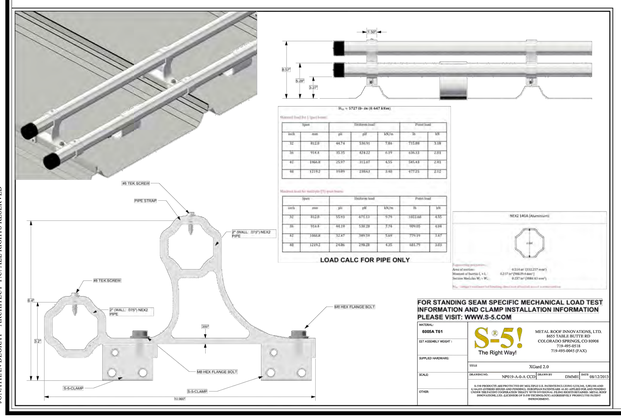
13 A5.2 OPEN VALLEY DETAIL
NO SCALE



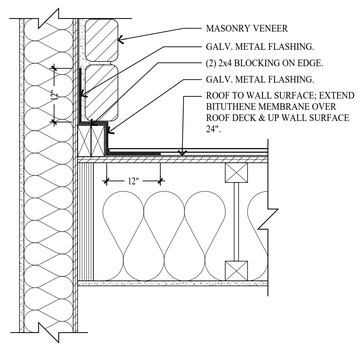
14 A5.2 CHIMNEY CRICKET FLASHING
NO SCALE



15 A5.2 ROOF/WALL FLASHING DETAIL
NO SCALE



16 A5.2 SNOW RETENSION BARS DETAIL
NO SCALE



17 A5.2 MASONRY DETAIL @ CHIMNEY
SCALE: 1 1/2" = 1'-0"

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
ROOF FLASHING DETAILS

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A5.2

ROOM FINISH SCHEDULE

ROOM		FLOOR		WALLS				CEILING		REMARKS
NO.	NAME	MAT'L	BASE	NORTH	EAST	SOUTH	WEST	HEIGHT	MAT'L	
LOWER LEVEL										
101	FAMILY ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
102	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
103	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
104	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
105	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
106	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
107	LAUNDRY	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
108	BATH	TILE	TILE	GYP	GYP	GYP	GYP	8'-11 3/4"	GYP	
109	BATH	TILE	TILE	GYP	GYP	GYP	GYP	7'-8" +/-	GYP	
110	BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	7'-8" +/-	GYP	
MAIN LEVEL										
201	GARAGE	CONCRETE	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	5/8" TYPE X GYPSUM BOARD
202	DINING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
203	LIVING ROOM	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
204	POWDER	TILE	TILE	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
205	KITCHEN	WOOD	WOOD	GYP	GYP	GYP	GYP	7-11 3/4"	GYP	
UPPER LEVEL										
301	STUDY	WOOD	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
302	MST BEDROOM	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	
303	MST BATH	TILE	TILE	GYP	GYP	GYP	GYP	VARIES	GYP	
304	CLOSET	CARPET	WOOD	GYP	GYP	GYP	GYP	VARIES	GYP	

WINDOW SCHEDULE

MARK (1)	SIZE		TYPE	FRAME MAT'L	EXTERIOR FINISH	INTERIOR FINISH	GLAZING	REMARKS
	WIDTH	HEIGHT						
A	5'-0"	5'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 5'-0" DOUBLE HUNG MULLED - SEE ELEVATION
B	2'-6"	5'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
C	2'-6"	5'-0"	CASEMENT	WOOD ALUM. CLAD	MANUFACTURE	STAIN & VARNISH	INSULATED - LOW E	
D	5'-0"	5'-0"	CASEMENT	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 5'-0" CASEMENT MULLED - SEE ELEVATION
E	5'-0"	3'-6"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 3'-6" DOUBLE HUNG MULLED - SEE ELEVATION
F	2'-6"	4'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
G	5'-0"	4'-0"	DOUBLE HUNG	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 4'-0" DOUBLE HUNG MULLED - SEE ELEVATION
H	2'-6"	2'-6"	PICTURE	WOOD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
I	5'-0"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(2) 2'-6"x 1'-6" PICTURE MULLED - SEE ELEVATION
J	2'-6"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	
K	9'-0"	1'-6"	PICTURE	WOOD ALUM. CLAD	STAIN & VARNISH	STAIN & VARNISH	INSULATED - LOW E	(3) 3'-0"x 1'-6" PICTURE MULLED - SEE ELEVATION

WINDOW NOTES

1. ALL WINDOWS OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. GLAZING IN HAZARDOUS LOCATION IS REQUIRED TO BE GLAZED WITH SAFETY MATERIAL. IRC SECTION R308.3 AND R308.4.

3. ALL WINDOWS IN BATHROOMS MUST BE TEMPERED GLASS

4. TEMPERED GLASS SHALL BE PROVIDED IN: FRAMELESS GLASS DOORS, GLASS IN DOORS, GLASS WITHIN A 24" ARC OF DOORS, GLAZING LESS THAN 60" ABOVE A WALKING SURFACE THAT IS WITHIN 5 FEET STAIRS. OR GLAZING WITHIN 5 FEET OF SPAS OR POOLS, CERTAIN FIXED PANELS, AND SIMILAR GLAZED OPENINGS SUBJECT TO HUMAN IMPACT. IRC R308

5. EGRESS WINDOWS: FINISH SILL HT. MIN 44" FROM FLOOR MIN. CLEAR OPENING OF 5.7 S/F MIN NET CLEAR OPENING 20" WIDTH AND 24" HT.

6. ALL WINDOWS TO HAVE A MIN. U-VALUE OF .31

DOOR SCHEDULE

MARK (1)	TYPE	SIZE			DOOR MAT'L	DOOR FINISH	FRAME MAT'L	FRAME FINISH	HDWR TYPE	REMARKS
		WIDTH	HEIGHT	THICK.						
LOWER LEVEL										
101	STYLE & RAIL	2'-6"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
102	ENTRY	3'-0"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	WEATHER STRIP - THRESHOLD - SEE ELEV.
103	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
104	STYLE & RAIL	4'-0"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	2'-0" PAIR DOORS
105	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
106	PATIO	6'-0"	6'-8"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
107	STYLE & RAIL	2'-8"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
108	STYLE & RAIL	2'-4"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
109	STYLE & RAIL	2'-4"	6-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
110	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
111	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
112	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	
113	STYLE & RAIL	2'-4"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
114	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
115	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
116	STYLE & RAIL	2'-4"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
MAIN LEVEL										
201	OVERHEAD DOOR	9'-0"	8'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	GARAGE	AUTO DOOR OPENER
202	STYLE & RAIL	3'-0"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	20 MIN - SELF LATCHING - SMOKE SEAL - THRESHOLD
203	FRENCH	3'-0"	6'-8"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
204	ENTRY	3'-0"	7'-0"	1 3/4"	WOOD/GASS	STAIN & VARNISH	WOOD	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
205	PATIO	9'-0"	7'-0"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
206	STYLE & RAIL	2'-4"	7'-0"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
207	FRENCH	2'-8"	7'-0"	1 3/4"	WOOD-ALUM	STAIN & VARNISH	WOOD-ALUM	STAIN & VARNISH	LOCKSET	INSUL - LOW E - TEMP - WEATHER STRIP - THRESHOLD - SEE ELEV.
UPPER LEVEL										
301	STYLE & RAIL	2'-8"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
302	STYLE & RAIL	2'-6"	6'-8	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	
303	STYLE & RAIL	2'-4"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PRIVACY	POCKET DOOR
304	SHOWER	2'-2"	6'-4"	1/2"	GLASS	CLEAR			SHOWER	TEMP - EURO GLASS
305	STYLE & RAIL	2'-6"	6'-8"	1 3/4"	WOOD	STAIN & VARNISH	WOOD	STAIN & VARNISH	PASSAGE	POCKET DOOR

DOOR NOTES

1. ALL DOOR OPENINGS TO BE FIELD VERIFIED BY CONTRACTOR BEFORE INSTALLATION.

2. ALL DOORS TO BE 1 3/4" SOLID CORE UNLESS NOTED OTHERWISE.

3. ALL SHOWER DOORS AND GLASS SHOWER ENCLOSURES SHALL BE TEMPERED GLASS. IRC SECTION R308.3 AND R308.4

4. FRENCH/PATIO/TERRACE/NANNA DOORS TO BE SUPPLIED BY WINDOW MANUFACTURE TO HAVE A U-VALUE OF .31 MINIMUM.

5. AUTOMATIC GARAGE DOOR OPENERS SHALL BE TESTED IN ACCORDANCE WITH UL325. - IRC 309.4.

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PROJECT DESCRIPTION:
NEW RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
844 EMPIRE AVENUE, PARK CITY, UTAH 84060

SHEET DESCRIPTION:
DOOR, WINDOW AND ROOM SCHEDULES

REVISIONS:

DATE:
FEBRUARY 16, 2024

PROJECT NUMBER:
2305-01

SHEET NUMBER:
A6.1