



**PARK CITY COUNCIL MEETING MINUTES  
445 MARSAC AVENUE  
PARK CITY, SUMMIT COUNTY, UTAH 84060**

**July 15, 2021**

The Council of Park City, Summit County, Utah, met in open meeting on July 15, 2021, at 2:30 p.m. in the City Council Chambers.

Council Member Gerber moved to close the meeting to discuss property and litigation at 2:30 p.m. Council Member Henney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**CLOSED SESSION**

Council Member Henney moved to adjourn from Closed Meeting at 3:30 p.m. Council Member Gerber seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**STUDY SESSION**

**Discuss Housing Department Work Plan:**

Elyse Kats and Jason Glidden presented this item. Kats reviewed projects currently in progress in the Housing Department. She presented the proposed Lite Deed Restriction program and stated the program would create more full-time residents. Deed restrictions would be placed on properties in exchange for a cash payment from the City. This could provide a down payment for buyers who wouldn't qualify for a home otherwise. The only restriction on the property would be that the owner was required to be a resident of Park City.

Council Member Worel asked how the program could work for seniors, who didn't work 30 hours a week. Kats indicated her team discussed replicating the language of the affordable housing program, which qualified any applicants who worked 30 hours per week or more in Park City two years prior to retirement. Glidden stated seniors were not included in this program in Vail and he was open to suggestions on how to make this work for seniors. Council Member Worel requested the seniors meet with staff to give suggestions. Council Member Doilney thought two years was too restrictive and

suggested adding a provision that would allow people connected to Park City to participate. He liked the 30 hours a week as a definition of full-time residency.

Mayor Beerman stated the purpose was to keep these dwellings in the long-term inventory. He questioned whether the work restriction made sense for this program. Council Member Gerber stated there was a workforce shortage in Park City now and this program would give priority to those working in town. Council Member Doilney agreed that many people worked remotely, but people could participate in the community in various ways and that would help build community. Council Member Gerber asked if investment buyers would have to screen renters to verify they worked in Park City, to which Kats affirmed.

Kats discussed the cash price for the deed restriction and noted staff estimated 20% of the appraisal value would be offered. She noted there were many factors that would contribute to the purchase price.

Council Member Gerber expressed concern with locations that had high HOA fees and noted owners might feel trapped when they decided to sell. Council Member Henney stated nobody was forced to enter into the agreement with the City. The City was trying to incentivize residents and this was an opportunity to offset the impact of nightly rentals. Kats stated the City might not see the deed restriction as beneficial if an HOA fee was high and indicated deed restrictions would be considered on a case-by-case basis. She noted it would be a negotiation on both sides.

Council Member Joyce did not see this program as a help for the homeowner who didn't have enough cash. This program was not an affordable housing program. The goal was to restrict housing to long-term rentals and to eliminate nightly rentals. He thought there were seniors that would live here 30 years and the incentive was not intended for that. He asked if this program was to benefit the people, the houses the City wanted to protect, the seniors, or affordable housing. He stated it needed to be clarified because these different goals conflicted with one another. Council Member Gerber thought taking nightly rentals out of the pool was a benefit, but it was also a tool to get workforce into housing. She didn't want buyers to be stuck because they got the deed restriction.

Council Member Worel indicated there were many seniors who couldn't afford to live in their current homes and this program might enable them to stay in their homes. Council Member Joyce stated this was the reason why the goal needed to be determined for this program.

Council Member Henney asked if the goal was to place a restriction on primary residences, to which Council Member Joyce affirmed. Council Member Henney liked the concept of this program. Council Member Doilney stated Council liked the idea and stated it was nice to have Vail's program as a guide. He indicated this was in response

to nightly rentals. The City already had mechanisms for working on affordable housing and senior housing. Mayor Beerman stated Vail implemented this program to protect the community fabric.

Council Member Gerber asked if money gained from entering into a deed restriction could be used to retrofit a house for ADA or other needs. It was noted there was no restriction on how the money could be used. Glidden stated some owners in Vail created additional dwelling units (ADU) to provide income.

Kats reviewed there were many benefits for the lite deed restrictions, including lower traffic levels, more full-time residents, and more employees in town. Users intended for the program would be existing homeowners, future homeowners, property investors, local employers, and retirees. She noted there were only 20 properties that were listed for sale under \$1 million within the City limits, but there were 1,000 other potential properties that could opt into the program. Glidden reported Vail allocated 130 deed restrictions in the last three years.

Council Member Gerber asked about compliance with the deed restrictions, to which Glidden stated there would be software to help manage the properties that had deed restrictions. Mayor Beerman asked if Vail experienced problems with lenders. Kats stated Vail encouraged staff to talk with lenders to educate them on the restriction parameters. Mayor Beerman asked if the City would be protected in the case of bankruptcy, to which Glidden indicated safety nets would be part of the deed restrictions. Mayor Beerman asked if staff had considered property rights litigation if challenged in the future. Margaret Plane stated the legislature couldn't impair contracts. Glidden stated the owner was aware when entering the restriction and future buyers would be aware before buying those restricted properties.

## **WORK SESSION**

### **Discuss Park City Soils Management Facility:**

Council Member Henney was troubled that \$17 million spent on hauling soil to Tooele could have been spent on City projects. Council Member Joyce stated there was a lot of misinformation out there and the Council had to decide what to do with the good information given. Council Member Gerber reviewed the options and was concerned if OU1 was reopened because it wasn't lined. There was no easy solution, but it was about who was responsible. Mayor Beerman stated he heard from many concerned citizens and there was much misinformation. Council and staff needed to continue to reach new audiences so everyone could understand the fact and fiction behind this soils facility.

Jonathan Weidenhamer and Matt Twombly, Economic Development, KKR Attorneys, Brett Mickelson, IGES, Linda Jager, Community Engagement Manager, and Dave

Thacker, Building Official, presented this item. Weidenhamer stated nothing was prohibiting the City from moving forward in building the soils repository. He reviewed the proposed site and stated this was designed to fill community needs. He presented different options the Council could consider, including stopping the project, reducing the project size, moving forward with the project, or returning the project to the original size.

Weidenhamer reviewed the history of hauling soils to the Richardson Flat repository, and when that was no longer an option, soils were deposited at the Gordo site. He stated talks would be ongoing with state and federal officials. Mickelson was hired to explore soil repository sites and the Gordo property was selected. Jager reviewed the City outreach efforts associated with this project over the past two months. Council Member Gerber thanked Jager for the extra work that was put into getting the word out to residents.

Polly Jessen recapped the risk-related issues regarding mining impact soils. Bevel waste was not considered hazardous waste. These materials could be put in non-commercial landfills. The proposed facility was only authorized to accept soils. It would have a ground water monitoring program, a liner, and inspection and monitoring protocols. If the facility failed and the toxic minerals were leached into the environment, the City could be liable for costs of cleanup.

Council Member Gerber asked if there was liability for the soils already at the Gordo site. Jessen stated that at the time the soils were placed at the Gordo site, the state regulations were that the soils be placed in a way that it wouldn't spread by wind or erosion. There was a possibility that the soils could create a liability for parties who owned the properties and the parties who managed the soils.

Jessens referred to AECOM's analysis in the packet materials. She acknowledged some constituents were concerned with the lead and arsenic in the soil. She stated risk levels were driven by the period of exposure to those materials. The arsenic levels were low risk and the lead levels were slightly higher than residential exposure. She noted there would be a double liner and groundwater testing to ensure the toxins would not pass to the groundwater supply.

Council Member Joyce stated a bike rider on a path that got caught in dust would not be classified as being exposed, to which Jessen affirmed and noted the incidental exposure would be higher than exposure from the repository. She stated there would be procedures in place at the facility that would make exposure highly unlikely. Council Member Worel asked if staff would be at the site full time monitoring and carrying out the operating procedures. Twombly stated the operating procedures indicated trained staff had to be there to administer when any soil was handled or moved to that location.

Council Member Doilney stated regular dirt would be on top of the toxic soils on a regular basis. Twombly stated if there was a gap between soil deposits, there would be a cover of soils placed over the toxic soils. Mayor Beerman asked who would approve the operating plan, to which Jessen stated the Department of Environmental Quality (DEQ). Weidenhamer added that Thacker would be over any code enforcement complaints.

Council Member Gerber stated there was a draft operating plan in the packet and asked if this would be submitted to the DEQ or were there opportunities to add further mitigations. Thacker stated the operating plan would come with a grading permit and a construction mitigation plan associated with the site. Items could be added that were specific to the site to ensure the City was maintaining safety standards for the community. The Land Management Code was very specific in soil management.

Mayor Beerman asked for an explanation on soil testing. Weidenhamer stated the current ordinance was for residential soil testing. The intent of testing was to ensure the cap was clean. The soil in the Arts and Culture District was bevel exempt, exempt from testing, and would be permitted to be taken to the landfill. The soil characterization or testing part would be to look and separate the bevel soil from the mining influenced soil. If mining influenced soil was discovered, it would have to be taken to Tooele and could not remain at this repository. David Everitt stated the soil repository was different than a construction site. Soils at the construction site would go through a characterization process and then when they arrived at the Gordo site there would be a screening process to determine that what was said about the soils on a truck was in fact true.

Council Member Doilney stated the discussion had been about what was in place in the community and where it would be moved to, and was the toxic soil better off in the community where it sat above the water source, or was it safer to be moved to a regulated site. Weidenhamer indicated the Water Manager stated there was marginal difference since it was not seeping into the water at this point. Jessen thought managing the soils at the repository was safer. Council Member Joyce clarified there would be continuous projects where the dirt would be disturbed, and the safer issue was to have the soil in a regulated repository. Council Member Doilney thought the City needed to move the soils. The action was inevitable, the only question was where to move the soils.

Council Member Gerber stated the soils would be processed on site, but they would also be screened at the repository. She asked if the soil could be accessed and analyzed after it had been deposited if there was a question regarding a log entry. Mickelson stated at the site the soil would be screened to see if it was bevel. At the repository it would be screened again. After that, nobody would look at it again. Jessen noted the purpose of the recordkeeping was to document compliance.

Council Member Worel asked if the operation costs would be part of the project cost. Twombly stated operation costs would be a separate cost, but since they were all City projects, staff would know when soils would be deposited. He thought that staff member might also be over the Arts and Culture District. Mickelson stated the repository operations was seasonal. Everitt noted it was not anticipated that staffing for the repository would be a significant cost.

Mayor Beerman asked what the staging timelines were for the soils repository phases. Everitt indicated the repository would not remain open for the entire construction process. It might be open at the beginning of one construction season and then temporarily capped until the next season. Weidenhamer displayed a map of the proposed soil repository and stated there were two proposed cells. One would be dug and the existing soils that were left there would be pushed into the hole. Part of the Arts and Culture District soil could fit in as well and then it would be capped. The second cell would then be dug to hold 60,000 cubic feet and that would hold the soil from the remaining Arts and Culture District soil and soil from City affordable housing projects. Council Member Doilney suggested digging holes for specific projects so it could be capped sooner.

Council Member Joyce noted Council had discussed allowing residents to use the site as they had home remodels or other situations where they needed to remove their soils. He hoped the cells wouldn't be closed too soon so residents would have the benefit of using the repository. Mickelson stated the state regulation required an intermediate cover of good soil installed if the site was not in use for 30 days.

Council Member Henney stated the conversation to allow residents to use the repository was nice, but most people in those residential areas were against the facility because of their impression of toxic soil.

## REGULAR MEETING

### I) ROLL CALL

| Attendee Name                                                                                                                                                                                                                       | Status  |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Mayor Andy Beerman<br>Council Member Max Doilney<br>Council Member Becca Gerber<br>Council Member Tim Henney<br>Council Member Steve Joyce<br>Council Member Nann Worel<br>Matt Dias, City Manager<br>Margaret Plane, City Attorney | Present |

|                                 |         |
|---------------------------------|---------|
| Michelle Kellogg, City Recorder |         |
| None                            | Excused |

### III) APPOINTMENT

#### **1. Appoint Margaret Plane as the City Attorney of Park City Municipal Corporation:**

Mayor Beerman stated in 2018 Mark Harrington approached Council to recruit Plane to succeed him. Plane had worked for the City as Special Counsel and now Harrington was focusing on the City Code and land issues, and Plane would assume the role of City Attorney.

Council Member Worel moved to appoint Margaret Plane as the City Attorney of Park City Municipal Corporation. Council Member Gerber seconded the motion.

#### **RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

Plane thanked Council for their confidence. She announced some of her relatives were in the audience who were visiting from Rochester, New York. She quoted Ruth Bader Ginsburg: "Real change, enduring change happens one step at a time," and stated that was part of her life.

### II) PUBLIC HEARING

#### **Park City Soils Management Facility Public Hearing:**

Mayor Beerman presented some rules for the hearing and then opened the public hearing.

John Stafsholt stated he heard the presentation about the state regulations and indicated Utah wasn't known for its regulatory protocols. Park City had a history of creating more stringent regulations to protect its citizens. The quickest solutions and lowest costs sounded like the City was a developer. The soils project was hypocritical. The City wanted to develop huge projects and acted like City-sponsored development was a done deal. He stated the Council needed to approve an exemption to the existing ordinance that requires a 1,000 foot distance from any stream. Council stated City developments would happen. Commercial development would come and he didn't know if the hypocritical position of the repository for City-only projects would hold up in court. He thought Council should slow down.

Tom Jacobson passed around a list of questions for Council and read them (attached). He thought when the questions were answered, a logical decision would be made.

Dana Williams reviewed he discussed soils with an environmental scientist 10 days ago. That scientist felt bevel soil did have toxins and posed the following questions: How and by whom would bevel determinations be made? To what standard would the new facility be constructed, Subtitle C or Subtitle D? Subtitle C was more protective. Will the City contractor analyze waste for toxicity prior to the management and what would be the standard for acceptance into the repository? Will the site be able to handle toxic materials? Who would be responsible for long-term management? Would there be funding to conduct closing operations? The scientist said every liner would fail at some point. Williams thought asking for an exemption from the 1,000 foot rule for water would be insane. He asked why the City would want to have another Richardson Flat. Williams thought the EPA would always have a say in this town and he didn't want that. He wanted a public hearing that included the EPA, United Park City Mines, and others and he thought the City could get a solution.

John Greenfield stated he became a City Council candidate because of the Gordo site. His research showed there were 14 soil sites in the state and only one in West Jordan was by a residential area. He indicated there was a site 17 miles away in the Summit County Landfill. He proposed contributing to this site so a new cell could be created and used for City purposes. He stated that even though soils were not classified as hazardous did not mean they would not cause harm. Greenfield noted the Council packet stated lead in the soil was the major concern. He was concerned about the testing procedures. He also asked to see the insurance proposal before construction.

Jeremy Rubell indicated he couldn't determine if the 35,000 cubic feet of soil had been tested. He noted a water source was within 1,000 of the site and he didn't think the City should ask for an exemption if it was following the minimum requirements. He suggested taking the clean soils to the repository and the contaminated soils somewhere else. In order not to mix the soils, he proposed testing the entire 35,000 cubic feet of soil. Since the Arts and Culture District hadn't been voted on, he didn't see the need to rush this project. If the site had a failure, it would prohibit other projects on that site. He thought the health, safety and welfare of the community was more important than saving money.

Beverly Hurwitz agreed a controlled landfill would be better than this site. She passed out a paper to Council that had reasons why the soil repository should not be constructed. She reviewed health problems associated with lead exposure and arsenic, which was found in the soil. She stated that area was consistently windy. She thought there were better places to dump the soil than next to recreation and residential areas.

Donnie Novelle thought amazing things came out of City Hall, but the soil repository was the worst idea. She suggested several alternatives for moving the soils out of town. The land had more value than to store toxic soils, such as affordable housing, parking, playgrounds, etc. The City stated it didn't want to put the burden on Tooele, but that was its business. She asked Council to do the right thing.

Jim Church indicated he was proud of everything the City had done and he was proud of the City's commitment to the environment. He didn't understand why there was an issue of a soil repository. He reviewed 10 years ago, the City moved soil to a temporary site. Now it wanted to move 85,000 cubic feet of soil to a permanent site. He thought the City was better than that. He hoped the City would set an example and move the soil to Tooele.

Michael Franchek stated he was a City Council candidate and was interested in sustainability and transparency in the City. He was opposed to the soil repository. At the meeting Tuesday, there were questions on cost savings. He thought the soils repository was another name for a toxic waste site. He thought the City had a higher standard than the rest of Utah. Cost savings of \$16 million - \$17 million would be realized from building the site based on verbal explorations and would include other projects. He thought there was a lack of good information and transparency.

Steve Streamer indicated the pamphlet he received on this project stated the soils would be moved to Gordo and then moved somewhere else. He felt you never save money from doing the same job twice. He indicated the costs were not disclosed and he wanted to see costs of doing the same job twice and remediating the soils. Council Member Joyce stated the plan was to build the permanent facility and soils would not be moved twice.

Steve Swanson was against the facility. He thought staff worked on the project without notifying the public until April. The maps were off by a factor of two. He stated consultants should be looked at if they were providing bad information. He indicated the liners were just plastic sheets. He thought the elected officials were dismissing the citizens' concerns. He asked for independent testing of soils and that Council not vote on this facility.

Dave Morris stated if the soil was put at that location, it would own it for life.

Gordon Jones, Civil and Environmental Engineer, noted some of the landfill projects he was involved in constructing. The cost analysis done showed the soil being taken to Tooele and noted that was a high-cost facility. He mentioned other facilities that would accept soil at a much lower cost to the City and hoped the City would issue an RFP.

Rich Wyman stated the residents cared about the City and he didn't want future generations having to deal with the consequences of the toxic soil site. The public had been left out of this process. The site was too close to a stream and the dust would not be watered 24/7. He wanted Council to consider alternative sites. He noted there was long-term mistrust between residents and City government.

Roger Armstrong apologized for his previous statements. He had a background in environmental law. He stated regulatory costs could be high for owners when there were cleanup costs. He thought there was little Council discussion prior to tonight and he was grateful for this dialogue. Accurate costs were concerning. He thought the previous commenter gave a hopeful solution to this problem.

Sarah Berry wanted to see a mitigation plan from experts. There was also confusion on the cost breakdown and a real budget needed to be produced.

Commenter via Zoom:

Morgan Lulu asked if anyone had looked into remediation efforts through the earth saving technologies that were available.

Mayor Beerman closed public hearing and thanked everyone for coming. He noted they gave Council a lot to think about.

#### **IV) COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

##### **Staff Communications Reports:**

##### **1. Sliding Fee Scale for MARC and the Ice Arena:**

##### **2. Motorcycle Exhaust and Excessive Noise Enforcement:**

Council Member Henney was pleased to see warning citations were issued as a response to complaints by residents.

##### **3. Storm Water Management Plan Public Input Website:**

##### **4. Sales Tax Review-April 2021:**

##### **5. Park Avenue Pilot Project Update:**

Council Member Henney stated he reviewed the Park Avenue public input and saw comments when it first went live. Then there was a gap of no comments and now the new comments were in support of the project. Ware Peek stated most of the complaints were given right after the project's completion. Staff worked on fixing the concerns of

drivers. Council Member Henney stated commenters were certain there would be accidents and he asked to receive a report every few months on any accidents. He also stated there was confusion from signs and parking stickers and wanted staff to know the feedback he had received. John Robertson, City Engineer, stated there was confusion and he proposed painting the curb red to signify No Parking. Council Member Henney also noted that No Parking signs were removed on Deer Valley Drive during a construction project and they had not been reinstalled.

**Council Questions and Comments:**

Council Member Henney stated he attended the Coffee with Council on Soils and hoped people would listen to that meeting because the cost discussion tonight was very different than the conversation that took place there.

Council Member Gerber stated there was a lot of new City staff and the community didn't know them. She wanted to have an open house so the public could meet staff at City Hall.

Council Member Worel stated the Senior Center had over 200 members, with half living in the City limits, but noted there were only 14-40 who came for lunch. The seniors suggested that the City host a picnic in City Park for them to get together.

Council Member Doilney was grateful for the public hearing comments. He stated there were many opinions and many facts and it needed to be dissected.

Mayor Beerman stated residents were frustrated when trying to xeriscape their yards and confronted with permit fees. He suggested waiving that fee. Council asked for it to appear on a future agenda. Mayor Beerman thanked Police and staff for an awesome Fourth of July weekend.

**V) PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)**

Mayor Beerman opened the meeting for anyone who wished to comment or submit comments to the Council on items not included on the agenda.

Bo Pitkin stated there could be a missed opportunity with the road projects by making Kearns a complete street with buses, walkability, etc. He stated UDOT had no plans for creating bike lanes between Sidewinder and Wyatt Earp Way. He was a member of the 2008 Walkability committee and he was now on the Walk.2 committee. In 2008, the committee submitted a priority list and this bike lane was Suggestion Four. UDOT installed a fire hydrant in an awkward location, but it could be moved and the pavement could be widened to accommodate a bike lane. He felt it would be a shame to not take advantage of doing this project while the UDOT project was going on.

John Greenfield spoke on the lite deed restriction work session discussion and stated the Vail numbers were going down and the figures presented were 2017-2019. He cautioned Council to look at other towns that were more like Park City. He stated this program was more focused on apartments and condos.

Comment via Zoom:

Brian Sidmon stated he submitted an RFQ for the Homestake property. Plane interjected that the RFQ was pending and this forum would compromise both parties. Sidmon, who had been in public/private partnerships before, stated he was told his firm did not meet the requirements to submit a proposal. He wanted to know why his firm didn't meet the requirements.

Mayor Beerman closed the public input portion of the meeting.

## **VI) CONSIDERATION OF MINUTES**

### **Consideration to Approve the City Council Meeting Minutes from June 17 and July 1, 2021:**

Council Member Worel referred to the June 17<sup>th</sup> minutes, Page Seven, Line One, and gave the correct spelling for Joy Tlou, who recently passed away.

Council Member Gerber moved to approve the City Council meeting minutes from June 17 and July 1, 2021, as amended. Council Member Joyce seconded the motion.

#### **RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

## **VII) CONSENT AGENDA**

### **1. Request to Authorize the Mayor to Enter into an Employment Agreement with Margaret Plane in a Form Approved by the City Attorney's Office:**

### **2. Request to Authorize the City Manager to Enter into a Contract, in a Form Approved by the City Attorney, with Rock Solid Technology, Inc. for Hosted Application Services for Five Years, at a Total Cost of \$77,812.50, for a Customer Relationship Management Platform:**

### **3. Request to Adopt Resolution 19-2021, a Resolution Proclaiming May 7, 2021 as Arbor Day and celebrating Park City's 28th Anniversary as a Tree City USA Community:**

Council Member Worel moved to approve the Consent Agenda. Council Member Joyce seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**VIII) OLD BUSINESS**

**1. Consideration to Approve a One-Year Extension to City Service Agreement for the Park City Kimball Arts Festival (PCKAF), in a Form Approved by the City Attorney:**

Jenny Diersen, Special Events Manager, stated this request was for one year so the Kimball Art Center could recover from the pandemic. The executive director, Aldy Milliken, submitted a letter to the City regarding its partnership with the City over the years and requested the extension.

Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman closed the public hearing.

Council Member Joyce reviewed Council went over this item in detail at the last meeting.

Council Member Joyce moved to approve a one-year extension to City Service Agreement for the Park City Kimball Arts Festival in a form approved by the City Attorney. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**2. Special Event Transportation and Parking Update for Car Free Sundays:**

Lieutenant Vai Lealaitafea, Jenny Diersen, Special Events Manager, and Johnny Wasden, Parking Manager, presented this item. Diersen stated Council goals were to increase transit usage and other forms of transportation. She indicated this took much coordination with different departments as well as community partners. She noted ridership was increasing, but it was still 29% lower on Sundays than before the pandemic. China Bridge parking was full on Sundays. She offered some suggestions to help with the Sunday event, including increased police presence, increased parking rates, hiring additional transit, etc. She also stated Park Silly Sunday Market did not have the money to pay for these additional mitigations.

Council Member Gerber asked if Kane Security had extra time in the contract that could be used, to which Diersen affirmed and noted the City paid for that service. Council Member Worel asked if High Valley Transit was able to get people into town for events.

Pearce stated they brought people to Park City Mountain Resort (PCMR) and Old Town Transit Center and staff would do extra communication to get the word out. Mayor Beerman opened the meeting for public input.

Tana Toly, Historic Park City Alliance (HPCA) Vice President, asked that Council allow HPCA time to discuss the parking rate increase proposal. She thought this topic needed to be considered by all the stakeholders before a vote was taken. Businesses were concerned for employee parking. Council Member Joyce affirmed that Council was waiting to hear from stakeholders before making a decision.

Mayor Beerman closed the public input portion of the meeting.

Council Member Joyce stated he emailed Kim Fjeldsted in Transit and asked if the City had the capacity to increase the frequency of trips. She responded the buses were not at high capacity. Council Member Joyce indicated the worry was that patrons had to wait 15 minutes for the next bus. Council Member Gerber stated COVID was not over and some people were not comfortable riding a bus. She favored traffic control and to not do too much at this time. Mayor Beerman indicated by next summer there would be many events and he suggested giving residents a bumper sticker that would work for all events during the year.

Council Member Henney referred to the comment on employee parking concerns and asked about the blue permit. Wasden stated the permit was still in effect, and there was also a permit for employees that cost \$30. He was also trying to get the word out for employees to park in the North Marsac parking lot. It was indicated that lot could be promoted at the upcoming HPCA board meeting next Tuesday. Council Member Henney asked for signage for free transit or directions and thought it made sense since so cars would not be circling. Diersen stated this could be a tool staff could implement.

Diersen reviewed options for Council to consider. Option One would increase Transit service. The majority of Council did not want to proceed with this option. Option Two would add Police to help with traffic mitigation. The majority of Council favored this option. Option Three would add Kane Security to assist pedestrian crossings. The majority of Council favored this option. Option Four would allow residential access passes. The majority of Council did not want to proceed with this option. Diersen stated that would need to be enforced. Mayor Beerman stated Kane Security could help with enforcement since Council was supportive of police traffic mitigation and not for residential access passes. He also noted Council would wait to hear from HPCA before deciding on parking rate increases.

### **3. Discuss Quinn's Junction Partnership Annexation and Master Plan Development and the Substantive Modification to the Annexation and MPD for**

**Studio Crossing, a Proposed Mixed-Use Development Including Commercial and Housing Uses Located at 4001 Kearns Boulevard:**

Alex Ananth, Senior Planner, presented this item. She reviewed the project would contain 100 affordable units and 100 market rate units. Justin Keys, attorney for the developer Gary Crandall, reviewed the project located next to the film studio and proposed a residential mixed-use development with affordable housing.

Trent Smith, architect, displayed the proposed development. He noted a traffic study was performed and the results were great. Keys stated 81,000 square feet of commercial space would be converted to affordable housing and 142,000 square feet would be converted to market rate housing. He noted the affordable housing project would be rentals and the condos would be market rate. The project would be a sustainable project. He also stated the project would tie into the City trail system. He indicated the commercial uses included 60,000 square feet over the entire project. Upon questioning, he did not think he could make the market rate units restricted to non-nightly rental units.

Mayor Beerman opened the public hearing.

John Greenfield stated it was important for people to own a home versus renting a home. He was also concerned about the size of the affordable units and suggested having fewer units and making them larger. Council Member Joyce stated the proposal was one, two and three bedroom rental units, which the City welcomed since all previous units were for sale units.

Mayor Beerman closed the public hearing.

Council Member Henney asked why this was a request for an amendment to the Master Planned Development (MPD) instead of opening up the MPD for this significant change. Ananth stated this was a substantive amendment to the MPD and would require a new LPD application for certain things such as square footage. There would also be an amendment for the zoning and the zoning map, and potentially the annexation and zoning agreement as well. Council Member Henney asked Council Members Worel and Joyce if they had concerns with the amendments. Council Member Worel stated it was intense for this size of an amendment. Council Member Joyce stated that because of the development agreement, he thought Council needed to give clear direction on this development to the Planning Commission. Council Member Henney asked what Planning Commission needed from Council to make it work for them and suggested a joint meeting to discuss what information was needed.

Council Member Henney asked Keys to look at the 100 market rate units to give Council options that could make the units restricted to primary residents. Keys stated it could mean fewer affordable units or it could work if the City contributed to the project.

Council Member Gerber asked for good navigation efforts if nightly rentals were mixed with residents. She also hoped there would be good long-term plans for managing the rentals. She stated Council's job was to get good community outcomes from housing projects.

Council Member Joyce thanked the developers for their work on this project. He thought the proposal for the development was great and he hoped Council and staff could work with them to make it work. Council Member Worel echoed those remarks and indicated this would have great community benefit. She thought these units would be attractive to seniors and suggested asking for feedback from seniors on what they were looking for in a unit. Council Member Doilney stated the project looked great and hoped staff could accommodate the amount of work this would take. Smith stated they considered how to balance residential units from nightly rentals and configured the layout to segregate the two.

Mayor Beerman stated this project was positive for the community. He thought it would be good for Council to spend time on this before sending it to Planning Commission for height and setback considerations. He suggested Keys talk to Mountainlands Community Housing Trust to learn about federal tax credits. He asked that the two-bedroom units be 10%-15% bigger. He suggested a grocery store would be a good fit for that area. He agreed with Council Member Gerber on nightly rental directions. He stated the water source for that project could be discussed further, but regardless, they would be drinking Park City water. He also requested that they consider adding more market rate units to make the nightly rental restriction fit. Council Member Joyce indicated the developers were working in the constraints of the original plan so he was against adding density. It was a lot cleaner with no new square footage. Council Member Worel agreed. Glidden stated they could still be within the square footage and increase the density with affordable units. Keys stated a portion of the development had to be nightly rentals to accommodate productions at the film studio.

Mayor Beerman stepped away for a few minutes. Mayor Pro Tem Doilney led the discussion in the interim. Mayor Beerman returned for the following item.

## **IX) NEW BUSINESS**

### **1. Consideration to Approve Ordinance 2021-32, an Ordinance Approving an Extension of City Council's December 5, 2019 Approval of Ordinance No. 2019-60, an Ordinance Approving the 245 Woodside Plat Amendment, Located at 245 Woodside Avenue, Park City, Utah:**

Browne Sebright, Planner, and Justin Keys presented this item. Sebright stated this amendment would remove an interior lot line, but the plat had not been recorded due to some encroachments that the owners were trying to resolve. They requested a one-year extension to record the plat.

Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman closed the public hearing.

Council Member Joyce asked for clarification on the language about demolition in the staff report. Keys stated this was an up/down duplex and they were requesting to remove an internal lot line. There was no consideration for demolition. Council Member Joyce stated there was no incentive to clean up the property if demolition was allowed. Keys indicated the exterior of the building could not be touched until the plat amendment was recorded.

Council Member Henney moved to approve Ordinance 2021-32, an ordinance approving an extension of City Council's December 5, 2019 approval of Ordinance No. 2019-60, an ordinance approving the 245 Woodside Plat Amendment, located at 245 Woodside Avenue, Park City, Utah. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**2. Consideration to Approve Ordinance No. 2021-33, an Ordinance Approving an Extension of City Council's June 18, 2020 Approval of Ordinance No. 2020-28, an Ordinance Approving the 1162 Woodside Avenue Plat Amendment, Located at 1162 Woodside Avenue, Park City, Utah:**

Rebecca Ward, Land Use Planner, presented this item and indicated this amendment would remove an interior lot line, but the owner was working on resolving encroachments and requested a one-year extension of the approval.

Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman closed the public hearing.

Council Member Doilney moved to approve Ordinance No. 2021-33, an ordinance approving an extension of City Council's June 18, 2020 approval of Ordinance No. 2020-28, an ordinance approving the 1162 Woodside Avenue Plat Amendment, located at 1162 Woodside Avenue, Park City, Utah. Council Member Worel seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**3. 901 Woodside Avenue – Conditional Use Permit – The City Council Will Consider a Remand for a Conditional Use Permit to Construct a Garage Under a Landmark Historic Structure within the Side Setback. The Remand Will Consider Moving the Proposed Garage to the North Side Under the Bay Window, Eliminating the Driveway Encroachment in the 9th Street Right-of-Way:**

Rebecca Ward, Land Use Planner, presented this item and stated the applicant wanted to rehabilitate the structure and add a basement to accommodate a garage. Staff indicated the proposal met the City criteria with some conditions.

Mayor Beerman opened the public hearing. No comments were given. Mayor Beerman closed the public hearing.

Council Member Henney asked if relocating the fire hydrant was serious since a neighbor expressed concern. Ward stated there were several options in relocating the fire hydrant and they did not impact the neighbors.

Council Member Worel moved to approve 901 Woodside Avenue Conditional Use Permit to construct a garage under a Landmark Historic Structure on the north side under the bay window, eliminating the driveway encroachment in the 9<sup>th</sup> Street right-of-way. Council Member Henney seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, Henney, Joyce, and Worel

**X) ADJOURNMENT**

With no further business, the meeting was adjourned.

\_\_\_\_\_  
Michelle Kellogg, City Recorder

# Housing Work Plan & Live Park City- “Lite” Deed Restrictions

July 2021



# Current Housing Work Plan

- Private Development Housing Mitigation Plans
- Housing Task Force
- Homestake RFQ
- LMC Evaluation of Accessory Dwelling Units (ADU's)
- Annual Compliance
- Clark Ranch RFP for Land Planning & Entitlement

# Lite Deed Restriction Program Recommendation

- Hold a work session to discuss and consider next steps to create the Live Park City - Lite Deed Restriction program.

# Summary

- **Park City Housing's Goal** is to facilitate a range of affordable, quality housing opportunities that meet the life-cycle needs of persons at all economic levels
  - This program would help Park City maintain a sense of community by incentivizing new and existing residents to place deed restrictions on their property in exchange for a cash payment from the city
- **This program would promote:**
  - More full-time residents
  - Encourage long term investments in employee housing
  - Provide down payment assistance for those just out of the market
  - Create an opportunity for current homeowners to ensure their home offers the ability for future residents to live and work in Park City in perpetuity

# Lite Deed Restrictions Background

- Other communities, such as Breckenridge and Vail have been successful with similar programs
- The proposed program would make cash payments available to property owners to place a deed restriction on their home
- The deed restriction would restrict properties to “full-time” residents, meaning they work 30 hours per week within City limits
  - Could also be a long-term renter (greater than 6 months)
  - Or a retiree
- Deed restrictions would exist in perpetuity

# Deed Restriction Purchasing

The amount of money paid in exchange for the deed restrictions being placed on the property depends on several variables and is market dependent.

Valuations are based on market value and how much the property location aligns with bolstering the City's goals.

- In Vail and Breckenridge, compensation for deed restriction ranges from 16-17% of the home appraisal value on average
- Staff estimates based on conversations with local realtors that deed restrictions would be valued at around 20% of the appraisal value in Park City
- Condition, location, and other factors all contribute to deed restriction purchasing price

# Benefits of the Program

As other municipalities have demonstrated, this program can help to incentivize full-time residency and increase long term rental opportunities by:

- Allowing for a mixed approach to deed restrictions in Park City, with this program not having income or appreciation caps, will create a more comprehensive deed restriction program that helps various socioeconomic classes in Park City.
- Creating a more vibrant community that has more full-time residents and fewer empty units throughout town
- Lowering traffic levels - more people living in town, less driving
- Helping with employee recruitment – provides workforce housing options
- Decreasing worker turnover- when employees are not worried about housing, they are more likely to stay in the position longer.

# Users of the Program

- **Existing Homeowners-** can apply to have a deed restriction placed on their property, which could be used to remodel or make repairs as a form of equity.
- **Future Homeowners-** can use the program as a form of down payment assistance.
- **Property Investors-** could use this funding to make long term rentals or workforce housing pencil.
- **Local Employers-** could buy employee housing, which would help with recruitment and worker retention.
- **Retirees-** could use this funding to make improvements, and to protect their home and community, or to downsize

# Housing Stock Analysis

- Staff has conducted regular meetings with local realtors, including the PC Board of Realtors, to better understand what housing stock under 1M in Park City may work well with this program
- According to the PC Board of Realtors MLS statistics:
  - There are only 20 active listings under \$1 million in Park City limits.
  - There is a much larger pool of almost 1000 potential properties that are not currently on the market but could opt into the program.
    - For example, the Prospector area has 509 possible units with an average price of \$150-300,000, which would be ideal for being included in this program.
    - Beyond this, the Old Town area has about 144 properties that could be targeted, and the Woodside area near the resort base has about 325 additional properties that would fit well in the program.

# Recommendation & Funding

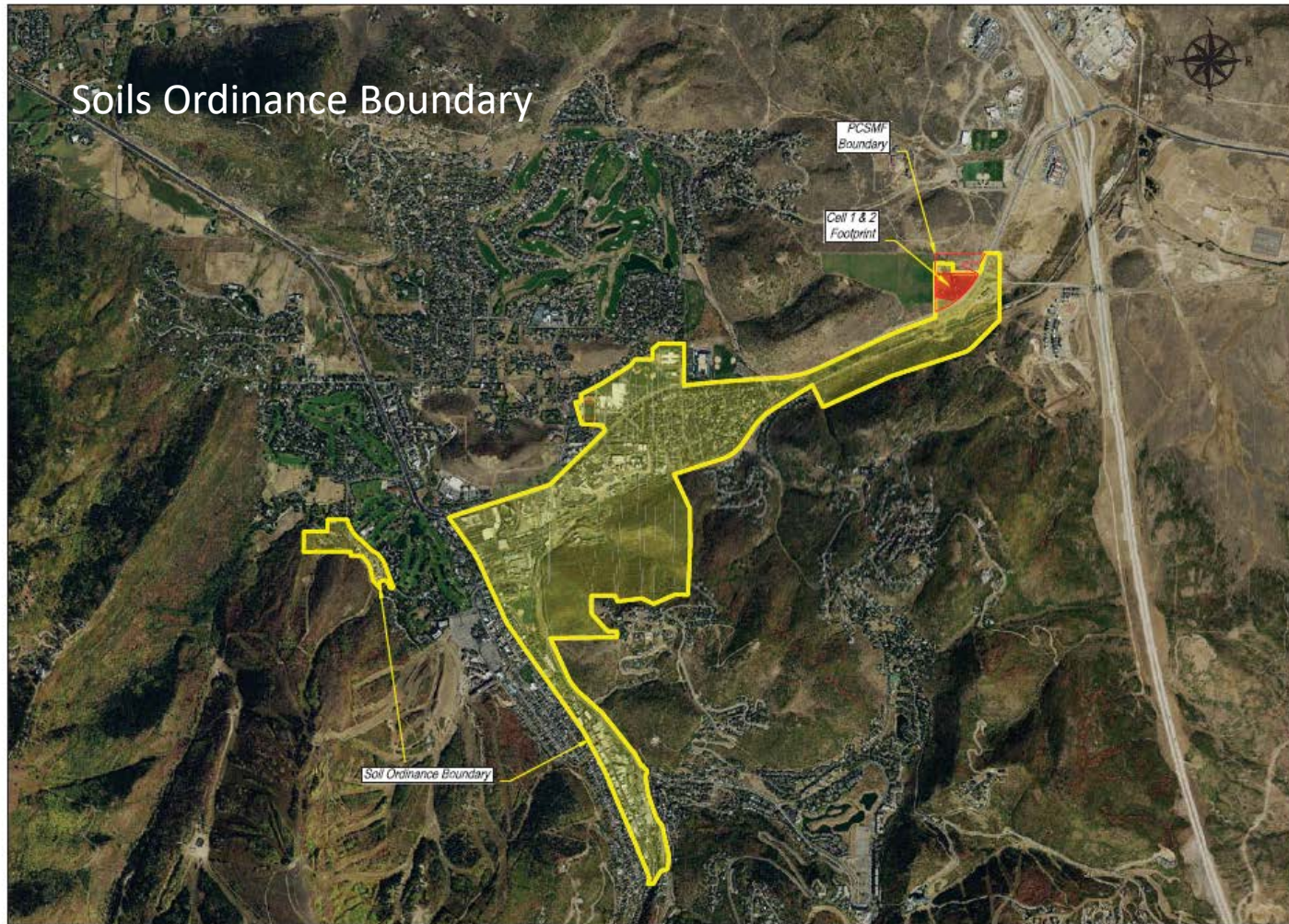
- Hold a work session to discuss and consider next steps to create the Live Park City - Lite Deed Restriction program.
- **Proposed Funding**
  - Staff estimates that a pilot program could be created for around \$1,000,000 and could be allocated out of the affordable housing fund.

# Soils Management Facility

Gordo – July 15, 2021



# Soils Ordinance Boundary



Park City Municipal Corporation  
445 Main Street  
Park City, Utah  
(435) 754-0000 (T)

## CONSULTANTS



2700 South 1000 West, Suite 10  
Salt Lake City, Utah 84119  
(801) 770-4000 (T)  
(801) 770-4001 (F)

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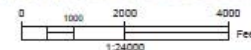
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| DRAWN BY      | JAM                  |
| DESIGNED BY   | BM                   |
| CHECKED BY    | BM                   |
| CORRECTED     | 02/2/2021            |

SHEET TITLE

PC SOIL MGMT FACILITY  
SOIL ORDINANCE  
BOUNDARY

ATTACHMENT

1



## Legend



Gordo Property



BASE MAPS:  
Aerial Imagery, 2018 NAIP (Utah AGRC WMS)

0 500 1,000 2,000  
Feet  
1:12,000



- 140,000 cy Class 1 Landfill at the Gordo Site.
- Current /future need of 117,000 cy.
- Due to location of existing 35,000 cy, we would have to build in 2 Phases to accommodate the 117k cy.
- Public Comment period closed May 4, 2021.
- Council will need to authorize staff to pursue an exemption to the 1000' distance to any stream requirement.

[illegible]

# COST

The Facility is estimated to cost \$2.7 million for construction, operations, and post-closure monitoring. Savings for municipal projects over the next ten years are expected to be approximately \$17 million.

| HAULING SOILS TO TOOELE COUNTY FACILITIES    |                 |                |                     |
|----------------------------------------------|-----------------|----------------|---------------------|
| ITEM                                         | COST/CUBIC YARD | QTY/CUBIC YARD | TOTAL               |
| Soils currently at Gordo                     | \$175           | 35,000 cy      | \$6,125,000         |
| Arts and Culture Site                        | \$175           | 60,000 cy      | \$10,500,000        |
| Other City Projects and Prospector Residents | \$175           | 25,000 cy      | \$4,375,000         |
| <b>Total</b>                                 |                 | <b>120,000</b> | <b>\$21,000,000</b> |

| CONSTRUCTING AND HAULING SOILS TO GORDO SITE                                         |              |                          |                    |
|--------------------------------------------------------------------------------------|--------------|--------------------------|--------------------|
|                                                                                      | CELL 1 AND 2 | CLOSURE AND POST CLOSURE | TOTAL              |
| Soil Repository at Gordo Construction (inc. existing soils)                          | \$1,800,000  | \$900,000                | \$2,700,000        |
| Arts and Culture District, Bonanza Park and Homestake Housing costs to haul to Gordo | 60,000 cy    | \$70/truck @10cy/truck   | \$420,000          |
| Future City Construction Projects                                                    | 60,000 cy    | \$70/truck @10cy/truck   | \$420,000          |
| <b>Total</b>                                                                         |              |                          | <b>\$3,540,000</b> |

# Park City Soils Management Facility Public Engagement Activity Report (as of 7.15.21)

To ensure information and public participation opportunities were made available to all community stakeholders, the City launched an extensive 60-day public engagement plan, which included the following methods. All outreach events included representatives from City Council, staff, and environmental experts.



| Engage Park City Project Website                                                                                                                                 | Community Panel Discussions                                                                                                                                                                                                                                                                                                                                     | Virtual/In-person Stakeholder Information Sessions                                                                                                                                                                                                            | Special Edition Coffee with Council                                                                                                   | Project Information Mailers/E-mails                                                                                                                                                                                                                                                                                                                                                              | Media Coverage                                                                                                                                                                                                  | Social Media                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>April 20, 2021: page launched</p> <ul style="list-style-type: none"> <li>1.7k page visitors</li> <li>30 questions/ comments submitted and answered</li> </ul> | <p>June 22, 2021: In-person/Virtual Community Panel Discussion and Q&amp;A</p> <ul style="list-style-type: none"> <li>792 Facebook Livestream video views</li> <li>30 In-person attendees</li> </ul> <p>June 28, 2021: Virtual Community Panel Discussion and Q&amp;A</p> <ul style="list-style-type: none"> <li>377 Facebook Livestream Video Views</li> </ul> | <p>4 Sessions in 2021: April 28, May 25, June 2, June 25</p> <ul style="list-style-type: none"> <li>41 Zoom attendees</li> <li>51 In-person attendees</li> <li>616 Facebook Livestream video views</li> </ul> <p>May 11, 2021: Spring Projects Open House</p> | <p>July 13, 2021</p> <ul style="list-style-type: none"> <li>22 Zoom attendees</li> <li>414 Facebook Livestream video views</li> </ul> | <p>June 2021: Water Bill Insert with upcoming meetings</p> <ul style="list-style-type: none"> <li>5,500 recipients</li> </ul> <p>July 2, 2021: Project overview mailer</p> <ul style="list-style-type: none"> <li>7,425 recipients (84060/68)</li> </ul> <p>E-Notify Platform Activation</p> <p>Event preview e-blasts: June 11 and June 25</p> <p>Event reminder in June 21 City Newsletter</p> | <ul style="list-style-type: none"> <li>KPCW: 14 news segments</li> <li>Park Record: 25 articles, editorials, letters to the editor</li> <li>Town Lift News: 2 articles</li> <li>KUER: 1 news segment</li> </ul> | <p>24 Event Notification Posts (Facebook, Instagram, Twitter; also posted to community pages)</p> <p>4 Facebook Live events (5 hours of livestreaming)</p> |

# Park City Soils Management Facility Public Engagement Activity Report (as of 7.15.21)

To ensure information and public participation opportunities were made available to all community stakeholders, the City launched an extensive 60-day public engagement plan, which included the following methods. All outreach events included representatives from City Council, staff, and environmental experts.



## Engage Park City Project Website

April 20, 2021: page launched

- 1.7k page visitors
- 30 questions/ comments submitted and answered

## Community Panel Discussions

June 22, 2021: In-person/Virtual Community Panel Discussion and Q&A

- 792 Facebook Livestream video views
- 30 In-person attendees

June 28, 2021: Virtual Community Panel Discussion and Q&A

- 377 Facebook Livestream Video Views

## Virtual/In-person Stakeholder Information Sessions

4 Sessions in 2021: April 28, May 25, June 2, June 25

- 41 Zoom attendees
- 51 In-person attendees
- 616 Facebook Livestream video views

May 11, 2021: Spring Projects Open House

## Special Edition Coffee with Council

July 13, 2021

- 22 Zoom attendees
- 414 Facebook Livestream video views

## Project Information Mailers/E-mails

June 2021: Water Bill Insert with upcoming meetings

- 5,500 recipients

July 2, 2021: Project overview mailer

- 7,425 recipients (84060/68)

E-Notify Platform Activation

Event preview e-blasts: June 11 and June 25

Event reminder in June 21 City Newsletter

## Media Coverage

- KPCW: 14 news segments
- Park Record: 25 articles, editorials, letters to the editor
- Town Lift News: 2 articles
- KUER: 1 news segment

## Social Media

24 Event Notification Posts (Facebook, Instagram, Twitter; also posted to community pages)

4 Facebook Live events (5 hours of livestreaming)

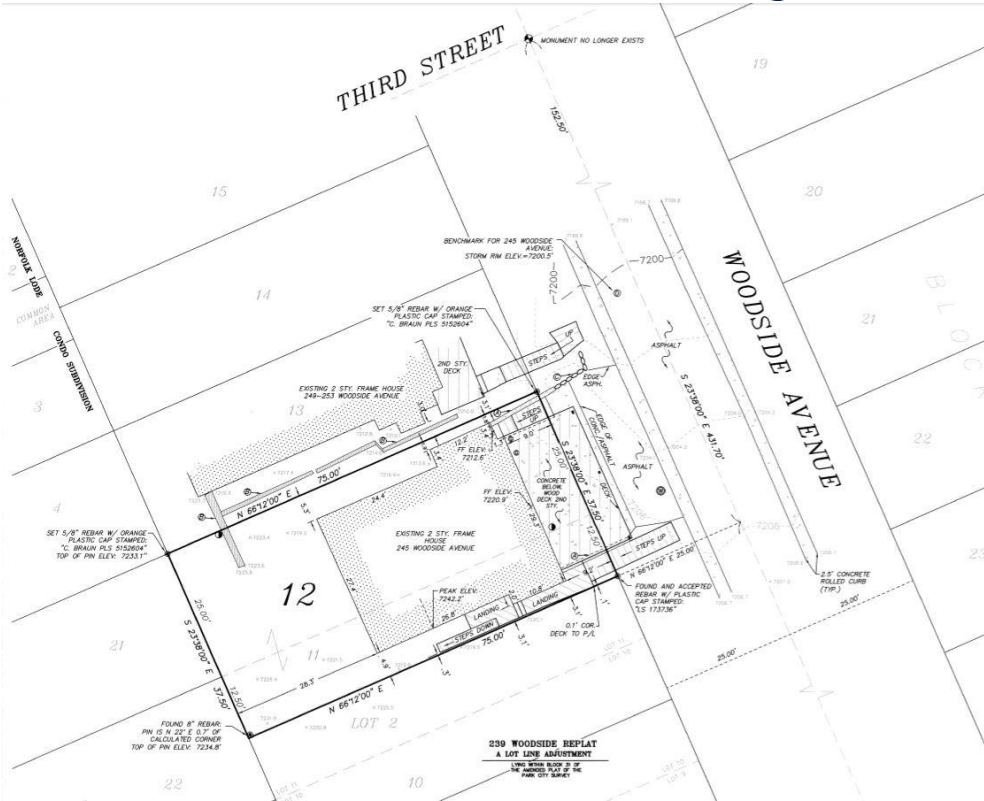
An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town is nestled in a valley, with snow-covered mountains in the background. The houses and buildings are densely packed, and their roofs are covered in snow. The overall scene is serene and wintry.

# 245 WOODSIDE AVENUE PLAT AMENDMENT

Extension of Time Request  
July 15, 2021



# Project Info.



# Site Plan

- Located within the Historic Residential - 1 District (HR-1)
- Applicant amended the original metes and bounds Lots to remove one (1) interior lot line to form one (1) Lot of Record.



# Background

- December 5, 2019 City Council approved Ordinance 2019-60 245 Woodside Avenue Plat Amendment
- Condition of Approval #2 of Ordinance 2019-09 requires recording of Subdivision and Plat Amendment by December 5, 2020
- Condition of Approval #3 of Ordinance 2019-09 requires the removal of existing encroachments from the City Right-of-Way or for property owners to enter into an Encroachment Agreement with the City prior to recording the approved Plat.



# Background

- As part of the extensions provided for recordation of plats as a result of the pandemic, the Deputy City Manager issued a six-month extension through June 24, 2021
- Applicant has been working to satisfy the COAs and is seeking a one-year extension of time until July 15, 2022



# Additional Info.

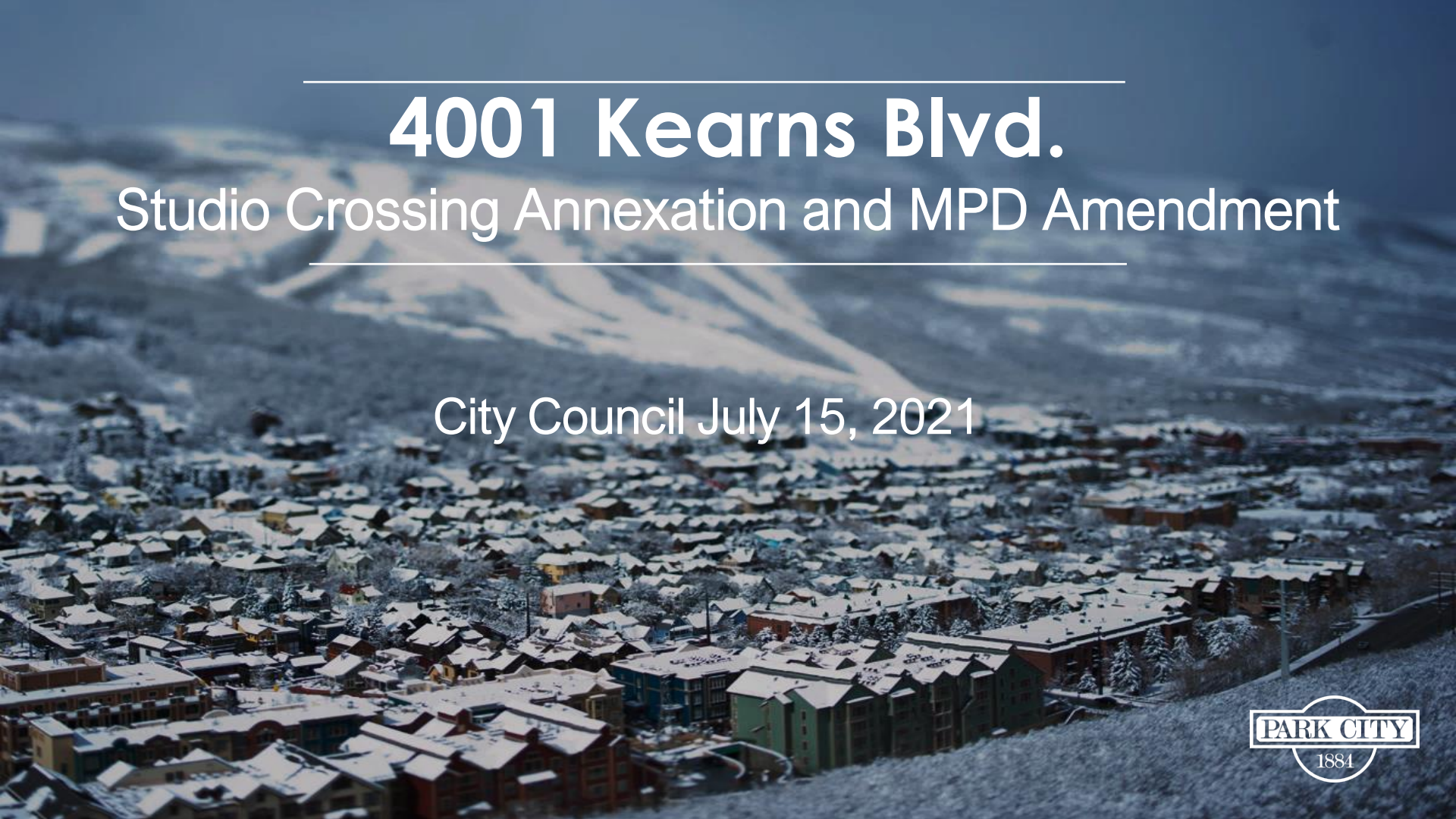
- Per [LMC 15-7.1-6\(C\)\(5\) Final Subdivision Plat](#), applicants may request time extensions of City Council approvals by submitting a request in writing to the Planning Department prior to expiration of the approval
- The City Council may grant an extension to the expiration date when the applicant is able to demonstrate **no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance** with the Park City General Plan or the Land Management Code in effect at the time of the extension request



# Recommendation

- Staff recommends that the City Council hold a Public Hearing and consider approving a request for a one-year extension of time for the 245 Woodside Avenue Plat Amendment, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Ordinance.





# 4001 Kearns Blvd.

## Studio Crossing Annexation and MPD Amendment

City Council July 15, 2021



# Background

- Should the City entertain amendments to the original settlement, annexation, zoning, and master planned approvals for this site?
- Council members Steve Joyce and Nann Worel designated to review the owners' new concept plan.



# Questions

- Does the Council want to encourage the owners to finalize their proposal in the form of an **Affordable Housing Plan** for review by the Housing Authority prior to any subsequent or concurrent planning applications? Or send all to Planning Commission first, once a complete application is filed?
- Does the Council want more definition of the **commercial uses** in the proposal?



# Questions

- What additional information regarding **traffic and transportation** would the council like to review before proceeding to the Planning Commission?
- Does the Council support **nightly rentals** as proposed in the market-rate units?
- **Water and utilities-** prior to filing their application should the owner finalize the resolution to their water matters?
- Any **other** questions or concerns regarding the information provided so far?



# Recommendation

- 1) Receive an update from project owners, and Council liaisons;
- 2) Evaluate the clarifying information from the owners - Exhibit A; and
- 3) Direct staff to prepare a draft of issues and process list for additional Council evaluation prior the owner deciding whether to file the necessary applications and proceed to the Planning Commission hearing process.





**EXISTING vs PROPOSED MIXED USE DEVELOPMENT**

# 1162 WOODSIDE AVENUE

## PLAT AMENDMENT EXTENSION



PARK CITY

1884

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# 1162 WOODSIDE AVENUE

## PLAT AMENDMENT EXTENSION

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1162 Woodside Avenue is a  
Landmark Historic Structure on the  
Park City Historic Sites Inventory.

The Applicant proposes rehabilitating  
the historic structure and  
building an addition.

The Historic District Design Review  
is ongoing.





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# **1162 WOODSIDE AVENUE**

## PLAT AMENDMENT EXTENSION

On June 18, 2021, the City Council adopted Ordinance No. 2020-28, approving the plat amendment.

Since that time, the Applicant worked with staff on plat redlines and completed a condition of approval requiring the owner to enter into an encroachment agreement with the City for portions of the historic structure that encroach into the 12<sup>th</sup> Street right-of-way.

---

# **1162 WOODSIDE AVENUE**

## PLAT AMENDMENT EXTENSION

An adjacent structure encroaches onto the  
1162 Woodside Avenue property.

A condition of approval requires the property owners to enter into an  
encroachment agreement.

The applicant is working to finalize this agreement.

---

# **1162 WOODSIDE AVENUE**

## PLAT AMENDMENT EXTENSION

There is no change in circumstance that would result in an unmitigated impact or finding of non-compliance with the General Plan or Land Management Code.

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# **1162 WOODSIDE AVENUE**

## PLAT AMENDMENT EXTENSION

Staff recommends the City Council conduct a public hearing and consider approving Ordinance No. 2021-33, extending the 1162 Woodside Avenue plat amendment approval for one year.

# 901 WOODSIDE AVENUE

## CONDITIONAL USE PERMIT



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# 901 WOODSIDE AVENUE

---

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

901 Woodside Avenue was constructed around 1905 and is a Landmark Historic Structure on the Park City Historic Sites Inventory

The Applicant proposes rehabilitating the structure and adding a basement

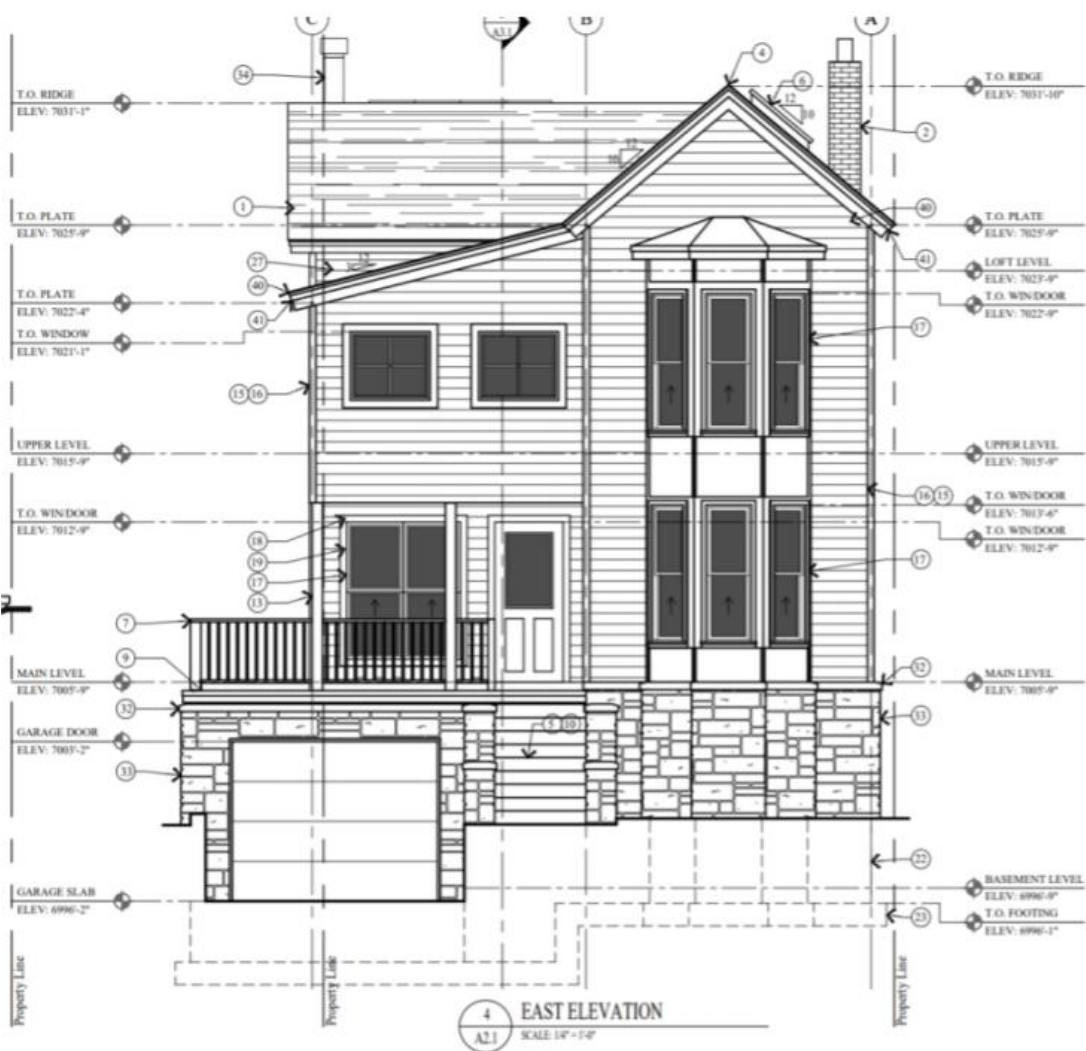


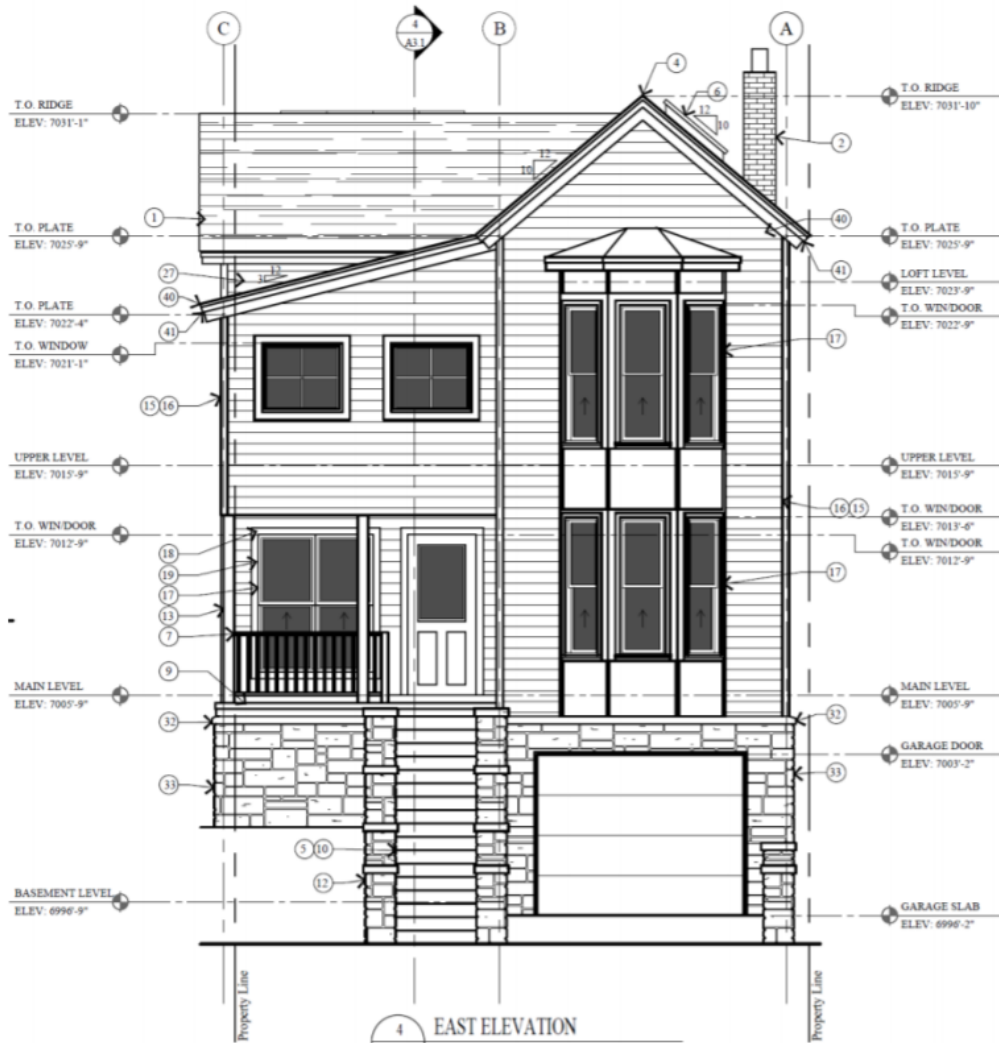
# 901 WOODSIDE AVENUE

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT









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

---

# 901 WOODSIDE AVENUE

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CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## BACKGROUND

The Applicant submitted a Historic District Design Review Application, which requires Historic Preservation Board approval and staff approval.

On February 3, 2021, the Historic Preservation Board approved material deconstruction of historic material to accommodate the proposed basement and garage and asked staff to continue to mitigate the garage through the staff-level approval.

Pending Council approval this evening, staff will hold a public hearing on July 30, 2021 at 12:00 PM for the final Historic District Design Review.

---

# 901 WOODSIDE AVENUE

---

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## BACKGROUND

The Applicant also submitted a Conditional Use Permit for approval of a basement addition within the historic building footprint.

The Conditional Use Permit is required because the historic building does not meet setbacks. However, the Land Management Code outlines exceptions for historic buildings to support preservation.

---

# 901 WOODSIDE AVENUE

---

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## BACKGROUND

The Planning Commission approved the Conditional Use Permit for basement construction within the historic footprint on August 14, 2019.

However, the original Conditional Use Permit located the garage along the southern façade and required a private driveway over the platted but un-built 9<sup>th</sup> Street right-of-way.

The Planning Commission voted 3 for and 3 against the driveway and the motion failed.

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# 901 WOODSIDE AVENUE

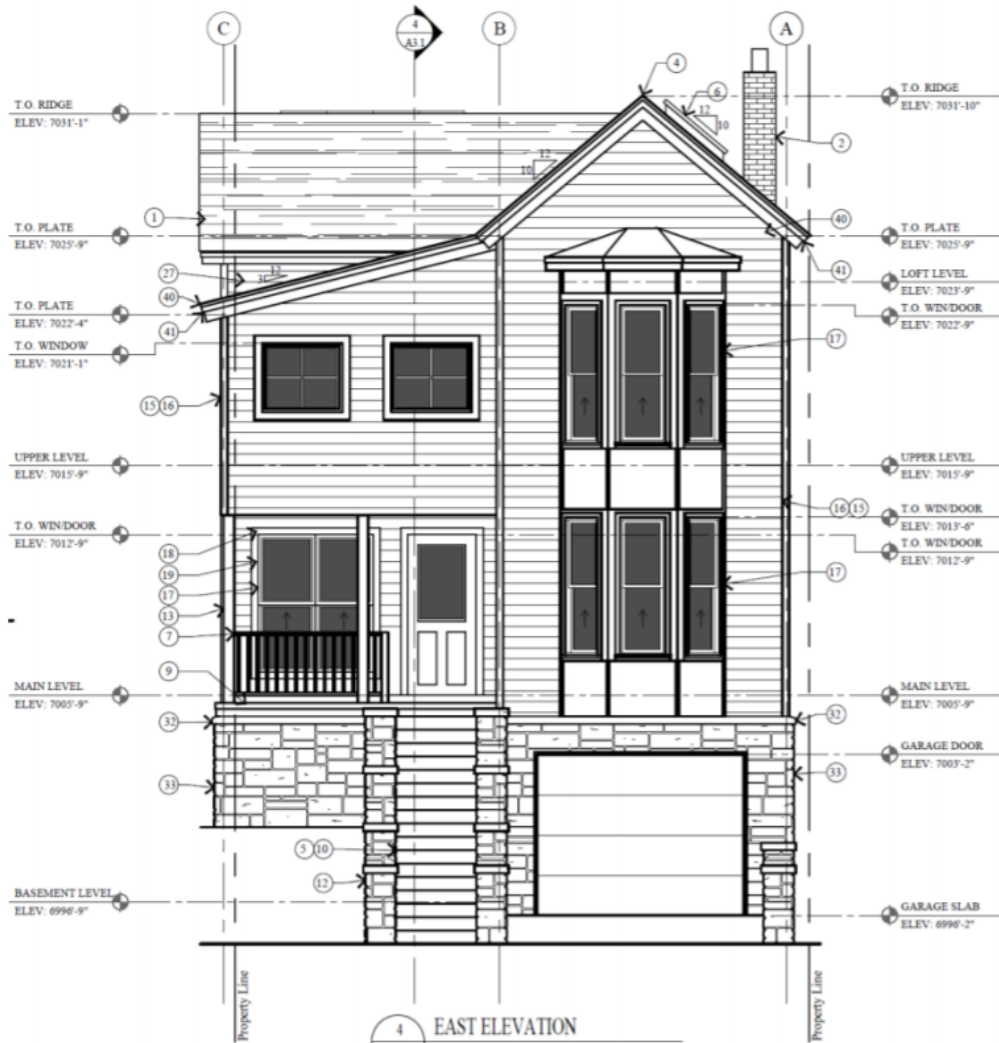
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CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## BACKGROUND

On December 19, 2019, the City Council called up the failed motion and unanimously voted to deny the Conditional Use Permit.

Since that time, the Applicant worked with staff to explore possible designs that do not require the private use of the right-of-way.



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

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# 901 WOODSIDE AVENUE

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CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## CONDITIONAL USE PERMIT CRITERIA

The City Council may issue the Conditional Use Permit for a basement addition within a historic building footprint that does not meet setbacks when four criteria are met:

1. The scale of the addition is compatible with the Historic Structure
2. The addition complies with all other provisions of the Zoning District
3. The addition complies with Building and Fire Codes
4. The addition complies with the Historic District Design Guidelines

---

# 901 WOODSIDE AVENUE

---

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## CONDITIONAL USE PERMIT CRITERIA

As outlined in the staff report analysis section,  
staff finds the proposal meets the criteria.

Staff also recommends Conditions of Approval.

# 901 WOODSIDE AVENUE

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## CONDITIONS OF APPROVAL

The Applicant enter into an encroachment agreement with the City for historic features that encroach into the 9<sup>th</sup> Street right-of-way



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# **901 WOODSIDE AVENUE**

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CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## CONDITIONS OF APPROVAL

The Applicant must complete the Historic District Design Review process.

Several Conditions of Approval require compliance with the  
Historic District Design Guidelines.

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# 901 WOODSIDE AVENUE

---

CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## CONDITIONS OF APPRPOVAL

To locate the garage under the bay window, the Applicant will need to finance the relocation of a fire hydrant in the Woodside Avenue right-of-way, which was been preliminarily reviewed and is subject to approval by Public Works, the City Engineer, and the Park City Fire District.

As part of this process, staff will work with neighbors to ensure the relocation does not negatively impact another property.

---

# 901 WOODSIDE AVENUE

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CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## PUBLIC INPUT

Staff received public input in support of the proposal from neighbors on Woodside and Norfolk Avenue (please see Exhibit G).

Staff also received an email from a neighbor regarding the relocation of the fire hydrant. Staff is working to schedule a meeting in late August with the neighbor, pending City Council's approval of the Conditional Use Permit.

Additionally, staff plans to conduct additional outreach to any neighbor that may be impacted by the relocation of the fire hydrant.

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# **901 WOODSIDE AVENUE**

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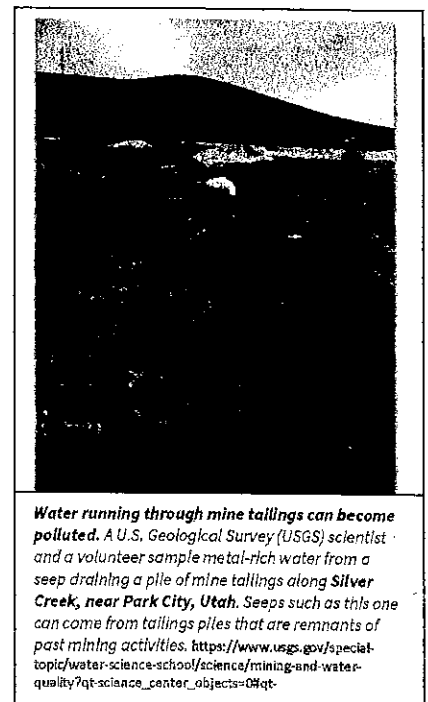
CONDITIONAL USE PERMIT – BASEMENT ADDITION AND GARAGE IN HISTORIC FOOTPRINT

## RECOMMENDATION

Staff recommends the City Council conduct a public hearing and consider approving the Conditional Use Permit for a basement addition and garage under the bay window with access along Woodside Avenue.

**Beverly Hurwitz MD - July 15, 2021**

It's estimated that my generation lost about 6 IQ points due to lead in gasoline. Even if we weren't chewing on contaminated paint chips, the lead in gasoline permeated our air, soil, water, and food. *There is no safe level of lead exposure.* Even very low levels of lead exposure correlate directly with impaired intellect and neuropsychiatric disorders like attention deficit, hyperactivity, and behavior disorders in children, and criminal behavior in adults who were exposed to lead as children. Kids under age six are most susceptible to brain damage. Amongst the many problems that lead poisoning can cause in adults are high blood pressure, gout, anemia, thyroid problems, impaired memory. (over)



and concentration, mood disorders, abnormal sperm production, and in pregnant women, miscarriage, premature birth, and stillbirth. The Utah Lead Coalition (<https://utahleadcoalition.org/>) recommends that every child be tested for lead exposure, and the CDC (<https://www.cdc.gov/nceh/lead/national-lead-poisoning-prevention-week.htm>) recommends that every home be tested for lead contamination. Lead poisoning is both preventable and treatable with early detection and especially when county health departments take a proactive approach to prevention and make testing readily available.

Regarding **arsenic**, the *EPA states that all forms of arsenic are a serious risk to human health*. The US Agency for Toxic Substances and Disease Registry ranked arsenic as *number one* in its priority list of superfund hazardous substances. Some arsenic compounds are more soluble in water than are others, and I have yet to see data about the chemistry of the arsenic content of this soil, which would help to quantify risk. Arsenic is extremely carcinogenic, and exposure is related to many types of cancer, especially cancers of the lungs, skin, and bladder. Arsenic exposure can occur through inhalation of atmospheric gasses and dusts. Just breathing in a high level of arsenic one time, can cause acute irritation of the throat and lungs. If you saw the SL Tribune this morning, (7/15/21), you learned there's concern that dehydration of the Great Salt Lake will increase the concentration of arsenic in the air.

Quinn's Junction is so **windy**, that before the movie studio was built, power-kiters and para-sailors used the forceful winds on that parcel to get airborne and fly around on their skis. Prevailing winds are from the southeast in the morning, and this landfill site is due south of the Quinn's playground, ball fields, and dog park. Winds often shift to a northwest flow later in the day. (<https://windy.app/forecast2/spot/53007/Park+City%2C+United+States>) The Fast Pitch trail is located less than 1000' feet north of the landfill site, which is also a violation of the number one UDEQ land compatibility rule R315-302-1(2)(a)(i)). When I brought that issue up with a UDEQ rep, I was told that trails are so abundant that UDEQ doesn't care about them. I hope that's not true, because even a one-time heavy exposure to lead-contaminated dust could be harmful to a young child or a pregnant woman. A dust cloud would also pepper the grounds of the ballfields, playground and dog park with lead and arsenic. The **National Ability Center** and its trails and horses are also directly in the path of the southeast winds that blow across this location. A northwest flow puts the Park City Heights neighborhood and the Richardson Flats water treatment facility at risk for **toxic dustings**.

Ironically, as I was ruminating about these concerns around noon on 7/13/21, a **windstorm** popped up in Thaynes Canyon out of nowhere. Immediately beforehand, I was tending my garden and the air was quite still. In an instant, cushions flew off the lawn furniture, a pepper plant and some branches broke, and my wind speed meter registered a gust of 39 mph. The wind was probably stronger in open spaces than my tree-protected back yard. The wind died down as quickly as it popped up, but in the few minutes that it raged, there could have been diffuse contamination of the Quinn's Recreation area from a just-arrived load of dirt.

Building and operating its own landfill to dispose of mine tailings might seem economically advantageous compared to hauling this poisonous material out of here, but only to the short sighted. According to the EPA, **no barrier exists that can permanently ensure the containment of landfill materials**, and I suspect some future City Council will one day sit in this chamber and cry to the public that they don't have the resources to mitigate bright orange water in Silver Creek. We do have the resources to prevent such a tragedy, and **there has to be a better place to dump this poisonous soil than next to one of Park City's two streams and next to a beloved recreation area where children play and disabled athletes exercise**. *This is not the place* for this project. A June 2020 document authored by Deputy City Manager David Everitt, proposed **eleven other potential uses of the Gordo parcel**, from public works to a recycling center, new trailhead, or open space, all of which better serve citizens than does a toxic dump. This soils repository would only serve the contractors hired to build City projects, while private property developers still must haul their dirty soil out of here.

Using **exemptions to violate UDEQ regulations** that mandate that a landfill not be located next to a stream or a public recreation area, is a **blatant corruption of both the letter and the spirit of environmental rules and sensibility**, and it puts this community at serious and unnecessary risk. If City Council approves this project and UDEQ permits it, the big letters P and C atop Park City Hill, whose east slope will house this landfill, will come to stand for Pollution and Corruption.

Again, thanks to those of you who are trying to find an *acceptable* solution to this community's serious environmental burden, and for inviting me to express these opinions as a pediatrician and a neurologist with a special interest in toxicology.

*Law Offices Of*  
**Thomas N. Jacobson**

## PARK CITY LANDFILL QUESTIONS

1. If the community truly wants an Arts Center, have additional locations and alternatives been considered, i.e., the landfill site and other Quinn Jct. property?
2. If the Arts Center must go at the location designated by Council, is there any sound environmental reason why the site cannot be capped, and the Arts Center designed to be consistent with the cap and good environmental practices?
3. Since the site was both a dumping ground of mining waste materials and a railroad facility, what assurance do we have other materials, such as carcinogens, like chlorinated solvents and petroleum products, are not contained in the soil proposed to be moved?
4. What studies, including borings and other invasive tests, have been performed on the Arts Center site to assure residents there are no chlorinated solvents, petroleum products or other materials deemed hazardous by EPA or the State?
5. How will any circulation plan for the removal and delivery of soils, either from the Arts Center or other places in Park City, be consistent with the City's vision of not improving Highway 248 and having it exist as a transit corridor and space for biking and other transportation alternatives.
6. How will access to the site be controlled to assure waste from places like Hideout are not disposed of at the site? What will prevent Hideout from having its mining waste and other materials brought to the site?
7. How will each load of material proposed to be dumped at the site be certified as not containing materials such as chlorinated solvents and petroleum products? How will you monitor materials coming from sites other than the Arts project?
8. How will the site be screened so as to reduce the visual impact to visitors entering the City on Highway 248, to the residents of Fairway Hills and users of the trail system?
9. What studies have been done to establish the probability of a liner failure as has occurred in other sites around the country?
10. Where and what type of monitoring wells will be put in place, and what is the probability of the wells not capturing any migrating contamination?
11. What is the risk to the river and its fragile environment if contaminants from the site reach the river?
12. What is the total cost anticipated of opening a landfill, making circulation improvements for the landfill, installing safeguards such as liners and monitoring equipment, hiring staff and obtaining electronic surveillance equipment to prevent unlawful dumping, maintenance of the property, responding to any alleged issues,

complying with government reporting requirements, the retention of experts and consultants throughout the life of the project, closure costs and long term monitoring after closure compared to just hauling to existing sites that have already been set up to address these expenses?

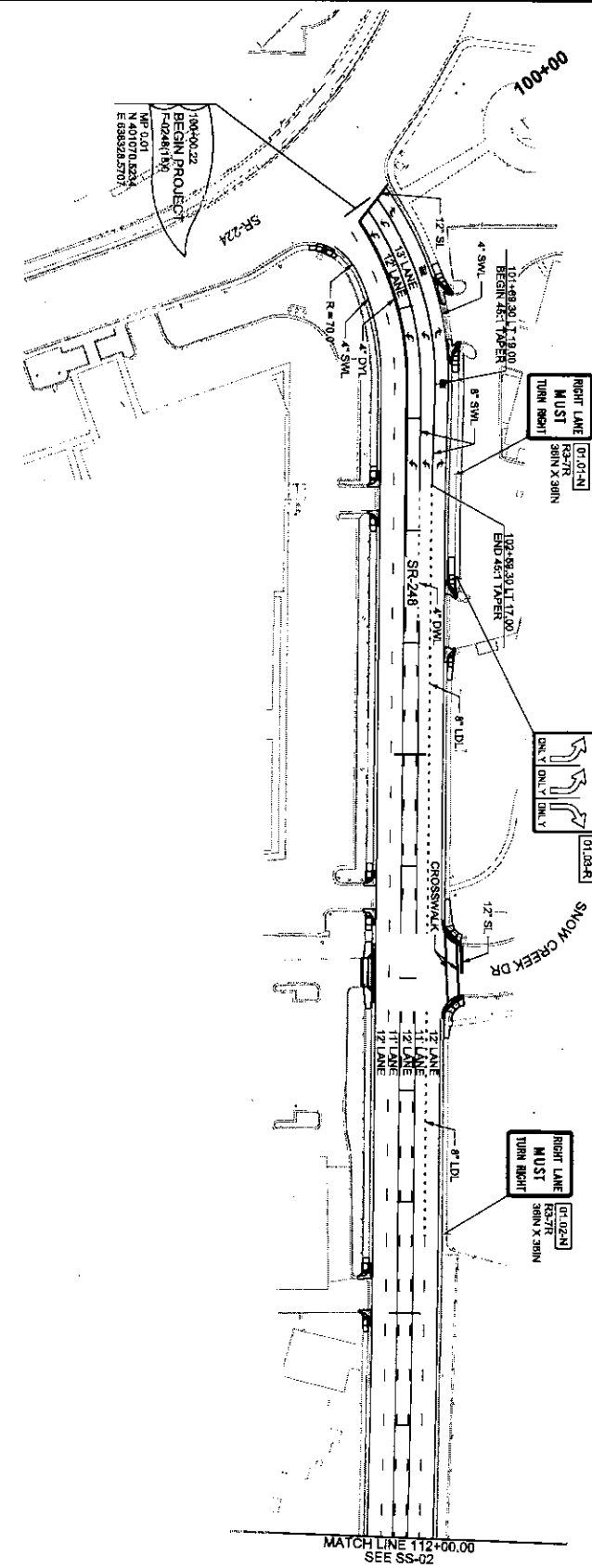
13. How is the operation, maintenance and risks of a landfill at the gateway to the City consistent with a City that has touted its leadership in environmental quality of life, visual sensitivity and a mountain resort community emphasizing aesthetically pleasing land use?



**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [Symbol] - SIGN CODE  
 [Symbol] - SIGN NUMBER  
 [Symbol] - SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOUBLE YELLOW LINE  
 DDL - DOTTED WHITE LINE  
 DDL - DOTTED WHITE LINE  
 SBYL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

**PAVEMENT MARKING  
 PAINT REQ'D**  
 (4" DWL)  
 100+11.74 RT 8.00 TO  
 103+80.36 RT 6.00  
 (4" SBYL)  
 103+80.36 RT 8.00 TO  
 106+60.00 RT 6.00  
 107+30.00 RT 8.00 TO  
 MATCH LINE RT 6.00  
 (4" BWL)  
 100+16.78 RT 17.00 TO  
 MATCH LINE RT 6.00  
 (4" SWL)  
 100+16.78 RT 36.86 TO  
 100+62.72 RT 29.00 TO  
 MATCH LINE RT 29.00



**PAVEMENT MESSAGE  
 (PERFORMED  
 THERMOPLASTIC) REQ'D**  
 (LEFT ARROW)  
 100+25.00 LT 0.00  
 100+25.00 LT 13.00  
 101+26.00 LT 0.00  
 101+27.00 LT 13.00  
 102+40.00 LT 0.00  
 102+40.00 LT 12.00  
 (RIGHT ARROW)  
 100+20.00 LT 25.00  
 101+26.00 LT 25.00  
 102+40.00 LT 23.00  
 (ONLY)  
 100+75.00 LT 25.00  
 101+69.00 LT 25.00

**PAVEMENT MESSAGE  
 (PERFORMED  
 THERMOPLASTIC STOP  
 LINES, CROSSWALKS - 12")**  
 (12" SL)  
 99+99.92 LT 34.18 TO  
 100+11.74 RT 6.00  
 106+70.40 LT 47.32 TO  
 106+95.22 LT 48.51  
 (CROSSWALK)  
 106+69.24 LT 43.29 TO  
 107+15.30 LT 45.47  
 106+60.15 LT 32.81 TO  
 107+21.51 LT 35.75

**PAVEMENT MARKING  
 PAINT REQ'D**  
 (8" SWL)  
 100+07.72 LT 6.00 TO  
 102+63.04 LT 6.00  
 100+03.78 LT 19.00 TO  
 101+69.30 LT 19.00  
 102+59.30 LT 17.00  
 (8" LDW)  
 102+59.30 LT 17.00 TO  
 106+60.00 LT 17.00  
 107+30.00 LT 17.00 TO  
 109+30.23 LT 17.00  
 (4" DWL)  
 102+63.04 LT 6.00 TO  
 103+80.36 LT 6.00  
 (4" SWL)  
 100+00.48 LT 31.00 TO  
 108+48.58 LT 29.00  
 107+36.55 LT 29.00 TO  
 MATCH LINE LT 29.00  
 (4" SBYL)  
 103+80.36 LT 8.00 TO  
 106+60.00 LT 6.00  
 107+30.00 LT 6.00 TO  
 MATCH LINE LT 6.00  
 (4" BWL)  
 109+30.23 LT 17.00 TO  
 MATCH LINE LT 17.00

**SIGN TYPE A-1  
 36 INCH X 36 INCH REQ'D**  
 [01.01-N] 102+48.00 LT 40.50  
 [01.02-N] 109+30.00 LT 38.00

**RELOCATE SIGN LESS THAN  
 20 SQUARE FEET REQ'D**  
 [01.03-N] FROM 102+50.00 LT 42.40  
 TO 103+46.00 LT 40.50

|                    |                      |                            |                                   |            |           |             |
|--------------------|----------------------|----------------------------|-----------------------------------|------------|-----------|-------------|
| SHEET NO.<br>SS-01 | PROJECT              | SR-224;<br>SR-224 TO US-40 | UTAH DEPARTMENT OF TRANSPORTATION |            | REVISIONS |             |
|                    | PROJECT NUMBER       | F-0248(18)0                | 16214                             | LOCNER     |           |             |
|                    | SIGNING AND STRIPING |                            | APPROVED                          | DRAWN BY   | MJE       |             |
|                    |                      |                            | 1/12/2021                         | CHECKED BY | BTB       |             |
|                    |                      |                            | DATE                              | NO.        | DATE      | APPROVED BY |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [Symbol] - SIGN CODE  
 [Symbol] - SIGN NUMBER  
 [Symbol] - SHEET NUMBER

**STRIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOUBLE YELLOW LINE  
 DYL - DOTTED YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 LNL - LANE DROP LINE  
 SBYL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

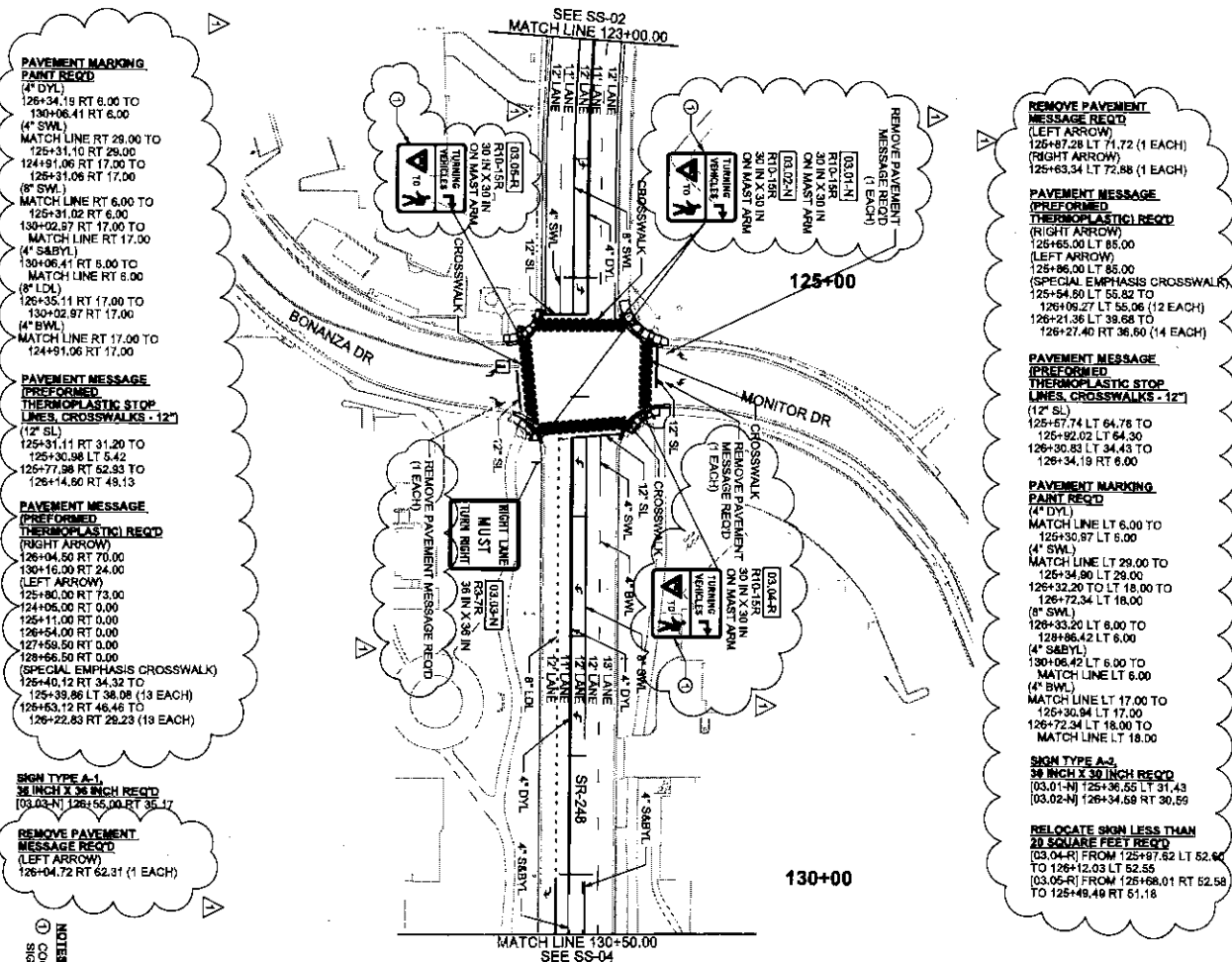
**PAVEMENT MARKING  
 PAINT REQ'D**  
 (4" SBYL)  
 MATCH LINE RT 6.00 TO  
 113+42.15 RT 6.00  
 113+43.49 RT 6.00 TO  
 121+51.97 RT 6.00  
 (4" BWL)  
 MATCH LINE RT 17.00 TO  
 113+42.15 RT 17.00  
 113+43.49 RT 17.00 TO  
 MATCH LINE RT 17.00  
 (4" SWL)  
 MATCH LINE RT 29.00 TO  
 113+23.75 RT 29.00  
 113+46.35 RT 29.00 TO  
 MATCH LINE RT 29.00  
 (4" DYL)  
 121+51.97 RT 6.00 TO  
 122+71.97 LT 6.00  
 (4" DWL)  
 121+51.97 RT 6.00 TO  
 122+71.97 RT 6.00  
 (6" SWL)  
 122+71.97 RT 6.00 TO  
 MATCH LINE RT 6.00

**PAVEMENT MARKING  
 PAINT REQ'D**  
 (4" SBYL)  
 MATCH LINE LT 6.00 TO  
 113+42.15 LT 6.00  
 113+43.49 LT 6.00 TO  
 121+51.97 LT 6.00  
 (4" BWL)  
 MATCH LINE LT 17.00 TO  
 MATCH LINE LT 17.00  
 (4" SWL)  
 MATCH LINE LT 29.00 TO  
 MATCH LINE LT 29.00  
 (4" DYL)  
 121+51.97 LT 6.00 TO  
 MATCH LINE LT 6.00  
**PAVEMENT MESSAGE  
 (PREFORMED  
 THERMOPLASTIC) REQ'D**  
 (LEFT ARROW)  
 122+32.00 LT 0.00

|                 |                      |                 |    |                                              |          |           |          |     |    |     |     |      |             |         |
|-----------------|----------------------|-----------------|----|----------------------------------------------|----------|-----------|----------|-----|----|-----|-----|------|-------------|---------|
| SHEET NO. 33-02 | PROJECT              | SR-248;         |    | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |          | REVISIONS |          |     |    |     |     |      |             |         |
|                 | PROJECT NUMBER       | SR-224 TO US-40 |    |                                              |          |           |          |     |    |     |     |      |             |         |
|                 |                      | F-0248(18)0     | PN | 16214                                        | APPROVED | 1/12/2021 | DRAWN BY | MJE | QC | BTB | NO. | DATE | APPROVED BY | REMARKS |
|                 | SIGNING AND STRIPING |                 |    |                                              | DATE     |           |          |     |    |     |     |      |             |         |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [ ] - SIGN CODE  
 [ ] - SIGN NUMBER  
 [ ] - SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOUBLE WHITE LINE  
 DYL - DOUBLE YELLOW LINE  
 DDL - DOTTED WHITE LINE  
 DDL - DOTTED YELLOW LINE  
 LTL - LANE DROP LINE  
 SL - STOP LINE



**PAVEMENT MARKING PAINT REQD**  
 (4" DYL)  
 126+34.19 RT 6.00 TO 130+06.41 RT 6.00  
 (4" SWL)  
 MATCH LINE RT 29.00 TO 126+31.10 RT 29.00  
 124+91.06 RT 17.00 TO 126+31.06 RT 17.00  
 (8" SWL)  
 MATCH LINE RT 6.00 TO 126+31.02 RT 6.00  
 130+02.97 RT 17.00 TO MATCH LINE RT 17.00  
 (4" S&BYL)  
 130+06.41 RT 6.00 TO MATCH LINE RT 6.00  
 (8" LTL)  
 126+35.11 RT 17.00 TO 130+02.97 RT 17.00  
 (4" BWL)  
 MATCH LINE RT 17.00 TO 124+91.06 RT 17.00

**PAVEMENT MESSAGE (PREFORMED) THERMOPLASTIC STOP LINES, CROSSWALKS - 12"**  
 (12" SL)  
 126+31.11 RT 31.20 TO 126+30.98 LT 5.42  
 126+77.98 RT 52.83 TO 126+14.60 RT 48.13

**PAVEMENT MESSAGE (PREFORMED) THERMOPLASTIC REQD (RIGHT ARROW)**  
 126+04.50 RT 70.00  
 130+16.00 RT 24.00  
 (LEFT ARROW)  
 126+80.00 RT 73.00  
 124+06.00 RT 0.00  
 126+11.00 RT 0.00  
 126+54.00 RT 0.00  
 127+59.50 RT 0.00  
 128+66.50 RT 0.00  
 (SPECIAL EMPHASIS CROSSWALK)  
 126+40.12 RT 34.32 TO 129+39.86 LT 38.08 (13 EACH)  
 126+53.12 RT 48.48 TO 126+22.83 RT 28.23 (13 EACH)

**SIGN TYPE A-1, 36 INCH X 36 INCH REQD**  
 (03.02-N) 126+55.00 RT 35.17

**REMOVE PAVEMENT MESSAGE REQD (LEFT ARROW)**  
 126+04.72 RT 62.31 (1 EACH)

**NOTES:**  
 ① COORDINATE SIGN INSTALLATION WITH REGION 2 SIGNAL ENGINEER - ANDREA GUEVARA - (807) 516-8977

**REMOVE PAVEMENT MESSAGE REQD (LEFT ARROW)**  
 126+87.28 LT 71.72 (1 EACH)  
 (RIGHT ARROW)  
 126+63.34 LT 72.88 (1 EACH)

**PAVEMENT MESSAGE (PREFORMED) THERMOPLASTIC REQD (RIGHT ARROW)**  
 126+65.00 LT 85.00  
 (LEFT ARROW)  
 126+86.00 LT 85.00  
 (SPECIAL EMPHASIS CROSSWALK)  
 126+54.50 LT 55.82 TO 126+06.27 LT 55.06 (12 EACH)  
 126+21.36 LT 39.68 TO 126+27.40 RT 36.60 (14 EACH)

**PAVEMENT MESSAGE (PREFORMED) THERMOPLASTIC STOP LINES, CROSSWALKS - 12"**  
 (12" SL)  
 126+67.74 LT 64.78 TO 126+92.02 LT 64.30  
 126+30.83 LT 34.43 TO 126+34.19 RT 6.00

**PAVEMENT MARKING PAINT REQD**  
 (4" DYL)  
 MATCH LINE LT 6.00 TO 126+30.87 LT 6.00  
 (4" SWL)  
 MATCH LINE LT 29.00 TO 126+34.90 LT 29.00  
 126+32.20 LT 18.00 TO 126+72.34 LT 18.00  
 (8" SWL)  
 126+33.20 LT 6.00 TO 126+86.42 LT 6.00  
 (4" S&BYL)  
 130+06.42 LT 6.00 TO MATCH LINE LT 6.00  
 (4" BWL)  
 MATCH LINE LT 17.00 TO 126+30.94 LT 17.00  
 126+72.34 LT 18.00 TO MATCH LINE LT 18.00

**SIGN TYPE A-2, 36 INCH X 30 INCH REQD**  
 (03.01-N) 126+36.65 LT 131.43  
 (03.02-N) 126+34.58 RT 30.59

**RELOCATE SIGN LESS THAN 20 SQUARE FEET REQD**  
 (03.04-R) FROM 126+87.62 LT 52.00 TO 126+12.03 LT 52.55  
 (03.05-R) FROM 126+68.01 RT 62.58 TO 126+48.49 RT 61.18

|                 |                      |                 |                                   |            |             |                           |
|-----------------|----------------------|-----------------|-----------------------------------|------------|-------------|---------------------------|
| SHEET NO. 55-03 | PROJECT              | SR-248;         | UTAH DEPARTMENT OF TRANSPORTATION |            | REVISIONS   |                           |
|                 |                      | SR-224 TO US-40 | LOCHNER                           |            |             |                           |
|                 | PROJECT NUMBER       | F-0248(18)0     | APPROVED                          | DRAWN BY   | MUE         |                           |
|                 |                      | PR 16214        |                                   | CHECKED BY | BTB         |                           |
|                 | SIGNING AND STRIPING |                 | DATE                              | 3/4/2021   | QC          | 1 02/26/21                |
|                 |                      |                 | DATE                              |            | APPROVED BY | PEDESTRIAN RAMP REVISIONS |

1/12/2021  
 1/12/2021

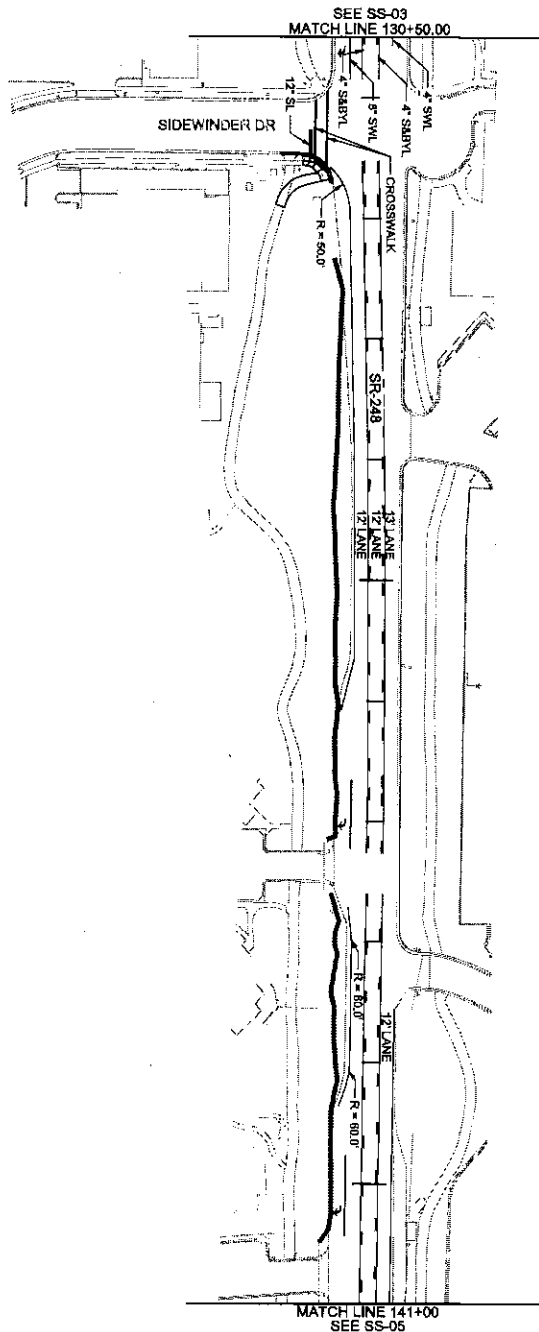
**RIGH CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 BWL - BROKEN WHITE LINE  
 BYL - BROKEN YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 DYL - DOTTED YELLOW LINE  
 LTL - LANE DROPP LINE  
 SBL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

**PAVEMENT MESSAGE**  
 (PREFORMED)  
 THERMOPLASTIC STOP  
 LINES, CROSSWALKS - 12"  
 (12" SL)  
 131+26.06 RT 49.93 TO  
 131+46.17 RT 50.47  
 (CROSSWALK)  
 131+01.79 RT 45.37 TO  
 131+47.78 RT 46.52  
 130+94.15 RT 35.22 TO  
 131+55.66 RT 36.76

**PAVEMENT MESSAGE**  
 (PREFORMED)  
 THERMOPLASTIC REQ'D  
 (RIGHT ARROW)  
 130+83.00 RT 24.00  
 137+53.00 RT 27.00  
 140+23.00 RT 26.00

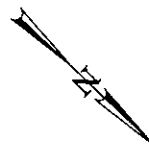
**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" S&BYL)  
 MATCH LINE LT 6.00 TO  
 130+84.66 RT 6.00  
 131+52.74 RT 5.00 TO  
 137+25.38 RT 5.00  
 137+60.36 RT 5.00 TO  
 MATCH LINE RT 5.00  
 (8" SWL)  
 MATCH LINE RT 17.00 TO  
 130+84.66 RT 17.00  
 136+65.78 RT 20.00 TO  
 137+23.48 RT 20.00  
 138+77.06 RT 20.00 TO  
 140+43.17 RT 20.00  
 (4" SWL)  
 131+57.57 RT 33.31 TO  
 131+93.38 RT 18.00 TO  
 136+65.00 RT 18.00 TO  
 136+07.52 RT 26.50  
 137+72.05 RT 21.00 TO  
 137+93.04 RT 18.46 TO  
 138+00.48 RT 15.00 TO  
 139+00.74 RT 18.00 TO  
 139+15.75 RT 21.00 TO  
 139+36.13 RT 28.57



**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" S&BYL)  
 MATCH LINE LT 6.00 TO  
 130+84.66 LT 6.00  
 131+52.74 LT 6.00 TO  
 137+25.38 LT 6.00  
 137+60.36 LT 6.00 TO  
 MATCH LINE LT 6.00  
 (4" SWL)  
 MATCH LINE LT 18.00 TO  
 130+84.66 LT 18.00  
 (4" SWL)  
 136+65.39 LT 18.00 TO  
 MATCH LINE LT 18.00

135+00

140+00



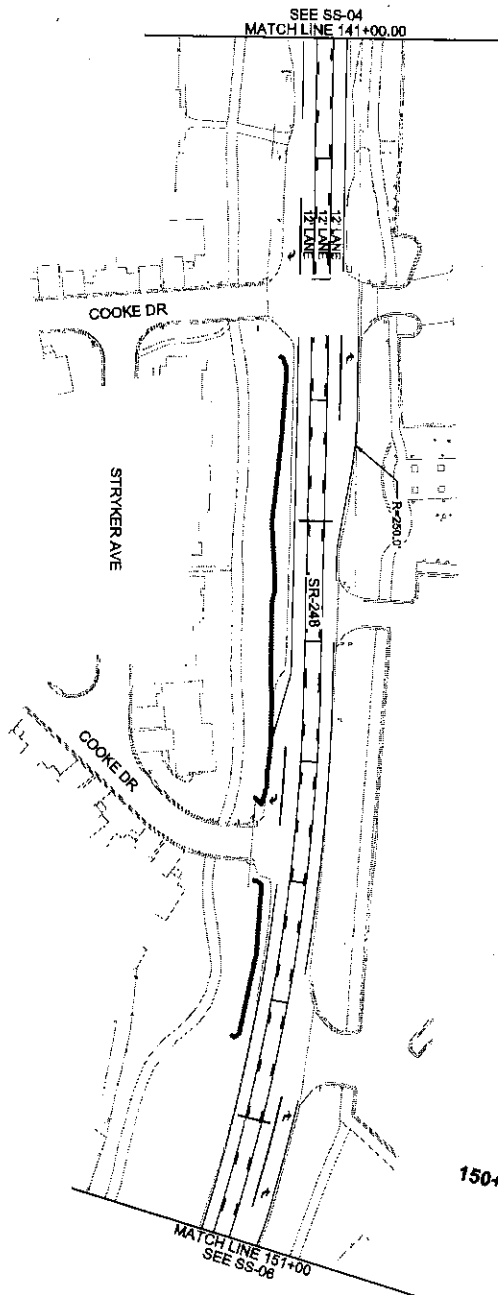
|                    |                                       |  |                                              |                   |                      |     |      |             |
|--------------------|---------------------------------------|--|----------------------------------------------|-------------------|----------------------|-----|------|-------------|
| SHEET NO.<br>SS-04 | PROJECT<br>SR-248;<br>SR-224 TO US-40 |  | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |                   | REVISIONS            |     |      |             |
|                    | PROJECT NUMBER<br>F-0248(18)0         |  | PPN<br>16214                                 | APPROVED<br>      | DRAWN BY<br>MJE      |     |      |             |
|                    | SIGNING AND STRIPING                  |  |                                              | DATE<br>1/12/2021 | QC CHECKED BY<br>BTB |     |      |             |
|                    |                                       |  |                                              |                   |                      | NO. | DATE | APPROVED BY |

1/12/2021  
 SIGN CODE LEGEND:  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

STRIPE LEGEND:  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 DYL - DOTTED YELLOW LINE  
 LTL - LANE DROP LINE  
 SBL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

PAVEMENT MESSAGE  
 (PREFORMED  
 THERMOPLASTIC) REQ'D  
 (RIGHT ARROW)  
 142+80.00 RT 26.00  
 147+33.00 RT 27.00

PAVEMENT MARKING  
 PAINT REQ'D  
 (4" S&YL)  
 MATCH LINE RT 6.00 TO  
 142+96.15 RT 6.00  
 143+46.91 RT 6.00 TO  
 MATCH LINE RT 6.00  
 (6" SWL)  
 142+33.28 RT 18.00 TO  
 142+96.15 RT 18.00  
 146+89.18 RT 20.00 TO  
 147+54.90 RT 20.00  
 (4" SWL)  
 141+03.98 RT 18.00 TO  
 141+67.13 RT 18.00  
 143+46.91 RT 18.00 TO  
 146+27.18 RT 18.00 TO  
 146+83.99 RT 31.73  
 148+04.76 RT 17.00 TO  
 MATCH LINE RT 17.00



145+00

150+00

PAVEMENT MARKING  
 PAINT REQ'D  
 (4" S&YL)  
 MATCH LINE LT 6.00 TO  
 142+96.05 LT 6.00  
 143+46.72 LT 6.00 TO  
 MATCH LINE LT 6.00  
 (4" SWL)  
 MATCH LINE LT 18.00 TO  
 142+93.36 LT 18.00  
 143+46.72 LT 32.00 TO  
 144+16.63 LT 32.00 TO  
 144+57.19 LT 28.69 TO  
 145+22.19 LT 18.00 TO  
 145+48.72 LT 18.00  
 146+00.76 LT 17.00 TO  
 146+73.96 LT 17.00  
 149+76.63 LT 32.00 TO  
 150+71.65 LT 32.00 TO  
 MATCH LINE LT 30.85  
 (6" SWL)  
 143+46.72 LT 18.00 TO  
 144+16.67 LT 18.00  
 145+76.63 LT 18.00 TO  
 150+69.89 LT 18.00

PAVEMENT MESSAGE  
 (PREFORMED  
 THERMOPLASTIC) REQ'D  
 (RIGHT ARROW)  
 143+64.00 LT 25.00  
 149+85.00 LT 25.00  
 150+55.00 LT 25.00

|                 |                      |  |                            |                       |                                              |      |            |             |     |         |  |
|-----------------|----------------------|--|----------------------------|-----------------------|----------------------------------------------|------|------------|-------------|-----|---------|--|
| SHEET NO. 58-05 | PROJECT              |  | SR-248;<br>SR-224 TO US-40 |                       | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |      | REVISIONS  |             |     |         |  |
|                 | PROJECT NUMBER       |  | F-0248(18)0                |                       | APPROVED                                     |      | DRAWN BY   |             | MJE |         |  |
|                 | SHEET NUMBER         |  | 16214                      |                       | DATE                                         |      | CHECKED BY |             | BTB |         |  |
|                 | SIGNING AND STRIPING |  |                            |                       | 1/12/2021                                    |      |            |             |     |         |  |
|                 |                      |  |                            | PROFESSIONAL ENGINEER |                                              | DATE |            | NO.         |     | DATE    |  |
|                 |                      |  |                            |                       |                                              |      |            | APPROVED BY |     | REMARKS |  |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [ ] - SIGN CODE  
 [ ] - SIGN NUMBER  
 [ ] - SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 DYL - DOTTED YELLOW LINE  
 SBL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

**SIGN TYPE A-1**  
 18 INCH X 18 INCH REQ'D  
 [06.05-N] 156+42.00 RT 60.00

**SIGN TYPE A-1**  
 18 INCH X 12 INCH REQ'D  
 [06.06-N] 156+42.00 RT 60.00

**PAVEMENT MESSAGE**  
 (PREFORMED THERMOPLASTIC STOP LINES, CROSSWALKS - 12")  
 (12" SL)  
 156+46.33 RT 41.14 TO 156+46.33 LT 6.00  
 156+75.28 RT 61.81 TO 157+04.51 RT 59.97  
 (CROSSWALK)  
 156+60.47 RT 58.58 TO 157+05.29 RT 55.90  
 156+66.76 RT 48.79 TO 157+09.27 RT 45.58

**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" S&BYL)  
 MATCH LINE RT 6.00 TO 152+81.01 RT 6.00  
 (4" DWL)  
 152+81.01 RT 6.00 TO 154+00.98 RT 6.00  
 (8" SWL)  
 154+00.98 RT 6.00 TO 156+46.33 RT 6.00  
 156+68.77 RT 17.00 TO 158+46.33 RT 17.00  
 (4" DWL)  
 157+34.06 RT 6.00 TO MATCH LINE RT 6.00  
 (4" SWL)  
 MATCH LINE RT 17.00 TO 154+00.98 RT 17.00  
 155+15.74 RT 24.17  
 154+07.27 RT 45.73 TO 157+48.25 RT 17.00 TO MATCH LINE RT 17.00

**PAVEMENT MESSAGE**  
 (PREFORMED THERMOPLASTIC) REQ'D  
 (LEFT ARROW)  
 154+19.00 RT 0.00  
 155+28.00 RT 0.00  
 156+26.00 RT 0.00  
 (RIGHT ARROW)  
 156+26.00 RT 27.00

**PAVEMENT MESSAGE**  
 (PREFORMED THERMOPLASTIC STOP LINES, CROSSWALKS - 12")  
 (12" SL)  
 156+66.76 LT 59.15 TO 156+96.62 LT 57.75  
 157+34.06 LT 40.40  
 157+34.06 RT 6.00  
 (CROSSWALK)  
 156+66.76 LT 55.26 TO 157+22.41 LT 52.89  
 156+58.44 LT 46.78 TO 157+32.66 LT 42.66

**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" S&BYL)  
 MATCH LINE LT 6.00 TO 152+81.01 LT 6.00  
 (4" DWL)  
 152+81.01 LT 6.00 TO 154+00.98 LT 6.00  
 (8" SWL)  
 154+00.98 LT 6.00 TO MATCH LINE LT 6.00  
 157+34.06 LT 17.00 TO MATCH LINE LT 17.00  
 (4" SWL)  
 MATCH LINE 30.85 LT TO 151+23.91 LT 28.09 TO 152+04.89 LT 18.00 TO 154+29.08 LT 18.00 TO 156+65.88 LT 45.30

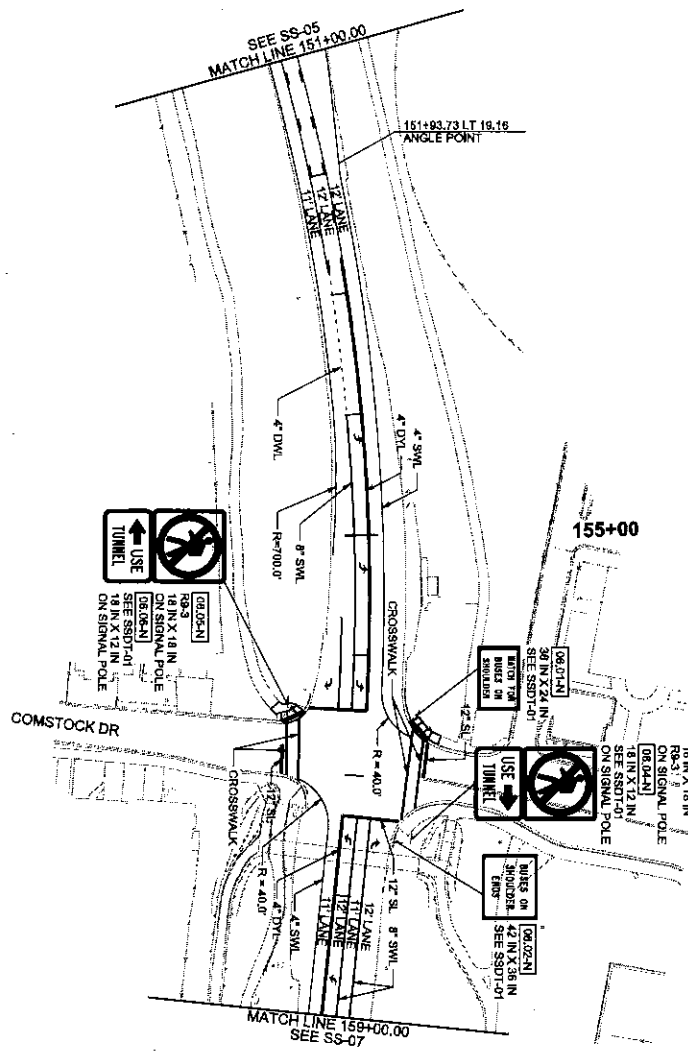
**PAVEMENT MESSAGE**  
 (PREFORMED THERMOPLASTIC) REQ'D  
 (LEFT ARROW)  
 157+53.00 LT 0.00  
 158+70.00 LT 0.00  
 (RIGHT ARROW)  
 157+54.00 LT 23.00

**SIGN TYPE A-1**  
 36 INCH X 24 INCH REQ'D  
 [06.01-N] 156+47.44 LT 48.97

**SIGN TYPE A-1**  
 42 INCH X 36 INCH REQ'D  
 [06.02-N] 157+47.00 LT 41.37

**SIGN TYPE A-1**  
 18 INCH X 18 INCH REQ'D  
 [06.03-N] 157+47.00 LT 63.50

**SIGN TYPE A-1**  
 18 INCH X 12 INCH REQ'D  
 [06.04-N] 157+47.00 LT 63.50



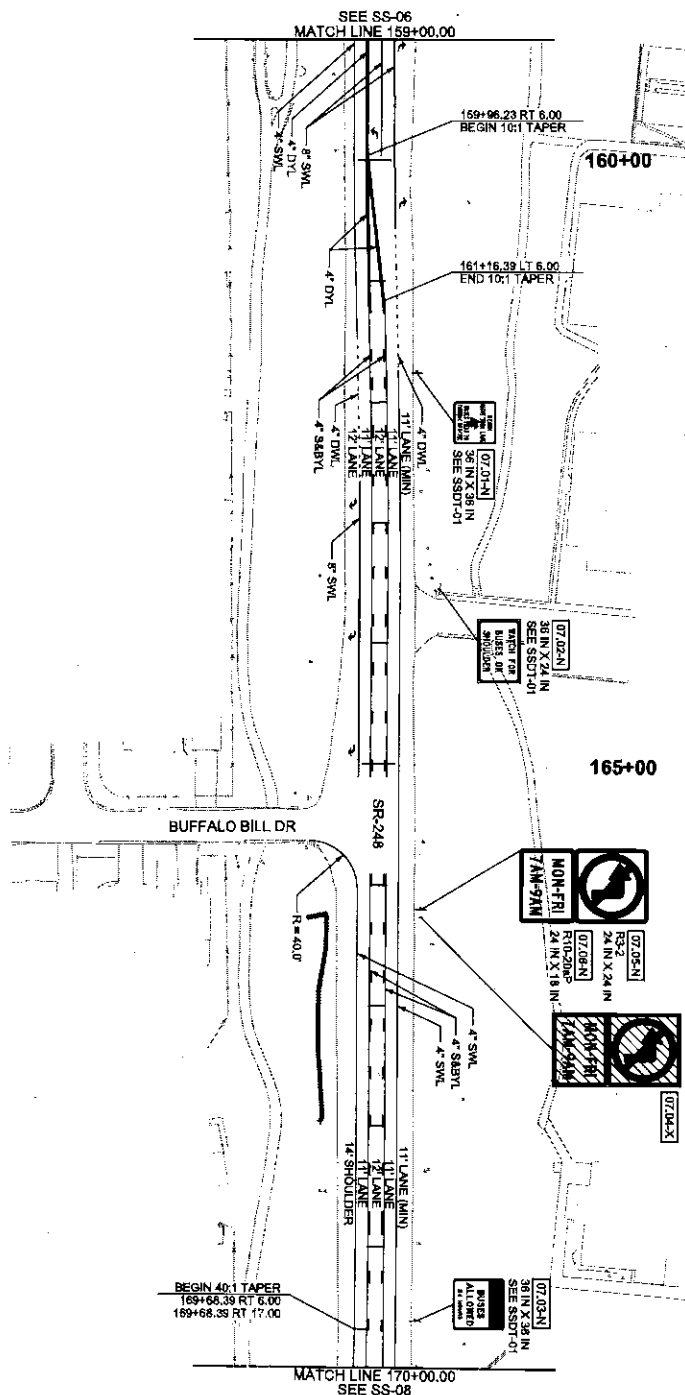
|                   |                      |                 |       |                                   |          |           |  |
|-------------------|----------------------|-----------------|-------|-----------------------------------|----------|-----------|--|
| ON LEAVE<br>SS-05 | PROJECT              | SR-248;         |       | UTAH DEPARTMENT OF TRANSPORTATION |          | REVISIONS |  |
|                   | PROJECT NUMBER       | SR-224 TO US-40 |       | LOCHNER                           |          |           |  |
|                   | DATE                 | F-0248(18)0     | 16214 | APPROVED                          | DRAWN BY |           |  |
|                   | SIGNING AND STRIPING |                 |       | 1/12/2021                         | BTB      |           |  |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 Z - SIGN CODE  
 SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

**STRIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 DYL - DOTTED YELLOW LINE  
 SBYL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

**PAVEMENT MESSAGE**  
 (PREFORMED  
 THERMOPLASTIC) REQ'D  
 (RIGHT ARROW)  
 162+85.00 RT 23.00  
 163+94.00 RT 23.00  
 164+89.00 RT 23.00  
 (LEFT ARROW)  
 169+77.00 RT 0.00

**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" SWL)  
 MATCH LINE RT 17.00 TO  
 161+45.11 RT 17.00  
 165+63.48 RT 57.07 TO  
 166+03.48 RT 17.00 TO  
 169+88.16 RT 17.00 TO  
 MATCH LINE RT 17.63  
 (4" DYL)  
 MATCH LINE RT 6.00 TO  
 161+16.14 RT 6.00  
 169+96.23 RT 6.00 TO  
 161+16.39 LT 6.00  
 (4" SBYL)  
 161+16.14 RT 6.00 TO  
 166+10.66 LT 6.00  
 166+90.96 LT 6.00 TO  
 169+88.35 RT 6.00 TO  
 MATCH LINE RT 6.63  
 (8" SWL)  
 162+65.42 RT 17.00 TO  
 165+10.66 RT 17.00  
 (4" DWL)  
 161+45.11 RT 17.00 TO  
 162+65.42 RT 17.00



**PAVEMENT MESSAGE**  
 (PREFORMED  
 THERMOPLASTIC) REQ'D  
 (RIGHT ARROW)  
 159+05.00 LT 23.00  
 160+36.00 LT 23.00

**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" SWL)  
 161+74.49 LT 17.00 TO  
 MATCH LINE LT 17.00  
 (4" SBYL)  
 161+16.39 LT 6.00 TO  
 165+10.66 LT 6.00  
 165+90.96 LT 6.00 TO  
 MATCH LINE LT 6.00  
 (8" SWL)  
 MATCH LINE LT 6.00 TO  
 159+96.27 LT 6.00  
 MATCH LINE LT 17.00 TO  
 160+64.35 LT 17.00  
 (4" DWL)  
 160+54.35 LT 17.00 TO  
 161+74.49 LT 17.00

**SIGN TYPE A-1**  
 36 INCH X 36 INCH REQ'D  
 [07.01-N] 161+76.00 LT 32.00  
 [07.03-N] 169+61.00 LT 33.00

**SIGN TYPE A-1**  
 36 INCH X 24 INCH REQ'D  
 [07.02-N] 163+55.00 LT 60.00

**REMOVE SIGN LESS THAN  
 20 SQUARE FEET REQ'D**  
 [07.04-X] 166+26.80 LT 36.27

**SIGN TYPE A-2**  
 24 INCH X 24 INCH REQ'D  
 [07.05-N] 166+20.00 LT 36.00

**SIGN TYPE A-1**  
 24 INCH X 18 INCH REQ'D  
 [07.06-N] 166+20.00 LT 38.00

SR-248;  
 SR-224 TO US-40  
 F-0248(18)0  
 16214  
 SIGNING AND STRIPING

UTAH DEPARTMENT OF TRANSPORTATION  
 LOCHNER

APPROVED  
 PROFESSIONAL ENGINEER

1/12/2021  
 DATE

DRAWN BY  
 MJE  
 QC  
 CHECKED BY  
 BTB

REVISIONS

NO. DATE APPROVED BY REMARKS

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 S - SIGN CODE  
 S - SIGN NUMBER  
 S - SHEET NUMBER

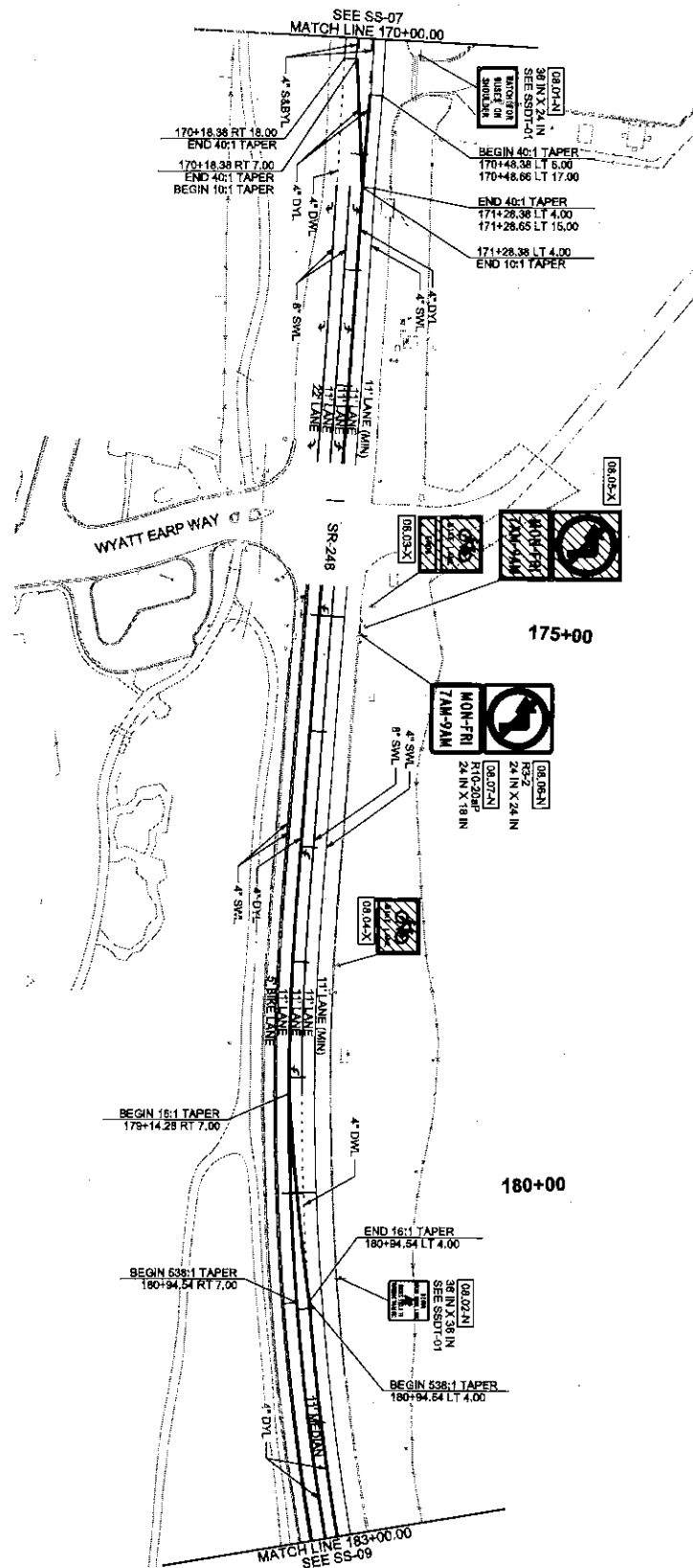
**STRIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 BWL - BROKEN WHITE LINE  
 BYL - BROKEN YELLOW LINE  
 DTL - DOTTED WHITE LINE  
 DYL - DOTTED YELLOW LINE  
 SBL - SOLID AND BROKEN WHITE LINE  
 SYL - SOLID AND BROKEN YELLOW LINE

**PAVEMENT MESSAGE**  
 (PREFORMED THERMOPLASTIC REQ'D)

(RIGHT ARROW)  
 171+48.00 RT 24.00  
 172+51.00 RT 24.00  
 173+53.00 RT 24.00  
 (LEFT ARROW)  
 171+48.00 RT 1.50  
 172+51.00 RT 1.50  
 173+53.00 RT 1.50  
 174+54.00 RT 1.50  
 177+07.00 RT 1.50  
 178+95.00 RT 1.50  
 (BIKE)  
 174+57.00 RT 22.00  
 (BIKE ARROW)  
 176+00.00 RT 22.00

**PAVEMENT MARKING**  
 PAINT REQ'D

(4" SWL)  
 MATCH LINE RT 17.63 TO  
 170+18.38 RT 18.00  
 174+74.16 RT 18.00 TO  
 MATCH LINE RT 18.00  
 174+74.16 RT 20.00 TO  
 MATCH LINE RT 20.00  
 (4" DYL)  
 170+18.38 RT 7.00 TO  
 171+28.36 LT 4.00  
 174+74.16 RT 7.00 TO  
 180+94.54 RT 7.00 TO  
 MATCH LINE RT 6.73  
 179+14.28 RT 7.00 TO  
 180+94.54 LT 4.00 TO  
 MATCH LINE LT 3.74  
 (4" S&BWL)  
 MATCH LINE RT 6.63 TO  
 170+18.38 RT 7.00  
 (8" SWL)  
 171+28.36 RT 7.00 TO  
 173+57.40 RT 7.00  
 170+28.41 RT 18.00 TO  
 173+57.40 RT 18.00  
 (4" DWL)  
 170+18.38 RT 18.00 TO  
 171+28.31 RT 18.00



**PAVEMENT MARKING**  
 PAINT REQ'D

(4" SWL)  
 MATCH LINE LT 17.00 TO  
 170+48.56 LT 17.00 TO  
 171+28.65 LT 15.00 TO  
 173+57.40 LT 15.00  
 174+74.16 LT 16.00 TO  
 MATCH LINE LT 15.00  
 (4" DYL)  
 170+48.38 LT 6.00 TO  
 171+28.38 LT 4.00 TO  
 173+57.40 LT 4.00  
 (4" S&BWL)  
 MATCH LINE LT 6.00 TO  
 170+48.38 LT 6.00  
 (8" SWL)  
 174+74.16 LT 4.00 TO  
 179+14.23 LT 4.00  
 (4" DWL)  
 179+14.23 LT 4.00 TO  
 180+94.54 LT 4.00

**SIGN TYPE A-2**  
 24 INCH X 24 INCH REQ'D  
 [08.06-N] 179+15.00 LT 31.50

**SIGN TYPE A-1**  
 24 INCH X 18 INCH REQ'D  
 [08.07-N] 175+15.00 LT 31.50

**SIGN TYPE A-1**  
 36 INCH X 24 INCH REQ'D  
 [08.01-N] 170+12.00 LT 48.00

**SIGN TYPE A-1**  
 36 INCH X 36 INCH REQ'D  
 [08.02-N] 180+77.00 LT 32.50

**REMOVE SIGN LESS THAN**  
**20 SQUARE FEET REQ'D**  
 [08.03-X] 174+88.81 LT 37.50  
 [08.04-X] 178+01.26 LT 32.95  
 [08.05-X] 175+07.76 LT 33.53

|                 |                             |           |                                   |                 |             |         |
|-----------------|-----------------------------|-----------|-----------------------------------|-----------------|-------------|---------|
| SHEET NO. 55-08 | PROJECT: SR-248;            |           | UTAH DEPARTMENT OF TRANSPORTATION |                 | REVISIONS   |         |
|                 | SR-224 TO US-40             |           | LOCHNER                           |                 |             |         |
|                 | PROJECT NUMBER: F-0248(18)0 | PR: 16214 | APPROVED: [Signature]             | DRAWN BY: MJE   |             |         |
|                 | SIGNING AND STRIPING        |           | DATE: 1/14/2021                   | CHECKED BY: BTB |             |         |
|                 |                             |           | PROFESSIONAL ENGINEER             | DATE            | NO.         | DATE    |
|                 |                             |           |                                   |                 | APPROVED BY | REMARKS |

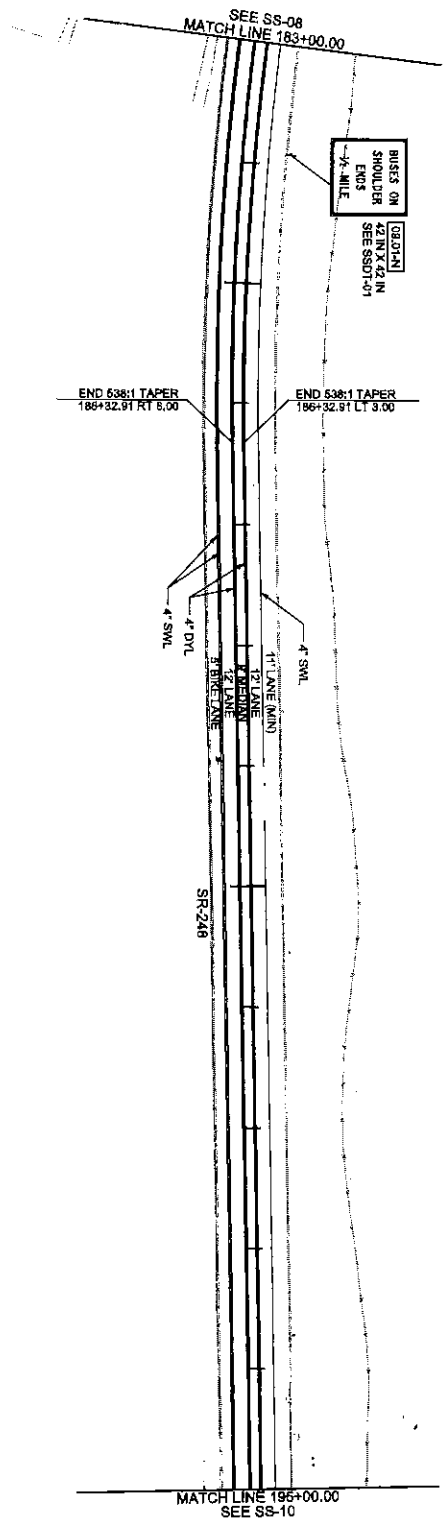
1/12/2021

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [X] - SIGN CODE  
 [ ] - SIGN NUMBER  
 [ ] - SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOTTED WHITE LINE  
 BWL - BROKEN WHITE LINE  
 LTL - LANE DROPPED LINE  
 SBWL - SOLID AND BROKEN WHITE LINE  
 SYL - SOLID YELLOW LINE

**PAVEMENT MARKING PAINT REQ'D**  
 (4" SWL)  
 MATCH LINE RT 18.00 TO  
 MATCH LINE RT 18.00  
 MATCH LINE RT 20.00 TO  
 MATCH LINE RT 20.00  
 (4" DWL)  
 MATCH LINE RT 6.73 TO  
 186+32.91 RT 6.00 TO  
 MATCH LINE RT 6.00

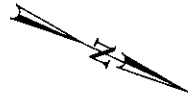
**PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC) REQ'D**  
 (BIKE)  
 186+95.00 RT 22.00



BLUES ON  
 42 IN X 42 IN  
 SHOULDER  
 END  
 SEE SS07-01  
 1/4 MILE

**PAVEMENT MARKING PAINT REQ'D**  
 (4" SWL)  
 MATCH LINE LT 15.00 TO  
 MATCH LINE LT 15.00  
 (4" DWL)  
 MATCH LINE LT 3.74 TO  
 186+32.91 LT 3.00 TO  
 MATCH LINE LT 3.00

**SIGN TYPE A-1, 42 INCH X 42 INCH REQ'D**  
 [09.01-N] 183+92.00 LT 33.50



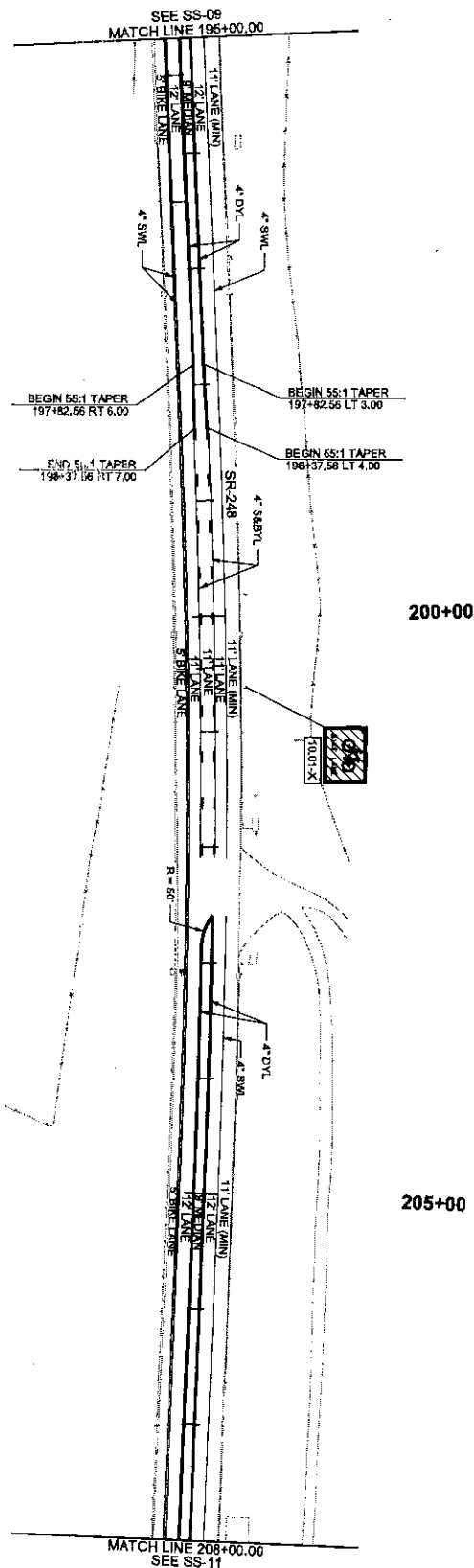
|                |                                     |           |                                              |                    |           |      |             |         |
|----------------|-------------------------------------|-----------|----------------------------------------------|--------------------|-----------|------|-------------|---------|
| SHEET NO. 5549 | PROJECT: SR-248;<br>SR-224 TO US-40 |           | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |                    | REVISIONS |      |             |         |
|                | PROJECT NUMBER: F-0248(18)0         | PP: 16214 | APPROVED: <i>[Signature]</i>                 | DRAWN BY: MJE      |           |      |             |         |
|                | SIGNING AND STRIPING                |           | PROFESSIONAL ENGINEER                        | QC CHECKED BY: BTB |           |      |             |         |
|                |                                     |           | DATE: 1/12/2021                              |                    |           |      |             |         |
|                |                                     |           |                                              |                    | NO.       | DATE | APPROVED BY | REMARKS |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 [ ] - SIGN CODE  
 [ ] - SIGN NUMBER  
 [ ] - SHEET NUMBER

**STIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DYL - DOUBLE YELLOW LINE  
 BWL - BROKEN WHITE LINE  
 BYL - BROKEN YELLOW LINE  
 LD - LANE DROP LINE  
 S&BYL - SOLID AND BROKEN YELLOW LINE  
 SL - STOP LINE

**PAVEMENT MESSAGE**  
 (PREFORMED  
 THERMOPLASTIC) REQ'D  
 (BIKE)  
 203+09.00 RT 22.50

**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" SWL)  
 MATCH LINE RT 18.00 TO  
 MATCH LINE RT 18.00  
 MATCH LINE RT 20.00 TO  
 MATCH LINE RT 20.00  
 (4" DYL)  
 MATCH LINE RT 5.00 TO  
 197+82.56 RT 5.00 TO  
 198+37.56 RT 7.00  
 202+59.48 LT 3.00 TO  
 202+88.01 RT 5.00 TO  
 MATCH LINE RT 5.00  
 (4" S&BYL)  
 198+37.56 RT 7.00 TO  
 202+09.48 RT 7.00



**PAVEMENT MARKING**  
 PAINT REQ'D  
 (4" SWL)  
 MATCH LINE LT 15.00 TO  
 202+09.48 LT 15.00  
 202+59.48 LT 15.00 TO  
 MATCH LINE LT 15.00  
 (4" DYL)  
 MATCH LINE LT 3.00 TO  
 197+82.56 LT 3.00 TO  
 198+37.56 LT 4.00  
 202+59.48 LT 3.00 TO  
 MATCH LINE LT 3.00  
 (4" S&BYL)  
 198+37.56 LT 4.00 TO  
 202+09.48 LT 4.00

**REMOVE SIGN LESS THAN**  
 20 SQUARE FEET REQ'D  
 (10.01-X) 200+82.02 LT 32.55

|                    |                      |                 |                                              |          |               |          |     |      |
|--------------------|----------------------|-----------------|----------------------------------------------|----------|---------------|----------|-----|------|
| SHEET NO.<br>SS-10 | PROJECT              | SR-248;         | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |          | REVISIONS     |          |     |      |
|                    | PROJECT NUMBER       | SR-224 TO US-40 |                                              |          |               |          |     |      |
|                    |                      | F-0248(18)0     | 16214                                        | APPROVED | 1/12/2021     | DRAWN BY | MJE |      |
|                    | SIGNING AND STRIPING |                 | PROFESSIONAL ENGINEER                        | DATE     | QC CHECKED BY | BTS      | NO. | DATE |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 SIGN CODE  
 SHEET NUMBER

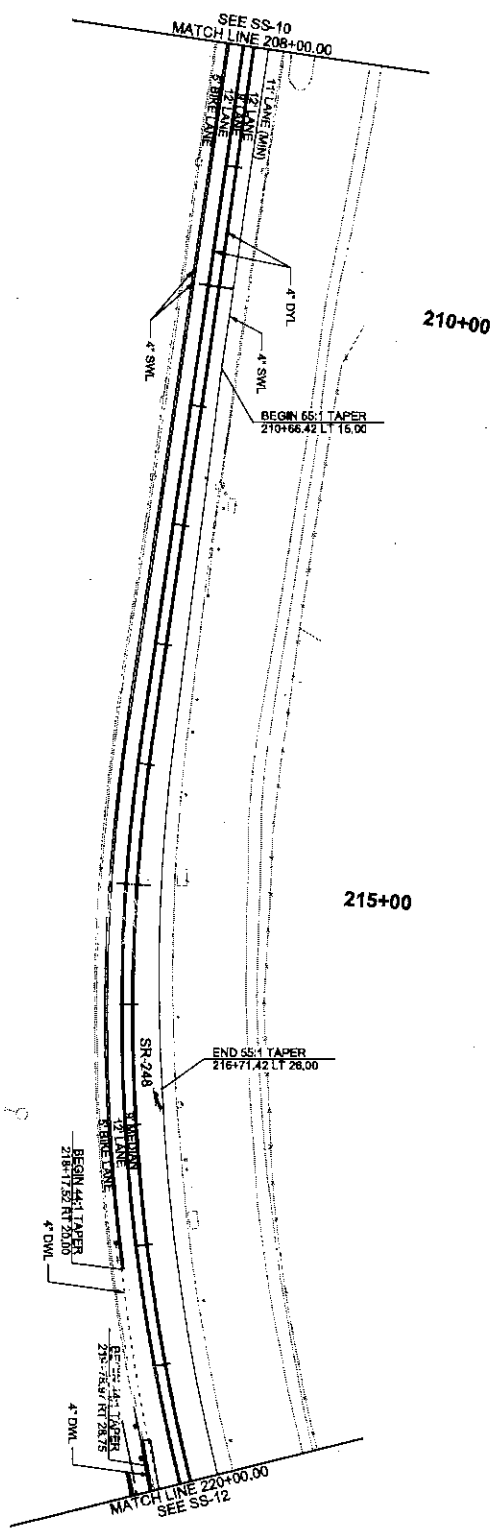
**STRIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 BWL - BROKEN WHITE LINE  
 DYL - DOTTED WHITE LINE  
 LYL - LANE DROP LINE  
 SBWL - SOLID AND BROKEN WHITE LINE  
 SL - STOP LINE

**PAVEMENT MARKING**  
**PAINT REQ'D**  
 (4" SWL)  
 MATCH LINE RT 18.00 TO  
 218+17.52 RT 18.00  
 MATCH LINE RT 20.00 TO  
 218+17.62 RT 20.00  
 (4" DYL)  
 MATCH LINE RT 6.00 TO  
 MATCH LINE RT 6.00  
 (4" DWL)  
 218+17.62 RT 20.00 TO  
 MATCH LINE RT 24.23  
 219+76.97 RT 28.75  
 MATCH LINE RT 29.23

**PAVEMENT MESSAGE**  
**(PREFORMED THERMOPLASTIC) REQ'D**  
 (BIKE)  
 217+97.00 RT 22.50  
 (BIKE ARROW)  
 218+10.05 RT 22.50

**PAVEMENT MESSAGE**  
**(PREFORMED THERMOPLASTIC) REQ'D**  
 (LANE REDUCTION ARROW)  
 216+80.00 LT 21.00

**PAVEMENT MARKING**  
**PAINT REQ'D**  
 (4" SWL)  
 MATCH LINE 15.00 LT TO  
 211+58.59 LT 15.00 TO  
 213+73.18 LT 18.90 TO  
 216+71.42 LT 28.00 TO  
 MATCH LINE 28.00  
 (4" DYL)  
 MATCH LINE LT 3.00 TO  
 MATCH LINE LT 3.00



|                  |                                       |  |                                              |                   |           |  |
|------------------|---------------------------------------|--|----------------------------------------------|-------------------|-----------|--|
| ON LEAF<br>SS-11 | PROJECT<br>SR-248;<br>SR-224 TO US-40 |  | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |                   | REVISIONS |  |
|                  | PROJECT NUMBER<br>F-0248(18)0         |  | DATE<br>1/12/2021                            | DRAWN BY<br>MJE   |           |  |
|                  | SHEET NUMBER<br>16214                 |  | DATE                                         | CHECKED BY<br>BTB |           |  |
|                  | SIGNING AND STRIPING                  |  | DATE                                         | APPROVED BY       | REMARKS   |  |

1/14/2021

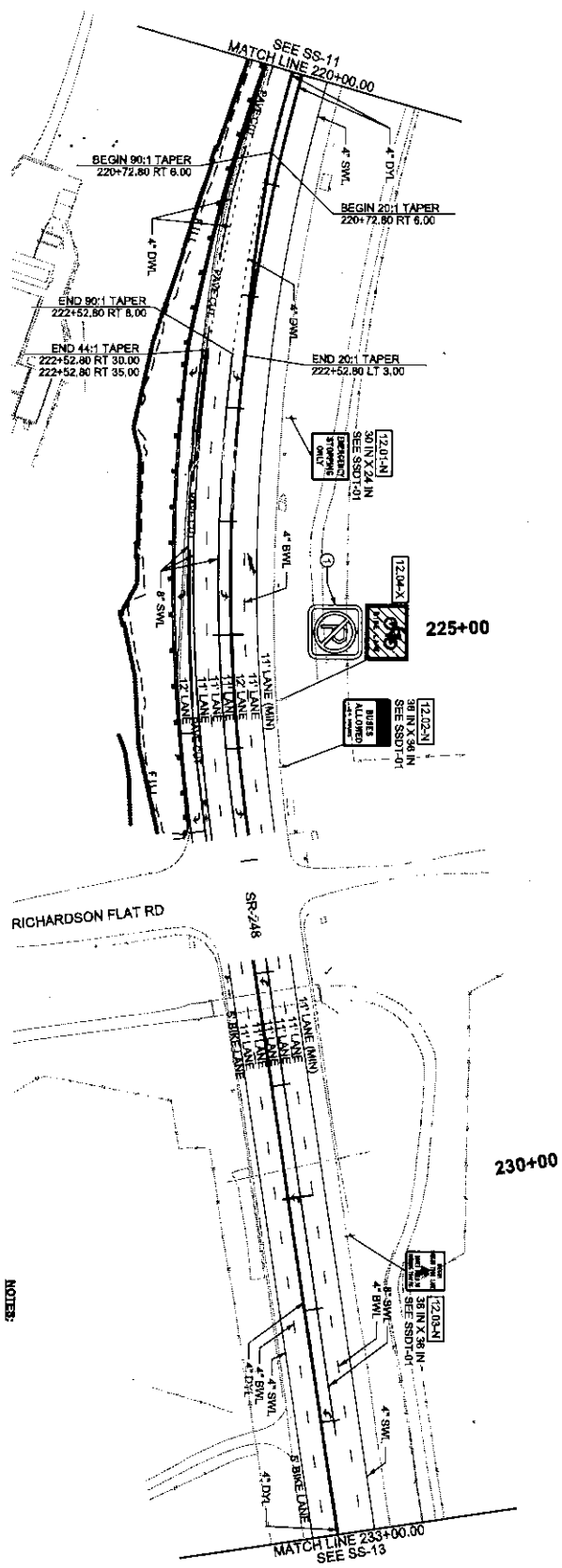
**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 XXX - SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

**STRIPING KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DWL - DOUBLE YELLOW LINE  
 BWL - BROKEN WHITE LINE  
 BYL - BROKEN YELLOW LINE  
 LTL - LANE DROP LINE  
 SBWL - SOLID AND BROKEN WHITE LINE  
 SL - STOP LINE

**PAVEMENT MESSAGE (THERMOPLASTIC) REQ'D**  
 (RIGHT ARROW)  
 222+74.00 RT 40.50  
 224+66.00 RT 40.50  
 226+68.00 RT 40.50  
 (LEFT ARROW)  
 222+74.00 RT 2.50  
 224+66.00 RT 2.50  
 226+68.00 RT 2.50  
 (BIKE)  
 222+68.00 RT 32.50  
 226+45.00 RT 32.50  
 228+01.00 RT 34.00  
 (BIKE ARROW)  
 222+73.00 RT 32.50  
 226+58.00 RT 32.50  
 228+14.67 RT 34.00

**PAVEMENT MARKING (PAINT) REQ'D**  
 (4" SWL)  
 227+88.40 RT 31.00 TO  
 MATCH LINE RT 31.00  
 (4" DWL)  
 MATCH LINE RT 6.00 TO  
 220+72.80 RT 6.00 TO  
 222+52.80 LT 3.00  
 227+88.40 RT 9.00 TO  
 MATCH LINE RT 9.00  
 (4" BWL)  
 222+52.80 RT 19.00 TO  
 226+77.81 RT 19.00  
 227+88.40 RT 20.00 TO  
 MATCH LINE RT 20.00  
 (8" SWL)  
 222+52.80 RT 8.00 TO  
 226+77.81 RT 8.00  
 222+52.80 RT 30.00 TO  
 222+77.81 RT 30.00  
 222+52.75 RT 35.00 TO  
 226+77.81 RT 35.00  
 (4" DWL)  
 MATCH LINE RT 24.23 TO  
 222+52.80 RT 30.00  
 MATCH LINE RT 29.23 TO  
 222+52.80 RT 35.00  
 220+72.80 RT 6.00 TO  
 222+52.80 RT 6.00

**NOTES:**  
 ① NO PARKING SIGN TO REMAIN



**PAVEMENT MESSAGE (THERMOPLASTIC) REQ'D**  
 (LANE REDUCTION ARROW)  
 224+39.00 LT 21.50

**PAVEMENT MARKING (PAINT) REQ'D**  
 (4" SWL)  
 MATCH LINE LT 28.00 TO  
 226+77.88 LT 26.00  
 227+88.40 LT 24.00 TO  
 MATCH LINE LT 24.00  
 (4" DWL)  
 MATCH LINE LT 3.00 TO  
 226+77.88 LT 3.00  
 (4" BWL)  
 224+28.73 LT 15.00 TO  
 226+77.88 LT 15.00  
 227+88.40 LT 13.00 TO  
 233+00.00 LT 13.00  
 (8" SWL)  
 227+88.40 LT 2.00 TO  
 232+13.40 LT 2.00

**REMOVE SIGN LESS THAN 20 SQUARE FEET REQ'D**  
 [12.04-X] 225+60.21 LT 45.19

**SIGN TYPE A-1**  
 30 INCH X 24 INCH REQ'D  
 [12.01-N] 223+05.00 LT 50.00

**SIGN TYPE A-1**  
 36 INCH X 36 INCH REQ'D  
 [12.03-N] 225+21.00 LT 41.50  
 [12.03-N] 230+11.00 LT 40.50

|                      |                |                 |                                   |            |           |      |
|----------------------|----------------|-----------------|-----------------------------------|------------|-----------|------|
| SHEET NO.<br>SS-12   | PROJECT        | SR-248;         | UTAH DEPARTMENT OF TRANSPORTATION |            | REVISIONS |      |
|                      |                | SR-224 TO US-40 | LOCHNER                           |            |           |      |
|                      | PROJECT NUMBER | F-0248(18)0     | APPROVED                          | DRAWN BY   | MJE       |      |
|                      |                | 16214           | 1/14/2021                         | CHECKED BY | BTB       |      |
| SIGNING AND STRIPING |                |                 | DATE                              | DATE       | DATE      | DATE |
|                      |                |                 | APPROVED BY                       | DATE       | DATE      | DATE |
|                      |                |                 | REMARKS                           |            |           |      |

|                          |                      |                            |          |                                              |                                                                                                              |               |     |           |      |             |         |
|--------------------------|----------------------|----------------------------|----------|----------------------------------------------|--------------------------------------------------------------------------------------------------------------|---------------|-----|-----------|------|-------------|---------|
| PROJECT NO.<br><br>SR-13 | PROJECT              | SR-248;<br>SR-224 TO US-40 |          | UTAH DEPARTMENT OF TRANSPORTATION<br>LOCHNER |                                                                                                              |               |     | REVISIONS |      |             |         |
|                          | PROJECT NUMBER       | F-0248(18)0                | PN 16214 | APPROVED                                     | <br>PROFESSIONAL ENGINEER | DRAWN BY      | NJE |           |      |             |         |
|                          | SIGNING AND STRIPING |                            |          | 1/14/2021<br>DATE                            |                                                                                                              | QC CHECKED BY | BTB | NO.       | DATE | APPROVED BY | REMARKS |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 (XXX) - SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

**STRIPE KEY:**  
 SWL - SOLID WHITE LINE  
 SYL - SOLID YELLOW LINE  
 DYL - DOUBLE YELLOW LINE  
 DML - DOTTED WHITE LINE  
 LD/L - LANE DROP LINE  
 SL - STOP LINE

**SIGN TYPE A-1**  
**36 INCH X 36 INCH REQ'D**  
**(14.04-N) 251+25.00 RT 53.00**

**PAVEMENT MESSAGE**  
**(PREFORMED)**  
**THERMOPLASTIC STOP**  
**LINE, CROSSWALKS - 12"**  
**(12" SL)**

248+04.27 LT 2.00 TO  
 248+04.27 RT 49.75  
 249+43.02 RT 8.00 TO  
 249+45.33 LT 48.44  
 (CROSSWALK)  
 249+27.89 RT 40.32 TO  
 249+31.64 LT 56.38  
 249+37.71 RT 40.04 TO  
 249+41.39 LT 49.94

**PAVEMENT MESSAGE**  
**(PREFORMED)**  
**THERMOPLASTIC REQ'D**  
**(RIGHT ARROW)**

247+10.00 RT 42.00  
 247+85.00 RT 42.00

**(LEFT ARROW)**  
 247+85.00 RT 3.50  
 249+65.00 RT 2.50  
 251+63.00 RT 2.50  
 253+63.00 RT 2.50

**(BIKE)**  
 246+96.00 RT 33.50  
 247+73.00 RT 33.50  
 249+50.00 RT 32.50  
 251+30.00 RT 32.50  
 254+20.00 RT 32.50

**(BIKE ARROW)**  
 247+09.00 RT 33.50  
 247+96.00 RT 33.50  
 248+85.00 RT 32.50  
 251+43.00 RT 32.50

**PAVEMENT MARKING**  
**PAINT REQ'D**  
**(4" SWL)**

247+64.27 RT 20.00 TO  
 248+04.27 RT 20.00  
 249+37.31 RT 35.00 TO  
 251+20.91 RT 35.00  
 249+62.90 RT 70.51 TO  
 249+87.70 RT 57.11 TO  
 251+67.12 RT 45.00 TO  
 254+86.94 RT 46.00 TO  
 PC 254+76.98 RT 45.95 TO  
 255+36.17 RT 45.36  
**(4" DYL)**  
 249+43.02 RT 8.00 TO  
 254+66.94 RT 8.00 TO  
 PC 254+76.98 RT 7.95 TO  
 MATCH LINE RT 6.48  
 253+83.47 RT 8.00 TO  
 254+66.94 RT 0.85 TO  
 255+05.36 LT 3.00 TO  
 255+19.99 LT 3.00

**(8" SWL)**  
 MATCH LINE OFF 8.00 TO  
 248+04.27 RT 3.00  
 246+89.27 RT 31.00 TO  
 248+04.27 RT 31.00  
 246+89.27 RT 36.00 TO  
 248+04.27 RT 36.00  
 249+38.12 RT 30.00 TO  
 251+20.91 RT 30.00  
 249+54.95 RT 58.89 TO  
 249+86.79 RT 43.14 TO  
 251+20.91 RT 35.00

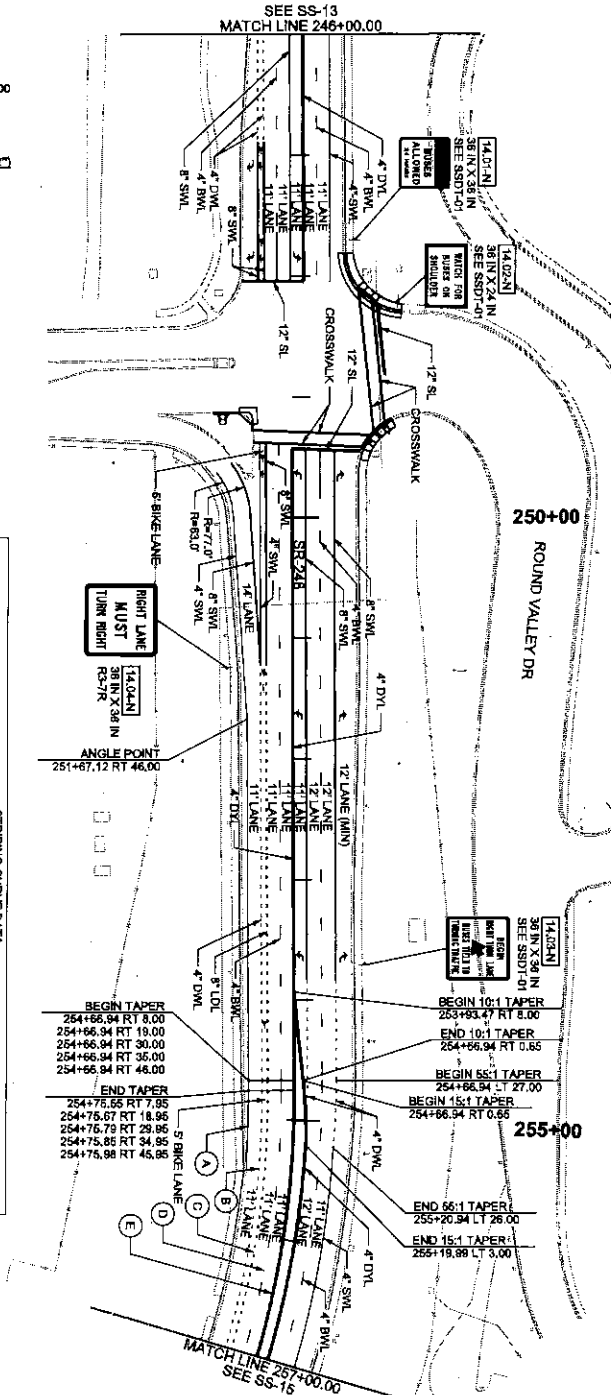
**(4" BWL)**  
 MATCH LINE RT 20.00 TO  
 247+64.27 RT 20.00  
 249+36.57 RT 19.00 TO  
 254+66.94 RT 19.00 TO  
 PC 254+76.67 RT 18.95 TO  
 MATCH LINE RT 17.48

**(4" DYL)**  
 MATCH LINE RT 31.00 TO  
 246+89.27 RT 31.00  
 MATCH LINE RT 36.00 TO  
 246+89.27 RT 36.00  
 251+20.91 RT 35.00 TO  
 254+66.94 RT 35.00 TO  
 PC 254+76.98 RT 34.95 TO  
 MATCH LINE RT 33.48

**(9" LD/L)**  
 251+20.91 RT 30.00 TO  
 254+66.94 RT 30.00 TO  
 PC 254+76.79 RT 34.96 TO  
 MATCH LINE RT 28.48

| CURVE | STA       | PC       | OFF       | STA       | OFF       | PT       | RADIUS |
|-------|-----------|----------|-----------|-----------|-----------|----------|--------|
|       |           |          |           |           |           |          |        |
| A     | 244+75.98 | RT 45.95 | 257+62.48 | RT 776.41 | 255+38.17 | RT 46.38 | 702.00 |
| B     | 244+75.98 | RT 34.95 | 257+62.48 | RT 776.41 | 257+40.48 | RT 33.42 | 743.00 |
| C     | 244+75.98 | RT 29.95 | 257+62.48 | RT 776.41 | 257+40.48 | RT 28.42 | 748.00 |
| D     | 244+75.98 | RT 19.95 | 257+62.48 | RT 776.41 | 257+40.48 | RT 19.42 | 759.00 |
| E     | 244+75.98 | RT 14.95 | 257+62.48 | RT 776.41 | 257+40.48 | RT 14.42 | 770.00 |

STRIPING CURVE DATA



**PAVEMENT MARKING**  
**PAINT REQ'D**  
**(4" SWL)**

MATCH LINE LT 24.00 TO  
 248+04.27 LT 24.00  
 249+43.96 LT 15.00 TO  
 249+83.96 LT 15.00  
 255+20.94 LT 26.00 TO  
 MATCH LINE LT 26.00  
**(4" DYL)**  
 MATCH LINE LT 2.00 TO  
 248+04.27 LT 2.00  
 255+19.99 LT 3.00 TO  
 MATCH LINE LT 3.00  
**(8" SWL)**  
 249+43.47 LT 3.00 TO  
 253+83.47 LT 3.00  
 249+44.45 LT 27.00 TO  
 253+84.45 LT 27.00  
**(4" BWL)**  
 MATCH LINE LT 13.00 TO  
 248+04.27 LT 13.00  
 249+83.96 LT 15.00 TO  
 MATCH LINE LT 15.00  
**(4" DYL)**  
 253+83.47 LT 3.00 TO  
 255+05.36 LT 3.00  
 253+84.45 LT 27.00 TO  
 254+66.94 LT 27.00  
 255+20.94 LT 26.00

**PAVEMENT MESSAGE**  
**(PREFORMED)**  
**THERMOPLASTIC REQ'D**  
**(RIGHT ARROW)**

249+55.00 LT 33.00  
 251+65.00 LT 33.00  
 253+65.00 LT 33.00

**SIGN TYPE A-1**  
**36 INCH X 24 INCH REQ'D**  
**(14.02-N) 248+21.00 LT 80.00**

**SIGN TYPE A-1**  
**36 INCH X 36 INCH REQ'D**  
**(14.01-N) 247+71.00 LT 45.00**  
**(14.03-N) 253+71.00 LT 50.50**

**PAVEMENT MESSAGE**  
**(PREFORMED)**  
**THERMOPLASTIC STOP**  
**LINE, CROSSWALKS - 12"**  
**(12" SL)**

248+25.50 LT 63.22 TO  
 248+82.01 LT 68.79  
 (CROSSWALK)  
 248+13.95 LT 48.01 TO  
 249+28.37 LT 59.27  
 248+23.13 LT 58.96  
 249+20.88 LT 68.58

SHEET NO. 55-14

PROJECT: SR-248;  
 SR-224 TO US-40  
 PROJECT NUMBER: F-0248(18)0  
 SIGNING AND STRIPING

UTAH DEPARTMENT OF TRANSPORTATION  
 LOCHNER

APPROVED: [Signature]  
 PROFESSIONAL ENGINEER

1/14/2021  
 DATE

DRAWN BY: MJE  
 CHECKED BY: BTB

REVISIONS

| NO. | DATE | APPROVED BY | REMARKS |
|-----|------|-------------|---------|
|     |      |             |         |
|     |      |             |         |
|     |      |             |         |
|     |      |             |         |

**SIGN CODE LEGEND:**  
 N - NEW SIGN  
 R - RELOCATE SIGN  
 X - REMOVE SIGN  
 S - SIGN CODE  
 SIGN NUMBER  
 SHEET NUMBER

**STRIPE CODE LEGEND:**  
 SWL - SOLID WHITE LINE  
 DYL - SOLID YELLOW LINE  
 DWL - DOUBLE YELLOW LINE  
 DDL - DOTTED WHITE LINE  
 LAL - LANE DROP LINE  
 SL - SOLID AND BROKEN YELLOW LINE

**PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**

258+66.00 RT 40.00  
 260+73.00 RT 40.00  
 261+73.00 RT 40.00  
 262+73.00 RT 40.00  
 263+73.00 RT 40.00  
 264+73.00 RT 40.00  
 265+73.00 RT 40.00  
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 295+73.00 RT 40.00  
 296+73.00 RT 40.00  
 297+73.00 RT 40.00  
 298+73.00 RT 40.00  
 299+73.00 RT 40.00  
 300+73.00 RT 40.00

**PAVEMENT MARKING (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**

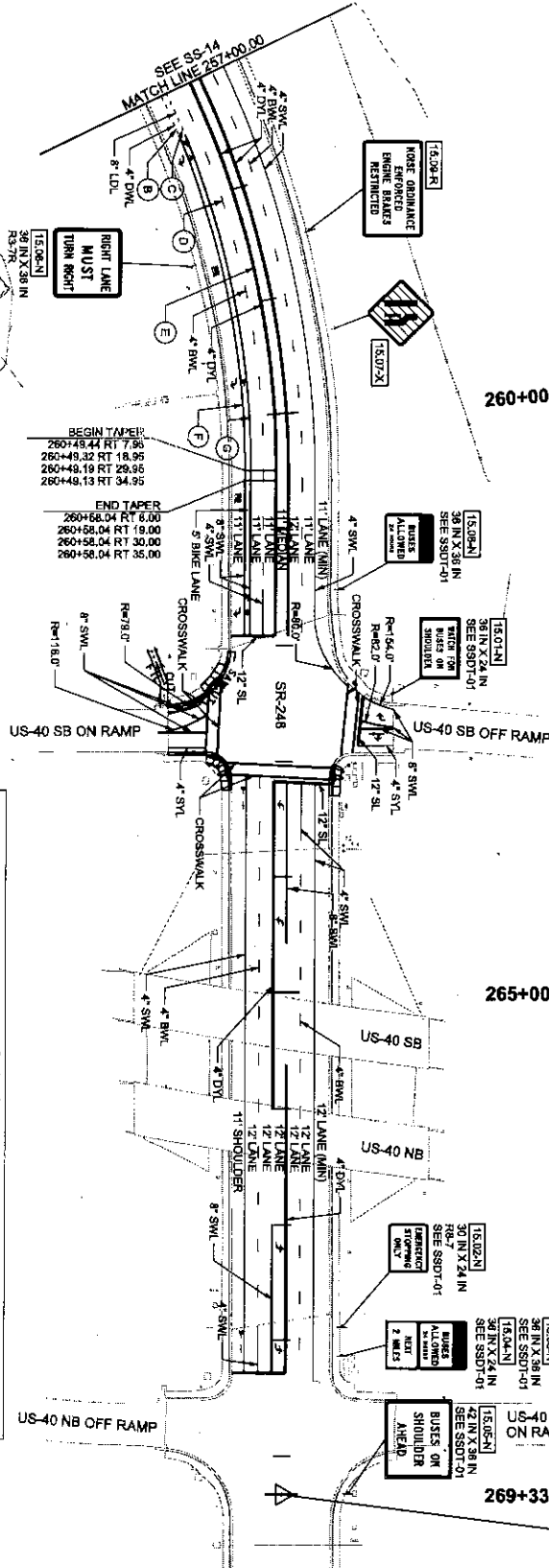
258+66.00 RT 40.00  
 260+73.00 RT 40.00  
 261+73.00 RT 40.00  
 262+73.00 RT 40.00  
 263+73.00 RT 40.00  
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 296+73.00 RT 40.00  
 297+73.00 RT 40.00  
 298+73.00 RT 40.00  
 299+73.00 RT 40.00  
 300+73.00 RT 40.00

**PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**

258+66.00 RT 40.00  
 260+73.00 RT 40.00  
 261+73.00 RT 40.00  
 262+73.00 RT 40.00  
 263+73.00 RT 40.00  
 264+73.00 RT 40.00  
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 296+73.00 RT 40.00  
 297+73.00 RT 40.00  
 298+73.00 RT 40.00  
 299+73.00 RT 40.00  
 300+73.00 RT 40.00

**SIGN TYPE A-1, 36 INCH X 24 INCH REQ'D (15.06-N) 258+66.00 RT 59.00**

| STRIPING CURVE DATA |           |          |           |          |           |          |           |          |        |
|---------------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|--------|
| CURVE               | STA       | PC       | PT        | OFF      | STA       | CC       | PT        | OFF      | RADIUS |
| B                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |
| C                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |
| D                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |
| E                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |
| F                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |
| G                   | 254+73.95 | RT 34.95 | 257+40.49 | RT 77.81 | 257+40.49 | RT 33.42 | 257+40.49 | RT 77.81 | 743.00 |



**PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**  
 262+42.58 LT 58.22 TO  
 262+46.12 LT 53.83  
 (CROSSWALK)  
 262+32.50 LT 55.17 TO  
 262+45.00 LT 48.96  
 262+40.04 LT 54.46 TO  
 262+42.23 LT 59.19

**PAVEMENT MARKING (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**  
 262+42.58 LT 58.22 TO  
 262+46.12 LT 53.83  
 262+44.11 LT 58.07 TO  
 262+54.42 LT 54.35  
 263+18.85 LT 27.00 TO  
 263+35.43 LT 27.00  
 263+16.33 LT 15.00 TO  
 263+58.33 LT 15.00  
 264+19.97 LT 3.00 TO  
 265+62.36 LT 3.00 TO  
 266+28.57 LT 3.00  
 267+19.97 LT 15.00 TO  
 268+58.33 LT 15.00 TO  
 268+28.57 LT 15.00  
 269+19.97 LT 15.00 TO  
 270+19.97 LT 15.00 TO  
 271+19.97 LT 15.00 TO  
 272+19.97 LT 15.00 TO  
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 295+19.97 LT 15.00 TO  
 296+19.97 LT 15.00 TO  
 297+19.97 LT 15.00 TO  
 298+19.97 LT 15.00 TO  
 299+19.97 LT 15.00 TO  
 300+19.97 LT 15.00 TO

**PAVEMENT MESSAGE (PREFORMED THERMOPLASTIC) REQ'D (ONLY)**  
 262+42.58 LT 58.22 TO  
 262+46.12 LT 53.83  
 (CROSSWALK)  
 262+32.50 LT 55.17 TO  
 262+45.00 LT 48.96  
 262+40.04 LT 54.46 TO  
 262+42.23 LT 59.19

**SIGN TYPE A-1, 36 INCH X 24 INCH REQ'D (15.01-N) 262+41.00 LT 54.00 (15.04-N) 268+14.00 LT 52.00**

**SIGN TYPE A-1, 36 INCH X 36 INCH REQ'D (15.03-N) 268+14.00 LT 52.00 (15.06-N) 261+50.00 LT 47.00**

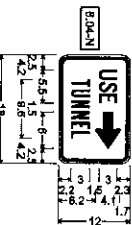
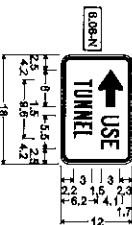
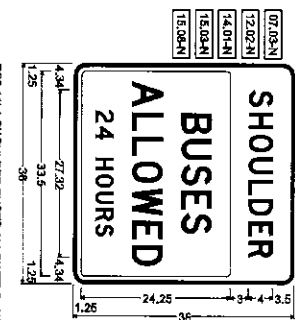
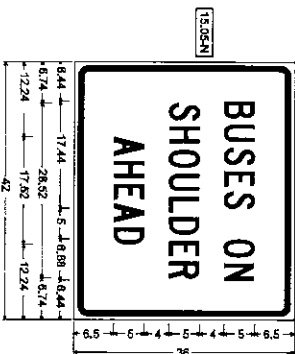
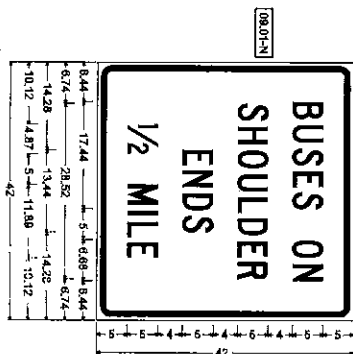
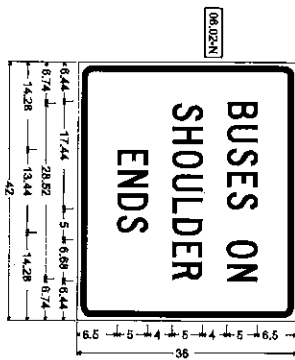
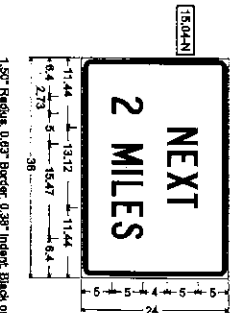
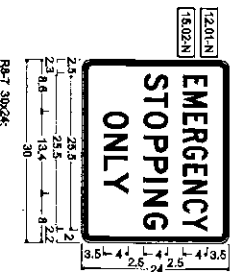
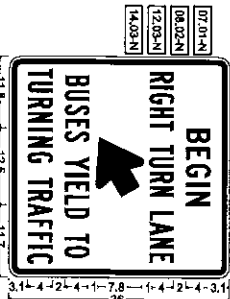
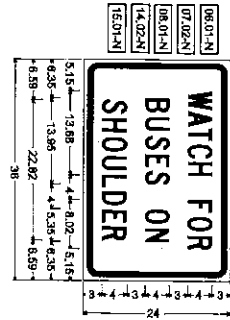
**SIGN TYPE A-1, 42 INCH X 36 INCH REQ'D (15.05-N) 269+33.00 LT 57.00**

**SIGN TYPE A-1, 30 INCH X 24 INCH REQ'D (15.02-N) 261+50.00 LT 51.00**

**REMOVE SIGN LESS THAN 20 SQUARE FEET REQ'D (15.07-X) 269+34.00 LT 52.00**

**RELOCATE SIGN LESS THAN 20 SQUARE FEET REQ'D (15.09-R) FROM 254+36.00 LT 55.00 TO 258+50.00 LT 49.00**

|                      |  |                 |  |                                   |  |           |  |
|----------------------|--|-----------------|--|-----------------------------------|--|-----------|--|
| PROJECT              |  | SR-248;         |  | UTAH DEPARTMENT OF TRANSPORTATION |  | REVISIONS |  |
| PROJECT NUMBER       |  | SR-224 TO US-40 |  | LOCKNER                           |  |           |  |
| F-0248(18)C          |  | PW 16214        |  | APPROVED                          |  |           |  |
| SIGNING AND STRIPING |  |                 |  | DRAWN BY                          |  | MJE       |  |
|                      |  |                 |  | CHECKED BY                        |  | BTB       |  |
|                      |  |                 |  | DATE                              |  | 1/14/2021 |  |
|                      |  |                 |  | NO.                               |  | DATE      |  |
|                      |  |                 |  | APPROVED BY                       |  | REMARKS   |  |



|                |  |                 |  |                                   |  |           |  |
|----------------|--|-----------------|--|-----------------------------------|--|-----------|--|
| PROJECT        |  | SR-248;         |  | UTAH DEPARTMENT OF TRANSPORTATION |  | REVISIONS |  |
| PROJECT NUMBER |  | SR-224 TO US-40 |  | LOCHNER                           |  |           |  |
| SIGNING DETAIL |  | F-0248(18)0     |  | APPROVED                          |  |           |  |
|                |  | 16214           |  | DRAWN BY                          |  |           |  |
|                |  |                 |  | CHECKED BY                        |  |           |  |
|                |  |                 |  | DATE                              |  | 1/12/2021 |  |
|                |  |                 |  | NO.                               |  | DATE      |  |
|                |  |                 |  | APPROVED BY                       |  |           |  |
|                |  |                 |  | REMARKS                           |  |           |  |

Dear Mayor Beerman and Council Members,

The Kimball Art Center is an educational non-profit and our mission is to inspire and connect through art. *IN THE SUMMER OF '69...* A group of local Park City artists launched an open-air arts festival on historic Main Street. They aimed to imbue Park City – already a bustling ski resort during the winter – with cultural offerings in the summer months. Inspired by the artists' creative energy, local philanthropist Bill Kimball decided to expand upon their efforts by creating Kimball Art Center, a permanent home for the visual arts in Park City.

Under guidance and management of Kimball Art Center and a longstanding partnership with Park City Municipal Corporation, the Park City Kimball Arts Festival – true to the spirit of its founders in the summer of 1969 – has established itself as one of Utah's leading cultural events, attracting thousands of visitors annually, and garnering national attention for the artists whose works are displayed. Now The Park City Kimball Arts Festival is one of the top-ranked art festivals in the country and an integral part of a Utah Summer.

On behalf of the KAC Board of Directors, we aim to continue this tradition because we believe art should be accessible to all and that it plays a critical role in the overall success of the Park City community. We look to extend our relationship with Park City Municipal Corp by humbly asking to renew our Arts Fest contract for 2022. Our goal is to showcase the work of local and world-renowned artists during this important summer program as much as we develop our exhibitions and provide art education in Utah schools to our year-round residents. Your approval means this program generates income that we allocate back to our local community, allowing us to host a range of community programs, exhibitions, and events for our Park City residents.

Thank you for your collaboration. We ask for your support in renewing our partnership.

Sincerely,



Aldy Milliken,  
Executive Director  
Kimbal Art Center