

Planning Commission Hearing Staff Report



Planning and Zoning Division  
Department of Community  
Development

**Apollo Burger Drive Through Restaurant**  
Conditional Use Review PLNPCM2010-00516  
Building and Site Design Review PLNPCM2010-00488  
Located at approximately 143 North Redwood Road  
Hearing date: October 27, 2010

**Applicant:**

Apollo Burger  
Brandon Lundeen

**Staff:**

Ana Valdemoros 801-535-7236  
ana.valdemoros@slcgov.com

**Tax ID:**

08-34-381-026

**Current Zone:**

TSA (Transit Station Area)

**Zone to be analyzed against:**

TC-75 (Transit Corridor District)

**Master Plan Designation:**

North Temple Boulevard  
Master Plan

**Council District:**

District 1 – Carlton Christensen

**Lot size:** 1.30 acres

**Current Use:**

Vacant

**Applicable Land Use**

**Regulations:**

- Chapter 21A.26.077 TC-75  
Zoning District
- Chapter 21A.54.080  
Conditional Use
- Chapter 21A.59 Conditional  
Building and Site Design  
Review

**Attachments:**

- A. Site and building drawings
- B. Department comments

**REQUEST**

The applicant, Brandon Lundeen, requests preliminary approval of a conditional use and conditional building and site design review approval to construct a new restaurant, Apollo Burgers, with drive through service at approximately 143 North Redwood Road. The proposed site plan is a revised one from the original request. At the time The property is located in the TC-75 zoning district in the Northwest Planning Community.

**STAFF RECOMMENDATION:**

Based upon findings contained within the staff report, staff recommends approval of the conditional use request and conditional building and site design review with the following conditions:

1. The proposed development is subject to compliance with all applicable Department Comments and City regulations.
2. Applicant shall install and maintain a sufficient layer of organic mulch within all plant beds to reduce heat and improve plant nutrition.
3. Where possible, additional accent lighting of architectural and landscape features is encouraged.
4. Property owner shall post a sign informing their patrons to shut off their car while waiting for service.
5. All doors shown in elevation drawings and floor plan drawings shall be reflected into site plan when requesting a building permit.



# VICINITY MAP





## **Background**

**Note: This application was received before the Transit Area Station (TSA) Zoning District was adopted by the City Council in August 10, 2010. Therefore, the project will be required to comply with the North Temple Master Plan as well as the TC-75 (Transit Corridor) Zoning District. The proposal was tabled by the Planning Commission at their meeting of October 13, 2010 in order for staff to review a proposed new site plan.**

The project site is located at approximately 143 North Redwood Road (1700 West) in the Northwest Planning Community. The applicant proposes to construct a new restaurant with a drive-through window on the eastern portion of a vacant lot. The subject property was zoned TC-75 Transit Corridor District and is surrounded by commercial uses. At the time the application was submitted, the proposed restaurant with drive through is a conditional use in the TC-75 District. The proposal consists of one principal building that contains approximately 4,160 square feet and one parking lot with approximately 24 parking spaces including 2 ADA parking stalls. The required number of parking stalls for this project is 8 (eight) and 5 (five) stacking spaces for the drive through.

The proposed restaurant is adjacent to Redwood Road and Gertie Street (145 North). The front façade faces Redwood Road as does the primary entrance (vestibule) of the building. The new proposal includes an outdoor dining patio on the east side and a decorative two-foot high fence that will serve as a buffer from the outdoor dining patio and the sidewalk. The newly proposed single drive-through lane and pick up window are located on the south side of the building facing 17 parking stalls. The two-foot fence will also extend along Redwood Road providing parking and vehicular light screening. There are additional entrances to the building, one vestibule facing Gertie Avenue, a door on the south façade next to the drive up window and another door on the Redwood Road façade adjacently to the primary vestibule. (See Attachment A: page SP101 of the drawings)

The new site plan proposal is being reviewed by the Planning Commission since drive through restaurants in the TC-75 Zoning District are a conditional use and any related new construction is subject to conditional building and site design review. The Planning Commission has authority to review and approve, deny or approve with conditions the proposal.

## **Discussion**

Drive-through restaurants are a conditional use in the TC-75 transit corridor district and as such need to substantially comply with the intent of the zone when possible. New construction must take into consideration the ongoing master plan policies and purpose of the zoning district which is "to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development along major transit corridors. The design guidelines are intended to create a pedestrian friendly environment and to emphasize that pedestrian and mass transit access is the primary focus of development".

The new revised site plan relocated the driveway and drive up window at the south of the building and directing circulation to the south and interior of the lot. The site plan also proposes to move the building closer to the sidewalk while meeting the 15 foot front and corner sideyard requirements while adding an outdoor patio adjacently to the front façade between the sidewalk and the building. Parking is provided in the back of the building (to the west) as well as to the south façade.

Mr. Barry Walsh from the Division of Transportation reviewed the newly submitted site plan and turned comments stating that the proposed drive on Gertie Avenue needs to be designated with one entry lane, and one



right turn and one left turn exit lanes. Moreover, the landscape needs to comply with the 10x10 Clear sight zone height restriction of 30 inches (the Mugo pine is not acceptable). And finally, that public way improvements are required along the full lot frontage (385') of Gertie Street.

It is staff opinion that the revised site plan, building orientation, and the relocation of the driveway have been improved and demonstrates effort in engaging the pedestrian traffic.

## ***Public Participation***

### **Public Comments**

Staff conducted an open house for this project on September 16, 2010 and received no objections, concerns, or comments from citizens or the local community council. The Chair of the Poplar Grove Community Council as well as the Chair of the Jordan Meadows Community Council attended the open house.

### **City Department Comments**

Comments were originally solicited from the following City departments: Building Licensing Services, Fire, Public Utilities, Property Management, Transportation, Engineering, Airport and Police. Most departments provided comments regarding the requests and provided specific improvements or modifications required according to their respective area of development oversight. The Department of Transportation also reviewed the changes in the new site plan submitted after the Planning Commission meeting of October 13, 2010. Those requirements are listed in 'Attachment C' of this report.

## ***Analysis and Findings***

### **Staff Analysis (Conditional Use)**

Standards for Conditional Uses; *Section 21A.54.080*

- A. **General Standard for Approval:** A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards set forth in this section. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use shall be denied.
- B. **Specific Standards:** A conditional use shall be approved unless the evidence presented shows that one or more of the standards set forth in this subsection cannot be met. The Planning Commission, or in the case of administrative conditional uses, the Planning Director or the Director's designee, may request additional information as may be reasonably needed to determine whether the standards of this subsection can be met.
  - 1. **Master Plan and Zoning Ordinance Compliance**  
The proposed conditional use shall be:



- A. *Consistent with any policy set forth in the City-Wide, Community, and Small Area Master plan and future land use map applicable to the site where the conditional use will be located.*

**Analysis:** The subject property is located within the 1950 West / 2200 West Station Area Plan of the North Temple Master Plan adopted with the Transit Station Area zoning district the same day the applicant submitted the proposal. The purpose of the North Temple Master Plan was to “provide a framework for land use and urban design decisions that will be required as North Temple changes from an auto oriented street to a street that accommodates mass transit, pedestrians, bicyclists and automobiles, and provides transportation options for people of all ages and abilities”. The amended Northwest Master Plan had this location identified for a community level shopping center or office construction related to the State’s Office campus complex. The construction of this structure will dedicate substantial part of the site to a drive-through restaurant. Even though other business in the vicinity offer similar services and are focused on automobile oriented uses, this proposal does not fully comply with the purpose of the master plan and Station area plan as it perpetuates the automobile oriented pattern of uses in the area, clearly contrary to the station area plan’s policies.

**Finding:** The proposed use is compatible with the surrounding uses and the revised site plan has been modified to be more in compliance with principles of urban design and pedestrian access which is clearly identified in the master plan and suggests that any new construction’s primary focus be for pedestrian and mass transit access.

- B. *Allowed by the zone where the conditional use will be located or by another applicable provision of this title.*

**Analysis:** At the time the application for this project was deemed complete, the property was zoned TC-75 Transit Corridor zoning district; the purpose of which is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development along major transit corridors. The design guidelines are intended to create a pedestrian friendly environment and to emphasize that pedestrian and mass transit access is the primary focus of development. Drive-through restaurants are allowed as a Conditional Use in the TC-75 zoning district as per Section 21A.26.080 provided that negative impacts can be reasonably mitigated and all applicable standards are complied with.

**Finding:** The proposed use meets this standard with the modifications provided with the new revised site plan.

## 2. Use Compatibility

The proposed conditional use shall be compatible with the character of the site, adjacent properties, and existing development within the vicinity of the site where the use will be located. In determining compatibility, the Planning Commission shall consider the following:

- a. *Whether the street or other means of access to the site where the proposed conditional use will be located will provide access to the site without materially degrading the service level on such street or any adjacent street;*



**Analysis:** The subject property is adjacent to two public streets Gertie Avenue and Redwood Road. The City's Transportation Division did not specify on the carrying capacity of the streets to serve this type of use.

**Finding:** The public streets are classified as local (Gertie Ave) and arterial (Redwood) and this proposal complies with this consideration.

- b. *Whether the type of use and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected with the development of a permitted use, based on:*
- i) *Orientation of driveways and whether they direct traffic to major or local streets, and, if directed to local streets, the impact on the safety, purpose, and character of these streets;*
  - ii) *Parking area locations and size, and whether parking plans are likely to encourage street side parking for the proposed use which will adversely impact the reasonable use of adjacent property;*
  - iii) *Hours of peak traffic to the proposed use and whether such traffic will unreasonably impair the use and enjoyment of adjacent property; and*
  - iv) *Hours of operation of the proposed use as compared with the hours of activity/operation of other nearby uses and whether the use, during hours of operation, will be likely to create noise, light, or other nuisances that unreasonably impair the use and enjoyment of adjacent property;*

**Analysis:** The proposed use would be located in a vacant corner lot that has frontage on Gertie Avenue as well as Redwood Road. Some of the parking stalls will be provided behind (to the west) and to the south side of the structure and accessed by Gertie Avenue. The driveway will have one ingress lane and two egress lanes. The orientation of the driveway and parking lot will not impact the safety, purpose, and character of the streets nor will it adversely affect the reasonable use of adjacent property. Sidewalk improvements are required by the Engineering Division.

The regular hours of operation of a drive through restaurant and traffic generated from the proposed use would not unreasonably impair the use and enjoyment of adjacent property. It is not anticipated that the proposed use would create noise, light, or other nuisances that would unreasonably impair the use and enjoyment of the adjacent commercial properties as their uses are similar.

**Finding:** The project satisfies this standard.

- c. *Whether the internal circulation system of any development associated with the proposed use will be designed to mitigate adverse impacts on adjacent property from motorized, non-motorized and pedestrian traffic;*

**Analysis:** The modified site plan will have a driveway and a drive up window located adjacently to the south facade of the building and an interior parking lot in both the rear and south sides of the building. Although there are no anticipated impacts on adjacent properties from motorized or non-motorized traffic, the internal circulation of pedestrian traffic has been improved but it will still be compromised by the driveway at least once in the south façade of the building.



**Finding:** The internal circulation system does create adverse impacts to the pedestrian traffic on the site. However, the conflicts between pedestrians accessing the site from the public sidewalks have been eliminated. The proposal complies with this standard.

- d. *Whether existing or proposed utility and public services will be adequate to support the proposed use at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;*

**Analysis:** Existing utility and public services have been deemed adequate by the City's Public Utilities Department.

**Finding:** The project satisfies this standard.

- e. *Whether appropriate buffering or other mitigation measures, such as, but not limited to, landscaping, setbacks, building location, sound attenuation, odor control, will be provided to protect adjacent land uses from excessive light, noise, odor and visual impacts and other unusual disturbances from trash collection, deliveries, and mechanical equipment resulting from the proposed use; and*

**Analysis:** The proposed use abuts other similar commercial land uses and it is not anticipated that the operation of the restaurant would produce excessive light, odor or any other disturbances that would differ with the operations of the abutting commercial uses. The proposed dumpster and its buffering seem appropriately located at the southwest side of the property.

**Finding:** The project satisfies this standard.

- f. *Whether detrimental concentration of existing non-conforming or conditional uses substantially similar to the use proposed is likely to occur, based on an inventory of uses within one quarter 1/4 mile of the exterior boundary of the subject property.*

**Analysis:** There are approximately five other drive through restaurants within 1/4 mile from the subject property built prior to the existing zoning regulations. At the time these uses were built, they were permitted uses. Currently these existing drive through restaurants are non-conforming uses due to recent zoning changes that prohibit them in the TSA Transit Station Area Zoning District. With the proposed new construction of a drive through restaurant to accommodate the relocation of an existing drive through, it increases the likely hood that a new restaurant will occupy the existing building where Apollo Burger is now located. A building occupied by a non-conforming land use can be occupied a substantially similar non-conforming land use. This may result in the addition of a new nonconforming land use being introduced to the area.

**Finding:** The proposed use in this zoning district will contribute to the concentration of non-conforming and similar uses in the area. However, the addition of a single nonconforming land use is not likely to create a detrimental concentration. The proposal substantially complies with this standard.



### 3. Design Compatibility

The proposed conditional use shall be compatible with the character of the area where the use will be located with respect to:

*a. Site design and location of parking lots, access ways, and delivery areas;*

**Analysis:** The revised site design locates the principal building closer to Gertie Avenue and Redwood Road, approximately 1-4 feet away from the minimum required front and corner sideyards respectively. The property will be accessed from Gertie Avenue and the parking lot will be located behind and to the south side of the building. The main pedestrian access to the building is in the front façade facing Redwood Road and an outdoor dining patio with a two-foot decorative fence serves as a buffer from the sidewalk and the street.

**Finding:** The new site design and location of parking lots, access ways and delivery areas are similar to other neighboring properties and is more in compliance with the base zone and its purpose.

*b. Whether the proposed use, or development associated with the use, will result in loss of privacy, objectionable views of large parking or storage areas; or views or sounds of loading and unloading areas; and*

**Analysis:** The proposed use will not result in the loss of privacy nor disturbing views or sounds of loading and unloading areas different than what the neighboring existing operations.

**Finding:** The project meets this standard.

*c. Intensity, size, and scale of development associated with the use as compared to development and uses in the surrounding area.*

**Analysis:** The majority of the uses in the area are commercial, mostly built before the current zone was established. The proposal is to be located adjacent to a gas station and other drive-through restaurants. The intensity, size, and scale of this use are compatible with surrounding uses even though they differ with the current underlying zone.

**Finding:** The project satisfies this standard.

*d. If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed-use development, the design of the premises where the use will be located shall conform to the conditional building and site design review standards set forth in Chapter 21A.59 of this title.*

**Analysis:** The proposed Conditional Use will result in new construction and will be reviewed according to the conditional building and site review standards further in this staff report.

**Finding:** The standard is applicable and will be discussed further in another portion of this staff report.



#### 4. Detriment to Persons or Property

The proposed conditional use shall not, under the circumstances of the particular case and any conditions imposed, be detrimental to the health, safety, and general welfare of persons, nor be injurious to property and improvements in the community, existing surrounding uses, buildings, and structures. The proposed use shall:

- a. *Not emit any known pollutant into the ground or air that will detrimentally affect the subject property or any adjacent property;*

**Analysis:** Drive through restaurants typically involve cars idling in the stacking lane while waiting to be served. The idling cars emit air pollution that can negatively impact the immediate vicinity and may contribute to a lower overall air quality for the City and the region. To mitigate this impact, the applicant should encourage patrons to reduce idling while waiting for service. A sign should be posted in the stacking line asking patrons to turn off their car if they are going to idle for extended periods.

**Finding:** The project satisfies this standard if the applicant posts a small sign along the drive through stacking lane asking patrons to shut off their engines while waiting.

- b. *Not encroach on any river or stream, or direct runoff into a river or stream;*

**Analysis:** The project is not located next to a river or stream.

**Finding:** The project satisfies this standard.

- c. *Not introduce any hazard or potential for damage to an adjacent property that cannot be mitigated;*

**Analysis:** Staff is not aware of any hazards or potential for damage to adjacent properties.

**Finding:** The project satisfies this standard.

- d. *Be consistent with the type of existing uses surrounding the subject property;*

**Analysis:** The proposed use is situated in a commercial transit corridor. The proposed use will be similarly to the existing surrounding uses.

**Finding:** The project complies with this standard.

- e. *Improve the character of the area by encouraging reinvestment and upgrading of surrounding properties.*

**Analysis:** Staff is of the opinion that the proposed use would not improve the character of the area by encouraging reinvestment and upgrading of surrounding properties. The proposed use will instead perpetuate the automobile oriented uses in the area that has had a negative impact to the current pedestrian transit. In order to reverse this situation, the recent Station Area Plan and the Transit Station Area Zone promotes the removal of auto oriented uses and relocating this drive through restaurant within the boundaries of the Station Area Plan would not be achieving this goal.



**Finding:** The project does not satisfy this standard.

5. Compliance with Other Applicable Regulations

*The proposed conditional use and any associated development shall comply with any other applicable code or ordinance requirement.*

**Analysis:** All buildings and required improvements to the site must be reviewed and receive proper permits from the City. Through these permitting reviews, compliance with all applicable code and ordinance requirements will be confirmed.

**Finding:** The project satisfies this standard.

### **Staff Analysis (Conditional Building and Site Design Review)**

In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review Section 21A.59.60 of the Zoning Ordinance:

**A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.**

1. Primary building orientation shall be toward the street rather than the parking area. The principal entrance shall be designed to be readily apparent.
2. At least sixty percent (60%) of the street frontage of a lot shall have any new building located within ten feet (10') of the front setback. Parking is permitted in this area.
3. Any buildings open to the public and located within thirty feet (30') of a public street shall have an entrance for pedestrians from the street to the building interior. This entrance shall be designed to be a distinctive and prominent element of the building's architectural design, and shall be open to the public during all business hours.
4. Each building shall incorporate lighting and changes in mass, surface, or finish to give emphasis to its entrances.

**Analysis:** The revised site plan provides a primary entrance (vestibule) into the proposed restaurant on the east facade, adjacent to Redwood Road. The applicant has included an additional vestibule adjacently to Gertie Avenue and other doors in the sides, one on the south façade next to the drive up window and one on the front façade. Lighting and change in finish give emphasis to the entrances.

**Finding:** The front façade does include additional architectural detailing, a vestibule and outdoor dining patio which are oriented to the street.

**B. Primary access shall be oriented to the pedestrian and mass transit.**

1. Each building shall include an arcade, roof, alcove, portico, awnings, or similar architectural features that protect pedestrians from the rain and sun.

**Analysis:** The proposed drive through restaurant is auto oriented in nature, even though the driveway has been relocated to the south side of the building. This still presents conflict points between



pedestrians and vehicles, since the parking lot is also located adjacently to the drive through lane. However, the conflicts between the building entrances and the public sidewalks have been eliminated. The development provides a vestibule facing Redwood Road, another one facing Gertie and doors to the sides of the building. However due to the driveway, pedestrians would still have to cross internal traffic in order to get to the interior of the establishment at least once from coming from the south side of the building. The development is located within 125 feet from a Utah Transit Authority bus stop and 900 feet away from the future 1950 W Airport TRAX stop.

**Finding:** Staff is of the opinion that the revised primary accesses are oriented to better pedestrian and mass transit access.

**C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.**

1. At least forty percent (40%) of any first floor wall area that faces and is within thirty feet (30') of a primary street, plaza, or other public open space shall contain display areas, windows, or doorways. Windows shall allow views into a working area or lobby, a pedestrian entrance, or display area. First floor walls facing a side street shall contain at least twenty five percent (25%) of the wall space in window, display area, or doors. Monolithic walls located within thirty feet (30') of a public street are prohibited.
2. Recessed or projecting balconies, verandas, or other usable space above the ground level on existing and new buildings is encouraged on a street facing elevation. Balconies may project over a public right of way, subject to an encroachment agreement issued by the city.

**Analysis:** The proposal does include 41% non-reflective glass along the front façade and pedestrian paths from adjacent land uses. The revised design relocated the primary building façade to be setback approximately 19 feet from the property line which increases pedestrian interest and interaction.

**Finding:** The building façade contains appropriate amounts of glass and the revised pedestrian access and building setback facilitates pedestrian interest and interaction. The proposal meets this standard.

**D. Architectural detailing shall emphasize the pedestrian level of the building.**

**Analysis:** The proposed building is essentially a single-story structure with additional height to screen roof mounted mechanical systems and create visual interest. Overall height is approximately 20 feet. As such, the proposed building is pedestrian in scale.

**Finding:** Proposed architectural detailing emphasizes the pedestrian level of the building and complies with this standard.

**E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods.**

1. Parking areas shall be located behind or at one side of a building. Parking may not be located between a building and a public street.



2. Parking areas shall be shaded by large broadleaf canopied trees placed at a rate of one tree for each six (6) parking spaces. Parking shall be adequately screened and buffered from adjacent uses.
3. Parking lots with fifteen (15) spaces or more shall be divided by landscaped areas including a walkway at least ten feet (10') in width or by buildings.

**Analysis:** The revised proposal will have a parking lot on the back and south side of the building. It will have a total of 24 parking stalls, which are concentrated in groups of 7, 8 and 9 stalls interrupted by landscaping and new trees. Currently there are no mature vegetation in the lot. The applicant proposes to add other vegetation within the landscaped areas in the perimeter of the lot. The proposal also includes a walkway by the building on the rear, south side and front façade, however, the width varies and is not 10' wide consistently. The front walkway from the south parking lot that connects to the entrance is raised and 7' wide. As stated previously, all surrounding land uses are commercial in nature.

**Finding:** The proposed parking lot shall be appropriately screened and landscaped to minimize their impact on the neighborhood and comply with the landscaping requirement in this standard and in section 21A.46 as well as Transportation Division standards for vegetation height restrictions in the Clear Site Zone as noted on the written comments (Attachment "C")

**F. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.**

**Analysis:** The applicant proposes to add four exterior lights along the parking lot. It is not anticipated that these will create excessive glare or light into adjacent neighborhoods.

**Finding:** The project complies with this standard.

**G. Parking and on site circulation shall be provided.**

1. Connections shall be made when feasible to any streets adjacent to the subject property and to any pedestrian facilities that connect with the property.
2. A pedestrian access diagram that shows pedestrian paths on the site that connect with a public sidewalk shall be submitted.

**Analysis:** The revised development proposes to add 3 pedestrian connections from the sidewalks adjacent to the public streets. The connections will be vary from 5' to 7' wide and are not directly oriented to either entrance to the building. The site plan shows a 7'e path from the parking lot to the Redwood Road entrance. Despite the fact that efforts have been made to relocate the drive through lane, pedestrian internal circulation and auto conflict points still remain, though reduced from previous site plan.

**Finding:** The revised site design is more on compliance with this standard.

**H. Dumpsters and loading docks shall be appropriately screened or located within the structure.**



1. Trash storage areas, mechanical equipment, and similar areas are not permitted to be visible from the street nor permitted between the building and the street.
2. Appropriate sound attenuation shall occur on mechanical units at the exterior of buildings to mitigate noise that may adversely impact adjacent residential uses.

**Analysis:** The proposed development includes a separate, masonry enclosure to store a trash dumpster and other maintenance equipment. The proposed development does not include a loading dock.

**Finding:** The proposal complies with this standard if the dumpster is appropriately screened.

**I. Signage shall emphasize the pedestrian/mass transit orientation.**

**Analysis:** The development includes a wall mounted sign that is primarily comprised of individual channel letters on the south, east and north elevations. Way-finding signage will be pedestrian in scale and visible from mass transit services.

**Finding:** The proposal complies with this standard if the proposed signs comply with applicable regulations and is emphasized on the pedestrian/mass transit orientation.

**J. Lighting shall meet the lighting levels and design requirements set forth in chapter 4 of the Salt Lake City lighting master plan dated May 2006.**

**Analysis:** At the time of permitting, the proposed lighting levels and design will have to meet the requirements of the Salt Lake City Lighting Master Plan.

**Finding:** The proposal complies with this standard if it meets the lighting levels and design requirements set forth in this standard.

**K. Streetscape improvements shall be provided as follows:**

1. One street tree chosen from the street tree list shall be placed for each thirty feet (30') of property frontage on a street.
2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.
3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land and any public street.
5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

**Analysis:** Included in the landscape plan, are approximately four trees along the east frontage and eight on the north frontage, both facing the public streets. Other landscaping plants are also proposed. There are no proposed outdoor storage areas.



**Finding:** The project satisfies this standard.

**L. Street trees shall be provided as follows:**

1. Any development fronting on a public or private street shall include street trees planted consistent with the city's urban forestry guidelines and with the approval of the city's urban forester.
2. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.

**Analysis:** The proposed development will be constructed on a currently vacant lot, with no existing vegetation or trees. The proposal includes a landscaping plan which proposes new trees and shrubs to be added on the lot on the Redwood Road side and a park strip along Gertie Avenue with additional street trees.

**Finding:** The applicant shall include street trees consistent with the City's urban forestry guidelines in order to satisfy this standard.

**M. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:**

1. The orientation and scale of the development shall conform to the following requirements:
  - a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.
  - b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').
2. Public spaces shall be provided as follows:
  - a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.
  - b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:
    - (1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");
    - (2) A mixture of areas that provide shade;
    - (3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;
    - (4) Water features or public art; and/or
    - (5) Outdoor eating areas or food vendors.

**Analysis:** The proposal is a small scale development of 4,160 square feet.

**Finding:** This standard does not apply.



**N. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 61-08 § 2 (Exh. B), 2008: Ord. 89-05 § 8, 2005: Ord. 3-05 § 11, 2005)**

**Analysis:** As stated before, the proposal is located within the TC-75 district as well as the 1950 West / 2200 West Station Area Plan of the North Temple Master Plan. Both land use regulations call for uses and site design that would focus on pedestrian and mass transit. The revised drive through restaurant and its layout on the vacant lot is automobile oriented, however efforts have been made to improve pedestrian access to the establishment. Nonetheless due to the auto-oriented nature of the use, there will still be conflict point between pedestrians and car circulation.





















**Finding:** The proposal is a conditional use in the TC-75 district, which indicates that the City supports this type of use if the negative impact can be reasonably mitigated.



**ATTACHMENT 'A'**  
**SITE AND BUILDING DRAWINGS**



## Drawing Symbols

	CONCRETE		CONCRETE BLOCK
	WOOD BLOOMING		WORKING POINT
	PLYWOOD		BRICK MASONRY
	BATT INSULATION		SHEET MASONRY
	RIGID INSULATION		ELEVATION NUMBER
	GYPSUM BOARD		SHEET MASONRY
	STEEL		SECTION MASONRY
	FINISH WOOD		PARTITION TYPE
	ACOUSTICAL CEILING TILE		DOOR MARK
	GRAVEL		ROOM NUMBER

**Life Safety Notes:**

- EXIT DOORS TO BE OPERABLE FROM THE INSIDE WITHOUT THE USE OF A KEY OR SPECIAL KNOWLEDGE OR EFFORT. EXCEPTION: MAIN EXIT DOOR HAS KEY-LOCKING HANDBOE, O.C. TO PROVIDE A REASONABLE MEANS OF EGRESS. UNLOCKED WHEN BUILDING IS OCCUPIED. SIGN TO BE ONE INCH LETTERS ON CONTRASTING BACKGROUND.
- EXIT ILLUMINATION**
- EXITS TO BE ILLUMINATED AT ANY TIME THE BUILDING IS OCCUPIED WITH LEAST HAVING INTENSITY OF NOT LESS THAN ONE FOOT-CANDLE AT FLOOR LEVEL. THE POWER SUPPLY FOR EXIT ILLUMINATION HAS BATTERY BACKUP IN THE EVENT OF A POWER FAILURE.
- EXIT SIGNS**
- EXIT SIGNS TO BE INSTALLED AT THE REQUIRED EXITS FROM THE ROOM OR AREA AND WHEN OTHERWISE NECESSARY TO CLEARLY INDICATE THE DIRECTION OF EGRESS. GRAPHICS, ILLUMINATION AND POWER SUPPLY SHALL COMPLY WITH CHAPTER 10 OF THE IBC.
- FLAMMABLE AND COMBUSTIBLE MATERIALS.**
- FLAMMABLE AND COMBUSTIBLE MATERIALS WILL NOT EXCEED MAXIMUM QUANTITIES ALLOWED UNDER TABLE 304.1.4.1 OF THE IFC OR TABLE 700.5.9 OF THE UPC. THERE WILL BE NO HIGH-HEAT COMBUSTIBLE STORAGE.
- PORABLE FIRE EXTINGUISHERS**
- TYPE, SIZE, AMOUNT AND LOCATION OF THE FIRE EXTINGUISHERS SHALL BE INSTALLED ACCORDING TO LOCAL REQUIREMENTS.
- INTERIOR FINISHES**
- INTERIOR FINISHES TO HAVE A FLAME SPREAD OF 75 OR LESS.
- INSULATION**
- ROOF INSULATION TO HAVE A FLAME SPREAD RATING OF NOT MORE THAN 75 AND A SMOKE DEVELOPMENT RATING OF NOT MORE THAN 50. ROOF INSULATION (FOAM PLASTIC) TO HAVE A FLAME SPREAD RATING OF NOT MORE THAN 75 AND A SMOKE DEVELOPMENT OF NOT MORE THAN 50.
- ROOFING**
- ROOF COVERING SPECIFIED AS CLASS A.

**Special Inspections (if required)**

IN ADDITION TO THE REGULAR INSPECTIONS, THE FOLLOWING CHECKED ITEMS WILL ALSO BE REQUIRED SPECIAL INSPECTIONS IN ACCORDANCE WITH CHAPTER 17 OF THE INTERNATIONAL BUILDING CODE.


NOTE: PERIODIC INSPECTION ARE TO BE MADE BEFORE ANY WORK IS COVERED UP. IF DISCREPANCIES ARE FOUND, THE OWNER AND STRUCTURAL ENGINEER OF RECORD ARE TO BE INFORMED SO CORRECTIONS CAN BE MADE.

## A New Restaurant Location for

*Premium Oil Subdivision, Lot #3*  
**143 North Redwood Road**  
**Salt Lake City, Utah**

ant

### Vicinity Map

DRAWN BY:	BL
CHECKED BY:	

DATE:	10-18-20	
REV	DATE	DESCRIPTION
1		


**Cover Sheet**  
**Code Analysis**  
**Abbreviations**  
**Notes**



Scale: 1" = 30'



**Narrative**

This Survey was requested by Mr. Cary Dunn of NovaSource Development prerequisite to development of this property.

Monuments were found along the North Temple monument line which was assigned the bearing of South 89°50'30" West to be compatible with the Premium Oil Subdivision Plat.

No Property Corners were placed with this Survey.

**Title Information**

This survey was completed using Title Report File No. 14236, 1st Amended 7 Jan., 2004 from First American Title Insurance Company and issued by Legacy Land Title Company.

The following survey items from Schedule B II could not be plotted:

- c: easements for utilities within Vested Streets by Ordinance recorded as Entry No. 2138752 in Book 2417 of page 636 of official records. A disclaimer of easement recorded with the Salt Lake City Recorder on June 22, 2004 declaring any interest for utilities within the vacated Gerrie Avenue and Garlie Avenue easement and vacated street line have not been plotted on this property.
- d: Agreement for waiver of improvements recorded 27 Sept., 1988 as Entry No. 4680709 in Book 6067 of page 1513 of official records reveals nothing plotable.
- f: Ordinance vacating a portion of Duder Street and Garlie Avenue recorded as Entry No. 5765228 in Book 6894 of page 690 of official records in west of and off of this site.
- g: easements for utilities within Vested Subdivision by Ordinance recorded as Entry No. 5943312 in Book 7036 of page 1560 of official records blankets the vacated subdivision.

**Flood Plain Data**

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Map No. 17035C, Salt Lake County Community Flood Map No. 49035, 0139, Revised 21 Sept. 2001. Flood Zone X is defined as "Areas Determined to be outside the 500-year floodplain (No Shading)".

**Record Descriptions**

All of Lot 3, Premium Oil Subdivision, according to the official plat thereof, recorded in Book 92-12, page 371, Salt Lake County, Utah Recorder's Records, (contains 56,761 sq.ft.) record

**Certification**

To NovaSource Utah, L.C., First American Title Insurance Company, and Legacy Land Title Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with Minimum Standards Detail Requirements for ALTA/ACSM Land Title Surveys jointly established and adopted by ALTA, ACSM, and NPS in 1999, and includes items 3, 4, 5, 10, and 11, and of NovaSource Utah, L.C., and in effect on the date of this survey, as adopted by ALTA, ACSM, and NPS. I certify that the Positional Uncertainties resulting from the survey measurements made on the survey do not exceed the allowable Positional Tolerance.

Date:

29 Mar. 2004

BRUCE D. BUTLER  
Utah RLS No. 362236

**Benchmark**  
Found Monument at the Intersection of North Temple & Redwood Road  
Elevation = 4231.22 (NOS 84 Datum)

**Vaughn E. Butler, L.S.**  
SALT LAKE COUNTY SURVEYOR

S2004-09-0590

**ALTA/ ACSM Land Title Survey**

**NovaSource Development**

137 N. Redwood Road, Salt Lake City, Salt Lake County, Utah  
A Part of the SW 1/4 of Section 34, T1N, R1W, SLB&M



**GREAT BASIN ENGINEERING - SOUTH**  
CONSULTING ENGINEERS and LAND SURVEYORS

2010 North Redwood Road, P.O. Box 16747  
Salt Lake City, Utah 84116  
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

REV	DATE	DESCRIPTION
2	24 Jun. 2004	Revise Exception #C
1	2 Jun. 2004	Update Certification

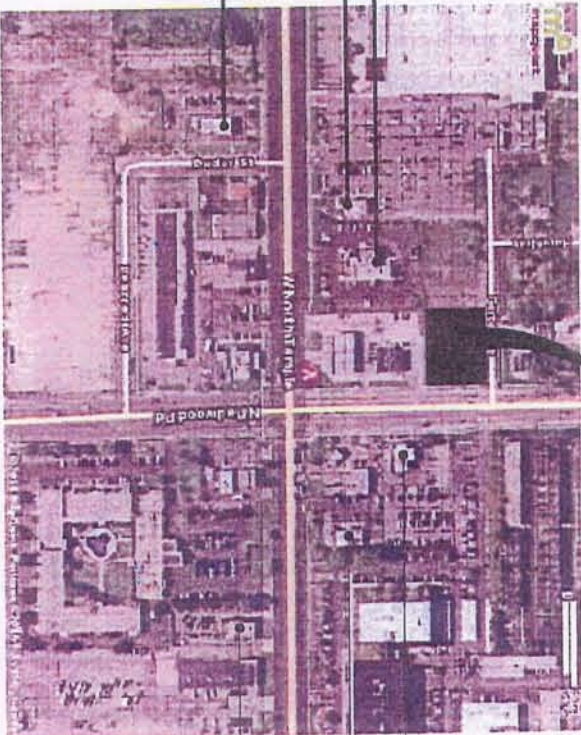
29 Mar. 2004

SHEET NO.  
**13**

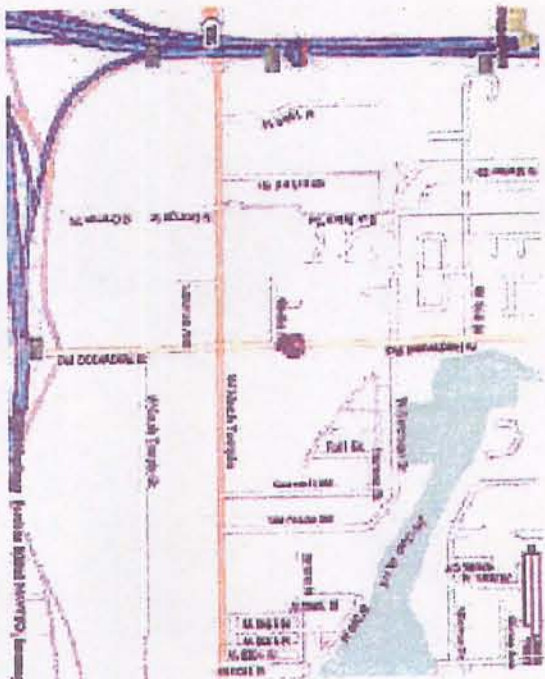
04-1705



SUBJECT  
PROPERTY



AERIAL VICINITY MAP



VICINITY MAP



Site Plan Data:

APPLICABLE BUILDING CODE:  
INTERNATIONAL BUILDING CODE  
ACCESSIBILITY CODE:  
INTERNATIONAL MECHANICAL CODE  
INTERNATIONAL PLUMBING CODE  
NATIONAL ELECTRICAL CODE  
INTERNATIONAL FIRE CODE  
Any applicable Salt Lake City Ordinances

CODE DESIGN CRITERIA  
BUSINESS NAME:  
PRIMARY USE:  
ADDRESS:  
TYPE OF CONSTRUCTION:  
NUMBER OF STORES:  
FIRE SPRINKLING:  
ALLOWABLE BLDG. AREA SQ. FOOTAGE:  
TOTAL BLDG. SQ. FOOTAGE:  
OCCUPANT GROUP:  
DINING AREA:  
EMPLOYEES:  
TOTAL OCCUPANT LOAD:

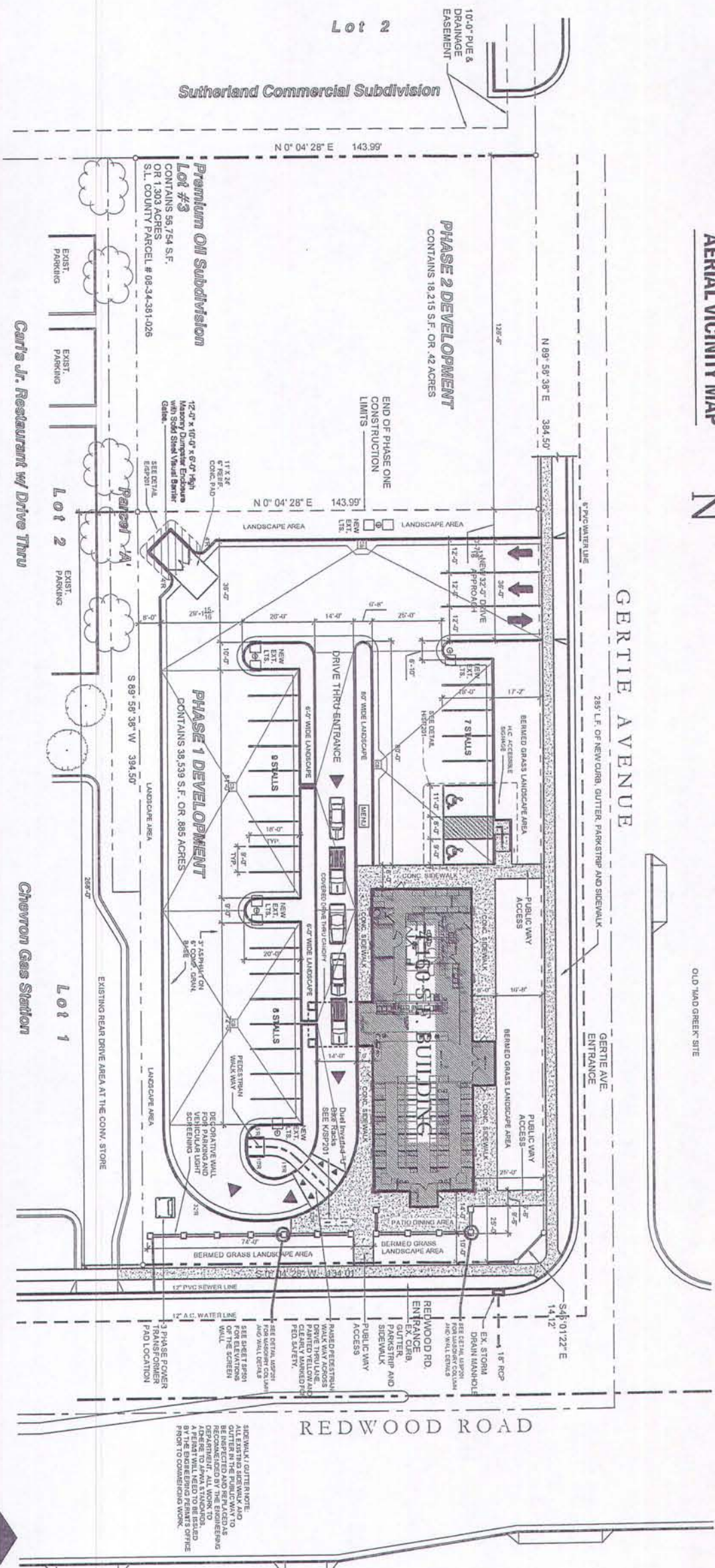
Overall Site Area:  
Phase One (P1) Area:  
Phase Two (P2) Area:  
Building Area:  
Landscape Area:  
Hard Surface Area:  
PARKING:  
DRIVE THRU STACKING:

2009 EDITION  
ANSI / CAD A117.1 2002  
2009 EDITION  
ANSI / CAD A117.1 2002  
2009 EDITION  
ANSI / CAD A117.1 2002  
2009 EDITION  
ANSI / CAD A117.1 2002

Apollo Burger Restaurant  
Restaurant with drive thru  
143 North Redwood Road

No.  
1  
6,000 S.F.  
4,150 S.F.  
A-2  
1,950/200 = 10  
119 Seating Capacity  
8 @ PEAK  
136

56,754 S.F. (1,300 Acres)  
38,539 S.F. (885 Acres)  
18,215 S.F. (418 Acres)  
4,150 S.F. (11% of P1 Area)  
10,420 S.F. (27% of P1 Area)  
23,959 S.F. (52% of P1 Area)  
22 STALLS Provide (2) Accessible



SITE PLAN

SCALE: 1" = 20'-0"



**Diversified**  
DESIGN SERVICES AND ENGINEERING, L.C.  
www.ds-engineering.com  
8236 SOUTH TURNER ST.  
SALT LAKE CITY, UT 84117  
TEL: (801) 268-0685 FAX: (801) 268-1529  
Email:  
Vista Address:

PROJECT NAME:  
A New Restaurant Location for:  
**Apollo Burger Restaurant**  
Premium Oil Subdivision, Lot #3  
**143 North Redwood Road**  
Salt Lake City, Utah

PROJECT INFO.	
PROJECT NO.	2010-022
CAD FILE NAME	sp101_sds plan.dwg
DRAWN BY	BL
CHECKED BY	
SCALE	1" = 20'-0"
DATE	10-18-2010

REVISIONS	
REV.	DESCRIPTION
1	DATE
2	DATE
3	DATE
4	DATE
5	DATE
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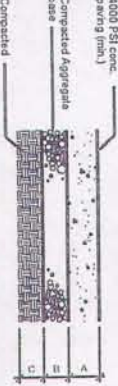
SHEET TITLE:  
**SITE PLAN**  
DETAILS

**SP 101**  
SHEET 3 OF 8



DIMENSION & TYPE

Concrete Section	A	B	C
Drive Aisle	5'	12'	
Leaving/Entering	6'	12'	
Approach	6'	12'	

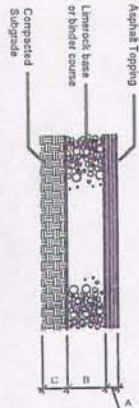


NO SCALE

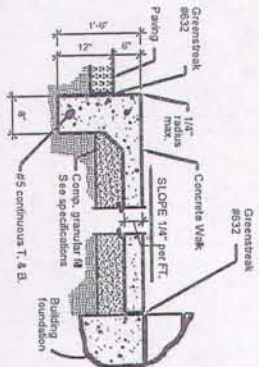
**A CONCRETE PAVING SECTION**  
SP201 N.T.S.

DIMENSION & TYPE

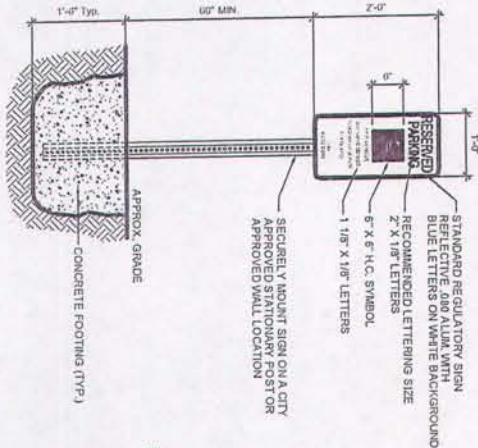
Concrete Section	A	B	C
Drive Aisle	5'	6'	6'



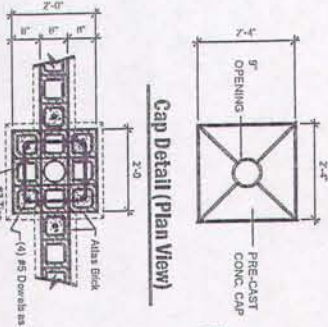
**B ASPHALT PAVING SECTION**  
SP201 N.T.S.



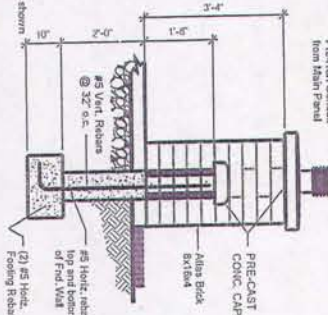
**C TYP. SIDEWALK SECTION**  
SP201 N.T.S.



**D ACCESSIBLE SIGN**  
SP201 N.T.S.

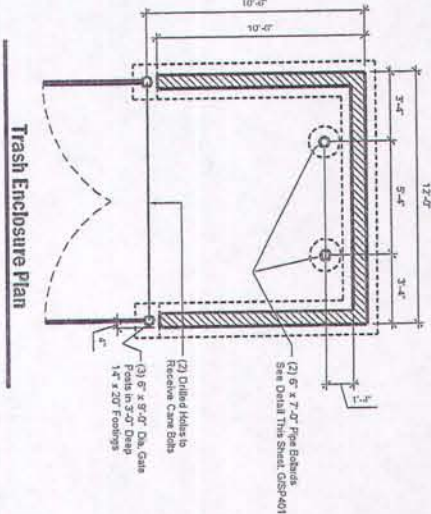


**Plan Section Bollard Light Base**

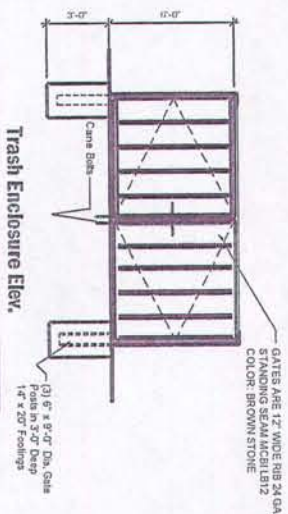


**Patio Wall Section**

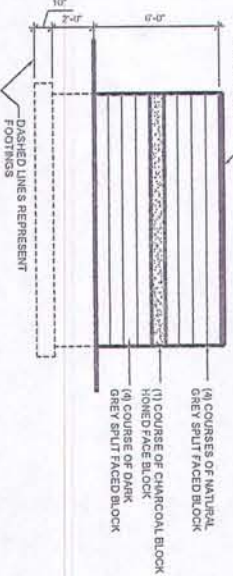
**M BOLLARD DETAILS**  
SP201 N.T.S.



**Trash Enclosure Plan**

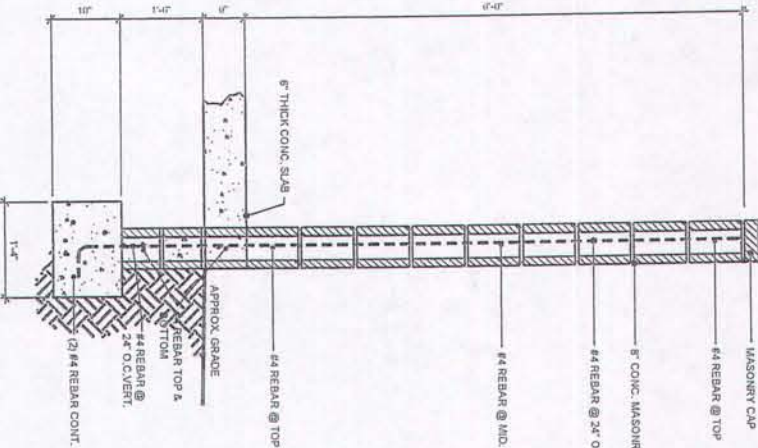


**Trash Enclosure Elev.**

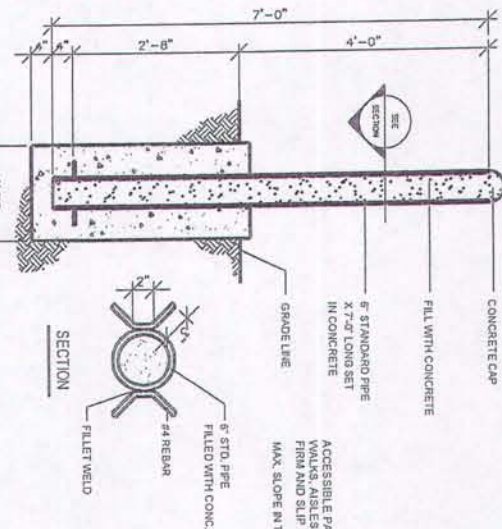


**Trash Enclosure Elev.**

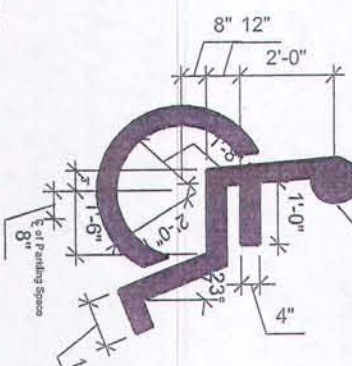
**E TRASH ENCLOSURE**  
SP201 N.T.S.



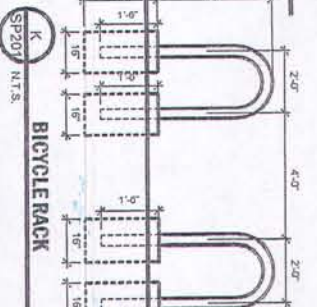
**F DUMPSTER WALL SECTION**  
SP201 N.T.S.



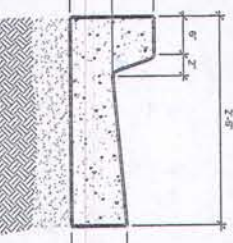
**G STEEL PIPE BOLLARD**  
SP201 N.T.S.



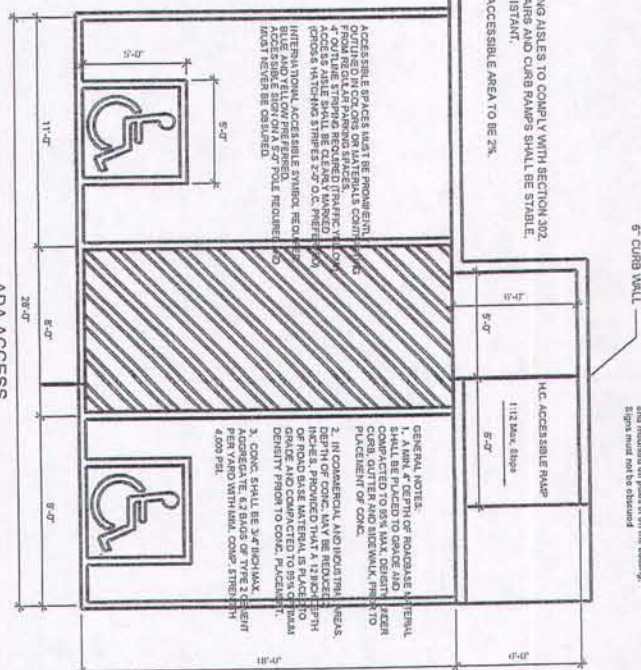
**J INTL. BARRIER FREE SYM.**  
SP201 N.T.S.



**K BICYCLE RACK**  
SP201 N.T.S.



**L 30" Curb/Gutter Detail**  
SP201 N.T.S.



**ADA ACCESS AISLE**

**H ADA PARKING STALLS**  
SP201 N.T.S.

1. SELECT FILL:
  - A. Use ungraded base course grade 1 or grade 3/4 per APWA Section 02000. Use of sewer rock or recycled aggregate requires ENGINEER'S written approval.
  - B. Install and compact at least 18" material per APWA Section 02222.
  - C. CONCRETE: Class 4000 per APWA Section 03004.
2. IF NECESSARY, provide concrete which achieves design strength in 72 hours (3 Days). Use carbon, however, as upper coats develop if all temperature exceeds 50 degrees F.
3. UNLESS SHOWN OTHERWISE, provide 1" inch radius on concrete edges exposed to public view.
4. Place concrete per APWA Section 02770.
5. Apply a sealcoating compound per APWA Section 03550.
6. EXPANSION JOINTS:
  - A. Provide 1/4" x 1/4" x 1/4" joint filler material per APWA Section 03550. Seal top of filler flush with surface of concrete. Place expansion joint every 50 feet.
  - B. Expansion joints are not required in slip form work except at the start or end of the work day and at the start or end of a street intersection curb median return.
  - C. CONTRACTION JOINTS: Place joints at 10 foot intervals. Make all joints at least 1" inch wide and 2 inches deep per 1" slab thickness. If slab is greater than 6 inches thick.

PROJECT NAME: A New Restaurant Location for:  
**Apollo Burger Restaurant**  
Premium Oil Subdivision, Lot #3  
143 North Redwood Road  
Salt Lake City, Utah

PROJECT INFO.

PROJECT NO.	2010-022
CAD FILE NAME	SP201 SITE DETAILS.dwg
DRAWN BY	BL
CHECKED BY	VAHES
SCALE	10-18-2010
DATE	

REVISIONS

REV.	DATE	DESCRIPTION
1		DESCRIPTION

SHEET TITLE

SITE DETAILS

SP 201

SHEET 4 OF 8

**Diversified**  
DESIGN SERVICES AND ENGINEERING, L.C.  
6235 SOUTH TURPIN ST.  
SALT LAKE CITY, UT 84117  
TEL: (801) 269-0598 FAX: (801) 281-1929  
Email: info@diversified-engineering.com  
Web Address: www.diversified-engineering.com



[illegible]

SP 301

SHEET 5 OF 8

## Diversified

www.dls-dc.com  
6236 SOUTH TURPIN ST.  
DOWNSIDE, CALIF 91704  
TEL (801) 268-0688 FAX (801) 261-1529  
Email:

Web Address:

Web Address:





PROJECT INFO.	
PROJECT NO.	2010-022
CAD FILE NAME	SP401 DRAINAGE PLAN.dwg
DRAWN BY:	BL
CHECKED BY:	
SCALE	1" = 20'-0"
DATE:	10-18-2010

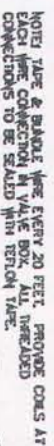
PROJECT NAME: Apollo Burger Restaurant  
A New Restaurant Location for:  
Premium Oil Subdivision, Lot #3  
143 North Redwood Road  
Salt Lake City, Utah



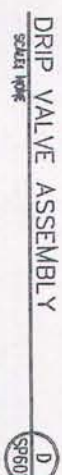








## SCALE: NONE



SCALE 100%



SP601

SCM 40 PFC LATERAL LINE - 5/4" UNLESS OTHERWISE NOTED

SCALED: NONE



school work

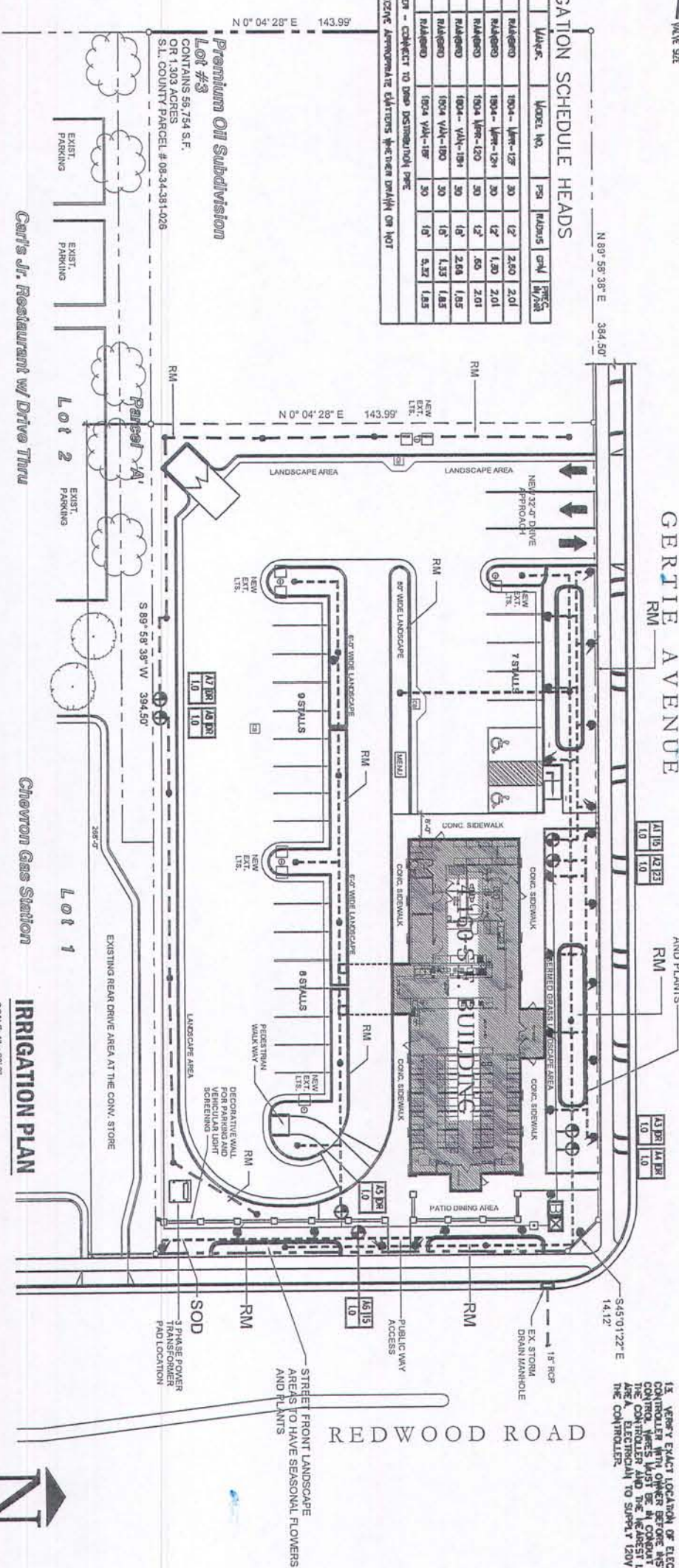


## IRRIGATION SCHEDULE HEADS

Symbol	Description	Water	Model No.	PSI	W/S/S	cm <sup>3</sup>	mg/psi
Ⓐ	SPRAY HEAD	RA1000	1004 - Wt-127	30	12"	2.50	2.01
Ⓑ	SPRAY HEAD	RA1000	1004 - Wt-124	30	12"	2.01	2.01
Ⓒ	SPRAY HEAD	RA1000	1004 - Wt-120	30	12"	.65	2.01
Ⓓ	SPRAY HEAD	RA1000	1004 - Wt-119	30	16"	2.64	1.85
Ⓔ	SPRAY HEAD	RA1000	1004 Vt-118	30	16"	1.33	1.85
Ⓕ	SPRAY HEAD	RA1000	1004 Vt-117	30	16"	5.32	1.85

Ⓢ 3/4" NPT FINE MESH - CONNECT TO OPEN DISMOUNTED PIPE

NOTE: EXERCISE CAUTION TO PREVENT ACCIDENTAL INJURIES WHEN USING ON HOT



**Diversified**  
DESIGN SERVICES AND ENGINEERING, L.L.C.  
WWW.DSE-SC.COM  
8235 SOUTHWEST TURPIN ST.  
DURHAM, NC 27704-3400 107  
TEL: (801) 268-0883 FAX: (801) 281-1939  
Email:  
Web Address:

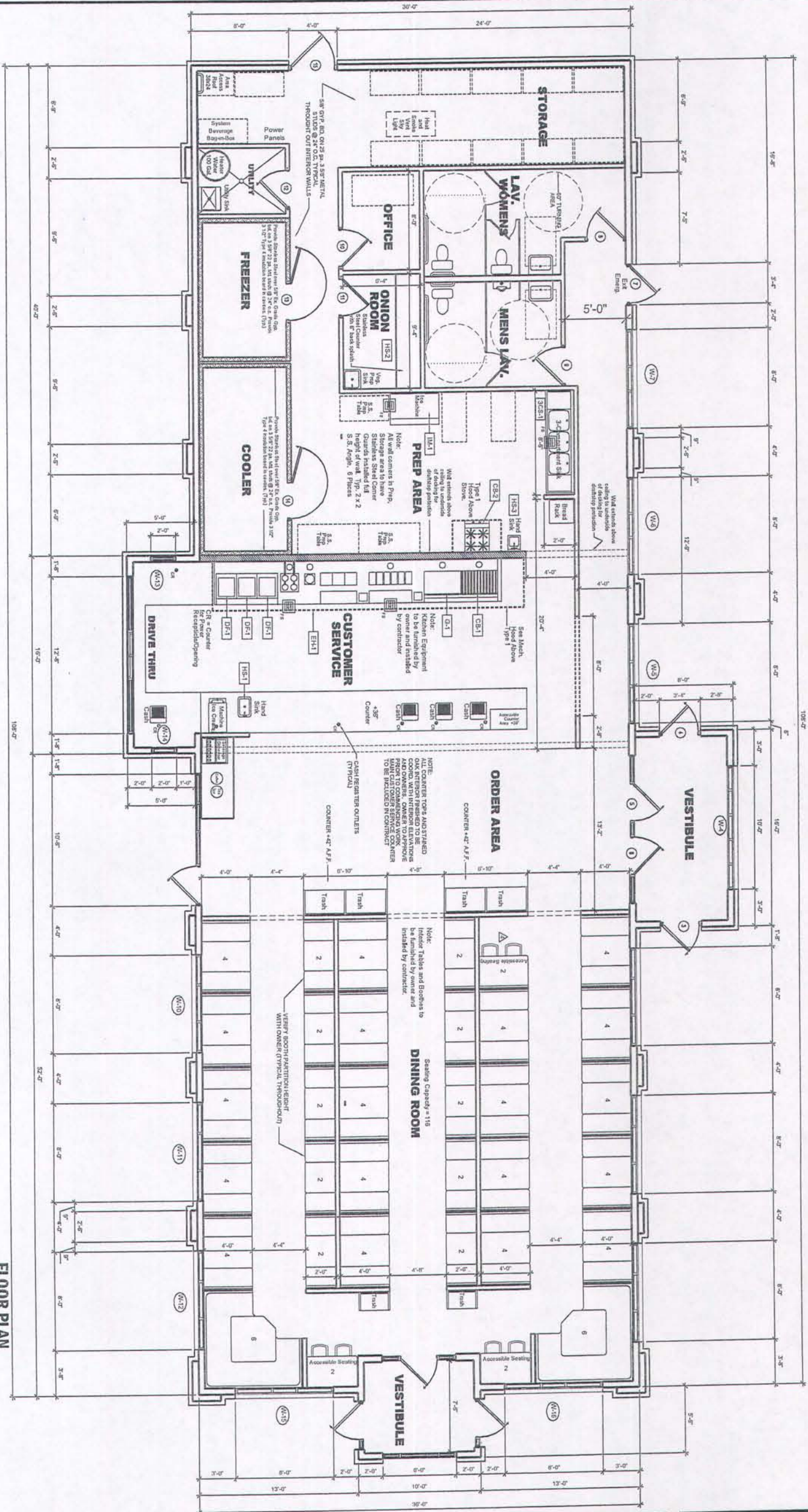
**143 North Redwood Road  
Salt Lake City, Utah**

PROJECT INFO.	
PROJECT NO.:	2010-022
CAD FILE NAME	sp001 Irrigation plan.dwg
DRAWN BY:	BL
CHECKED BY:	
SCALE	1" = 20'-0"
DATE:	10-16-2010

[illegible]

## SP 601





FLOOR PLAN  
SCALE: 1/4" = 1'-0" 4,160 S.F.



**Diversified**  
DESIGN SERVICES AND ENGINEERING, L.C.  
235 SOUTH TURPIN ST.  
SALT LAKE CITY, UT 84119  
TEL (801) 268-0688 FAX (801) 281-1829  
Email:  
Web Address:

PROJECT NAME:  
A New Restaurant Location for:  
**Apollo Burger Restaurant**  
Premium Oil Subdivision, Lot #3  
  
143 North Redwood Road  
Salt Lake City, Utah

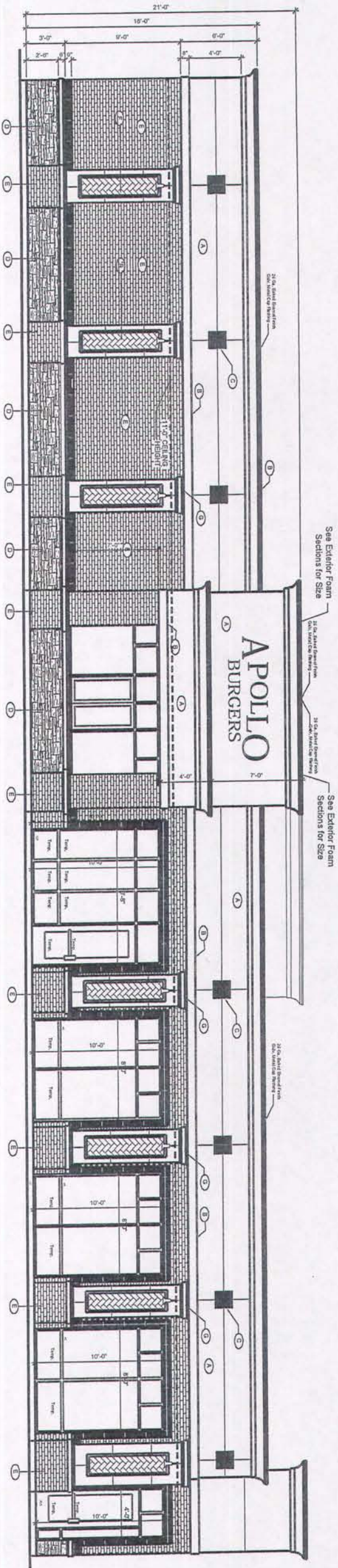
PROJECT INFO.	
PROJECT NO.	2010-022
CAD FILE NAME	A101_Bldg_Plan.dwg
DRAWN BY	BL
CHECKED BY	
SCALE	1/4" = 1'-0"
DATE	10-15-2010

REVISIONS	
REV	DATE
DESCRIPTION	

SHEET TITLE  
**FLOOR PLAN**

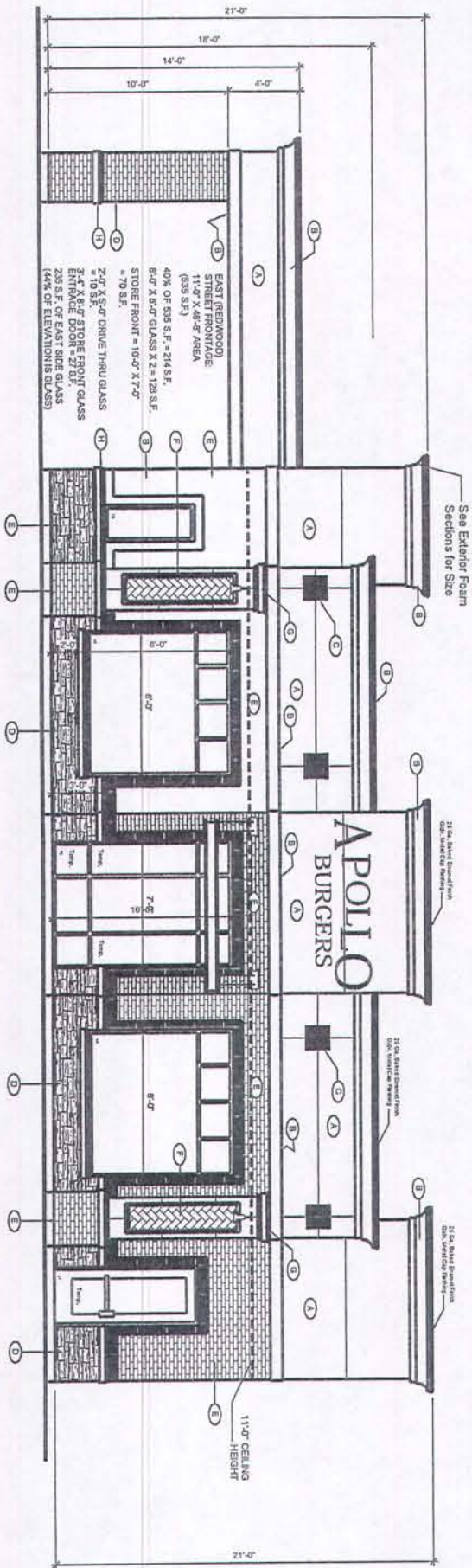
A 101  
SHEET 1 OF 3





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

**SOUTH ELEVATION**  
FRONTAGE:  
11'-0" X 108'-0" AREA  
(1188 S.F.)  
40% OF 1188 S.F. = 475 S.F.  
8'-0" X 10'-0" GLASS X 3 = 240 S.F.  
STORE FRONT = 16'-0" X 4'-0"  
= 40 S.F.  
1'-4" X 7'-0" DOUBLE THRU GLASS  
ASSEMBLY = 54 S.F.  
3'-4" X 8'-0" STORE FRONT GLASS  
ENTRANCE DOOR ASSEMBLY = 107 S.F.  
48% OF NORTH SIDE GLASS  
(40% OF ELEVATION GLASS)

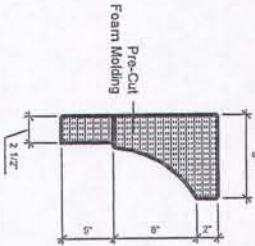


**EAST ELEVATION**  
SCALE: 1/4" = 1'-0"

NO.	DESCRIPTION
A	Dryvit Brand # 400 "Flexcoat" with a Sandable Finish
B	Dryvit Brand # 142 "Spectrum Brown" with a Sandable Finish
C	Dryvit Brand # 601 "Stone Brown" with a Sandable Finish
D	Rocky Mountain Stone Dura-Ton Mountain Lodge Stone
E	Interstate Brick, 2-1/2" Modular Brick, Mountain Red Glaze
F	Interstate Brick, 2-1/2" Thin Brick, Mountain Red Glaze in a 1/2" Hollow Pattern
G	Dryvit Brand # 102 "Spigat White" with a Sandable Finish
H	Medium Precast Concrete Accent Wall (See Detail)



**Typical Stone Veneer Application Detail**  
1. Plywood Sheathing  
2. Adhesive / Mortar  
3. Insulation Board (Polystyrene Board)  
4. Stone Veneer  
5. Finish Coat



**Ext. Foam Sections**



**Ext. Conc. Accent**



**Diversified**  
DESIGN SERVICES AND ENGINEERING, L.C.  
1433 SOUTH TURPIN ST.  
SALT LAKE CITY, UT 84119  
TEL (801) 265-0688 FAX (801) 251-1929  
Email:  
Web Address:

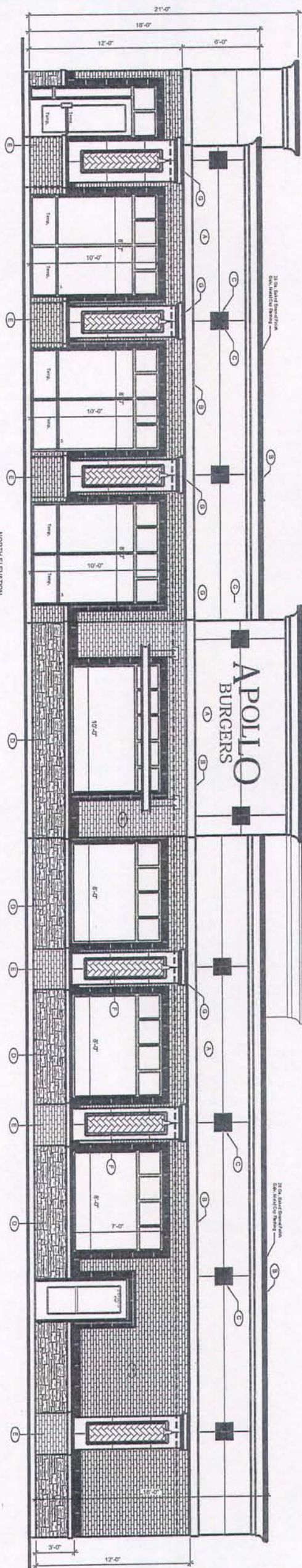
PROJECT NAME:  
A New Restaurant Location for:  
**Apollo Burger Restaurant**  
Premium Oil Subdivision, Lot #3  
  
143 North Redwood Road  
Salt Lake City, Utah

PROJECT INFO.	
PROJECT NO.:	2010-022
CAD FILE NAME:	A201 ELEVATIONS.dwg
DRAWN BY:	BL
CHECKED BY:	
SCALE:	1/4" = 1'-0"
DATE:	10-18-2010

REVISIONS	
REV	DATE
1	DATE
2	DATE
3	DATE
4	DATE
5	DATE
6	DATE
7	DATE
8	DATE
9	DATE
10	DATE

SHEET TITLE	
ELEVATIONS	





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

NORTH ELEVATION  
TOTAL GLASS AREA  
11'-0" X 10'-0" PERCH  
(1188 S.F.)

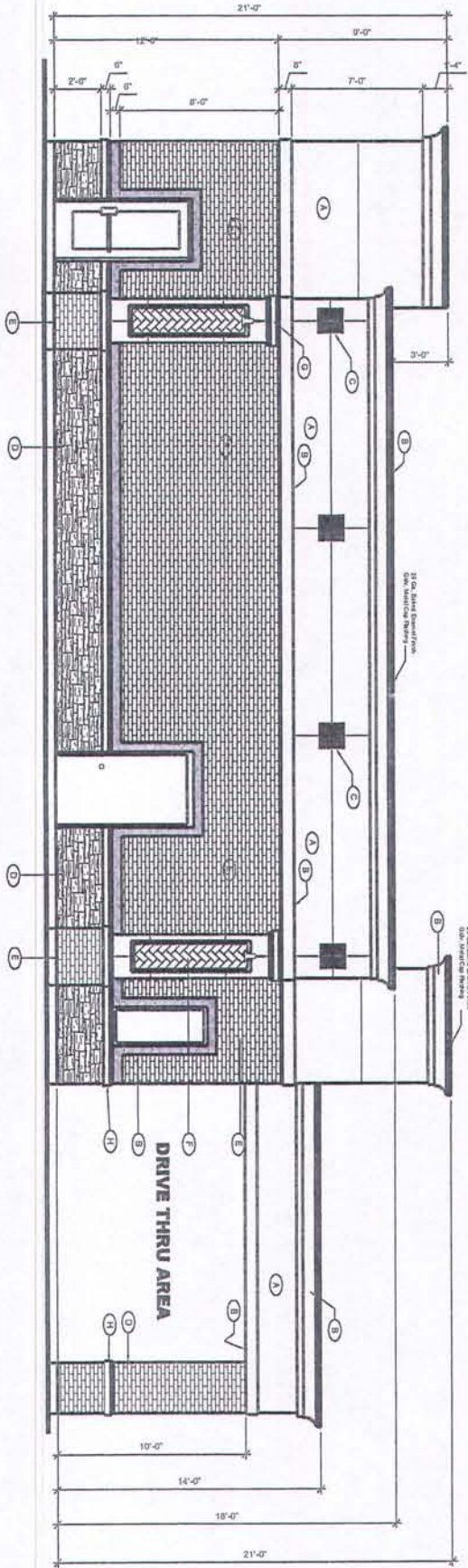
40% OF 1188 S.F. = 475 S.F.  
8'-0" X 10'-0" GLASS X 3 = 240 S.F.  
8'-0" X 7'-0" GLASS X 3 = 168 S.F.  
STORE FRONT = 10'-0" X 7'-0"  
= 70 S.F.

4'-0" X 10'-0" STORE FRONT GLASS  
ENTRANCE DOOR ASSEMBLY = 60 S.F.

3'-0" X 7'-0" STORE FRONT GLASS  
DOOR ASSEMBLY = 24 S.F.

582 S.F. OF NORTH SIDE GLASS  
(49% OF ELEVATION IS GLASS)

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



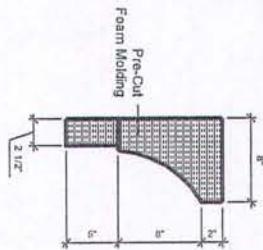
Exterior Finish Schedule	
NO.	DESCRIPTION
(1)	Dryvit Band # 442 "Truckster" with a Sandable Finish
(2)	Dryvit Band # 442 "Spectrum Blower" with a Sandable Finish
(3)	Dryvit Band # 651 "Builder Brown" with a Sandable Finish
(4)	Ready Mountain Stone Dressed Mountain Large Stone
(5)	Heaterite Block, 2-1/4" Modular Block, Weathered Red Mason
(6)	Heaterite Block, 2-1/4" Thin Brick, Mountain Red Mason in a Random Pattern
(7)	Dryvit Band # 102 "Sign White" with a Sandable Finish
(8)	Modern Precast Concrete Accent Bar (See Detail)



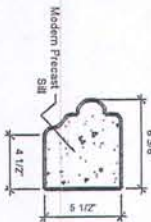
1. Plywood Sheathing  
2. Adhesive / Fastener  
3. Ready Mountain Stone Veneer  
4. Mortar Joint Type S Trowel & Rub  
5. Cleanse: Brush with a soft, dry brush or wash with mild soapy water solution when needed to remove dirt and debris. Rinse with clean water.  
6. Mortar Joint Type S Trowel & Rub  
7. Mortar Joint Type S Trowel & Rub  
8. Mortar Joint Type S Trowel & Rub  
9. Mortar Joint Type S Trowel & Rub  
10. Mortar Joint Type S Trowel & Rub



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10. Mortar Joint Type S Trowel & Rub



Ext. Foam Sections



Ext. Conc. Accent

**LDS**

**Diversified**  
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E-Mail: [info@diversifiedds.com](mailto:info@diversifiedds.com)  
Web Address: [www.diversifiedds.com](http://www.diversifiedds.com)

PROJECT NAME:  
A New Restaurant Location for:  
**Apollo Burger Restaurant**  
Premium Oil Subdivision, Lot #3  
  
143 North Redwood Road  
Salt Lake City, Utah

PROJECT INFO.	
PROJECT NO.	2010-022
CAD FILE NAME	A202_ELEVATIONS.dwg
DRAWN BY	BL
CHECKED BY	
SCALE	1/4" = 1'-0"
DATE	10-18-2010

REVISIONS	
REV	DATE
DESCRIPTION	

SHEET TITLE:  
**ELEVATIONS**

**A 202**  
SHEET 3 OF 3