



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Daniel Echeverria, Senior Planner, daniel.echeverria@slcgov.com or 801-535-7165

Date: May 19, 2017

Re: Work Session for the Sugar House Planned Development and Conditional Building and Site Design Review at 2290 S 1300 E (PLNSUB2017-00298 & PLNPCM2017-00300)

ACTION REQUIRED: Discuss the proposed development and identify any issues or concerns with the applicant's current plans as they relate to the applicable standards.

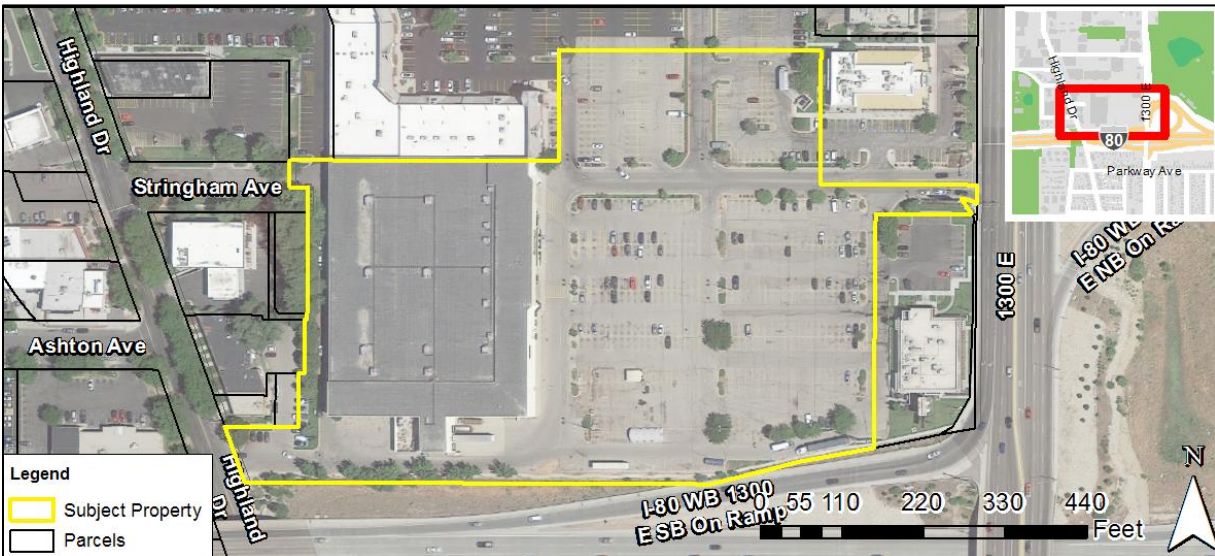
RECOMMENDATION: None

BACKGROUND/DISCUSSION:

The developers of the redevelopment proposal for the former Shopko site at 2290 S 1300 East have requested a work session with the Planning Commission so that they can be aware of any concerns that the Planning Commission may have and potentially address those concerns before taking this to the Commission for a decision later on. This work session is intended to obtain preliminary input from the Planning Commission on how the development proposal is or is not complying with the applicable development standards. This memo briefly outlines the development proposal, the associated standards of review, and community and Planning staff concerns.

Development Description

David Dixon, representing the property owner Sugar House Property, LLC is requesting Planned Development and Conditional Building and Site Design Review approval to develop two office buildings with an associated parking structure, and a multi-family residential building with ground floor retail. The office buildings are each approximately 100 feet in height with some height variation due to a sloped grade. The east office building is proposed to be used as a University of Utah medical office building. The west office building ("Office B") is located near the middle of the development and is proposed for general office use. The associated parking structure is located under Office B and will accommodate approximately 1,200 vehicles. The residential building on the west side of the development is expected to accommodate approximately 180 residential units and will include ground floor retail space. The development also includes a new private through street (Stringham Avenue) that directly connects Highland Drive to 1300 East. The developer's proposed plans are attached to this memo and provide more details.



Map of the Development Site



Site Plan of Proposed Development (See plan attachment for full details)

Planning Processes Required

The development must be reviewed as a Planned Development (PD) as the buildings will not have frontage on a public street. When multiple buildings with different uses are proposed that will not have “frontage” (or directly face) a public street, the buildings must be reviewed as a Planned Development. In this case, since the buildings will face a private street instead of a public street, they must go through this process. The development also must be reviewed through Conditional Building and Site Design Review (CBSDR) as the process is required for buildings that exceed 50 feet in height or 20,000 square feet in size in the Sugar House Business District-1 zoning district.

Community and Planning Staff Input

The developer submitted plans for review in late April. The Planning Division has been reviewing the plans for compliance with the applicable standards in the base Sugar House Business District zone,

Planned Development section, and Conditional Building and Site Design Review section. The Division provided the developer with some initial review comments about the development's compliance with some of those standards. At the same time, the Sugar House Community Council and other members of the public have been providing comments to the developer about their concerns with the proposal.

The applicant has been to multiple meetings of the Sugar House Community Council (SHCC) and their associated Land Use Committee. Planning staff attended the SHCC Land Use Committee meeting on May 15th. At that meeting, the development team presented updated plans to address some initial comments they had heard from the public and Planning staff. Some comments heard from the public at that meeting included:

- Concerns about the overall architectural style of the buildings
- Concerns about the development appearing similar to an office park
- Questions about potential traffic impacts
- Concerns about lack of pedestrian oriented uses (retail, storefronts, etc) on the street level
- Questions about the speed of traffic
- Questions about police response on private streets
- Desire for development that would support 24/7 activity
- Desire for diverse retail options in the area

One member of the Sugar House Community Council sent a letter highlighting some concerns about the development. That letter is attached to this memo.

After reviewing the original plans, the Planning Division identified concerns generally related to the pedestrian orientation of the development as required by the associated zoning, CBSDR, and PD standards. These included concerns about the lack of active ground floor uses and associated pedestrian engagement along Stringham Ave for the University building and parking structure/"Office B" building. Specifically staff was concerned about the lack of a public facing entrance to the University building from Stringham Ave and about the lack of ground floor uses, such as retail or restaurants, along the parking garage first floor facing Stringham Ave. The zoning ordinance requires active uses on ground floors. Staff also noted concerns about the orientation of the "Office B" building to the parking lot and freeway rather than to pedestrian, as required by the CBSDR standards. Additionally, there were concerns about pedestrian connectivity through the development, in particular about ensuring that there is a north-south pedestrian connection through the development in compliance with the *Sugar House Circulation and Amenities Plan*.

Updated Plans and Standards of Review

As noted above, the applicant has updated their plans in response to preliminary input from the community and Planning staff. Those updated plans and the original plans for reference are attached. Due to how recently the plans were updated, staff has not provided a thorough evaluation of the proposal in this memo. However, the below attachments include the standards of review that the Planning Division is evaluating the development proposal against.

Planning staff generally does not have concerns with the proposal's compliance with the majority of the Planned Development standards that generally deal with compatibility with surrounding development. This is a development in a high-intensity mixed use area that is not near low scale residential uses that would generally cause compatibility concerns. Staff believes that it would be most

useful for the Commission to focus on the [Conditional Building and Site Design Review Standards](#) as they relate to the development.

ATTACHMENTS:

[A. Conditional Building and Site Design Review Standards](#)

[B. Planned Development Standards](#)

[C. Sugar House Business District Zoning Standards](#)

[D. Sugar House Business District Design Guideline Handbook Standards
\(Extract from Sugar House Master Plan\)](#)

[E. Sugar House Circulation and Amenities Plan Extract](#)

[F. Updated Development Plans and Renderings](#)

[G. Original Development Plans](#)

[H. Public Comments](#)

Attachment A: Conditional Building and Site Design Review Standards

21A.59.060: STANDARDS FOR 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:

- A. Development shall be primarily oriented to the street**, not an interior courtyard or parking lot.
- B. Primary access** shall be oriented to the pedestrian and mass transit.
- C. Building facades** shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.
- D. Architectural detailing** shall be included on the ground floor to emphasize the pedestrian level of the building.
- E. Parking lots shall be appropriately screened and landscaped** to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.
- F. Parking and on site circulation** shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.
- G. Dumpsters and loading docks** shall be appropriately screened or located within the structure.
- H. Signage** shall emphasize the pedestrian/mass transit orientation.
- I. 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.
- J. Streetscape improvements** shall be provided as follows:
 - 1.** One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. 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.
 - 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.
- K. 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.

L. 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.

21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT

In addition to standards provided in section 21A.59.060 of this chapter, the following standards shall be applied to all applications for conditional building and design review regarding height:

- A. **The roofline contains architectural features** that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.
- B. **There is architectural detailing at the cornice level**, when appropriate to the architectural style of the building.
- C. **Lighting highlights the architectural detailing of the entire building** but shall not exceed the maximum lighting standards as further described elsewhere in this title.

Attachment B: Planned Development Standards

21A.55 Standards for Planned Developments

The planning commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

- A. Planned Development Objectives:** The planned development shall meet the purpose statement for a planned development (section [21A.55.010](#) of this chapter) and will achieve at least one of the objectives stated in said section;
- B. Master Plan And Zoning Ordinance Compliance:** The proposed planned development shall be:
1. Consistent with any adopted policy set forth in the citywide, community, and/or small area master plan and future land use map applicable to the site where the planned development will be located, and
 2. Allowed by the zone where the planned development will be located or by another applicable provision of this title.
- C. Compatibility:** The proposed planned development 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:
1. Whether the street or other means of access to the site provide the necessary ingress/egress without materially degrading the service level on such street/access or any adjacent street/access;
 2. Whether the planned development and its location will create unusual pedestrian or vehicle traffic patterns or volumes that would not be expected, based on:
 - a. 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;
 - b. Parking area locations and size, and whether parking plans are likely to encourage street side parking for the planned development which will adversely impact the reasonable use of adjacent property;
 - c. Hours of peak traffic to the proposed planned development and whether such traffic will unreasonably impair the use and enjoyment of adjacent property;
 3. Whether the internal circulation system of the proposed planned development will be designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;
 4. Whether existing or proposed utility and public services will be adequate to support the proposed planned development at normal service levels and will be designed in a manner to avoid adverse impacts on adjacent land uses, public services, and utility resources;
 5. 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 planned development; and

6. Whether the intensity, size, and scale of the proposed planned development is compatible with adjacent properties.

If a proposed conditional use will result in new construction or substantial remodeling of a commercial or mixed used 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.

- D. Landscaping:** Existing mature vegetation on a given parcel for development shall be maintained. Additional or new landscaping shall be appropriate for the scale of the development, and shall primarily consist of drought tolerant species;
- E. Preservation:** The proposed planned development shall preserve any historical, architectural, and environmental features of the property;
- F. Compliance With Other Applicable Regulations:** The proposed planned development shall comply with any other applicable code or ordinance requirement.

21A.55.010: PURPOSE STATEMENT (FOR PLANNED DEVELOPMENTS)

A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible and congruous with adjacent and nearby land developments. Through the flexibility of the planned development regulations, the city seeks to achieve any of the following specific objectives:

- A.** Combination and coordination of architectural styles, building forms, building materials, and building relationships;
- B.** Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
- C.** Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
- D.** Use of design, landscape, or architectural features to create a pleasing environment;
- E.** Inclusion of special development amenities that are in the interest of the general public;
- F.** Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
- G.** Inclusion of affordable housing with market rate housing; or
- H.** Utilization of "green" building techniques in development.

Attachment C: Sugar House Business District Zoning Standards

21A.26.060: CSHBD SUGAR HOUSE BUSINESS DISTRICT (CSHBD1 AND CSHBD2):

In this chapter and the associated zoning map, the CSHBD zone is divided into two (2) subareas for the purpose of defining design criteria. In other portions of this text, the CSHBD1 and CSHBD2 zones are jointly referred to as the CSHBD zone because all other standards in the zoning ordinance are the same.

- A. Purpose Statement:** The purpose of the CSHBD Sugar House business district is to promote a walkable community with a transit oriented, mixed use town center that can support a twenty four (24) hour population. The CSHBD provides for residential, commercial and office use opportunities, with incentives for high density residential land use in a manner compatible with the existing form and function of the Sugar House master plan and the Sugar House business district.
- B. Uses:** Uses in the CSHBD Sugar House business district as specified in section [21A.33.030](#), "Table Of Permitted And Conditional Uses For Commercial Districts", of this title are permitted, subject to the general provisions set forth in section [21A.26.010](#) of this chapter and this section.
- C. Conformance With Adopted Business District Design Guideline Handbook:** All new construction of principal buildings and additions that increase the off street parking requirement shall be subject to and shall conform with the adopted business district design guidelines handbook located as an appendix section in the Sugar House master plan.
- D. Conditional Building And Site Design Review:** All new construction of principal buildings that exceed fifty feet (50') in height in the CSHBD1 district or thirty feet (30') in height in the CSHBD2 district or twenty thousand (20,000) square feet in size in either district shall be subject to conditional building and site design review. The planning commission has the authority to approve projects through the conditional building and site design review process. Conditional building and site design review shall be approved in conformance with the business district design guideline handbook and the provisions of [chapter 21A.59](#) of this title.
- E. Minimum Lot Size:** No minimum lot area or width is required.
- F. Minimum Yard Requirements:**
- 1. Front And Corner Side Yards:** No minimum yard is required.
 - 2. Maximum Setback:** The maximum setback is fifteen feet (15'). Exceptions to this requirement may be authorized through the conditional building and site design review process, subject to the requirements of [chapter 21A.59](#) of this title, and the review and approval of the planning commission. The planning director, in consultation with the transportation director, may modify this requirement if the adjacent public sidewalk is substandard and the resulting modification to the setback results in a more efficient public sidewalk, and/or the modification conforms with the business district design guidelines handbook. Appeal of an administrative decision is to the planning commission.
 - 3. Interior Side Yards:** None required.
 - 4. Rear Yards:** No minimum yard is required.
 - 5. Buffer Yards:** All lots abutting a lot in a residential district shall conform to the buffer yards and landscape requirements of [chapter 21A.48](#) of this title. In addition, for those structures located on properties zoned CSHBD that abut properties in a low density, single-family residential zone, every three feet (3') in building height above thirty feet (30'), shall

be required a corresponding one foot (1') setback from the property line at grade. This additional required setback area can be used for landscaping or parking.

G. Maximum Height: Maximum height limits vary, depending upon location and land use. The following regulations shall apply for each area within the CSHBD zone:

1. CSHBD1:

- a. The maximum building height in the CSHBD1 zone shall not exceed thirty feet (30') for those buildings used exclusively for nonresidential purposes.
- b. Additional building square footage may be obtained up to a maximum building height of one hundred five feet (105'); however, for each additional floor of nonresidential use above thirty feet (30'), one floor of residential use is required.
- c. The residential component may be transferred off site to another property within the CSHBD zoning district in accordance with the provisions of subsection K of this section. If the required residential component is transferred off site, the maximum nonresidential building height allowed shall be seventy five feet (75'). Any building with a height in excess of seventy five feet (75') shall be subject to the requirements of subsection G1d of this section.
- d. Maximum building height may be obtained to one hundred five feet (105') for any building subject to at least ninety percent (90%) of all parking for said building being provided as structured parking, and in the case of a nonresidential building, the developer shall provide off site residential development that is equal to or greater than the square footage of the nonresidential building that exceeds thirty feet (30') in height.

2. CSHBD2:

- a. The maximum building height in the CSHBD2 zone shall not exceed thirty feet (30') for those buildings used exclusively for nonresidential purposes.
- b. Additional square footage may be obtained up to a maximum building height of sixty feet (60'); however, for each additional floor of nonresidential use above thirty feet (30'), one floor of residential use is required.
- c. The residential component may be transferred off site to another property within the CSHBD zoning district in accordance with the provisions of subsection K of this section. If the residential component is transferred "off site", the maximum nonresidential building height allowed shall be forty five feet (45').
- d. Buildings used exclusively for residential purposes may be built to a maximum height of sixty feet (60').

3. Stepback Requirement: In the CSHBD1 and CSHBD2 zoning districts, floors rising above thirty feet (30') in height shall be stepped back fifteen (15) horizontal feet from the building foundation at grade, in those areas abutting low density, single-family residential development and/or public streets.

H. Minimum First Floor Glass: The first floor elevation facing a street of all new buildings or buildings in which the property owner is modifying the size of windows on the front facade within the CSHBD Sugar House business district zones, shall not have less than forty percent (40%) glass surfaces. All first floor glass shall be nonreflective. Display windows that are three-dimensional and are at least two feet (2') deep are permitted and may be counted toward the forty percent (40%) glass requirement. Exceptions to this requirement may be authorized through the conditional building and site review process subject to the requirements

of [chapter 21A.59](#) of this title, and the review and approval of the planning commission. The planning director may approve a modification to this requirement, if the planning director finds:

1. The requirement would negatively impact the historic character of the building; or
2. The requirement would negatively impact the structural stability of the building; or
3. The ground level of the building is occupied by residential uses, in which case the forty percent (40%) glass requirement may be reduced to twenty five percent (25%). Appeal of administrative decision is to the planning commission.

I. Mechanical Equipment: Rooftop mechanical equipment should be screened with architecturally integrated elements of the building.

J. First Floor/Street Level Requirements: The first floor or street level space of all buildings within this area shall be required to provide uses consisting of residential, retail goods establishments, retail service establishments, public service portions of businesses, restaurants, taverns/brewpubs, social clubs, art galleries, theaters or performing art facilities.

K. Residential Requirement For Mixed Use Developments: For those mixed use developments requiring a residential component, the residential portion of the development shall be as follows:

1. Located in the same building as noted in subsection G of this section, or
2. May be located on a different property in the area zoned CSHBD. For such off site residential configuration, the amount of residential development required is equal to the total amount of square footage obtained for the nonresidential floors rising in excess of thirty feet (30'), less any square footage of the required fifteen foot (15') stepback noted in subsection G of this section. In addition, prior to the issuance of a building permit for the nonresidential structure, the applicant must identify specifically where the residential structure will be located in the area zoned CSHBD and enter into a development agreement with the city to ensure the construction of the residential structure in a timely manner. In such cases where the residential use is built off site, one of the following shall apply:
 - a. Construction of the off site residential use must be progressing beyond the footings and foundation stage, prior to the nonresidential portion of the development obtaining a certificate of occupancy, or
 - b. A financial assurance that construction of the off site residential use will commence within two (2) years of receiving a certificate of occupancy for the nonresidential component of the development. The financial assurance shall be in an amount equal to fifty percent (50%) of the construction valuation for the residential component of the development by the building official. The city shall call the financial assurance and deposit the proceeds in the city's housing trust fund if construction has not commenced within two (2) years of the issuance of the certificate of occupancy for the nonresidential component of the development. The financial assurance shall be in an amount equal to fifty percent (50%) of the construction valuation for the residential component of the development as determined by the building official. The city shall call the financial assurance and deposit the proceeds in the city's housing trust fund if construction has not commenced within two (2) years of the issuance of the certificate of occupancy for the nonresidential component of the development.

Attachment D: Sugar House Business District Design Guideline Handbook

The guidelines begin on the following page. The handbook is an extract from pages 22 to 23 of the [*Sugar House Master Plan*](#).

| <div>Proposed Action</div> <div>Proposed Action for initiation of implementation</div> <div>Immediate: 0-12 months Short Term: 1-3 years Mid Term: 3-6 years Long Term: 5-10 years</div> | Initiator | Contact Sources | Timing |
|---|--|---|-------------|
| MOBILITY & ACCESS | | | |
| Landscape I-80 right-of-way and construct sound attenuation walls at Fairmont Park | UDOT | SLC Transportation SLC Parks SLC Planning | Long Term |
| Amend the zoning ordinance as necessary in order to provide for a coordinated parking program or parking district within the SHBD. | SLC Planning | RDA, SLC Transportation SH Merchants Association SH Community Council | Short Term |
| Evaluate the feasibility of establishing a parking impact fee on new development. | SLC Planning | SLC Transportation | Mid Term |
| Identify potential parking lot sites that could be better utilized for shared parking. | SLC Planning | SLC Transportation SH Merchants Association SH Community Council | Mid Term |
| Identify collectors and local streets where on-street parking is appropriate. | SLC Transportation | SLC Planning | Short Term |
| Analyze the feasibility of creating one-way streets for 900, 1100 and 1300 East Streets; and reevaluate the feasibility of implementing a reversible lane on 1300 East. | SLC Transportation | SLC Planning UDOT | Short Term |
| Identify appropriate areas for installing traffic calming techniques in the business district and in the Westminster area. | SLC Transportation | SLC Planning SH Community Council | Short Term |
| Prepare a small area plan for the Westminster area that addresses traffic circulation in the area. | SLC Planning | SLC Transportation | Immediately |
| Request funding for enhancing pedestrian crossings in the business district. | SLC Transportation | SLC Planning SLC CED | Short Term |
| Amend the zoning ordinance to require a pedestrian circulation plan for new development. | SLC Planning | SLC Transportation | Short Term |
| Request the Mayor’s Bicycle Advisory Committee study the feasibility of developing a bike routes along all multi-modal corridors, as identified in the bike route map. | MBAC | SLC Planning SLC Transportation SH Community Council | Short Term |
| Request UTA to provide frequent service, limited stop and/or express buses along 700 East, 1300 East and 2100 South; and provide new East/West service along the 1700 South and 2700 South corridors. | SLC Planning | UTA SLC Transportation | Short Term |
| Amend the Transportation Master Plan to oppose a full access interchange on I-80 at 2300 East. | Transportation Division Transportation Advisory Board | SLC Planning | Mid Term |
| HISTORICAL PRESERVATION | | | |
| Apply for funding to conduct reconnaissance level surveys. Follow up with an intensive level survey of sites recommended for further study. | SLC Planning SH Historical Society | SLC CED SHPO SH Community Council | Short Term |
| Hire a professional architectural historian to conduct a reconnaissance-level survey and prepare a thorough report justifying the designation of a new local historic district. | SLC Planning SH Historical Society | SLC CED SHPO SH Community Council | Short Term |
| Conduct public workshops after historic surveys are completed in order to educate residents about the history of their neighborhoods. | SH Historical Society | SLC Planning SH Community Council SHPO | Mid Term |
| Inform property owners of programs available for historic preservation. | SLC Planning | SH Community Council SH Historical Society | Ongoing |
| Create a historic walking tour of the business district and neighborhoods within Sugar House. | SH Historical Society | RDA, SLC CED SLC Planning SH Community Council SHPO | Mid Term |
| Evaluate the underlying zoning of a proposed historic district prior to designation. | SLC Planning | SH Historical Society | Short Term |
| Develop a series of public education activities to promote public awareness of historic preservation and the neighborhoods. Activities can include the walking tour, helping sponsor historic home tours, holding annual events such as a street fair, placing historic markers on buildings, presenting annual preservation awards to building owners and the local preservationists, etc. | SH Historical Society | SLC Planning SH Community Council SHPO Historic Landmark Commission | Mid Term |
| URBAN DESIGN ELEMENT | | | |
| Amend the sign ordinance as needed to require pedestrian scale, quality signage in the business district and around neighborhood commercial nodes. | SLC Planning | SH Merchants Assoc. SH Community Council | Short Term |
| Survey the district to identify areas appropriate for tree and landscaping enhancement. | SLC Urban Forestry | SLC Planning | Mid Term |
| Identify a street lighting theme for the Sugar House community and within the business district for the city-wide street lighting master plan. | SLC Transportation | SLC Planning SH Community Council SH Merchants Assoc. | Immediately |
| Implement temporary closure of the road immediately south of the monument for fairs & special events. | SH Merchants Assoc. | SLC Police & Fire, UTA SLC Transportation | Ongoing |
| Amend the C-SHBD zone to incorporate the future land use plan into the business district. Expand the C-SHBD to identified areas. | SLC Planning | SH Merchants Assoc. SH Community Council Land Owners | Immediately |
| Analyze options for implementing design standards within residential districts. | SLC Planning | SH Community Council SH Historical Society | Short Term |
| Amend commercial zones to require more pedestrian oriented development standards. | SLC Planning | Chamber of Commerce | Immediately |
| Implement urban design recommendations such as the installation of unique paving patterns, street furniture, lighting, landscaped medians and gateway features and creating pedestrian priority streets, as part of an overall street reconstruction project for streets where such improvements are recommended. | SLC Planning | CED SLC Engineering SLC Transportation | Ongoing |

APPENDIX: BUSINESS DISTRICT DESIGN GUIDELINE HANDBOOK

PURPOSE AND INTENT

These Design Guidelines apply to the Sugar House Business District Zoning District. Their purpose is to assure high quality development. The high quality of the district should be reflected in all of its aspects, including design, construction and tenant mix.

The intent of these Design Guidelines is to give general design guidance with flexibility to the development of the area. They are not intended to restrict creativity or to dictate design solutions. Guidelines are intended to support and expand on the guidelines established in the Urban Design Element. They are also intended to be compatible with Salt Lake City zoning ordinances. In the development of design proposals, developers are encouraged to explore solutions and to present alternatives to these guidelines if they can be shown to achieve the same goals for high quality development.

Pedestrian/Bicycle System Design Guidelines
Pedestrian and bicycle access through the development and to surrounding areas and uses are critical to integrating the Sugar House community. It is

important to develop a full range of pedestrian options with connections to adjacent uses, amenities and developments. Clearly defined, safe and pleasant pedestrian access through and between all of the use areas on the project should be provided. High traffic areas such as those between parking lots and building entrances, between buildings within the project, and other areas where the majority of pedestrians will be walking, should be a priority.

- Design the town center with pedestrian-oriented corridors providing pedestrian comfort and amenities.
- Provide proper separation of pedestrian and vehicular movement at a scale that encourages activity and pedestrian comfort.
- Form pedestrian/commercial promenades with planting and paving treatments in pedestrian corridors, coupled with active uses in adjacent buildings.
- Incorporate special pavement treatment using materials and patterns coordinated for the district into pedestrian-activity areas.
- Provide pedestrian circulation from buildings adjacent to pedestrian corridors.
- Develop pedestrian corridors to connect activity centers and connect blocks.
- Provide clear, visible signage for pedestrian accessways.
- Orient public entrances to the street. Functional entrances every 30 linear feet is desirable.
- Require continuous street frontages except for driveways, plazas and walkways that allow the pedestrian to get to parking located behind buildings.
- Provide a refuge for pedestrians with overhead

protection at doorways on new buildings along 2100 South and Highland Drive/1100 South.

- Articulate pedestrian/bicycle corridors and linkages with pedestrian scale furnishings, lighting, paving materials, public art, trees, and other plantings where appropriate.
- Accommodate the needs of disabled and elderly people by meeting requirements of the American’s With Disabilities Act (ADA) along pedestrian areas.
- Provide adequate width along walkways: major pedestrian walkways in high traffic areas should be a minimum of 8 feet' in width; secondary walkways in low traffic areas should be a minimum of 6 feet in width; and walkways adjacent to parking lots where automobile bumpers may overhang the walk should be designed to allow a minimum of 6 feet clearance for walking.
- Delineate space with paving materials and design to help define pedestrian areas from other circulation systems.
- Use easily maintained, durable, slip resistant paving materials suitable for this climate, such as concrete, concrete pavers, brick pavers, tile, etc.
- Avoid the use of rough or uneven paving materials which can be hazardous, particularly for elderly persons and persons in wheelchairs.
- Design drainage grates to allow safe passage by bicycles and pedestrians, particularly in pedestrian/ bicycle circulation areas.

Vehicular Circulation and Parking Design Guidelines

- Encourage on-street parking in front of buildings

- as a traffic calming method and as a buffer for pedestrians.
- Incorporate structured parking in new structures or adaptive reuse of existing structures and coordinate the parking with building and landscaping designs. Parking structures should not occupy the street frontage of 1100 East/Highland Drive and 2100 South. Parking structures on other streets should have retail/office use on the ground level.
- Designate parking lots and structures with uniform identification signs.
- Encourage through-block parking lots along the north side of 2100 South behind the building frontages and adequately buffered from adjoining residential areas. Encourage shared/coordinated parking with all businesses.
- Avoid access to parking through residential areas.
- Provide islands throughout parking areas to break up hard-surfaced areas. Berms and other changes of grade are recommended where possible.
- Encourage shared parking and structured parking, either below grade or above grade.
- Design primary access points to avoid traffic conflicts. Wherever possible, they should be located directly across from existing access drives and streets. Interior circulation drives should be articulated and reinforced with other site design features such as lighting standards, trees and other plantings, special paving and walkways, etc. An interior circulation system which includes a clearly defined route to parking areas is necessary. Immediate entry to large parking areas is not desirable.
- Design access points to adequately meet traffic needs with consideration for consolidation to minimize the number of curb cuts along the block face.
- Design interior drives and parking lots so that pedestrian, service, and vehicular conflicts are minimized.
- Design the vehicular circulation system to reduce traffic impacts to neighboring residential uses.
- Locate parking lots back from buildings to allow for pedestrian space and landscaping.
- Landscape parking lots. Interior islands, at least 6' in width between parking rows or bays can be used to minimize the visual impact of large expanses of asphalt and to control cross traffic through parking lots.
- Screen service, storage and trash areas. These areas should be screened and buffered from pedestrian corridors, surrounding streets, residential units, Parleys Creek open space and other public use areas using materials compatible with the architecture and adjacent site features.

Town Center Scale Mixed Use - Parking

- Allow surface and structured parking; however, structured parking is highly recommended.
- Prohibit parking lots to front onto Highland Drive or 2100 South in the area of the Town Center Overlay.
- Require parking structures that face onto the street to have retail spaces at the lower level.

Neighborhood Scale Mixed Use - Parking

- Allow surface and structured parking. Structured parking facing onto the street must have retail space at the lower level.
- Setback parking lots a minimum of 15 feet.
- Locate parking lots to the rear of buildings.

Residential - Parking

- Allow surface and structured parking; however, structured parking is preferred.
- Prohibit parking lots to front onto 2100 South.
- Setback parking lots a minimum of 15 feet.

Open Space - Parking

- Avoid parking lots in Open Space areas.

Building Architecture and Siting

- Require the general pattern of buildings to include and emphasize the importance of public gathering spaces and pedestrian connections.
- Consider the relationship of building forms to one another and to other elements of the Sugar House area so the effects will be complimentary and harmonious.
- Relate the mass and height of new buildings to the historical scale of Sugar House development to avoid an overwhelming or dominating appearance in new construction.
- Treat building height, scale, and character as significant features of the Business District's image.
- Ensure that features of building design such as color, detail, materials, and scale are responsive to district character, neighboring buildings, and the pedestrian.
- Require buildings situated in visually dominant positions to have interestingly detailed exteriors. Prohibit blank-walled facades.
- Allow buildings within the core of the town center to stand out prominently only in exceptional circumstances. This would be when they signify the presence of activity centers and occupy focal points.
- Design new construction to complement and enhance the character of adjacent older buildings having architectural merit through appropriate scale, massing, rhythm, and materials.
- Require where applicable, that the base of the building emphasize horizontal divisions texture, and other architectural details to relate to pedestrian activity.
- Require the first floors of buildings to have clear, untinted glass that permits pedestrian contact with interior spaces along streets and pedestrian corridors. Prohibit dark-tinted or reflective glass windows, creating a blank, impersonal street front, uninviting to the pedestrian.
- Preserve historic structures and their facades in order to preserve the historical fabric of the area, wherever feasible.
- Complement the historic architecture of Sugar House with appropriate exterior building materials. Appropriate materials may include the following:
 - Brick;
 - Architectural concrete (precast or poured-in-place);
 - Stone; and
 - Glass.
- Choose exterior building materials to be consistent

- with appropriate standards for structures of the kind proposed; and address durability and life-cycle cost issue.
- Coordinate and compliment exterior materials throughout the area in order to develop a unified expression.
- Avoid placing mechanical equipment at grade level. Meters, pipes, stacks, heating and cooling equipment, control boxes, and antennas are examples of mechanical equipment requiring careful location and screening treatment.
- Roof top mechanical equipment should be screened with architecturally integrated elements of the building.
- Orient large buildings to minimize shadows falling on public open spaces. The height and mass of tall, closely packed buildings should be shaped to permit sunlight to reach open spaces.
- Require large buildings and groups of buildings to maximize public views of the city's mountain backdrop. In larger projects, view corridors are needed to maintain a sense of living adjacent to the Wasatch Mountains.
- Use sculpture, fountains, and monuments to enhance the three-dimensional quality of pedestrian gathering spaces.
- Require loading docks on the “backside” of buildings to be carefully designed and screened.
- Require the massing and scale of structures to be compatible with surrounding uses.
- Orient buildings that are adjacent to the street, towards the street and promote a high quality image for each project.
- Orient interior buildings towards each other and arrange them in clusters or in adjoining structures whenever possible.
- Contain outdoor garden centers and other seasonal materials in permanently designated areas that are designed as part of the overall structure.
- Include a variety of building heights in the mixed-use area and take advantage of topographic changes, "stepping" the buildings down the profile.
- Avoid construction of a "wall of buildings" along 1300 East blocking views to the west from Sugar House Park.
- Avoid facade architecture: all faces of the building should be designed with similar detail and materials.

Landscape Design Guidelines

- Coordinate landscape design, incorporating landscaped treatment for open space, roads, paths, buildings and parking areas into a continuous and integrated design.
- Include primary landscape treatment that consists of shrubs, ground covers and shade trees appropriate to the character of the project, the site and climatic conditions.
- Provide a variety of plantings that include changes in color, texture, height, density, light, ground plane, etc. A mixture of shrubs, trees, ground covers, perennials, turf and annuals is suggested.
- Provide landscaped separations between parking, drives, and service areas, and public use areas including walkways, plazas, eating areas, view corridors, prime vehicular access points, etc. Architectural materials may be used, but plant materials should also be incorporated in the screening/buffering treatments.
- Provide raised planters in high use areas when appropriate. Raised planters offer a good solution that protects plant materials from damage, and they offer opportunities for seating as well.
- Provide trees planted on grade with a minimum opening of 5' square or round. Openings may be covered with tree grates or other material that allows air to reach the soil within the 5' area.
- Group plantings in larger planting areas rather than individual trees in grates, wherever possible. Plants are more successful in groupings and in larger planting areas.
- Minimum plant sizes for all landscaped areas are as follows:

| | |
|------------------|-------------------------------|
| Deciduous trees | 2 1/2" caliper |
| Evergreen trees | 6' in height |
| Deciduous shrubs | 5 gallon container |
| Evergreen shrubs | 24" - 36" in height or spread |
| Perennials | 1 gallon container |
| Ground covers | 4" pots |

On-site Lighting Design Guidelines

- Design lighting as a system that is integrated throughout the development, and that is compatible with the other lighting in the area.
- Use pedestrian lighting along walkways, plazas, and other pedestrian areas to indicate routes and to provide safety. Fixture design should be appropriate and coordinated through the entire development.
- Use lighting to highlight building facades. Generally, all building facades should be lighted at the street level. Above the first floor, light should be selectively positioned or defined. A more limited lighting pattern in the higher areas of the building is intended to produce greater contrast of light and shadow, accenting unique features without lighting the entire structure.
- Use lighting to accent and highlight planting. Appropriate light levels and pleasant accent effects can be achieved with accent lighting, directed upwards into trees, provides low intensity, but offers dramatic illumination of nearby pedestrian areas.
- Reserve architectural lighting for individual plaza areas to emphasize focal points.
- Require parking lot lighting to meet Salt Lake City standards, at a minimum.
- Design appropriate lighting levels to provide a safe atmosphere while deterring undesirable activities and avoiding night-sky pollution.

Streetscape

The pattern and design of streetscapes should convey a significant message complementing the type and intensity of land development. A streetscape design should unify a district or neighborhood and portray an identity through the design. The following streetscape guidelines are recommended for the Town Center:

- Design buildings to shape the street; the general

- pattern of buildings should help to define street areas and other public open spaces.
- Allow for informal events such as displays and outdoor dining to encourage pedestrian activity.
- Incorporate a consistent theme for streetscape design to strengthen the association of unrelated buildings.
- Select and design street landscaping according to a special theme for a given area to provide a sense of place in addition to its other amenities.
- Maintain and incorporate a regular-interval street lighting pattern into streetscape improvements.
- Choose light poles, arms, and fixture designs to preserve the historic character of the streetscape.
- Select lighting to be in scale with the pedestrian experience.

Signage

- Since adoption of the 1985 Sugar House Master Plan, the quality of signs in the Business District has improved. The City's beautification project improved the area, along with the City Redevelopment Agency's façade improvement program. Nevertheless, strict adherence to the City's sign ordinance is necessary to ensure that new signs do not dominate the streetscape of the urban area. This ordinance does not allow new billboards and assumes a long-term decrease in their number over time. As part of all planned developments, the policies of the City's Urban Design Element relating to signage should be followed. In addition, planned developments must adhere to the following guidelines:
- Install signage that emphasizes design elements of a building's façade.
 - Select sign materials made of high quality, durable materials that will continue to look good after several years in Salt Lake's climatic conditions.
 - Discourage pole signs and encourage wall and blade signs, as well as monument signs consistent with a pedestrian scale.
 - Provide street signs and other informational signage that are uniform and that provide neighborhood and community identity.
 - Integrate signs or awnings into the architectural design of any building rather than a feature independent and in conflict with the building's architecture.
 - Design signs and graphics to present their message with clarity; graphics should be clear and easily understood, so that people can orient themselves within the development and locate businesses and facilities easily.
 - Locate and size signs so that views to and from adjoining land parcels will not be blocked.
 - Design directional signing to be low, visible, integrated with the rest of the graphic systems, and functional. If directional signing is needed on the street directing people and vehicles, and on the interior of any development project, it should be consistently located in order to maximize its directional function.
 - Design informational signing that helps orient people on the development. It may take the form of a directory or other project wide identification in which people can orient themselves and be directed to those activities and areas they wish to visit.

Off-Site Development Design Guidelines

- Off-site development includes work that occurs in the public way and on properties otherwise considered public such as the Parleys Creek property owned by Salt Lake City and any others that may be designated or assigned.
- Provide public sidewalks and pedestrian/bike corridors that enhance the existing pedestrian circulation systems in the following locations:
 - To the east along 2100 South and along Wilmington Avenue to Sugar House Park;
 - Between the Sugar House Plaza Monument area and surrounding uses and areas;
 - Between the public open space at Parleys Creek and surrounding uses and areas;
 - Along the rail/trail designated in the Salt Lake City Open Space Plan; and
 - To south and west to Fairmont Park.
 - Accommodate public transportation at the street edges. Coordinate with the Utah Transit Authority on location and design of turnouts, bus stops and other transit facilities.
 - Provide standard paving materials currently used in the area on sidewalks. Modifications to the patterns may be permitted and will require approval by Salt Lake City.
 - Landscape park strips and public open space with street trees, shrubs, ground covers and lawn. Maintenance of park strips is the responsibility of the adjacent property owner.
 - Select trees with guidance from the Salt Lake City Urban Forester.
 - Preserve and maintain existing vegetation along Parleys Creek.
 - Design street and circulation system drainage grates to allow safe passage by bicycles.
 - Require light fixtures to meet Salt Lake City standards and specifications and be of a design that is compatible with the design theme of the business district.
 - Include elements of visual interest and complexity into publicly owned open space. These elements can include landscaping, seating areas, furnishings, fountains, changes in grade, public art, etc. to add interest and excitement to the public spaces between buildings and along major circulation corridors.
 - Incorporate into the design and provide in designated locations of outdoor open space and public space elements such as site furnishings such as drinking fountains, benches, trash receptacles and ash receptacles, telephones, newspaper stands, bicycle storage. They should be coordinated and compatible to other site furnishings and design elements.
 - Design a mixture of seating opportunities if seating is provided. Materials that are comfortable and vandal resistant are preferred.
 - Consider seatwalls, steps, fountain edges, grassy mounds, etc. for an attractive variety of seating options that can accommodate many different needs. If seatwalls are used they should be a minimum of 12" wide and 16" to 24" high for comfortable, flexible seating.

Attachment E: Sugar House Circulation and Amenities Plan - Extract

The following pages are an extract from the Sugar House Circulation and Amenities Plan that show the circulation plan for the project area.

vehicle travel lanes will create a better and more comfortable environment for pedestrians. The net supply of on-street parking remains the same in either condition.

4.4 *Division of Large Blocks*

This section summarizes the feasibility of dividing larger blocks into smaller blocks within the Study Area. The evaluation of this division is a goal from the Sugar House Master Plan.

Existing Conditions

The Sugar House CBD consists of large blocks with minimal and/or undefined multi-modal connections to the existing street grid. The large blocks in the Study Area that need to the most improvement include: the Granite Block and the Sugar House Center block.

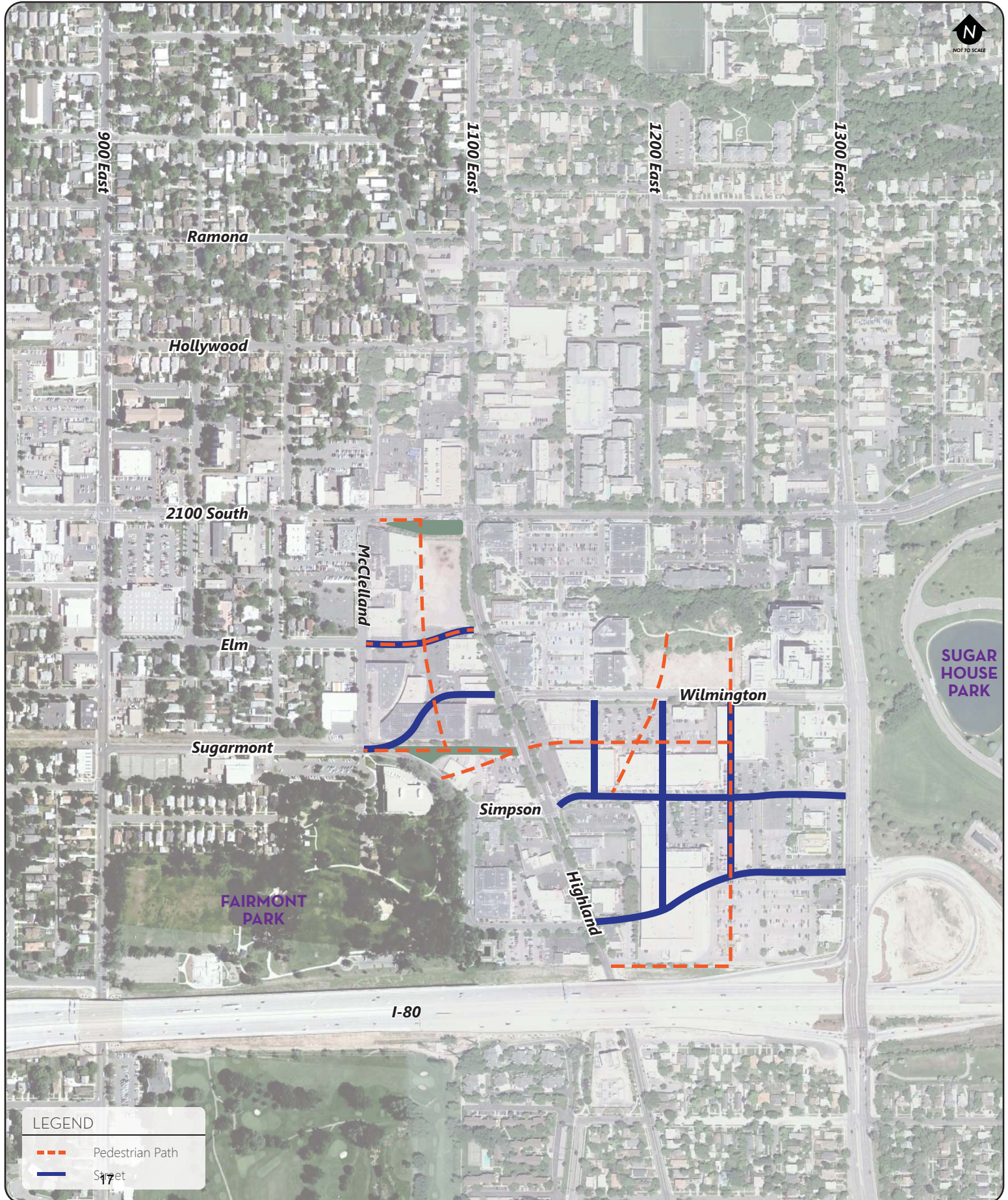
Division of Large Blocks

Large blocks can be divided into smaller blocks with defined pedestrian, bicycle, vehicular, and/or transit connections. Smaller blocks create better accessibility, walkability, and distribution of traffic, which results in an increase in mobility and a decrease in congestion. Figure 4.4-1 shows the proposed division of blocks with pedestrian pathways (including trail systems and general walkways) and streets. In particular, the greatest opportunity for dividing large blocks is re-establishing streets such as Elizabeth Street, 1200 East, Douglas Street, Sugarmont Drive, Stringham Avenue, Simpson Avenue, and Ashton Avenue within the Sugar House Shopping Center to the extent possible.

The following Table 4.4-1 summarizes the feasibility criteria for evaluation.

DIVIDING LARGER BLOCKS

Figure 4.4-1 | Sugar House Business District Circulation Plan



LEGEND

— Pedestrian Path

— Street

Table 4.4-1. Division of Large Blocks Feasibility Criteria

| <i>Project</i> | <i>Relationship to Goals</i> | <i>Mobility Benefits (ped/bike/veh /transit)</i> | <i>Technical Constraints</i> | <i>Project Cost (low/med /high)</i> |
|--------------------------|---|--|---|---|
| Division of Large Blocks | <ul style="list-style-type: none"> Improves bicycle mobility Provides a safe, attractive, and functional pedestrian environment to promote a walkable community Creates useable connections to existing and future pedestrian and bicycle path systems Provides multi-modal transportation options that include transit, bicycle and pedestrian facilities, as well as improved public streets to facilitate better mobility, access, and reduce traffic hazards Provides better multi-modal connectivity Provides better internal access Divides large blocks into smaller blocks | + / + / + / + ¹ | <ul style="list-style-type: none"> Collaboration with property owners for implementation | Med to High |

Notes:

¹Represents a positive (+), neutral (0), or negative (-) impact for the respective travel mode.

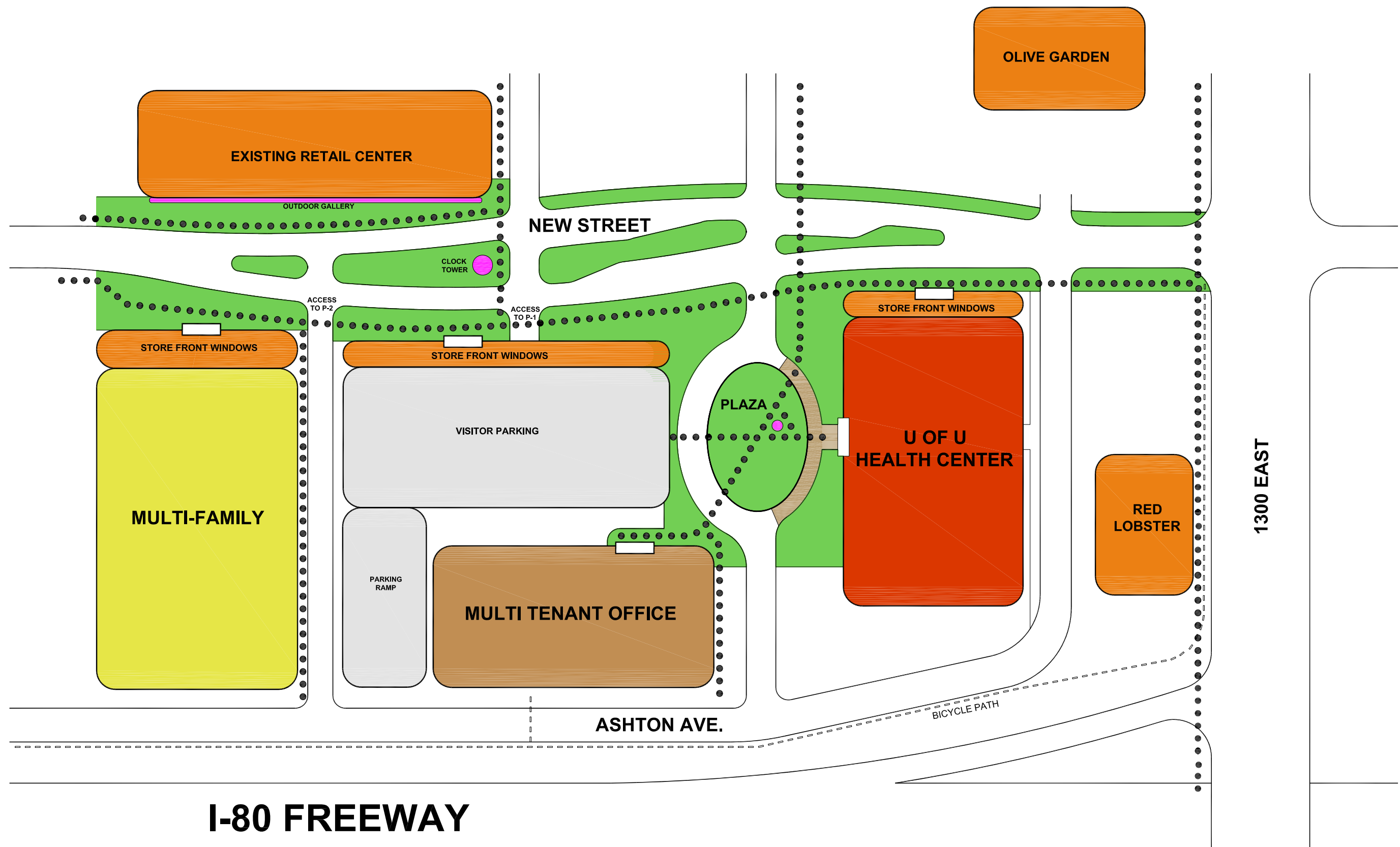
Source: Fehr & Peers, July 2012

4.5 Addition of Bicycle Lanes on 2100 South

This section summarizes the feasibility of adding bicycle facilities to 2100 South. Although the Study Area of this *Plan* is from 900 East to 1300 East, for this particular feasibility study the Study Area was expanded to include all of 2100 South within Salt Lake City boundaries. 2100 South is a major road in the heart of Sugar House, connecting it to residential neighborhoods to the east, and residential, commercial, and industrial districts to the west. The roadway is owned by Salt Lake City. Several goals and statements within the Sugar House Master Plan relate to this topic in various ways, including:

Attachment F: Updated Development Plans and Renderings

Plans begin on the next page.



CONCEPTUAL SITE PLAN

Updated Plans and Renderings























UNIVERSITY OF UTAH



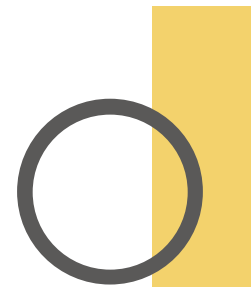
Attachment G: Original Development Plans

Plans begin on the next page.

SUGAR HOUSE DEVELOPMENT PROJECT

1300 EAST & 1-80 (Formerly Shopko Site)





dixon
architecture, planning, interiors

April 19, 2017

Salt Lake City Planning Division
451 S. State Street, Rm 215
Salt Lake City, UT 84114-5480

City Planners,

We are pleased to make application to Salt Lake City for the redevelopment of the former ShopKo site in Sugar House at 1300 East and I-80. We view this as one of the most important sites in the Sugar House Business District with an opportunity to add to the character, vibrancy, and functionality of the area. As investment developers, Westport Capital Partners have a long history of creating a wide variety of successful projects domestically and internationally. We are very excited to work with them and Big D Construction to produce a landmark project on this exclusive site. We look forward to working with the City and local leaders to create something representative of Sugar House that we can be proud of and that will serve the community for years to come.

Sincerely,

David J. Dixon, AIA



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Planned Development

| OFFICE USE ONLY | | | |
|---|--------------|--|---------|
| Project #: | Received By: | Date Received: | Zoning: |
| Project Name: | | | |
| PLEASE PROVIDE THE FOLLOWING INFORMATION | | | |
| Request: Site plan and development approval | | | |
| Address of Subject Property: 2290 South 1300 East | | | |
| Name of Applicant: Sugar House Property, LLC | | Phone: 949.542.4403 | |
| Address of Applicant: 40 Danbury Rd., Wilton, CT 06899 | | | |
| E-mail of Applicant: cdurnin@SentinelDev.com | | Cell/Fax: | |
| Applicant's Interest in Subject Property: <input checked="" type="checkbox"/> Owner <input type="checkbox"/> Contractor <input type="checkbox"/> Architect <input type="checkbox"/> Other: | | | |
| Name of Property Owner (if different from applicant): | | | |
| E-mail of Property Owner: | | Phone: | |
| <p>Please note that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.</p> | | | |
| AVAILABLE CONSULTATION | | | |
| <p>Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.</p> | | | |
| WHERE TO FILE THE COMPLETE APPLICATION | | | |
| Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114 | | In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700 | |
| REQUIRED FEE | | | |
| <p>Filing fee of \$742 plus \$121 per acre in excess of (1) acre. Plus additional fee for required public notices.</p> | | | |
| SIGNATURE | | | |
| <p>If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.</p> | | | |
| Signature of Owner or Agent: C Durnin | | Date: 04/19/17 | |

Updated 2/20/15

SUBMITTAL REQUIREMENTS

Staff Review

- ☐
- ☒ 1. **Project Description**
Description of your proposed use and existing use (please attach additional sheet/s)
- ☐
- ☒ 2. **Planned Development Information.**
Description of how your project meets one or more of the following objectives (please attach additional sheet/s)
 - x a. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
 - o b. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
 - o c. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
 - x d. Use of design, landscape, or architectural features to create a pleasing environment;
 - x e. Inclusion of special development amenities that are in the interest of the general public;
 - x f. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
 - o g. Inclusion of affordable housing with market rate housing; or
 - x h. Utilization of "green" building techniques in development.
- ☐
- ☐ 3. **Minimum Plan Requirements**
 - ☒ One paper copy (24" x 36") of each plan and elevation drawing
 - ☒ A digital (PDF) copy of the each plan and elevation drawing
 - ☒ One 11 x 17 inch reduced copy of each plan and elevation drawing
- ☐
- ☒ 4. **Site Plan**
Site plan (see *Site Plan Requirements* flyer for further details)
- ☐
- ☒ 5. **Elevation Drawing** (if applicable)
 - ☒ Detailed elevation, sections and profile drawings with dimensions drawn to scale
 - ☒ Type of construction and list the primary exterior construction materials
 - ☐ Number, size, and type of dwelling units in each building, and the overall dwelling unit density

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

C Durnin acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

Updated 2/20/15

WESTPORT CAPITAL PARTNERS LLC

Westport is a real estate investment firm which provides domestic and international real estate related investment opportunities to institutional and private clients. Through its various funds, the firm invests in a wide variety of real estate projects including office, retail, medical, and residential. As of September 30, 2016, Westport Capital Partners LLC has approximately \$1.8 billion in assets under management. The firm has offices in Los Angeles, California; Wilton, Connecticut; Bozeman, Montana; and London, England.

Over the past few years, Westport has been involved in several projects in Utah including Salt Point (a 400,000 sq. ft. retail project in West Haven), The Mix at River's Edge (29 acre mixed-use development in Provo), and Zellerbach (292 unit multi-family development in South Salt Lake).

SENTINEL DEVELOPMENT

Sentinel is a private real estate development and management company focused on unique and complex developments that require local market knowledge and seasoned professionals. We strive on being entrepreneurial in all facets of our business and that is indicative in our projects and portfolio.

Sentinel was founded in 2001 and is comprised of the following Company Divisions: Development, Property Management, Construction Management and Restaurant & Hospitality Group. We have developed or repositioned over 100 properties totaling billions in value and millions in square footage.

Sentinel's team has extensive experience in commercial real estate development, construction, asset management, property management, finance, and capital market transactions. This broad range of expertise allows Sentinel to simplify the most complex developments and projects and execute.

PINYON 8 CONSULTING

Mark Isaac of Pinyon8 is well acquainted with Sugar House from his involvement in the Granite Furniture redevelopment to being a long-time resident of the area. His firm has served as a real estate and development consultant on many projects along the Wasatch Front.

BIG D CONSTRUCTION

Big D needs little introduction as they have been a leading general contractor in the State since their beginning in 1967 and are recognized as one of the nation's top 100 contractors. With average annual revenues of \$1 billion and 150 million square feet of successful projects under their belt, there isn't a more qualified contractor in the State to take on this project.

DIXON + ASSOCIATES ARCHITECTS

Dixon is a Salt Lake based full-service design firm with 26 years' experience designing office, medical, retail, religious, and residential projects. Licensed in 14 states, the firm teams with clients to create architecture that is both memorable and functional. Recent projects include 151 South State (a high-rise in downtown Salt Lake soon to break ground), the U of U Health Centers in both South Jordan and Farmington, Utah (220,000 sq. ft. and 130,000 sq. ft. respectively providing multi-specialty health care and outpatient surgery), and a multi-story LDS Meeting-house in downtown Chicago, Illinois.

PSOMAS

Founded in 1946, Psomas is one of the top-ranked consulting engineering firms in the nation providing surveying, engineering, construction management and environmental services throughout the Western United States. Their award-winning projects are produced through innovation, creativity and technical expertise.

BHB STRUCTURAL ENGINEERS

BHB Enginers was founded in 2002 and has grown from a staff of three to 45+ talented employees to become one of the largest structural engineering firms in the State. They are licensed in every state and credit their success to their focus on responsiveness, coordination and creativity.

VAN BOERUM AND FRANK ASSOCIATES

Howard Van Boerum started the firm in 1972 with John D. Frank. Today they are recognized as one of the pre-eminent consulting engineering firms in the Intermountain West with 18 principals and more than 100 employees. They are experienced in all types of buildings and technology sectors including hospitals, cogeneration, research laboratories and Olympic facilities.

SPECTRUM ENGINEERING

Since its inception, Spectrum's guiding vision has been to contribute to their client's success by offering a spectrum of engineering services. For more than 30 years, Spectrum Engineers has recruited and developed top design talent, including experts in the fields of technology design, lighting design, fire protection engineering, theatre design, mechanical and electrical engineering and commissioning. The firm is led by 18 principals with offices in Salt Lake City and Phoenix.



SITE OVERVIEW

While in most communities the closure of a large retail anchor store would signal a decline and economic concern, the release of the former ShopKo property for redevelopment in the bustling Sugar House business district affords a unique opportunity for rebirth, growth and economic vitality. With its proximity to I-80, on/off ramps, and the ability to connect to both 1300 East and Highland Drive, the site is one of the most accessible and prominent properties in the valley. Proximity to the Trax S-line, local bus routes and bicycle routes further enhance the project.

The project includes a state-of-the-art medical center for University of Utah Health Care, ranked as one of the top medical institutions in the nation. As a satellite of the University Hospital, the center will offer full outpatient services to the community including a Huntsman Cancer Center, Moran Eye Center, Radiology, Endoscopy, Urgent Care, Primary Care and many Specialist services of the University.

In master planning the site, careful consideration has been given to create a clustering of buildings and functions with safe and efficient connectivity for pedestrians, bicyclists, and vehicle drivers. Walkability, openness, and connections with the natural environment and surrounding amenities are hallmarks of the plan.



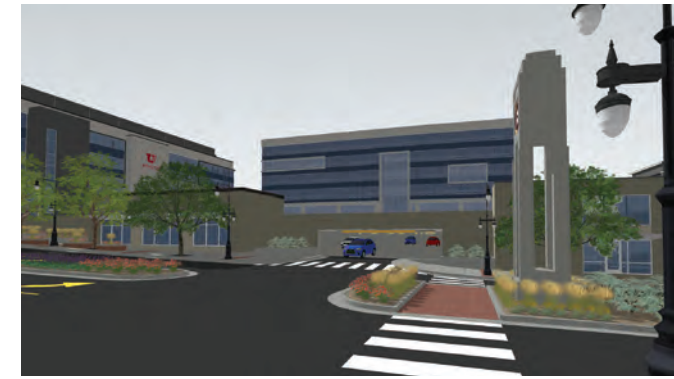
Residential over retail frontage.

1



Existing retail wall upgrade with historic photo mural and landscaping.

2

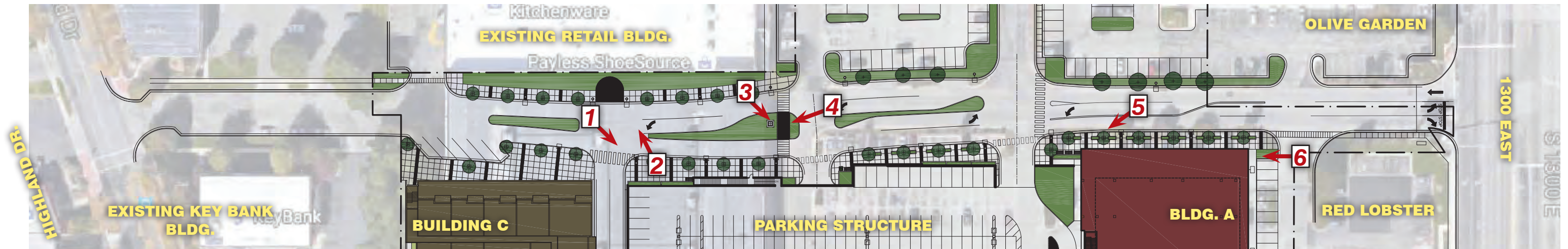


Street scape looking Southeast.

3

STREETSCAPE

The reconnection of a through-street (former Stringham Avenue) enhances vehicular and pedestrian circulation not only for this site, but for the community at large. Public improvement along this important roadway help to calm traffic while creating a place for people with attractive walkways and spaces for art, benches, planters and other public amenities. What has been a parking aisle in the existing development, has been reconfigured to provide a true streetscape with separation from parking and pathways for people. The gentle slope of the street along the edge of the parking podium allows for direct access from each parking level, avoiding congestion and minimizing walking distances. The exposed portion of the parking garage is enhanced with a stair structure and facades in keeping with the rhythm and materials of the adjoining buildings.



Clock tower at center of development.

4



Streetscape looking Southwest.

5



Pedestrian way looing West.

6



Building A

The office building on the east end of the site (Building A), is a five-story building of approximately 170,000 sq. ft. The floors above the second floor have been stepped back from the face of the building to comply with the City's intent on maintaining a human scale to the street-scapes. The lower floors incorporate brick veneer in two colors with a rhythm of windows in keeping with the traditional scale of buildings in the area. The upper floors are wrapped with terra cotta and glass bands in a more modern gesture enabling the building to look to the future while being grounded in the present with ties to the past. It will provide a landmark location for the University of Utah Health Center

Building B

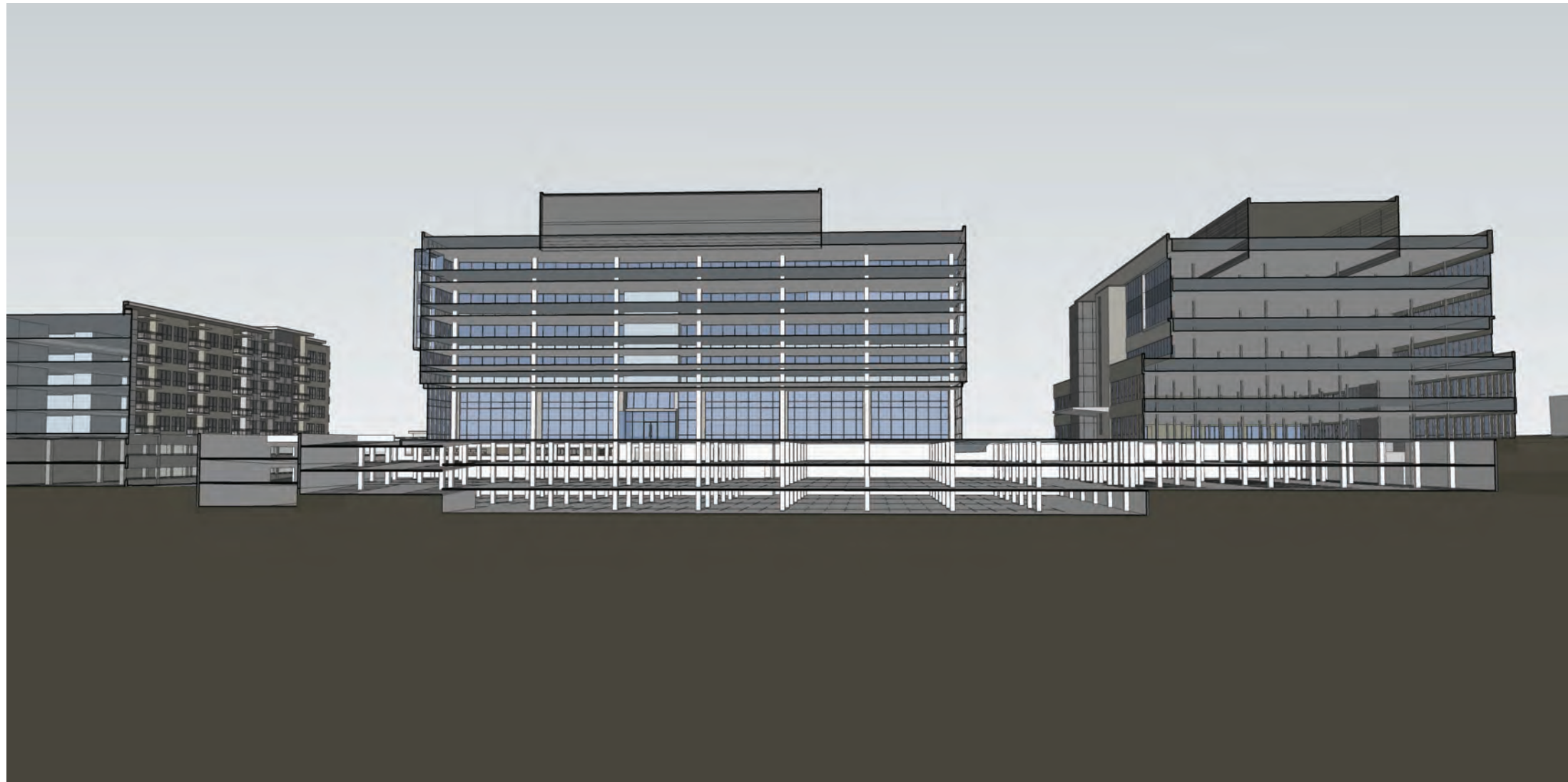
The middle office building on the south side (Building B), is a six-story office building of approximately 150,000 sq. ft. The lower two floors on this building are recessed to expose a monumental base of columns supporting the cantilevered floors above. Again, the intent is to provide a distinct base to the building while at the same time providing a building that is non-repetitive and responsive to the view by faster moving I-80 onlookers. The building's sleek exterior allows for easy interpretation and a very contemporary appearance due to its proximity to the freeway and separation from the casual, slower paced atmosphere of the former Stringham Avenue.



Building C

The west end (Building C) is multi-family housing on a two-story parking podium with approximately 200 units. Here again, the lower two floors of the building on the street protrude beyond the floors of housing above to maintain proper scale on the street with opportunities for small retail tenants. The residential building is provided in response to the requirement of equal areas of residential development to those areas of non-residential included above 30 feet (first and second floor) of the two office buildings.

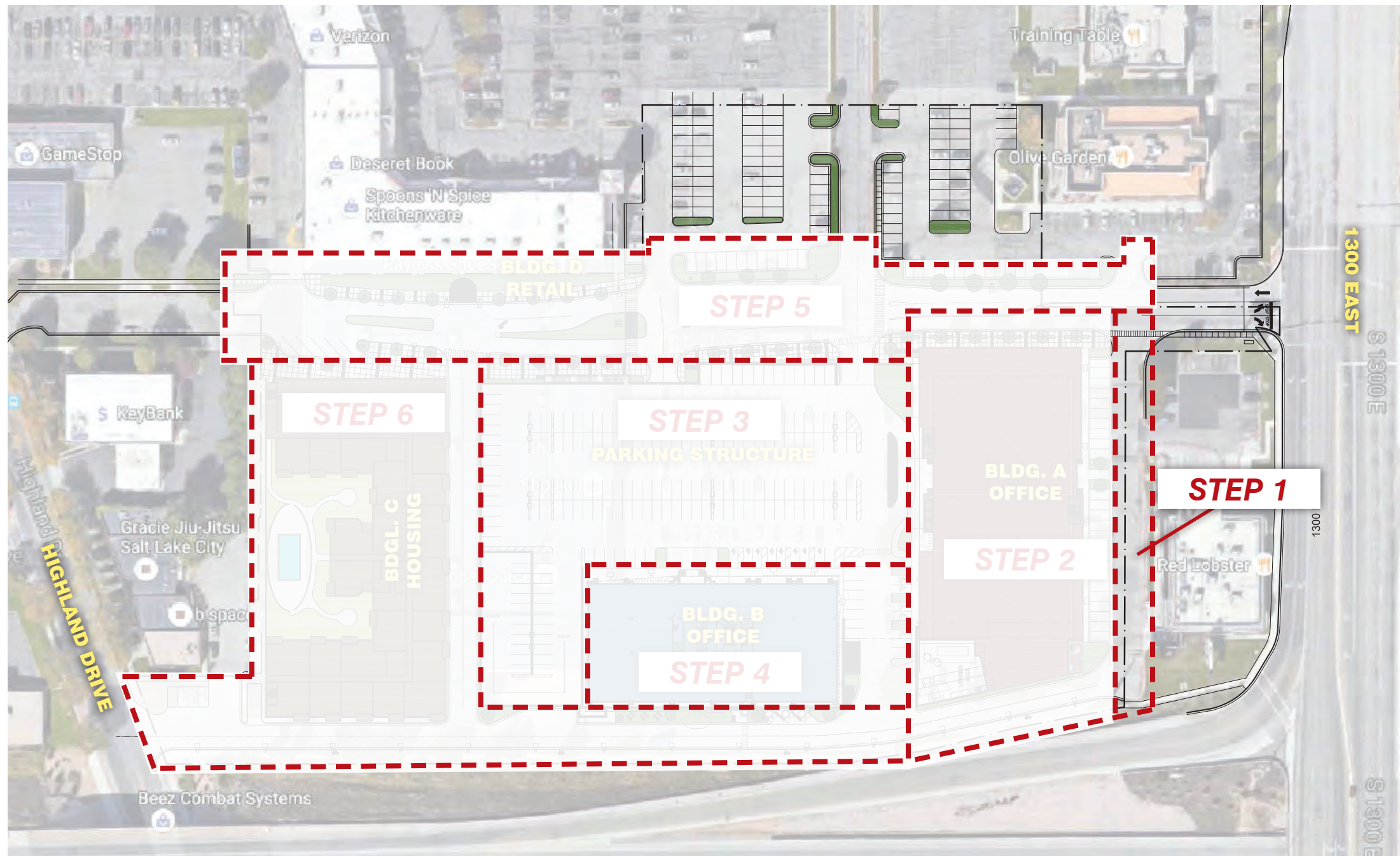




PODIUM DESIGN

While the site is sloped from east to west, the buildings will be constructed on a level parking plaza with convenient vehicle circulation between levels. The podium design maximizes parking while preserving views and access.

The columns and footings of the parking structure are spaced to coordinate with the buildings on top, minimizing construction costs.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

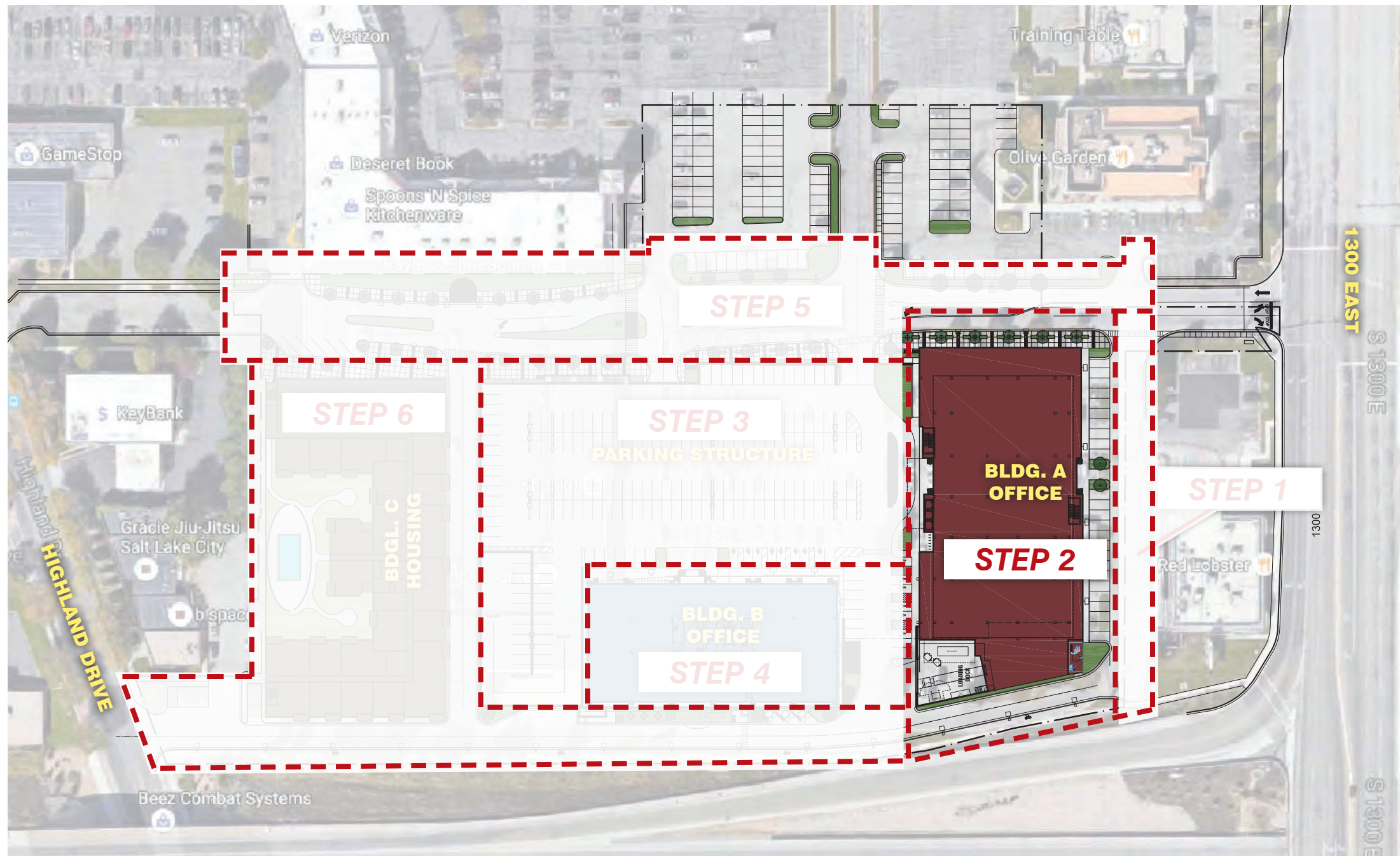
As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

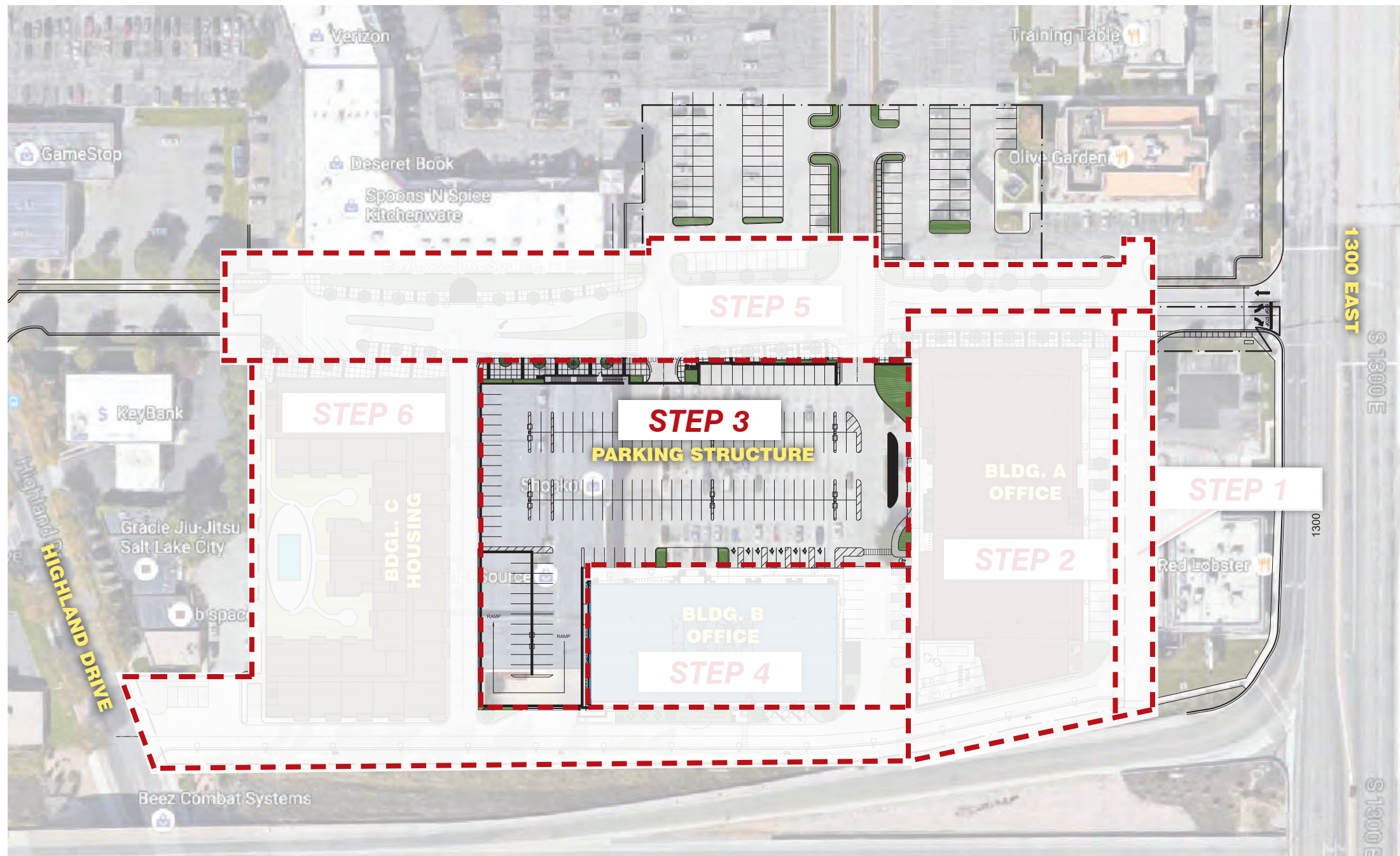
As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

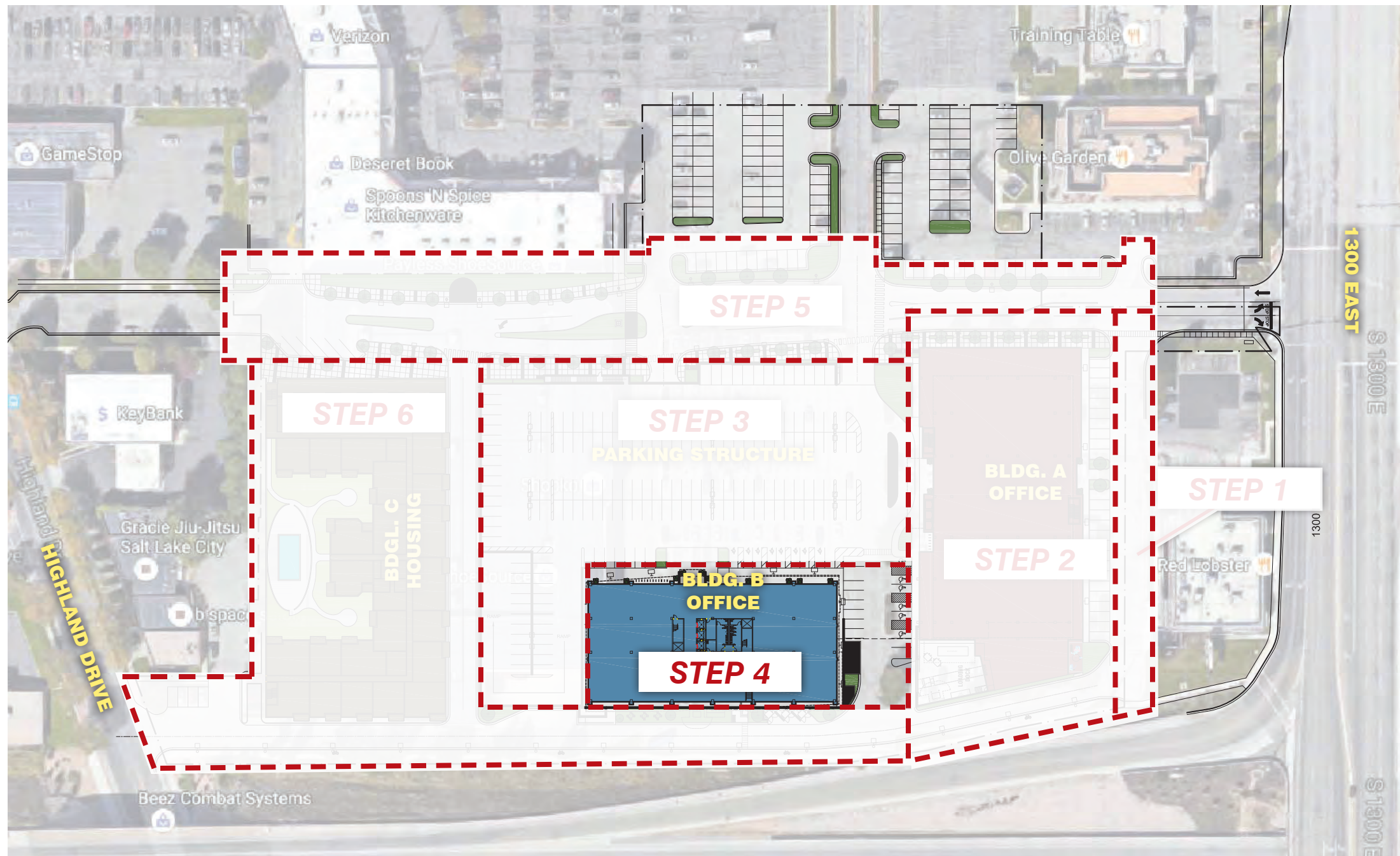
As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

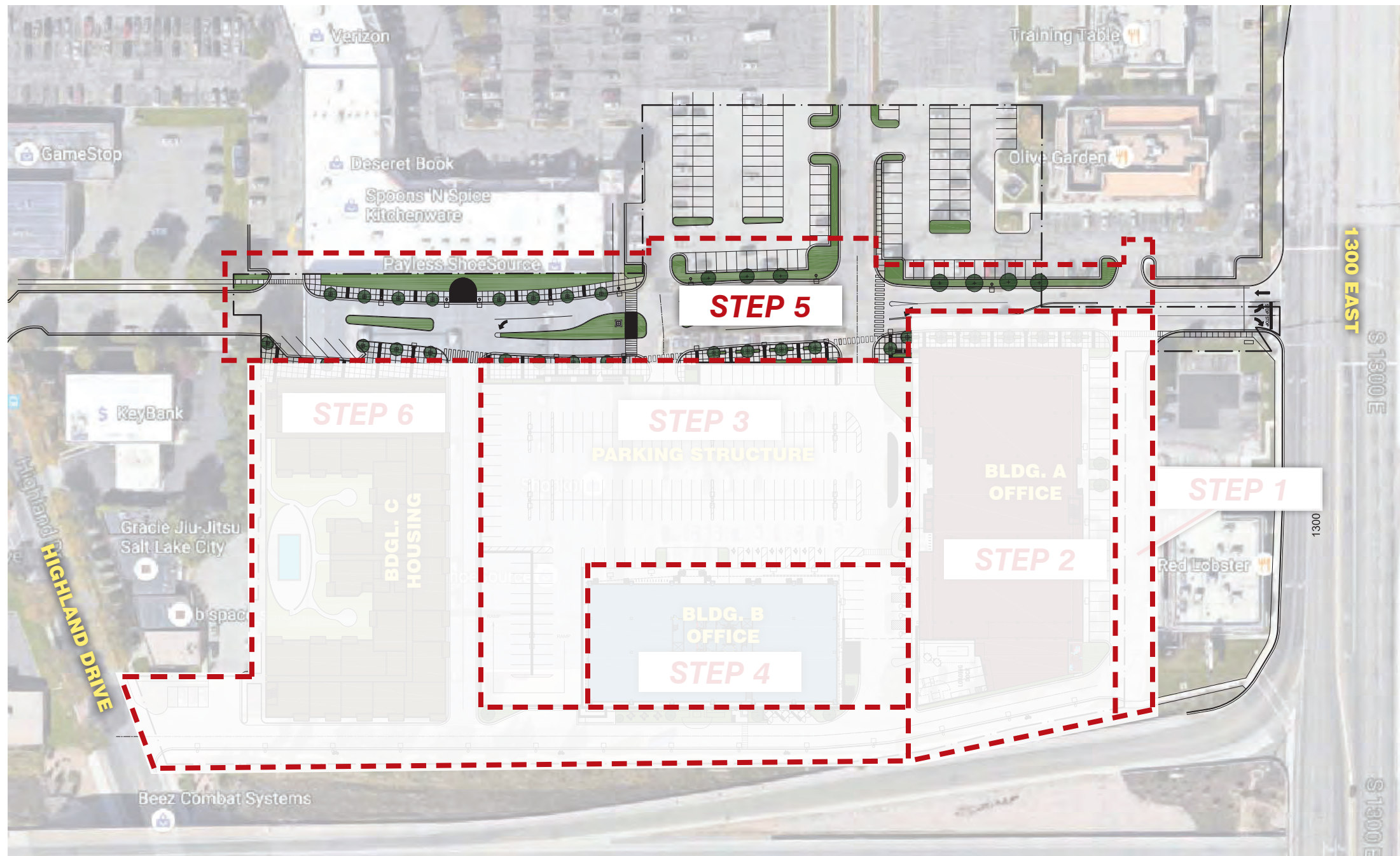
As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

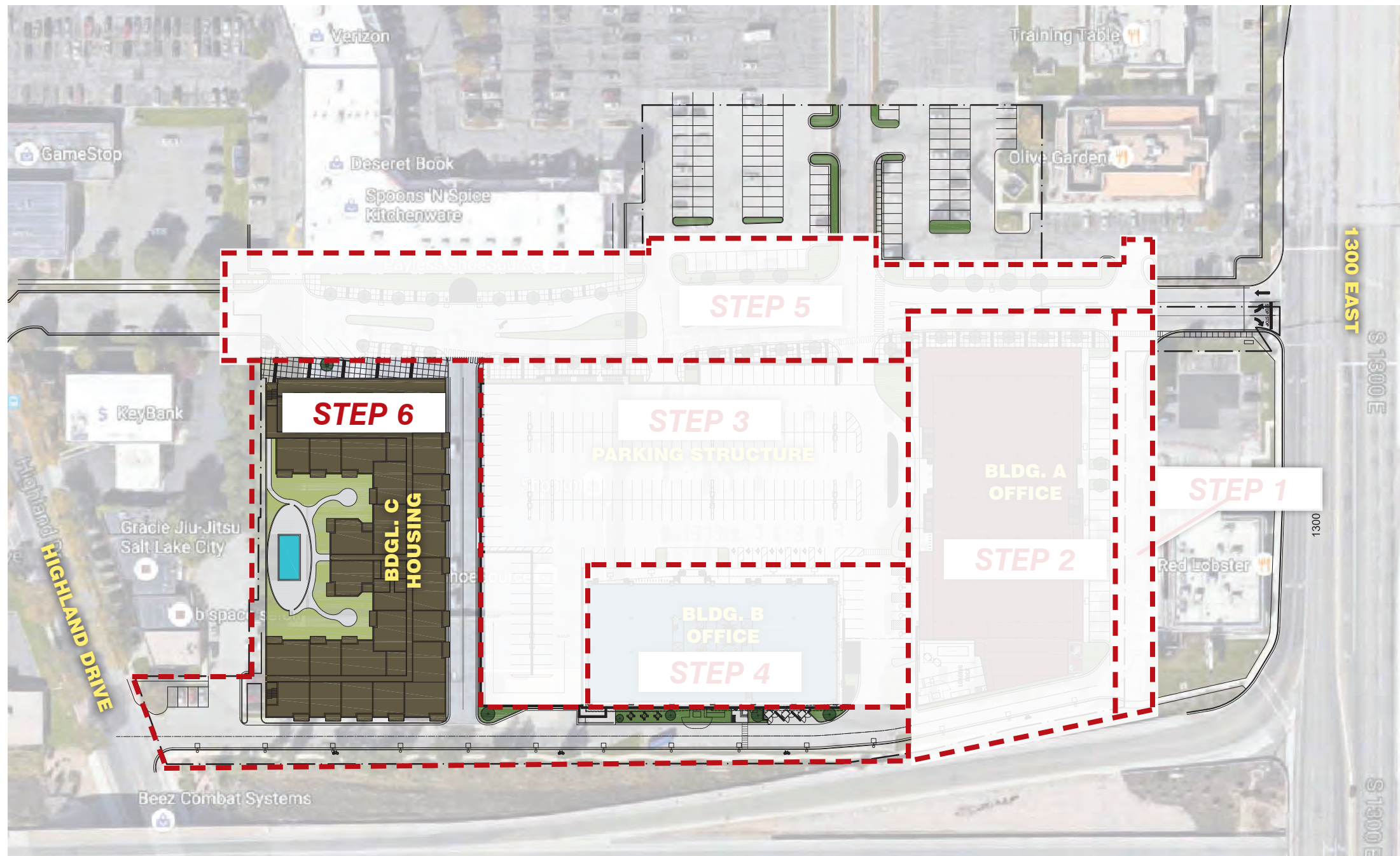
As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.



SEQUENCING

The project sequencing has been scheduled to expedite the construction and take full advantage of the summer and fall months of better weather conditions.

Step 1

Relocating the buried power lines that run across the site and grubbing the area of Building A will be the first order of business. This will be followed up immediately with completing all utilities that may run through the roadway on the east end of the site so as to minimize disruption of access and traffic to the Red Lobster restaurant during construction. Demolition of the former ShopKo store will also be completed in preparation for the next phase of construction.

Step 2

Excavation for footings and foundations for the parking structure in the area of Building A, along with the installation of shoring on the east and north sides, will be the start of Phase 2 construction. Once the two underground parking levels are completed, construction of the steel framing and shell construction will proceed.

Step 3

As soon as the Phase 2 parking areas are completed, concrete crews will move on to complete the balance of the parking structure.

Step 4

As various trades complete work on Building A (Phase 2), they will move on to construct the core and shell of Building B. It is estimated that the parking structure and Building B core and shell will be completed the same time as Building A completes tenant finishes and is ready for occupancy.

Step 5

The roadway will be connected through from 1300 East to Highland Drive as soon as practical to provide maximum accessibility for construction without inhibiting access for the existing retail development to the north. It is intended that the street will remain a private roadway. The roadway and adjoining public improvements will be completed concurrent with the Building 'A' occupancy if not sooner.

Step 6

As required by ordinance, a residential project is planned that is equal in area to the non-residential area of the project constructed above 30 feet in height in Buildings A and B. This project will start after the completion of other phases.

SITE

The site encompasses 391,598 sq. ft. (8.99 acres) which includes the existing parking field on the north side of the former Stringham Avenue. The parking field will be improved at the same time as the development occurs.

Building A - Office

Gross Area - 170,000 sq. ft.

Rentable Areas:

Main Level – 37,617 sq. ft.
Second Level –32,866 sq. ft.
Third Level – 28,902 sq. ft.
Fourth Level – 29,417 sq. ft.
Fifth Level – 29,417 sq. ft.
Penthouse - 2,275 sq. ft.
Total: 160,514 sq. ft.

Building C - Residential

P-1 - 5,022 sq. ft.
P-2 - 0 sq. ft.
1st Floor - 46,388 sq. ft.
2nd Floor - 37,474 sq. ft.
3rd Floor - 35,272 sq. ft.
4th Floor - 35,272 sq. ft.
5th Floor - 35,272 sq. ft.
Total: 194,700 sq. ft.

Building B - Office

Gross Area - 150,000 sq. ft.

Rentable Areas:

Main Level – 21,493 sq. ft.
Second Level –20,720 sq. ft.
Third Level – 25,336 sq. ft.
Fourth Level – 25,230 sq. ft.
Fifth Level – 25,627 sq. ft.
Sixth Level - 25,448 sq. ft.
Penthouse - 305 sq. ft.
Total: 144,159 sq. ft.

Parking

The parking structure is completely below grade at the east end of the property and gradually protrudes above grade at the west end comprising four tiers with the top tier being surface parking in alignment with the main floor of the office buildings. Parking counts are as follows:

Main Level Parking - 207 stalls
P-1 373 stalls
P-2 375 stalls
P-3 267 stalls
Total structured parking: 1,222 stalls

Surface parking is provided on the east side of Building A, north of Stringham Avenue, and the north side of Building C.
Total surface parking: 146 stalls

Total parking provided for Buildings A, and B: 1,222 stalls. With a total building square footage of 304,673 sq. ft., it provides a ratio of 4.5 stalls/1,000 sq. ft. of rentable area.

The residential (Building C) has two levels of parking below the building as a totally separate structure from the other parking structure on the site. It serves only the residential building and contains 208 stalls. With approximately 180 units.

Traffic

A full traffic study was completed with a copy included in this report. In a nutshell, the findings were that the restoration of a through-street will benefit the area while the added traffic from this development will have no detrimental effects due to its proximity and access to major thoroughfares.

Whereas the master plan for this area designates Ashton Avenue as the preferred bicycle route, we have enhanced that roadway to include a bicycle path on the street.

Geotechnical

A full geotechnical study was conducted with a copy included in this report. Findings were that the soils are adequate to support the proposed structures and that the water table was several feet below the required excavation. The report’s recommendations will be followed for pavement sections of areas to handle the projected traffic and heavy loads.

Ordinance Compliance

21A.26.060: CSHBD SUGAR HOUSE BUSINESS DISTRICT (CSHBD1 AND CSHBD2)

- A. The site is in the Sugar House Business District-1 and meets the purposes of the zone to promote a mix of uses including healthcare, retail, office, and residential. Pedestrian and bicyclist connectivity between functions and the surrounding community and ease in identifying and accessing the parking and patient drop-off are paramount to the plan.
- B. All of the proposed uses are “permitted” in this zone (Table 21A.33.030).
- C. The project is in compliance with the **Adopted Business District Design Guideline Handbook** referenced in this ordinance and found in the Appendix to the Sugar House Master Plan. The following paragraphs (Items 1 through 9) address those guidelines line by line.

1. Pedestrian/Bicycle System Design:

- a. Pedestrian walkways are provided to connect between buildings and the surrounding uses with wide public promenades coupled with active uses in adjacent buildings.
- b. Pedestrian safety is maintained by separating the vehicular traffic from the walkways with raised planters, street trees and properly placed crosswalks and traffic calming measures.
- c. Special pavement patterns including brick pavers have been implemented along the pedestrian corridors and building entrances.
- d. The pedestrian ways connect from building entrances to the street and through the block from 1300 East to Highland Drive along the reconnected Stringham Avenue.
- e. Signage will be incorporated to direct pedestrians to the building entrances and to the existing retail center on the north side of the street.
- f. The clustering of the buildings on the parking podium with entrances toward the community and the back of buildings on the freeway side enhances wayfinding and brings light and openness to the pedestrian spaces. Engaging retail or retail-like uses where possible at the base of the buildings with exposed active vertical circulation along the street help maintain scale and activity with a high degree of walkability.
- g. The entire street frontage has been enhanced for pedestrian use, including the north side of the street. Instead of running Stringham Avenue in a straight line from 1300 East to Highland Dr., which would have positioned the public sidewalk directly against the back wall of the existing retail center on the north side of the street, curvature was added to the street to pull the pedestrian sidewalk away from the back of the building and allow for generous landscaping, a mini-plaza, and areas of public art. Landscaped islands in the street enhance the pedestrian experience, calm traffic and provide for a clock tower centerpiece at mid-block, reminiscent of the monument on 2100 South in the same Art Deco style. The extra wide island at mid-block provides for a safer crosswalk where pedestrians only have to deal with crossing a single lane of traffic at a time.
- h. The pedestrian experience is enhanced with canopy overhangs along with a canopy of street trees along the roadway.

- i. In accordance with the City’s master plan for bicycles, an improved bike path is included along the south side of the site (Ashton Avenue) with a ten feet wide, concrete paved pathway replacing the current five feet wide meandering sidewalk. In addition, a cyclist rest area with a water bottle filling station/drinking fountain is provided at mid-block. Streetscapes include the Sugar House standard street lights, benches, trees, public art, and plantings as recommended in the Guidelines.
- j. All intersections, building entrances and public ways have been designed to meet ADA requirements.
- k. All walkways meet or exceed the recommended widths and incorporate materials distinct from vehicular paths to define the pedestrian ways, including new crosswalks.
- l. Uneven paving materials are avoided and drainage grates are designed to allow safe passage by bicycles and pedestrians.

2. Vehicular Circulation and Parking Design Guidelines:

- a. On street parking at the entrances to retail functions along the base of the residential building are included for convenience and as a buffer for pedestrians.
- b. Structured parking is included with coordinated landscaping and incorporating elements of retail and other active uses as possible.
- c. Uniform signage will be provided at entrances to the parking which occurs at three places along the street frontage.
- d. Parking is shared between buildings and developments as suggested.
- e. Surface parking areas include landscape islands with new landscape buffers between existing parking lots and the new Stringham Ave.
- f. Primary access points to parking are coordinated with existing and new entry points to align across from each other with generous left-turn stacking lanes in both directions.
- g. Access points have been minimized by providing one entrance to each level of parking and avoiding congestion by dispersing the parking exits along the street.
- h. Service and trash areas have been located behind the buildings with enclosure walls and gates to screen from view.

3. Residential Parking:

- a. Residential Parking is provided in a parking structure with retail storefronts on Stringham Avenue as suggested.

4. Building Architecture and Siting:

- a. The scale of the new buildings has been reduced by incorporating a Sugar House streetscape scale of one to two stories along Stringham Ave. and on the 1300 East side with a step back for the upper stories. By positioning the high-rise office building (six stories over structured parking) on the south side of the site away from Stringham Ave. allows for an enhanced pedestrian scale along the street with an abundance of light and visibility of the building frontages as you enter the site as opposed to placing the office building directly on Stringham which would have faced the buildings’ main entrances away from the community and hidden from view as you enter the site.

- b. The building bases along the streets use the materials and more traditional scale common to the Sugar House area including brick, narrower punched storefront windows, and awnings overhanging the walkways. The upper stories and the office building on the south side are more contemporary in composition as a demonstration of Sugar House’s grounding in the present and with a view to the future. The materials used are complimentary and provide detailed exteriors with an interesting interplay of form and materials.
 - c. The first floor of buildings on the street will have clear glass as recommended while the upper levels will be slightly tinted and include higher energy efficiency with special coatings.
 - d. The exterior materials used on the office buildings are of the highest quality, brick, terracotta, metal, and glass. The residential building will be complimentary with a similar color palette comprised of brick, metal glass and composite materials.
 - e. All mechanical equipment will be screened from view with architecturally integrated elements of the building.
 - f. The requirement for large buildings to be oriented to minimize shadows falling on the public spaces to permit sunlight to reach open spaces has been carefully implemented in the design by positioning the center office building to the south.
 - g. Large buildings have been placed to maximize the view of the City’s mountain backdrop. Both for the building occupants and for those passing by with vistas preserved between the building rather than a wall of buildings along Stringham Ave. The curvature of the freeway on-ramp and associated property line on the south east corner of the site allowed for the south office building to project beyond the University of Utah building to widen that gap and capture better views for both buildings.
 - h. The inclusion of a clock tower at the project center and mini-plaza on the north side of Stringham enhance the three-dimensional quality of the pedestrian space.
 - i. The University has a full-size loading dock for large trucks that is fully enclosed with 14 feet tall screen walls. The other buildings have smaller loading areas positioned along the backside of the project where the freeway rises to a height well above the loading stalls to minimize their direct visibility.
 - j. The massing of the structures provides for the tallest buildings to be furthest from the pedestrian ways along the freeway preserving the scale along the street. The buildings are arranged as recommended in a cluster. The buildings vary in height from five stories for the U of U, to six stories for the office building, and five stories with shorter floor-to-floor heights for the residential building which adds variety to the skyline.
 - k. The U of U building on 1300 East was minimized in length on the upper stories to preserve views for the other buildings on the site.
 - l. All sides of the buildings have equal attention to details and materials to give a consistent, high quality appearance from every direction.
5. **Landscape Design Guidelines:**
- a. A consistent landscape appearance has been created for the entire development including trees, ground covers, shrubs, and flowers appropriate to the climate and area. A variety of textures, colors and heights have been used.
- b. Landscaping provides appropriate separation of vehicle and pedestrian paths including the use of raised planters. Tree grates specified are five feet by five feet in accordance with the recommendations.
 - c. All plants are sized as recommended or larger.
6. **On-site Lighting Design Guidelines:**
- a. All street lighting is Sugar House standard light poles spaced for both lighting and appearance, meaning a tighter spacing than required. The light fixtures include secondary fixtures to better light the pedestrian way.
 - b. To the extent allowable, facades of the lower levels will have lighting directed downward in accordance with night-sky preservation recommendations. Accent lighting and electrical outlets for holiday lighting of trees are incorporated into the design.
 - c. Parking lots have been designed with minimal height poles to achieve lighting levels required by the City without dark areas to deter undesirable activities.
7. **Streetscapes:**
- a. A consistent theme with regular street lighting and amenities, along with well-defined pedestrian paths are included as described above.
8. **Signage:**
- a. Signage will include the following: reuse of the existing ShopKo pole sign location for a new tall project monumental sign highlighting the major tenants in the development.
 - b. Building wall signs to identify each building.
 - c. Possible roof signs on the mechanical screen walls to identify the buildings on the freeway side.
 - d. Directional signage to aid drivers and pedestrians to locate building entrances.
 - e. Address signage as required by code.
 - f. All signage will have a professional appearance in keeping with the quality of the buildings on the site.
9. **Off-Site Development Guidelines** were not applicable since the roadways will be privately owned and maintained.
- D. Conditional Building and Site Design Review is required since the buildings exceed 50 feet in height.
- E. No minimum lot area or width is required.
- F. **Minimum Yard Requirements**
- 1. No minimum yard required for front and corner side yards.
 - 2. The maximum setback of 15 feet has been maintained around the development.
 - 3. No interior side yards are required.
 - 4. No minimum rear yard is required.
 - 5. Buffer yards are not required since development does not abut a residential district.

- G. Maximum Height.
 - 1. Each level of building square footage above thirty feet is matched with an equal square footage of residential development on the site in the multi-family building. It is assumed that the intent is to limit buildings to scale of two stories in stipulating thirty feet since parapet heights can vary and sloped sites may require a more liberal interpretation as to where the height is measured. We would like to request a variance for the University Building to allow the height of the first two floors of that building to extend to thirty two feet above the finish grade along its east facade. The reason being that medical uses need slightly more clearance for mechanical ducting. As Stringham Avenue slopes down to the west, the height of the first two stories varies along the north façade. In consideration of the variance, we can keep the parapet at the top of the thirty-two feet tall walls to a minimum such that the overall wall height will not exceed that of typical two-story buildings in the area. The office building only requires fourteen feet floor to floor and is not located directly on the street, so no special consideration is needed for that building. All square footage above the second floor of that building was included in the residential matching square footage.
 - 2. Maximum building height may be up to 105 feet since at least ninety percent of all parking is structured parking. Actual building heights are well below the maximum allowed.
- H. Minimum First Floor Glass.
 - 1. All first floor building elevations have on Stringham have 40% glass surfaces, non-reflective glass. The only exception is the parking garage that incorporates some openings without glazing for ventilation where the openings have been sized to equal the typical glazed openings along the street frontage.
- I. Mechanical equipment on the roofs are screened from view.
- J. First Floor/Street Level spaces have incorporated retail service establishments and/or the appearance of retail uses along the walkway including the front of the Residential building, portions of the University medical center (pharmacy, optical, deli) and the façade of the parking garage.
- K. Residential requirement for mixed use is met on the same site as the other buildings.

21A.36.250: RECYCLING AND CONSTRUCTION WASTE MANAGEMENT

- A. Recycling collection stations have been located for each building adjacent to the trash collection stations.

21A.44.020: GENERAL OFF STREET PARKING REGULATIONS

- A. Parking is provided in a shared structure for the two office buildings and a separate structure for the multi-family residential building.
- B. Access to the parking is limited to one entrance per level from the street with bicycle traffic occurring on the south side of the development to be uninterrupted by vehicle driveways.

- C. The parking stalls serve no other purpose other than parking for guests, patrons, occupants or employees.
- D. Accessible parking stalls have been provided closest to each building entrance or elevator entrance equal to two percent of the total number of stalls along with additional accessible stalls as required for rehab patients receiving treatment in the orthopedic clinic.
- E. Parking stall widths provided are minimal 8'-3" wide with the majority at 8'-6" wide. A number of the stalls are wider than these due to the spacing of columns around the perimeter or near the core of the buildings above. All stalls are 90 degrees to the aisle with a minimum depth of 18 feet and an aisle width of 24 feet in accordance with table 21A.44.020.
- F. The existing parking lot on the north side of Stringham Ave. currently has parking rows ending with islands along Stringham. These row ends will be reconfigured to create a landscape buffer between the parking lot and the street with access points only where aligned with access points on the opposite side of the street. All of the City required specifications for the surface parking stalls will be followed:
 - 1. Design conforms with required standards for min. distance between curb cuts, proximity of curb cuts to intersections, shared driveway provisions, design of landscape islands, and interior circulation requirements.
 - 2. Landscape screening of parking is not possible on the road or aisle on the east side of the development since the roadway is shared with the property owner to the east (Red Lobster restaurant) with the property line in the center of the road. The parking stalls provided on the west side of that roadway are designated as shared stalls between the two developments in the CC&R's. The existing parking lot on the north side of Stringham is shared and continuous with the parking field for the existing retail center. As such, it is not intended to separate the existing parking lots with landscaping along the property line since they serve as one parking lot with a recorded cross-access agreement.
 - 3. All new parking lot lighting utilizes cut-off or directional lighting to avoid light shining on adjacent properties.
 - 4. All parking areas will contain necessary direction and traffic control signage.
 - 5. Curb cuts meet the standard of being more than 100 feet apart and do not exceed 30 feet as required.
 - 6. Surface parking lots have been provided with clear pedestrian pathways from the parking lot to the building entries or public sidewalk and marked with pavement marking.

21A.44.030: NUMBER OF OFF STREET PARKING SPACES REQUIRED

- A. The required minimum parking stalls per Table 21A.44.030 is 5 stalls per 1,000 sq. ft. (Usable Area) for medical use (U of U Medical Center building), 3 stalls per 1,000 sq. ft. (U) for the main level of the office building and 1.25 stalls per 1,000 sq. ft. (U) for the upper levels of the office building.
 - 1. The medical use building has 160,514 sq. ft. (U), thus requiring 803 stalls.
 - 2. The office building has main level has 21,493 sq. ft. (U), thus requiring 64 stalls.
 - 3. The office building upper floors have a total of 122,666 sq. ft. (U), thus requiring 153 stalls.
 - 4. Total minimum number of stalls then required for the shared parking structure = 1,020 stall which is less than the number of stalls provided.

- B. The maximum parking stalls allowed for the CSHBD-1 is not listed in the Table of District Specific Maximum Parking Allowance. Therefore, the maximum allowed is equal to the minimum allowed + 25%, or $1,020 + (.25 \times 1,020) = 1,275$ stall maximum. Actual stalls provided equals 1,222.
- C. The required parking stalls for the multi-family dwellings per Table 21A.44.030 is 2 stalls per dwelling with 2 bedrooms, 1 stall for dwellings with 1 bedroom, and ½ stall for single-room occupancy dwellings under 600 sq. ft. Whereas this building will be constructed after the University of Utah building and the office building, the plans are still being refined and will be updated in our submittal as they are completed. The residential building overall square footage has been determined to equal or exceed the square footage of the office building square footage above their second floors and will contain a mix of two bedroom, one bedroom and some single room (studio) units. We are anticipating approximately 200 units with two levels of open parking garage below at the ratios required. There are currently 208 parking stalls in the plans for the parking garage suggesting mostly one bedroom units with about an equal ratio of two bedroom to studio units. Exact ratios and number of units to be determined as the plans are completed.

21A.44.080: SPECIFIC OFF STREET LOADING REQUIREMENTS

- A. The schedule of off street loading for office uses specifies one short berth (10 feet x 35 feet) is required for each of the three buildings. We have provided the loading berths as suggested with the exception of the University medical center which will have a full loading dock to accommodate large truck deliveries in lieu of a short berth.

21A.44.050: TRANSPORTATION DEMAND MANAGEMENT

- A. Electric Vehicle Parking is provided at one marked stall for every 25 stalls which equates to 50 stalls for the two office buildings and eight stalls for the residential building. Charging stations will be provided as required, but we would like to provide conduits with sufficient power to the stalls with a reduced number in place, then provide the remaining charging stations as demand warrants. Stalls have been located nearest the elevators for each building.
- B. Bicycle parking spaces are required at the rate of 5% of the number of parking stalls provided for the residential building and 10% for the office buildings which equates to 125 bicycle stalls for the office buildings and ten stalls for the residential building. At least twenty-five percent of the bicycle parking spaces will be in secured areas of the parking garage. Similar to the electric vehicle parking, we would like the City to consider allowing us to allocate spaces for the bicycle parking, but provide a reduced number of racks or secure areas to correspond with the demand.

21A.46.090: SIGN REGULATIONS FOR MIXED USE AND COMMERCIAL DISTRICTS

- A. Adhering to the signage standards for the CSHBD District, we anticipate providing the following signs:
 - 1. Construction Sign – up to one per street frontage allowed, 64 sq. ft. max. per face not exceeding 12 feet tall (construction instructional sign for visitors and employees).
 - 2. Flat Sign – one per business storefront along Stringham Ave., max. two sq. ft. per linear foot of store frontage, limited to two lower floors of building (store/business identification for service retail establishments on Stringham).

- 3. Monument Sign – one per street frontage allowed, max. 100 sq. ft., up to 20 feet tall. (Entrance identification for the main entrances to the office buildings on Stringham).
- 4. New Development Sign – one per project up to 80 sq. ft., 12 feet tall (announcing the development).
- 5. Pole Sign – one per street frontage, max. 100 sq. ft. for multiple businesses up to 25 feet tall (replacement for the current ShopKo pole sign).
- 6. Private Directional Sign – as needed to direct visitors, 8 sq. ft. max., 4 feet tall.
- 7. Projecting Building Sign – up to one per street frontage, max. 40 sq. ft., (may be used to identify residential building with a vertical sign).
- 8. Public Safety Sign – as needed, up to 8 sq. ft., 6 feet tall.
- 9. Real Estate Sign – up to 1 per street frontage, max. 64 sq. ft., 12 ft. tall (advertisement for leasing).
- 10. Wall Sign – up to 1 per building face, 1 sq. ft. per linear foot of building face. Single-tenant building may combine sq. ft. for both storefront and general building orientation to construct one large sign.

21A.48.050: DESIGN STANDARDS AND GUIDELINES FOR LANDSCAPING

- A. Landscaping has been designed to meet the design standards and guidelines in terms of plant sizes and types.

21A.48.055: WATER EFFICIENT LANDSCAPING

- A. Landscape standards for water efficient landscaping have been implemented with proper plant selection for compatible hydrozones. Irrigation system is designed to avoid overspray and conserve water in accordance with the Salt Lake City Landscape BMP's For Water Resource Efficiency and Protection.

21A.48.060: PARK STRIP LANDSCAPING

- A. Park strip trees meet the requirement for minimum spacing of 30 feet and minimum size of 2" caliper.
- B. Paving materials have been used between raised planters to create a consistent look of low growing plants, trees with tree grates, and pavement patterns. The landscaping provides a buffer for pedestrians from the traffic on the road.

21A.48.070: PARKING LOT LANDSCAPING

- A. Parking lot on the north side of Stringham Ave. is existing and has not been shown to be improved as part of the development on the south side of the road except for the landscape perimeter buffer and a sidewalk along the Olive Garden parcel to provide walkable access to the development.
- B. Some on-street parking has been provided on the east side of the University of Utah building to supplement this development and the Red Lobster parking lot to the east as part of the shared access and parking agreement between landowners.
- C. Some on-street parking has also been shown in front of the retail/service space on Stringham at the multi-family residential building.

- D. Perimeter parking lot landscaping has been shown along Stringham in lieu of the existing parking aisles.
- E. Concrete curbs have been included around all parking lot landscaping.
- F. In accordance with Table 21A.48.070G, perimeter landscaping includes trees and shrubbery have been included along the existing parking lot on Stringham Ave.

21A.48.080: LANDSCAPE BUFFERS

- A. No buffers required as development does not abut a lot in a residential district.

21A.48.090: LANDSCAPE YARDS:

- A. This section does not apply.

21A.48.100: SPECIAL LANDSCPE REGULATIONS

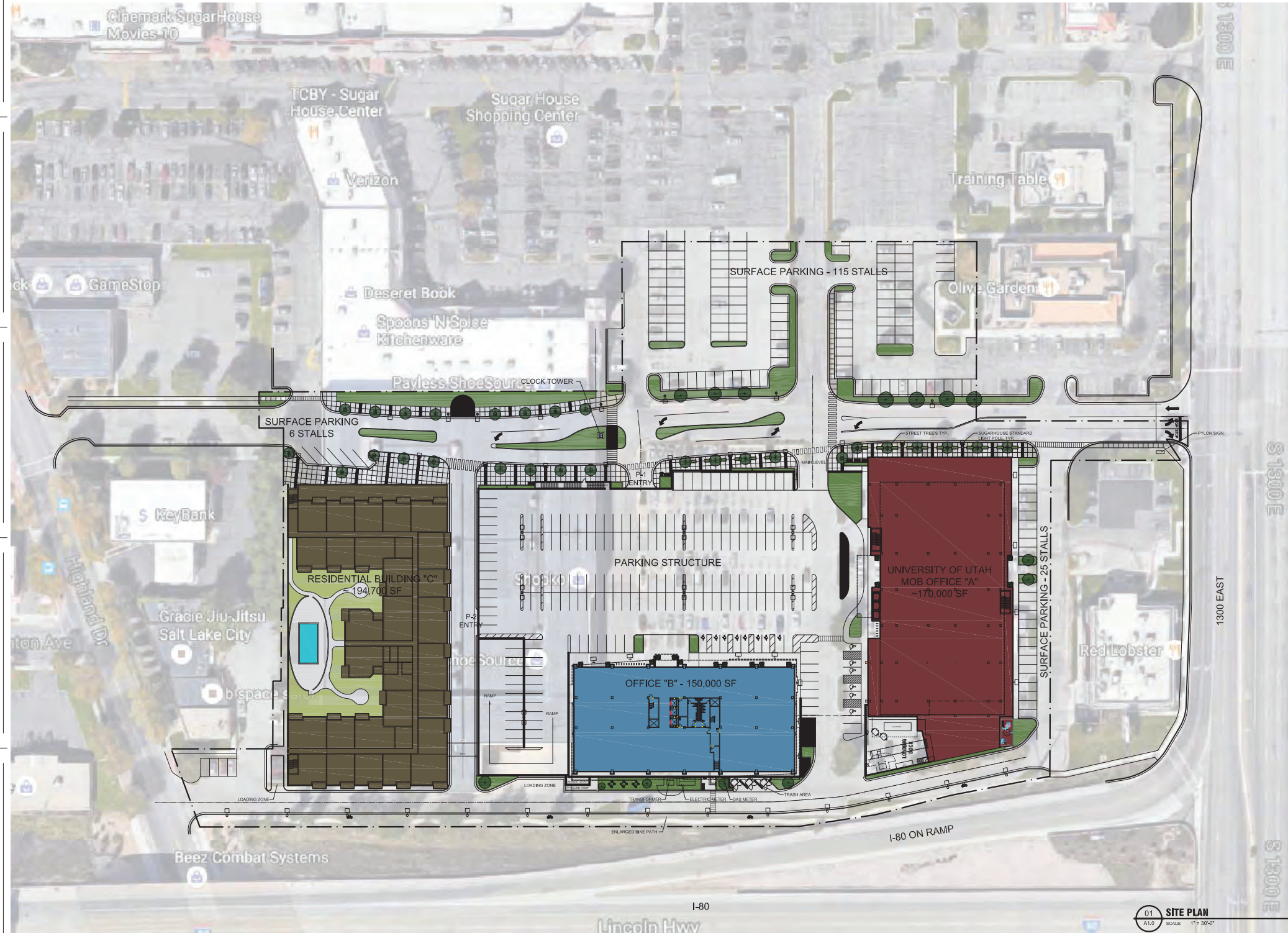
- A. No applicable requirements.

21A.48.110: WATER EFFICIENT LANDSCAPING

- A. In lieu of providing scenic landscaping along I-80, the developer has proposed creation of a 10 feet wide concrete bicycle pathway in accordance with the City’s master plan for bicycle routes.

21A.48.120: SCREENING OF REFUSE DISPOSAL DUMPSTERS

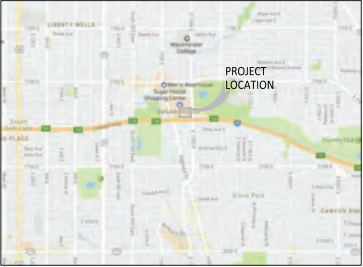
- A. All refuse dumpsters have been screened from view with solid enclosure walls and gates.



01 SITE PLAN
 A1.0 SCALE: 1" = 30'-0"

ALTA/NSPS LAND TITLE SURVEY

LOCATED IN THE NE 1/4 OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN, SALT LAKE CITY, SALT LAKE COUNTY, UTAH



VICINITY MAP



| | |
|----------------|------------|
| DATE | 02-03-2017 |
| PLAT DATE | |
| SCALE | NTS |
| PROJECT NUMBER | 85PL010200 |

ALTANSPS LAND TITLE SURVEY
PARCEL 4
SUGARHOUSE CENTER

P S O M A S
4179 Riverboat Road, Suite 200
Salt Lake City, Utah 84123
(801) 210-5717 (801) 210-5782 (fax)

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SCHEDULE B - SECTION II EXCEPTIONS

EXCEPTIONS FROM TITLE REPORT COMMITMENT ISSUED BY FIRST AMERICAN TITLE INSURANCE COMPANY
COMMERCIAL SERVICES
ORDER NO. NCS-830539-SLC1 EFFECTIVE DATE: JANUARY 5, 2017 7:30 a.m.

Any policy we issue will have the following exceptions unless they are taken care of to our satisfaction.

Exceptions 1-10, 12-13, 20, 26-27, 32-33 are not survey matters

11. The effect of Ordinances vacating portions of the subject property, expressly subject to all existing right of ways and easements, as recorded May 21, 1945 as Entry No. 1001554 in Book 423 at Page 578 and recorded July 19, 1990 as Entry No. 4942906 in Book 6238 at Page 390 and recorded April 15, 1994 as Entry No. 5796913 in Book 6919 at Page 353 and recorded September 20, 1994 as Entry No. 5925981 in Book 7021 at Page 2332 and recorded September 21, 1994 as Entry No. 5925951 in Book 7022 at Page 1677 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

14. Access is limited to those openings permitted by the State of Utah as to State Roads including I- 80 by Quit Claim Deed (Controlled Access) recorded August 9, 1990 as Entry No. 4951038 in Book 6243 at Page 1143 of Official Records and 1300 East Street by Relinquishment of Access Rights (Controlled Access) recorded August 8, 1990 as Entry No. 4951060 in Book 6243 at Page 1368 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

15. (Affects the Southerly portion of the Overall Shopko property)
A non-exclusive easement for pedestrian and bicycle travel, ingress and egress and incidental purposes in the document recorded August 8, 1990 as Entry No. 4951038 in Book 6243 at Page 1152 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

16. A Reciprocal Easement Agreement executed May 8, 1990 by and between Sugar House Development Partnership, a joint venture, Blair B. Ericson, as co-Trustee of the Blair B. Ericson Revocable Trust and the Pearl W. Ericson Revocable Trust, and Pearl W. Ericson, as Co-Trustee of the Blair B. Ericson Revocable Trust and the Pearl W. Ericson Revocable Trust, and Clark Holdings Partnership, a Utah Partnership, recorded August 9, 1990 as Entry No. 4951039 in Book 6243 at Page 1154 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

17. An Easement Deed executed May 21, 1990 in favor of Clark Holdings Partnership, a Utah general partnership for parking of automobiles, motorcycles, bicycles and light (four-wheeled) trucks, provided that no vehicle may be parked over night, recorded August 9, 1990 as Entry No. 4951040 in Book 6243 at Page 1164 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

18. A Grant of Easement executed May 21, 1990, wherein Sugar House Development Partnership, a joint venture hereby conveys to Salt Lake City Corporation, a Utah municipal corporation, for a perpetual non-exclusive easement for access and turn around of fire and other safety vehicles and snowplows, recorded August 9, 1990 as Entry No. 4951041 in Book 6243 at Page 1168 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

19. (Affects the Easterly portion of the subject property)
An easement over, across or through the land for the installation, maintenance, operation, use, repair and removal of a cable television line and incidental purposes, as granted to T C I Cablevision of Utah, Inc., a Utah corporation, by Instrument recorded May 7, 1991 as Entry No. 5062864 in Book 6313 at Page 1964 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

21. An easement over, across or through the land to lay, maintain, operate, repair, inspect, protect, remove and replace pipelines, valves, valve boxes and other gas transmission and distribution facilities and incidental purposes, as granted to Mountain Fuel Supply Company, by Instrument recorded October 7, 1991 as Entry No. 5136527 in Book 6363 at Page 1443 of Official Records and re-recorded May 9, 1991 as Entry No. 4941090 in Book 7683 at Page 1952 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

22. An easement over, across or through the land for the construction, operation, maintenance, repair, alteration, enlargement, inspection, relocation and replacement of underground electric transmission and distribution lines, communications circuits, fiber optic cables and associated facilities and incidental purposes, as granted to PacifiCorp, an Oregon corporation, d/b/a Utah Power & Light Company by Instrument recorded June 11, 1992 as Entry No. 5271853 in Book 6469 at Page 2520 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

23. Any rights, claims, or interests, if any, associated with the Parleys Creek Conduit or the Jordan and Salt Lake City Canal.

AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

24. Easements, notes and restrictions as disclosed by the Official Plat of Sugarhouse Center, recorded October 9, 1994 as Entry No. 5946761 in Book 94-10 at Page 318 of Official Records.

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

25. A Cross-Easements Agreement executed July 13, 1990 by and between Shopko Stores, Inc., d/b/a/ Uvalko Shopko Stores, Inc., a Minnesota corporation, ("Shopko"), Sugar House Development Partnership, a joint venture formed pursuant to the Utah Uniform Partnership Act, consisting of joint ventures, Clark Holdings Partnership, a general partnership, whose partners are Spence Clark and S. Clark Investments, a Utah corporation, CFC 79 - Sugarhouse Associates, Limited, a Utah limited partnership whose general partners are Spence Clark and Clark Financial Corporation; and Sugarhouse Shopping Center Partnership I, a Utah limited partnership whose general partners are Spence Clark and Clark Financial Corporation, ("the Developer") being recorded August 9, 1990 as Entry No. 4951043 in Book 6243 at Page 1178 of Official Records.

AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

- A First Amendment to Cross-Easement Agreement executed April 14, 1991 and recorded May 24, 1991 as Entry No. 5071522 in Book 6319 at Page 1015 of Official Records.

AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

- Agreement of Restrictions executed May 21, 1991 and recorded May 24, 1991 as Entry No. 5071524 in Book 6319 at Page 1049 of Official Records.

AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

- An Assumption Agreement executed October 18, 1994 and recorded November 2, 1994 as Entry No. 5957246 in Book 7048 at Page 133 of Official Records.

AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

- Judgment Quietening Title To Real Property executed May 31, 2002 and filed June 18, 2002 as Civil No. 980003512 in the Third Judicial District Court, Salt Lake County Division Clerk's Office.

DOES NOT AFFECTS SUBJECT PROPERTY, NOT SHOWN HEREON

28. Easement, for reconstruction and widening of existing highway State Route 80, in favor of the Utah Department of Transportation, recorded March 6, 2008 as Entry No. 10366463 in Book 9579 at Page 1377 of Official Records.

DOES NOT AFFECT SUBJECT PROPERTY, EXPIRED, NOT SHOWN HEREON

29. Easement, for widening the existing freeway on-ramp, in favor of the Utah Department of Transportation, recorded August 14, 2008 as Entry No. 10499146 in Book 9634 at Page 8457 of Official Records.

DOES NOT AFFECT SUBJECT PROPERTY, EXPIRED, NOT SHOWN HEREON

30. Easement, for installing temporary power poles and transmission lines and appurtenant parts, in favor of the Utah Department of Transportation, recorded August 14, 2008 as Entry No. 10499147 in Book 9634 at Page 8458 of Official Records.

DOES NOT AFFECTS SUBJECT PROPERTY, EXPIRED, NOT SHOWN HEREON

31. Easement, for constructing cut and/or fill slopes and appurtenant parts, in favor of the Utah Department of Transportation, recorded August 14, 2008 as Entry No. 10499149 in Book 9634 at Page 8463 of Official Records

AFFECTS SUBJECT PROPERTY, SHOWN HEREON

LEGAL DESCRIPTION

PARCEL 1:

BEGINNING AT A POINT ON THE WEST RIGHT OF WAY OF 1300 EAST AND THE SOUTH RIGHT OF WAY LINE OF STRINGHAM AVENUE, SAID POINT IS SOUTH 89°56'22" WEST 30.273 FEET AND SOUTH 00°11'46" WEST 33.00 FEET FROM A MONUMENT IN THE INTERSECTION OF STRINGHAM AVENUE AND 1300 EAST STREET; THENCE SOUTH 89°56'22" WEST 136.50 FEET TO THE NORTHWEST CORNER OF LOT 43, BLOCK 4, UNION HEIGHTS; THENCE SOUTH 00°12'04" WEST 315.345 FEET; THENCE SOUTH 79°06'15" WEST 37.669 FEET; THENCE SOUTH 79°06'15" WEST 62.488 FEET; THENCE SOUTH 79°32'34" WEST 124.634 FEET; THENCE SOUTH 89°56'42" WEST 629.538 FEET; TO THE EAST LINE OF HIGHLAND DRIVE; THENCE NORTH 20°05'15" WEST 80.894 FEET ALONG SAID EAST LINE; THENCE NORTH 89°56'42" EAST 100.601 FEET TO THE SOUTHEAST CORNER OF LOT 1, OF SAID BLOCK 4; THENCE NORTH 00°12'04" EAST 71.527 FEET; THENCE NORTH 89°56'37" EAST 8.00 FEET; THENCE NORTH 00°12'04" EAST 73.029 FEET; THENCE NORTH 89°56'32" EAST 1.86 FEET; THENCE NORTH 00°12'04" EAST 8.00 FEET; THENCE NORTH 00°09'17" EAST 136.549 FEET TO THE NORTHWEST CORNER OF LOT 12, OF SAID BLOCK 4; THENCE NORTH 00°03'38" WEST 33.00 FEET; THENCE SOUTH 89°56'22" WEST 24.354 FEET; THENCE NORTH 00°03'38" WEST 36.140 FEET TO A POINT ON THE WEST LINE OF LOT 80, BLOCK 5, UNION HEIGHTS; THENCE NORTH 89°51'54" EAST 382.600 FEET; THENCE NORTH 00°08'06" WEST 149.029 FEET; THENCE NORTH 89°59'17" EAST 354.276 FEET; THENCE SOUTH 00°11'46" WEST 178.914 FEET; THENCE NORTH 89°59'17" EAST 211.997 FEET TO THE WEST RIGHT OF WAY LINE OF 1300 EAST STREET; THENCE ALONG SAID RIGHT OF WAY LINE SOUTH 00°11'46" WEST 39.246 FEET TO THE POINT OF BEGINNING.

ALSO KNOWN AS PARCEL 4, SUGARHOUSE CENTER, ACCORDING TO THE OFFICIAL PLAT THEREOF, ON FILE AND OF RECORD IN THE OFFICE OF THE SALT LAKE COUNTY RECORDER.

LESS AND EXCEPTING THEREFROM THAT PORTION OF THE SUBJECT PROPERTY AS DISCLOSED BY THAT CERTAIN WARRANTY DEED RECORDED MARCH 6, 2008 AS ENTRY NO. 10366452 IN BOOK 9579 AT PAGE 1372, BEING DESCRIBED AS FOLLOWS:

A PARCEL OF LAND IN FEE FOR THE RECONSTRUCTION AND WIDENING OF EXISTING HIGHWAY STATE ROUTE 80, BEING PART OF AN ENTIRE TRACT OF PROPERTY SITUATE IN PARCEL 4, SUGARHOUSE CENTER, A SUBDIVISION SITUATE IN THE EAST HALF OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN IN SALT LAKE COUNTY UTAH. THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE NORTHERLY RIGHT OF WAY AND NO ACCESS LINE OF I-80, WHICH POINT IS 100.16 FEET SOUTH 79°20'37" WEST ALONG THE SOUTHERLY BOUNDARY LINE OF SAID PARCEL 4 AND 77.46 FEET SOUTH 75°47'06" WEST ALONG SAID SOUTHERLY BOUNDARY LINE FROM THE SOUTHEAST CORNER OF SAID PARCEL4; AND RUNNING THENCE SOUTH 75°45'39" WEST 47.13 FEET ALONG SAID NORTHERLY RIGHT OF WAY AND NO ACCESS LINE; THENCE NORTH 89°48'30" WEST 31.40 FEET ALONG SAID NORTHERLY RIGHT OF WAY AND NO ACCESS LINE TO A POINT 136.06 FEET PERPENDICULARLY DISTANT NORTHERLY FROM THE CENTER LINE OF SAID PROJECT; OPPOSITE APPROXIMATE ENGINEERS STATION 1115489.26; THENCE NORTH 81°31'27" EAST 77.93 FEET TO THE POINT OF BEGINNING AS SHOWN ON THE OFFICIAL MAPS OF SAID PROJECT ON FILE IN THE OFFICE OF THE UTAH DEPARTMENT OF TRANSPORTATION.

NOTE: ROTATE ABOVE BEARINGS 0°14'32" COUNTERCLOCKWISE TO EQUAL RECORD BEARINGS OF SUGARHOUSE CENTER SUBDIVISION

ALSO LESS AND EXCEPTING THEREFROM THAT PORTION OF THE SUBJECT PROPERTY AS DISCLOSED BY THAT CERTAIN WARRANTY DEED RECORDED AUGUST 14, 2008 AS ENTRY NO. 10499148 IN BOOK 9634 AT PAGE 8461, BEING DESCRIBED AS FOLLOWS:

A PARCEL OF LAND IN FEE FOR THE RECONSTRUCTION AND WIDENING OF EXISTING HIGHWAY STATE ROUTE 80, BEING PART OF AN ENTIRE TRACT OF PROPERTY, SITUATE IN PARCEL 4, SUGARHOUSE CENTER, A SUBDIVISION SITUATE IN THE EAST HALF OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN IN SALT LAKE COUNTY, UTAH. THE BOUNDARIES OF SAID PARCEL OF LAND ARE DESCRIBED AS FOLLOWS:

BEGINNING AT THE INTERSECTION OF THE EXISTING WESTERLY HIGHWAY RIGHT OF WAY AND NO-ACCESS LINE OF 1300 EAST STREET OF SAID PROJECT AND A SOUTHERLY BOUNDARY LINE OF SAID ENTIRE TRACT, WHICH POINT IS 30.27 FEET SOUTH 89°56'22" WEST AND 33.00 FEET SOUTH 0°11'46" WEST FROM A MONUMENT IN THE INTERSECTION OF STRINGHAM AVENUE AND 1300 EAST STREET; AND RUNNING THENCE SOUTH 89°56'22" WEST 7.30 FEET TO A POINT 66.68 FEET PERPENDICULARLY DISTANT WESTERLY FROM THE CENTERLINE OF SAID 1300 EAST STREET; OPPOSITE APPROXIMATE ENGINEERS STATION 29-75.90; THENCE NORTH 33°27'12" WEST 25.94 FEET, MORE OR LESS, TO AN EXISTING NO-ACCESS LINE OF RECORD; THENCE EASTERLY 22.71 FEET, ALONG SAID NO-ACCESS LINE, ALONG THE ARC OF A 35.00 FOOT RADIUS CURVE TO THE RIGHT, CHORD BEARS SOUTH 71°25'38" EAST 22.31 FEET, TO SAID WESTERLY HIGHWAY RIGHT OF WAY AND NO-ACCESS LINE; THENCE SOUTH 00°11'46" WEST 13.78 FEET TO THE POINT OF BEGINNING AS SHOWN ON THE OFFICIAL MAPS OF SAID PROJECT ON FILE IN THE OFFICE OF THE UTAH DEPARTMENT OF TRANSPORTATION.

NOTE: ROTATE ABOVE BEARINGS 0°14'22" CLOCKWISE TO EQUAL HIGHWAY BEARINGS.

PARCEL 1A:

TOGETHER WITH THE RIGHTS UNDER THAT CERTAIN CROSS-EASEMENT AGREEMENT RECORDED AUGUST 9, 1990 AS ENTRY NO. 4951043 IN BOOK 6243 AT PAGE 1178 OF OFFICIAL RECORDS, AS AMENDED BY THAT CERTAIN FIRST AMENDMENT TO CROSS-EASEMENT AGREEMENT RECORDED MAY 24, 1991 AS ENTRY NO. 5071522 IN BOOK 6319 AT PAGE 1015 OF OFFICIAL RECORDS (AS SAID DECLARATION MAY HAVE HERETOFORE BEEN AMENDED OR SUPPLEMENTED).

Parcel 1B:

TOGETHER WITH THE RIGHTS UNDER THAT CERTAIN EASEMENT DEED RECORDED AUGUST 9, 1990 AS ENTRY NO. 4951044 IN BOOK 6243 AT PAGE 1234 OF OFFICIAL RECORDS.

Parcel 1C:

TOGETHER WITH THE RIGHTS UNDER THAT CERTAIN EASEMENT DEED RECORDED AUGUST 9, 1990 AS ENTRY NO. 4951045 IN BOOK 6243 AT PAGE 1238 OF OFFICIAL RECORDS.

Parcel 1D:

TOGETHER WITH THE RIGHTS UNDER THAT CERTAIN EASEMENT DEED RECORDED AUGUST 9, 1990 AS ENTRY NO. 4951046 IN BOOK 6243 AT PAGE 1242 OF OFFICIAL RECORDS.

BASIS OF BEARING

The Basis of Bearing is South 00°01'00" East along the center line of 1300 East Street, between found street monuments in 1300 East Street at the intersections of Wilmington Avenue and Simpson Avenue.

ASSESSOR'S PARCEL NUMBER

16-20-276-047

LOT AREA

8.99 Ac. (Parcel 4)

PROPERTY OWNER

SUGARHOUSE PROPERTY, LLC, A DELAWARE LIMITED LIABILITY COMPANY

REFERENCE DOCUMENTS AND PLATS

SUGARHOUSE CENTER PLAT
PREPARED BY: ECKHOFF, WATSON AND PREATOR ENGINEERING

GENERAL NOTES:

- THIS SURVEY IS BASED UPON DOCUMENTS PROVIDED BY VARIOUS TITLE INSURANCE COMPANIES AND NO SEARCH OF PUBLIC OR PRIVATE RECORDS WAS MADE.
- THERE WAS NO OBSERVED EVIDENCE OF EARTH MOVING ON THE ENTIRE PARCEL

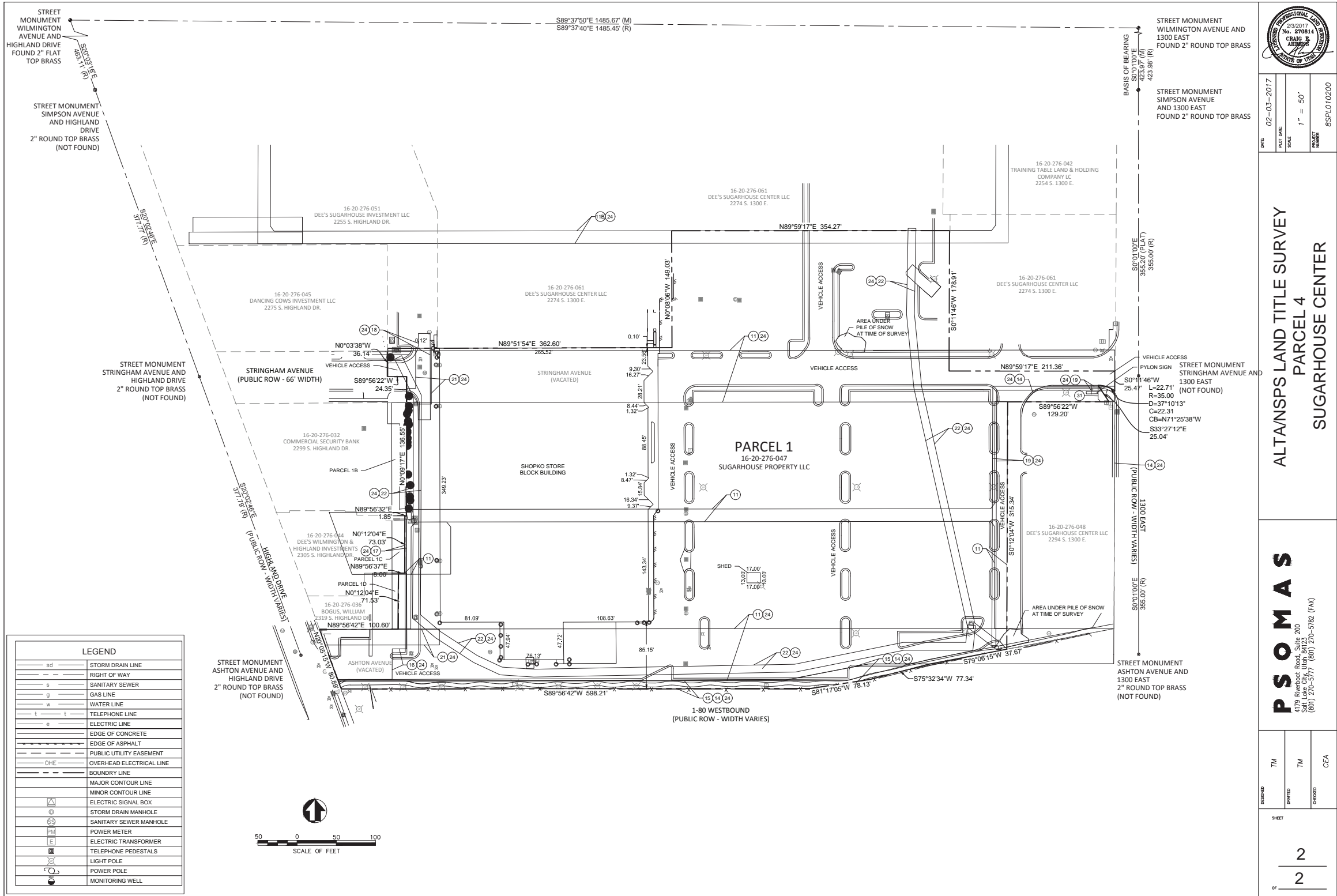
SURVEYOR'S CERTIFICATION

The undersigned certifies to (name of insured if known), (name of lender if known), First American Title Insurance Company National Commercial Services, as of the date of this Survey, that to the best of the undersigned's professional knowledge, information and belief.

This is to certify that this map or plat and the survey on which it is based were made in accordance with the 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS in 2016, and includes Items 1, 2, 4, 7a, and 8 from Table A thereof. The field work was completed in January, 2017.

Craig E. Ahrens
Craig E. Ahrens P.L.S.
Utah No. 270814

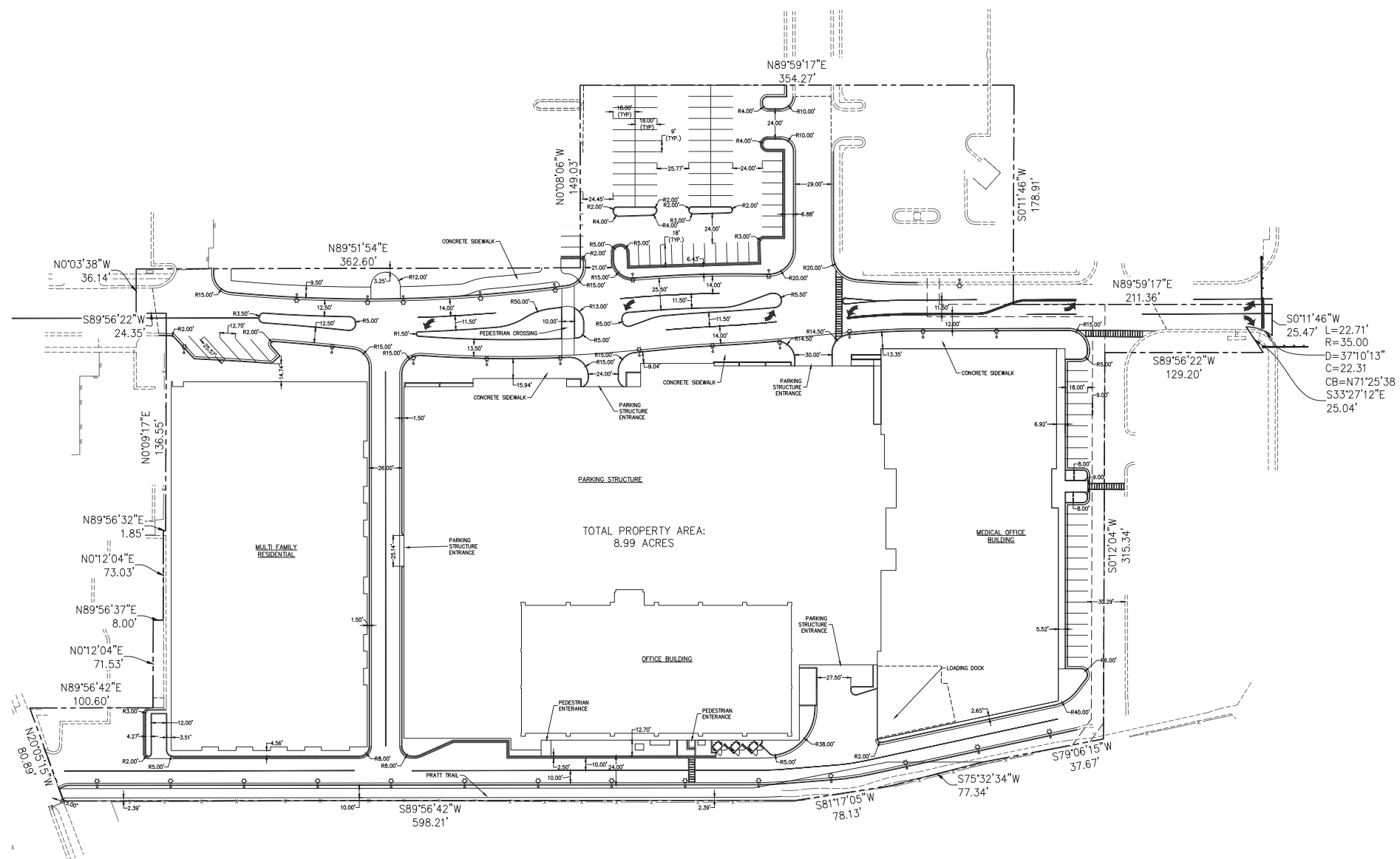
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Date



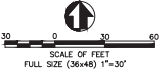
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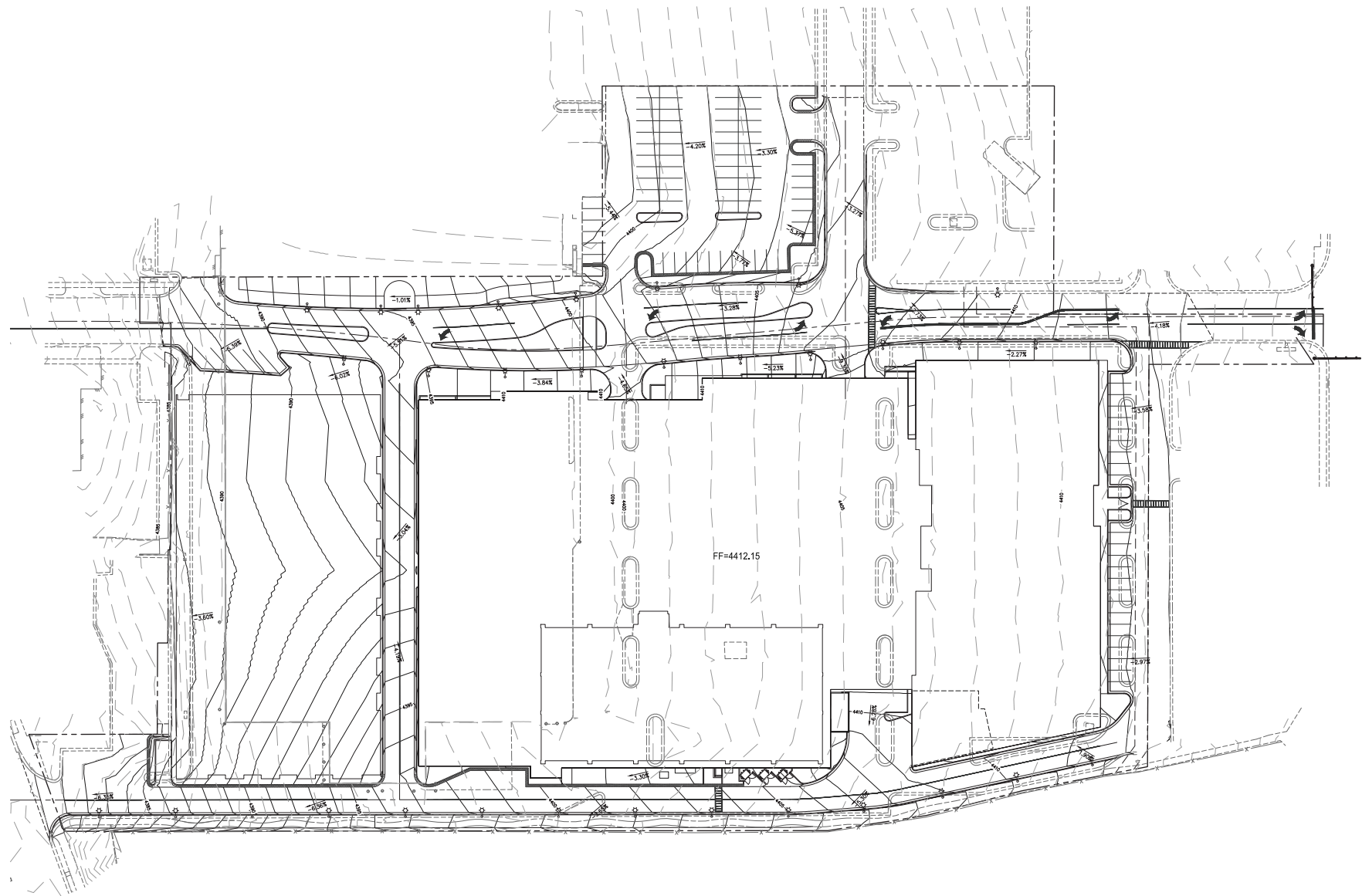
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| ISSUE | 14 FEBRUARY 2017 |
| PROJECT NO. | 16062 |
| DRAWN BY | BJM |
| CHECKED BY | ED |

SHEET TITLE



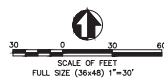
OVERALL SITE PLAN





OVERALL GRADING PLAN

LEGEND:
 EXISTING MAJOR CONTOURS ——— 45.00 ———
 EXISTING MINOR CONTOURS ——— 45.00 ———
 PROPOSED MAJOR CONTOURS ——— 45.00 ———
 PROPOSED MINOR CONTOURS ——— 45.00 ———



**SUGARHOUSE
 REDEVELOPMENT**
 2290 SOUTH 1300 EAST
 SALT LAKE CITY,
 UTAH 84106

CONCEPTUAL
 DEVELOPMENT

| # | DATE | DESC. |
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ISSUE: 08 MARCH 2017
 PROJECT NO: 16082
 DRAWN BY: J.M.
 CHECKED BY: T.M.P.

SHEET TITLE

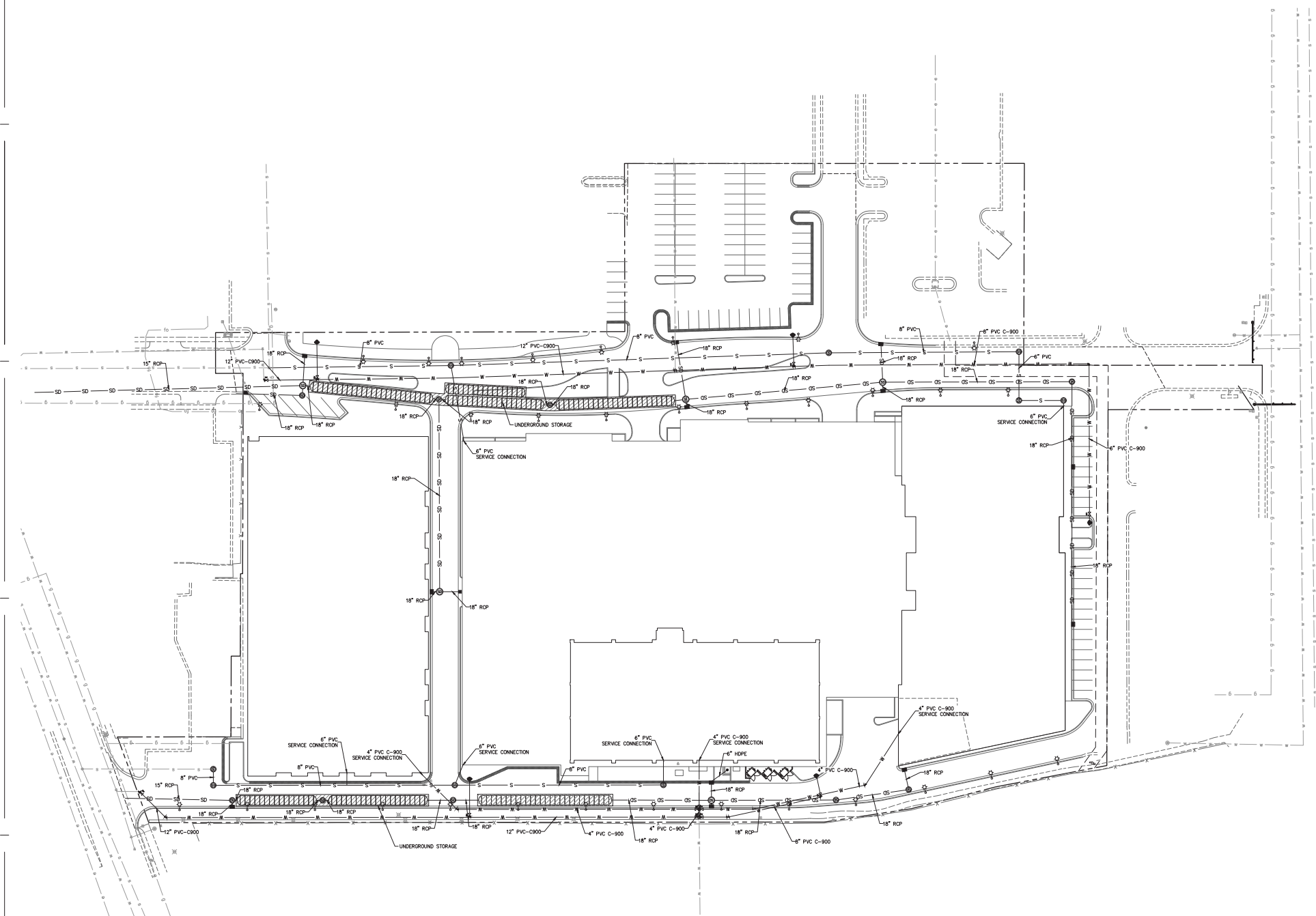
GRADING PLAN

C2

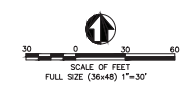
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ISSUE: 08 MARCH 2017
PROJECT NO: 16082
DRAWN BY: SJM
CHECKED BY: TNP



KEY SHEET & OVERALL UTILITY PLAN



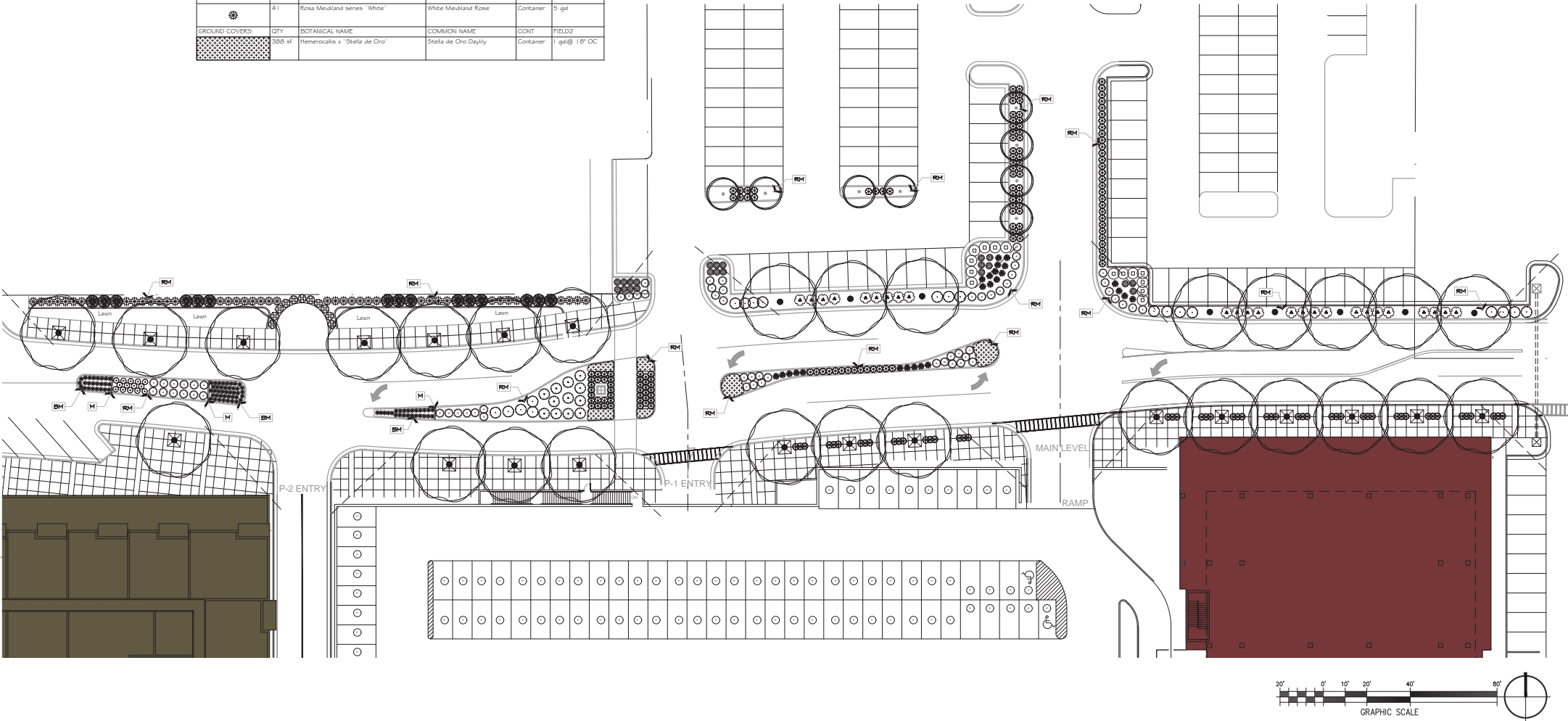


E. A. Lyman
Landscape Architecture
Land Planning
Urban Design

8188 South Highland Dr. Suite D7
Sand, Utah 84093
Telephone: 801.241.8544
E-mail: eal@ealym.com

| PLANT SCHEDULE | | | | | |
|--------------------|--------|--|----------------------------|-----------|----------------|
| TREES | QTY | BOTANICAL NAME | COMMON NAME | CONT | CAL |
| | 6 | Acer glaberrimus 'Crimson Sentry' | Crimson Sentry Maple | B & B | 2" Cal |
| | 28 | Gleditsia inaequalis 'Skyline' | Skyline Honey Locust | B & B | 2" Cal |
| EVERGREEN TREES | QTY | BOTANICAL NAME | COMMON NAME | CONT | CAL |
| | 15 | Juniperus scopulorum 'Gray Gleam' | Gray Gleam Juniper | 15 gal | 15 gal |
| SHRUBS | QTY | BOTANICAL NAME | COMMON NAME | SIZE | FIELD2 |
| | 14 | Berberis thunbergii 'Crimson Pygmy' | Crimson Pygmy Barberry | Container | 5 gal |
| | 11 | Buxus x 'Green Velvet' | Bowwood | 5 gal | |
| | 62 | Juniperus chinensis 'Old Gold' | Old Gold Juniper | Container | 5 gal |
| | 14 | Physocarpus opulifolius 'Dart's Gold' | Yellow Ninebark | Container | 5 gal |
| | 25 | Physocarpus opulifolius 'Ruby Spice' | Ruby Spice Ninebark | Container | 5 gal |
| | 20 | Rhus aromatica 'Gro-Low' | Gro-Low Fragrant Sumac | Container | 5 gal |
| | 12 | Rhus typhina 'Tiger Eyes' | Tiger Eyes Sumac | Container | 5 gal |
| | 25 | Yucca filamentosa 'Color Guard' | Color Guard Adam's Needle | Container | 2 gal |
| ANNUALS/PERENNIALS | QTY | BOTANICAL NAME | COMMON NAME | SIZE | FIELD2 |
| | 90 | Iris pallida 'Albo-variegata' | Sweet Iris | Container | 1 gal |
| GRASSES | QTY | BOTANICAL NAME | COMMON NAME | SIZE | FIELD2 |
| | 190 | Calamagrostis x acutiflora 'Karl Foerster' | Feather Reed Grass | Container | 1 gal |
| | 22 | Festuca alpestrum 'Hamel' | Hamel Dwarf Fountain Grass | Container | 1 gal |
| ROSES | QTY | BOTANICAL NAME | COMMON NAME | SIZE | FIELD2 |
| | 41 | Rosa Meiland series 'White' | White Meiland Rose | Container | 5 gal |
| GROUND COVERS | QTY | BOTANICAL NAME | COMMON NAME | CONT | FIELD2 |
| | 358 sf | Hemerocallis x 'Stella de Oro' | Stella de Oro Daylily | Container | 1 gal @ 18" OC |

| MISC | | |
|--------|--|---|
| Lawn | | Kentucky Bluegrass Sod |
| | | 6"X6" Cast-in-place Concrete Mowstrip ***Permaloc 3/16" x 5 1/2" Mill Finish Aluminum Edging*** |
| | | Install 3" depth 3/4" - 1 1/4" washed Southtown Cobble (Neph Sandstone) OR 3" depth 3/4" - 1 1/4" washed Neph Cobble (Staker Parson). Install over DeWitt Pro-5 Weed Barrier. |
| | | Install 4" depth Miller Companies' Supreme Shredded Bark Mulch. Install over DeWitt Pro-5 Weed Barrier. |
| NOTES: | | 1. See details and specifications for additional information. |



Sugarhouse Development
Salt Lake City, Utah

DATE:
3/6/17

REVISIONS:

CLIENT:

XXX

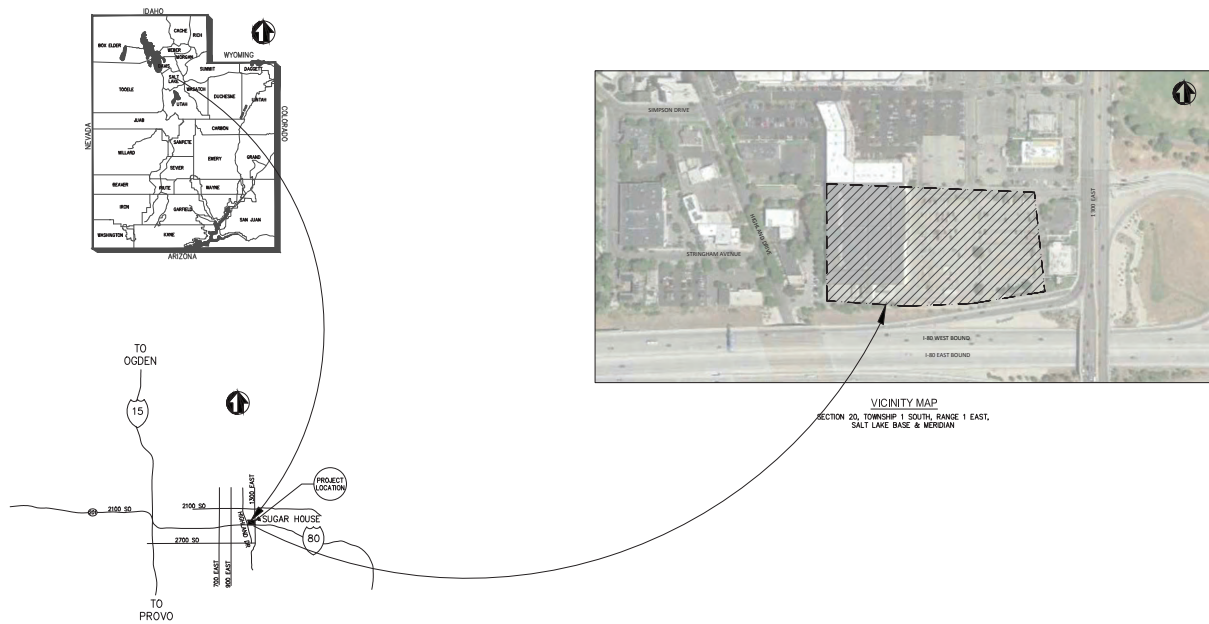
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Landscape
Plan

SHEET NUMBER:

L1.01

SUGAR HOUSE REDEVELOPMENT
SITE DEVELOPMENT PLANS
SALT LAKE CITY, UTAH
MARCH 13, 2017



| SHEET INDEX | |
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| SHEET NO. | SHEET TITLE |
| 01 | COVER |
| 02 | GENERAL NOTES |
| 03 | ENCLOSURE CONTROL PLAN |
| 04 | PAVING ROUTE PLAN |
| 05 | SITE PREP PLAN |
| 06 | MASS GRADING PLAN |
| S-1 | SEQUENCING |



**SUGARHOUSE
REDEVELOPMENT**

2290 SOUTH 1300 EAST
SALT LAKE CITY,
UTAH 84106

**SITE
DEVELOPMENT**

| # | DATE | DESC. |
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ISSUE: 09 MARCH 2017
PROJECT NO: 19082
DRAWN BY: EJM
CHECKED BY: TNP

SHEET TITLE

COVER

01

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GRADING PLAN GENERAL NOTES

1. CONTOURS SHOWN ARE FOR FINISHED PAVING, SIDEWALK, SLAB, OR GROUND. ADJUSTMENT TO SUBGRADE IS THE CONTRACTOR'S RESPONSIBILITY.
2. IF DURING THE OVERLOT GRADING PROCESS, CONDITIONS ARE ENCOUNTERED WHICH COULD INDICATE AN UNDESIGNED SITUATION IS PRESENT, THE GEOTECHNICAL ENGINEER SHALL BE CONTACTED FOR RECOMMENDATIONS.
3. IF STRIPPED MATERIALS CONSISTING OF VEGETATION AND ORGANIC MATERIALS ARE STOCKPILED ON THE SITE, TOPSOIL MAY BE PLACED TO A HEIGHT OF FIVE FEET. SILT FENCE SHALL BE PLACED AROUND THE BASE OF THE STOCKPILE AND THE STOCKPILE SHALL BE SEEDED WITH NATIVE SEED MIX IMMEDIATELY AFTER STRIPPING OPERATIONS ARE COMPLETE.
4. ON-SITE MATERIALS SUITABLE FOR FILL BENEATH DRIVES AND PARKING AREAS BEYOND 9 FEET OF THE BUILDING SHALL BE COMPACTED IN ACCORDANCE WITH GUIDELINES PRESENTED IN THE PROJECT SPECIFICATIONS AND IN THE SOILS REPORT.
5. SPOT ELEVATIONS SHALL TAKE PRECEDENCE OVER CONTOURS AND SLOPES SHOWN. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF SPOT ELEVATIONS THAT DO NOT APPEAR TO BE CONSISTENT WITH THE CONTOURS AND SLOPES. SPOT ELEVATIONS AND SPECIFIC PROFILE DESIGN SHALL BE USED FOR SETTING ELEVATIONS OF CURB, GUTTER, AND UTILITIES.
6. BENCHMARK VERIFICATION: CONTRACTOR SHALL USE BENCHMARKS AND DATUM SHOWN HEREON. TO SET PROJECT BENCHMARK(S), BY RUNNING A LEVEL LOOP BETWEEN AT LEAST TWO BENCHMARKS, AND SHALL PROVIDE SURVEY NOTES OF SUCH TO PROJECT ENGINEER PRIOR TO COMMENCING CONSTRUCTION.
7. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THEIR OWN ESTIMATE OF EARTHWORK QUANTITIES.
8. THE EARTHWORK FOR ALL BUILDING FOUNDATIONS AND SLABS SHALL BE IN ACCORDANCE WITH ARCHITECTURAL BUILDING PLANS AND SPECIFICATIONS.
9. EXISTING GRADE CONTOUR INTERVALS ARE SHOWN AT 1 FOOT INTERVALS.
10. PROPOSED GRADE CONTOUR INTERVALS ARE SHOWN AT 1 FOOT INTERVALS.
11. IF ANY EXISTING STRUCTURES TO REMAIN ARE DAMAGED DURING CONSTRUCTION IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REPAIR AND/OR REPLACE THE EXISTING STRUCTURE AS NECESSARY TO RETURN IT TO EXISTING CONDITIONS OR BETTER.
12. THE CONTRACTOR SHALL PREPARE AND ADHERE TO ALL TERMS AND CONDITIONS AS OUTLINED IN THE GENERAL PERMIT FOR STORM WATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITIES. CONTRACTOR IS SOLELY RESPONSIBLE FOR MAINTAINING A CURRENT STORM WATER POLLUTION PREVENTION PLAN COMPLETE WITH ALL REQUIRED DOCUMENTATION ON SITE AT ALL TIMES.
13. TOPOGRAPHIC INFORMATION TAKEN FROM A TOPOGRAPHIC SURVEY PREPARED BY PSOMAS. TOPOGRAPHIC INFORMATION IS TO BE CONSIDERED ACCURATE WITHIN 1/2" OF A CONTOUR INTERVAL PER THE STANDARD ESTABLISHED BY THE UNITED STATES NATIONAL MAP ACCURACY STANDARDS. TOPOGRAPHY REPRESENTS THE SURFACE AS FOUND AT THE TIME OF THE SURVEY. THE ENGINEER AND OWNER CANNOT GUARANTEE THAT THE TOPOGRAPHIC CONDITIONS AT THE TIME OF CONSTRUCTION ARE THE SAME AS AT THE TIME THE TOPOGRAPHIC MAP WAS PRODUCED. THE CONTRACTOR SHALL VERIFY THE ACCURACY OF THE TOPOGRAPHY AT THE TIME OF BIDDING BY UTILIZING SPOT CHECKS THROUGHOUT THE SITE. IN THE EVENT THE CONTRACTOR DISAGREES WITH THE ACCURACY OF THE TOPOGRAPHY OF FINDS DISCREPANCIES, THEN IT MUST BE BROUGHT TO THE ATTENTION OF THE ENGINEER AND OWNER PRIOR TO THE COMMENCEMENT OF ANY EARTHWORK. BY SUBMITTING AN EARTHWORK BID THE CONTRACTOR ACKNOWLEDGES THAT THEY HAVE VERIFIED THE ACCURACY OF THE TOPOGRAPHIC INFORMATION FOUND ON THESE PLANS AND TAKE NO EXCEPTION TO THE DATA PROVIDED.
14. CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE GOVERNING CODES AND BE CONSTRUCTED TO SAME.
15. SITE WORK SHALL MEET OR EXCEED SALT LAKE CITY SITE SPECIFICATIONS.
16. CONTRACTOR SHALL REFER TO GEOTECHNICAL INVESTIGATION PREPARED BY ----, 03/07/2017.

SITE CLEARING

- 1.1 PROJECT CONDITIONS
 - A. TRAFFIC: MINIMIZE INTERFERENCE WITH ADJOINING ROADS, STREETS, WALKS, AND OTHER ADJACENT OCCUPIED OR USED FACILITIES DURING SITE-CLEARING OPERATIONS.
 - B. ENVIRONMENTAL & GEOTECHNICAL: REVIEW ALL PROJECT ENVIRONMENTAL AND GEOTECHNICAL REPORTS AND BECOME FAMILIAR WITH ALL ISSUES BEFORE SITE CLEARING.
 - C. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE SITE CLEARING.
 - D. DO NOT COMMENCE SITE CLEARING OPERATIONS UNTIL TEMPORARY EROSION AND SEDIMENTATION-CONTROL AND PLANT-PROTECTION MEASURES ARE IN PLACE.
- 1.2 TEMPORARY EROSION AND SEDIMENTATION CONTROL
 - A. PROVIDE TEMPORARY EROSION AND SEDIMENTATION-CONTROL MEASURES TO PREVENT SOIL EROSION AND DISCHARGE OF SOIL-BEARING WATER RUNOFF OR AIRBORNE DUST TO ADJACENT PROPERTIES AND WALKWAYS ACCORDING TO EROSION AND SEDIMENTATION-CONTROL DRAWINGS AND REQUIREMENTS OF AUTHORITIES HAVING JURISDICTION.
 - B. VERIFY THAT FLOWS OF WATER REDIRECTED FROM CONSTRUCTION AREAS OR GENERATED BY CONSTRUCTION ACTIVITY DO NOT ENTER OR CROSS PROTECTION ZONES.
 - C. INSPECT, MAINTAIN, AND REPAIR EROSION AND SEDIMENTATION-CONTROL MEASURES DURING CONSTRUCTION UNTIL PERMANENT VEGETATION HAS BEEN ESTABLISHED.
 - D. REMOVE EROSION AND SEDIMENTATION CONTROLS WHEN SITE IS STABILIZED AND RESTORE AND STABILIZE AREAS DISTURBED DURING REMOVAL.
- 1.3 TREE AND PLANT PROTECTION
 - A. REPAIR OR REPLACE TREES, SHRUBS, AND OTHER VEGETATION INDICATED TO REMAIN OR BE RELOCATED THAT ARE DAMAGED BY CONSTRUCTION OPERATIONS, IN A MANNER APPROVED BY ENGINEER.
- 1.4 EXISTING UTILITIES
 - A. LOCATE, IDENTIFY, DISCONNECT, AND SEAL OR CAP UTILITIES INDICATED TO BE REMOVED OR ABANDONED IN PLACE. ARRANGE WITH UTILITY
 - B. INTERRUPTING EXISTING UTILITIES: DO NOT INTERRUPT UTILITIES SERVING FACILITIES OCCUPIED BY OWNER OR OTHERS UNLESS PERMITTED UNDER THE FOLLOWING CONDITIONS:
 1. NOTIFY UTILITY OWNER NOT LESS THAN TWO DAYS IN ADVANCE OF PROPOSED UTILITY INTERRUPTIONS.
 2. DO NOT PROCEED WITH UTILITY INTERRUPTIONS WITHOUT UTILITY OWNER'S WRITTEN PERMISSION.
 3. ARRANGE TO PROVIDE TEMPORARY UTILITY SERVICES
 - C. POT HOLE EXISTING WATER LINES, UNDERGROUND ELECTRICAL LINES, GAS LINES, UNDERGROUND TELEPHONE LINES, FIBER OPTIC, AND ANY OTHER EXISTING UTILITY LINES WITHIN THE PROJECT LIMITS DURING SITE CLEARING AND DEMOLITION ACTIVITIES. SURVEY THE EXISTING UTILITY ELEVATIONS AND PROVIDE THE SURVEYED FIELD LOCATIONS AND DEPTHS TO THE ENGINEER FOR REVIEW. THESE EXISTING UTILITIES MAY REQUIRE RELOCATION.
- 1.5 CLEARING AND GRUBBING
 - A. REMOVE OBSTRUCTIONS, CONCRETE, ASPHALT, TREES, SHRUBS, AND OTHER VEGETATION TO PERMIT INSTALLATION OF NEW CONSTRUCTION.
 - B. DO NOT REMOVE TREES, SHRUBS, AND OTHER VEGETATION INDICATED TO REMAIN OR TO BE RELOCATED.
 - C. GRIND DOWN STUMPS AND REMOVE ROOTS, OBSTRUCTIONS, AND DEBRIS TO A DEPTH OF 12 INCHES BELOW EXPOSED SUBGRADE.
 - D. USE ONLY HAND METHODS FOR GRUBBING WITHIN PROTECTION ZONES.
 - E. THE SUBGRADE TO REMAIN SHALL BE COMPACTED TO 95% STANDARD PROCTOR MAXIMUM DRY DENSITY FOLLOWING CLEARING AND GRUBBING ACTIVITIES.
- 1.6 TOPSOIL STRIPPING
 - A. REMOVE SOD AND GRASS BEFORE STRIPPING TOPSOIL.
 - B. STRIP TOPSOIL IN A MANNER TO PREVENT INTERMIXING WITH UNDERLYING SUBSOIL OR OTHER WASTE MATERIALS.
 - C. STOCKPILE TOPSOIL AWAY FROM EDGE OF EXCAVATIONS WITHOUT INTERMIXING WITH SUBSOIL. GRADE AND SHAPE STOCKPILES TO DRAIN SURFACE WATER. COVER TO PREVENT WINDBLOWN DUST AND EROSION BY WATER.
 - D. DISPOSE OF SURPLUS TOPSOIL. SURPLUS TOPSOIL IS THAT WHICH EXCEEDS QUANTITY INDICATED TO BE STOCKPILED OR REUSED.

EARTH MOVING

- 1.1 PROJECT CONDITIONS
 - A. UTILITY LOCATOR SERVICE: NOTIFY UTILITY LOCATOR SERVICE FOR AREA WHERE PROJECT IS LOCATED BEFORE BEGINNING EARTH MOVING OPERATIONS.
 - B. DO NOT COMMENCE EARTH MOVING OPERATIONS UNTIL TEMPORARY EROSION- AND SEDIMENTATION-CONTROL MEASURES ARE IN PLACE.
 - C. DO NOT COMMENCE EARTH MOVING OPERATIONS UNTIL PLANT-PROTECTION MEASURES ARE IN PLACE.
 - D. DO NOT COMMENCE EARTH MOVING OPERATIONS WITHOUT REVIEWING AND MAKING PROVISIONS FOR ALL GEOTECHNICAL RECOMMENDATIONS MADE IN THE PROJECT GEOTECHNICAL REPORT. COMPLY WITH RECOMMENDATIONS IN THE GEOTECHNICAL REPORT REGARDING GENERAL SITE PREPARATION, BUILDING PAD PREPARATION, PAVEMENT SECTIONS, FILL, AND EXCAVATION.
 - E. RETAIN A COPY OF THE PROJECT GEOTECHNICAL REPORT AT THE WORK SITE AT ALL TIMES. ANY DISCREPANCIES BETWEEN THESE SPECIFICATIONS AND THE PROJECT GEOTECHNICAL REPORT SHALL BE RESOLVED IN FAVOR OF THE PROJECT GEOTECHNICAL REPORT.
 - F. PROTECT STRUCTURES, UTILITIES, SIDEWALKS, PAVEMENTS, AND OTHER FACILITIES FROM DAMAGE CAUSED BY SETTLEMENT, LATERAL MOVEMENT, UNDERMINING, WASHOUT, AND OTHER HAZARDS CREATED BY EARTH MOVING OPERATIONS.
 - G. PROTECT AND MAINTAIN EROSION AND SEDIMENTATION CONTROLS DURING EARTH MOVING OPERATIONS.
- 1.2 DEWATERING
 - A. PREVENT SURFACE WATER AND GROUND WATER FROM ENTERING EXCAVATIONS, FROM PONDING ON PREPARED SUBGRADES, AND FROM FLOODING PROJECT SITE AND SURROUNDING AREA.
 - B. PROTECT SUBGRADES FROM SOFTENING, UNDERMINING, WASHOUT, AND DAMAGE BY RAIN OR WATER ACCUMULATION.
 - C. DESIGN AND PROVIDE DEWATERING SYSTEM USING ACCEPTED AND PROFESSIONAL METHODS CONSISTENT WITH CURRENT INDUSTRY PRACTICE. PROVIDE DEWATERING SYSTEM OF SUFFICIENT SIZE AND CAPACITY TO CONTROL GROUNDWATER IN MANNER THAT PRESERVES STRENGTH OF FOUNDATION SOILS. DOES NOT CAUSE INSTABILITY OR RAVELING OF EXCAVATION SLOPES, AND DOES NOT RESULT IN DAMAGE TO EXISTING STRUCTURES. LOWER WATER LEVEL IN ADVANCE OF EXCAVATION BY UTILIZING WELLS, WELLPOINTS, OR SIMILAR POSITIVE CONTROL METHODS. MAINTAIN THE GROUNDWATER LEVEL TO MINIMUM OF TWO (2) FEET BELOW EXCAVATIONS. PROVIDE PIEZOMETERS AS DIRECTED BY THE ENGINEER TO DOCUMENT THAT THE GROUNDWATER LEVEL IS BEING MAINTAINED.
 - D. BY ACCEPTABLE MEANS, CONTRACTOR SHALL CONTROL ALL WATER REGARDLESS OF SOURCE AND IS RESPONSIBLE FOR PROPER DISPOSAL OF THE WATER. NO ADDITIONAL PAYMENT WILL BE MADE FOR ANY SUPPLEMENTAL MEASURES TO CONTROL SEEPAGE, GROUNDWATER, OR ARTESIAN HEAD.
 - E. OPEN PUMPING WITH SUMPS AND DITCHES SHALL BE ALLOWED, PROVIDED IT DOES NOT RESULT IN BOILS, LOSS OF FINES, SOFTENING OF THE GROUND, OR INSTABILITY OF SLOPES. SUMPS SHALL BE LOCATED OUTSIDE OF LOAD BEARING AREAS SO THE BEARING SURFACES WILL NOT BE DISTURBED. WATER CONTAINING SILT IN SUSPENSION SHALL NOT BE PUMPED INTO SEWER LINES OR ADJACENT WATER BODIES. DURING NORMAL PUMPING AND UPON DEVELOPMENT OF WELL(S), LEVELS OF FINE SAND OR SILT IN THE DISCHARGE OF WATER SHALL NOT EXCEED FIVE (5) PPM.
 - F. CONTINUOUSLY MAINTAIN EXCAVATIONS IN A DRY CONDITION WITH POSITIVE DEWATERING METHODS DURING PREPARATION OF SUBGRADE. INSTALLATION OF PIPE, AND CONSTRUCTION OF STRUCTURES UNTIL THE CRITICAL PERIOD OF CONSTRUCTION AND/OR BACKFILL IS COMPLETED TO PREVENT DAMAGE OF SUBGRADE SUPPORT, PIPING, STRUCTURE, SIDE SLOPES, OR ADJACENT FACILITIES FOR FLotation OR OTHER HYDROSTATIC PRESSURE IMBALANCE.
 - G. WHEN CONSTRUCTION IS COMPLETE, PROPERLY REMOVE ALL DEWATERING EQUIPMENT FROM THE SITE, INCLUDING WELLS AND RELATED TEMPORARY ELECTRICAL SERVICE.
- 1.3 SUBGRADE
 - A. NOTIFY PROJECT GEOTECHNICAL ENGINEER WHEN EXCAVATIONS HAVE REACHED REQUIRED SUBGRADE.
 - B. IF PROJECT GEOTECHNICAL ENGINEER DETERMINES THAT UNSATISFACTORY SOIL IS PRESENT, CONTINUE EXCAVATION AND REPLACE WITH COMPACTED BACKFILL OR FILL MATERIAL AS DIRECTED.
 - C. PROOF-ROLL SUBGRADE BELOW THE BUILDING SLABS AND PAVEMENTS WITH A PNEUMATIC-TIRED AND LOADED 10-WHEEL, TANDEM-AXLE OMP TRUCK WEIGHING NOT LESS THAN 15 TONS TO IDENTIFY SOFT POCKETS AND AREAS OF EXCESS YIELDING. DO NOT PROOF-ROLL WET OR SATURATED SUBGRADES. EXCAVATE SOFT SPOTS, UNSATISFACTORY SOILS, AND AREAS OF EXCESSIVE PUMPING OR RUTTING, AS DETERMINED BY PROJECT GEOTECHNICAL ENGINEER, AND REPLACE WITH COMPACTED BACKFILL OR FILL AS DIRECTED.
- 1.4 STRUCTURAL FILL
 - A. CLASSIFICATION A-1-a. REFER TO AASHTO M 145.
 - B. NON-PLASTIC, WELL GRADED, 2 INCH MAXIMUM
 - C. REFER TO GEOTECHNICAL REPORT PREPARED BY ----, 03/07/2017

EARTH MOVING cont....

- 1.5 AGGREGATE BASE COURSE
 - A. NATURALLY OR ARTIFICIALLY GRADED MIXTURE OF NATURAL OR CRUSHED GRAVEL, CRUSHED STONE, AND NATURAL OR CRUSHED SAND; ASTM D 2240, WITH AT 100 PERCENT PASSING A 1-1/2-INCH SIEVE AND NOT MORE THAN 8 PERCENT PASSING A NO. 200 SIEVE.
 - B. PROTECT SUBGRADES AND FOUNDATION SOILS FROM FREEZING TEMPERATURES AND FROST. REMOVE TEMPORARY PROTECTION BEFORE PLACING SUBSEQUENT MATERIALS.
 - C. DO NOT PLACE BACKFILL OR FILL SOIL MATERIAL ON SURFACES THAT ARE MUDDY, FROZEN, OR CONTAIN FROST OR ICE.
 - D. COMPACT TO A MODIFIED PROCTOR DENSITY OF 95 PERCENT OR GREATER. MAXIMUM LIFT THICKNESS BEFORE COMPACTION IS 8 INCHES WHEN USING RIDING COMPACTION EQUIPMENT OR 6 INCHES WHEN USING HAND HELD COMPACTION EQUIPMENT.
 - E. IN HEAVY DUTY PAVEMENT AREAS, THE GRAVEL AGGREGATE BASE SHALL BE EXTENDED UNDER THE CURB AND GUTTER SECTION TO PROVIDE ADDITIONAL STABILITY FOR TRUCK TRAVEL.
- 1.6 UTILITY TRENCH BEDDING AND BACKFILL
 - D. PLACE AND COMPACT BEDDING COURSE ON TRENCH BOTTOMS AND WHERE INDICATED, SHAPE BEDDING COURSE TO PROVIDE CONTINUOUS SUPPORT FOR BELLS, JOINTS, AND BARRELS OF PIPES AND FOR JOINTS, FITTINGS, AND BODIES OF CONDUITS.
 - E. USE CLASS B BEDDING UNDER ALL PVC PIPING.
 - F. CAREFULLY COMPACT INITIAL BACKFILL UNDER PIPE HAUNCHES AND COMPACT EVENLY UP ON BOTH SIDES AND ALONG THE FULL LENGTH OF PIPING OR CONDUIT TO AVOID DAMAGE OR DISPLACEMENT OF PIPING OR CONDUIT.
 - G. BACKFILL ALL UTILITIES UNDER ROADWAYS AND TRAFFIC AREAS WITH CRUSHED STONE. FOLLOW U.D.O.T. AND CITY REQUIREMENTS FOR BACKFILL INSIDE RIGHT-OF-WAY AREAS.
- 1.7 COMPACTION OF SOIL BACKFILLS AND FILLS
 - A. PLACE BACKFILL AND FILL SOIL MATERIALS IN LAYERS NOT MORE THAN 8 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HEAVY COMPACTION EQUIPMENT, AND NOT MORE THAN 4 INCHES IN LOOSE DEPTH FOR MATERIAL COMPACTED BY HAND-OPERATED TAMPERS.
 - B. PLACE BACKFILL AND FILL SOIL MATERIALS EVENLY ON ALL SIDES OF STRUCTURES TO REQUIRED ELEVATIONS, AND UNIFORMLY ALONG THE FULL LENGTH OF EACH STRUCTURE. COMPACT SOIL MATERIALS AS INDICATED ON DRAWINGS OR AS INDICATED IN THE PROJECT GEOTECHNICAL REPORT.
 - C. COMPACT BACKFILL TO A MODIFIED PROCTOR OF 95 PERCENT OR GREATER.
 - D. PROVIDE CONSTRUCTION PHASE MONITORING AND TESTING AS RECOMMENDED IN THE PROJECT GEOTECHNICAL REPORT. PROVIDE TEST REPORTS TO THE ENGINEER FOR REVIEW AND APPROVAL.
- 1.8 GRADING
 - A. GENERAL: UNIFORMLY GRADE AREAS TO A SMOOTH SURFACE, FREE OF IRREGULAR SURFACE CHANGES. COMPLY WITH COMPACTION REQUIREMENTS AND GRADE TO CROSS SECTIONS, LINES, AND ELEVATIONS INDICATED.
 1. PROVIDE A SMOOTH TRANSITION BETWEEN ADJACENT EXISTING GRADES AND NEW GRADES.
 2. CUT OUT SOFT SPOTS, FILL LOW SPOTS, AND TRIM HIGH SPOTS TO COMPLY WITH REQUIRED SURFACE TOLERANCES.
 - B. LANDSCAPE ISLANDS: FILL ALL CURBED ISLANDS TO TOP OF CURB WITH TOPSOIL, AND APPLY SEED AND MULCH UNLESS DRAWINGS INDICATE OTHERWISE.
 - C. SLOPES: DO NOT CREATE CUT OR FILL SLOPES STEEPER THAN 3H:1V WITHOUT OBTAINING SPECIAL WRITTEN PERMISSION FROM THE ENGINEER OF RECORD AND PROJECT GEOTECHNICAL ENGINEER.
- 1.9 PROTECTION
 - A. PROTECTING GRADED AREAS: PROTECT NEWLY GRADED AREAS FROM TRAFFIC, FREEZING, AND EROSION. KEEP FREE OF TRASH AND DEBRIS. SEE EROSION AND SEDIMENT CONTROL PLAN AND NOTES FOR FURTHER INFORMATION.

CONSULTANTS



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DEVELOPER



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REDEVELOPMENT

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UTAH 84106

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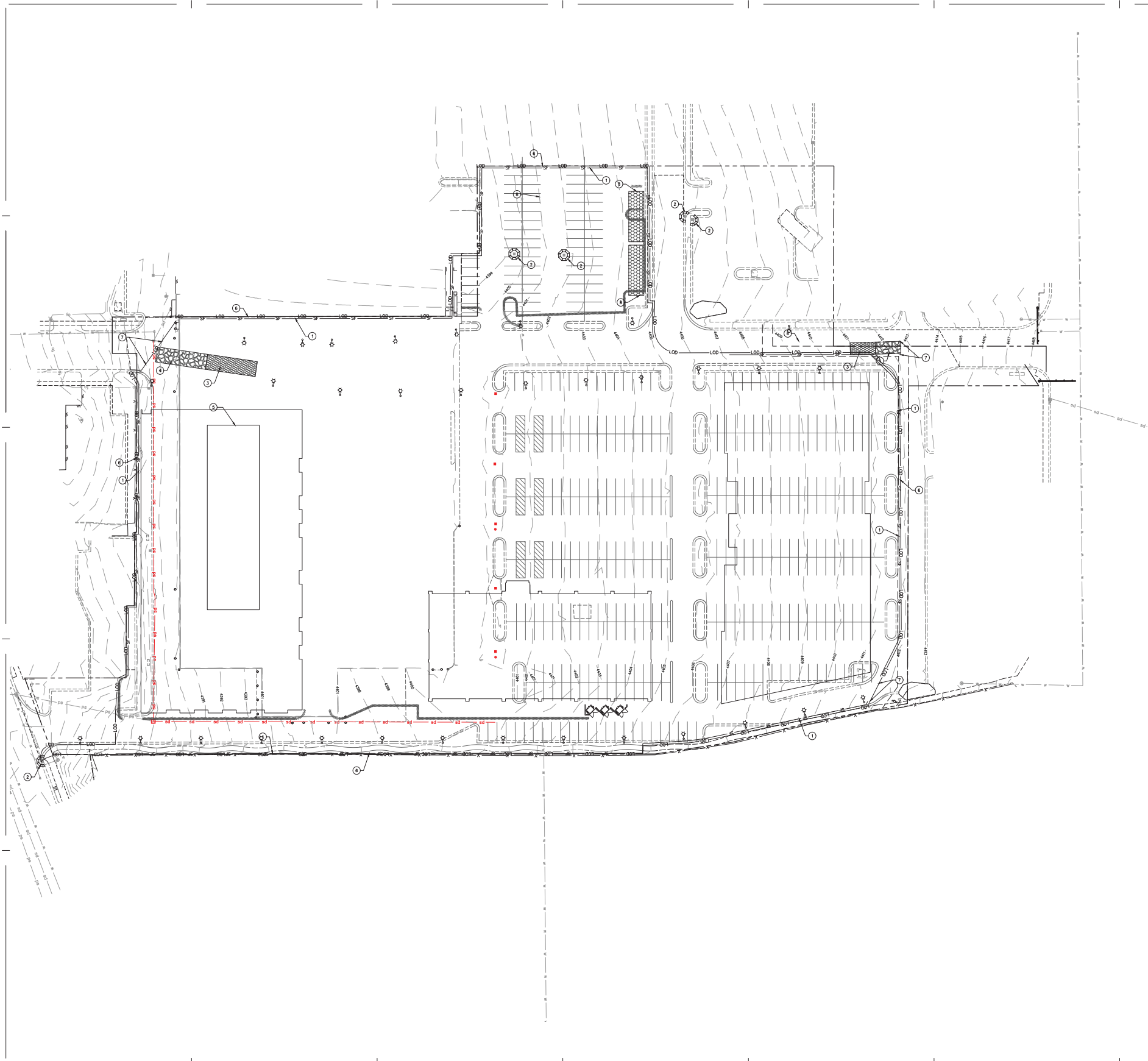
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PROJECT NO: 16082
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SHEET TITLE

GENERAL NOTES

02

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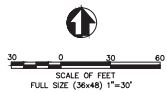


- CONSTRUCTION NOTES:**
1. INSTALL SILT FENCE PER APWA STD. PLAN 122.
 2. INSTALL GRAVEL SOCK INLET PROTECTION PER APWA STD. PLAN 124.
 3. INSTALL EQUIPMENT AND VEHICLE WASHDOWN AND WHEEL CLEANING AREA PER APWA STD. PLAN 125 AND SLC ORDINANCE 18.02.020.
 4. INSTALL STABILIZED ROADWAY ENTRANCE PER APWA STD. PLAN 126.
 5. CONSTRUCTION STORAGE & STAGING YARD.
 6. INSTALL TEMPORARY 6-FOOT TALL OPAQUE SCREENING FENCE AT LIMITS OF DISTURBANCE.
 7. INSTALL GATE IN SCREEN FENCE.
 8. INSTALL CONSTRUCTION TRAILERS.

- GENERAL NOTES:**
1. TREE PROTECTION AND REMOVAL IN CONSTRUCTION ZONE AND YARD AREA PER TREE PRESERVATION AND REMOVAL PLAN.

- LEGEND:**
- SF— SILT FENCE
 - LOD— LIMITS OF DEMOLITION

- NOTES:**
1. REFER TO SWPPP PREPARED BY XXXXXXXX.
 2. CONTRACTOR SHALL USE PRECAUTIONS AND SAFEGUARDS TO ENSURE THAT THE EXISTING SURROUNDING PROPERTIES AND ROADWAYS ARE PROTECTED FROM DAMAGE DURING DEMOLITION AND CONSTRUCTION.
 3. SEE PLAN AND PROFILE SHEETS FOR ROADWAY SAWCUT, REMOVAL AND REPLACEMENT INFORMATION.
 4. CONTRACTOR MAY ENCOUNTER OLD LAND DRAINS WITHIN THE PROJECT LIMITS. IN THE EVENT THAT DRAINS ARE DISCOVERED, CONTRACTOR SHALL WORK WITH OWNER, ENGINEER, AND SALT LAKE CITY STAFF TO DEVELOP A MITIGATION AND DISPOSITION PLAN.



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**EROSION CONTROL
PLAN**

03

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- GENERAL NOTES:
1. HAUL ROUTE IS THE SAME FOR BOTH INGRESS AND EGRESS
 2. CONSTRUCTION ACCESS FROM I-80 EB/WB IS FROM 1300 EAST
 3. BUSINESS ACCESS FOR EXISTING IS MAINTAINED ON 1300 EAST
 4. BUSINESS PARKING WILL BE MAINTAINED ON NORTH PORTIONS OF PARCEL NO.'S 16-20-276-047, 16-20-276-043 AND 16-20-276-048



**SUGARHOUSE
REDEVELOPMENT**

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HAUL ROUTE PLAN

04

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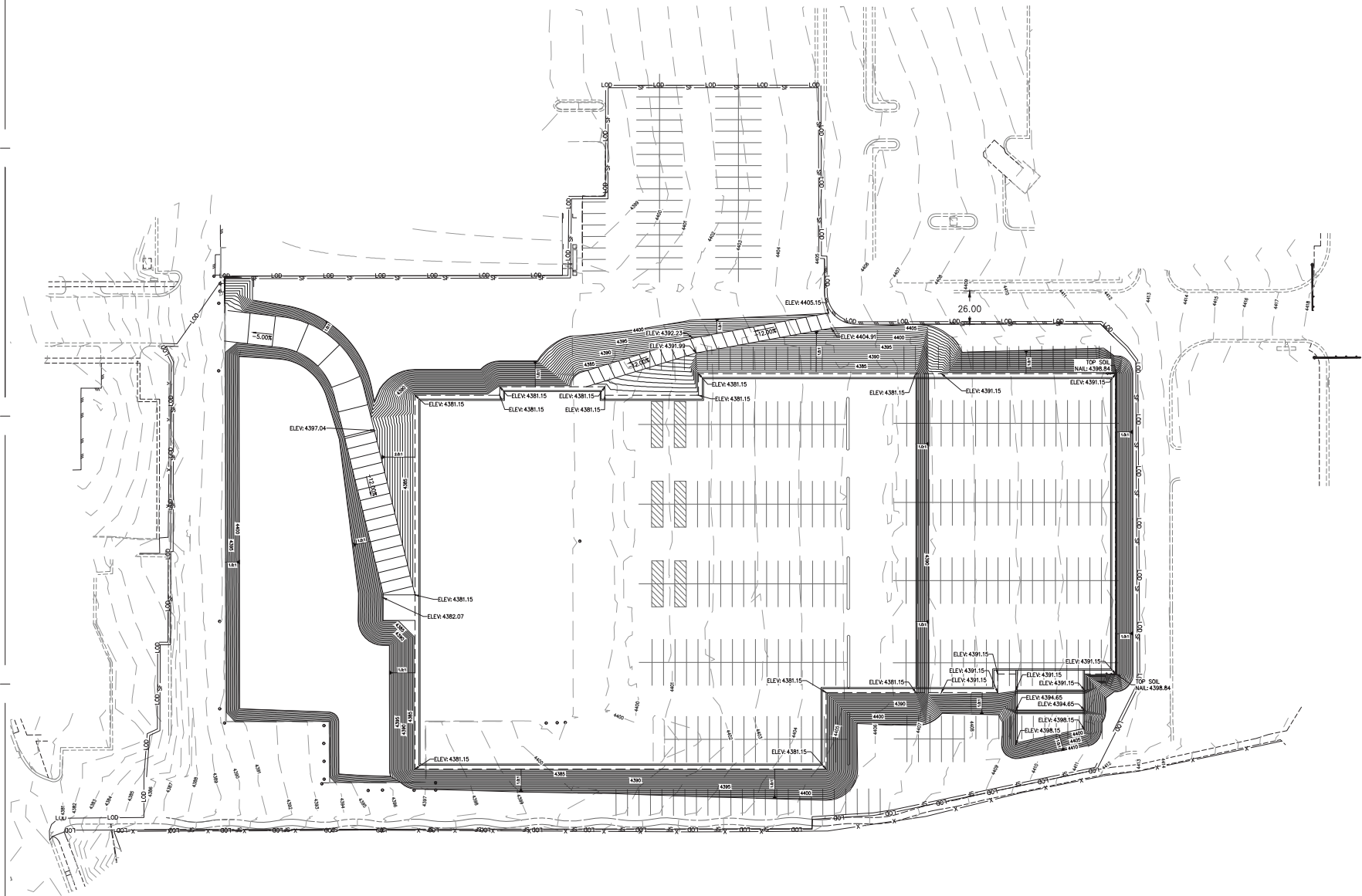
ISSUE: 09 MARCH 2017
 PROJECT NO: 18030
 DRAWN BY: BJA
 CHECKED BY: TNP

SHEET TITLE

SITE PREP PLAN

05

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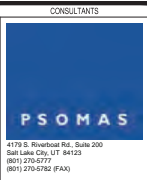


GENERAL NOTES:

1. PROTECT ALL EXISTING UTILITIES UNLESS OTHERWISE NOTED FOR REMOVAL. COORDINATE WITH GOVERNING UTILITY AGENCY FOR COORDINATION.
2. PG = ROUGH GRADE
3. FOUND CENTERLINE MONUMENT 200 NORTH AND 400 WEST ELEVATION = 4258.67'
4. SITE EARTHWORK PER RECOMMENDATIONS IN GEOTECHNICAL REPORT DATED JANUARY 14, 2016 AND PREPARED BY ---

EARTHWORK CALCULATIONS:

| | | |
|-------|---------|----------|
| CUT: | 138,711 | CY |
| FILL: | 1 | CY |
| NET: | 138,710 | CY (CUT) |



SUGARHOUSE REDEVELOPMENT

2290 SOUTH 1300 EAST
SALT LAKE CITY,
UTAH 84106

SITE DEVELOPMENT

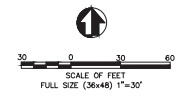
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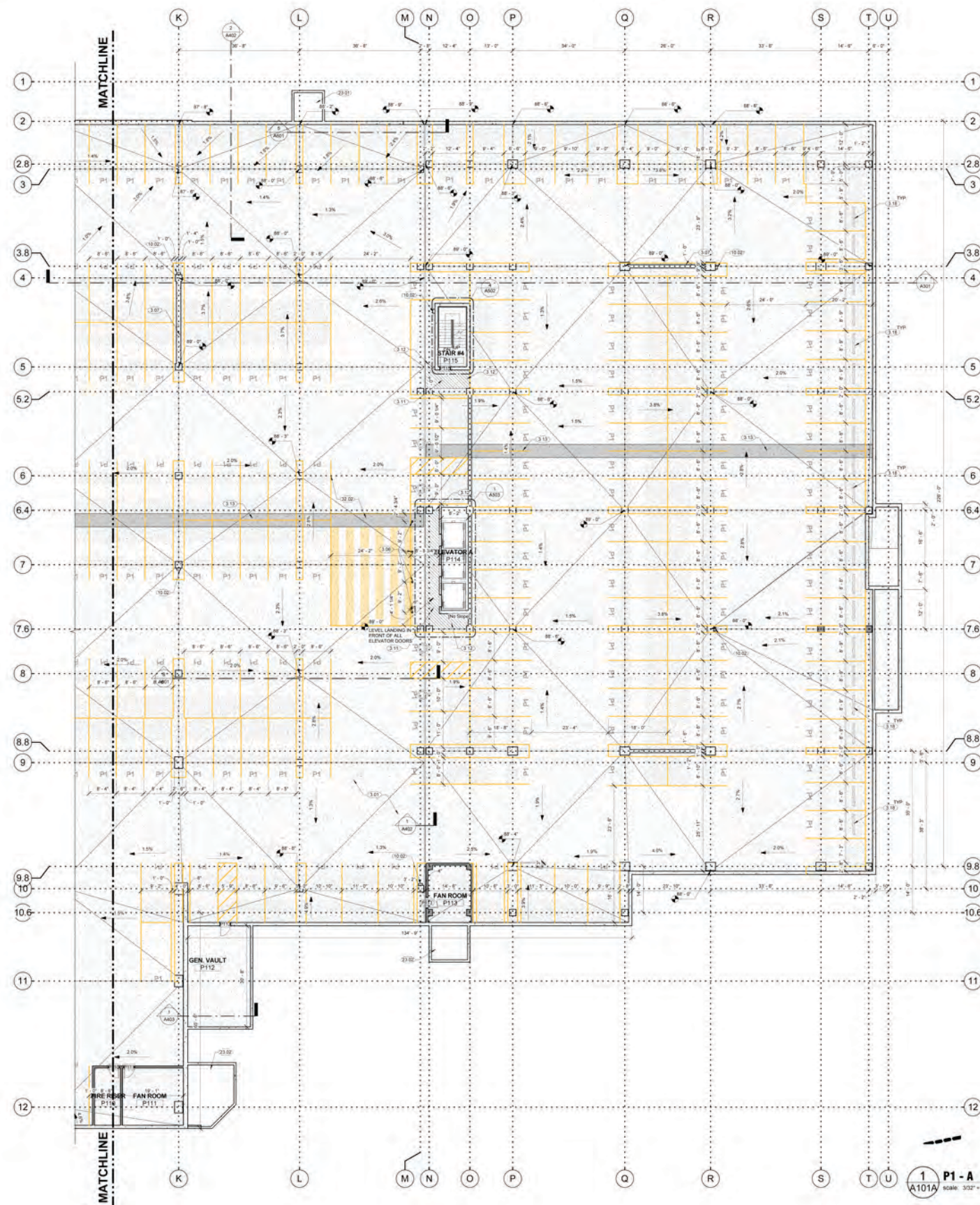
ISSUE: 09 MARCH 2017
PROJECT NO: 19082
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MASS GRADING PLAN

06

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REFERENCE NOTES

- 3.01 POST TENSIONED CONCRETE SLAB. SLOPED CONCRETE FLOOR TO DRAIN. SWEAT FINISH. SEE STRUCTURAL.
- 3.06 8" CONCRETE FILL BOLLARD. SEE DETAILS.
- 3.07 CONCRETE SHEAR WALL. SEE STRUCTURAL.
- 3.11 THICKEN CONCRETE TO MEET GRADES/NOTES.
- 3.12 TAPER EDGES - 4" TO MEET SLAB.
- 3.13 CONCRETE FOUR BACK STRIP. SEE STRUCTURAL.
- 3.16 CONCRETE WHEEL STOP.
- 10.02 PORTABLE FIRE EXTINGUISHER LOCATION. PROVIDE SURFACE MOUNTED CABINET. PAINTED. WITH GLASS DOOR FRONT. MULTIPURPOSE (DRY CHEMICAL TYPE). 10.5 GAL. MINIMUM (A-BE-10). (5.0-12.5) GPM. NOMINAL CAPACITY. IN ENAMELED STEEL CONTAINER.
- 23.01 AIR INTAKE SHAFT. SEE MECHANICAL VENTILATION PLANS.
- 23.02 AIR EXHAUST SHAFT. SEE MECHANICAL VENTILATION PLANS.
- 32.02 PAINTED PARKING LOT STRIPING.



CONSULTANTS

SUGARHOUSE REDEVELOPMENT PARKING GARAGE 2290 SOUTH 1300 EAST SALT LAKE CITY, UT 84106

CITY REVIEW

| # | DATE | DESCRIPTION |
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ISSUE: 3.23.2017
PROJECT NO: 16082
DRAWN BY: BJA
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SHEET TITLE

P1 FLOOR PLAN A

A101A

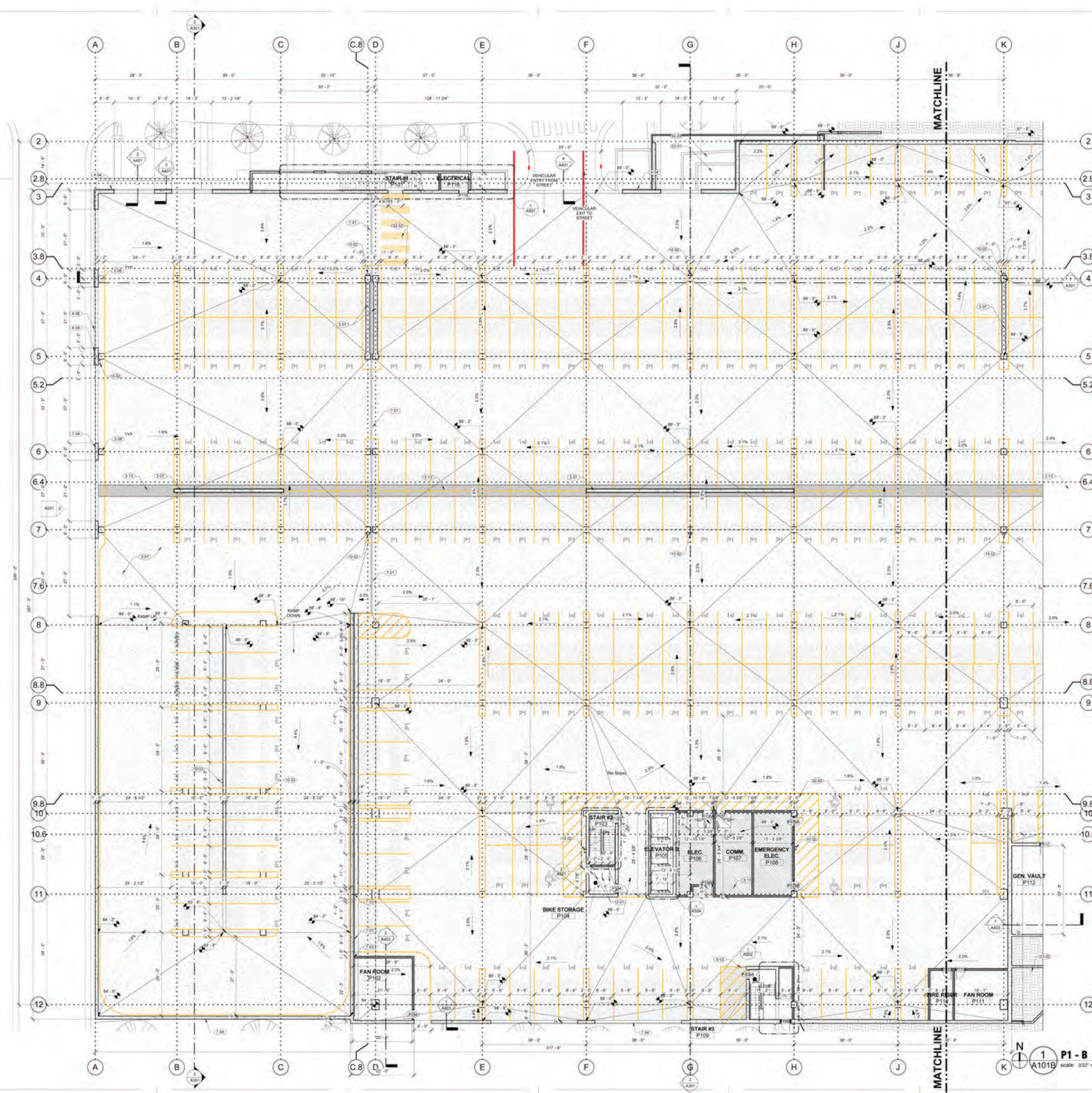
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WALL LEGEND

- CONCRETE. SEE STRUCTURAL FOR THICKNESS, REINFORCING, STRENGTH, ETC.
- 8" TALL ATLAS BRICK. COLOR: ASH OR PLATINUM. SEE ELEVATIONS.
- 8" SMOOTH FACE CMU. COLOR: _____
- 3-5/8" METAL STUD WALL WITH 5/8" GYP. BRD ON EACH SIDE.



1 P1 - A
A101A 30'x40' + 1/2"



- ### REFERENCE NOTES
- 3.01 (POST TENSIONED CONCRETE SLAB, SLOPED CONCRETE FLOOR TO DRAIN). GREAT FINISH. SEE STRUCTURAL.
 - 3.02 (CONCRETE SHEAR WALL. SEE STRUCTURAL).
 - 3.03 (CONCRETE COLUMN. SEE STRUCTURAL).
 - 3.11 (THICKEN CONCRETE TO MEET GRADES NOTED).
 - 3.13 (CONCRETE POUR BACK STRIP. SEE STRUCTURAL).
 - 4.04 (BRICK VENEER COLOR 1 _____).
 - 4.06 (BRICK VENEER COLOR 2 _____).
 - 5.02 (1-1/2" DIA. TUBE STEEL GUARDRAIL WITH 1/2" DIA. BALUSTERS AT 4' O.C. GALVANIZED, PREPARED AND PRIMED FOR HIGH PERFORMANCE PAINT. VERIFY COLOR WITH ARCHITECT. PRIME AND PAINT ALL WELLS (SEE DETAIL FOR ATTACHMENT TO SLAB).
 - 7.01 (EXPANSION JOINT _____ SEE DETAILS _____).
 - 7.03 (VERTICLE EXPANSION JOINT UP WALL _____).
 - 7.04 (STUCCO HARD COAT OVER CONCRETE WALL AND JOINTS. COLOR _____).
 - 10.02 (PORTABLE FIRE EXTINGUISHER LOCATION. PROVIDE SURFACE MOUNTED CABINET, PAINTED WITH GLASS DOOR FRONT. MULTIPURPOSE DRY-CHEMICAL TYPE. UL RATED MINIMUM 6A 40 BC. 5.0 LB. 2.5 GAL. NORMAL CAPACITY. IN REMODELED STEEL CONTAINER (OR APPROVED EQUIVALENT).
 - 23.01 (AIR INTAKE SHAFT. SEE MECHANICAL VENTILATION PLANS).
 - 23.02 (AIR EXHAUST SHAFT. SEE MECHANICAL VENTILATION PLANS).
 - 32.02 (PAINTED PARKING LOT STOPPING _____).
 - 32.03 (PLANTER BOX. SEE LANDSCAPE DRAWINGS _____).



CONSULTANTS

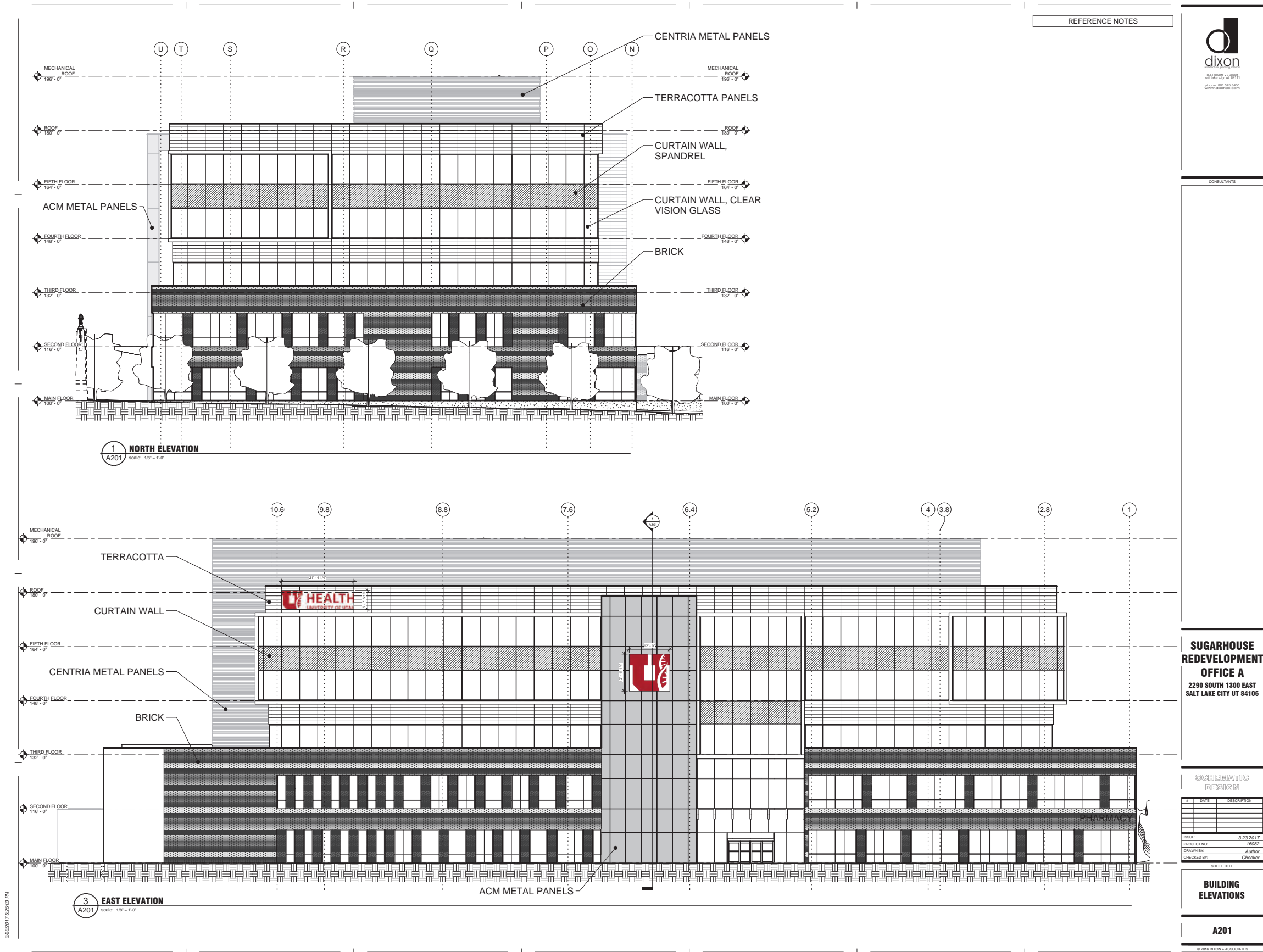
**SUGARHOUSE
REDEVELOPMENT
PARKING
GARAGE**
2290 SOUTH 1300 EAST
SALT LAKE CITY, UT
84106

- ### WALL LEGEND
- CONCRETE. SEE STRUCTURAL FOR THICKNESS, REINFORCING, STRENGTH, ETC.
 - 4" TALL ATLAS BRICK. COLOR: ASH OR PLATINUM. SEE ELEVATIONS.
 - 6" SMOOTH FACE CMU. COLOR _____.
 - 5-8" METAL STUD WALL WITH 5/8" GYP. BRD. ON EACH SIDE.



| CITY REVIEW | |
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| # | DATE DESCRIPTION |
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ISSUE: 3/23/2017
PROJECT NO: 16082
DRAWN BY: DP
CHECKED BY: DD
SHEET TITLE: P1 FLOOR PLAN B
A101B
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CONSULTANTS

**SUGARHOUSE
REDEVELOPMENT
OFFICE A**
2290 SOUTH 1300 EAST
SALT LAKE CITY UT 84106

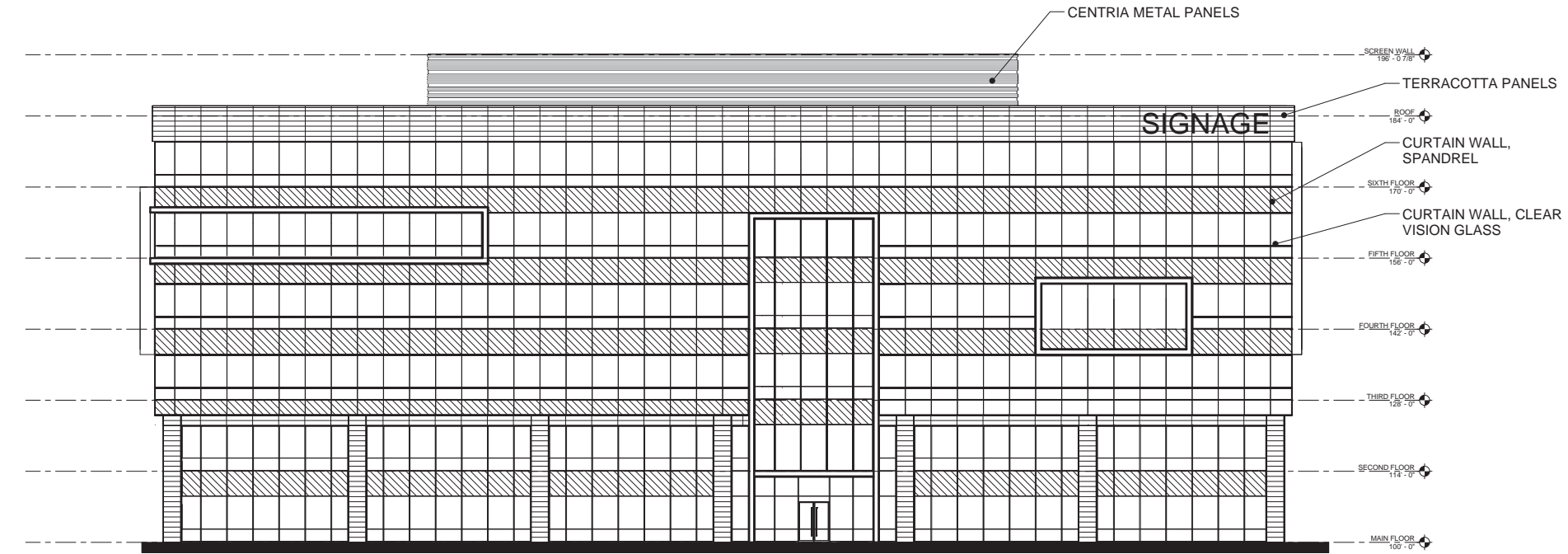
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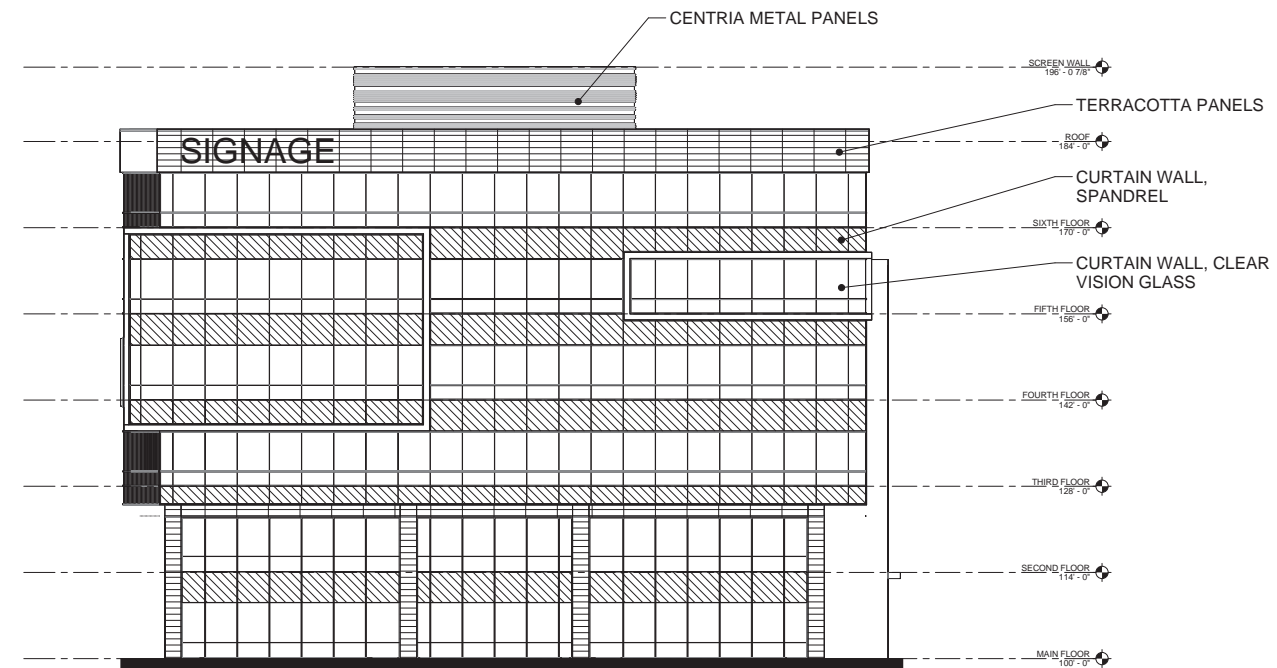
BUILDING ELEVATIONS

A202

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1 NORTH ELEVATION
 A203
 scale: 1/8" = 1'-0"



2 EAST ELEVATION
 A203
 scale: 1/8" = 1'-0"

**SUGARHOUSE
 REDEVELOPMENT
 OFFICE B**
 2290 SOUTH 1300 EAST
 SALT LAKE CITY, UT 84106

**SCHEMATIC
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| # | DATE | DESCRIPTION |
|---|-----------|-------------|
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| 2 | 10/02 | PROJECT NO. |
| 3 | BJM | DRAWN BY: |
| 4 | DD | CHECKED BY: |

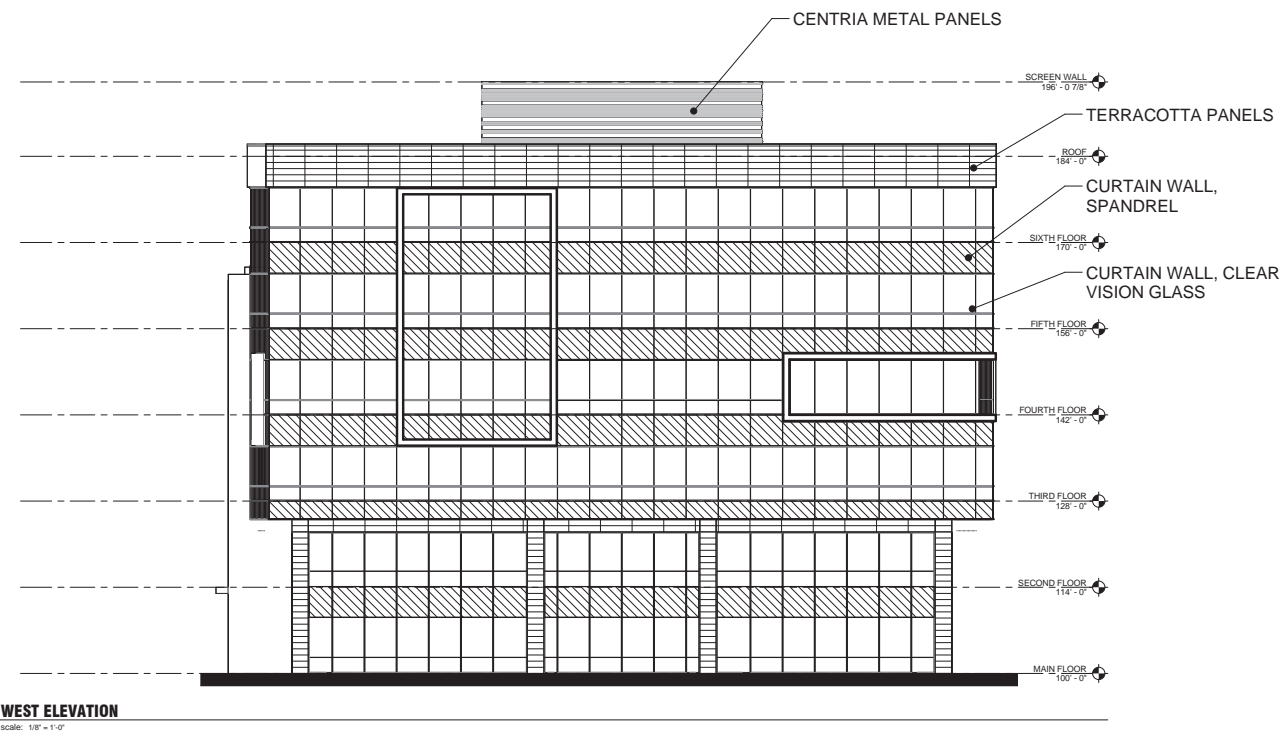
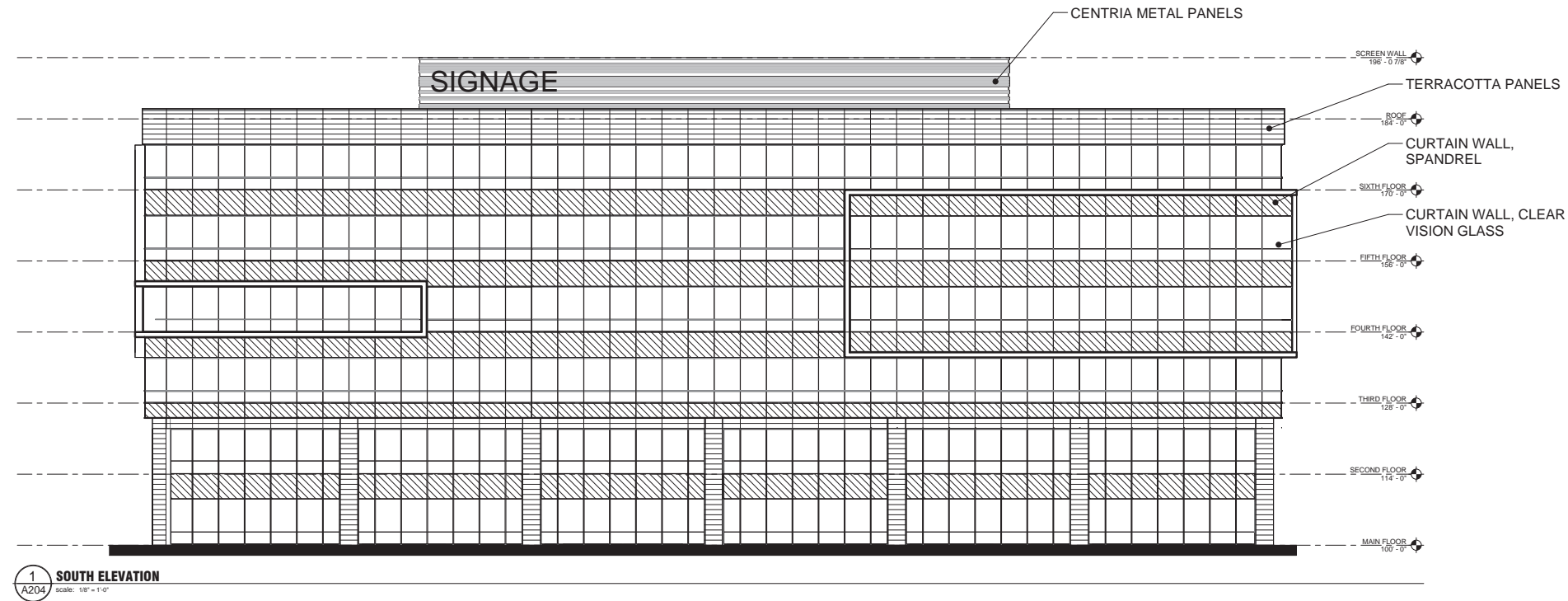
SHEET TITLE

ELEVATIONS

A203

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**SUGARHOUSE
REDEVELOPMENT
OFFICE B**
2290 SOUTH 1300 EAST
SALT LAKE CITY, UT 84106

**SCHEMATIC
DESIGN**

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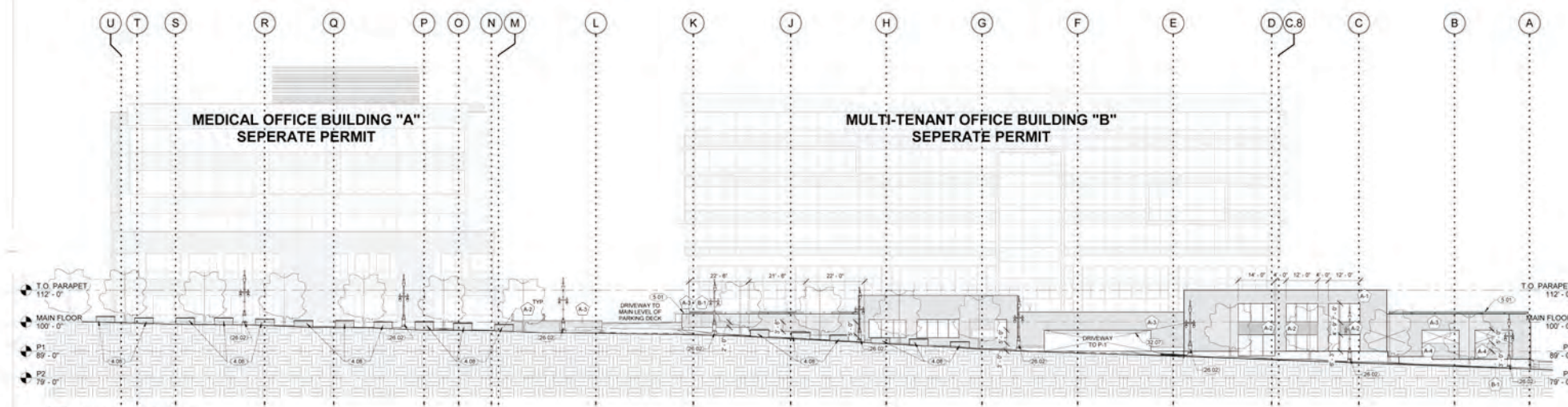
ISSUE: 3.23.2017
PROJECT NO: 16092
DRAWN BY: BJM
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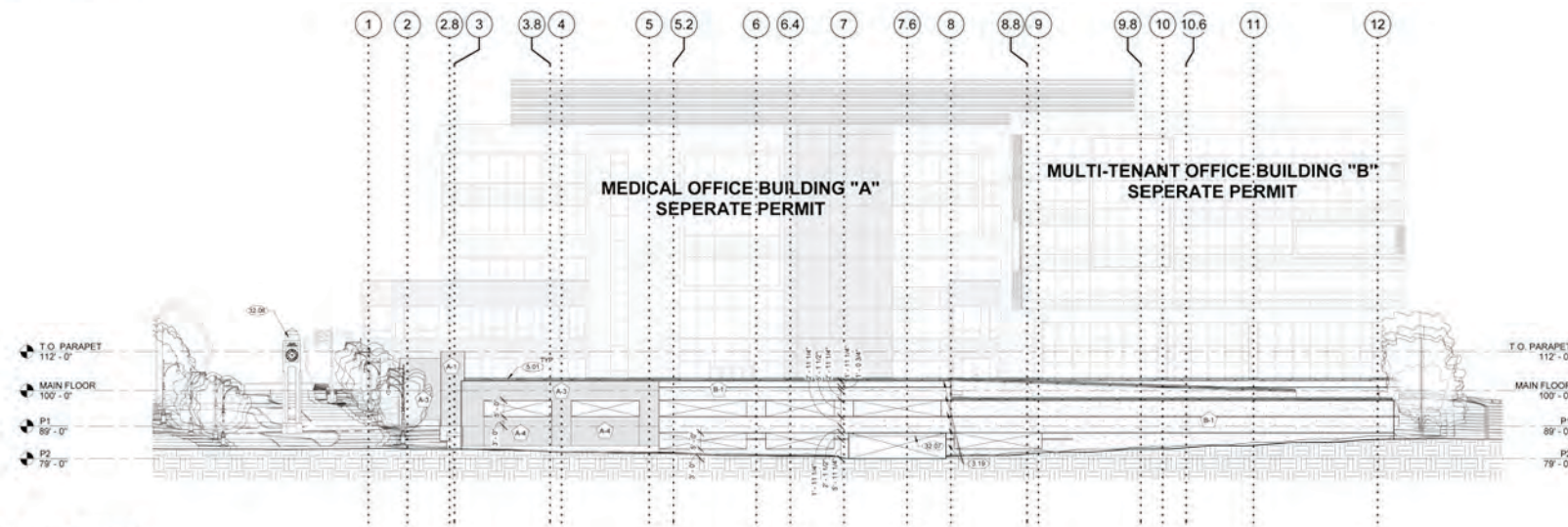
ELEVATIONS

A204

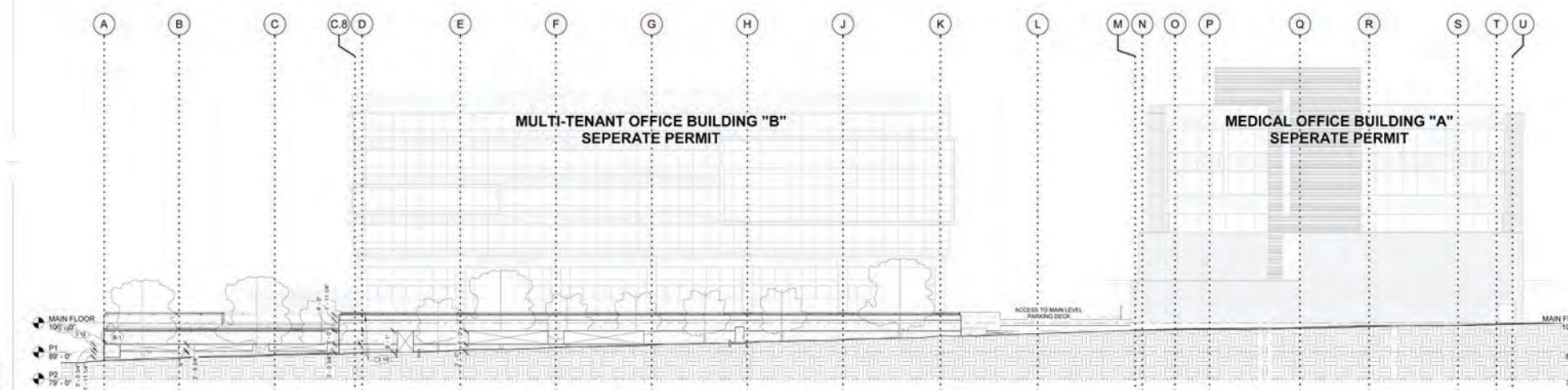
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1 NORTH ELEVATION
SCALE: 1/16" = 1'-0"



2 WEST ELEVATION
SCALE: 1/16" = 1'-0"



3 SOUTH ELEVATION
SCALE: 1/16" = 1'-0"

MATERIAL LEGEND

- A-1 ATLAS BRICK 8 X 4 X 16, COLOR: ASH
- A-2 ATLAS BRICK 8 X 4 X 16, COLOR: PLATINUM
- A-3 VENEER BRICK, 4" EMPOWER 3-5/16" X 3-5/16" X 15-5/16", COLOR: ASH
- A-4 VENEER BRICK, 4" EMPOWER 3-5/16" X 3-5/16" X 15-5/16", COLOR: PLATINUM
- A-5 ATLAS BRICK 8 X 4 X 16, COLOR: _____
- B-1 EXPOSED CONCRETE

REFERENCE NOTES

- 3.19 1-1/2" V-GROOVE IN CONCRETE WALL, SEE DETAIL _____
- 4.08 ATLAS BRICK PLANTER WITH PRE-CAST CONCRETE CAP, SEE DETAILS _____
- 5.01 1-1/2" DIA. TUBE STEEL GALVANIZED RAILING ON TOP OF CONCRETE WALL, SEE DETAIL _____
- 26.02 SUGARHOUSE STANDARD STREET LIGHT, SEE ELECTRICAL SITE PLAN AND LIGHTING SCHEDULE _____
- 32.06 CLOCK TOWER, SEE DETAILS _____
- 32.07 CLEARANCE BAR, SEE DETAIL _____



CONSULTANTS

**SUGARHOUSE
REDEVELOPMENT
PARKING
GARAGE**
2290 SOUTH 1300 EAST
SALT LAKE CITY, UT
84106

CITY REVIEW

| # | DATE | DESCRIPTION |
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ISSUE: 3.23.2017

PROJECT NO: 16082

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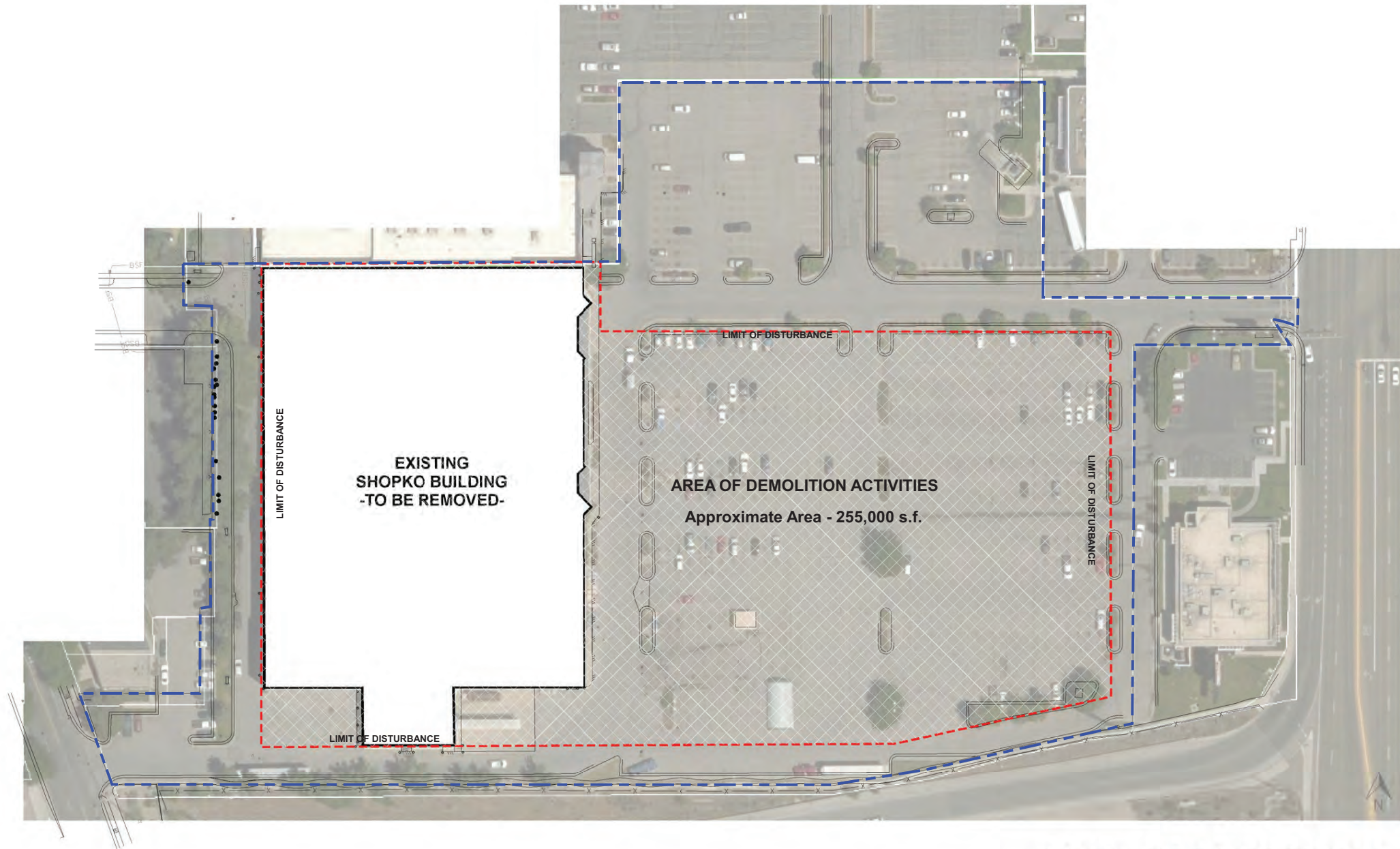
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SHEET TITLE

**BUILDING
ELEVATIONS**

A201

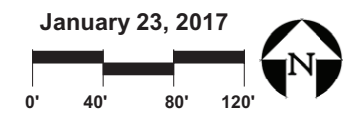
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




***Demolition Landscape Buffer
Sugar House Shopko Parcel
Salt Lake City, Utah***

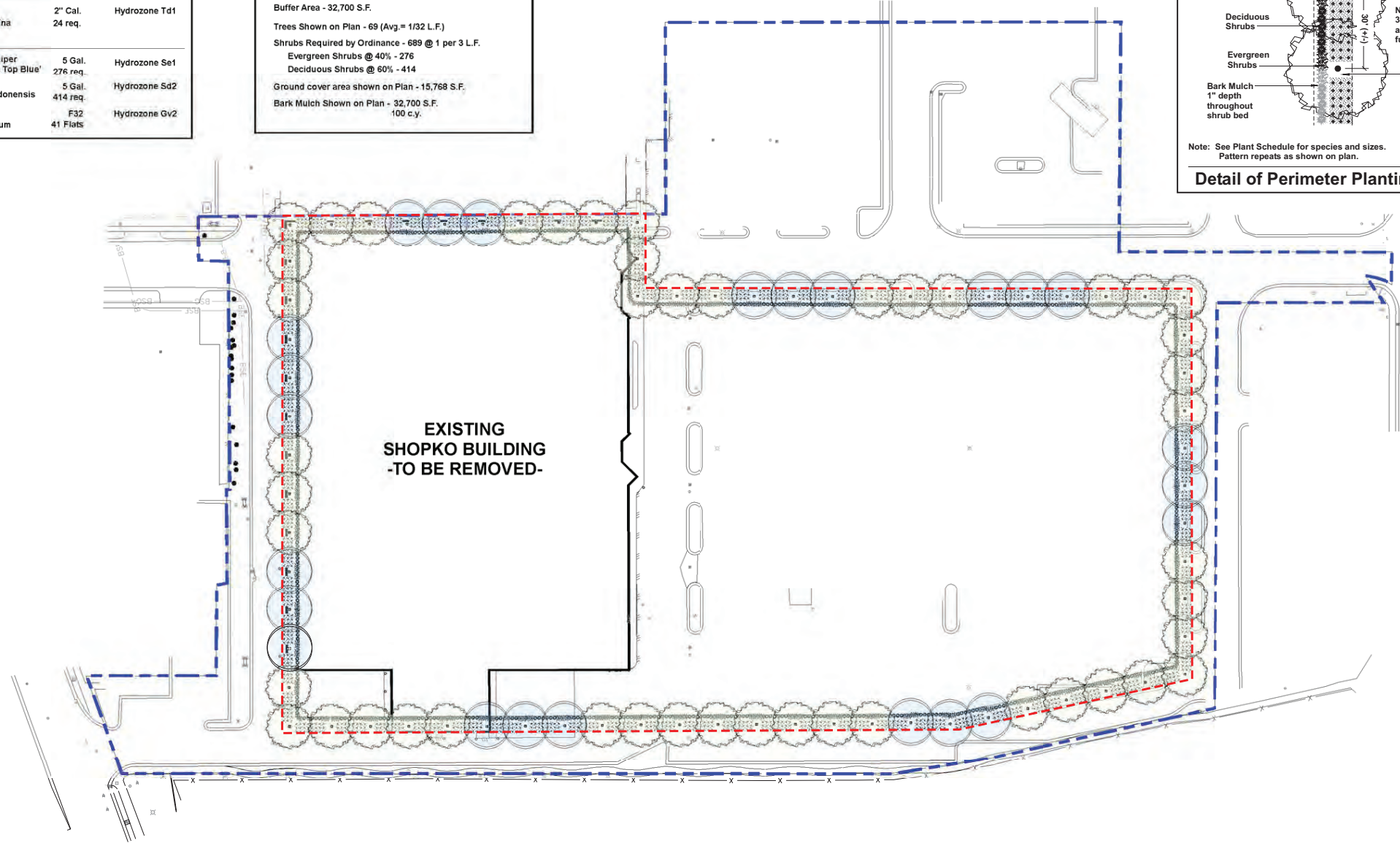
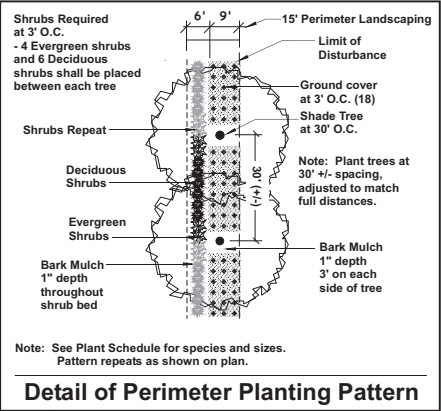


Limits of Disturbance



| Plant Schedule | | | |
|---|---|--------------------|---------------|
|  | Hackberry Celtis occidentalis | 2" Cal. 45 req. | Hydrozone Td1 |
|  | Velvet Ash Fraxinus velutina | 2" Cal. 24 req. | Hydrozone Td1 |
|  | Table Top Blue Juniper Juniperus s. 'Table Top Blue' | 5 Gal. 276 req. | Hydrozone Se1 |
|  | Blue Mist Spiraea Caryopteris x clandonensis | 5 Gal. 414 req. | Hydrozone Sd2 |
|  | St. John's Wort Hypericum calycinum | F32 41 Flats | Hydrozone Gv2 |

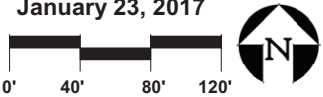
| Landscape Material Summary | |
|---|--|
| Perimeter Length - 2,180 L.F. | |
| Buffer Width - 15' | |
| Buffer Area - 32,700 S.F. | |
| Trees Shown on Plan - 69 (Avg. = 1/32 L.F.) | |
| Shrubs Required by Ordinance - 689 @ 1 per 3 L.F. | |
| Evergreen Shrubs @ 40% - 276 | |
| Deciduous Shrubs @ 60% - 414 | |
| Ground cover area shown on Plan - 15,768 S.F. | |
| Bark Mulch Shown on Plan - 32,700 S.F. | |
| 100 c.y. | |

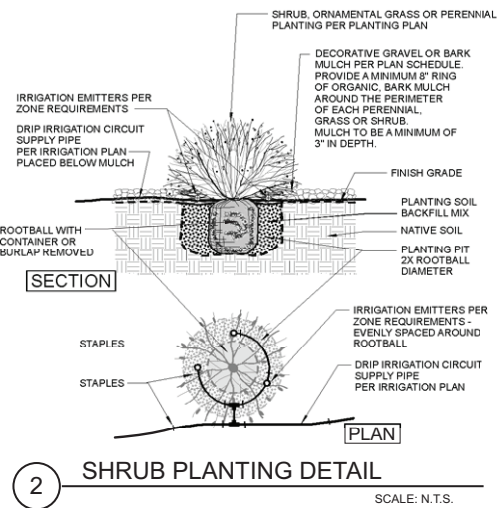
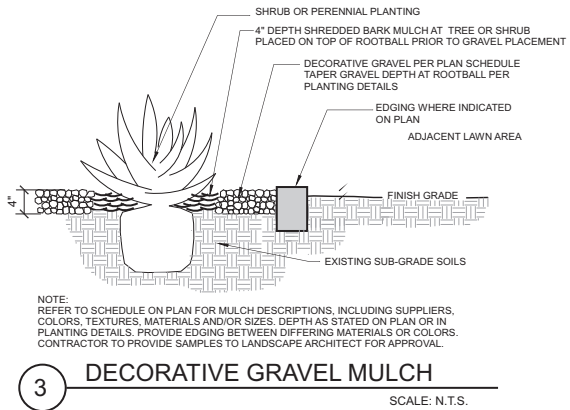
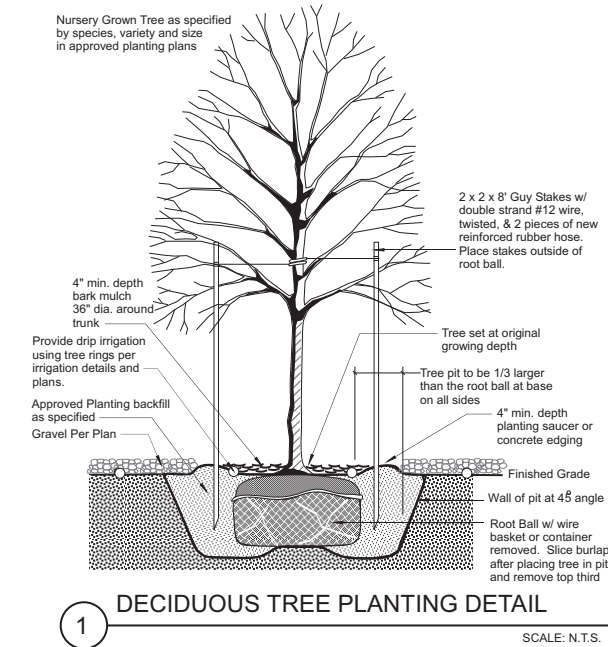


***Demolition Landscape Buffer
Sugar House Shopko Parcel
Salt Lake City, Utah***

Planting Plan

January 23, 2017



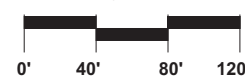


LANDSCAPE NOTES and SPECIFICATIONS

1. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR SECURING ALL NECESSARY AND APPLICABLE PERMITS AND LICENSES TO PERFORM THE WORK SET FORTH IN THIS PLAN SET AND IN THE SPECIFICATIONS.
2. ALL CONSTRUCTION SHALL COMPLY WITH CITY OR COUNTY CODE, WHERE APPLICABLE, WHICHEVER IS MORE STRINGENT. ALL GENERAL CONDITIONS OF THE CONTRACT SHALL APPLY TO THE WORK SHOWN ON THESE PLANS.
3. ALL SPECIFIED TREES AND PLANT MATERIALS WILL BE GRADED AS NURSERY GRADE - No. 1.
4. ALL DIMENSIONS AND PLANT LOCATIONS SHALL BE FIELD CHECKED BY THE LANDSCAPE CONTRACTOR PRIOR TO INSTALLATION OF ANY MATERIALS. DISCREPANCIES SHALL BE IMMEDIATELY REPORTED TO THE PROJECT MANAGER.
5. ALL TREE AND SHRUB LOCATIONS ARE SUBJECT TO FINAL ADJUSTMENT PRIOR TO PLANTING. FINAL LOCATION AND PLACEMENT SHALL BE APPROVED BY THE PROJECT MANAGER PRIOR TO EXCAVATION AND INSTALLATION.
6. ALL MATERIALS MUST BE AS SPECIFIED ON THE PLAN SET. IF MATERIALS OR LABOR DO NOT ADHERE TO SPECIFICATIONS THEY WILL BE REJECTED BY THE PROJECT MANAGER WITH REPLACEMENT AND/OR INSTALLATION CARRIED OUT BY THE LANDSCAPE CONTRACTOR AT NO ADDITIONAL COST TO THE OWNER.
7. ANY AND ALL QUESTIONS CONCERNING THE PLAN SET AND/OR THE SPECIFICATIONS SHALL BE DIRECTED TO THE PROJECT MANAGER, IN WRITING, IN A TIMELY MANNER.
8. THERE SHALL BE NO ADDITIONS, DELETIONS, OR SUBSTITUTIONS WITHOUT THE PRIOR WRITTEN APPROVAL OF THE PROJECT MANAGER. COSTS OR CREDITS ASSOCIATED WITH CHANGES SHALL BE DISCLOSED AT THE TIME OF THE REQUEST.
9. PLANT MATERIAL SHALL BE BID, AND INSTALLED, AS SPECIFIED UNLESS UNAVAILABLE, AT WHICH TIME THE PROJECT MANAGER SHALL BE NOTIFIED IN WRITING OF ANY PROPOSED SUBSTITUTIONS OR DELAYS. WRITTEN APPROVAL BY THE PROJECT MANAGER OF ANY REQUESTED CHANGE IS REQUIRED PRIOR TO ANY DEVIATION FROM THE APPROVED PLAN SET.
10. THE PLANT MATERIAL SCHEDULE IS PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE SCHEDULE, THE PLAN SHALL PREVAIL AS TO QUANTITY AND INTENT.
11. ALL LENGTHS, AREAS, VOLUMES AND QUANTITIES ARE PROVIDED FOR THE CONVENIENCE OF THE CONTRACTOR. CONTRACTOR TO VERIFY AS NECESSARY. WHERE PLANS AND LISTED QUANTITIES CONFLICT, THE PLAN AND ITS INTENT SHALL GOVERN.
12. PLANTS SHALL MEET SIZE, CONTAINER, AND SPACING SPECIFICATIONS. ANY MATERIAL NOT MEETING SPECIFICATIONS SHALL BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
13. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR EXAMINING FULLY BOTH THE SITE AND THE BID DOCUMENTS. DISCREPANCIES BETWEEN THE BID DOCUMENTS AND ACTUAL SITE CONDITIONS SHALL BE REPORTED, IN WRITING, AT THE TIME OF BIDDING OR DISCOVERY. NO ACCOUNT SHALL BE MADE AFTER CONTRACT COMPLETION FOR FAILURE TO REPORT SUCH CONDITION OR FOR ERRORS ON THE PART OF THE LANDSCAPE CONTRACTOR AT THE TIME OF BIDDING.
14. PLANTING SOIL SHALL MEET OR EXCEED SPECIFICATIONS FOR TOPSOIL. IT SHALL BE FREE OF ALL EXTRANEEOUS DEBRIS SUCH AS ROOTS, STONES, WEEDS, ETC. (SEE NOTE 15).
15. ALL TURF AREAS SHALL RECEIVE A MINIMUM 2" DEPTH OF APPROVED TOPSOIL, GRADED FOR PROPER DRAINAGE, PRIOR TO INSTALLATION OF SOD. ALL OTHER PLANTINGS REQUIRING BACKFILL SHALL UTILIZE APPROVED TOPSOIL FROM THE SITE OR APPROVED IMPORTED TOPSOIL. CONTRACTOR SHALL PROVIDE SOURCES OF TOPSOIL WITH AN ANALYSIS OF THE SOIL CONTENT AND AN AGRONOMIC SUMMARY FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO DELIVERY TO THE SITE. COORDINATE WORK WITH ENGINEER'S GRADING PLAN AS WELL AS LANDSCAPE PLANS.
16. THE LANDSCAPE CONTRACTOR SHALL GRADE PLANTING BEDS, AS REQUIRED, TO PROVIDE POSITIVE DRAINAGE AND PROMOTE OPTIMUM PLANT GROWTH.
17. ALL NON-TURF PLANTING AREAS SHALL RECEIVE A 4" LAYER OF INORGANIC MULCH ACCORDING TO THE SCHEDULE OF MATERIALS AND THE APPROVED PLAN. TREAT MULCHED AREAS WITH AN APPROVED PRE-EMERGENT ACCORDING TO MANUFACTURER'S SPECIFICATIONS PRIOR TO PLACEMENT. SUBMIT MULCH SAMPLE AND IDENTIFY PRE-EMERGENT FOR APPROVAL.
18. EACH PLANT SHALL RECEIVE A 4" DEEP RING OF SHREDDED BARK MULCH ATOP THE ROOTBALL (8" MIN. DIA.) PRIOR TO PLACEMENT OF THE GRAVEL MULCH LAYER. CONTRACTOR TO HOLD THE GRAVEL BACK FROM THIS MULCH AREA.
19. ALL TREES LOCATED WITHIN TURF AREAS SHALL HAVE A MINIMUM 36" RADIUS FROM THE TREE TRUNK CONTAINING A 4" DEPTH OF ORGANIC MULCH - REFER TO DETAILS WHERE NECESSARY.
20. CONTRACTOR SHALL STAKE EACH TREE AS SHOWN ON THE PLAN SET.
21. A SPECIMEN OF EACH PLANT TYPE SHALL REMAIN MARKED WITH THE ORIGINAL NURSERY TAG UNTIL FINAL INSPECTION. TAGS SHALL INDICATE SPECIES, SIZE AND NURSERY SOURCE. CONTRACTOR SHALL PROVIDE DELIVERY TICKETS FOR ALL PLANT MATERIALS DELIVERED TO THE SITE.
22. CONTRACTOR SHALL PROVIDE THE OWNER WITH A 1-YEAR WARRANTY, COMMENCING FROM THE DATE OF FINAL ACCEPTANCE. WARRANTY SHALL COVER FULL REPLACEMENT OF ANY INSTALLED MATERIAL AND THE COST OF INSTALLATION DUE TO REJECTION BASED ON HEALTH, VIGOR, AND/OR FORM AND AESTHETICS OF THE PLANT MATERIAL.
23. THE LANDSCAPE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COLLECTION, REMOVAL AND PROPER DISPOSAL OF ANY AND ALL DEBRIS GENERATED DURING THE COMPLETION OF THE WORK ASSOCIATED WITH THIS PLAN SET.
24. PLANTING OPERATIONS IN TEMPERATURES ABOVE 95 DEGREES (F) SHALL BE APPROVED BY THE LANDSCAPE ARCHITECT.
25. LANDSCAPE CONTRACTOR SHALL SUBMIT A SIGNED COPY OF THE ACKNOWLEDGMENT SHOWN BELOW TO THE LANDSCAPE ARCHITECT PRIOR TO COMMENCEMENT OF WORK.

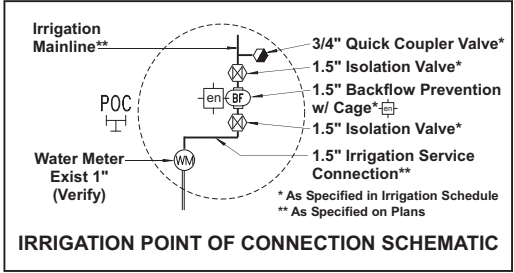
Planting Details

January 23, 2017



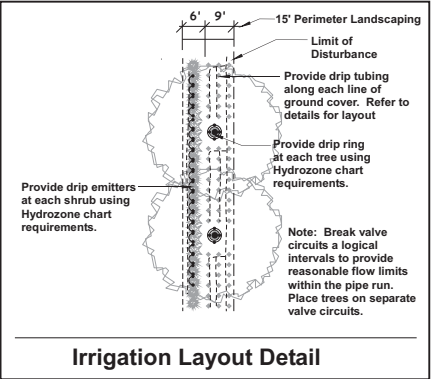
Demolition Landscape Buffer Sugar House Shopko Parcel Salt Lake City, Utah

| IRRIGATION SCHEDULE | | |
|---------------------|--|---------------------------|
| SYMBOL | MANUFACTURER/MODEL/DESCRIPTION | QTY |
| | HUNTER ICZ-151-40 DRIP CONTROL ZONE KIT, 1" ICV GLOBE VALVE WITH 1" HY100 FILTER SYSTEM, PRESSURE REGULATION, 40PSI, FLOW RANGE: 20 GPM TO 60 GPM, 120 MESH STAINLESS STEEL SCREEN | 4 |
| | HUNTER DRIPLINE RING WITH 1 GAL / HOUR EMITTERS AT EACH TREE PER MANUFACTURER'S GUIDE AND PER DETAILS | 69 RINGS ASSEMBLIES |
| | HUNTER DRIPLINE WITH TWO 0.5 GAL / HOUR EMITTERS AT EACH SHRUB PER MANUFACTURER'S GUIDE AND PER DETAILS | 689 EMITTERS |
| | BUCKNER VBM BRASS MANUAL ANGLE CONTROL VALVE, SIZE AS NOTED | 2 |
| | HUNTER HQ-330RG QUICK COUPLER VALVE, YELLOW RUBBER COVER, RED BRASS AND STAINLESS STEEL, WITH 3/4" NPT INLET, 2-PIECE BODY | 3 |
| | FERCO 829YA-1" REDUCED PRESSURE BACKFLOW PREVENTER | 1 |
| | HUNTER ACC-1800 8" STATION OUTDOOR MODULAR CONTROLLER, WITH ONE 40M-600 MODULE, HIGH-END COMMERCIAL USE, METAL CABINET | 1 |
| | V.I.T. PRODUCTS SB8C-22SS LOW PROFILE, TUBE AND WIRE CONSTRUCTION SMOOTH TOUCH SURFACE, STAINLESS STEEL BACKFLOW ENCLOSURE, 23.5", 28", 17.75"W (59.65CM L, 71.12CM H, 45.085CM W) | 1 |
| | IRRIGATION LATERAL FLEX LINE FOR DRIP IRRIGATION SYSTEM - SIZED PER MANUFACTURER'S RECOMMEND- ATIONS FOR GALLONS REQUIRED ALONG CIRCUIT LINE | AS REQ. PER PLAN |
| | IRRIGATION MAINLINE, PVC SCHEDULE 40 - 1.5" MIN. | 1,030 L.F. |
| | PLANTING AREAS TO RECEIVE UV RESISTANT DRIPLINE, HUNTER PLD-04-12 (12) IN-LINE PRESSURE COMPENSATING LANDSCAPE DRIPLINE WITH BUILT-IN CHECK VALVE, PLACE ONE - 50PSI EMITTER AT EACH GROUND COVER LOCATION | 4,600 L.F. |
| | POINT OF CONNECTION - SEE SCHEMATIC AND DETAIL | 1 |



Pipe Size Flow Limits

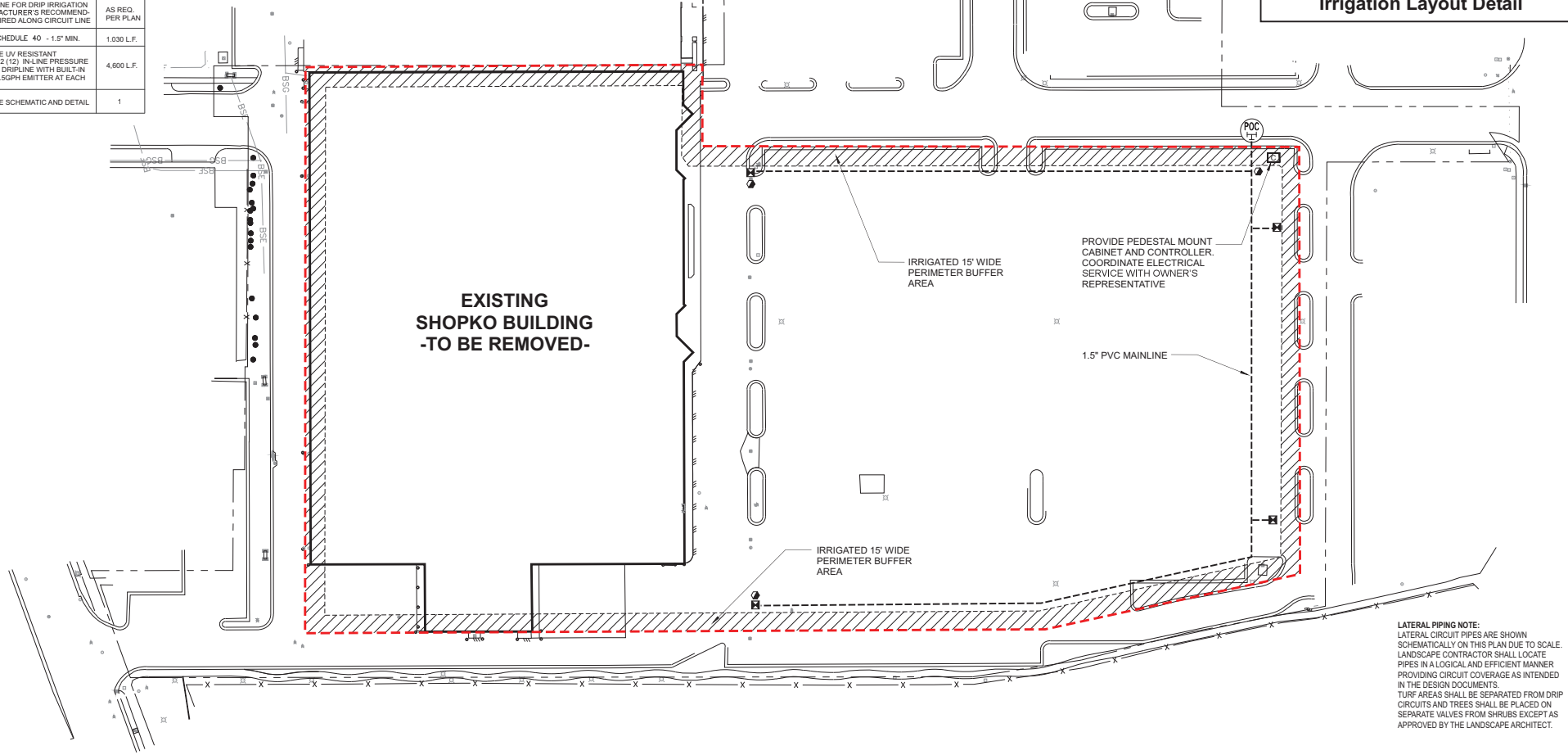
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|-----------|-------------|
| .75" PVC | 0 - 8 gpm |
| 1" PVC | 8 - 12 gpm |
| 1.25" PVC | 12 - 22 gpm |
| 1.5" PVC | 22 - 30 gpm |
| 2" PVC | 30 - 50 gpm |



Drip Requirements for Plant Hydrozones

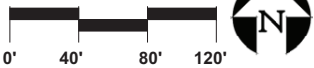
| Hydro Zone | Min. # Emit. | Gal./ Hour |
|------------|--------------|------------|
| Td1 | 8 | 4.0 |
| Td2 | 8 | 8.0 |
| Td3 | 8 | 12.0 |
| Td4 | 8 | 16.0 |
| Te1 | 8 | 4.0 |
| Te2 | 8 | 8.0 |
| Te3 | 8 | 12.0 |
| Sd1 | 2 | 1.0 |
| Sd2 | 2 | 2.0 |
| Sd3 | 3 | 3.0 |
| Sd4 | 3 | 4.0 |
| Se1 | 2 | 1.0 |
| Se2 | 2 | 2.0 |
| Se3 | 3 | 3.0 |
| Se4 | 3 | 4.0 |
| P1 | 2 | 0.5 |
| P2 | 2 | 1.0 |
| P3 | 3 | 1.5 |
| Tw1 | 2 | 0.5 |
| Tw2 | 2 | 1.0 |
| Gv1 | 2 | 1.0 |
| Gv2 | 2 | 2.0 |

Hydrozone per Plant Schedule
Minimum number of point source emitters at each planting location (equally spaced)
Trees require emitters spaced in two rings at 18R and 48R around trunk.
Gallons per Hour delivered at each plant by all emitters

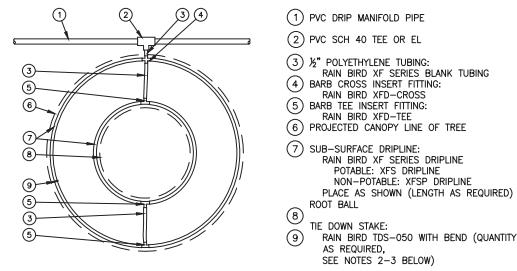


Irrigation Plan

January 23, 2017

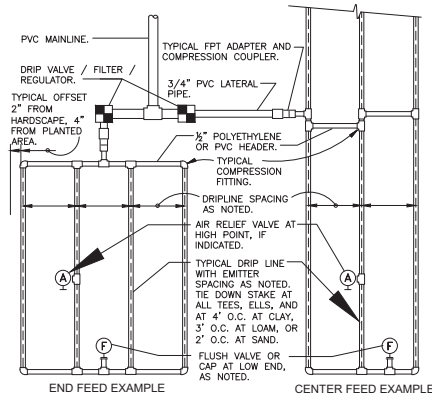


Demolition Landscape Buffer Sugar House Shopko Parcel Salt Lake City, Utah



NOTES:
1. DISTANCE BETWEEN LATERAL RINGS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, AND TREE CANOPY. SEE RAIN BIRD XF-SDI DRIPLINE INSTALLATION GUIDE FOR SUGGESTED SPACINGS.
2. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
3. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.

1 AROUND TREE DRIPLINE
NTS



2 TYPICAL DRIPLINE REQUIREMENTS
3\"/>

| MAXIMUM LATERAL LENGTH (FEET) | | | | | PVC TUBE |
|-------------------------------|-------------|-------------------------|-------------|-------------|----------------|
| | | EMITTER FLOW RATE (GPH) | | | PVC MANIFOLD L |
| PSI | 12" SPACING | 16" SPACING | 18" SPACING | 24" SPACING | |
| 10 | 125 | 96 | 175 | 135 | 218 |
| 20 | 249 | 191 | 350 | 171 | 442 |
| 30 | 434 | 337 | 636 | 300 | 800 |
| 40 | 600 | 480 | 895 | 430 | 1117 |
| 50 | 750 | 600 | 1125 | 540 | 1414 |
| 60 | 125 | 96 | 175 | 135 | 218 |

COMPRESSION AD
USE ABS TUB
SOLVENT FOR GLU

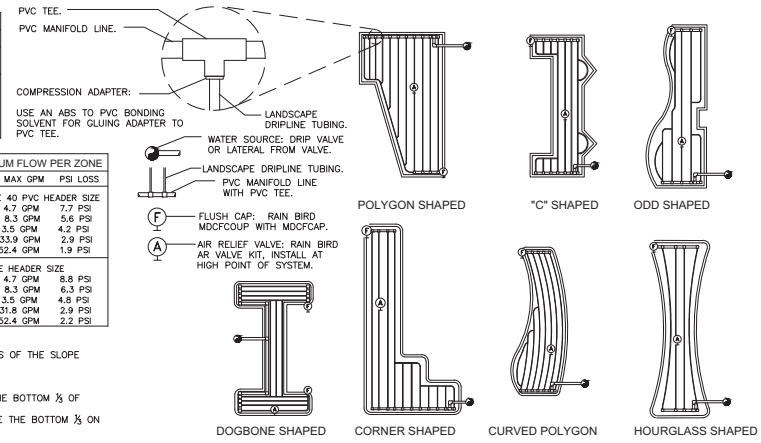
| GRID PRECIPITATION RATES (IN/HR) | | |
|----------------------------------|-----------------|------|
| EMITTER SPACING | LATERAL SPACING | |
| | 0.6 | 0.9 |
| 12 | 12 | 0.96 |
| 18 | 18 | 0.66 |
| 24 | 24 | 0.28 |

| MAXIMUM FLOW PER ZONE | | |
|-----------------------|---------------|---------|
| MAX GPM | PSI LOSS | |
| SCHEDULE 40 | PVC HEAD SIZE | |
| 1/2" | 4.7 GPM | 7.7 PSI |
| 3/4" | 8.3 GPM | 5.8 PSI |
| 1" | 13.5 GPM | 4.2 PSI |
| 1 1/2" | 22.9 GPM | 2.9 PSI |
| 2" | 52.4 GPM | 1.9 PSI |

| LATERAL FLOW PER 100 FT (GPM) | | | |
|-------------------------------|-------------|-------------|-------------|
| EMITTER FLOW | 12" SPACING | 16" SPACING | 24" SPACING |
| 0.6 GPM | 1.0 GPM | 0.67 GPM | 0.50 GPM |
| 0.9 GPM | 1.5 GPM | 1.0 GPM | 0.75 GPM |

| POLY PIPE HEAD SIZE | | |
|---|----------|----------|
| 1/2" | 3/4" | 1" |
| 4.7 GPM | 8.3 GPM | 13.5 GPM |
| 7.7 PSI | 5.8 PSI | 4.2 PSI |
| 1 1/2" <td>22.9 GPM</td> <td>2.9 PSI</td> | 22.9 GPM | 2.9 PSI |
| 2" | 52.4 GPM | 2.2 PSI |

SLOPED CONDITION NOTE:
1. DRIFLINE LATERAL SHOULD FOLLOW THE CONTOURS OF THE SLOPE WHENEVER POSSIBLE.
2. INSTALL AIR RELIEF VALVE AT HIGHEST POINT.
3. NORMAL SPACING WITHIN THE TOP 2/3 OF SLOPE.
4. INSTALL DRIFLINE AT 25% GREATER SPACING AT THE BOTTOM 1/3 OF SLOPE.
5. WHEN ELEVATION CHANGE IS 10 FT OR MORE, ZONE THE BOTTOM 1/3 ON A SEPARATE VALVE.

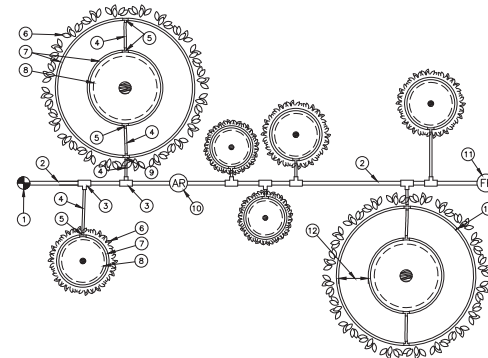


NOTES:
1. DISTANCE BETWEEN LATERAL ROWS AND EMITTER SPACING TO BE BASED ON SOIL TYPE, PLANT MATERIALS AND CHANGES IN ELEVATION. SEE INSTALLATION SPECIFICATIONS FOR SUGGESTED SPACING.
2. LENGTH OF LONGEST DRIPLINE LATERAL SHOULD NOT EXCEED THE MAXIMUM SPACING SHOWN IN THE ACCOMPANYING TABLE.
3. INSTALL AIR RELIEF VALVE AT HIGH POINTS IN DRIPLINE ZONE.

| XFS Dripline Maximum Lateral Lengths (Feet) | | | | | | | |
|---|-------------|---------|-------------|---------|-------------|---------|--|
| PSI | 12" Spacing | | 16" Spacing | | 24" Spacing | | |
| | 0.6 GPH | 0.9 GPH | 0.6 GPH | 0.9 GPH | 0.6 GPH | 0.9 GPH | |
| 15 | 273 | 155 | 314 | 250 | 424 | 322 | |
| 20 | 318 | 169 | 353 | 294 | 508 | 368 | |
| 30 | 360 | 230 | 413 | 350 | 586 | 414 | |
| 40 | 395 | 255 | 465 | 402 | 652 | 474 | |
| 50 | 417 | 285 | 528 | 420 | 720 | 488 | |
| 60 | 460 | 290 | 596 | 455 | 780 | 512 | |

WHEN USING 17MM INSERT FITTINGS WITH DESIGN PRESSURE OVER 50PSI, IT IS RECOMMENDED THAT STAINLESS STEEL CLAMPS BE INSTALLED ON EACH FITTING.

3 PARKING ISLAND WITH TREES DRIPLINE



NOTES:
1. DRIPLINE PIPE SHOULD BE BURIED 4-6 INCHES BELOW SOIL SURFACE. 2. INSTALL MULTIPLE RINGS AS REQUIRED TO PROVIDE IRRIGATION COVERAGE FROM ROOT BALL TO PROJECTED TREE CANOPY. REFER TO MANUFACTURE DESIGN GUIDELINES AND SPECIFICATIONS FOR RECOMMENDED SPACING BETWEEN RINGS.
3. PLACE TIE DOWN STAKES EVERY THREE FEET IN SAND, FOUR FEET IN LOAM, AND FIVE FEET IN CLAY.
4. AT FITTINGS WHERE THERE IS A CHANGE OF DIRECTION SUCH AS TEES OR ELBOWS, USE TIE-DOWN STAKES ON EACH LEG OF THE CHANGE OF DIRECTION.
5. INSERTION FLOW AND TRENCHED INSTALLATIONS DO NOT REQUIRE TIE DOWN STAKES.

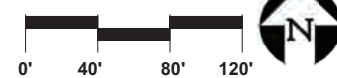
1. CONTROL ZONE KIT (SIZED TO ACCOMMODATE LATERAL FLOW DEMAND)
2. PVC DRIP SUPPLY MANIFOLD PIPE
3. PVC SCH 40 TEE OR EL (TYPICAL)
4. 1/2\"/>

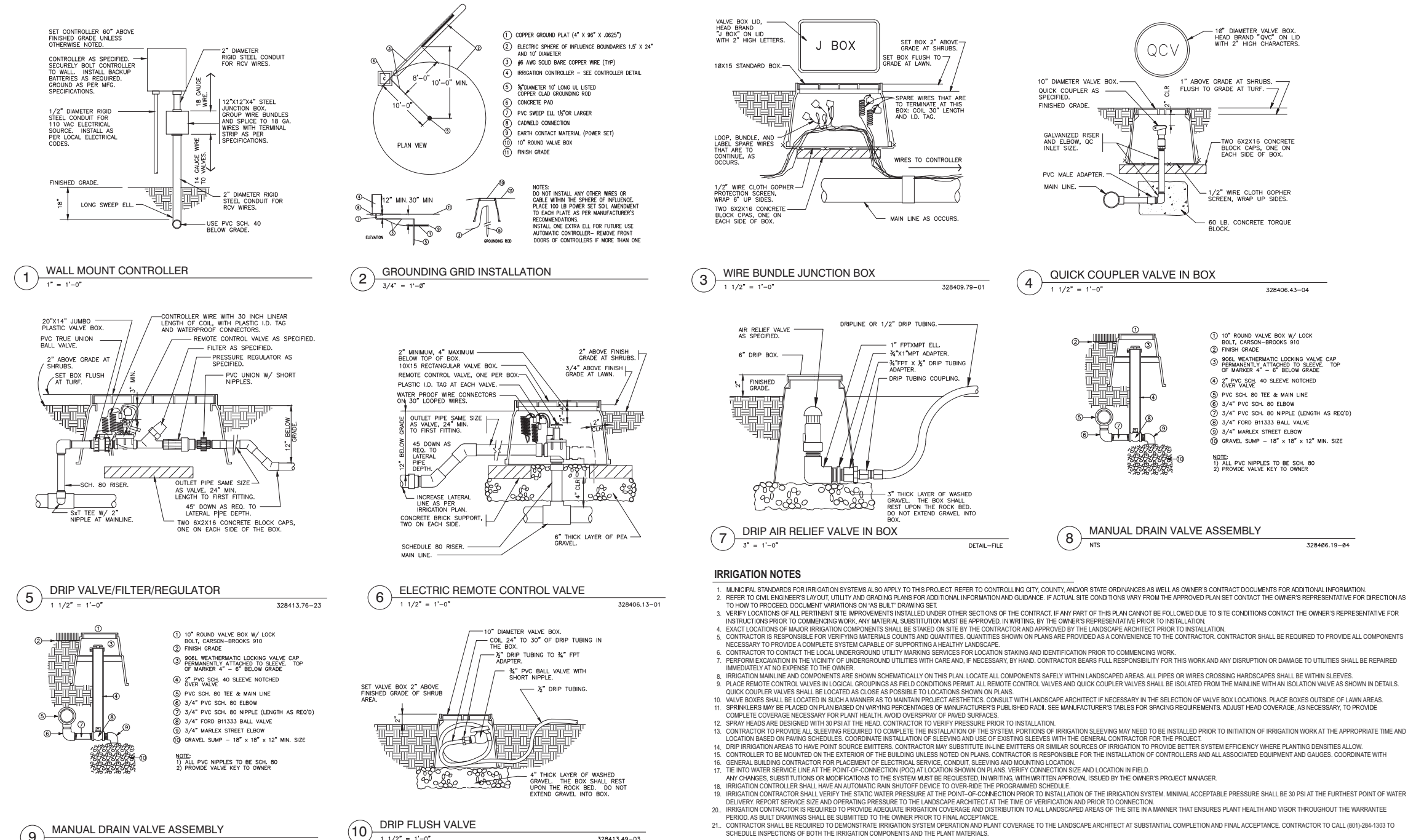
4 MULTIPLE TREE AND SHRUB DRIPLINE
NTS

Demolition Landscape Buffer Sugar House Shopko Parcel Salt Lake City, Utah

Irrigation Details

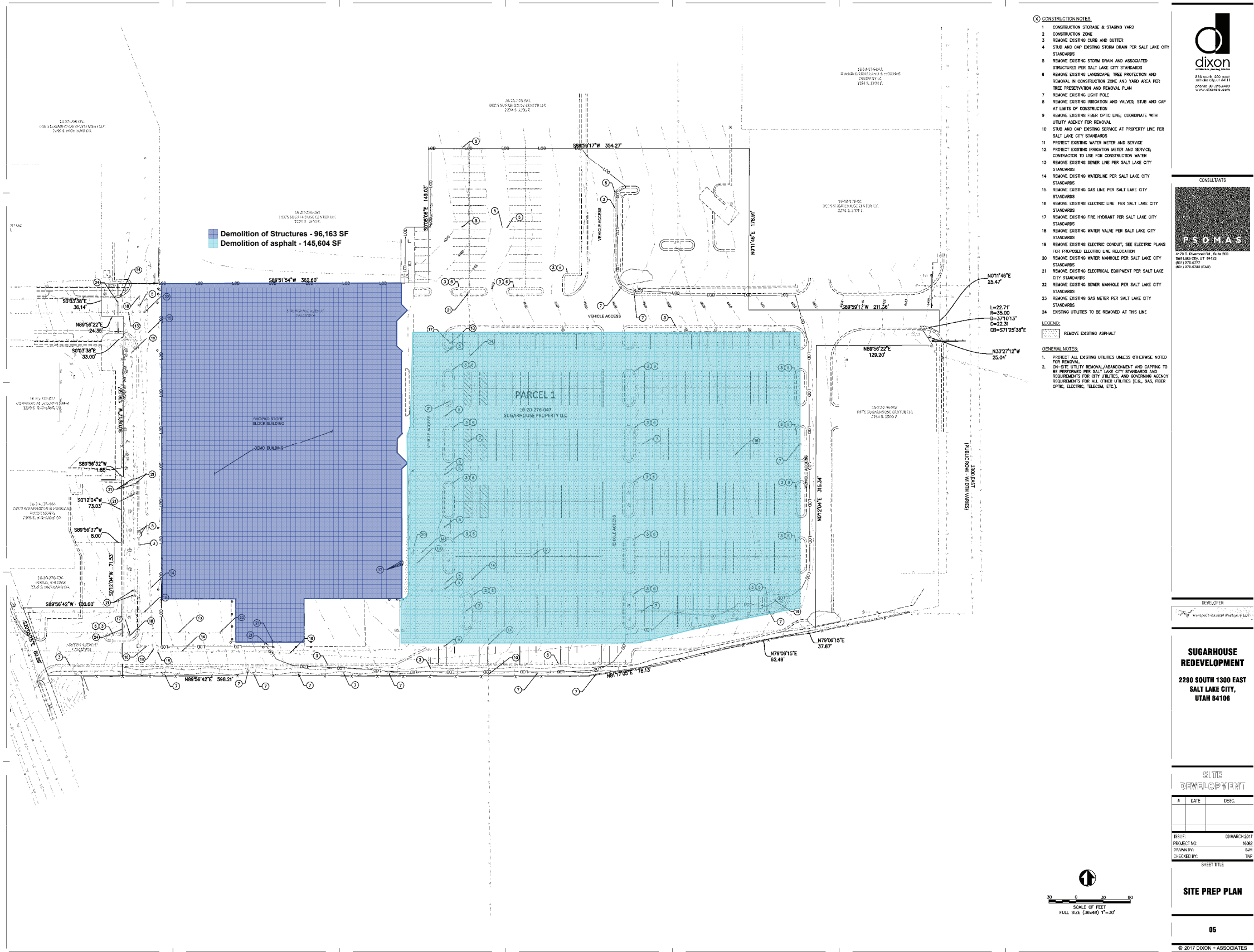
January 23, 2017





Demolition Landscape Buffer Sugar House Shopko Parcel Salt Lake City, Utah

Irrigation Details
January 23, 2017



2017-03-07 Site Development Plan.pdf (5) (30% of Scale); Takeoff in Active Area: All Areas; Sugar House RedevelopmentRev01; Sugar House; 3/24/2017 08:43 AM



SUGAR HOUSE
Demo Estimate - UofU Sugar House - Concept Plan
Opinion of Probable Cost
March 2017

| Description | SITE | | |
|--|-----------------|----------------|----------|
| | System Quantity | System Cost/SF | Subtotal |
| ShopKo Demolition | 96,163 sf | 2.10 | 201,942 |
| Asphalt Demolition | 145,604 sf | 1.48 | 215,494 |
| Temp Fencing | 2,877 lf | 8.00 | 23,016 |
| SWPPP | 241,767 sf | 0.07 | 16,924 |
| | | | |
| Staffing | 1 mo | 31,400 | 31,400 |
| Site Requirements | 1 mo | 17,800 | 17,800 |
| Winter Conditions - ALLOWANCE | | | |
| Subtotal Construction | | | 506,576 |
| 0.00% Design (A&E) | | | - |
| 0.00% Warranty Reserve | | | - |
| 0.00% Building Permit & Plan Check - ALLOWANCE | | | - |
| 0.00% General Liability Insurance | | | - |
| 0.00% Builders Risk Insurance | | | - |
| 0.00% Testing & Inspection | | | - |
| Subtotal Construction & Indirect | | | 506,576 |
| 0.00% Design / Owner Contingency | | | - |
| 0.00% Construction Contingency | | | - |
| 0.00% Precon Services .5% | | | - |
| 0.00% P&P Bonds .65% | | | - |
| 0.00% Contractor's Fee | | | - |
| Construction Estimate Totals | 369,824 sf | 1.37 sf | 506,576 |

| | | |
|---------------------------|------------|--------------|
| Quote No. | Quote Date | Customer No. |
| 0000020868 | 2/6/2017 | 0002662 |
| Bid Proposal For | | |
| Sugar House Shopko Parcel | | |
| Salt Lake City | | |
| Project Location | | |
| Sugar House Shopko Parcel | | |
| Salt Lake City | | |



PROSECUTIVE
LANDSCAPING

1042 East Fort Union Blvd. #412
Midvale, UT 84047

Office - (801) 293-9273 :: Fax - (801) 904-3762
Estimating - Yuli - (801) 293-9273
Project Managment - Ryan - (801) 301-3359

| Purchase Order | Terms | Sales Person |
|--|--------------|----------------|
| | UPON RECEIPT | Yuli Colinares |
| Description | Unit Price | Line Total |
| This quote is based on the following information: - Plan Pages: Planting Plan & Planting Details (Dated 01/23/17) - Specifications: In drawings - Addenda: none We will provide and install the following items as per the referenced plans, specifications, and/or addenda: - Site Prep: General subgrade and excavation by others. We will establish the final grade in all newly landscaped areas. - Topsoil: Provide and distribute imported topsoil at a depth of 2" in lawn areas and planter beds. - Irrigation System: We will design/build the irrigation system for this project - Plant Materials: Provide and install plant materials. Our quote includes materials that are available at the time of bidding and may include substitutions. - Bark Mulch: Provide and install bark mulch at a 4" depth in planter bed areas. - Cleanup: Upon completion of the project all tools, equipment and debris will be loaded and removed from the site. We realize that we are a final stage of construction and strive to run a clean operation. We are aware that your associates may be visiting the project and will do all we can to alleviate any obstacles for them. - Warranty: We will provide a one-year warranty from the date of substantial completion for all landscape and irrigation items provided and installed by Prosecutive Landscaping. The following are EXCLUDED from the above budget: Permits; irrigation audit; water meter; electrical source for irrigation controller; plant material inspections at place of growth; removal/protection/maintenance/upgrades of existing landscaping and/or irrigation; waterproofing; drainage; testing; winter, frozen, saturated conditions; and un-foreseen obstacles. Sales Tax Sub Total Base Project Additional Information | 102,805.95 | 102,805.95 |
| | 3,853.65 | 3,853.65 |
| | | 106,659.60 |

Thank you for allowing us to provide a quote for your project!

21A.59.060 STANDARDS FOR DESIGN REVIEW

- A. The development consists of a cluster of buildings integrated structurally into two main structures; a medical office building and spec office building combined with a shared parking garage on the east portion of the site, and a separate multi-family residential building with its parking garage below on the west. Both major structures are oriented to the new private street (Stringham Avenue). The residential building has retail functions along its base concealing the parking behind. The office development maintains a similar appearance across its base with entrances to the parking garage on Stringham and the medical office portion containing some retail functions on the east end (pharmacy, optical shop, and deli).

The clustering of the building masses above the parking podiums are oriented toward the community to the north in a gesture that embraces visitors to the site with easy wayfinding while turning their backs to the freeway side.

- B. The pedestrians enter the buildings from the Stringham Avenue side with a main office for the residential building at the base of that building, and the office/parking podium structure with direct walkways into and on top of that structure. In addition, a pedestrian entrance is provided on Ashton Avenue on the south side of the site primarily for bicyclists using the expanded bicycle route along that edge of the development. The closest bus stops for the office buildings are on 1300 East with an exit at grade from the office buildings on the east side. Other bus stops are located on Highland Drive with the Trax S-Line stop just over ¼ mile from the west side of the project. Wide pedestrian sidewalks connect the development along Stringham to those stops as well.
- C. All of the building fronts on Stringham Avenue have incorporated a common theme of pedestrian scale, glazed openings, brick, and storefront entrances with covered canopies. The exposed areas of the parking garage facade have added features including the vertical circulation stair and other embellishments such as planters and outdoor seating to add interest and activity.
- D. Architectural detailing is incorporated on the entire ground floor of the buildings where exposed to view from the street.
- E. The office development parking garage is primarily below grade with exposed portions screened from view with façade elements.
- F. Parking entrances have been limited to one on each level of the garage with an even spacing and clear visibility without blind corners for both pedestrians and drivers.
- G. Dumpsters have been located on the back (freeway) side of the development and are screened from view.
- H. Signage will be added to direct pedestrians to the mass transit stops at each end of Stringham Avenue.
- I. Lighting has been designed to meet or exceed the City's standards on the street with cut-off fixtures on parking to contain light levels within the project boundaries.
- J. Street trees are provided at the recommended 30 feet spacing with other landscape materials complying with the ordinance. Loading facilities are located on the back side of the project.

- K. Additional standards for buildings exceeding 60,000 sq. ft.

1. The large buildings have a vertical offset above the second floor to maintain a two-story scale to the facades. The office building mass on the south side above the podium (at the level of the freeway surface) has a two-story monumental base offset with exposed columns that also add scale and interest to that side of the development. Each of the building areas or sections incorporate horizontal and vertical offsets, sheltering roofs, windows trees and planters with smaller scale lighting.

The parking podium length which exceeds 300 feet in length is reduced by breaks in the façade; the east end is buried below grade with the medical office mass projecting above grade. There is then a driveway entrance at grade and then to the west of that the façade is exposed above grade for approximately 300 feet with various breaks in the massing along the entire length. As suggested by the ordinance, there is not a 300 foot long façade on the street without a break or gap to appear as separate and distinct buildings.

2. The gross square footage footprint for all of the buildings (Residential and office parking podiums) equals 203,606 sq. ft. Public spaces including the upper level courtyard on the residential building and the open public pedestrian ways on the private roadway (Stringham Ave.) total 34,784 sq. ft. and include public plaza spaces, the central clock tower space, and outdoor seating areas. Public art is included in the design and outdoor eating could occur along the front of the retail space at the base of the residential building.

- L. We have attempted to meet all of the requirements of the ordinances and master plans for the area.

21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT

- A. The roofline of the medical office portion of the project has a unique penthouse screen wall that visually turns into a vertical element on the south side of the building, while the office building portion on the south side has a simple flat roofline representative of that class of office building with a rectangular penthouse/screen wall on top. The residential building has forms that project above and below the roofline to add interest to the massing.
- B. Massing of all of the buildings has incorporated breaks and offsets in the cornices.
- C. Some down-lighting of the building facades and architectural elements will be incorporated with a sensitivity to preserving the night sky.



1 EAST ELEVATION
A206 scale: 1/8" = 1'-0"



3 NORTH-EAST PERSPECTIVE
A206 scale:



2 NORTH ELEVATION
A206 scale: 1/8" = 1'-0"

**Sugar House
Redevelopment
Multi-Family**
[Project Address]

SCHEMATIC DESIGN

[illegible]

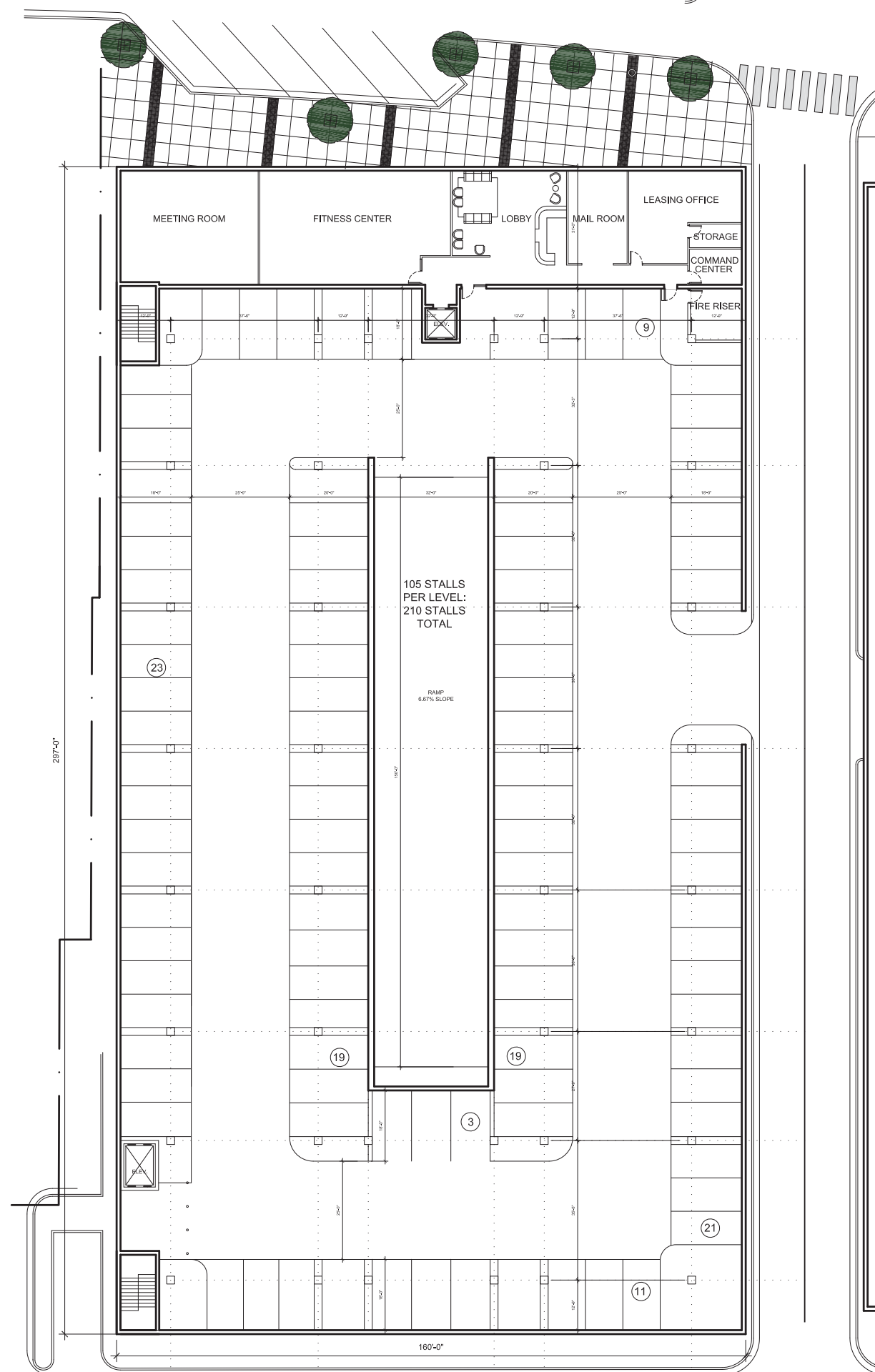
ELEVATIONS

A206

SQUARE FOOTAGE:

RESIDENTIAL BUILDING
1ST FLOOR: 44,659 SF
2ND FLOOR: 32,893 SF
3RD FLOOR: 32,893 SF
4TH FLOOR: 32,893 SF
5TH FLOOR: 32,893 SF
TOTAL: 176,231 SF

RENTABLE
PER FLOOR
UNITS: 28,681 SF
COMMON AREA: 3,393 SF
VERTICAL SHAFTS: 819 SF



105 STALLS
PER LEVEL:
210 STALLS
TOTAL

RAMP
0.07% OL

19

19

11

01 **FLOOR PLAN**
A1.0 SCALE: 3/32" = 1'-0"

SUGARHOUSE REDEVELOPMENT

**2290 SOUTH 1300 EAST
SALT LAKE CITY,
UTAH 84106**

SCHEMATIC DESIGN

| # | DATE | DESC. |
|---|------|-------|
| | | |
| | | |
| | | |
| | | |

ISSUE: 23 MARCH 2016

PROJECT NO: 160

DRAWN BY: B

CHECKED BY:

| | |
|-------------|---------------|
| ISSUE: | 23 MARCH 2017 |
| PROJECT NO: | 16082 |
| DRAWN BY: | BJM |
| CHECKED BY: | DD |

FLOOR PLAN

A1.0

© 2017 DIXON + ASSOCIATES

Attachment H: Public Comment

Echeverria, Daniel

From: [REDACTED]
Sent: Thursday, May 18, 2017 9:37 AM
To: Echeverria, Daniel
Cc: [REDACTED]
Subject: Comments for ShopKo redevelopment

May 18, 2017
To: Daniel Echeverria

RE: ShopKo area redevelopment

I want to submit comments regarding this redevelopment in time for the planning commission work session on May 25, 2017.

Commendations go to the project manager in their openness to work with the community well before this project was formally submitted. They have been soliciting public input from a variety of sources and their efforts have not gone unnoticed or unappreciated. The return of Stringham Ave is a huge benefit to the community and the development. The treatment along the street is attractive and pleasing and we're excited about this aspect of the development.

This is a big project and while there are some great aspects of this the entirety of the project misses the mark in terms of the Sugar House Master Plan and the Planned Development guidelines.

As a member of the Sugar House Community Council who oversees the social media and outreach I will relay that the majority of comments we are seeing all suggest this looks and feels like an office park. In my estimation much of this is because the buildings are so separated and not interactive. The large parking structure pushing the 2nd building so far back is also a large component of why this comes across as an office park that one finds in the suburbs.

Planned Developments call for buildings primary orientation be to the street. This is both for vehicle access and for pedestrian access/orientation. Again, the fact that these buildings are so spread apart creates an absence of pedestrian activation. In the most recent iteration of the project we see the developer has added a pedestrian plaza in the area that only connects the parking structure to the office/medical plaza. This is nice, but it won't be an active pedestrian plaza for anyone other than the office workers at best.

There is nothing to draw a pedestrian up to that area. In fact, the placement of the parking structure makes this uninviting to walk around. While the pedestrian plaza is a nice amenity it doesn't enhance the project for the community at large.

While the community recognizes the need for, and demands parking I believe we can do better at how it is integrated into an overall project. Right now the physical separation this parking structure creates at the street feels like an obstacle to creating any street activation as it's completely geared toward cars.

The width of the sidewalks is such a pleasant change from every other developer in the area that getting people out walking up and down the newly restored Stringham Ave will feel safe and inviting except there is nothing going on there to draw anyone.

The design site review does allow you to consider the configuration and this is paramount to address the prominence of the parking structure in relation to the 3 buildings. Parking should not be the overwhelming focus as it is right now. The project manager has asked for ideas versus simply criticizing the development. I wholeheartedly agree and have stated multiple times a village feel where the buildings are closer together with an inviting streetscape frontage is part of what would reduce the office park look and feel.

I am not opposed to office buildings and I understand the ordinance in play that requires a residential component. However, it is also clear that the residential building is an afterthought. The design is mediocre and does nothing to enhance the character of Sugar House.

There is no communal space or gathering spot for people that will actually be living there. The inclusion of ground floor small retail is the best thing about this building offers. It actually activates the space to pedestrians, residents and the community. I wish to see more of this along the newly built Stringham Ave to give people a reason to walk and move about this area. I'd like to avoid a dead zone in the evening to enhance the community and keep public safety in mind.

I believe the developer can make this an amazing space, but at this point has fallen short due to the configuration. Instead of hitting the goals stated in the Sugar House Master Plan and the Planned Development requirements it comes across as that office park.

The parking structure should either be moved behind (south) of the 2nd office building or the building situated on top of it. There should be more cohesion between all 3 buildings that create the feeling of connection.

Thank you for your attention to this project and we appreciate your listening to the concerns expressed by the community in time for the work session. We are all invested in creating a vibrant community in Sugar House. I know the project manager and his team are equally focused on this goal and I hope we can create something great in this area.

Best Regards,

Amy Barry