



PLANNING DIVISION COMMUNITY AND NEIGHBORHOODS

- To: Salt Lake City Planning Commission
- From: Caitlyn Miller, Principal Planner
- Date: September 23, 2020
- Re: PLNPCM2020-00182, PLNPCM2020-00399, and PLNPCM2020-00668 Gateway Storage Planned Development, Design Review, and Special Exception

PLANNED DEVELOPMENT & DESIGN REVIEW

PROPERTY ADDRESS: 134 South 700 West PARCEL ID: 15-02-234-017-0000 MASTER PLAN: Downtown ZONING DISTRICT: GMU (Gateway Mixed Use)

REQUEST: A request by Austin Lundskog, representative of the property owner, for a Planned Development, Design Review of a proposed self-storage facility 130,500 sq. ft. in size at approximately 134 South 700 West. The property is zoned GMU (Gateway Mixed Use). The request involves demolition of existing commercial/light industrial buildings and replacement with a self-storage building with approximately 1,031 storage units of varying sizes. Planned Development approval is required for all new construction in the G-MU zoning district. The applicant is also requesting a modification of 1) the requirement that buildings within the G-MU Zone have at least 70% masonry as an exterior building material, and 2) the allowance of two blank walls longer than 15 feet, which can be granted through the Design Review process. The Applicant has also requested Special Exception approval to allow a reduced number of parking stalls based off of peak demand and a calculation of the total communal/usable area within the project. Per the ordinance the Applicant would need to provide 130 parking stalls; they have proposed 22 stalls with their request.

RECOMMENDATION: Based on the analysis and findings listed in the staff report, planning staff recommends the Planning Commission approve the Planned Development for new construction in the G-MU zoning district. Staff recommends approval of the Design Review for requested modifications of the G-MU urban design provisions allowing 36% of exterior building materials to be CMU block and to allow the inclusion of two blank walls twenty-four feet (24') and twenty-six feet (26') in length. Staff also recommends approval of the Special Exception request to reduce the parking stall count. These recommendations are based on the conditions of approval listed below. Final details regarding these conditions of approval are delegated to planning staff.

1. The applicant shall comply with all other standards and regulations set forth in Salt Lake City code.

- 2. All other applicable zoning standards shall still apply to the development.
- 3. The applicant shall obtain the required demolition permits for the existing buildings and all required permits for the construction of the new self-storage facility.
- 4. Any proposed signage must meet the sizing requirements set forth in the adopted land use ordinances and must be approved by staff prior to signage installation.

ATTACHMENTS:

- **A.** Vicinity Map
- **B.** Photos
- C. Site Drawings and Building Elevations
- D. Applicant Project Description and Submittal Materials
- **E.** Analysis of Standards
- **F.** Public Process and Comments
- G. Department Review Comments

PROJECT DESCRIPTION:

Overview

The applicant is proposing to build a 130,500 sq. ft. self-storage facility with 1,031 storage units of varying sizes. The property currently has existing commercial/light industrial buildings which the Applicant intends to demolish to make way for the new storage facility. The GMU Zone requires any project increasing the floor area or parking by twenty five percent (25%) or more to obtain planned development approval. The subject property is adjacent to a vacant field to the north, an open storage yard to the south, and Interstate-15 to the west.

The proposal consists of a single 3-story building 45-feet in height. The proposed building is set back roughly 5 feet from the front property line (along 700 West), 39 feet from the northern side property line, 33-46 feet from the southern side property line and 33-35 feet from the rear property line. The proposal includes two gated accesses; one each at the northern and southern ends of the principal building. The primary vehicular access is at the southern end of the building where there is also a small parking lot to serve the employees and customers of the self-storage facility. Both drive accesses access onto 700 West which is a public street.





Salt Lake City Planning Division, 8/12/202

The primary building entrance will be located on the southern face of the building nearby 700 West. This entry will lead to the leasing office and will have direct access to the parking lot. While the primary entrance faces the southern side property line the Applicant has proposed a secondary entrance facing 700 West. The majority of the area surrounding the rear and northern side of the building will be asphalted to allow for adequate fire service and to provide customers ample room to navigate around other parked vehicles. There will be multiple

loading areas provided at the rear of the building so customers can load or unload their items without impeding vehicular or pedestrian traffic along 700 West. Trash facilities will be located in the southwestern corner of the subject property and will be fully screened from public view.

The proposed exterior building materials include CMU block (36%), aluminum storefront windows (41%), and metal siding panels (24%). The applicant has provided a detailed narrative about their proposal and design considerations in Attachment D.

The Site and Context

The subject property is located midblock on 700 West between 100 South and 200 South. 700 West terminates in a dead-end along this stretch and the subject property and its neighboring properties have limited connection to other surrounding parcels. The subject property is bordered to the east by the railroad tracks and to the west by the Interstate-15 right of way and barricade walls. The abutting properties to the north and south are vacant with some small accessory buildings.

Parking and Access

The proposal includes two gated accesses; one each at the northern and southern ends of the principal building. The primary vehicular access is at the southern end of the building where there is also a small parking lot to serve the employees and customers of the self-storage facility. Both drive accesses access onto 700 West which is a public street. The Applicant has requested approval of a Special Exception to allow them to provide 22 parking stalls instead of the 130 required by the ordinance. Commercial developments in the G-MU Zone are required to provide 1 parking stall for every 1,000 square feet of "usable space" above 15,000 square feet. The Applicant asserts this amount of parking is unnecessary for a self-storage facility and has provided data on peak parking demand and calculations of the "common area" in the building.

KEY CONSIDERATIONS:

The key considerations listed below were identified through planning staff's analysis of the project.

Planned Development Objective: Master Plan Implementation

Typically, planned developments are requested in order to modify certain zoning standards that normally apply to developments. The purpose of the planned development process is to achieve a "more enhanced product than would be achievable through strict application of the land use regulations." In addition, through the planned development process the City seeks to achieve a number of other objectives, such as preservation of significant buildings, green development, and coordination of buildings in a development. The Gateway Mixed Use (G-MU) Zone requires any project which will result in an increase of size of existing buildings by more than 25% to go through the Planned Development Process.

The Applicant states this proposal upholds the Planned Development Objective of Master Plan implementation. The subject property is located in the Downtown Master Plan's Depot District and the Plan's intent is for this area to become a vibrant urban neighborhood. The map associated with this district does not indicate the subject property is a property where higher-density housing should be constructed. The subject property is located on a dead-end public street and backs up directly to the I-15 corridor. The Applicant asserts this project implements the Downtown Master Plan by constructing a self-storage facility at the subject property instead of an urban neighborhood or higher-density housing project where the Plan does not indicate one should be developed.

Request to modify requirement for 70% of exterior building materials to be masonry, etc.

Self-storage facilities are permitted uses in the GMU Zone and are built with the security of their customers' items in mind. The Applicant has incorporated a large amount of glass on all three floors to increase the visual interest to residents and customers in the area. The percentage of glass totals out to 41%. Additionally, 24% of the building's exterior materials will be a metal panel siding which will add texture to the facades of the building. The remaining 36% of exterior building materials will be a CMU block. Building design and materials are appropriate to a warehouse building in what is a traditional warehouse neighborhood. Its location between I-15 and the railroad tracks and its low-profile height and design are compatible with its utilitarian use. The proposed building will not be inhospitable to the surrounding area as it develops into the dense urban neighborhood called for by the Downtown Master Plan.

Request to modify requirement for blank walls to be no longer than fifteen feet (15')

There are two blank walls in this proposal which exceed the 15' maximum length. They are 24' and 26' feet in length and span across the eastern stairwell and a few storage units. Instead of providing glass in these areas which would look into customers' storage units and a predominately vacant stairwell the Applicant has proposed solid walls at these locations which will be treated with a 20' wide trellis and climbing plants. This proposal meets the intent of the design standard in that there will be a unique texture and material at these locations which will increase the visual interest of the project to passing motorists and pedestrians. Additionally, the Applicant intends these trellises to satisfy the requirement of the G-MU Zone for public art and amenities. The plants growing on these trellises will provide softscape in addition to the project landscaping and will further increase the aesthetics of the self-storage building.

Special Exception request for Alternative Parking Arrangement

The Gateway Mixed Use (G-MU) Zone requires all commercial uses to provide one parking space for every 1,000 square feet of usable space after 10,000 square feet. Since this proposed building is over 130,000 square feet in size the ordinance requires 130 parking spaces. The Applicant has requested a Special Exception to allow an alternative parking arrangement following his submittal of a traffic generation study. The data the Applicant has provided indicates the peak parking needs of the facility will be as follows:

	Weekdays	Weekends
AM Vehicle Traffic	4 to 5 vehicles	12 to 14 vehicles
Per Hour		
PM Vehicle Traffic	7 to 8 vehicles	8 to 9 vehicles
Per Hour		

Additionally, the Applicant provided a calculation of the amount of space in the building that is taken up by storage units and indicates 29,860 square feet of common area remains. The Applicant asserts that the square footage taken up by the storage units should not count towards the amount of usable square feet because the occupants of the building will not have access to all of this area. By the Applicant's calculation 19.8 parking stalls are required; they have provided 22 stalls, including the loading/unloading stalls.

DISCUSSION:

Following review of the proposed self-storage facility staff believes the proposal, along with the Applicant's requested modifications, generally meet the intent and requirements of the adopted land use ordinances. Self-storage is a permitted use in the G-MU Zone and the Applicant has provided a design that is compatible with the warehouse style of the neighborhood. Staff recommends approval of the Applicant's requests for Planned Development, Design Review, and Special Exception approval subject to the conditions of approval within this staff report.

NEXT STEPS:

Approval of Planned Development, Design Review & Special Exception

If the requests are approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by other city departments and the Planning Commission. The applicant will be able to submit plans for building permits and certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Denial of Planned Development, Design Review & Special Exception

If the design review request for the proposed mix of exterior building materials and the blank walls on which the trellises are proposed are denied, the applicant would still be able to construct the project as proposed, with the exception of the exterior materials that would have to comply with the urban design provisions of the G-MU zone which require that 70% of exterior materials be brick, masonry, textured or patterned concrete and or cut stone and that the blank walls on which the trellises are proposed would not be permitted longer than 15 feet.

If the entire planned development request is denied, the applicant would need to submit a new planned development application and go through the process since planned development approval is required for all new construction in the G-MU zone. Since self-storage facilities are required to go through the Design Review process the Applicant would likewise need to reapply for Design Review approval as part of their project. Special Exceptions may be approved administratively by the Planning Director. Denial by the Planning Commission would require the Applicant to either provide 130 parking spaces per code or reapply for administrative approval.

ATTACHMENT A: Vicinity Maps



Subject Property and Neighboring Properties Map

Vicinity Zoning Map



ATTACHMENT B: Photos











ATTACHMENT C: Site Drawings and Building Elevations





PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS, OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON_ CONSTITUTE TRADE SECRET, MISAPPROPRIATION, IN VIOLATION OF I.C. 24–2–31 ET. SEQ. AND OTHER LAWS.	VINCENT DESIGN GROUP INC	A01 EAST 1700 SOUTH, SALT LAKE CITY, UTAH _(801-484-2046	
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	REVISION			
SYM.	DESCRIPTION	DATE	APPROVAL	CAD
1	STORAGE LAYOUT PROPOSAL	8/26/19	BARNETT	TMN
2	REVISED PER OWNER MEETING	10/23/19	BARNETT	TROY
3	REVISED LAYOUT	12/11/19	BARNETT	TROY
4	UPDATE PER OWNER	1/10/20	BARNETT	TROY
5	UPDATE PER OWNER	5/12/20	BARNETT	TMN



VICINITY MAP SCALE: N.T.S.

DRAWING INDEX

SHEET	DESCRIPTION
C0.00	CIVIL COVER SHEET
C0.01	GENERAL NOTES, LEGEND AND ABBREVIATIONS
C1.01	HORIZONTAL CONTROL PLAN
C2.01	GRADING AND DRAINAGE PLAN
C2.10	EROSION CONTROL PLAN
C4.01	SITE UTILITY PLAN
C5.01	CIVIL DETAILS
C5.02	CIVIL DETAILS

PRIOR TO WORKING IN THE PUBLIC RIGHT OF WAY, A LICENSED, INSURED, AND BONDED CONTRACTOR, WHO HAS SAID INFORMATION ON FILE WITH SLC ENGINEERING, MUST OBTAIN A PUBLIC RIGHT OF WAY PERMIT FROM SLC ENGINEERING AND PERHAPS A TRANSPORTATION PERMIT. ALL WORK IN PUBLIC RIGHT OF WAY SHALL FOLLOW APWA STANDARD PLANS.

ALL WORK AND MATERIALS FOR WATER MUST CONFORM TO SALT LAKE PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS

ALL WORK AND MATERIALS FOR SEWER MUST CONFORM TO SALT LAKE PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS

ALL WORK AND MATERIALS IN THE PUBLIC RIGHT-OF-WAY MUST CONFORM TO APWA AND SALT LAKE CITY STANDARD PRACTICES, STANDARDS AND SPECIFICATIONS

> DEVELOPER **RED PARTNER VENTURES** AUSTIN LUNDSKOG 435-535-5484 AUSTIN@RED-PV.COM

Structural Engineering • Land Surveying & HDS

	SALT LAKE CITY PUBLIC UTIL	ITIES GENERAL NOTES	GENERAL NOTES
1.	COMPLIANCE ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS	FUTURE CONSTRUCTION ACTIVITIES. EXISTING UTILITY INFORMATION OBTAINED FROM SLC PUBLIC UTILITIES' MAPS MUST BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION.	1.1 COMPLIANCE 1. ALL WORK TO CONFORM TO GOVERNING MUNICIPALITY'S STANDARDS, SPECIFICATIONS AN
	AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, AND SLC PUBLIC UTILITIES MODIFICATIONS TO APWA STANDARD PLANS AND APPROVED MATERIALS AND SLC PUBLIC UTILITIES APWA SPECIFICATIONS MODIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED IN WRITING BY THE SALT LAKE CITY DIRECTOR OF PUBLIC UTILITIES.	 CONTACT BLUE STAKES OR APPROPRIATE OWNER FOR COMMUNICATION LINE LOCATIONS. D. UTILITY RELOCATIONS - FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE APPLICABLE UTILITY COMPANY OR USER A MINIMUM OF 2-WEEKS IN ADVANCE. A ONE-WEEK MINIMUM NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. ALL RELOCATIONS ARE SUBJECT TO APPROVAL FROM THE APPLICABLE UTILITY COMPANY AND/OR USED 	 REQUIREMENTS. 2. ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLLOWING: INTERNATIO BUILDING CODE (IBC), THE INTERNATIONAL PLUMBING CODE, STATE DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, ADA ACCESSIBIL GUIDELINES. 3. ALL CONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS MUST HAVE PLANS AND REVISIONS MUST HAVE PLANS.
2.	COORDINATION THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL APPROPRIATE GOVERNMENT AND PRIVATE ENTITIES ASSOCIATED WITH THE PROJECT. THE FOLLOWING MUST BE CONTACTED 48-HOURS PRIOR TO CONSTRUCTION AS APPLICABLE TO THE PROJECT: PUBLIC UTILITIES: BACKFLOW PREVENTION - 483-6795	USER. E. FIELD CHANGES - NO ROADWAY, UTILITY ALIGNMENT OR GRADE CHANGES ARE ALLOWED FROM THE APPROVED CONSTRUCTION PLANS/DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE SLC PUBLIC UTILITIES DIRECTOR. CHANGES TO HYDRANT LOCATIONS AND/OR FIRE LINES MUST BE REVIEWED AND APPROVED BY THE SALT LAKE CITY OR SALT LAKE COUNTY FIRE DEPARTMENT (AS APPLICABLE TO THE DEPORTED WITH DURING THE TABLE	 WRITTEN APPROVAL. 1.2 PERMITTING AND INSPECTIONS PRIOR TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAK SURE THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO CONSTRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED THOROUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE
	DEVELOPMENT REVIEW ENGINEERING - 483-6781 INSPECTIONS, PERMITS, CONTRACTS & AGREEMENTS - 483-6727 PRETREATMENT - 799-4002 STORM WATER - 483-6751 SLC DEPARTMENTS: ENGINEERING - PUBLIC WAY PERMITS AND ISSUES - 535-6248	 THE PROJECT) AND PUBLIC UTILITIES. F. PUBLIC NOTICE TO PROJECTS IN THE PUBLIC WAY- FOR APPROVED PROJECTS THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND DISTRIBUTE WRITTEN NOTICE TO ALL RESIDENTS LOCATED WITHIN THE PROJECT AREA AT LEAST 72-HOURS PRIOR TO CONSTRUCTION. WORK TO BE CONDUCTED WITHIN COMMERCIAL OR INDUSTRIAL AREAS MAY REQUIRE A LONGER NOTIFICATION PERIOD AND ADDITIONAL CONTRACTOR COORDINATION 	 PERMITTING AUTHORITIES. 2. CONTRACTOR IS RESPONSIBLE FOR SCHEDULING AND NOTIFYING ARCHITECT/ENGINEER O INSPECTING AUTHORITY 48 HOURS IN ADVANCE OF COVERING UP ANY PHASE OF CONSTRUCTION REQUIRING OBSERVATION. 3. ANY WORK IN THE PUBLIC RIGHT-OF-WAY WILL REQUIRE PERMITS FROM THE APPROPRIATE CITY, COUNTY OR STATE AGENCY CONTROLLING THE ROAD AND WITH APPROPRIATE INSPECTIONS.
	ENGINEERING - SUBDIVISIONS - 535-6159 FIRE DEPARTMENT - 535-6636 PERMITS AND LICENSING (BLDG SERVICES) - 535-7752 PLANNING AND ZONING - 535-7700 TRANSPORTATION - 535-6630 - ALL OTHER POTENTIALLY IMPACTED GOVERNING AGENCIES OR ENTITIES	 WITH PROPERTY OWNERS. THE WRITTEN NOTICE IS TO BE APPROVED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER. G. PUBLIC NOTICE FOR WATER MAIN SHUT DOWNS - THROUGH THE SLC PUBLIC UTILITIES INSPECTOR AND WITH THE PUBLIC UTILITIES PROJECT ENGINEER APPROVAL, SLC PUBLIC UTILITIES MUST BE CONTACTED AND APPROVE ALL WATER MAIN SHUTDOWNS. ONCE APPROVED THE CONTRACTOR MUST NOTIFY ALL EFFECTED USERS BY WRITTEN 	 1.3 COORDINATION & VERIFICATION ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED B THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ARCHITECT/ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTI FOR NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN
	 ALL WATER USERS INVOLVED IN WATER MAIN SHUTDOWNS APPLICABLE SEWER, WATER AND DRAINAGE DISTRICTS BLUESTAKES LOCATING SERVICES - 532-5000 COUNTY FIRE DEPARTMENT - 743-7231 COUNTY FLOOD CONTROL - 468-2779 COUNTY HEALTH DEPARTMENT - 385-468-3913 COUNTY PUBLIC WAY PERMITS - 468-2241 	 NOTICE A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO THE WATER MAIN SHUT DOWN. PUBLIC UTILITIES MAY REQUIRE LONGER NOTICE PERIODS. WATER AND SEWER SEPARATION - IN ACCORDANCE WITH UTAH'S DEPARTMENT OF HEALTH REGULATIONS, A MINIMUM TEN-FOOT HORIZONTAL AND 1.5-FOOT VERTICAL (WITH WATER ON TOP) SEPARATION IS REQUIRED. IF THESE CONDITIONS CANNOT BE MET, STATE AND SLC PUBLIC UTILITIES APPROVAL IS REQUIRED. 	 INCORRECTLY ON THESE PLANS, IF NOT VERIFIED AND NOTIFICATION OF CONFLICTS HAVE BEEN BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER. CONTRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP AN QUESTIONS BEFOREHAND. NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSI THAT CAN BE EASILY OBSERVED. CONTRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES, INCLUDING BUT NOT LIMITED LANDSCAPE PLANS, SITE ELECTRICAL SITE LIGHTING PLANS AND ELECTRICAL SERVICE TO
-	 HOLLADAY CITY - 272-9450 SALT LAKE COUNTY HIGHWAY DEPARTMENT - 468-3705 OR 468-2156 THE UTAH TRANSIT AUTHORITY FOR RE-ROUTING SERVICE - 262-5626 UNION PACIFIC RAILROAD CO., SUPERINTENDENTS OFFICE - 595-3405 UTAH DEPARTMENT OF TRANSPORTATION, REGION #2 - 975-4800 UTAH STATE ENGINEER - 538-7240 	 ADDITIONAL CONSTRUCTION MEASURES WILL BE REQUIRED FOR THESE CONDITIONS. SALVAGE - ALL METERS MUST BE RETURNED TO PUBLIC UTILITIES, AND AT PUBLIC UTILITIES REQUEST ALL SALVAGED PIPE AND/OR FITTINGS MUST BE RETURNED TO SLC PUBLIC UTILITIES (483-6727) LOCATED AT 1530 SOUTH WEST TEMPLE. 	 BUILDING(S), MECHANICAL PLANS FOR LOCATION OF SERVICES TO THE BUILDING(S), INCLU FIRE PROTECTION, ARCHITECTURAL SITE PLAN FOR DIMENSIONS, ACCESSIBLE ROUTES, ET NOT SHOWN ON CIVIL PLANS. CONTRACTOR IS TO COORDINATE LOCATION OF NEW TELEPHONE SERVICE, GAS SERVICE, CABLE, ETC. TO BUILDING WITH THE APPROPRIATE UTILITY COMPANY. FOR TELEPHONE, CONTRACTOR TO FURNISH CONDUIT, PLYWOOD BACKBOARD, AND GROUND WIRE, AS REQU
3.	SCHEDULE PRIOR TO CONSTRUCTION THE CONTRACTOR WILL PROVIDE, AND WILL UPDATE AS CHANGES OCCUR, A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE SPECIFICATIONS AND SALT LAKE CITY ENGINEERING OR SALT LAKE COUNTY REGULATIONS AS APPLICABLE FOR WORKING WITHIN THE PUBLIC WAY. PERMITS, FEES AND AGREEMENTS	J. SEWER MAIN AND LATERAL CONSTRUCTION REQUIREMENTS - SLC PUBLIC UTILITIES MUST APPROVE ALL SEWER CONNECTIONS. ALL SEWER LATERALS 6-INCHES AND SMALLER MUST WYE INTO THE MAINS PER SLC PUBLIC UTILITIES REQUIREMENTS. ALL 8-INCH AND LARGER SEWER CONNECTIONS MUST BE PETITIONED FOR AT PUBLIC UTILITIES (483-6762) AND CONNECTED AT A MANHOLE. INSIDE DROPS IN MANHOLES ARE NOT ALLOWED. A MINIMUM 4-FOOT BURY DEPTH IS REQUIRED ON ALL SEWER MAINS AND LATERALS. CONTRACTOR SHALL INSTALL INVERT COVERS IN ALL SEWER MANHOLES WITHIN THE PROJECT AREA.	 SAFETY AND PROTECTION CONTRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION CONTRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL O REQUIREMENTS. CONTRACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVER SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OR WORKERS AND PUBLIC.
	CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT SALT LAKE CITY ENGINEERING (535-6248) FOR PERMITS AND INSPECTIONS REQUIRED FOR ANY WORK CONDUCTED WITHIN SALT LAKE CITY'S PUBLIC RIGHT-OF-WAY. APPLICABLE UTILITY PERMITS MAY INCLUDE MAINLINE EXTENSION AGREEMENTS AND SERVICE CONNECTION PERMITS. ALL UTILITY WORK MUST BE BONDED. ALL CONTRACTORS MUST BE LICENSED TO WORK ON CITY UTILITY MAINS. CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (UPDES) STORM WATER PERMIT FOR CONSTRUCTION	CONTRACTOR TO PROVIDE AIR PRESSURE TESTING OF SEWER MAINS IN ACCORDANCE WITH PIPE MANUFACTURERS RECOMMENDATIONS AND SALT LAKE CITY PUBLIC UTILITIES REQUIREMENTS. ALL PVC SEWER MAIN AND LATERAL TESTING SHALL BE IN ACCORDANCE WITH UNI-BELL UN-B-6-98 RECOMMENDED PRACTICE FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE. CONTRACTOR SHALL PROVIDE SEWER LATERAL WATER TESTING AS REQUIRED BY THE SALT LAKE CITY PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. A MINIMUM OF 9-FEET OF HEAD PRESSURE IS REQUIRED AS MEASURED VERTICAL V FROM THE HIGH POINT OF THE PIPE INE AND	 CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC PRIVATE PROPERTY, ROADWAYS, AND UTILITY IMPROVEMENTS. DAMAGE TO EXISTING IMPROVEMENTS CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR HIS/HER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID IMPROVEMENTS. CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVE PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGIN MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION.
5.	ACTIVITIES (538-6923). A COPY OF THE PERMIT'S STORM WATER POLLUTION PREVENTION PLAN MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADDITIONAL WATER QUALITY AND EROSION CONTROL MEASURES MAY BE REQUIRED. THE CONTRACTOR MUST ALSO COMPLY WITH SALT LAKE CITY'S CLEAN WHEEL ORDINANCE. ASPHALT AND SOIL TESTING THE CONTRACTOR IS TO PROVIDE MARSHALL AND PROCTOR TEST DATA 24 HOURS PRIOR TO USE	AT OTHER LOCATIONS ALONG THE PIPELINE AS DETERMINED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. TESTING TIME WILL BE NO LESS THAN AS SPECIFIED FOR THE AIR TEST DURATION IN TABLE I ON PAGE 12 OF UNI-B-6-98. ALL PIPES SUBJECT TO WATER TESTING SHALL BE FULLY VISIBLE TO THE INSPECTOR DURING TESTING. TESTING MUST BE PERFORMED IN THE PRESENCE OF A SLC PUBLIC UTILITIES REPRESENTATIVE. ALL VISIBLE LEAKAGE MUST BE REPAIRED TO THE SATISFACTION OF THE SLC PUBLIC UTILITIES ENGINEER OR INSPECTOR.	 IT IS THE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FR THE APPROPRIATE GOVERNMENT AGENCY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS. CONTRACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FL PERSONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS. ALL CONSTRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO T "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.
	CONTRACTOR IS TO PROVIDE MARSHALL AND PROCIDENT TEST DATA 24-HOURS PRIOR TO USE. CONTRACTOR IS TO PROVIDE COMPACTION AND DENSITY TESTING AS REQUIRED BY SALT LAKE CITY ENGINEERING, UDOT, SALT LAKE COUNTY OR OTHER GOVERNING ENTITY. TRENCH BACKFILL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS, SECTION 330520 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE SLC PROJECT ENGINEER IF NATIVE MATERIALS ARE USED. NO NATIVE MATERIALS ARE ALLOWED WITHIN THE PIPE ZONE. THE MAXIMUM LIFTS FOR BACKFILLING EXCAVATIONS IS 8-INCHES. ALL MATERIALS AND COMPACTION TESTING IS TO BE PERFORMED BY A LAB RECOGNIZED AND ACCEPTED BY SALT LAKE COUNTY PUBLIC WORKS AND/OR SALT LAKE CITY ENGINEERING.	K. WATER AND FIRE MAIN AND SERVICE CONSTRUCTION REQUIREMENTS - SLC PUBLIC UTILITIES MUST APPROVE ALL FIRE AND WATER SERVICE CONNECTIONS. A MINIMUM 3-FOOT SEPARATION IS REQUIRED BETWEEN ALL WATER AND FIRE SERVICE TAPS INTO THE MAIN. ALL CONNECTIONS MUST BE MADE MEETING SLC PUBLIC UTILITIES REQUIREMENTS. A 5-FOOT MINIMUM BURY DEPTH (FINAL GRADE TO TOP OF PIPE) IS REQUIRED ON ALL WATER/FIRE LINES UNLESS OTHERWISE APPROVED BY PUBLIC UTILITIES. WATER LINE THRUST BLOCK AND RESTRAINTS ARE AS PER SLC APPROVED DETAIL DRAWINGS AND SPECIFICATIONS. ALL EXPOSED NUTS AND BOLTS WILL BE COATED WITH CHEVRON FM1 GREASE PLUS MINIMUM 8 MIL THICKNESS PLASTIC. DROVIDE STAINLESS STEEL NUTS POLTS AND WATERS FOR HIGH CPOLINDWATER/ SATURATED.	 CONTRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS. CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY STANDARDS. CONTRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT ADJACENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WAT RUNOFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNEC WITH CONSTRUCTION. SUBMIT A STORM WATER POLLUTION PREVENTION PLAN, IF REQUIRI 11. WORK IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOD DELAY AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND
6.	TRAFFIC CONTROL AND HAUL ROUTES TRAFFIC CONTROL MUST CONFORM TO THE MOST CURRENT EDITION OF SALT LAKE CITY TRAFFIC CONTROL MANUAL - PART 6 OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR SALT LAKE COUNTY AND STATE ROADS. SLC TRANSPORTATION MUST APPROVE ALL PROJECT HAUL ROUTES (535-7129). THE CONTRACTOR MUST ALSO CONFORM TO UDOT, SALT LAKE COUNTY OR OTHER APPLICABLE GOVERNING ENTITIES REQUIREMENTS FOR TRAFFIC CONTROL.	ALL WATERLINES INSTALLATIONS AND TESTING TO BE IN ACCORDANCE WITH AWWA SECTIONS C600, C601, C651, C206, C200, C900, C303 AWWA MANUAL M11 AND ALL OTHER APPLICABLE AWWA, UPWS, ASTM AND ANSI SPECIFICATIONS RELEVANT TO THE INSTALLATION AND COMPLETION OF THE PROJECT. AMENDMENT TO SECTION C600 SECTION 4.1.1; DOCUMENT TO READ MINIMUM TEST PRESSURE SHALL NOT BE LESS THAN 200 P.S.I. GAUGED TO A HIGH POINT OF THE PIPELINE BEING	 THE TRAVELING PUBLIC. 12. CONTRACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS BETWEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAIN AND FOR INGRESS AND EGRESS TO NEW CONSTRUCTION. 13. NATURAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL CONSTRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE ANTICIPATION OF CONSTRUCTION SHALL BE AVOIDED. CONSTRUCTION TRAFFIC SHALL BE UNITED TO ONE ADDROADULTO THE OTHER ADDROADULATED EXCLUDING THE SITE INTERPATION OF CONSTRUCTION SHALL BE AVOIDED.
7.	SURVEY CONTROL CONTRACTOR MUST PROVDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS APPROVED. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE GRADE OF THE MAIN AND/OR FACILITY AS APPROVED. IN ADDITION, THE CONTRACTOR AND/OR SURVEYOR SHALL PROVIDE TO SALT LAKE CITY PUBLIC UTILITIES CUT SHEETS FILLED OUT COMPLETELY AND CLEARLY SHOWING THE PERTINENT GRADES, ELEVATIONS AND CUT/FILLS ASSOCIATED WITH THE FIELD STAKING OF THE MAIN AND/OR FACILITY. THE CUT SHEET FORM IS AVAILABLE AT THE CONTRACTS AND AGREEMENTS OFFICE AT	TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM OPERATING PRESSURE. CONTRACTOR IS TO INSTALL WATER SERVICE LINES, METER YOKES AND/OR ASSEMBLIES AND METER BOXS WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE PUBLIC UTILITIES DETAIL DRAWINGS. METER BOXES ARE TO BE PLACED IN THE PARK STRIPS PERPENDICULAR TO THE WATERMAIN SERVICE TAP CONNECTION. ALL WATER METERS, CATCH BASINS, CLEANOUT BOXES, MANHOLES, DOUBLE CHECK VALVE DETECTOR ASSEMBLIES, REDUCED PRESSURE DETECTOR ASSEMBLIES AND BACKFLOW PREVENTION DEVICES MUST BE LOCATED OUTSIDE OF ALL APPROACHES. DRIVEWAYS, PEDESTRIAN WALKWAYS AND OTHER TRAVELED WAYS LINE FESS	 LIMITED TO ONE APPROACH TO THE SITE. THE APPROACH SHALL BE DESIGNATED BY THE OWNER OR GOVERNING AGENCY. 14. THE CONTRACTOR SHALL TAKE REASONABLE MEASURE TO PROTECT EXISTING IMPROVEM FROM DAMAGE AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATI SHALL BE REPAIRED OR RECONSTRUCTED TO THE ENGINEER/OWNER'S SATISFACTION AT T EXPENSE OF THE CONTRACTOR. 1.5 MATERIALS SITE CONCRETE SHALL BE A MINIMUM 6.5 BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUM WITH 5 + OR - 1% AIR ENTRAINMENT. UNLESS SPECIFIED OTHERWISESEE SPECIFICATION
0	PUBLIC UTILITIES. ALL MAINS AND LATERALS NOT MEETING MINIMUM GRADE REQUIREMENTS AS SPECIFIED BY ORDINANCE OR AS REQUIRED TO MEET THE MINIMUM REQUIRED FLOWS OR AS APPROVED MUST BE REMOVED AND RECONSTRUCTED TO MEET DESIGN GRADE. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS UNTIL PUBLIC UTILITY SURVEYORS COMPLETE FINAL MEASUREMENTS. THE CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE COUNTY SURVEYOR (468-2028) FOR MONUMENT LOCATIONS AND CONSTRUCTION REQUIREMENTS. ALL ELEVATIONS SHALL BE REFERENCED TO SALT LAKE CITY DATUM UNLESS NOTED OTHERWISE ON THE PLANS.	OTHERWISE APPROVED ON PLANS. BACKFLOW PREVENTORS ARE REQUIRED ON ALL IRRIGATION AND FIRE SPRINKLING TAPS PER PUBLIC UTILITIES AND SLC FIRE DEPARTMENT REQUIREMENTS. CONTRACTORS SHALL INSTALL BACKFLOW PREVENTION DEVICES ON FIRE SPRINKLER CONNECTIONS. DOUBLE CHECK VALVE ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE VALVES SHALL BE INSTALLED ON CLASS 4 SYSTEMS. ALL FIRE SPRINKLING BACKFLOW ASSEMBLIES SHALL CONFORM TO ASSE STANDARD 1048, 1013, 1047 AND 1015. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER SALT LAKE CITY STANDARDS AND	 A. SLABS-ON-GRADE WILL BE TYPICALLY SCORED (1/4 THE DEPTH) AT INTERVALS NOT TO EXCEED THEIR WIDTH OR 12 TIMES THEIR DEPTH, WHICHEVER IS LESS. SCORING WILL E PLACED TO PREVENT RANDOM CRACKING. FULL DEPTH EXPANSION JOINTS WILL BE PLA AGAINST ANY OBJECT DEEMED TO BE FIXED, CHANGES IN DIRECTION AND AT EQUAL INTERVALS NOT TO EXCEED 50 FEET. B. CONCRETE WATERWAYS, CURBWALLS, MOWSTRIPS, CURB AND GUTTER, ETC. WILL TYPICALLY BE SCORED (1/4 THE DEPTH AT INTERVALS NOT TO EXCEED 10 FEET AND HA FULL DEPTH EXPANSION JOINTS AT EQUAL SPACING NOT TO EXCEED 50 FEET. C. UNLESS OTHERWISE NOTED, ALL SLABS-ON-GRADE WILL HAVE A MINIMUM 8" TURNED-DOM
0.	THE CONTRACTOR SHALL REMOVE, DISPOSE OF, FURNISH AND PLACE PERMANENT ASPHALT PER SALT LAKE CITY ENGINEERING, UDOT, COUNTY, OR OTHER GOVERNMENT STANDARDS AS APPLICABLE TO THE PROJECT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY.	 SUBMIT RESULTS TO PUBLIC UTILITIES. ALL TESTS MUST BE PERFORMED AND SUBMITTED TO PUBLIC UTILITIES WITHIN 10 DAYS OF INSTALLATION OR WATER TURN-ON. BACKFLOW TEST FORMS ARE AVAILABLE AT PUBLIC UTILITIES' CONTRACTS AND AGREEMENTS OFFICE. <i>GENERAL WATER, SEWER AND STORM DRAIN REQUIREMENTS</i> - ALL WATER, FIRE AND SEWER SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND 	 EDGE TO HELP CONTROL FROST HEAVE. D. UNLESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM GRAVEL BASE OVER A WELL COMPACTED (90%) SUBGRADE. E. ALL EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED OR BROOMED. ANY "PLASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN". F. ALL JOINTS (CONTROL, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED N
9.	IF THE CONTRACTOR CHOOSES TO WORK WITHIN THE PUBLIC WAY WHEN HOT MIX ASPHALT IS NOT AVAILABLE, THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE APPROPRIATE GOVERNING ENTITY PRIOR TO INSTALLING TEMPORARY ASPHALT SURFACING MATERIAL. WITHIN SALT LAKE CITY, WHEN PERMANENT ASPHALT BECOMES AVAILABLE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ASPHALT, FURNISH AND INSTALL THE PERMANENT ASPHALT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY FROM THE DATE OF COMPLETION	FIRE SERVICES MUST BE KILLED AT THE MAIN AND SEWER LATERALS CAPPED AT PROPERTY LINE PER PUBLIC UTILITIES REQUIREMENTS. ALLOWABLE SERVICES TO BE KEPT WILL BE AS DETERMINED BY THE PUBLIC UTILITIES PROJECT ENGINEER. ALL WATER AND FIRE SERVICE KILLS AND SEWER LATERAL CAPS ARE TO BE KILLED AND CAPPED AS DETERMINED AND VISUALLY VERIFIED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR. ALL MANHOLES, HYDRANTS, VALVES, CLEAN-OUT BOXES, CATCH BASINS, METERS, ETC. MUST BE PAISED OR LOWERED TO FINAL GRADE BER PUBLIC UTILITIES STANDARDS AND INSPECTOR.	 A ONE PART POLYURETHANE SEALANT (SEE SPECIFICATION). 2. ASPHALTIC CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 6" OF COMPACTED (95%) F BASE OVER PROPERLY PREPARED AND COMPACTED (90%) SUBGRADE, UNLESS NOTED OTHERWISESEE SPECIFICATIONS, AND DETAIL 'D1' SHEET C5.01 A. ASPHALT COMPACTION SHALL BE A MINIMUM 96% (MARSHALL DESIGN). B. SURFACE COARSE SHALL BE ½ " MINUS. MIX DESIGN TO BE SUBMITTED FOR APPROVAL LEAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE. C. AC PAVEMENT TO BE A ½" ABOVE UP OF ALL GUTTER AFTER COMPACTION
10	. SAFETY THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA, STATE, COUNTY AND OTHER GOVERNING ENTITY REQUIREMENTS.	REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS AND VALVES PER PUBLIC UTILITIES STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED AS REQUIRED BY THE PUBLIC UTILITIES INSPECTOR. ALL MANHOLE, CLEANOUT BOX OR CATCH BASIN DISCONNECTIONS MUST BE REPAIRED AND	 D. THICKNESSES OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPR 3/4" MINUS DESIGN. 1.6 GRADING / SOILS SITE GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND THE
11	THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS. DUST CONTROL	GROUTED AS REQUIRED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR. CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION. UTILITY TRENCHING, BACKFILL, AND PIPE ZONE AS PER SLC PUBLIC UTILITIES, "UTILITY INSTALLATION DETAIL."	RECOMMENDATIONS SET FORTH IN THE SOILS REPORT, WHICH BY REFERENCE ARE A PART THE REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE PRECEDENCE, UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR SHALL NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN THE SOILS REPORT AND TH PLANS.
12	THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO THE GOVERNING ENTITY STANDARDS. USE OF HYDRANT WATER OR PUMPING FROM CITY-OWNED CANALS OR STORM DRAINAGE FACILITIES IS NOT ALLOWED FOR DUST CONTROL ACTIVITIES WITHOUT WRITTEN APPROVAL OF THE PUBLIC UTILITIES DIRECTOR.	M. STREETLIGHTS- ALL WORK SHALL BE INSTALLED IN ACCORDANCE WITH THE MOST CURRENT SALT LAKE CITY STANDARDS AND N.E.C. (NATIONAL ELECTRICAL CODE). A STREET LIGHTING PLAN SHOWING WIRING LOCATION, WIRING TYPE, VOLTAGE, POWER SOURCE LOCATION, CONDUIT SIZE AND LOCATION SHALL BE SUBMITTED TO SALT LAKE CITY AND BE APPROVED PRIOR TO CONSTRUCTION. NO	 THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, YIELDING OR UNSUITABLE MATERIALS AND REPLACING WITH SUITABLE MATERIALS AS SPECIN THE SOILS REPORT. ALL EXCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR MAXIMUM DENSITY PER ASTM TEST D-1557, EXCEPT UNDER BUILDING FOUNDATIONS WHER SHALL BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL BE 98% MIN. OF MAXIMUM DENSITY.
10	ALL ON-SITE DEWATERING ACTIVITIES MUST BE APPROVED IN WRITING BY PUBLIC UTILITIES. PROPOSED OUTFALL LOCATIONS AND ESTIMATED FLOW VOLUME CALCULATIONS MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADEQUATE MEASURES MUST BE TAKEN TO REMOVE ALL SEDIMENT PRIOR TO DISCHARGE. PUBLIC UTILITIES MAY REQUIRE ADDITIONAL MEASURES FOR SEDIMENT CONTROL AND REMOVAL.	DEVIATION OF STREETLIGHT, PULL BOXES, CONDUITS, AND ETC. LOCATIONS SHALL BE PERMITTED WITHOUT PRIOR WRITTEN APPROVAL FROM THE STREET LIGHTING PROGRAM MANAGER OR HIS/HER REPRESENTATIVE. STREETLIGHT POLES SHALL NOT BE INSTALLED WITHIN 5 FEET OF A FIRE HYDRANT. THE LOCATION SHALL BE SUCH THAT IT DOES NOT HINDER THE OPERATION OF THE FIRE HYDRANT AND WATER LINE OPERATION VALVES.	 NOT EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. CONTRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTE SOILS ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITH THE BUILDING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE V THESE PLANS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT. SITE CLEARING SHALL INCLUDE THE LOCATING AND REMOVAL OF ALL UNDERGROUND TANI PIPES VALVES ETC.
13	THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.	STREETLIGHTS AND STREETLIGHT POLES SHALL NOT BE INSTALLED WITHIN 5 FEET FROM ANY TREE, UNLESS WRITTEN APPROVAL IS RECEIVED FROM THE STREET LIGHTING PROGRAM MANAGER. BRANCHES MAY NEED TO BE PRUNED AS DETERMINED BY THE INSPECTOR IN THE FIELD AT THE TIME OF INSTALLATION.	6. ALL EXISTING VALVES, MANHOLES, ETC. SHALL BE RAISED OR LOWERED TO GRADE AS REQUIRED.
14	 WATER, FIRE, SANITARY SEWER AND STORM DRAINAGE UTILITIES <i>INSPECTIONS -</i> IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE ANY WATER, SEWER, BACKFLOW AND DRAINAGE INSPECTION 48-HOURS IN ADVANCE TO WHEN NEEDED. CONTACT 483-6727 TO SCHEDULE INSPECTIONS. 	ANTI-SEIZE LUBRICANT SHALL BE USED ON ALL COVER BOLTS AND GROUND BOX BOLTS. ALL EXISTING STREET LIGHTING SHALL REMAIN OPERATIONAL DURING CONSTRUCTION UNLESS APPROVED IN WRITING BY THE STREET LIGHTING PROGRAM MANAGER.	
	B. DAMAGE TO EXISTING UTILITIES - THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR, MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE, TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.	IF APPROVED PLANS REQUIRE REMOVAL OF STREETLIGHT POLES DURING CONSTRUCTION THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE POLES WHILE THEY ARE DOWN. THE POLES SHALL BE STORED IN A SECURE LOCATION AND RAISED OFF THE GROUND. PICTURES SHALL BE TAKEN BEFORE THE POLES ARE REMOVED TO DOCUMENT THE CONDITION OF THE POLES BEFORE THEY WERE REMOVED. PICTURES SHALL BE SENT TO THE CITY. CONTRACTOR SHALL ENSURE THE POLES ARE IN SIMILAR CONDITION WHEN RESTORED TO THEIR ORIGINAL LOCATIONS.	
	C. UTILITY LOCATIONS - CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND SERVICE LATERALS, AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO THE UTILITIES DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, MATERIAL AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300-FEET AHEAD OF SCHEDULED CONSTRUCTION IN ORDER TO DENTIFY POTENTIAL CONFLICTS AND PROBLEMS WITH	ANY STRUCTURE SUCH AS BLOCK WALLS, CHAIN LINK FENCES, RETAINING WALLS, ETC. SHALL LEAVE A MINIMUM OF EIGHTEEN (18) INCHES TO THE FACE OF THE STREETLIGHT POLE ON ALL SIDES.	

RAL NOTES

IPLIANCE

ORK TO CONFORM TO GOVERNING MUNICIPALITY'S STANDARDS, SPECIFICATIONS AND IIREMENTS

MENTS AND THE MOST RECENT, ADOPTED EDITIONS OF THE FOLLOWING: INTERNATIONAL ING CODE (IBC). THE INTERNATIONAL PLUMBING CODE, STATE DRINKING WATER LATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, ADA ACCESSIBILITY

ONSTRUCTION SHALL BE AS SHOWN ON THESE PLANS. ANY REVISIONS MUST HAVE PRIOR TEN APPROVAL.

MITTING AND INSPECTIONS

R TO STARTING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING THAT ALL REQUIRED PERMITS AND APPROVALS HAVE BEEN OBTAINED. NO TRUCTION OR FABRICATION SHALL BEGIN UNTIL THE CONTRACTOR HAS RECEIVED OUGHLY REVIEWED PLANS AND OTHER DOCUMENTS APPROVED BY ALL OF THE ITTING AUTHORITIES

ORDINATION & VERIFICATION

DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ITECT/ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION NECESSARY PLAN OR GRADE CHANGES. NO EXTRA COMPENSATION SHALL BE PAID TO THE RACTOR FOR WORK HAVING TO BE REDONE DUE TO DIMENSIONS OR GRADES SHOWN RRECTLY ON THESE PLANS, IF NOT VERIFIED AND NOTIFICATION OF CONFLICTS HAVE NOT

BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER TRACTOR MUST VERIFY ALL EXISTING CONDITIONS BEFORE BIDDING AND BRING UP ANY TIONS BEFOREHAND. NO ALLOWANCE WILL BE MADE FOR DISCREPANCIES OR OMISSIONS CAN BE EASILY OBSERVED.

FRACTOR TO COORDINATE WITH ALL OTHER DISCIPLINES. INCLUDING BUT NOT LIMITED TO: SCAPE PLANS, SITE ELECTRICAL SITE LIGHTING PLANS AND ELECTRICAL SERVICE TO THE ING(S), MECHANICAL PLANS FOR LOCATION OF SERVICES TO THE BUILDING(S), INCLUDING PROTECTION, ARCHITECTURAL SITE PLAN FOR DIMENSIONS, ACCESSIBLE ROUTES, ETC., SHOWN ON CIVIL PLANS FRACTOR IS TO COORDINATE LOCATION OF NEW TELEPHONE SERVICE, GAS SERVICE,

E, ETC. TO BUILDING WITH THE APPROPRIATE UTILITY COMPANY. FOR TELEPHONE, RACTOR TO FURNISH CONDUIT, PLYWOOD BACKBOARD, AND GROUND WIRE, AS REQUIRED. ETY AND PROTECTION

TRACTOR IS SOLELY RESPONSIBLE FOR THE MEANS AND METHODS OF CONSTRUCTION, TRACTOR IS RESPONSIBLE FOR THE SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA IREMENTS.

RACTOR IS RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING RING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OR KERS AND PUBLIC.

TRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND ATE PROPERTY, ROADWAYS, AND UTILITY IMPROVEMENTS. DAMAGE TO EXISTING OVEMENTS CAUSED BY THE CONTRACTOR MUST BE REPAIRED BY THE CONTRACTOR AT IER EXPENSE TO THE SATISFACTION OF THE OWNER OF SAID IMPROVEMENTS. RACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED ECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING,

RIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. HE CONTRACTOR'S RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM PPROPRIATE GOVERNMENT AGENCY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR OR STAGING OUTSIDE OF THE PROJECT LIMITS.

RACTOR SHALL PROVIDE BARRICADES, SIGNS, FLASHERS, OTHER EQUIPMENT AND FLAG SONS NECESSARY TO INSURE THE SAFETY OF WORKERS AND VISITORS. ALL STRUCTION SIGNING, BARRICADING, AND TRAFFIC DELINEATION SHALL CONFORM TO THE UAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION. FRACTOR SHALL COMPLY WITH LOCAL NOISE ORDINANCE STANDARDS.

RACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO GOVERNING AGENCY IRACTOR SHALL TAKE ALL NECESSARY AND PROPER PRECAUTIONS TO PROTECT CENT PROPERTIES FROM ANY AND ALL DAMAGE THAT MAY OCCUR FROM STORM WATER OFF AND/OR DEPOSITION OF DEBRIS RESULTING FROM ANY AND ALL WORK IN CONNECTION CONSTRUCTION. SUBMIT A STORM WATER POLLUTION PREVENTION PLAN, IF REQUIRED. (IN PUBLIC STREETS, ONCE BEGUN, SHALL BE PROSECUTED TO COMPLETION WITHOUT Y AS TO PROVIDE MINIMUM INCONVENIENCE TO ADJACENT PROPERTY OWNERS AND TO RAVELING PUBLIC.

RACTOR SHALL PROVIDE ALL NECESSARY HORIZONTAL AND VERTICAL TRANSITIONS VEEN NEW CONSTRUCTION AND EXISTING SURFACES TO PROVIDE FOR PROPER DRAINAGE FOR INGRESS AND EGRESS TO NEW CONSTRUCTION. IRAL VEGETATION AND SOIL COVER SHALL NOT BE DISTURBED PRIOR TO ACTUAL TRUCTION OF A REQUIRED FACILITY OR IMPROVEMENT. MASS CLEARING OF THE SITE IN

CONTRACTOR SHALL TAKE REASONABLE MEASURE TO PROTECT EXISTING IMPROVEMENTS. DAMAGE AND ALL SUCH IMPROVEMENTS DAMAGED BY THE CONTRACTOR'S OPERATION BE REPAIRED OR RECONSTRUCTED TO THE ENGINEER/OWNER'S SATISFACTION AT THE NSE OF THE CONTRACTOR.

ERIALS

CONCRETE SHALL BE A MINIMUM 6.5 BAG MIX, 4000 P.S.I. @ 28 DAYS, 4" MAXIMUM SLUMP 5 + OR - 1% AIR ENTRAINMENT, UNLESS SPECIFIED OTHERWISE, -SEE SPECIFICATION ABS-ON-GRADE WILL BE TYPICALLY SCORED (1/4 THE DEPTH) AT INTERVALS NOT TO CEED THEIR WIDTH OR 12 TIMES THEIR DEPTH, WHICHEVER IS LESS. SCORING WILL BE LACED TO PREVENT RANDOM CRACKING. FULL DEPTH EXPANSION JOINTS WILL BE PLACED GAINST ANY OBJECT DEEMED TO BE FIXED, CHANGES IN DIRECTION AND AT EQUAL TERVALS NOT TO EXCEED 50 FEET.

DNCRETE WATERWAYS, CURBWALLS, MOWSTRIPS, CURB AND GUTTER, ETC. WILL YPICALLY BE SCORED (1/4 THE DEPTH AT INTERVALS NOT TO EXCEED 10 FEET AND HAVE ULL DEPTH EXPANSION JOINTS AT EQUAL SPACING NOT TO EXCEED 50 FEET. NLESS OTHERWISE NOTED, ALL SLABS-0N-GRADE WILL HAVE A MINIMUM 8" TURNED-DOWN DGE TO HELP CONTROL FROST HEAVE.

ILESS OTHERWISE NOTED, ALL ON-GRADE CONCRETE WILL BE PLACED ON A MINIMUM 4" RAVEL BASE OVER A WELL COMPACTED (90%) SUBGRADE. L EXPOSED SURFACES WILL HAVE A TEXTURED FINISH, RUBBED OR BROOMED. ANY LASTERING" OF NEW CONCRETE WILL BE DONE WHILE IT IS STILL "GREEN". L JOINTS (CONTROL, CONSTRUCTION OR EXPANSION JOINTS, ETC.) WILL BE SEALED WITH ONE PART POLYURETHANE SEALANT (SEE SPECIFICATION) ALTIC CONCRETE PAVEMENT SHALL BE A MINIMUM 3" OVER 6" OF COMPACTED (95%) ROAD

OVER PROPERLY PREPARED AND COMPACTED (90%) SUBGRADE, UNLESS NOTED RWISE. -SEE SPECIFICATIONS, AND DETAIL 'D1' SHEET C5.01 SPHALT COMPACTION SHALL BE A MINIMUM 96% (MARSHALL DESIGN). URFACE COARSE SHALL BE ½ " MINUS. MIX DESIGN TO BE SUBMITTED FOR APPROVAL AT EAST TWO WEEKS PRIOR TO ANTICIPATED PAVING SCHEDULE. C PAVEMENT TO BE A 1/4" ABOVE LIP OF ALL GUTTER AFTER COMPACTION.

ICKNESSES OVER 3" WILL BE LAID IN TWO LIFTS WITH THE FIRST LIFT BEING AN APPROVED 4" MINUS DESIGN. DING / SOILS

GRADING SHALL BE PERFORMED IN ACCORDANCE WITH THESE PLANS AND THE MMENDATIONS SET FORTH IN THE SOILS REPORT, WHICH BY REFERENCE ARE A PART OF REQUIRED CONSTRUCTION DOCUMENTS AND IN CASE OF CONFLICT SHALL TAKE EDENCE, UNLESS SPECIFICALLY NOTED OTHERWISE ON THE PLANS. THE CONTRACTOR NOTIFY THE ENGINEER OF ANY DISCREPANCY BETWEEN THE SOILS REPORT AND THESE

CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING AND REPLACING ALL SOFT, ING OR UNSUITABLE MATERIALS AND REPLACING WITH SUITABLE MATERIALS AS SPECIFIED

E SOILS REPORT. XCAVATED OR FILLED AREAS SHALL BE COMPACTED TO 95% OF MODIFIED PROCTOR /UM DENSITY PER ASTM TEST D-1557, EXCEPT UNDER BUILDING FOUNDATIONS WHERE IT BE 98% MIN. OF MAXIMUM DENSITY. MOISTURE CONTENT AT TIME OF PLACEMENT SHALL EXCEED 2% ABOVE NOR 3% BELOW OPTIMUM. FRACTOR SHALL SUBMIT A COMPACTION REPORT PREPARED BY A QUALIFIED REGISTERED ENGINEER, VERIFYING THAT ALL FILLED AREAS AND SUBGRADE AREAS WITH THE ING PAD AREA AND AREAS TO BE PAVED, HAVE BEEN COMPACTED IN ACCORDANCE WITH SE PLANS AND THE RECOMMENDATIONS SET FORTH IN THE SOILS REPORT.

GENERAL NOTES: CONTINUED

1.7 UTILITIES

- 1. THE LOCATIONS OF UNDERGROUND FACILITIES SHOWN ON THESE PLANS ARE BASED ON FIELD SURVEYS AND LOCAL UTILITY COMPANY RECORDS. IT SHALL BE THE CONTRACTOR'S FULL RESPONSIBILITY TO CONTACT THE VARIOUS UTILITY COMPANIES EITHER DIRECT OR THROUGH BLUE STAKE TO LOCATE THEIR FACILITIES PRIOR TO STARTING CONSTRUCTION. 2. CONTRACTOR TO VERIFY BY POTHOLING BOTH THE VERTICAL AND HORIZONTAL LOCATION OF
- ALL EXISTING UTILITIES PRIOR TO INSTALLING ANY NEW LINES. NO ADDITIONAL COMPENSATION SHALL BE PAID TO THE CONTRACTOR FOR DAMAGE AND REPAIR TO THESE FACILITIES CAUSED BY HIS WORK FORCE. 3. CONTRACTOR MUST START AT LOW END OF ALL NEW GRAVITY UTILITY LINES. MECHANICAL SUB-CONTRACTOR MUST BE PROVIDED CIVIL SITE DRAWINGS FOR COORDINATION AND TO
- CHECK THE FLOW FROM THE LOWEST POINT IN BUILDING TO THE FIELD VERIFIED CONNECTION AT THE EXISTING MAIN. NO EXTRA COMPENSATION IS TO BE PAID TO THE CONTRACTOR FOR WORK HAVING TO BE REDONE DUE TO FAILURE TO COMPLY WITH THESE REQUIREMENTS. 4. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, TYPE, AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POTHOLING A MINIMUM OF 300 FEET AHEAD. PIPELINE CONSTRUCTION
- TO AVOID CONFLICTS WITH DESIGNED PIPELINE GRADE AND ALIGNMENT. EXISTING UTILITY INFORMATION SHOWN ON PLANS OR OBTAINED FROM UTILITY COMPANIES OR BLUE STAKED MUST BE ASSUMED AS APPROXIMATE, REQUIRING FIELD VERIFICATION. 5. CULINARY WATER AND FIRE SERVICE LINES TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL
- GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS. 6. SANITARY SEWER MAINS AND LATERALS TO BE CONSTRUCTED IN ACCORDANCE WITH LOCAL
- GOVERNING MUNICIPALITY SEWER DISTRICT STANDARDS AND SPECIFICATIONS. 7. STORM SEWER TO BE CONSTRUCTED IN ACCORDANCE WITH THE GOVERNING MUNICIPALITY STANDARDS AND SPECIFICATIONS.
- 8. ALL STORM DRAIN AND IRRIGATION CONDUITS SHALL BE INSTALLED WITH WATER TIGHT JOINTS AND CONNECTIONS. 9. ALL STORM DRAIN PIPE PENETRATIONS INTO BOXES SHALL BE CONSTRUCTED WITH WATER TIGHT SEALS ON THE OUTSIDE AND GROUTED SMOOTH WITH A NON-SHRINK GROUT ON THE
- INSIDE, CONDUITS SHALL BE CUT OFF FLUSH WITH THE INSIDE OF THE BOX. 10. NO CHANGE IN THE DESIGN OF UTILITIES AS SHOWN WILL BE MADE BY THE CONTRACTOR WITHOUT THE WRITTEN APPROVAL OF THE GOVERNING MUNICIPALITY, OR OTHER AUTHORITY
- HAVING JURISDICTION OVER THAT UTILITY. 11. ALL STORM DRAIN CONDUITS AND BOXES SHALL BE CLEAN AND FREE OF ROCKS, DIRT, AND CONSTRUCTION DEBRIS PRIOR TO FINAL INSPECTION.
- 1.8 SURVEY CONTROL
- 1. CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER THE SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR THE ALIGNMENT AND GRADE OF FACH MAIN AND/OR FACILITY AS SHOWN ON THE PLANS. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCATION (GRADE) WITH CUTS AND/OR FILLS TO THE APPROVED GRADE OF THE MAIN AND OR FACILITY AS SHOWN ON THE PLANS. 2. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS FOR VERIFICATION PURPOSES.
- 3. CONTRACTOR WILL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE.
- 1.9 AMERICAN DISABILITIES ACT 1. PEDESTRIAN / ADA ROUTES SHALL MEET THE FOLLOWING SPECIFICATIONS: *ROUTES SHALL HAVE A 2.00% (1:50) MAXIMUM CROSS SLOPE.
- *ROUTES SHALL HAVE A 5.00% (1:20) MAXIMUM RUNNING SLOPE. *RAMPS SHALL HAVE A 8.33% (1:12) MAXIMUM RUNNING SLOPE.

ARCHITECT/ENGINEER PRIOR TO ANY CONSTRUCTION.

2. ADA PARKING STALLS AND ADJACENT ROUTES SHALL HAVE A 2.00% MAXIMUM SURFACE SLOPE IN ANY DIRECTION. 3. THE CONTRACTOR SHALL ADHERE TO THE ABOVE SPECIFICATIONS. IN THE EVENT OF A DISCREPANCY IN THE CONSTRUCTION DOCUMENTS, THE CONTRACTOR SHALL NOTIFY THE

1	EGL	ENERGY GRADE LINE	HG	HEADG
	ELEV	ELEVATION	HGL	HYDRA
	EM	ELECTRIC METER	HP	HIGH P
	EMH	ELECTRIC MANHOLE	HW	HEADW
	EOA	EDGE OF ASPHALT	HWY	HIGHW
	EOC	EDGE OF CONCRETE	ICO	IRRIGA
	EOG	EDGE OF GRAVEL	ICV	IRRIGA
	EOL	EDGE OF LAWN	IE	INVERT
	EX or EXIST	EXISTING	IRR	IRRIGA
	F	FIRE	LF	LINEAR
	FC	FOUNDATION CORNER	LIP	LIP OF
	FD	FOUND	LP	LOW PO
	FDC	FIRE DEPT. CONNECTION	MAX	MAXIM
	FDMN	FOUND MONUMENT	MIN	MINIMU
	FDSC	FOUND SECTION CORNER	MON	MONUM
	FFE	FINISHED FLOOR ELEVATION	MP	METAL
	FG	FINISHED GRADE	MW	MONIT
	FH	FIRE HYDRANT	N	NORTH
	FL	FLOW LINE	NG	NATUR
	FNC	FENCE	NGRET	NG AT
	ENCCL	CHAIN LINK FENCE	NR	NAII &

IRON FENCE VINYL FENCE WOOD FENCE

WIRE FENCE FIBER OPTIC FRONT OF WALK FEET NATURAL GAS GARAGE GRADE BREAK GROUND LIGHT GAS METER GAS MANHOLE

GUY WIRE

GV GAS VALVE HDPE HIGH DENSIT

NW

OH

PM

_____ _ . . __ . . __ . . __ . . _ _____X_____ _____ ATMS _____ _____ TV ____ _____C____ _____F0 _____ _____ IRR _____ _____G_____ _____ OHP _____ ------ OHT ------_____ OHTV _____ ————P ———— _____ P/C _____ _____ _____ P/T _____ ——— P/T/C ——— ______ SW ______ _____S_____ _____ ST _____ _____ SD _____ _____ T/C _____ _____UD _____ ——— UGC ——— ------- UGP ------------- UGT ------------ UGTV ------_____W_____ ___[72]-

<u>NEW</u>

AC ADA ATMS B&C BC BLUE BLUFO BLUG BLUIRR BLUSD BLUSS BLUT BLUW BM BOB BOL BOV BOW BW CATV CBR CC COL COMM

AMERICANS WITH DISABILITIES ACT ADVANCED TRAFFIC MGMT. SYSTEM BAR & CAP CONC CONST CMP CP CTREE CUFT

CUYD

DIA or Ø

DTREE

DYL

DEL

DIP

ACRE

BUILDING CORNER BLUE STAKED ELECTRIC BLUE STAKED FIBER OPTIC BLUE STAKED NATURAL GAS BLUE STAKED IRRIGATION BLUE STAKED STORM DRAIN BLUE STAKED SANITARY SEWER BLUE STAKED TELEPHONE BLUE STAKED WATER BENCHMARK BOTTOM OF BOX BOLLARD BLOW-OFF VALVE BACK OF WALK BOTTOM OF WALL CENTERLINE CABLE TELEVISION CURB CUT COLUMN COMMUNICATIONS CONCRETE

CONCRETE BARRIER CONSTRUCTION CORRUGATED METAL PIPE CONTROL POINT CONIFEROUS TREE CUBIC FOOT CUBIC YARD

DECIDUOUS TREE

DOUBLE YELLOW LINE

DELINEATOR DIAMETER DUCTILE IRON PIPE FNCIRN FNCVYL FNCWD FNCWR

FO

FOW

GAR

GB

GM

GMH

GUY

	EASI
	ELECTRIC BOX
L	ENERGY GRAD
EV	ELEVATION
1	ELECTRIC ME
1H	ELECTRIC MAI
A	EDGE OF ASP
C	EDGE OF CON
G	EDGE OF GRA
)L	EDGE OF LAW
or EXIST	EXISTING
	FIRE
	FOUNDATION
	FOUND

		LEGEND	
EXISTING			NEW
	MONUMENT LINE		
	CENTER LINE		
	SUBJECT PROPERTY LINE		
	ADJACENT PROPERTY LINE		•
	EASEMENT LINE		•
	DITCH FLOWLINE		•
X	FENCE LINE		\$
atms	ATMS CABLE		4
tv	CABLE TV LINE		GUY
C	COMMUNICATIONS LINE		
fo	FIBER-OPTIC CABLE		
f	FIRE LINE		 Ф
irr	IRRIGATION LINE		TR
g	NATURAL GAS LINE		
ohc	OVERHEAD COMMUNICATIONS		
ohp	OVERHEAD POWER LINE		
oht	OVERHEAD TELEPHONE LINE		
ohtv	OVERHEAD TELEVISION LINE		- A
p	POWER LINE		C C
p/c	POWER/COMMUNICATIONS LINE		3
p/t	POWER/TELEPHONE LINE		ଁ SSCO ଭ
p/t/c	POWER/TELE/COMM LINE		
rd	ROOF DRAIN LINE		
SW	SECONDARY WATER LINE		9) (1)
S	SANITARY SEWER LINE		
st	STEAM LINE		MB)
sd	STORM DRAIN LINE		d
t	TELEPHONE LINE		
t/c	TELEPHONE/COMM LINE		44.00
ud	UNDERDRAIN		TOC
ugc	UNDERGROUND COMMUNICATIONS		M. E
ugp	UNDERGROUND POWER LINE		Brond
ugt	UNDERGROUND TELEPHONE LINE		$\langle \mathcal{D} \rangle$
ugtv	UNDERGROUND TELEVISION		K J
W	WATER LINE		
4572	CONTOUR LINE		
	CURB & GUTTER (STD)		
	CURB & GUTTER (OUTFALL)		

EXISTING	
4	SECTION CORNER (FOUN
\bigoplus	SECTION CORNER (NOT F
•	STREET MONUMENT
•	BRASS CAP MONUMENT
\ominus	POWER POLE
\ominus	UTILITY POLE
	GUY ANCHOR
	POWER TRANSFORMER
	TRAFFIC SIGNAL CABINE
$\dot{\mathbf{x}}$	LIGHT POLE
	TELEPHONE RISER
T	TELEPHONE MANHOLE
\boxtimes	TRAFFIC SIGNAL BOX
W	WATER MANHOLE
\otimes	WATER VALVE
	WATER METER
	FIRE HYDRANT
S	SANITARY SEWER MANHO
°ssco	SANITARY SEWER CLEAN
SD	STORM DRAIN MANHOLE
	STORM DRAIN CURB INLE
\bigcirc	STORM DRAIN CATCH BA
SD	STORM DRAIN CLEANOUT
$\bigcirc \llbracket$	STORM DRAIN COMBO BO
MB	MAILBOX
0	SIGN
\triangleleft	FLOW DIRECTION
44.00 EX TOC	SPOT ELEVATION
MMM June	CONIFEROUS TREE
$\langle \rangle$	DECIDUOUS TREE

ID) FOUND)				Economic and Sustainable Designs, Professionals You Know and I rust	610 South Sandy Parkway, Suite 200 Sandy, Utah 84070 801.255.7700 mcneilengineering.com		CIVIL Engineering • Consulting & Landscape Architecture	Stunctural Engineering + Land Sunceving 8. UDS
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	REVISIONS	DESCRIPTION						
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DATE: MARCH 4, 2020

GENERAL NOTES

LEGEND AND

ABBREVIATIONS

CO.O2

ABBREVIATIONS

(GAS VALVE	PP
H	IIGH DENSITY POLYETHYLENE	PRC
H	IEADGATE	PRK
H	IYDRAULIC GRADE LINE	POC
H	HGH POINT	PT
H	EADWALL or HIGH WATER	PWR
H	IIGHWAY	PVC
	RRIGATION CLEANOUT	R
	RRIGATION CONTROL VALVE	RCP
	NVERT ELEVATION	RD
	RRIGATION	REV
L	INEAR FEET	ROW
L	IP OF GUTTER	RR
L	OW POINT or LIGHT POLE	S
Ν	AXIMUM	SAD
Ν	/INIMUM	SD
Ν	IONUMENT	SDCB
Ν	/IETAL PIPE	SDCO
Ν	IONITORING WELL	SDMH
Ν	IORTH	SEC
Ν	ATURAL GROUND	SPECS
Ν	IG AT RETAINING WALL	SLB&M
Ν	JAIL & RIBBON	SQ
Ν	JAIL & WASHER	SQFT
Ν	NOT TO SCALE	SQYD
(ORIGINAL GROUND	SS
(DVERHANG	SSCO
(OVERHEAD COMMUNICATIONS	SSMH
(OVERHEAD POWER	ST
(OVERHEAD TELEPHONE	STA
(OVERHEAD TELEVISION	STD
F	PROPERTY LINE	STM
		SYL
F		SWL
F		Т
Ē		TBC
		TELE
F		

POINT OF REVERSE CURVE
PARKING STRIPE
REVISION
RIGHT-OF-WAY
RAILROAD
SOUTH
SEE ARCHITECTURAL DRAWING
STORM DRAIN
STORM DRAIN CATCH BASIN
STORM DRAIN CLEOUNOUT BOX
STORM DRAIN MANHOLE
SECTION
SPECIFICATIONS
SALT LAKE BASE & MERIDIAN
SQUARE
SQUARE FEET
SQUARE YARD
SANITARY SEWER
SANITARY SEWER CLEANOUT
SANITARY SEWER MANHOLE
STEAM
STANDARD
SOLID WHITE LINE
TOWNSHIP
TOP BACK OF CURB
TELEPHONE
_

POWER POLE

TFC

TOA

TOC

TOF

TOP

TOW

TR

ΤW

TRANS

TSP

TSB

UGC

UGP

UGT

UGTV

UP

VP

WM

WS

WV

WW

WTR

WMH

U.N.O.

VCP

UD

TOP FACE OF CURB TREE LINE TELEPHONE MANHOLE TOP OF ASPHALT TOP OF CONCRETE TOF OF SLOPE TOP OF SLOPE or TOP OF PIPE TOP OF WALK TELEPHONE RISER TELEVISION TOP OF WALL TRANSFORMER TRAFFIC SIGNAL POLE TRAFFIC SIGNAL BOX UNDERDRAIN UNDERGROUND COMMUNICATIONS UNDERGROUND POWER UNDERGROUND TELEPHONE UNDERGROUND TELEVISION UNLESS NOTED OTHERWISE UTILITY POLE VITRIFIED CLAY PIPE VERTICAL PIPE WEST or WATER WATER METER WATER MANHOLE WATER SURFACE WATER WATER VALVE WATERWAY

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OBJECTIVES

- HOUSEKEEPING PRACTICES
- CONTAIN WASTE MINIMIZE DISTURBED AREA
- STABILIZE DISTURBED AREA
- PROTECT SLOPES/CHANNELS
- CONTROL SITE PERIMETER CONTROL INTERNAL EROSION

TARGETED POLLUTANTS

- SEDIMENT
- NUTRIENTS
- TOXIC MATERIALS
- OIL & GREASE □ FLOATABLE MATERIALS
- OTHER WASTE

HIGH IMPACT

- MEDIUM IMPACT
- LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS

- CAPITAL COSTS
- ☑ 0 & M COSTS ☑ MAINTENANCE
- TRAINING
- HIGH 🛛 MEDIUM 🗆 LOW

DESCRIPTION: APPLICATIONS:

FACILITY IS TO FAR FROM ACTIVITIES.

FOR SERVICING AND FOR ON-SITE PERSONNEL.

LIMITATIONS: NO LIMITATIONS

- MAINTENANCE:

- **OBJECTIVES**
- HOUSEKEEPING PRACTICES CONTAIN WASTE
- MINIMIZE DISTURBED AREA
- STABILIZE DISTURBED AREA
- PROTECT SLOPES/CHANNELS CONTROL SITE PERIMETER
- CONTROL INTERNAL EROSION

TARGETED POLLUTANTS

- SEDIMENT
- TOXIC MATERIALS
- OTHER WASTE

- HIGH IMPACT MEDIUM IMPACT
- LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS

- CAPITAL COSTS
- O & M COSTS MAINTENANCE
- ☑ TRAINING
- HIGH 🛛 MEDIUM 🗆 LOW

APPLICATIONS:

- INSTALLATION/APPLICATION CRITERIA:
- IMPOUNDMENT IN THE CASE OF SPILLS.

- LIMITATIONS
- MAINTENANCE
- SECURITY FENCING

- NUTRIENTS
- OIL & GREASE
- □ FLOATABLE MATERIALS

OBJECTIVES

CONTAIN WASTE

MINIMIZE DISTURBED AREA

STABILIZE DISTURBED AREA

CONTROL SITE PERIMETER

TARGETED POLLUTANTS

SEDIMENT

NUTRIENTS

D TOXIC MATERIALS

□ FLOATABLE MATERIALS

OIL & GREASE

OTHER WASTE

HIGH IMPACT

MEDIUM IMPACT

CAPITAL COSTS

O & M COSTS

MAINTENANCE

LOW OR UNKNOWN IMPACT

IMPLEMENTATION REQUIREMENTS

PROTECT SLOPES/CHANNELS

CONTROL INTERNAL EROSION

TEMPORARY ON-SITE SANITARY FACILITIES FOR CONSTRUCTION PERSONNEL.

ALL SITES WITH NO PERMANENT SANITARY FACILITIES OR WHERE PERMANENT

INSTALLATION/APPLICATION CRITERIA: LOCATE PORTABLE TOILETS IN CONVENIENT LOCATIONS THROUGHOUT THE SITE. • PREPARE LEVEL, GRAVEL SURFACE AND PROVIDE CLEAR ACCESS TO THE TOILETS

 CONSTRUCT EARTH BERM PERIMETER (SEE EARTH BERM BARRIER INFORMATION SHEET), CONTROL FOR SPILL/PROTECTION LEAK.

 PORTABLE TOILETS SHOULD BE MAINTAINED IN GOOD WORKING ORDER BY LICENSED SERVICE WITH DAILY OBSERVATION FOR LEAK DETECTION. REGULAR WASTE COLLECTION SHOULD BE ARRANGED WITH LICENSED SERVICE.

 ALL WASTE SHOULD BE DEPOSITED IN SANITARY SEWER SYSTEM FOR TREATMENT WITH APPROPRIATE AGENCY APPROVAL.

► CONTROLLED STORAGE LOCATION

• STORAGE OF HAZARDOUS, TOXIC, AND ALL CHEMICAL SUBSTANCES. ANY CONSTRUCTION SITE WITH OUTSIDE STORAGE OF MATERIALS.

 DESIGNATE A SECURED AREA WITH LIMITED ACCESS AS THE STORAGE LOCATION. ENSURE NO WATERWAYS OR DRAINAGE PATHS ARE NEARBY. CONSTRUCT COMPACTED EARTHEN BERM (SEE EARTH BERM BARRIER INFORMATION SHEET), OR SIMILAR PERIMETER CONTAINMENT AROUND STORAGE LOCATION FOR

 ENSURE ALL ON-SITE PERSONNEL UTILIZE DESIGNATED STORAGE AREA. DO NOT STORE EXCESSIVE AMOUNTS OF MATERIAL THAT WILL NOT BE UTILIZED ON SITE. • FOR ACTIVE USE OF MATERIAL AWAY FROM THE STORAGE AREA ENSURE MATERIALS ARE NOT SET DIRECTLY ON THE GROUND AND ARE COVERED WHEN NOT IN USE. PROTECT STORM DRAINAGE DURING USE.

 DOES NOT PREVENT CONTAMINATION DUE TO MISHANDLING OF PRODUCTS. • SPILL PREVENTION AND RESPONSE PLAN STILL REQUIRED. ONLY EFFECTIVE IF MATERIALS ARE ACTIVELY STORED IN CONTROLLED LOCATION.

• INSPECT DAILY AND REPAIR ANY DAMAGE TO PERIMETER IMPOUNDMENT OR

 CHECK MATERIALS ARE BEING CORRECTLY STORED (I.E. STANDING UPRIGHT, IN LABELED CONTAINERS, TIGHTLY CAPPED) AND THAT NO MATERIALS ARE BEING STORED AWAY FROM THE DESIGNATED LOCATION.

SCALE: N.T.S.

GENERAL NOTES

- (A) IRRIGATION PIPING AND EQUIPMENT ARE SHOWN IN PAVED AREAS FOR GRAPHIC CLARITY ONLY. LOCATE ALL PIPES AND EQUIPMENT IN LANDSCAPE AREAS WHERE POSSIBLE. ALL PIPES UNDER PAVEMENT SHALL BE SLEEVED. ALIGN VALVE BOXES WITHIN SHRUB BEDS AND ALIGN WITH BUILDING, WALL, OR EDGE OF PAVEMENT. (TYP.)
- CONNECT SERVICE LINE TO 1" WATER METER. SEE CIVIL PLANS FOR EXACT LOCATION. —(B) PLACE ALL IRRIGATION EQUIPMENT IN PLANTER BED SO AS TO HIDE IT FROM VIEW. IRRIGARION IS DESIGNED FOR 75 PSI AT POINT OF CONNECTION WITH A 20 GPM MINIMUM FLOW. CONTRACTOR TO USE PRESSURE REGULATOR FOR PSI OVER 90 PSI.
- —(C) WALL MOUNT IRRIGATION CONTROLLER ON INTERIOR WALL OF BUILDING. VERIFY EXACT LOCATION WITH OWNER. COORDINATE CONTROLLER LOCATION WITH POWER SUPPLY AND ELECTRICAL ENGINEER.
- (D) EXISTING IRRIGATION CONTRACTOR TO FIELD VERIFY EXACT LOVATION OF ALL IRRIGATION AND TO PROTECT IN PLACE ALL EXISTING IRRIGATION UNDER EXISTING TURF AREA. CONTRACTOR TO PROTECT IN PLACE LANDSCAPE THROUGH CONSTRUCTION.
- (E) LOCATE ALL PIPES AND EQUIPMENT IN LANDSCAPE AREAS WHERE POSSIBLE. ALL PIPES UNDER PAVEMENT SHALL BE SLEEVED (TYP.)
- (F) INSTALL SLEEVES THROUGH WALLS. COORDINATE WITH WALL CONTRACTOR. (TYP,)

LINETYPE LEGEND

KEYED NOTES

(5)----/

1 001

- TURF AREA (TYP.)
- STREET TREES 1 PER EVERY 30' CITY REQUIREMENT 2
- PLANTING AREA (TYP.)
- 4 GATE SEE ARCH. PLANS
- PROPERTY LINE (TYP.)

1" = 20'-0"

LANDSCAPE PLAN

GATEWAY STORAGE

 $\underline{HVE} \underline{D}ESIGN \underline{G}R \textcircled{}UP$

+ HIVE DESIGN GROUP + 7370 S. CREEK ROAD, SUITE 102, SANDY, UT 84093 + (406) 548-4792 + WWW.HIVEDESIGNGROUP.COM +

XXXXX **FEBRUARY 29, 2020**

PLANTING SCHEDULE

IICAL NAME / COMMON NAME	<u>SIZE</u>	CONT.	<u>HZONE</u>	<u>QTY</u>
GINNALA 'FLAME' / FLAME AMUR	2" CAL.	B&B	TD4	11
NUS BETULUS 'FRANZ FONTAINE' / FONTAINE HORNBEAM TRIMMED REGULARLY	2" CAL.	B&B	TD4	-
NG TREE / DECIDUOUS PROTECT-IN-	REMOVE	AND REPLACE		
VA SERRATA 'MUSASHINO' / SHINO ZELKOVA	2" CAL.	B&B	TD4	14
VA SERRATA 'VILLAGE GREEN' / E GREEN ZELKOVA	4" CAL.	B&B	TD4	-
IICAL NAME / COMMON NAME	<u>SIZE</u>	<u>HZONE</u>	QTY	
S X 'GREEN VELVET' / GREEN VELVET DOD	5 GAL.	SE4		
LINDHEIMERI 'WHIRLING RFLIES' / WHIRLING BUTTERFLIES	5 GAL.	P1		
CARPUS OPULIFOLIUS 'DONNA MAY' NA MAY NINEBARK	5 GAL.	SD4		
AROMATICA 'GRO-LOW' / GRO-LOW ANT SUMAC TO FORM DENSE GROUNDCOVER	5 GAL.	GV1		
CUSPIDATA 'DENSIFORMIS' / DENSE ESE YEW	5 GAL.	SE3	45	
IICAL NAME / COMMON NAME	<u>SIZE</u>	HZONE	QTY	
IAGROSTIS X ACUTIFLORA 'KARL TER' / KARL FORESTER GRASS	5 GAL.	TW2		
SETUM ALOPECUROIDES 'KARLEY / KARLEY ROSE GRASS	5 GAL.	TW2		
IICAL NAME / COMMON NAME	<u>CONT</u>	<u>HZONE</u>	<u>QTY</u>	
ARK GRAY PERMABARK	N/A		3425 SF	
CH GRAY CRUSHER FINES (CHAT)	N/A		-	
IICAL NAME / COMMON NAME	<u>CONT</u>	HZONE	QTY	
IN SOIL	N/A		-	
IICAL NAME / COMMON NAME	<u>CONT</u>	<u>HZONE</u>	<u>QTY</u>	
UE SOD / BLUEGRASS AND FECUE	SOD		-	
NG TURF	EXISTING		1480 SF	

PROTECT-IN-PLACE

GLAZIINIG INIOTES:

- QI...A11NG QIN .NJL EILEVATIONS IS TO BE CLEAR ILOW 'IE' INSULATED GLASS. REFLECTIVITY IFOR CIF.AR IOW 'IE' INSIULATID GLASS IS IN TI-IE RANGE OF 16%. MAINTAIN RER.EC'IIVIITY BEJLOW 181 IMAX..
 - >U WINDOWS ARE TO 9EF A MINIMUM OF'!/ BEIHIND THE TICE OF THE WNJLS.

GATEWAY STORAGE GREEN WALL/PUBLIC ART CONCEPT

The Gateway Storage site plan proposes the use of a green wall for several reasons:

- Incorporate natural materials/surfaces into building design
- Create strong tie between building & landscaping
- Create an art feature that can be enjoyed from multiple points in the community
- Create a softer more inviting ground level interface with pedestrians

The key design elements of the proposed green wall are:

- Oxidized corten steel edges with unique design such as stamped patterns or design
- Metal mesh or cable backing to promote vertical growth
- Vertical growing vegetation such as hops vines.
- Potential accent lighting, if dark sky compliant, to highlight this feature at night.

VEGETATION CONCEPTS

CORTEN STEEL CONCEPTS

These panels are representative of the green wall concept for Gateway Storage. However, the structure would be oxidized steel for richer color & design.

Austin Lundskog SLC Gateway Storage Partners, LLC C/O RED Partner Ventures 95 West 100 South, Suite 116 Logan, UT 84321

May 4, 2020

To:

Salt Lake City Planning & Zoning Dept. 451 State St Salt Lake City, UT 84111

This letter is a request for administrative approval of a variance for landscaping requirements on SLC Gateway Storage Partners' property at 134 S 700 W in Salt Lake City. We are seeking relief of landscaping requirements along the West and North sides of our property that are adjacent to I-15 and are not street facing.

We make this request because any landscaping along the West and North property boundaries would:

- Provide little public benefit
- Not contribute to an engaging public/private interface
- Create safety issues by making it easier for homeless persons to access our property undetected
- Impede future access to the I-15 retaining wall and infrastructure

The attached Exhibit A details our landscaping plan for the proposed re-development of the site and shows the areas of the property where we are requesting approval to remove any landscaping requirements.

Please respond with written approval to remove the landscaping requirements as outlined above.

Regards, Austin Lundskog

Development Project Manager, RED Partner Ventures/SLC Gateway Storage Partners

EXHIBIT A

LANDSCAPING PLAN

Area highlighted in green along West and North represent property lines bordering freeway illustrates the area where we are requesting removal of landscaping requirements.

GATEWAY STORAGE LIGHTING SCHEMES AND INSPIRATION

Lighting on the site will be limited to:

- Lighted exterior signage
- Accent lighting at leasing office and green wall
- Security lighting at loading points
- Windows light by interior hallway lights.

All exterior lighting will be energy efficient and dark sky compliant fixtures.

Gateway Storage will be managed by Extra Space Storage. These images demonstrate lighted Extra Space signage at night. These properties also have similar lighting schemes with interior lit windows, ground level accent lighting and security lighting.

REVISION

ATTACHMENT D: Submittal Materials & Project Description
Planned Development Application – Submittal Requirements

134 S 700 W, Salt Lake City, UT

1. Project Description

a. Description of proposed use:

Applicant is proposing to build a new three-story self-storage building of approximately 129,000 square feet on the site with access from 700 W.

b. Description of current use:

The site's current use is industrial. There are two existing warehouse structures on the site. One is lease by a tile supply house and the other is leased by an agricultural protein manufacturer.

2. Planned Development Information

a. How project meets objectives of 21A.55.010 PD ordinance:

- i. In the Salt Lake City Master Plan's Depot District Initiative dense urban housing and multi-modal transit connectivity are key. Our project is uniquely positioned to develop a site that is undesirable for residential use due to its location between I-15 and the railroad. Our project will provide a visual and sound barrier from the freeway and be a catalyst for development in a re-development area that has stagnated.
- **ii.** Our project will also create better engagement with the active realm by adhering to smaller setback requirements and creating a more aesthetic and dynamic street face through landscaping and design.
- **iii.** Our project will reduce the burden on residential developers to add integrated storage into new housing projects. This will reduce housing rent costs for residents while still allowing them access to storage on an individual basis.
- b. How project meets objectives of 21A.55.050 PD ordinance:
 - i. The project is consistent with the Depot District initiative to promote transit oriented high-density housing as stated above.
 - **ii.** The project is consistent with the design and compatibility goals of the area in the following ways:
 - 1. The project adheres to building envelope requirements of the zone.
 - The project provides a diverse material pallet and creates a pedestrian interface that is non-existent with the current pre-fab metal warehouses on the site.
 - The project will enhance the visual characteristics of 700 W and be a spark for residential and other uses designated in the Salt Lake City RDA's area plan to redevelop the UTA bus depot.

iii. The project's landscaping will retain some of the mature trees on the site. The landscaping will also replace the fence along the street with pedestrian friendly landscaping.

c. Disclosure of Estimated Private Infrastructure Costs for Planned Development

i. The project has minimal public infrastructure. It is limited to landscaping and private drives and walkways. See the attached **Appendix A** for an estimate of annual maintenance costs of landscaping, plowing and other incidental maintenance as well as periodic capital improvements and replacements of asphalt, sidewalks, etc.

APPENDIX A

Term	Annual Repairs & Maintenance of Private Infrastructure	Periodic Capital Improvements of Private Infrastructure	Total
Year 1	\$15,000.00		\$15,000.00
Year 2	\$15,225.00		\$15,225.00
Year 3	\$15,453.38		\$15,453.38
Year 4	\$15,685.18		\$15,685.18
Year 5	\$15,920.45		\$15,920.45
Year 6	\$16,159.26		\$16,159.26
Year 7	\$16,401.65		\$16,401.65
Year 8	\$16,647.67		\$16,647.67
Year 9	\$16,897.39		\$16,897.39
Year 10	\$17,150.85	\$25,000.00	\$42,150.85
Year 11	\$17,408.11		\$17,408.11
Year 12	\$17,669.23		\$17,669.23
Year 13	\$17,934.27		\$17,934.27
Year 14	\$18,203.29		\$18,203.29
Year 15	\$18,476.34		\$18,476.34
Year 16	\$18,753.48		\$18,753.48
Year 17	\$19,034.78		\$19,034.78
Year 18	\$19,320.30		\$19,320.30
Year 19	\$19,610.11		\$19,610.11
Year 20	\$19,904.26	\$28,750.00	\$48,654.26
Year 21	\$20,202.83		\$20,202.83
Year 22	\$20,505.87		\$20,505.87
Year 23	\$20,813.46		\$20,813.46
Year 24	\$21,125.66		\$21,125.66
Year 25	\$21,442.54		\$21,442.54
Year 26	\$21,764.18		\$21,764.18
Year 27	\$22,090.64		\$22,090.64
Year 28	\$22,422.00		\$22,422.00
Year 29	\$22,758.33		\$22,758.33
Year 30	\$23,099.71	\$33,062.50	\$56,162.21
Year 31	\$23,446.20		\$23,446.20
Year 32	\$23,797.90		\$23,797.90
Year 33	\$24,154.86		\$24,154.86
Year 34	\$24,517.19		\$24,517.19
Year 35	\$24,884.95		\$24,884.95
Year 36	\$25,258.22		\$25,258.22
Year 37	\$25,637.09		\$25,637.09

Private Infrastructure Maintenance and Replacement Estimates

Year 38	\$26,021.65		\$26,021.65
Year 39	\$26,411.97		\$26,411.97
Year 40	\$26,808.15	\$38,021.88	\$64,830.03
Year 41	\$27,210.28		\$27,210.28
Year 42	\$27,618.43		\$27,618.43
Year 43	\$28,032.71		\$28,032.71
Year 44	\$28,453.20		\$28,453.20
Year 45	\$28,880.00		\$28,880.00
Year 46	\$29,313.20		\$29,313.20
Year 47	\$29,752.89		\$29,752.89
Year 48	\$30,199.19		\$30,199.19
Year 49	\$30,652.17		\$30,652.17
Year 50	\$31,111.96	\$43,725.16	\$74,837.11
Year 51	\$31,578.64		\$31,578.64
Year 52	\$32,052.32		\$32,052.32
Year 53	\$32,533.10		\$32,533.10
Year 54	\$33,021.10		\$33,021.10
Year 55	\$33,516.41		\$33,516.41
Year 56	\$34,019.16		\$34,019.16
Year 57	\$34,529.45		\$34,529.45
Year 58	\$35,047.39		\$35,047.39
Year 59	\$35,573.10		\$35,573.10
Year 60	\$36,106.70	\$50,283.93	\$86,390,63

1. Project Description:

Applicant is proposing to build a new three-story climate controlled self-storage building of approximately 130,500 square feet or 1031 units of various sizes. The new facility will be access from 700 W.

The project will use the following building materials:

- SUNROC CHARCOAL SMOOTH FINISH CMU
- SUNROCK MEDIUM GRAY SPLIT FACED CMU
- CORUGATES MBCI PANEL 7.2 CREAM COLORED
- INSULATED METAL PANELS ACCENT COLOR TBD
- CAP FLASHING CHARCOAL
- FASCII AND SOFFIT CHARCOAL PREFINISHED METAL
- 7, MBCI CORRUGATED 7.2 PANELS CHARCOAL
- OVERHEAD DOORS ACCENT COLOR TBD
- ALUMINUM STOREFRONT MATERIIL
- CORTEN METAL FRAME CABLES FOR VINES GROW
 WALL
- 2. Minimum Plan Requirements: See attached
- 3. Site Plan: See attached

4. Elevation Drawing See attached

5. Additional Requirements:

a. Section 21A.58 Application Information:

- *i.* A project's compatibility with its environment and with other land uses and buildings existing in the surrounding area;
- GATEWAY STORAGE is surrounded by light industrial uses and is bordered by I-15 and the Union Pacific and Frontrunner train tracks. GATEWAY STORAGE provides a service to urban residents in the Depot District as well as the greater

downtown area. It also provides a flexible storage and warehousing option to small businesses downtown.

GATEWAY STORAGE aligns with the redevelopment efforts in the depot district by utilizing a site that is undesirable for other uses due to it's location. The new storage facility will also provide a noise and sight barrier between the highway and planned redevelopment of the UTA Bus Depot.

- *ii.* The quantity, quality, utility, size and type of a project's required open space area and proposed landscaping improvements;
- The project has no open space requirements. The proposed landscaping improvements include adding a sidewalk on the site's border with 700 W, planting new trees and shrubs, adding lighting for good visibility and safety and adding a living wall design element on the street facing East façade of the building.
- *iii.* The ability of a project's traffic circulation system to provide for the convenient and safe internal and external movement of vehicles and pedestrians;
- Self storage as a use generates low traffic volumes. The site plan for GATEWAY STORAGE provides ample parking for guests and employees at the leasing office. The site plan incorporates a directional traffic pattern on the site with multiple access and loading points for optimum traffic flow to and from the site.
- *iv.* The quantity, quality, utility and type of a project's required community facilities; and
- The project will incorporate a living wall design element on the East façade facing 700 W as a public art amenity for pedestrians and visitors to the site.
- v. The location and adequacy of a project's provision for drainage and utilities. (Ord. 13-19, 2019: Ord. 26-95 § 2(29-1), 1995)
- The project will utilize and modify existing utility and stormwater infrastructure on the site. Please see attached civil drawings for full details.

b. Site Photos

See attached

- c. Demonstration of compliance with the purpose of the individual zoning district in written narrative and graphic images.
 - i. The G-MU Gateway-Mixed Use District is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.
 - The GATEWAY STORAGE project supports the goals of the G-MU zone by promoting redevelopment and economic development. Self-storage provides a much-needed amenity and service to current and future residents. It also provides a vital service to downtown small businesses. Nationally 20-25% of all storage customers are commercial users. We expect at least 25% of our customers to be commercial users operating in the Salt Lake City CBD.
 GATEWAY STORAGE will also greatly improve the safety and attraction of the 700 West streetscape which is currently considered unsafe and commonly occupied by transient persons. GATEWAY STORAGE will also create a visual and noise barrier between the highway and planned residential in the Depot District making the area more desirable and aesthetically pleasing.
 - The graphics below illustrate the proposed structure, the proposed landscaping plan and other completed self-storage projects that represent the quality of building materials and finishes proposed for GATEWAY STORAGE.







Extra Space Storage – Vancouver, WA

Edgemark Storage – Glendale, CO

- d. Demonstration of compliance with the purpose of the applicable design standards of the individual zoning district in written narrative, graphic images, and relevant calculations.
 - GATEWAY STORAGE complies with all building envelop and setback requirements in the G-MU zone. The building design provides ample fenestration and glazing. The office was designed to create easy access for customers arrive by foot or car. Please refer to the East Elevation of the building for details on signage and streetscape design for reference.

We have also taken care to create a visually engaging building façade with varying building materials and building lines. We have also added two living wall design elements as a visual art amenity to be enjoyed by pedestrians.

- e. Demonstration of compliance with the applicable design review objectives (Section 21A.59.050) in written narrative, graphics, images, and relevant calculations.
 - *i. B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot.* & *Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction* The building was designed with the following elements to meet these criteria:
 - The leasing office is the main entrance from the public sidewalk. The building was designed to make this a focal access point.
 - The building is situated adjacent to the public sidewalk. The façade and landscaping were designed to promote safety and desirability.
 - The parking layout was designed with all parking on the side or rear areas of the site.
 - The building was designed with pedestrian interaction and interest in mind. See East building elevation for glass and living wall details designed to engage pedestrian interest.
 - ii. D. Large building masses shall be divided into heights and sizes that relate to human scale.

The building was designed with the following elements to meet these criteria:

- The streetscape façade was designed with various vertical and horizontal sections to create a relatable human scale.
- Fenestration, varying building materials and living walls were added as secondary design elements.

iii. E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:

The building was designed with the following elements to meet these criteria:

- The building façade includes changes in vertical planes, materials and massing to meet this requirement. See building elevations and site plan for reference.
- *iv. F. If provided, privately-owned public spaces shall include at least three (3) of the six (6) following elements:* This requirement is not applicable to the GATEWAY STORAGE project.
- v. G. Building height shall be modified to relate to human scale and minimize negative impacts. In downtown and in the CSHBD Sugar House Business District, building height shall contribute to a distinctive city skyline. The building was designed with the following elements to meet these criteria:
 - The building was designed with distinct base, middle and top sections to reduce apparent heights.
 - The building was designed to comply with all minimum height requirements in the G-MU zone.
- vi. H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.

The building was designed with the following elements to meet these criteria:

- All storage customer loading points are located on the rear of the building.
- Site traffic is directional making it easier for pedestrians to navigate car traffic.
- vii. I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (Subsection 21A.37.050.K.)

The site plan is designed to comply with these criteria.

viii. J. Signage shall emphasize the pedestrian/mass transit orientation.

The building was designed with the following elements to meet these criteria:

- Large branding signage has been incorporated into the building design.
- Smaller informational signage to inform and direct pedestrians on the site will be included based on facility operator's recommendations.
- *ix. K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.*

The building was designed with the following elements to meet these criteria:

- Outdoor lighting will utilize low-level illumination, energy efficient lighting, to provide appropriate lighting for all pedestrian walkways and access points.
- Lighting design will enhance the architectural features of the building while reducing uplighting in the sky.
- Lighting design will enhance legibility of all signage.

x. L. Streetscape improvements shall be provided as follows:

The building was designed with the following elements to meet these criteria:

- All trees and plants were selected based on the city's recommended tree and plant list.
- The landscaping plan was designed to meet the city's tree and plant spacing guidelines
- Durable pedestrian friendly materials were chosen to reduce required building maintenance.
- Living walls were incorporated into the street facing façade as both a public art amenity and a mechanism to reduce heat gain.











GATEWAY STORAGE ALTERNATIVE PARKING PLAN

D. Other Eligible Alternatives: Any alternative to off street parking spaces not outlined in this section may be considered. Such alternatives shall be processed as special exceptions in accordance with the provisions of <u>chapter 21A.52</u> of this title and as follows:

- 1. Application: In addition to the materials required by <u>chapter 21A.52</u> of this title, the applicant for an alternative parking requirement must also submit:
 - a. A written statement specifying the alternative parking requirement requested and the rationale supporting the application;

In addition to the Planned Development and Design Review Applications submitted for Gateway Storage we are requesting a special exception for approval of an alternative parking plan for the site. The proposed alternative parking plan includes 1 handicap stall and 17 regular parking stalls.

b. A professionally prepared parking study for alternative parking requirements requested for unique nonresidential uses and intensified parking reuse; and

Gateway Storage will be a climate controlled 3 story self-storage facility of approximately 130,500 gross square feet. Of the 130,500 approximately 100,640 square feet will be self-storage units available for rent and 29,860 square feet will be common areas such as hallways, bathrooms, leasing offices and loading zones. When determining parking requirements for self-storage facilities common area square footage is a much better indicator of actual parking needs.

The G-MU parking requirements for non-residential uses are no stalls for the first 10,000 square feet and 1 stall per 1,000 after that. When applying that standard to the 29,860 square feet of common area we get a parking requirement of 19.8 stalls. In addition, we have designed the site with 4 loading zones that tenants will use for temporary loading and unloading. These loading zones are not counted as part of the site's 18 parking stalls.

Self-storage is a low vehicle traffic use. The table below breaks down average vehicle visits per hour to self-storage facilities nationally. Gateway Storage's parking plan was designed to exceed peak parking needs during weekends.

	Weekdays	Weekends
AM Vehicle Traffic	4 to 5 vehicles	12 to 14 vehicles
Per Hour		
PM Vehicle Traffic	7 to 8 vehicles	8 to 9 vehicles
Per Hour		

The national average length of time per visit to a self-storage facility is approximately 30 minutes. Which effectively doubles the parking bandwidth of a parking stall in any given hour.

c. A site plan of the entire alternative parking property drawn to scale at a minimum of one inch equals thirty feet (1'' = 30') showing the proposed parking plan.

See parking plan attached.

ATTACHMENT E: ANALYSIS OF STANDARDS

The G-MU Gateway-Mixed Use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.

General G-MU Zoning Standards

Standard	Compliance	Proposal
Front/Corner Yard Setbacks: No setback requirements except that a minimum of 25% of the façade shall be no <i>more</i> than 5 feet from the street right-of-way line. Surface parking lots shall have a fifteen foot (15') landscape setback from the front property line.	Complies	Approximately 80% of the building is located at 5 feet from the street right-of-way line. Parking lot is set back 20' from front property line.
Side/Rear Yard Setbacks: No minimum.	Complies	Front (E): 5 feet Interior Side (N): 39 feet Interior Side (S): 33 - 64 feet Rear (W): 33 – 35 feet
Lot Area: None required.	Complies	1.8073 acres (approx. 78,726 sq. ft.)
Lot Width: None required.	Complies	The subject property is approximately 360' wide.
Building Height: Minimum building height is 45 feet. Maximum building height is 75 feet except buildings with non-flat roofs may be 90 feet, Additionally, height may be raised to 120 feet through Condition Building and Site Design Review.	Complies	The height of the building as shown in the plans is 45 feet to the top of the wall.
Parking: No spaces required up to 10,000 square feet usable floor area. 1 space per 1,000 usable square feet over 10,000 square feet thereafter	Complies with Special Exception Request for Alternative Parking Arrangement	Nonresidential parking standards require 1 stall for the first 10,000 square feet and an additional 1 space per 1,000 square feet thereafter. Additionally, commercial uses in the G-MU Zone are required to provide 1 parking space for every 1,000 sq. ft. of usable space above 10,000 sq. ft. The proposal is approximately 130,000 square feet which would equate to 120 parking stalls. The project has provided 18 stalls.

		The Applicant has proposed an alternative parking
		arrangement through a
States a star C MIL associated allowers	Committee with Comditions of	Special Exception request.
Signage: G-MU zoning allows different types of signs per Section 21A.46.115 of Salt Lake City's zoning code. Flat signs: 1 per building face up to 1.5 square feet per linear foot of building face	Complies with Condition of Approval	The proposal includes 4 flat signs; one on each face of the building: The northern face of the building could have up to 228 sq. ft. of signage. The Applicant has proposed 312 sq. ft. of signage. The eastern face of the building could have up to 384 sq. ft. of signage. The Applicant has proposed 78 sq. ft. of signage. The southern face of the building could have up to 300 sq. ft. of signage. The Applicant has proposed 78 sq. ft. of signage. The western face of the building could have up to 300 sq. ft. of signage. The Applicant has proposed 78 sq. ft. of signage. The western face of the building could have up to 390 sq. ft. of signage. The Applicant has proposed 312 sq. ft. of signage. All proposed signs comply with sizing requirements except for the sign on the northern face of the building. These measurements will need to be revised and approved as part of the building permit process prior to their installation. This will be included as a condition of approval and final approval may be granted administratively by staff
		<i>J J J - - - - - - - - - -</i>
Mid-Block Walkways: As a part	Complies	No mid-block walkways are
of the city's plan for the	L	proposed as part of this
downtown area, it is intended		development and none are
provided to facilitate pedestrian		metudeu in the city's plan.
movement within the area. To		
delineate the public need for		
such walkways, the city has		
tormulated an official plan for		
uter location and implementation which is on file		
at the planning division office.		

All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this	
plan for mid-block walkways.	

<u>G-MU Urban Design Guidelines</u>

Standard	Compliance	Proposal
Stalitial u	compliance	rioposai
1. Architectural character and materials *A differentiated base is required	 Complies with Design Review modification: 1. to allow less than 70% of materials to be brick masonry, textured or patterned concrete, or stone. 2. To allow two blank wolls 	The base is differentiated in terms of materials and height. The base material is a mixture of CMU and glass. A CMU string course in a different color differentiates the base of the building from the upper floors. Building is not even 45'
*Two dimensional glass curtain wall prohibited	2. To anow two blank wans with planted trellis structure.	36% of the exterior materials are CMU, aluminum storefront windows make up 41% and metal panels comprise the remaining 24% of the exterior according to the plans. Awnings are provided over entries.
*Arcades and awnings are permitted *Per 21A.31.010.P.3.a.3 – the maximum length of an uninterrupted wall on the first floor is fifteen feet (15'). This wall could be broken up with windows, doors, art or architectural detailing.		Two blank walls along 700 W façade are treated with a metal trellis structure for a planted "green wall" feature.
2. Windows and fenestration *Buildings with smooth surfaces are prohibited *All windows (except bay, projecting or balcony) should be	Complies	Plans indicate aluminum storefront windows will be incorporated and will be recessed into the building by 3 inches. The reflectivity of the glass is shown as 16%.

recessed from exterior wall by 3 inches *Reflectivity of glass should be less than 18%		
3. Entrance and visual interest *40 % minimum first floor glass and one operable door per façade *Facades: Provide at least one operable building entrance per elevation that faces a public street. *Maximum length of blank wall shall be 15 feet *All building equipment screened	Complies with Design Review approval: 1. To allow two blank walls greater than 15 feet in length with planted trellis structure.	 66% of the ground floor between 3 and 8 feet in height is comprised of glass and there are operable doors on the southern and eastern elevations as primary and secondary entrances (respectively). There are operable doors on the eastern, southern, and western faces of the building. The primary entrance will be located on the southern side of the building but a secondary entrance is available on the eastern (street-facing) façade. Although the city would prefer to see a primary entrance facing the street, the design has met the requirement set forth in the ordinance to provide a building entrance on a street-facing façade. Two blank walls along the 700 West façade are treated with a metal trellis structure for a planted "green wall" feature. These walls are 24 and 28 feet in width however 20 feet of each of these walls is covered by a green wall. The intent of limiting the length of a blank wall is to ensure buildings maintain a certain amount of visual interest; by providing these green walls there is a 20-foot expanse of greenery for pedestrians, cyclists, and motorists to enjoy. With 20 feet of the width of the blank walls covered by greenery this leaves only 4-8 feet of blank wall.

4. Building lines and front area *The majority of ground level façade is parallel, not at an angle, to the street (primarily applies to parking structures)	Complies	The front façade of the new building follows the curve of the existing walkways, "parallel" to the public space.
5. Public amenities and art *Street lighting should match the City lighting policy *Public art shall be included	Complies with Design Review approval for green wall trellis feature as public art.	No street lighting indicated on plans. Any street lighting will be installed in conformity to City policy. Green wall trellis treatment along 700 W façade is intended as the public art component. The green wall is designed to be 3 stories tall and visible to pedestrians on 200 South as well as the future redevelopment of the UTA bus depot.
Location of service areas *All loading and service be located on block interior away from view form public street	Complies	Service areas are located at the rear of the building. The building is designed with loading and unloading areas behind the rear of the building where they will be completely hidden from view from the public right of way. The trash enclosure is located at the southwestern corner of the site and will be constructed of similarly-colored CMU blocks as found on the primary building. The trash enclosure will include chain link gates with privacy slats to screen the trash from view.
Parking landscape requirements * 7. Landscape Requirements: Surface parking lots shall have a landscaped setback of at least twenty feet (20') and meet interior landscaped	Complies	Parking stalls are located to the southern side of the building; lot is set back 20' from front property line.

requirements as outlined in		
chapter 21A.48 of this title.		
21A.48.110: Freeway	Complies	The Applicant has
Scenic Landscape		formally requested a
Setback		waiver of the Freeway
D. Size Of Scenic		Scenic Landscape
Landscape		Setback requirement
Setback: For lots		for their project due to
platted after April		the project backing up
12, 1995, scenic		directly to the I-15
landscape setbacks		corridor and the
shall be twenty feet		inability to view the
(20') in width. For		landscaping from
lots existing as of		either I-15 or 700 West.
April 12, 1995, the		
width of the scenic		The Zoning
setback may be		Administrator
reduced, upon		approved the request to
approval of the		waive the Freeway
zoning		Scenic Landscape
administrator, if		Setback due to the
such reduction is		significant grade
necessary to		change from I-15 to the
achieve the		subject property
required off street		inhibiting the ability to
parking. The width		see the landscaping.
of the scenic		
landscape setback		
shall not be less		
than ten feet (10').		
Landscape Setback		
shall be planted and		
irrigated according to		
21A.48.110.		

ATTACHMENT G – G-MU DEVELOPMENT STANDARDS

STANDARD	COMPLIANCE Y/N	REASONING
Minimum Yard Requirements: No minimum setback requirements	Complies	<u>Front yard/700 W</u> – five foot (5') setback <u>Interior side yard</u> – varies 33' – 64' Rear yard – between 33-35'
Maximum Yard Requirements: Front Yard – a minimum of 25% of the length of the façade of a principal building shall be set back no farther than 5 FT from the street right of way line.	Complies	80% of the building is set at 5 FT from the street right of way line.
Lot Area: No Minimum or Maximum	Complies	Approximately 1.8073 acres (78,726 sq. ft.)
Lot Width No Minimum	Complies	Approximately 360 FT

Minimum building height is 45 FT	Complies	45'
Maximum building height is 75 FT. Buildings without flat roofs are allowed up to 90 FT.		
G-MU Urban Design	Building materials do	The design of the building base
Standards:	not comply.	incorporates change, contrast, and intricacy
A differentiated base is	Modification	in facade form, color and materials.
required.	requested through PD	
	process.	Applicant is requesting relief from the 70%
70% of materials are to be	Company Mitch	exterior material requirements through PD.
Drick masonry textured or nottorned concrete or out	Screening - with	Proposed - 36% of the exterior materials as
stone	condition of approval	cement block.
stone	project complies	
The fenestration of all new	project complies.	Plans indicate aluminum storefront
construction shall be three-		windows will be utilized but do not call out
dimensional (e.g., recessed		any projections or recessions of such.
windows, protruding cornice,		
etc.).		
Awnings are required over entry		
doors which are set back from the		
under revecable normit when an		
entry is at a property line		
chtry is at a property mie.		
Awnings are permitted over ground level windows. Where awnings extend out over the public way, a revocable permit is required.		
Buildings with completely smooth		
exterior surfaces shall not be		
have three-dimensional details on the		Reflectivity of glass is listed at 16%.
exterior that includes cornices.		
windowsills, headers and similar		There are two walls in excess of 15' but a
features.		modification is requested through the
		Design Review process with the inclusion of
All windows shall be recessed from		two green walls.
the exterior wall a minimum of 3".		
Bay windows, projecting windows,		
and balcony doors are exempt from		Street facing façade has 66% glazing.
tnis requirement.		
The veflection of the		
dass used in the		
windows shall he		The trash enclosure will be constructed of
limited to 18% as		CMU block similar to that found on the
defined by the ASTA		primary dwelling. The trash will be
standard.		screened from public view. Gas meters for
		the building are proposed along the front
		wall facing the public street. As a condition
		of approval, staff recommends the gas

Maximum length of an		meters are moved to the north or south
uninterrupted wall on the first		sides of the building to minimize their
floor is 15'.		visibility and impact.
		J J J J J J J J J J J J J J J J J J J
Minimum First Floor Class.		
The first floor elevation facing		
a street of all new buildings		
shall not have less than 40%		
glass surfaces. All first floor		
glass shall be popreflective		
The share we water a set as a		
The glass requirement may be		
reduced to 25% if the ground		
floor uses are residential.		
Screening: All building		
aquinment and service areas		
equipment and service areas,		
including on-grade and root		
mechanical equipment and		
transformers that are readily		
visible from the public right of		
way shall be screened from		
nublic view. These elements		
public view. These elements		
shall be sited to minimize		
their visibility and impact, or		
enclosed as to appear to be an		
integral part of the		
architectural design of the		
areinteeturar aesign or the		
huilding		
building.	Complete	No
building. Mid-Block Walkways:	Complies	No mid-block walkways are proposed as
building. Mid-Block Walkways: As a part of the city's plan for	Complies	No mid-block walkways are proposed as part of this development and none are
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building. Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways:As a part of the city's plan forthe downtown area, it isintended that mid-blockwalkways be provided tofacilitate pedestrianmovement within the area. Todelineate the public need forsuch walkways, the city hasformulated an official plan fortheir location and	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways:As a part of the city's plan forthe downtown area, it isintended that mid-blockwalkways be provided tofacilitate pedestrianmovement within the area. Todelineate the public need forsuch walkways, the city hasformulated an official plan fortheir location andimplementation. which is on	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings proster the effective	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
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building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for their location and implementation, which is on file at the planning division office. All buildings constructed after the effective date hereof within the G-MU gateway-mixed use district shall conform to this plan for mid-block walkways.	Complies	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To 	Complies Does not comply.	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for 	Complies Does not comply.	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
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building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To delineate the public need for such walkways, the city has formulated an official plan for 	Complies Does not comply.	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
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building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To 	Complies Does not comply.	No mid-block walkways are proposed as part of this development and none are included in the city's plan.
building.Mid-Block Walkways: As a part of the city's plan for the downtown area, it is intended that mid-block walkways be provided to facilitate pedestrian movement within the area. To 	Complies Does not comply.	No mid-block walkways are proposed as part of this development and none are included in the city's plan.

conformance with the provisions in table 21A.48.070G.		to determine the number of trees and shrubs needed.
Perimeter landscape areas must be at least 7', as measured from the back of the parking lot curb and extending any parking space overhang area.		
Required Improvements: Within the landscape area required above, landscape improvements shall be required as established in table 21A.48.070G:		
 1 shade tree every 30 feet 1 shrub per 3 feet Turf or ground cover outside of tree and shrub plantings 		
Parking Lot Curb Controls: Six inch (6") poured concrete curb controls shall be constructed around all required landscaping on the perimeter and within parking lots.		
Interior Parking Lot Landscaping: Jot less than 5% of the interior of a parking lot shall be devoted to landscaping. Landscaping areas located along the perimeter of a parking lot beyond the curb or edge of pavement of the lot shall not be included toward satisfying this requirement.	Complies with approval of Special Exception Request	he Applicant has submitted a Special Exception request for a modified parking arrangement. Should this request be approved twenty-two (22) parking stalls will be provided.
andscaped areas shall be improved in conformance with the following: Dispersion: Interior parking lot landscaping areas shall be dispersed throughout the parking lot		
Minimum Size: Interior parking lot or landscaping areas shall be a minimum of 120 square feet in area and shall be a minimum of 5' in width, as measured from back of curb to back of curb.		
Landscape Material: The plants used to improve the landscape areas defined above shall conform to the following:		

 The primary plant materials used in parking lots or vehicle sales or lease lots shall be shade tree species in conformance with applicable provisions of subsections <u>21A.48.050</u>A and B. Ornamental trees, shrubbery, hedges, and other plants may be used to supplement the shade tree plantings, but shall not be the sole contribution to such landscaping; Quantity: One shade tree shall be provided for every one hundred twenty (120) square feet of landscaping area; Ground Cover: A minimum of fifty percent (50%) of every interior parking lot or vehicle sales or lease lots landscaping area shall be planted with an approved ground cover in the appropriate density to achieve complete cover within two (2) 	
approved ground cover in the appropriate density to achieve complete cover within two (2) years, as determined by the zoning administrator.	

Special Exception Standards

21A.52.060: General Standards and Considerations for Special Exceptions: No application for a special exception shall be approved unless the planning commission, historic landmark commission, or the planning director determines that the proposed special exception is appropriate in the location proposed based upon its consideration of the general standards set forth below and, where applicable, the specific conditions for certain special exceptions.

Standard	Complies (Y/N)	Reasoning
A. Compliance with	Yes,	The subject property is
Zoning Ordinance	Complies	located in the G-MU Zone.
and District	-	"The Gateway Districts
Purposes:		are intended to provide
-		controlled and compatible
The proposed use and		settings for residential,
development will be in		commercial, and
harmony with the		industrial developments,
general and specific		and implement the
purposes for which		objectives of the adopted

this title was enacted	gateway development
and for which the	master plan through
regulations of the	district regulations that
district were	
established.	character of the area and
	encourage the
	development of urban
	neighborhoods containing
	supportive retail, service
	commercial, office,
	industrial uses and high
	density residential."
	Specifically, the Gateway
	Mixed-Use Zone is
	intended to "implement
	the objectives of the
	adopted gateway
	development master plan
	and anonyme so the
	and encourage the
	mixture of residential,
	commercial and assembly
	uses within an urban
	neighborhood
	atmosphereDevelopment
	in this district is intended
	to create an urban
	neighborhood that
	provides employment and
	economic development
	opportunities that are
	oriented toward the
	nedestrian with a strong
	amphasis on a safe and
	attractive streetscape. The
	attractive successape. The
	standarus are intended to
	objectives for urban and
	historic design, pedestrian
	amenities and land use
	regulation."
	The construction of the
	proposed self-storage
	facility facilitates the
	economic development
	and employment goals set
	forth in the purpose
	statements of the Gateway
	Zones. The proposal
	incorporates features such
	as street trees landscaning
	and a large amount of
	and a large amount of
	ground noor glass to
	maximize pedestrian
	comfort along 700 West.

 B. No Substantial Impairment of Property Value: The proposed use and development will not substantially diminish or impair the value of the property within the neighborhood in which it is located. 	Yes, Complies	The proposed self-storage facility will replace two existing vacant warehouse buildings which are currently fenced off from 700 West. The abutting properties (north and south) are vacant and the southern property is used as open storage. The rear of the subject property backs up to the I-15 corridor. The redevelopment of this site will not diminish the property value of the subject property or the neighboring properties. This redevelopment is in fact expected to increase property values.
C. No Undue Adverse Impact: The proposed use and development will not have a material adverse effect upon the character of the area or the public health, safety and general welfare.	Yes, Complies	The Applicant is proposing the construction of a new self-storage facility with a request for a modified parking arrangement. The Applicant asserts self- storage facilities have generate far fewer daily trips than other uses found within the G-MU Zone and the proposed alternative parking arrangement reflects this statement. The Applicant has proposed adequate parking to serve the needs of the employees and customers of the proposed self-storage facility while also complying with other adopted building codes and zoning ordinances including fire access, multiple means of ingress/egress, and adequate space between the service gate and the public right of way.

D. Compatible with Surrounding Development: The proposed special exception will be constructed, arranged and operated so as to be compatible with the use and development of neighboring property in accordance with the applicable district regulations.	Yes, Complies	The proposed development is similar to surrounding land uses in that it is a self storage facility surrounded by vacant lots and open storage. Additionally, there are existing warehouse buildings on site which will be replaced with a new building with higher- quality materials and a more elevated design. The subject property is located on a dead-end public street and backs up to the I-15 corridor.
E. No Destruction of Significant Features: The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.	Yes, Complies	Although the property is located within the Warehouse National Historic District the existing buildings on the subject property are not historic in their own right; they were constructed between 1996 and 1999. The existing buildings have been fenced off and left vacant.
F. No Material Pollution of Environment: The proposed use and development will not cause material air, water, soil or noise pollution or other types of pollution.	Yes, Complies	The self-storage facility is not anticipated to cause any material air, water, soil, noise or other type of pollution. Additionally, the requested alternative parking arrangement includes fewer parking stalls so fewer vehicles may be present on-site at the same time reducing the vehicle emissions in this area.
G. Compliance with Standards: The proposed use and development complies with all additional standards imposed on it pursuant to this chapter.	Yes, Complies	

PLANNED DEVELOPMENT STANDARDS

21a.55.050: 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:

Standard	Finding	Rationale
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. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The planning commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.	Complies	The Applicant has indicated their project fulfills the adopted Downtown Master Plan in that, while the Downtown Master Plan (and the Depot District specifically) call for this area to become a "dense urban neighborhood" the subject property's location between the I- 15 corridor and the railroad tracks is not conducive to the development of a dense urban neighborhood. Instead the development of a self-storage facility will provide a service to existing and future residents of Salt Lake City while utilizing a parcel that is not ideal for residential, retail, or office usage.
B. The proposed planned development is generally consistent with adopted policies set forth in the citywide, community, and/or small area master plan that is applicable to the site where the planned development will be located.	Complies	The proposed development generally complies in that it utilizes a parcel which is not conducive to high-density residential, retail, or office uses. The subject property is located in the Depot District of the Downtown Master Plan area but is located between the I-15 corridor and the railroad tracks on a dead-end street.
C. Design and Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and		The proposed development is for a permitted use in the GMU Zone. It has been designed to be compatible with the warehouse district.

compatibility, the planning commission should consider:		
Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	Complies	The principal street façade of the proposed building is along 700 West, which ends in a cul-de-sac to the north of the subject property. The subject property backs up to the right of way for Interstate 15 and is bordered on the north and south sides by vacant fields and open storage areas.
Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable master plan related to building and site design;	Complies	The building is oriented to "front" along 700 West, which is the only street the subject property has frontage along. There is no other point of access to the property from a public right of way.
 Whether building setbacks along the perimeter of the development: a. Maintain the visual character of the neighborhood or the character described in the applicable master plan. b. Provide sufficient space for private amenities. 	Complies	 The G-MU zoning district does encourage buildings be built at or close to the property line to increase pedestrian interaction, which this proposal achieves. The proposal includes two driveways with gates set farther back from the public right-of-way to allow drivers plenty of space and time to react to pedestrians or other vehicles in the area. a. The Downtown Master Plan (specifically the Depot District) calls for this area to become a dense urban neighborhood with ready access to transit and a pedestrian-friendly design. The proposed building supports this goal by incorporating smaller building setbacks, increased ground floor glass, and improved
c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.		 landscaping in the public right of way. This differs from the existing conditions currently on site and many of the surrounding buildings where the structures are set farther back from the public right of way to accommodate parking lots or drive aisles. b. The proposal does not include any private amenities but provides sufficient space for

d. Provide adequate sight lines to streets, driveways and sidewalks. e. Provide sufficient space for maintenance.		 employees and visitors to park, load/unload items, and dispose of trash items without interfering with vehicular or pedestrian traffic along 700 West. c. While the proposed self-storage facility is not anticipated to generate noise or privacy complaints there is sufficient buffering between the subject property and neighboring properties; the primary building is surrounded by a wide drive aisle on three sides. Parking for the site will be located to the side of the principal building and a landscaped buffer will be provided between the parking area and the southern property line. d. The proposal includes two gates set back 60 feet and 5 feet from the public right of way. These gates are setback this distance to ensure employees and visitors have ample room to pull their vehicles away from the gate without impacting the traffic along 700 West. The areas between these gates and the public right of way are kept open and free of structures or tall landscaping to allow drivers plenty of sight distance as they enter or exit the property. e. There is a wide drive aisle around the perimeter of the proposed building: this provides adequate
		 plenty of sight distance as they enter or exit the property. e. There is a wide drive aisle around the perimeter of the proposed building; this provides adequate access for fire safety and ample space for maintenance vehicles to pull onto the site as needed.
Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	The proposed building incorporates glass into 66% of the ground floor façade adjacent to 700 West. Additionally, two "green walls" are proposed on the eastern façade to provide interest to passing pedestrians and provide a more comfortable experience on the sidewalk.
Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	The proposal includes ample security lighting inside the building and around the exterior of the building. There is additional security lighting located at the loading doors for the protection of customers and staff. Accent

		lighting by the office and at the green wall along 700 West will be installed utilizing fixtures which will minimize the amount of light pollution in the area. Signage will be backlit so the tenant (ExtraSpace Storage) will be identifiable after dark.
Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	Loading areas are provided at the rear of the building and are screened from public view. A dumpster is provided at the rear property line at the southwestern corner of the site. The trash enclosure will be constructed of CMU brick (which is a predominant material on the primary structure) and will be accessible through a chain link gate with privacy slats.
Whether parking areas are appropriately buffered from adjacent uses.	Complies	The required parking will be located to the south of the principal building and will be buffered from the adjacent property by landscaping. The proposed landscaping to the south of the parking lot will need to increase in width from 4' to at least 7'.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the planning commission should consider:	Complies	
Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	The majority of the existing landscaping around the site will be removed and replaced. The provided plans do not indicate the presence of mature trees which will be preserved, if any.
Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	There is very little landscaping currently providing additional buffering to adjacent properties. The proposed plans indicate additional landscaping will be provided in response to this requirement.
Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	The proposed landscaping will be installed to both beautify the site and provide an aesthetically- pleasing buffer between the storage facility and the neighboring properties. It will also provide beautiful natural greenery

		for the enjoyment of pedestrians moving along 700 West.
Whether proposed landscaping is appropriate for the scale of the development.	Complies	This is a fairly large development and new landscaping has been proposed along over 300' of the site's frontage along 700 West and within and around the proposed parking lot at the southern property line.
E. Mobility: The proposed planned development supports citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the planning commission should consider:	Complies	
Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	The plans propose two 30 foot- wide driveways to the north and south of the principal building. Both will be gated further back from the proposed right of way to allow adequate space for customers to enter and exit the property safely from 700 West.
Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design; b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and c. Minimizing conflicts between different transportation modes;	Complies	This proposal includes enhancing the pedestrian walkways through and around the building by installing various hardscape and landscape features designed with the pedestrian in mind. The sidewalk infrastructure along this stretch of 700 West is either severely dilapidated or entirely missing; the proposal indicates a new sidewalk will be constructed along with the installation of landscaping to provide safe and comfortable access for pedestrians. No bicycle facilities have been proposed as part of this development.
Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	Access along 700 West is improved for pedestrians through the installation of the new sidewalk and landscape beautification.
Whether the proposed design provides adequate emergency vehicle access; and	Complies	The proposal includes a wide access around the full perimeter of the structure with two accesses onto 700 West.
Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	The development will utilize the rear of the property as loading and service space; this area will be screened from public view from 700 West.

F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.	Complies	The existing buildings on the site are two warehouse-type structures set back from the public right-of- way. The applicant intends to demolish and remove them to make way for the proposed self- storage facility.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	Proposal will be required to comply with any requirements from public utilities.

DESIGN REVIEW STANDARDS

21A.59.050: Standards for Design Review: The standards in this section apply to all applications for design review as follows:

For applications seeking modification of base zoning design standards, applicants shall demonstrate how the applicant's proposal complies with the standards for design review that are directly applicable to the design standard(s) that is proposed to be modified.

For applications that are required to go through the design review process for purposes other than a modification to a base zoning standard, the applicant shall demonstrate how the proposed project complies with each standard for design review. If an application complies with a standard in the base zoning district or with an applicable requirement in chapter 21A.37 of this title and that standard is directly related to a standard found in this section, the Planning Commission shall find that application complies with the specific standard for design review found in this section. An applicant may propose an alternative to a standard for design review provided the proposal is consistent with the intent of the standard for design review.

Standard	Finding	Rationale
A. Any new development shall comply with the	Complies	Self-storage facilities are allowed
intent of the purpose statement of the zoning		as permitted uses in the GMU
district and specific design regulations found		Zone, but this use is not
within the zoning district in which the project		renowned for supporting a
is located as well as the City's adopted "urban		dense, walkable urban
design element" and adopted master plan		environment. The subject
policies and design guidelines governing the		property is situated on a dead-
specific area of the proposed development.		end public street and is settled
		between railroad tracks and the
		I-15 corridor and is not the most
		conducive location for a dense
		urban neighborhood as set forth
		in the Downtown Master Plan.
		Furthermore, the Vision Map
		for the Depot District does not
		indicate any midblock
		walkways, transit lines, or other
		amenities which would support
		a dense urban neighborhood on
		the subject property.

The subject property is located in the G-MU Zone. "The Gateway Districts are intended to provide controlled and compatible settings for residential commercial, and industrial developments, and *implement the* objectives of the adopted gat3eway development master plan through district regulations that reinforce the mixed use character of the neighborhood and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential." Specifically, the Gateway Mixed-Use Zone is intended to "*implement* the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere...Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic
		design, pedestrian amenities and land use regulation." The construction of the proposed self-storage facility facilitates the economic development and employment goals set forth in the purpose statements of the Gateway Zones. The proposal incorporates features such as street trees, landscaping and a large amount of ground floor glass to maximize pedestrian comfort along 700 West.
 B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. 1. Primary entrances shall face the public sidewalk (secondary entrances can face a parking lot). 2. Building(s) shall be sited close to the public sidewalk, following and responding to the desired development patterns of the neighborhood. 3. Parking shall be located within, behind, or to the side of buildings. 	Complies with Design Review approval	 The primary entrance to the proposed building currently faces the parking lot adjacent to the southern side property line. There will also be a secondary entrance on the eastern façade of the building facing 700 West. While the preference would be to have the primary entry face 700 West the ordinance simply requires an entrance onto each street-facing façade. Should the tenant (Gateway Storage) ever decide to leave the facility it is possible that the primary structure could be remodeled and the entry facing 700 West could become the primary entrance. The building is sited approximately 5 feet from the property line. The building steps back as the property line moves to the north to maintain this five foot setback. The parking for the development is located to the side of the primary building.
 C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction. 1. Locate active ground floor uses at or near the public sidewalk. 2. Maximize transparency of ground floor facades. 3. Use or reinterpret traditional storefront elements like sign bands, clerestory 	Complies	 The building is designed so that ground floor uses are located at the street level while support functions such as the parking area are located at the side of the site. The ground floor façade is 66% open and also addresses the

 glazing, articulation, and architectural detail at window transitions. 4. Locate outdoor dining patios, courtyards, plazas, habitable landscaped yards, and open spaces so that they have a direct visual connection to the street and outdoor spaces. 		 standard which specifies that 40% of the front facing façade between 3 and 8 feet above grade must be transparent. The glass areas are located along the active ground floor uses ad include the office space and a hallway customers may utilize to access their storage unit. 3. There is additional architectura detailing in the form of a concrete sill at each of the windows as shown on the Applicant's window detail drawing. 4. There are no outdoor dining patios, courtyards, plazas, habitable landscaped yards, or private open spaces associated 	5
		with this proposal.	
 D. Large building masses shall be divided into heights and sizes that relate to human scale. 1. Relate building scale and massing to the size and scale of existing and anticipated buildings, such as alignments with established cornice heights, building massing, step-backs and vertical emphasis. 	Complies	 Currently the subject property houses the only existing buildings along this portion of 700 West. These buildings are generic warehouse-type buildings which were built in the 1990s. Because there are no primary structures to relate the design of the proposed self- storage facility to the Applicant has provided a design which incorporates design features desired in the Downtown Master Plan. The proposed building is set back five feet from the public right of way and incorporates ground floor glass and additional landscaping along 700 West to both beautify the development and make it more hospitable to pedestrians travelling along the public street. The base of the building is 	 t
2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights		differentiated from the remainder by a string course of differently colored CMU bricks and metal panels and is set at a height that is comfortably at the human scale. Green walls are included along the eastern façade of the building which faces 700 West; these green walls provide visual interest	ć

and widths) of the buildings in the context			while also breaking up the long
and reduce the visual width or height.		3.	face of the proposed building. Windows are provided along three of the four facades with 66% of the eastern elevation between 3' and 8' being comprised of glazing. The Downtown Master Plan calls for an "active public realm that supports a vibrant downtown experience." While it doesn't specify a numeric solid- to-void ratio it does encourage building designs which engage
 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 4 Befleet the scale and solid to work 			pedestrians and create a beautiful downtown community The proposed building includes green walls which add to the visual interest along 700 West and 66% of the castern struct
4. Reflect the scale and solid-to-void ratio of windows and doors of the established character of the neighborhood or that which is desired in the master plan.			facing façade between 3' and 8' is comprised of glazing.
 E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include: 1. Changes in vertical plane (breaks in facade); 2. Material changes; and 	Complies	1.	The building is setback approximately 5 feet from the property line and follows the slight curve of the right of way as it progresses northward. The progressing setbacks of the building break up the massing of the eastern façade and add to visual interest
3. Massing changes.		2.	The building façade will be approximately 256 feet long and is broken up by the usage of different exterior building materials and the incorporation of two "green walls" where plants may grow vertically up the wall. Differently-colored CMU bricks will be utilized to break up the appearance of a "solid wall" and will be incorporated into string courses and denote the locations of doors and windows.
		3.	The proposed building facilitates changes in the perceived massing by incorporating glazing and green wall components. The crown or top of the building is denoted by a string course of darker colored CMU blocks.

F. If provided, privately-owned public spaces	Not	This proposal does not include
shall include at least three (3) of the six (6)	applicable	privately-owned public spaces.
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 seasonal		
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")		
(000) square rect, at least two men (Σ)		
A Water features or public art:		
4. Water realizes or public art, 5. Outdoor dining gross; and		
5. Other emerities not listed above that		
0. Other amenities not listed above that		
C. Devilding their shell he medified to relate to	Complian	1 II
G. Building height shall be modified to relate to	Complies	1. Fluman scale
numan scale and minimize negative impacts. In		a. The design does not utilize stepbacks,
downtown and in the CSHBD Sugar House		nowever the differentiation of
Business District, building neight shall		building materials give the illusion of
contribute to a distinctive City skyline.		a shorter building and the
I. Human scale:		incorporation of glass into 66% of the
a. Utilize stepbacks to design a building		ground floor eastern façade provides a
that relate to the height and scale of		comfortable area for pedestrians.
adjacent and nearby buildings, or where		
identified, goals for future scale defined		b. The proposed building is only three
in adopted master plans.		stories in height and is already
b. For buildings more than three (3)		considered "human scale.
stories or buildings with vertical mixed		
use, compose the design of a building		
with distinct base, middle and top		
sections to reduce the sense of apparent		
height.		
2. Negative impacts:		
a. Modulate taller buildings vertically and		
horizontally so that it steps up or down		
to its neighbors.		
b. Minimize shadow impacts of building		
height on the public realm and semi-		
public spaces by varying building		
massing. Demonstrate impact from		
shadows due to building height for the		
portions of the building that are subject		
to the request for additional height.		
c. Modify tall buildings to minimize wind		
impacts on public and private spaces,		
such as the inclusion of a wind break		
above the first level of the building.		
3. Cornices and rooflines:		
a. Cohesiveness: Shape and define		3. Cornices and rooflines.
rooflines to be cohesive with the		a. There is no cornice or cap to building
building's overall form and composition.		aside from another string course of CMU

 b. Complement Surrounding Buildings: Include roof forms that complement the rooflines of surrounding buildings. c. Green Roof And Roof Deck: Include a green roof and/or accessible roof deck to support a more visually compelling roof landscape and reduce solar gain, air pollution, and the amount of water entering the stormwater system. 		bricks. The building is designed with a flat roof which is similar to the roofline found on the site currently with the existing warehouse buildings. b. The subject property is located adjacent to two vacant parcels to the north and south, the I-15 corridor to the west, and 700 West to the east. There are no surrounding buildings to complement in the design of the proposed self-storage facility. The building is compatible with the larger warehouse style of the Depot District. c. The proposal does not include a green roof or a roof deck.
H. Parking and on-site circulation shall be provided with an emphasis on making safe pedestrian connections to the sidewalk, transit facilities, or midblock walkway.	Complies	The parking facilities will be located to the south side of the building. Two driveways will access the subject property from 700 West. No mid-block walkway is needed at this site according to the city's plans.
I. Waste and recycling containers, mechanical equipment, storage areas, and loading docks shall be fully screened from public view and shall incorporate building materials and detailing compatible with the building being served. Service uses shall be set back from the front line of building or located within the structure. (See subsection 21A.37.050K of this title.)	Complies	Loading and service areas are not visible from the public right of way; they are located directly behind the building nearby the provided access doors. The trash enclosure is located at the southwestern corner of the subject property. The enclosure itself will be constructed of the same CMU block utilized on the primary structure and will be closed with chain link gates with privacy slats.
 J. Signage shall emphasize the pedestrian/mass transit orientation. 1. Define specific spaces for signage that are integral to building design, such as commercial sign bands framed by a material change, columns for blade signs, or other clearly articulated band on the face of the building. 2. Coordinate signage locations with appropriate lighting, awnings, and other projections. 3. Coordinate sign location with landscaping to avoid conflicts. 	Complies with Condition of Approval	The proposed building will have a flat sign per face of the building as allowed within the GMU Zone. Sizing and material information has not yet been provided. Compliance with signage approval is a condition of approval being recommended by Staff.

 K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals. 1. Provide streetlights as indicated in the Salt Lake City Lighting Master Plan. 2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and up lighting directly to the sky. 3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety. 	Complies	 Plans indicate there is a streetlight along 700 West to the north of the subject property. No streetlights are being proposed as part of this development. Aside from backlit signage the only exterior lighting will be located on the ground floor. The fixtures will be dark sky compliant and energy efficient. Exterior lighting on the ground floor will be located at building entrances and accent lighting will be provided by the office and near the green walls.
 L. Streetscape improvements shall be provided as follows: 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. Hardscape (paving material) shall be utilized to differentiate privately-owned public spaces from public spaces. Hardscape for public sidewalks shall follow applicable design standards. Permitted materials for privately-owned public spaces shall meet the following standards: Use materials that are durable (withstand wear, pressure, damage), require a minimum of maintenance, and are easily repairable or replaceable should damage or defacement occur. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI). 	Complies, with Condition of Approval	 There are no existing street trees along the frontage of the subject property. Plans indicate maple trees will be planted out front of the proposed self- storage facility and must be approved by the Urban Forester for species and location prior to their installation. A condition of approval will be included that the species and planting scheme will be approved by Urban Forestry prior to the trees being installed. Hardscape: Material will be durable in nature and the main paving materials will be light in color. Vegetation will be incorporated into the 5-foot setback to the sidewalk. The light colored CMU blocks and the landscaping incorporated with the site will limit the project's contribution to the urban heat island effect. The materials and design will relate to the neighborhood and site context. CMU block is a typical building material for self-storage facilities and warehouse-type structures. The addition of glazing on the street-facing facades will also allude to the "dense urban

- d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.
- e. Use materials (like textured ground surfaces) and features (like ramps and seating at key resting points) to support access and comfort for people of all abilities.
- f. Asphalt shall be limited to vehicle drive aisles.

the Downtown Master Plan (Depot District).

- e. All main entries are at groundlevel so people of all abilities will be able to utilize the same entrances/exits. The site is relatively flat and ramps are not needed to gain entry to the building.
- f. The vehicle drive aisle will be asphalt but walkways made of concrete or other durable materials.

ATTACHMENT F: Public Process and Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project:

- June 17, 2020 Notice of the project and a formal letter requesting comments was sent to the Chairs of the Poplar Grove and Downtown Community Councils.
- June 17, 2020 Staff sent an early notification announcement of the project to all residents and property owners located within 300 feet of the project site, providing notice about the project and information on how to give public input on the project.
- An online open house was held beginning July 2, 2020. The public comment period for the open house was set to expire on August 3, 2020, but was extended to September 8, 2020 to accommodate the Special Exception request.

Notice of the public hearing for the proposal included:

- Public hearing notice mailed on September 10, 2020
- Public hearing notice sign posted on property: September 11, 2020
- Public hearing notice posted on City and State websites and Planning Division list serve: September 10, 2020

Public Comments

Two comments have been received regarding this proposal. These comments centered on a question of whether or not the development of a self-storage facility is truly the highest and best use of the land.

The comments received for the proposed self-storage facility can be found on the following page:

Hello Kevin,

Thank you very much for reaching out and for your questions. The subject property is currently zoned Gateway Mixed Use (GMU) where self storage is allowed as a permitted use. The Applicant has submitted an application for Planned Development approval along with an application for Design Review approval, as required by the zoning ordinance.

The plans they have submitted indicate the primary building will face eastward towards 700 West. All of the units will be enclosed within one primary building with parking located to the south. The plans indicate the addition of some landscaping along 700 West and a drive aisle from the parking lot around the rear of the building to the northern end of the property. The project plans may be found on our website at the following link: https://www.slc.gov/planning/2020/07/02/gateway-storage/. Again, thank you for reaching out with your feedback. If you have any additional comments or questions please feel free to email them to me or leave me a voicemail and I will ensure they are included in the Staff Report packet that is sent to the Planning Commission for their review.

All the best,

CAITLYN MILLER, AICP Principal Planner

PLANNING DIVISION DEPARTMENT of COMMUNITY and NEIGHBORHOODS SALT LAKE CITY CORPORATION

TEL 385-202-4689 FAX 801-535-6174 <u>caitlyn.miller@slcgov.com</u> WWW.SLCGOV.COM

From: Leo, Kevin (TOD Project Specialist I)
Sent: Tuesday, July 7, 2020 2:28 PM
To: Miller, Caitlyn <Caitlyn.Miller@slcgov.com>
Subject: (EXTERNAL) Self-Storage Unit Building at 134 South 700 West

Hi Caitlyn,

My name is Kevin Leo and I represent the Utah Transit Authority's Transit Oriented Development Department. As a department we are interested in having the area around Salt Lake Central Station be developed as a dense, mixed-use, walkable, urban neighborhood. We would like to see development that encourages and supports transit ridership and do not believe that storage units would be compatible with that goal.

Does the existing zoning allow for self-storage buildings? Has the developer indicated how the building(s) would be configured? What would be the best way for us to participate in the online open house?

Thanks



669 W. 200 S. Salt Lake City, UT 84101 www.rideuta.com

From:	Suzanne Stensaas
То:	<u>Miller, Caitlyn</u>
Subject:	(EXTERNAL) storage facility
Date:	Friday, August 14, 2020 12:15:26 PM

Gateway Storage Planned Development at approximately 134 South 700 West - Austin Lundskog. Applicant. is requesting Planned Development and Design Review approval of a proposed self-storage facility 103,500 sq. ft. in size at approximately 134 South 700 West. The property is zoned GMU (Gateway Mixed Use) and is located within Council District 4, represented by Analia Valdemoros. (Staff contact: Caitlyn Miller at (385) 202-4689 or caitlyn.miller@slcgov.com) Case numbers PLNPCM2020-00182 and PLNPCM2020-00399

Just as we are trying to beautify downtown and the granary district we do not need a self storage place. How could this even be conceived? 100,000 sq ft of garages in the heart of the city. Please put me down as protesting and opposing. We can do better.

Suzanne S. Stensaas Salt Lake City, Utah 84109, USA Telephone Skype: email:

ATTACHMENT G: Department Comments

Public Utilities:

Public Utilities Comments and Conditions:

Planned Development and Design Review does not provide building permit or utilities development permit.

Property has a 2" meter and a 8" detector check connected to a 12" water main in 700 W Property has sewer service connected to an 8" main in 700 W. There is not currently storm drain system in 700 West.

All improvements must meet SLC Public Utilities standards, practices and policies.

A complete technical drainage study will be required.

A separate demolition permit will be required.

Plans must be submitted to building permit process for review and approval.

Building Services:

All construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

All construction within the corporate limits of Salt Lake City shall be per the State of Utah adopted construction codes and to include any state or local amendments to those codes. RE: Title 15A State Construction and Fire Codes Act.

Fire: No Comments

Transportation:

No Comments