



MEMORANDUM

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Sara Javoronok, AICP, Senior Planner
801-535-7625, sara.javoronok@slcgov.com

Date: January 26, 2022

Re: Design Review Time Extension Request – 9th East Mixed-Use and Multifamily

ACTION REQUIRED: Vote on granting a time extension for a Design Review approval for a mixed-use development at 402 South 900 East and 410 South 900 East.

RECOMMENDATION: Grant a year-long time extension for the Planned Development to expire on January 16, 2023.

BACKGROUND/DISCUSSION:

The Design Review (PLNPCM2020-00641) received Planning Commission approval for the construction of a mixed-use project with 264 residential units and approximately 16,025 square feet of retail, 5,170 square feet of office space, and 319 parking spaces in the TSA-UN-T zoning district. The Design Review requests were for reduction in the 60% glass requirement on the ground floor for the 900 East elevation and an increase from the 200' maximum length of a street-facing façade for the 400 South elevation. The project team has experienced setbacks due to COVID-19 delays including interruptions in the supply chain and increased construction, material, and labor costs.

Design Review approvals expire in one year “unless a building permit has been issued or complete building plans have been submitted to the division of building services and licensing.” The applicant has not submitted building plans to the Building Services Department and has not obtained any building permits for work on the development at this time. As such, they must request an extension to maintain their original approval.

The Planning Commission may grant extensions for Design Review approvals for up to one additional year. A one-year extension would push the expiration date of the approval to Monday, January 16, 2023. If the extension is approved, the applicant will need to obtain a building permit or submit complete building plans to Building Services before that date, or else request another extension.

ATTACHMENTS:

- [A. Time Extension Request Letter](#)
- [B. Original Record of Decision Letter](#)
- [C. Original Staff Report](#)

ATTACHMENT A: TIME EXTENSION REQUEST LETTER



THE
RICHARDSON
DESIGN
PARTNERSHIP
L.L.C.

December 29, 2021

Sara Javoronok
Salt Lake City Planning

RE: PLNPCM2020-00641 – 9th East Mixed Use and Multifamily

Sara,

On behalf of the Owner/Developer, RD Management, we would like to request an extension of the approval of the Design Review for modifications to the design standards to construct the 9th East Mixed Use and Multifamily project which expires on January 13, 2022.

Our team has experienced several setbacks due to COVID-19 delays including interruptions in the supply chain and increased construction, material, and labor costs. These have impacted overall project schedule and budgeting.

As a result, we are asking for your consideration for a one (1) year extension of the approval. We are excited about this project and look forward to continuing to develop and construct this project in the near future.

We appreciate your time and efforts. Please let me know if you have any other questions or clarification.

Kind Regards,

Jeffrey N. Byers, AIA, NCARB
Principal Architect

ATTACHMENT B: 2021 RECORD OF DECISION



PLANNING DIVISION

ERIN MENDENHALL
MAYOR

NICK NORRIS
DIRECTOR

January 14, 2021

Eric Moran
810 Seventh Ave – 10th Floor
New York, NY 10019

SENT VIA EMAIL

RE: Record of Decision for Petition PLNPCM2020-00641 Design Review for 9th East Mixed-Use and Multifamily

Location: 402 S 900 E and 410 S 900 E

Mr. Moran,

On January 13, 2021, the Salt Lake City Planning Commission granted approval of the Design Review application for modifications of the requirement for 60% glass on the ground floor of the 900 East street facing facade and the maximum length of a street-facing façade of 200' for the 400 South elevation for the property at 402 S 900 E and 410 S 900 E. The following eight conditions were applied to the request:

1. Fiber cement board shall be substituted for the synthetic acrylic coating over rigid insulation (EIFS) identified on the plans.
2. Materials not classified as durable, including metal, are subject to Planning Director determination of durable.
3. TSA Development Score approval is required prior to building permit approval.
4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.
5. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
6. The involved lots shall be consolidated through the Lot Consolidation process as per Chapter 20.32 of the Subdivisions and Condominiums ordinance.
7. The amenity deck above the drive aisle is pushed back to 45 feet from the property line.
8. The upper level material is changed in color on the west building massing. Final design details regarding this condition are delegated to staff.

The decision of the Planning Commission was based on the information contained in the staff report, the project details provided by you including the evidence presented during the meeting, and the discussion of the Planning Commission. Copies of this information may be found at <http://www.slcdocs.com/Planning/Planning%20Commission/2021/00641StaffReport.pdf>.

The decision considers the general purpose of the zoning ordinance as well as the purpose of the zoning district where the proposal is located. The purpose of the applicable zoning district is as follows:

The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

1. *Core Area: The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.*

...

B. Station Area Types: A station area typology is the use of characteristics, such as building types, mix of land use, transit service and street network to create generalizations about an area that can be used to define a common vision for development of a transit station area. Each typology recognizes the important difference among places and destinations and takes into account the local context of a station and its surroundings. Refer to the official Salt Lake City zoning map to determine the zoning of the land within each station area.

...

2. *Urban Neighborhood Station (TSA-UN): An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.*

The Planning Commission made findings that with the conditions above, the petition met the Design Review standards for approval found in *Section 21A.59* of the Zoning Ordinance. Copies of this information are available online at the link above and on the following page:

<https://www.slc.gov/planning/planning-commission-agendas-minutes/>

Approvals for Design Review expire one year after the January 14, 2021 date of this Record of Decision unless a building permit has been issued or complete building plans have been submitted to the division of building services and licensing within that period or unless a longer time is requested and granted by the planning commission. **Any request for a time extension shall be required not less than thirty days prior to the one-year time period.**

The Record of Decision is provided to you indicating the date the action was taken to approve the request, the 10-day appeal period, and to what body an appeal can be made. There is a 10-day appeal period beginning January 14, 2021. This appeal period is required by the City's Zoning Ordinance and allows time for any affected property owner to protest the approval, if they so choose. Appeals are heard by the Appeals Hearing Officer. The appeal period will expire on Monday, January 25, 2021.

The minutes of the January 13, 2021, Planning Commission are tentatively scheduled to be approved on January 27, 2021. Copies of the adopted minutes for the meeting will be posted to the Planning Division's website the day after they are adopted at <https://www.slc.gov/planning/planning-commission-agendas-minutes/>.

Please feel free to contact me at (385) 226-4448 or by email at sara.javoronok@slcgov.com if you have questions or need additional clarification.

Sincerely,

A handwritten signature in black ink, reading "Sara Javoronok". The signature is fluid and cursive, with the first name "Sara" and last name "Javoronok" clearly distinguishable.

Sara Javoronok, AICP
Senior Planner
Salt Lake City Planning Division

ATTACHMENT C: ORIGINAL STAFF REPORT



Staff Report

PLANNING DIVISION
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Sara Javoronok, (385) 226-4448, sara.javoronok@slcgov.com

Date: January 13, 2021

Re: PLNPCM2020-00641 – 9th East Mixed Use and Multifamily

Design Review

PROPERTY ADDRESSES: 402 South 900 East and 410 South 900 East

PARCEL IDs: 16-05-330-010-0000 and 16-05-330-009-0000

MASTER PLAN: Central Community Master Plan – Medium Density Transit Oriented Development

ZONING DISTRICT: TSA-UN-C (Transit Station Area – Urban Neighborhood Station - Core)

REQUEST: Salt Lake City has received a request from Eric Moran, representative for the property owner, RD Management, along with architects Peter Jacobsen and Jeff Byers of The Richardson Design Partnership for Design Review approval for modifications to the design standards to construct a new mixed-use development. The standards proposed to be modified are the requirement for 60% glass on the ground floor of the 900 East street facing facade and the maximum length of a street-facing facade of 200' for the 400 South elevation.

RECOMMENDATION: Based on the findings in the staff report, planning staff recommends that the Planning Commission approve the Design Review subject to complying with all applicable regulations and the following conditions of approval:

1. Fiber cement board shall be substituted for the synthetic acrylic coating over rigid insulation (EIFS) identified on the plans.
2. Materials not classified as durable, including metal, are subject to Planning Director determination of durable.
3. TSA Development Score approval is required prior to building permit approval.
4. Final approval of the details for signage, lighting, and landscaping are delegated to Planning staff.
5. Approval is for the specific items discussed and identified in the staff report. All other applicable zoning regulations and requirements from other city departments still apply.
6. The involved lots shall be consolidated through the Lot Consolidation process as per Chapter 20.32 of the Subdivisions and Condominiums ordinance.

ATTACHMENTS:

- A. [Vicinity Map](#)
- B. [Applicant Initial Submittal](#)

- C. [Revised Submittal](#)
- D. [Site Photos](#)
- E. [Zoning District Standards](#)
- F. [Design Review Standards](#)
- G. [Department Comments](#)
- H. [Public Process and Comments](#)

BACKGROUND/CONTEXT

The subject property has a single-story building occupied by OfficeMax and associated parking. It is located at the southwest corner of the intersection of 400 South and 900 East. The 900 East Trax Station is located directly north the property. Bus stops are located on the 400 South and 900 East frontages. To the north of the subject property are smaller lots with one to three story buildings predominantly occupied by commercial uses, some in historically residential buildings. To the northeast is a four-story Intermountain Healthcare building. To the east is a single-story Village Inn restaurant and to the west is a single-story with mezzanine building occupied by Salt Lake Roasting Company. Directly to the south is a driveway and access to Bennion Elementary School. Further to the south is a smaller two-story building occupied by Goodly Cookies and the six-story 9th East Lofts. The Jordan and Salt Lake City Canal is located underneath the parking lot and will be relocated to the western and southern perimeter of the property.

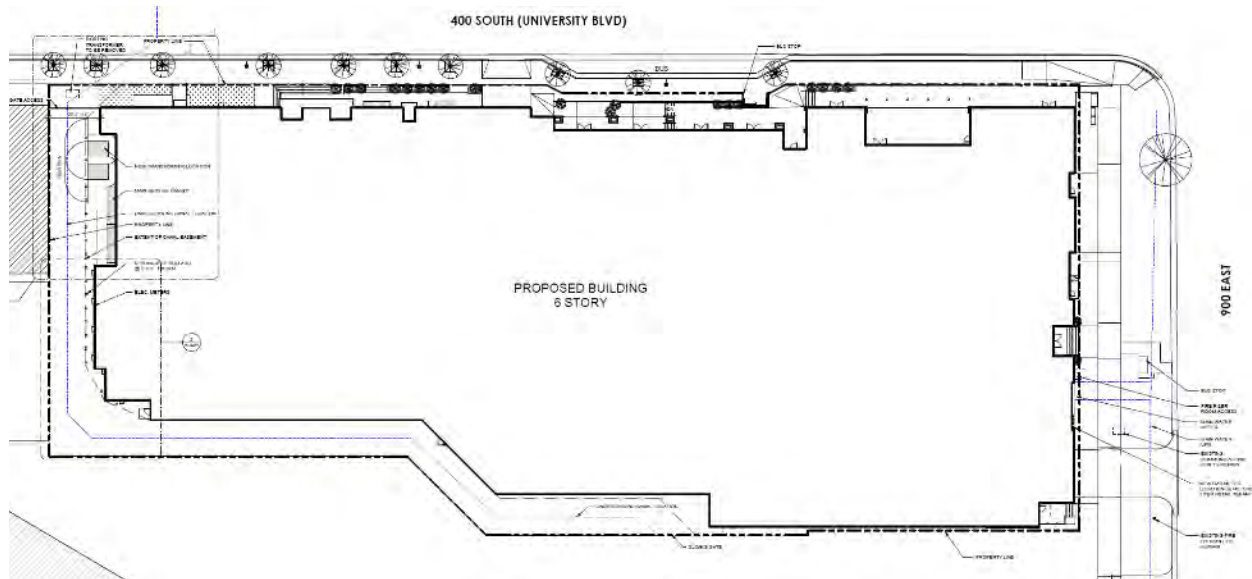


Subject property and vicinity

PROJECT DESCRIPTION:

The subject property is 84,361 square feet (1.94 acres). The proposed project includes 264 residential units, 16,025 square feet of retail, 5,170 square feet of office space, and 319 parking spaces. The retail and office space front 400 South and 900 East and wrap structured parking located on the first and lower levels of the building. The building is six stories above grade with mezzanine levels for parking and storage. It has a maximum building height of 86 ft 3 ½ inches. The applicant is seeking design review approval for a façade length greater than 200 feet and ground floor glass on the 900 East façade

that is less than the 60% required. The 400 South façade length is 434 feet and the 900 East façade has 40% glass on the ground floor. The building height includes the extra story of height that is permitted with a TSA Development Guideline score greater than 125, which allows for administrative review. Staff review of the project awarded 144 points for the development.



Architectural site plan

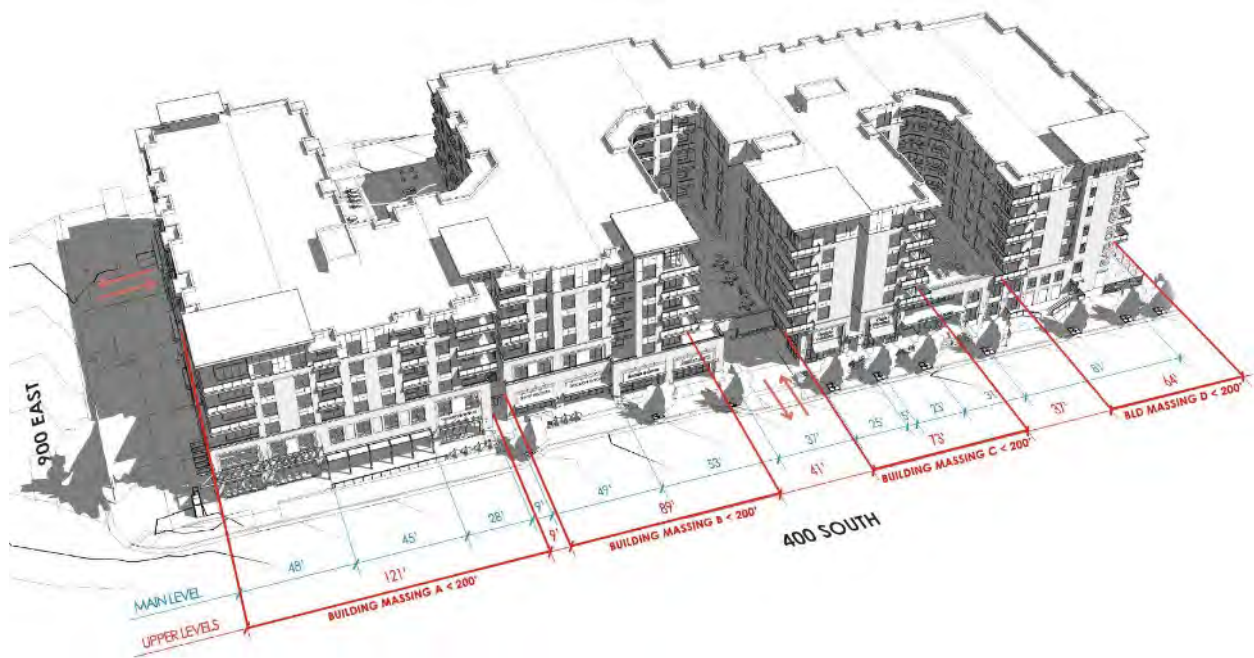
The proposed six story building occupies most of the site. The ground floor street facing facades are fully occupied by active uses. There is a minimum setback of 10 feet and a 10-foot sidewalk located between the building and the park strip on 400 South. The proposal retains 10 park strip trees and adds five golden rain trees on 400 South and five white ash on 900 East. A single vehicular access to the structured parking is located near the middle of the building. On 900 East there is a 10-foot sidewalk adjacent to the park strip and vehicular access to the parking on the southern end of the building.



NORTH ELEVATION - COLORED

400 South elevation

The first floor of the 400 South elevation is largely occupied by commercial uses and is the location of the leasing office. The materials on the first floor are brick (73%) and metal (27%). The first floor brick is an earth tone blend. The northeastern corner of the site is approximately 12 feet 6 inches higher than the northwestern corner. This is accommodated for across the façade and steps up to the commercial entries are minimized. The material on the upper floors is predominantly gray brick (65%) and the applicant has agreed to replace the synthetic acrylic coating over rigid insulation (31%) with fiber cement board, which the city considers to be a durable material. Four percent of the upper floors on this elevation are metal. The applicant has agreed to a metal that the Planning Director determines to be a durable material. Sixty-seven percent of the ground level between 3-8 feet is glazing, which exceeds the 60% required.



As identified above, the north façade is 434 feet long. The façade has several breaks in it that are identified in the graphic above from the applicant's initial submittal. The revised submittal maintains the building mass widths and increases the setback of the second-floor amenity area between Building Massing B and C by 10 feet to 23 feet from the front of the building and 33 feet from the property line. From the corner of the building at 900 East and 400 South, there is a change in the building plane at 121 feet. At this location there is a building entry that is further recessed from the building plane. The next massing section of the building extends 89 feet to the 400 South entry for the parking. This entry is recessed 23 feet from the front of Building Massing C. Above the first floor it is recessed 80 feet with an amenity area occupying much of the second floor. The third building mass extends 73 feet before another break in the building plane and another amenity area that is recessed 75 feet above the mezzanine level. The final building mass fronting the street extends 64 feet. Residential units occupy floors 2-6 and many units have balconies or outdoor space fronting the amenity areas and these provide additional variation in the building plane and visual interest.



EAST ELEVATION - COLORED
900 East elevation

The 900 East elevation has commercial uses at the northeast corner of the building, an entry to the residential portion of the building, and garage and service access. The building length is 186 feet. The primary materials on the first floor are brick (91%) and metal comprises the remainder. Forty percent of the ground floor between 3-8 feet is glazing and the applicant is seeking relief from this design standard, which requires 60%. The upper floors are predominantly brick (62%). Thirty-seven percent is the synthetic acrylic coating over rigid elevation that the applicant has agreed to replace with fiber cement board, which the city considers to be a durable material. The remainder is metal. As with the

400 South elevation, the applicant has agreed to a metal that the Planning Director determines to be a durable material.



South elevation

While not part of the Design Review request, the materials on the south elevation are similar to those on the other elevations. The primary material is brick. There are several areas with changes in the building plane. There is a large amenity area on the second floor and at this level the building is recessed 100 feet to accommodate it. Additionally, on the western third of the building, the width of the property decreases and there is a change in the building plane to accommodate for access to the Jordan and Salt Lake City Canal.



West elevation

The west elevation is also not part of the Design Review request. Its materials are similar to the other elevations with brick as the primary material on the upper floors. The change in grade from west to east is visible on the left in the elevation shown above. Floors 2-6 project outwards and there is variation and visual interest on this façade with balconies and material changes. Additionally, the units are recessed to the south to accommodate the accessway for the relocated Jordan and Salt Lake City Canal.

KEY ISSUES:

The key issues listed below have been identified through the analysis of the project, neighbor and community input, and department review comments.

1. Compliance with City Plans and Policies
2. Modifications to Maximum Building Façade Length
3. Modifications to Ground Floor Glass

Issue 1: Compliance with City Plans and Policies

The proposed project is consistent with the citywide *Plan Salt Lake* and the *Central Community Master Plan*.

In *Plan Salt Lake*, two guiding principles are applicable as are initiatives in several chapters. The applicable guiding principles in *Plan Salt Lake* are the following:

- Neighborhoods that provide a safe environment, opportunity for social interaction, and services needed for the well-being of the community therein.
- Access to a wide variety of housing types for all income levels throughout the City, providing the basic human need for safety and responding to changing demographics

The proposed project's residential units and commercial spaces have the potential to provide the opportunity for social interaction and services needed for the well-being of the community.

Initiatives from the growth, housing, and transportation and mobility chapters are also applicable. Growth initiatives are as follows:

- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors.
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.

The proposed project is located adjacent to high capacity transit (900 East Station) and there are bus stops along its 400 South and 900 East frontages. Additionally, the proposed project would have a mix of uses with commercial space and residential units. There are 16,025 square feet of commercial, 264 residential units, and 319 parking spaces proposed for the site, substantially more intensive than the single-story 25,000 square foot retail building and approximately 100 parking spaces that currently occupy the site.

The housing initiative to, "Promote high density residential in areas served by transit," is applicable since the project has a density of 136 dwelling units per acre. Additionally, the proposed project is located in close proximity to the Trax line and bus routes.

Similarly, the proposal's location near the Trax lines, bus stops, and in close proximity to the University of Utah, it is consistent with several initiatives in the Transportation and Mobility chapter that call for connecting residents with transit, pedestrian and bicycle networks, and reducing automobile dependency and single occupancy vehicle trips. The initiatives are as follows:

- Create a complete circulation network and ensure convenient equitable access to a variety of transportation options
- Prioritize connecting residents to neighborhood, community, regional, and recreation nodes by improved routes for walking, biking and transit.
- Prioritize connecting nodes located throughout the City to each other with improved walking, biking and transit.
- Reduce automobile dependency and single occupancy vehicle trips.
- Make walking and cycling viable, safe, and convenient transportation options in all areas of the City.
- Encourage transit-oriented development (TOD).

The proposed project is also consistent with the *Central Community Master Plan* initiatives with the following:

Livable communities and neighborhoods

- A variety of residential land use supports all types of housing and the affordability of the housing stock.
- The appropriate transition of multi-family housing with mixed land uses in designated areas supports sustainable development within the community.

Vital and sustainable commerce

- Increased pedestrian accessibility and cultural activities encourage more housing that supports the employment center of the downtown area.
- An enhanced built environment encourages employees to work and live in the Central Community and supports the creation of smaller locally owned businesses.

Unique and active places

- New places where people can gather, meet, socialize, and recreate are created using design excellence and shared resources.
- Existing destination centers and gathering places are enhanced through urban design recommendations.

Pedestrian mobility and accessibility

- Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement.
- Improved pedestrian movement along arterials and collectors ensures pedestrian safety.
- Higher density residential land uses are located near commercial areas, light rail stations and open space

The proposed project is located in the East Central North planning area and Specific to the East Central North Neighborhood Planning Area, the following issues apply:

- Ensure that commercial development is compatible with any adjacent residential land uses
- Ensure new multi-family development is carefully sited, well designed, and compatible in scale.

The proposed mixed-use development with ground floor, street facing commercial space and upper floor residential units meets the intent of the *Central Community Master Plan* initiatives. The building uses support the 900 East Trax Station on 400 South and the two bus stops along its frontages. The commercial spaces will provide additional gathering spaces and destinations for the community. Additionally, they will provide retail and services for the upper floor residents and others in the neighborhood. The higher density multi-family use is appropriate for the location directly adjacent to a Trax station. The design of the building is compatible with the adjacent zoning, which is TSA, public lands (Bennion Elementary), and urban institutional (Intermountain) and mix of uses. Some of the adjacent properties have smaller scale development that may redevelop in the future. The façade of the building is broken up with changes in the building plane and the ground floor uses will add additional visual interest and opportunities for pedestrians and other passersby.

Issue 2: Modification to Maximum Building Façade Length

The maximum permitted building façade length is 200 feet in the TSA zoning districts. At 434 feet in length, the 400 South elevation of the proposed building exceeds this maximum by slightly more than twice what is allowed. The purpose of the maximum building façade length is to break up large expanses of building and to create spaces which are more human in scale and comfortable to the pedestrian. The proposed development seeks to accomplish this with the active uses on the ground floor, the several changes in building plane across the frontage, and the deeply recessed areas above the first floor where amenity areas are located.

The property is in the Urban Neighborhood Core district. The purpose of the Urban Neighborhood station is:

An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

Additionally, the purpose of core areas are as follows:

“...provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.”

The proposal meets the intent of these purpose statements. The existing property is 457 feet wide and the proposed building, in line with the intent of the zoning district, occupies nearly all of this street frontage. It provides structured parking and removes a large noncomplying, off-street parking lot.

The proposed occupant for the corner space is a restaurant and this space has a large amount of glazing and an outdoor dining space that will add to the pedestrian experience for those walking by the site. The spaces to the west are to be occupied by retail uses and are punctuated by an entry to the structured parking. Above this level, the building is recessed 80 feet to accommodate an amenity area. There are material changes and balconies that add visual interest to the units that face this area and are also visible from the street. Further west are additional retail spaces with storefront and entry features that differ from those to the east. Additionally, there is the main entrance for the building, which has a different awning and glazing pattern from the adjacent entries. The change in grade along the frontage of the site is accommodated in several places and there are minimal stairs required for entering commercial spaces.

While not identified in master plans applying to this area, particularly in downtown, midblock crossings or other walkways are encouraged. This would not be appropriate for this block as most of the southern and western part, approximately 40%, is occupied by Bennion Elementary. Lower intensity commercial and residential uses on smaller lots extend continuously across 75% of the 500 South block. Any proposed break in the block to provide access to the south would be challenging to create and to navigate. The proposed building with its changes in building plane coupled with the break for the entry to parking delineate the building into several sections and accomplish the intent of the maximum building length design standard.

Issue 3: Modifications to Ground Floor Glass

TSA district design standards require the ground floor to have at least 60% glass between 3' and 8' above grade. All of the ground floor glass must be transparent and provide at least 5' of visual depth into the building. The purpose of this requirement is to provide visual interest for pedestrians and others. The ground floor glass standard is required on the 400 South and 900 East street facing facades. The ground floor glass standard is met along 400 South (67% glass), however along the 900 East façade only 40% of glass is provided between the heights of 3' to 8'.

The site is located on a corner and the 900 East elevation accommodates a mix of commercial, vehicular and service access for the proposed project. The proposed ground floor use at the corner of the building is a restaurant and there is a substantial percentage of glass on the façade of this space. Further to the south is a building entry with additional glass. The remainder of this façade has service access for refuse and loading and an entry to the garage. These areas are better located on the 900 East frontage rather than the 400 South frontage that has additional traffic and the Trax line. These uses are located to the rear of the building and in a location that is likely to have the least amount of pedestrian traffic. While not meeting the requirement, the elevation has a significant amount of glass and places service access on this façade in a less visible location. This accomplishes the intent of the minimum glass standard.

DISCUSSION:

The proposed development with 264 residential units, 16,025 square feet of commercial space, and associated structured parking located within the building meets the intent of the TSA Urban Neighborhood Core zoning district standards. This mixed-use development has active ground floor uses, residential units on the upper floors, and parking that is wrapped by other uses or located below grade. The proposed project is located across from a Trax station and has bus stops on both street frontages. The uses within the project coupled with its location between downtown and the University of Utah will create demand for transit services and will increase pedestrian activity in the area. Additionally, the building architecture and design are at the human scale and oriented to pedestrian use. It is compatible with other recent construction in the area and will provide amenities to the neighborhood.

NEXT STEPS:**Design Review Approval**

If the design review is approved, the applicant may proceed with the project after meeting all standards and conditions required by all City Departments and the Planning Commission to obtain all necessary building permits.

Design Review Denial

If the design review is denied, the applicant cannot proceed with the project as designed and will be required to meet the design standards of the underlying zoning ordinance in order to develop the property.

ATTACHMENT A: VICINITY MAP

Legend

- Subject Properties
- Parcels

0 40 80 160 240 320 Feet

ATTACHMENT B: APPLICANT INITIAL SUBMITTAL



THE
RICHARDSON
DESIGN
PARTNERSHIP
L.L.C.

Salt Lake City Corporation
Planning Division
410 South 900 East
Salt Lake City, UT 84102

August 14, 2020

9th East Mixed-Use Development – Design Review Application

The proposed mixed-use development project is located at the corner of 400 South and 900 East in Salt Lake City, Utah. The site is directly south of the 900 East UTA TRAX stop and is also adjacent to bus stops located on 400 South and 900 East. The existing property is currently in use as a 1-story retail building with a surface parking lot

The redevelopment of the property will create a 6-story, 264 unit multi-family residential and mixed-use retail development. There will be ground floor retail, underground structured parking, along with second level patio deck amenities exclusively for the residential tenants. The site is 1.943 acres (84,631sf) with 264 proposed dwelling units. There are no dwelling units on the ground floor. The proposed building covers the majority of the site. This is a Permitted Use in the TSA-UN-C Zone.

The project will be a new-build, 5-level multi-family, market-rate apartment building of Type III wood construction over 2.5 levels of Type I concrete construction containing underground and ground level parking, retail spaces, and leasing offices. The proposed building is a total of 6 levels above grade with a maximum building height of 83'-6" as measured from the average grade plane to the highest point of the building. The proposed mixed-use development is eligible for an additional story of building height under 21A.26.E2b.

"Projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one (1) story of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title."

According to the TSA Development Guidelines, the current project qualifies for 174 points, exceeding the 125 points required for administrative review, making the project eligible for an additional story of building height. Table 21A.26.078E2 specifies a 75' maximum height for the TSA-UN-C Zone. The overall floor to floor height of the first five levels is 66'-6" with an average floor to floor height of 13'-3 1/2". The resulting maximum zoning height limit is 88'-3 1/2".

A parking structure located on the main and underground levels provides the necessary parking for residents and guests of the development. There will be two entries accessing the parking garage, one located on 900 East and the other at the existing curb cut to remain on



THE
RICHARDSON
DESIGN
PARTNERSHIP
L.L.C.

400 South. The entrance to the parking facilities conforms to the required site triangles (See attached civil engineering exhibit). The parking structure is concealed behind ground level retail and leasing offices facing 400 South and 900 East. Detailed brick walls, storefront, and awnings provide transparency and an engaging visual experience. This is further enhanced by a pedestrian plaza with outdoor dining areas and a variety of landscaping, further contributing to a vibrant and inviting atmosphere for local residents and patrons. The added retail locations will contribute to the ongoing dynamic development along the 400 South corridor.

At the upper levels, the building massing is broken up into three major volumes, at the same time taking advantage of the area between the upper floors for outdoor recreation. These outdoor spaces will be developed for use by the residents and include such amenities as a pool, spa, outdoor fitness, BBQ grilling, and event space.

The building exterior draws inspiration from the historic character of the surrounding area, as well as, the neighboring buildings. The majority of the building exterior is clad in brick all around with fiber cement panel accents, and limited EIFS (Exterior Insulated Finish System) finish along the upper floors. The design of the street facing units includes private balconies to take advantage of less obstructed views, and to enhance the exterior design of the project. The corner of the building at the prominent 400 South and 900 East intersection is visually open to the downtown and surrounding Wasatch Front mountains. Storefront glazing has been applied vertically at the corner of 400 South and 900 East and extends down to the corner retail unit, visually anchoring this prominent corner.

Color renderings have been provided to demonstrate building signage concepts to communicate the pedestrian experience along 400 South. Final signage information will be submitted under a separate permit for the City review.

The current building length zoning ordinance states that *"No street facing building wall may be longer than specified along a street line..."* In the TSA zone the building wall length is limited to 200 feet. The proposed building massing has been designed so that no building wall exceeds the length required by the city ordinance. Variation in building plane are provided ranging from 6' to 106' in depth. The stepping in the building massing provide the visual interest and break in the pedestrian experience intended by the zoning ordinance. In addition to the horizontal stepping of the walls, the ground level façade is also broken up by storefront windows and building entrances providing access to the residential and commercial uses of the development. These building elements have been designed to meet the spirit of the coverage percentage and maximum distances required in the zoning ordinance.

In the context of 900 East TRAX station and 400 South transit corridor, this new development will play a significant role to enhance and revitalize this important area of Salt Lake City. The unique, yet familiar exterior design, the dynamic, inviting street level



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L.L.C.

promenade and plaza, along with articulation of form, material and detail, all contribute to the creation of a vibrant and engaging built environment at this location. The visual breaks in the building massing and materiality conform with the intended goal of the zoning ordinance, to establish a walkable pedestrian experience and contribute to the urban character of Salt Lake City.

ARCHITECTURE PLANNING INTERIORS

510 SOUTH 600 EAST, SALT LAKE CITY, UTAH 84102 TELEPHONE: 801.355.6868 FAX: 801.355.6880

9TH EAST MIXED-USE MULTI-FAMILY DEVELOPMENT DESIGN REVIEW APPLICATION

DATE: AUGUST 18, 2020

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PROJECT ADDRESS

410 SOUTH 900 EAST
SALT LAKE CITY
UTAH, 84102

ARCHITECT

THE RICHARDSON
DESIGN PARTNERSHIP
TEL: 801.356.6868
WWW.TRDP.COM



CIVIL ENGINEER

ENSIGN
TEL: 801.255.0529
WWW.EN-SIGNENG.COM



LANDSCAPE ARCHITECT

LOFTSOXFOUR
TEL: 801.580.3325
WWW.LOFTS-IXFOUR.COM



OWNER

RD MANAGEMENT
TEL: 212.265.6600
WWW.RDMA-NAGEMENT.COM



811

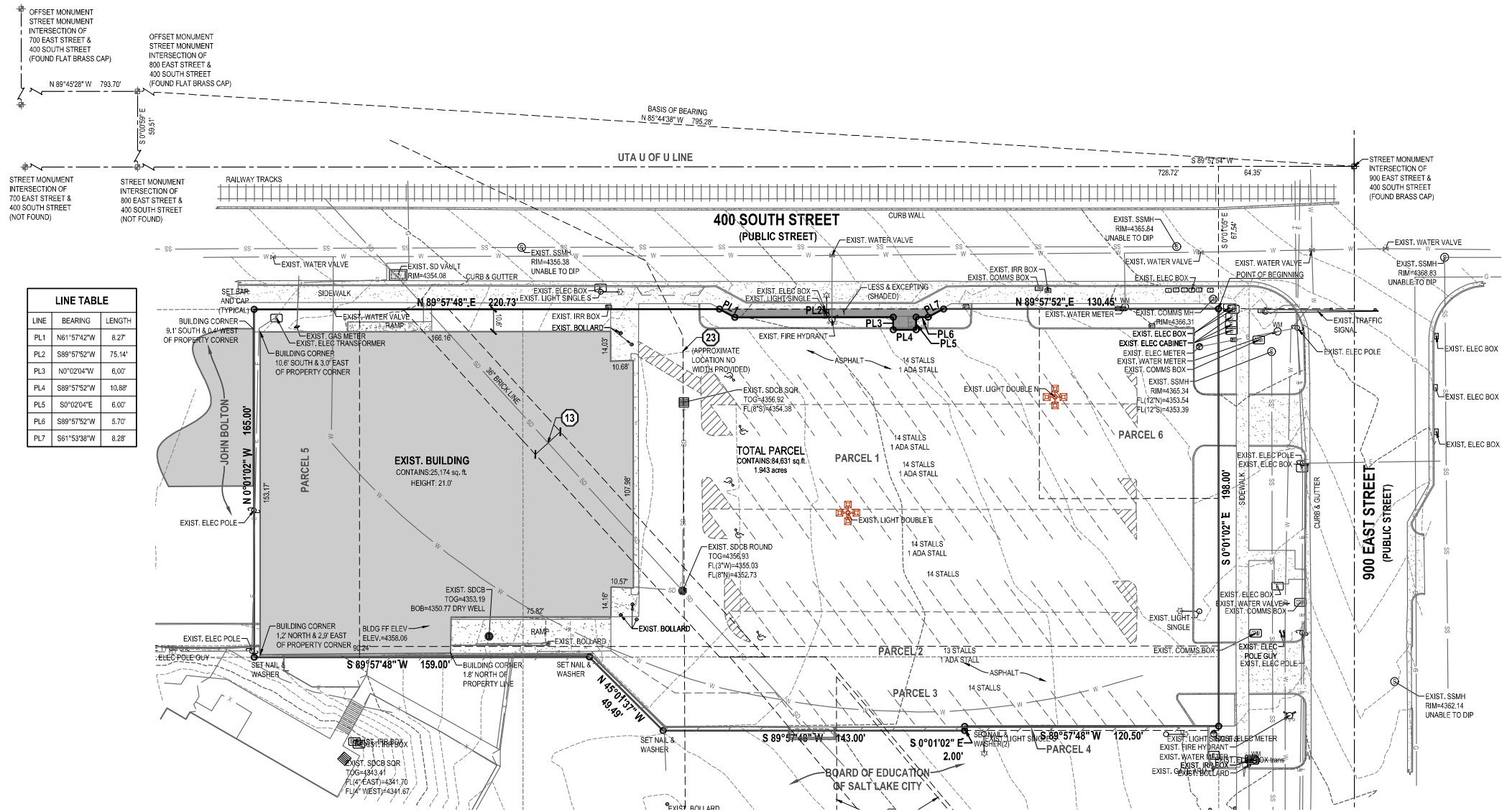
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STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)
ELEV = 4368.10"

Note to the client, insurer and lender- With regard to Table A, item 11 source information from plans and markings will be combined with observed evidence of utilities pursuant to Section 5.E.iv. to develop a view of the underground utilities. However, lacking excavation, the exact location of underground features cannot be accurately, completely and reliably depicted. In addition, in some jurisdictions, 811 or other similar utility locate requesters from surveyors may be ignored or result in an incomplete response, in which case the surveyor shall note on the plat or map how this affected the surveyor's assessment of the location of the utilities. Where additional or more detailed information is required, the client is advised that excavation and/or private utility locate request may be necessary.



SURVEYOR'S NARRATIVE

I, Patrick M. Harris do hereby state that I am a Professional Land Surveyor and that I hold certificate no. 286882 as prescribed by the laws of the State of Utah and represent that I have made a survey of the following described property. The Purpose of this survey is to provide an ALTA/NSPS Land Title Survey for use by the client. The Basis of Bearing is the line between the Street Monument at the Intersection of 900 East Street and 400 South Street and the Offset Monument to the Street Monument at the Intersection of 900 East Street and 400 South Street, measuring North 85°44'38" West 795.28 feet.

COMMITMENT DESCRIPTIONS

PARCEL 1:
THE NORTH 160 FEET OF LOT 6, EXCEPT THE NORTH 90 FEET OF THE EAST 85 FEET THEREOF, AND THE NORTH 160 FEET OF THE EAST 77.5 FEET OF LOT 5, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

LESS AND EXCEPTING FROM PARCEL 1 THAT PORTION OF SUBJECT PROPERTY CONVEYED TO UTAH TRANSIT AUTHORITY, A PUBLIC TRANSIT DISTRICT, BY THAT CERTAIN SPECIAL WARRANTY DEED RECORDED DECEMBER 21, 2001 AS ENTRY NO. 8095008 IN BOOK 8544 AT PAGE 6764 OF OFFICIAL RECORDS AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF LOT 6, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY, SAID POINT BEING SOUTH 89° 58' 08" WEST 130.45 FEET FROM THE NORTHEAST CORNER OF SAID LOT 6 AND RUNNING SOUTH 61° 53' 52" WEST 8.28 FEET; THENCE SOUTH 89° 58' 08" WEST 5.70 FEET; THENCE SOUTH 0° 01' 50" EAST 6.00 FEET; THENCE SOUTH 89° 58' 08" WEST 10.88 FEET; THENCE NORTH 0° 01' 50" WEST 6.00 FEET; THENCE SOUTH 89° 58' 08" WEST 75.14 FEET; THENCE NORTH 61° 57' 28" WEST 8.27 FEET TO THE NORTH LINE OF LOT 6; THENCE NORTH 89° 58' 08" EAST 106.32 FEET ALONG THE NORTH LINE OF SAID LOT 6 TO THE POINT OF BEGINNING.

BASIS OF BEARING IS THE SALT LAKE CITY MONUMENTS ON 400 SOUTH STREET AT 800 EAST STREET AND 900 EAST STREET.

PARCEL 2:
THE SOUTH 5 FEET OF LOT 6 AND THE SOUTH 5 FEET OF THE EAST 77.5 FEET OF LOT 5, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

PARCEL 3:
BEGINNING AT THE NORTHEAST CORNER OF LOT 7, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY, AND RUNNING THENCE SOUTH 33 FEET; THENCE WEST 120.5 FEET; THENCE SOUTH 2 FEET; THENCE WEST 143 FEET; THENCE NORTH 45° WEST 49.5 FEET; THENCE EAST 288.5 FEET TO THE POINT OF BEGINNING.

PARCEL 4:
A RIGHT OF WAY FOR RETAINING WALL FOOTINGS OVER, ACROSS OR UNDER THE FOLLOWING DESCRIBED PROPERTY:

BEGINNING AT A POINT 33 FEET SOUTH OF THE NORTHEAST CORNER OF LOT 7, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY, AND RUNNING THENCE SOUTH 2 FEET; THENCE WEST 120.5 FEET; THENCE NORTH 2 FEET; THENCE EAST 120.5 FEET TO THE POINT OF BEGINNING.

PARCEL 5:
THE WEST 50 FEET OF THE EAST 127.5 FEET OF LOT 5, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF, RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SALT LAKE COUNTY, STATE OF UTAH.

PARCEL 6 (PARKING LOT):
THE NORTH 90 FEET OF THE EAST 85 FEET OF LOT 6, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY IN THE CITY AND COUNTY OF SALT LAKE, STATE OF UTAH.

AS-SURVEYED DESCRIPTION

A parcel of land situate in the Southwest Quarter of Section 5, Township 1 South, Range 1 East, Salt Lake Base and Meridian, being more particularly described as follows:

Beginning at the Northeast Corner of Lot 6, BLOCK 30, PLAT "B", SALT LAKE CITY SURVEY, said point being on the Westerly Right-of-Way of 900 East Street, said point also being South 89°57'54" West 64.35 feet and South 0°01'05" East 67.56 feet from the Street Monument at the Intersection of 400 South Street and 900 East Street, and running:

thence South 00°01'02" East 198.00 feet along said Westerly Right-of-Way;
thence South 89°57'48" West 120.50 feet;
thence South 00°01'02" East 2.00 feet;
thence South 89°57'48" West 143.00 feet;
thence North 45°01'37" West 49.49 feet;
thence South 89°57'48" West 159.00 feet;
thence North 00°01'02" West 165.00 feet to a point on the Southerly Right-of-Way of 400 South Street;
thence along said Southerly Right-of-Way the following (9)line courses: 1)North 69°57'48" East 220.73 feet, 2)South 61°57'42" East 8.27 feet, 3)North 89°57'52" East 75.14 feet, 4)South 00°02'04" East 6.00 feet, 5)North 89°57'52" East 10.88 feet, 6)North 00°02'04" West 6.00 feet, 7)North 89°57'52" East 5.70 feet, 8)North 61°53'38" East 8.28 feet, 9)North 89°57'52" East 130.45 feet to the point of beginning.

Contains 84,631 square feet or 1.943 acres.

To: (i)MFJF Salt Lake LLC, (ii)Jay Furman; and (iii)First American Title Insurance Company.

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes items 1, 2, 3, 4, 5, 7(a), 7(b)(1), 7(c), 8, 9, 11, 13, 16, 17, 18 and 19 of Table A hereof.

The field work was completed on June 3, 2019.

Date of Plat or Map: June 26, 2019.

WWW.ENSIGNENG.COM

FOR:
RD MANAGEMENT, LLC
810 SEVENTH AVENUE, 10TH FLOOR
NEW YORK, NY 10019
CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE
ALTA-NSPS LAND TITLE & TOPOGRAPHY SURVEY
410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

Schedule B-2 Exceptions

(The following affects Parcels 1, 2, 3 and 5)
8. The 2011 general property taxes were paid in the amount of \$30,386.20. Tax Parcel No. 16-05-330-010-0000.

(The following affects Parcel 6)
9. The 2011 general property taxes were paid in the amount of \$2,133.86. Tax Parcel No. 16-05-330-010-0000.

10. Any charge upon the land by reason of its inclusion in Salt Lake City.

(The following affects a portion of Parcel 1)
11. A right of way over and across a portion of said property, as set forth in that certain Warranty Deed recorded August 07, 1923 as Entry No. 496084 in Book 11-U of Deeds at Page 236 and mesne instruments of record, (Does not affect subject parcels)

(The following affects Parcels 1 and 2)
12. The terms, provisions and easement(s) contained in the document entitled "Easement Agreement" recorded October 08, 1929 as Entry No. 641797 in Book 57 of Liens and Leases at Pages 250 and 251 of Official Records.

(The following affects a portion of Parcel 1)
13. An easement for sewer lines and water pipes and incidental purposes as reserved by Salt Lake City, a municipal corporation of the State of Utah in that certain Deed, recorded September 30, 1950 as Entry No. 1218081 in Book 903 at Page 7 of Official Records, (Shown on survey)

(The following affects a portion of Parcel 1)
14. An easement for sewer lines and incidental purposes as reserved by Salt Lake City, a municipal corporation of the State of Utah in that certain Deed, recorded October 14, 1953 as Entry No. 1347431 in Book 1040 at Page 499 of Official Records, (Shown on survey)

(The following affects Parcels 3, 4 and 5)
15. Terms and Conditions of Abstract of Findings and Order recorded December 30, 1970 as Entry No. 2364675 in Book 2926 at Page 5 of Official Records. (Blanket in nature)

16. An unrecorded Lease executed by Thirteenth Castle Date Corp., as Lessor, and SEG Stores, Inc., a Delaware corporation, as Lessee, as disclosed by Short Form Memorandum of Lease recorded October 20, 1987 as Entry No. 4539403 in Book 5972 at Page 1460 of Official Records. (Non-survey related)

The interest of the Lessor is now held of record by Jay Furman as evidenced by that certain Assignment of Lease recorded October 20, 1987 as Entry No. 4539404 in Book 5972 at Page 1464 of Official Records. (Non-survey related)

Defects, liens, encumbrances or other matters affecting the leasehold estate, whether or not shown by the public records are not shown herein.

17. Mortgage and Assignment of Leases and Rents and Security Agreement dated December 01, 1987 by and between Jay Furman as Mortgagor and Israel Discount Bank of New York, a New York banking corporation as Mortgagee given to secure an original principal indebtedness of \$6,500,000.00 and any other amounts or obligations secured thereby, recorded December 14, 1987 as Entry No. 4562492 in Book 5988 at Page 312 of Official Records. (Non-survey related)

Modification of Mortgage recorded April 25, 1991 as Entry No. 5056490 in Book 6309 at Page 808 of Official Records. (Non-survey related)

Modification of Mortgage recorded May 05, 1994 as Entry No. 5814557 in Book 6934 at Page 93 of Official Records. (Non-survey related)

18. Collateral Assignment of Rents and Leases recorded December 16, 1987 as Entry No. 4563969 in Book 5989 at Page 69 of Official Records, wherein Jay Furman assigns all rents, leases, income and profits accruing from the land to Israel Discount Bank of New York, a New York banking corporation. (Non-survey related)

(The following affects Parcels 1 through 5)
19. Terms and Conditions of Abstract of Findings and Order recorded February 21, 1990 as Entry No. 4883676 in Book 6199 at Page 1240 of Official Records. (Blanket in nature)

(The following affects Parcels 1 and 2)
20. Terms and Conditions of Abstract of Findings and Order recorded August 22, 1991 as Entry No. 5115544 in Book 6348 at Page 2307 of Official Records. (Blanket in nature)

21. Notice of commencement of construction wherein Intermountain C.N.S., L.L.C., as recording agent for Big-D Construction Corporation gives notice of the commencement of the project named "Tesoro # 95 Car Wash", recorded January 03, 2002 as Entry No. 6110095 in Book 6550 at Page 6020 of Official Records. (Blanket in nature)

22. An Ordinance adopting "The Central Community Master Plan" recorded November 22, 2005 as Entry No. 9560336 in Book 6220 at Page 4101 of Official Records. (Blanket in nature)

23. Easements and rights of way associated with a canal running over and across or adjacent to the subject property. (Approximate location is shown on survey)

LEGEND

SECTION CORNER

MONUMENT

EXIST ENSIGN AND CAP

SET ENSIGN REBAR AND CAP

SET RIVET

WATER METER

WATER MANHOLE

WATER VALVE

FIRE HYDRANT

STORM DRAIN CATCH BASIN

STORM DRAIN COMBO BOX

STORM DRAIN CULVERT

SIGN

UTILITY MANHOLE

UTILITY POLE

GAS METER

TREE

OVERHEAD POWER LINE

MINOR CONTOURS 1' INCREMENT

MAJOR CONTOURS 5' INCREMENT

CONCRETE

ELECTRIC METER

STORM DRAIN CLEAN OUT

SANITARY SEWER MANHOLE

WATER LINE

ADJACENT RIGHT OF WAY

RIGHT OF WAY

DEED LINE

TANGENT LINE

EXIST DITCH FLOW LINE

FENCE

EDGE OF ASPHALT

SANITARY SEWER

STORM DRAIN LINE

GAS LINE

BUILDING PRIMARY

SECONDARY WATERLINE

IRRIGATION LINE

CENTERLINE

PROPERTY LINE

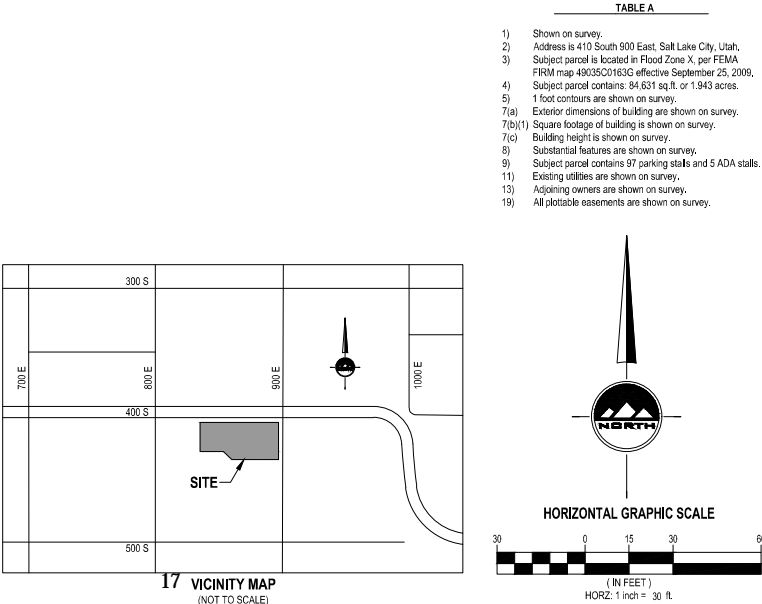
ADJACENT PROPERTY LINE

ELECTRIC POWERLINE

TELEPHONE LINE

IRRIGATION VALVE

SCHEDULE B-2 REFERENCE NUMBER



LOCATED IN THE SOUTHWEST QUARTER OF SECTION 5 TOWNSHIP 1 SOUTH, RANGE 1 EAST SALT LAKE BASE AND MERIDIAN SALT LAKE COUNTY SALT LAKE CITY, UTAH

ALTA-NSPS LAND TITLE & TOPOGRAPHY SURVEY

PROJECT NUMBER: 9098
PRINT DATE: 8/14/20
DRAWN BY: B. HANEL
CHECKED BY: P. HARRIS
PROJECT MANAGER: P. HARRIS

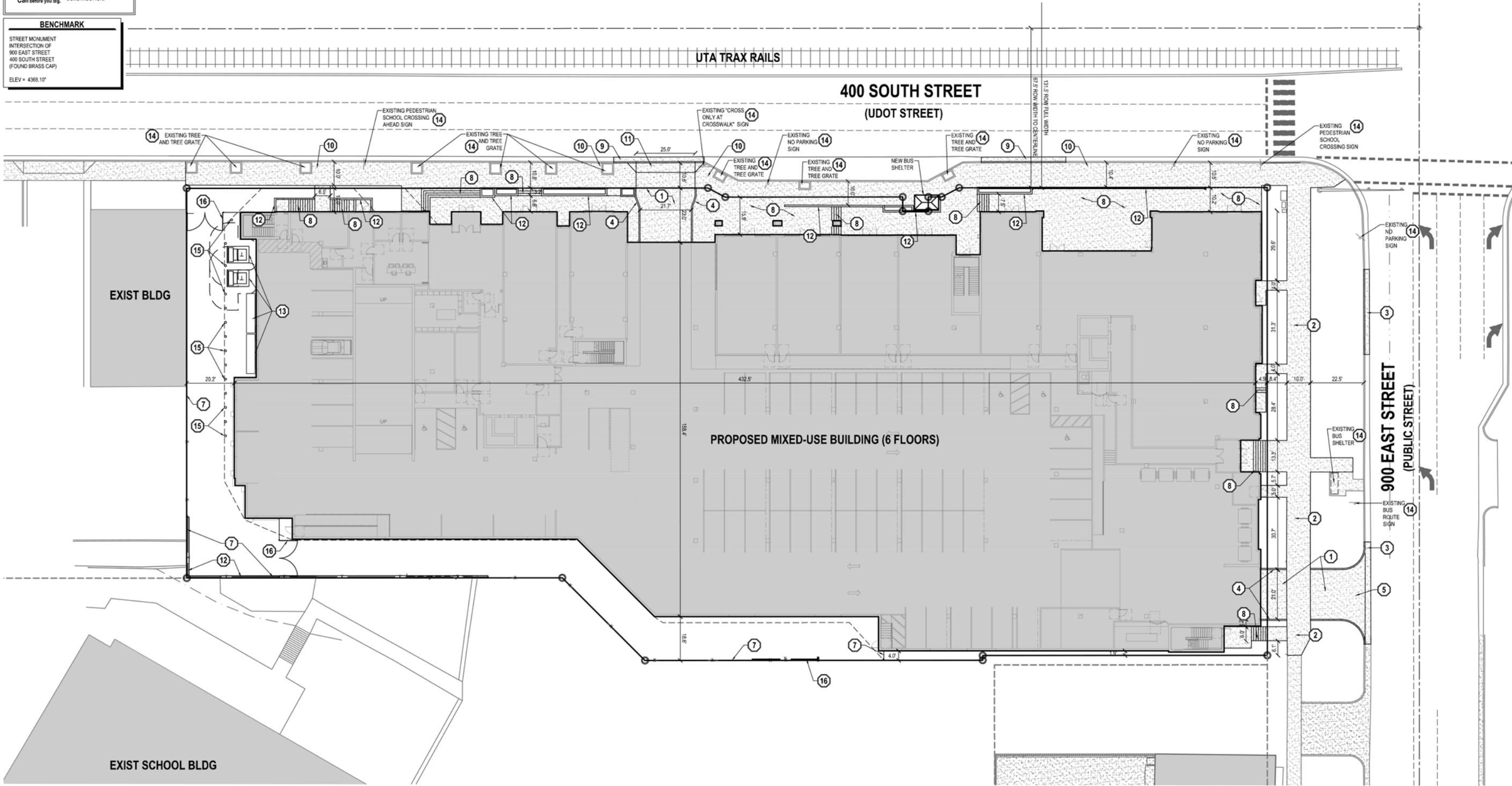
1 OF 1

811

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BENCHMARK

STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)
ELEV = 4368.10'



- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
 - ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
 - ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
 - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.
- CONCRETE PAVEMENT PER GEOTECHNICAL REPORT AND DETAIL X/C-XXX.
 - 4" THICK CONCRETE SIDEWALK PER APWA STANDARD PLAN NO. 231.
 - 30" TYPE "A" CURB AND GUTTER PER APWA STANDARD PLAN NO. 205.
 - 6" TYPE "1P" CURB WALL PER APWA STANDARD PLAN NO. 209.
 - OPEN DRIVEWAY APPROACH PER APWA STANDARD PLAN NO. 225.
 - SIDEWALK PER APWA STANDARD PLAN NO. 231.
 - 6' CHAIN LINK FENCE PER APWA PLAN 831.
 - STAIRS AND PATIO. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
 - UDOT TYPE B1 CURB AND GUTTER PER UDOT DRAWING GW 2A.
 - SIDEWALK PER UDOT DRAWING PA 3.
 - DRIVEWAY APPROACH PER UDOT DRAWING GW 3A.
 - RETAINING WALL PER DETAIL X/C-XXX. SEE GRADING PLAN FOR ELEVATION INFORMATION.
 - ELECTRICAL EQUIPMENT. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
 - EXISTING IMPROVEMENTS TO BE PROTECTED IN PLACE.
 - 6" CONCRETE BOLLARD.
 - GATE. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.

EN SIGN

THE STANDARD IN ENGINEERING

SALT LAKE CITY

45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

RICHFIELD

Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:

RD MANAGEMENT, LLC
815 SEVENTH AVENUE, 10TH FLOOR
NEW YORK, NY 10019

CONTACT:

ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

SITE PLAN

PROJECT NUMBER
9098

PRINT DATE
8/14/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

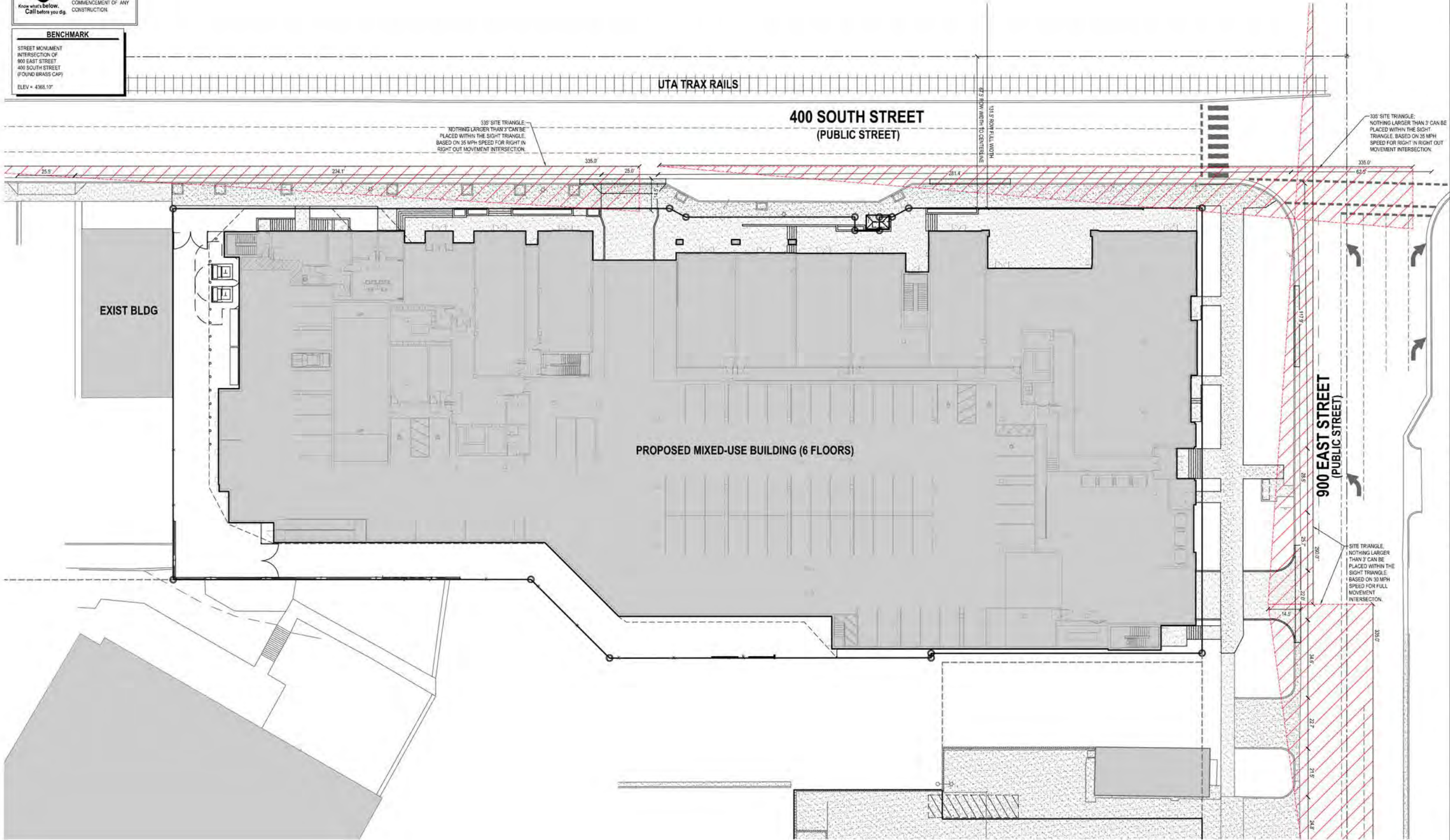
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810 SEVENTH AVENUE, 10TH FLOOR
NEW YORK, NY 10019

CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

ACCESS PLAN

PROJECT NUMBER
9098

DRAWN BY
M. BUDGE

PROJECT MANAGER
B. MORRIS

PRINT DATE
8/14/20

CHECKED BY
B. MORRIS

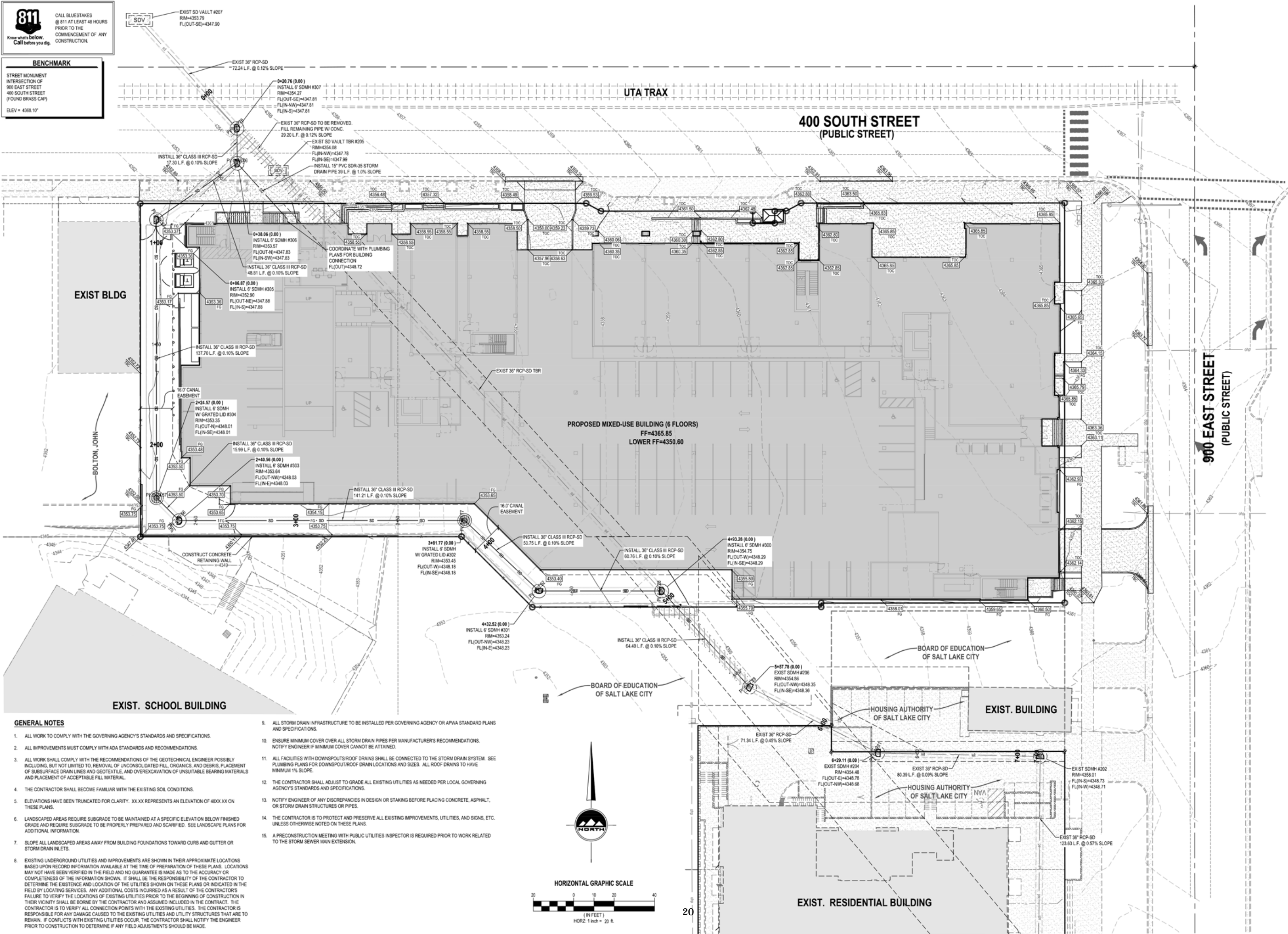
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ELEV = 4368.10'



EN SIGN

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SALT LAKE CITY

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NEW YORK, NY 10019
CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

GRADING AND DRAINAGE
PLAN

PROJECT NUMBER
9098

PRINT DATE
8/14/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

C-300

811

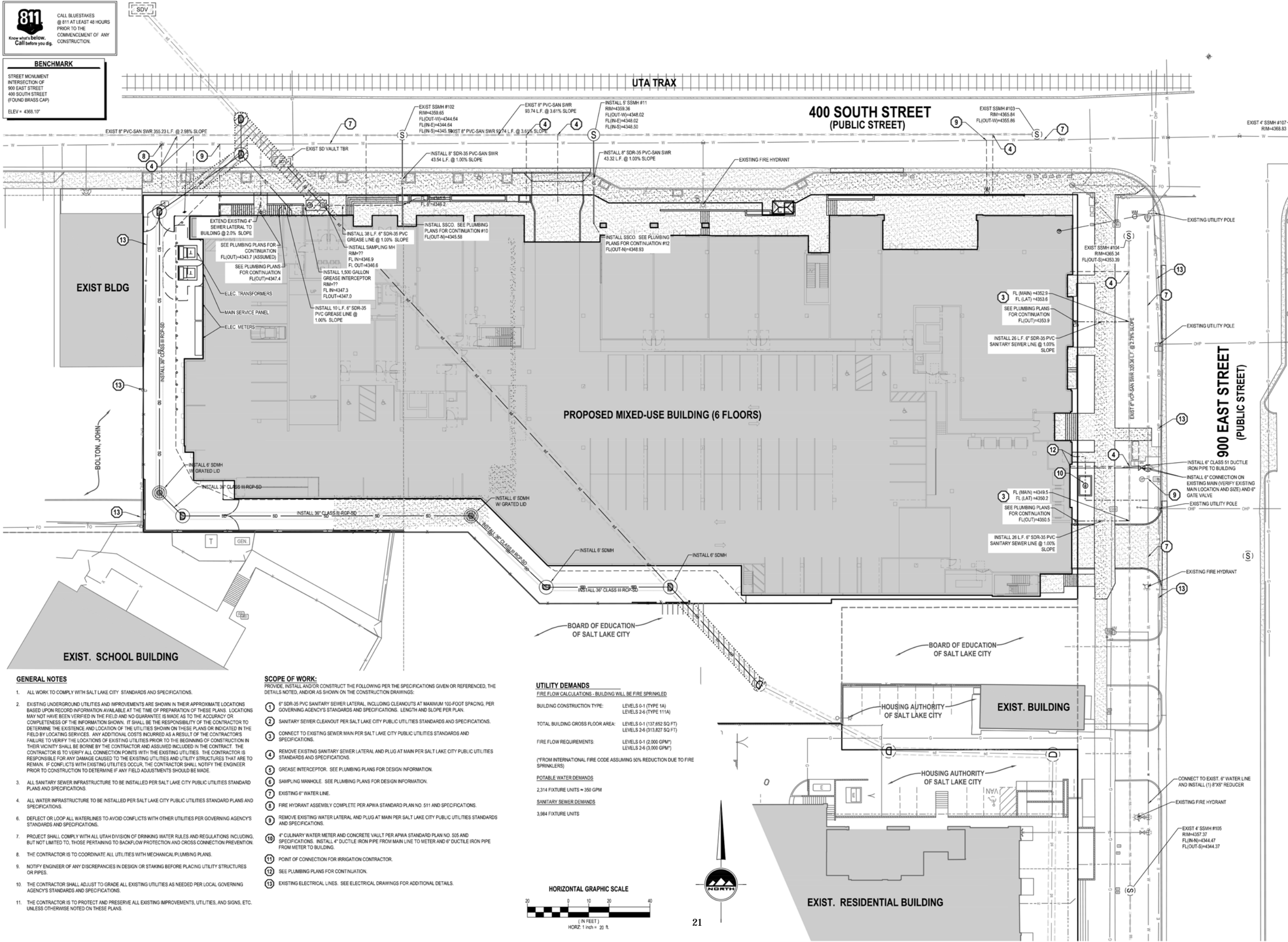
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(FOUND BRASS CAP)

ELEV = 4368.10'



- GENERAL NOTES
1.

ALL WORK TO COMPLY WITH SALT LAKE CITY STANDARDS AND SPECIFICATIONS.
2.

EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
3.

ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER SALT LAKE CITY PUBLIC UTILITIES STANDARD PLANS AND SPECIFICATIONS.
4.

ALL WATER INFRASTRUCTURE TO BE INSTALLED PER SALT LAKE CITY PUBLIC UTILITIES STANDARD PLANS AND SPECIFICATIONS.
6.

DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
7.

PROJECT SHALL COMPLY WITH ALL UTILITY DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
8.

THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
9.

NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
10.

THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
11.

THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

- SCOPE OF WORK:
- PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:
- 1

6" SDR-35 PVC SANITARY SEWER LATERAL, INCLUDING CLEANOUTS AT MAXIMUM 100-FOOT SPACING, PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS. LENGTH AND SLOPE PER PLAN.
- 2

SANITARY SEWER CLEANOUT PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 3

CONNECT TO EXISTING SEWER MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 4

REMOVE EXISTING SANITARY SEWER LATERAL AND PLUG AT MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 5

GREASE INTERCEPTOR. SEE PLUMBING PLANS FOR DESIGN INFORMATION.
- 6

SAMPLING MANHOLE. SEE PLUMBING PLANS FOR DESIGN INFORMATION.
- 7

EXISTING 6" WATER LINE.
- 8

FIRE HYDRANT ASSEMBLY COMPLETE PER APWA STANDARD PLAN NO. 511 AND SPECIFICATIONS.
- 9

REMOVE EXISTING WATER LATERAL AND PLUG AT MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 10

4" CULINARY WATER METER AND CONCRETE VAULT PER APWA STANDARD PLAN NO. 505 AND SPECIFICATIONS. INSTALL 4" DUCTILE IRON PIPE FROM MAIN LINE TO METER AND 6" DUCTILE IRON PIPE FROM METER TO BUILDING.
- 11

POINT OF CONNECTION FOR IRRIGATION CONTRACTOR.
- 12

SEE PLUMBING PLANS FOR CONTINUATION.
- 13

EXISTING ELECTRICAL LINES. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL DETAILS.

UTILITY DEMANDS

FIRE FLOW CALCULATIONS - BUILDING WILL BE FIRE SPRINKLED

BUILDING CONSTRUCTION TYPE:

LEVELS 0-1 (TYPE 1A)
LEVELS 2-6 (TYPE 111A)

TOTAL BUILDING GROSS FLOOR AREA:

LEVELS 0-1 (137,652 SQ FT)
LEVELS 2-6 (313,827 SQ FT)

FIRE FLOW REQUIREMENTS:

LEVELS 0-1 (2,000 GPM)
LEVELS 2-6 (3,000 GPM)

(FROM INTERNATIONAL FIRE CODE ASSUMING 50% REDUCTION DUE TO FIRE SPRINKLERS)

POTABLE WATER DEMANDS

2,314 FIXTURE UNITS = 350 GPM

SANITARY SEWER DEMANDS

3,984 FIXTURE UNITS

HORIZONTAL GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

HORZ: 1 inch = 20 ft.

EN SIGN

THE STANDARD IN ENGINEERING

SALT LAKE CITY

45 W. 10000 S., Suite 500
Sandy, UT 84070
Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

RICHFIELD

Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
RD MANAGEMENT, LLC
810 SEVENTH AVENUE, 10TH FLOOR
NEW YORK, NY 10019
CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

UTILITY PLAN

PROJECT NUMBER
9098

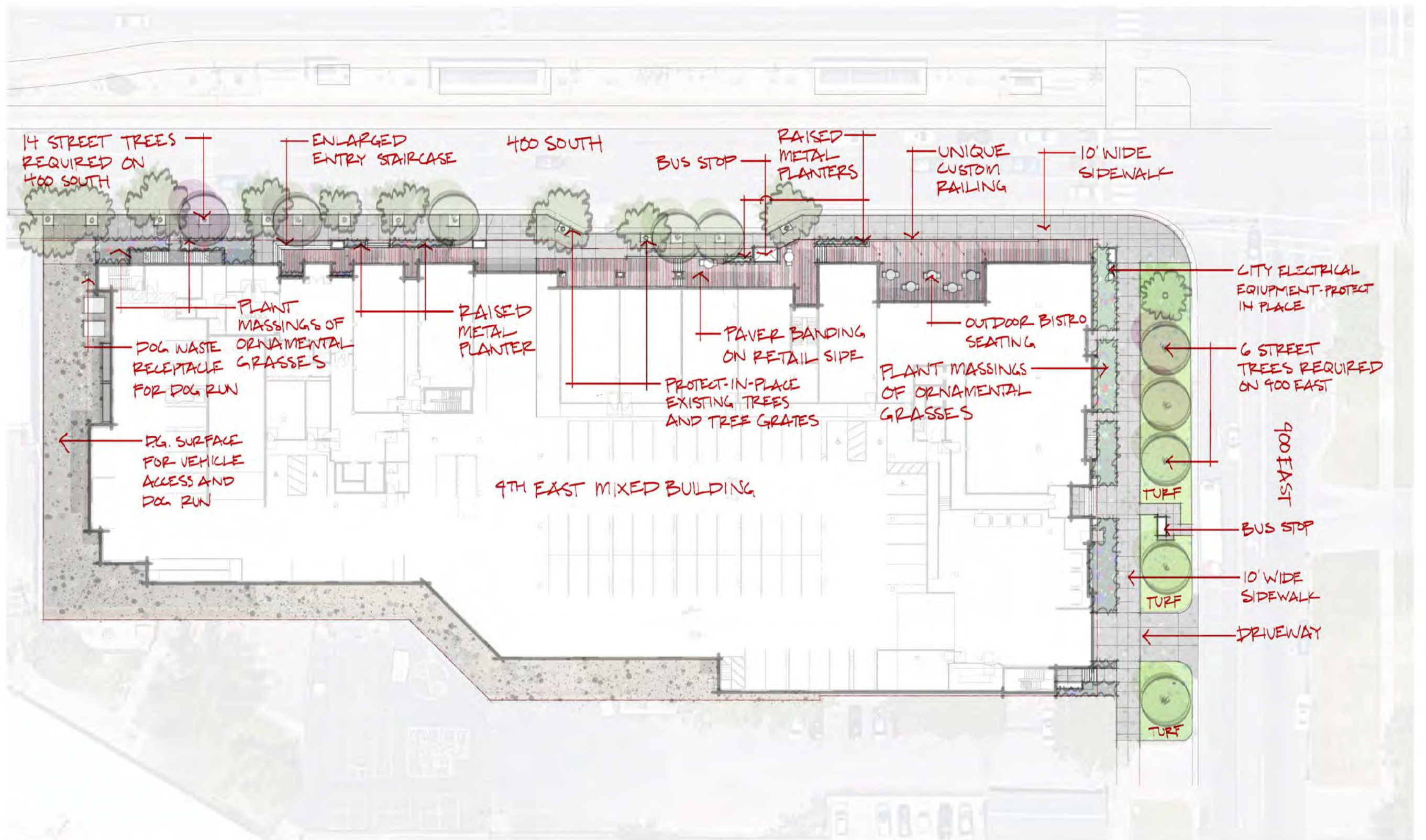
PRINT DATE
8/14/20

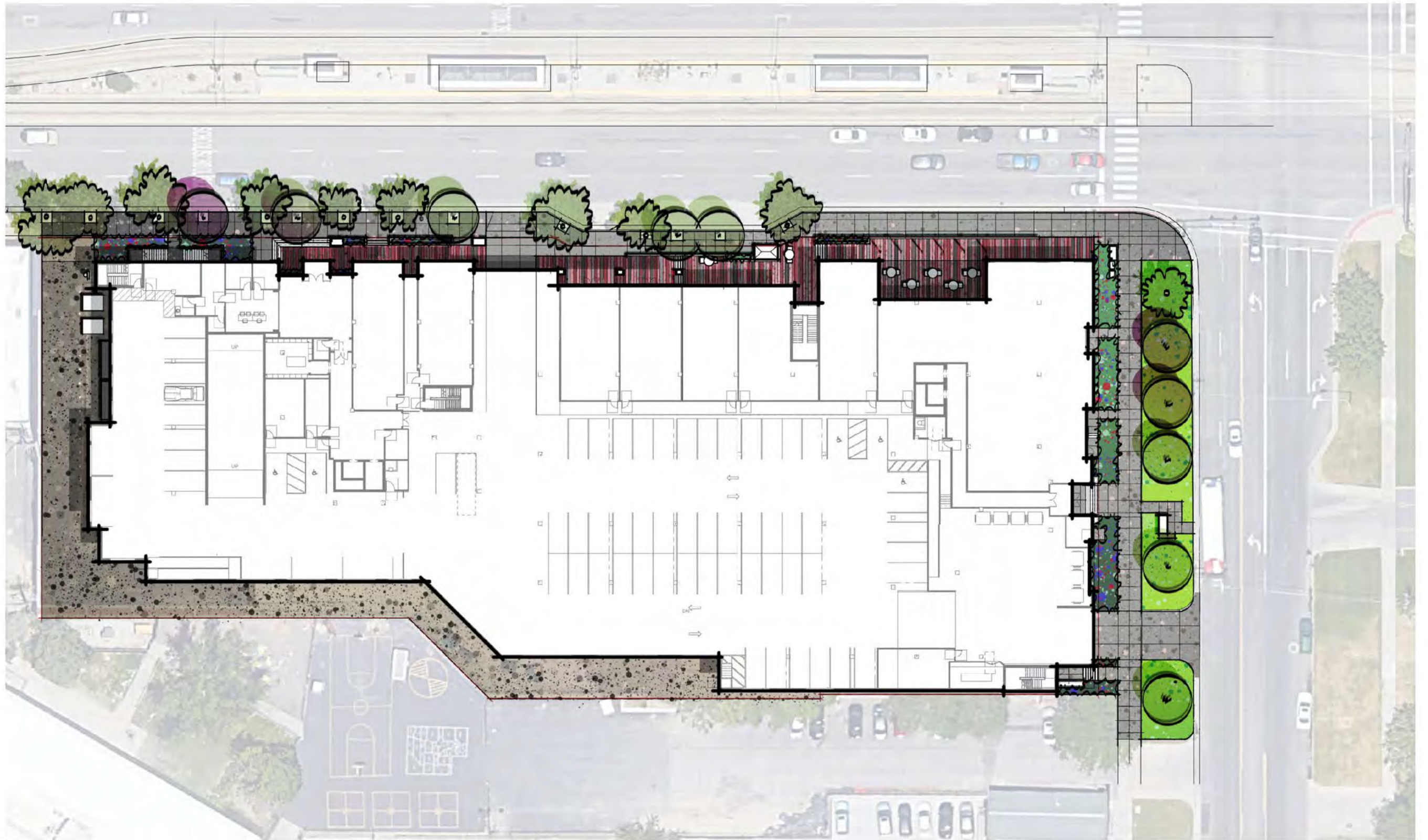
DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

C-400

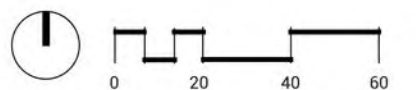




LOFTSIXFOUR

9th East Mixed Use Salt Lake City

STREETSCAPE CONCEPT





ADJACENT DEVELOPMENTS

- 01 SALT LAKE ROASTING CO.
820 E 400 S, SALT LAKE CITY, UT 84102
- 02 JIFFY LUBE
804 E 400 S, SALT LAKE CITY, UT 84102
- 03 GOODLY COOKIES
432 S 900 E, SALT LAKE CITY, UT 84102
- 04 9TH EAST LOFTS AT BENNION PLAZA
444 S 900 E, SALT LAKE CITY, UT 84102



LEGEND MAP



(1) EXISTING TREES AT SOUTHEAST CORNER OF PROPERTY



(2) SITE CHARACTER ALONG 400 S



(3) EXISTING TREES AT 400 S BUS STOP



(4) SITE CHARACTER AT 900 E AND 400 S INTERSECTION



(5) EXISTING TREES ALONG 400 S



(6) SITE CHARACTER ALONG 900 E



2



1



3

VIEWS

- 01 UTA TRAX
FROM 900 E STATION LOOKING SOUTHWEST
- 02 900 E
FROM 900 E LOOKING NORTHWEST
- 03 900 E
FROM 900 E LOOKING SOUTHWEST



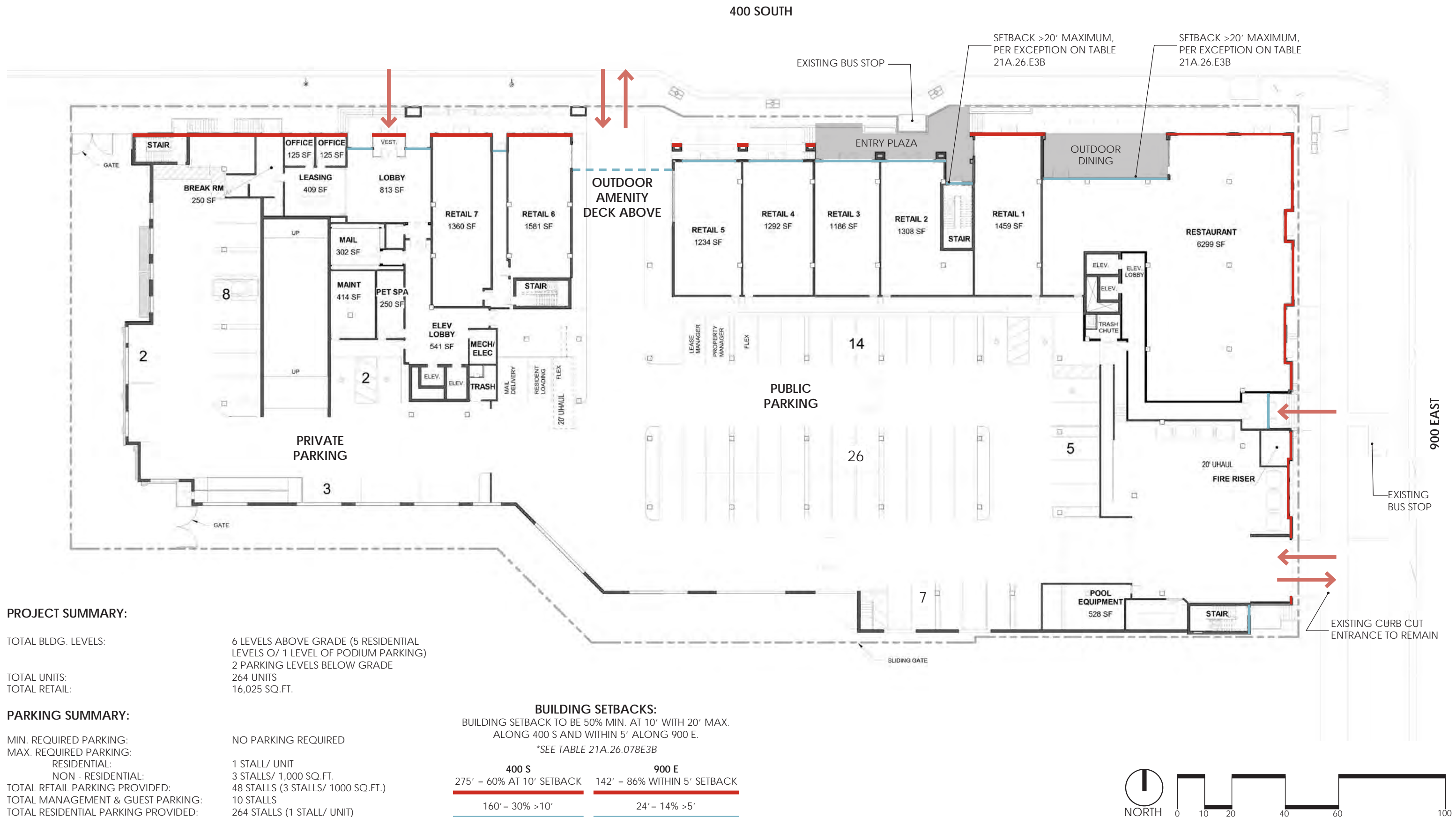
LEGEND MAP



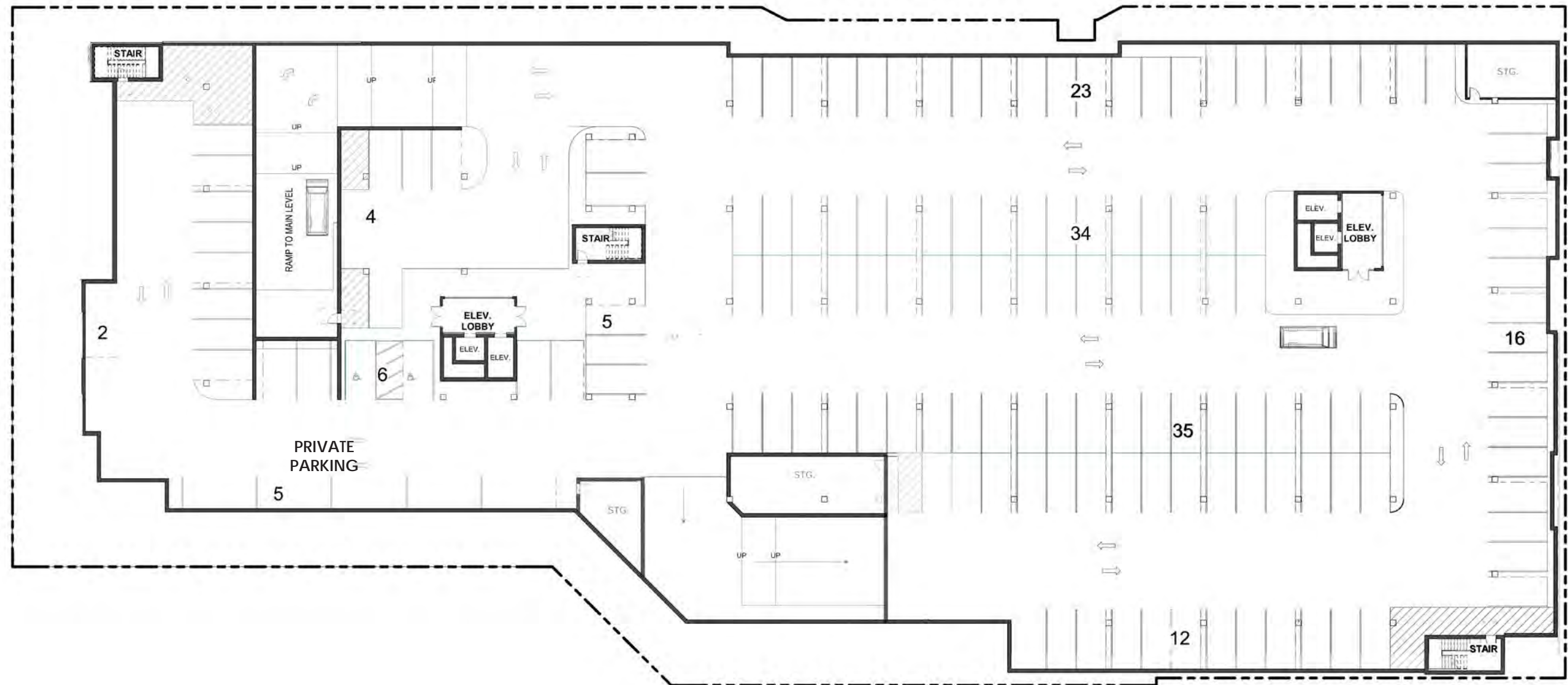






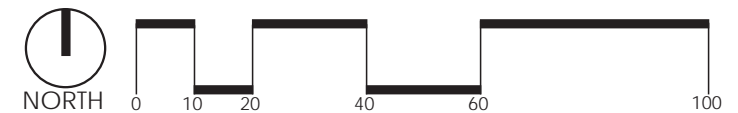


400 SOUTH

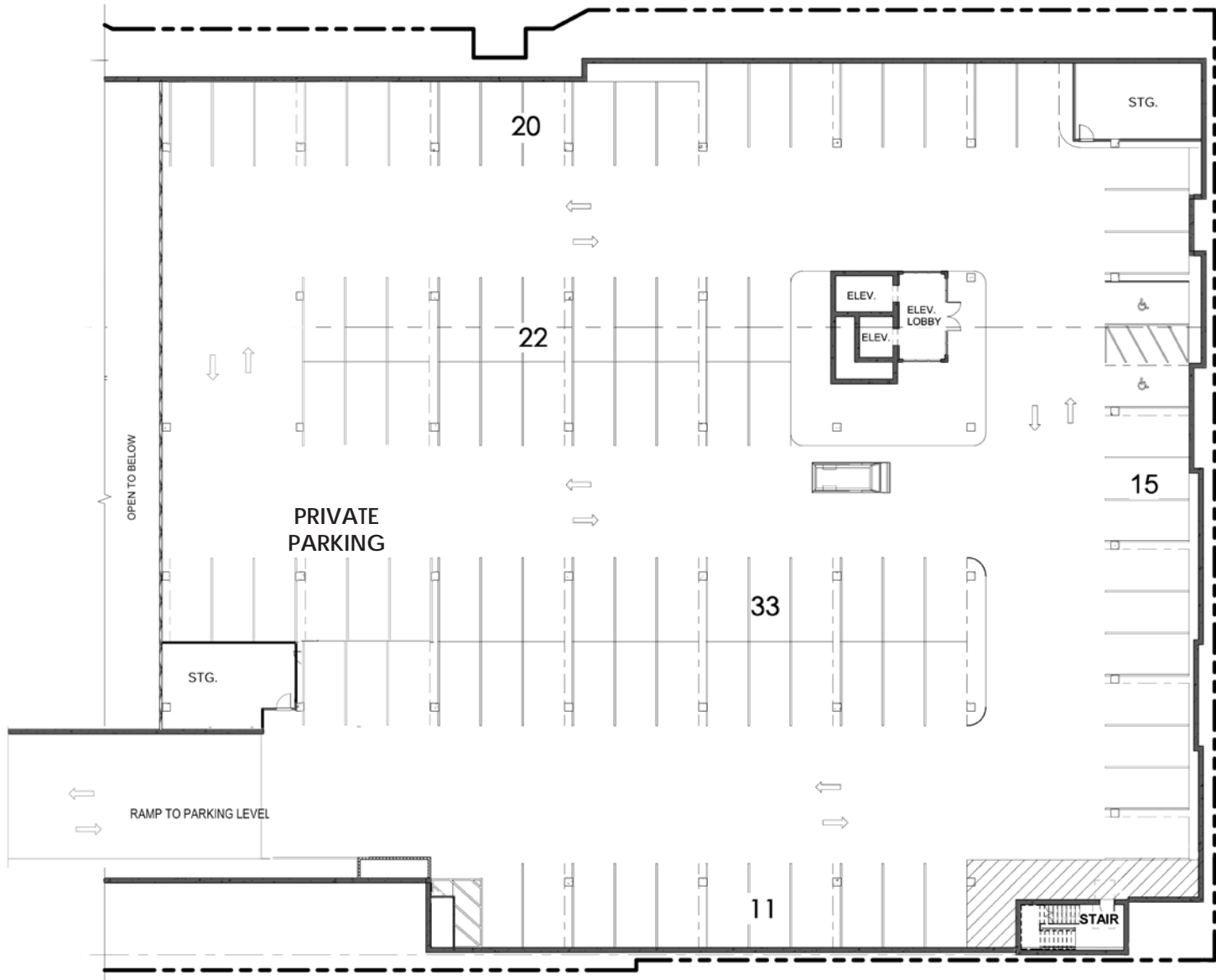


900 EAST

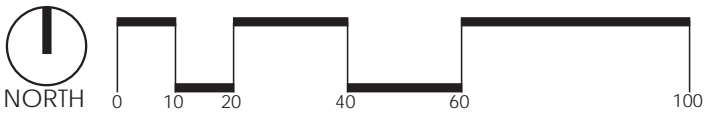
LOWER LEVEL PARKING - 151 STALLS



400 SOUTH

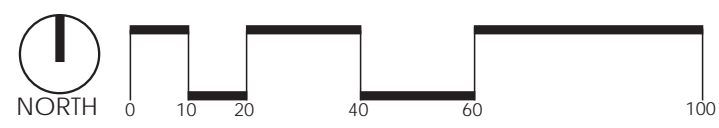


MEZZANINE PARKING - 101 STALLS



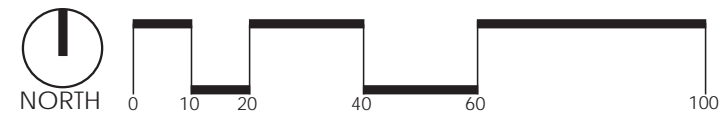


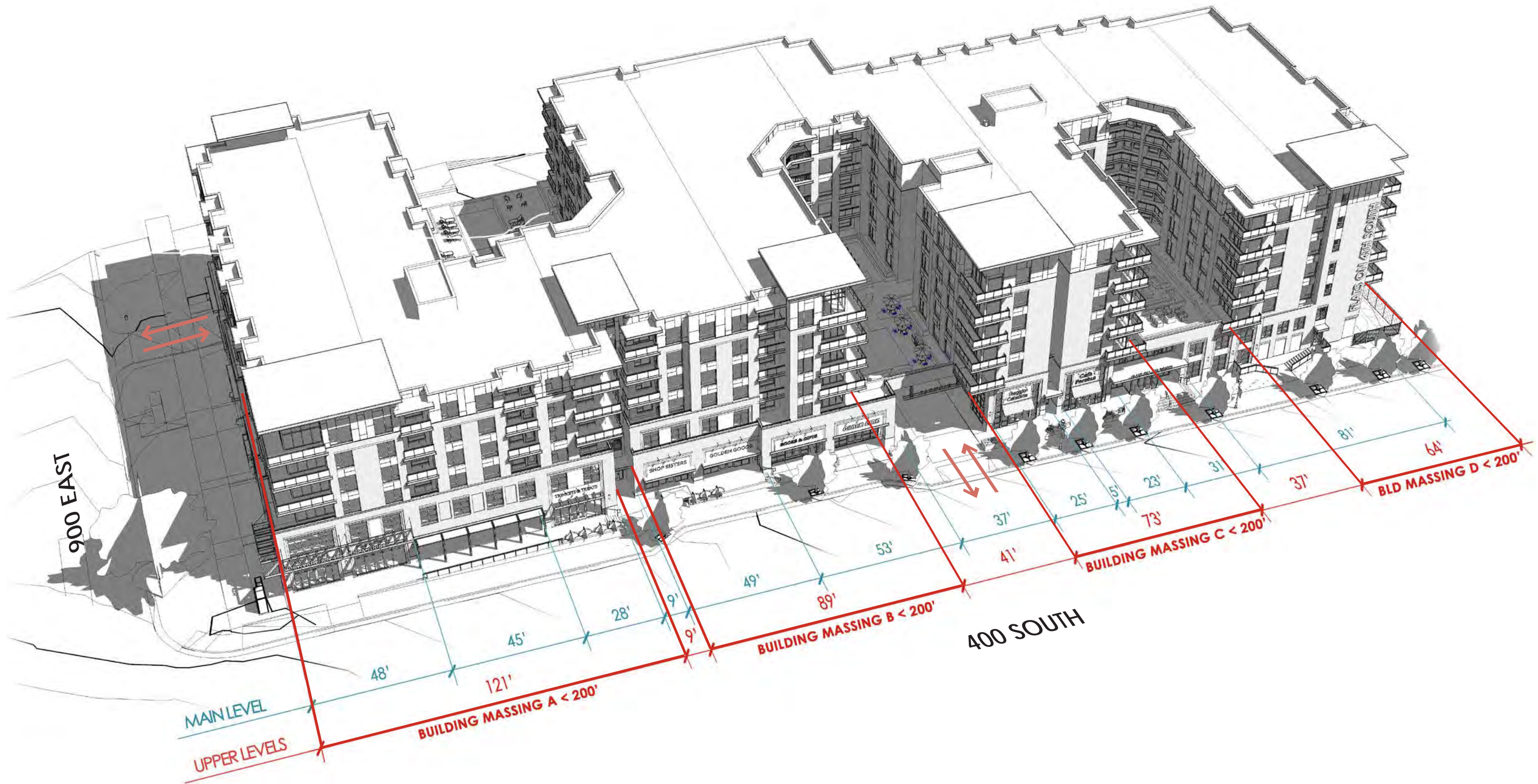
LEVEL 2 - 48 UNITS



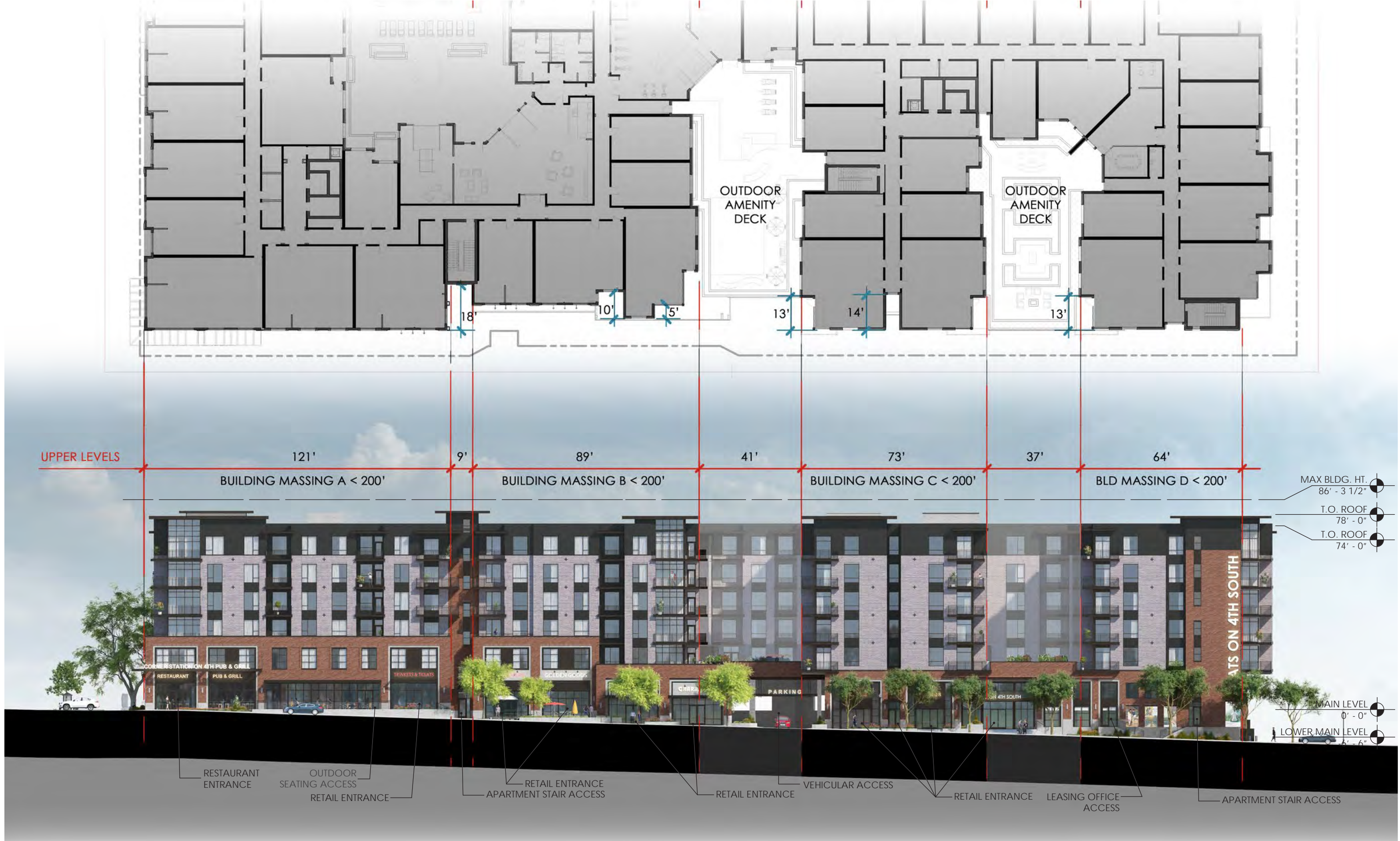


LEVELS 3-6 - 54 UNITS/ LEVEL











ALUMINUM COMPOSITE PANEL - ANODIZED -
DARK BRONZE IRON ORE

SENERGY METALIC EFFECTS, DRYVIT
REFLECTIT OR EQUAL - SW 7069

INTERSTATE BRICK - MONTEREY - 80 %,
INTERSTATE BRICK - IRONSTONE - 20 %

GLEN GERY - SIOUX BRICK - SILVERSTONE

PRECAST ARCHITECTURAL CONCRETE BASE

WEST ELEVATION



MAX BLDG. HT.
86' - 3 1/2"

T.O. ROOF
79' - 0"

T.O. ROOF
74' - 0"

FIRST 5 STORIES - 66'-6"
\\ 5 STORIES = 13'-3 1/2"
AVERAGE STORY HEIGHT

83'-6" =
TOTAL BUILDING HEIGHT

86'-3 1/2" =
ADJUSTED MAX BUILDING
HEIGHT
* SEE 21A.26.078E2

MAIN LEVEL
0' - 0"

LOWER MAIN LEVEL
-6' - 6"

EXISTING BUILDING
TO THE WEST

ELECTRICAL PANELS

UTILITY EASEMENT

ALUMINUM COMPOSITE PANEL - ANODIZED -
DARK BRONZE IRON ORE

SENERGY METALIC EFFECTS, DRYVIT
REFLECTIT OR EQUAL - SW 7069

INTERSTATE BRICK - MONTEREY - 80 %,
INTERSTATE BRICK - IRONSTONE - 20 %

GLEN GERY - SIOUX BRICK - SILVERSTONE

PRECAST ARCHITECTURAL CONCRETE BASE

EAST ELEVATION



MAX BLDG. HT.
86' - 3 1/2"

T.O. ROOF
79' - 0"

T.O. ROOF
74' - 0"

FIRST 5 STORIES - 66'-6"
\\ 5 STORIES = 13'-3 1/2"
AVERAGE STORY HEIGHT

83'-6" =
TOTAL BUILDING HEIGHT

86'-3 1/2" =
ADJUSTED MAX BUILDING
HEIGHT
* SEE 21A.26.078E2

MAIN LEVEL
0' - 0"

VEHICULAR ACCESS

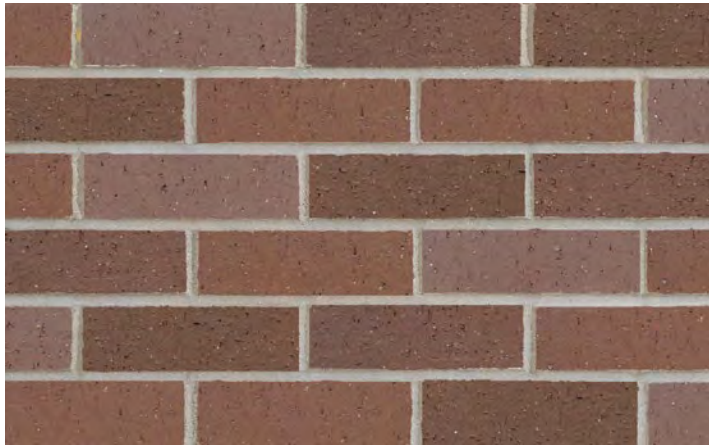
BUS STOP

APARTMENT ENTRY

ALPOLIC ALUMINUM COMPOSITE PANEL -
ANODIZED - DARK BRONZE IRON ORE

RESTAURANT ACCESS





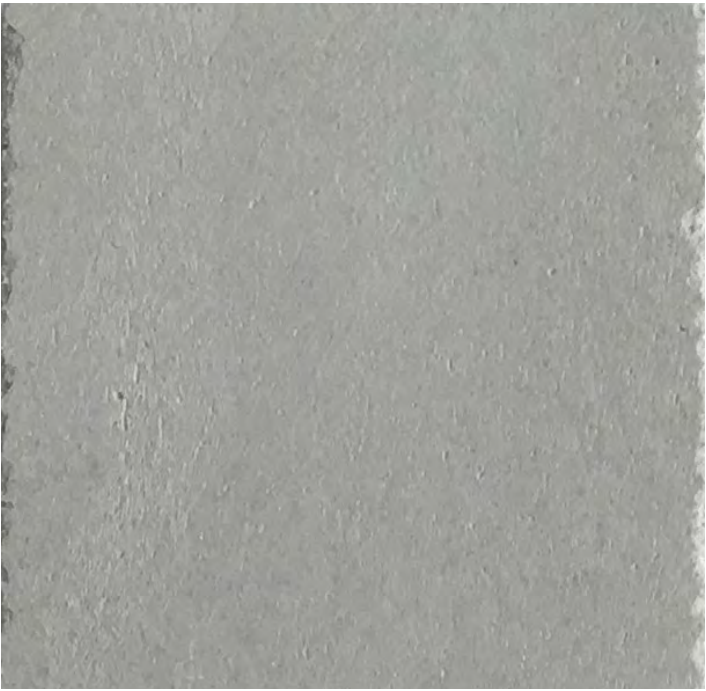
(BR1) INTERSTATE BRICK - MONTEREY - 80 %



(MT1) ALPOLIC ALUMINUM COMPOSITE
PANEL - ANODIZED - DARK BRONZE



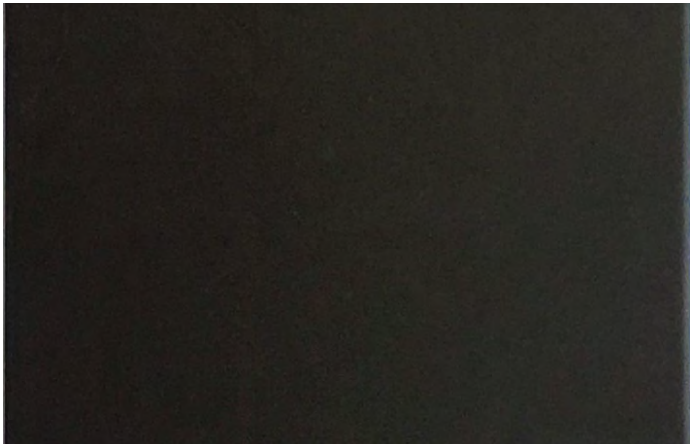
(ST1) SENERGY METALIC EFFECTS, DRYVIT
REFLECTIT OR EQUAL - SW 7069 IRON ORE



(CW1) PRECAST ARCHITECTURAL CONCRETE
BASE



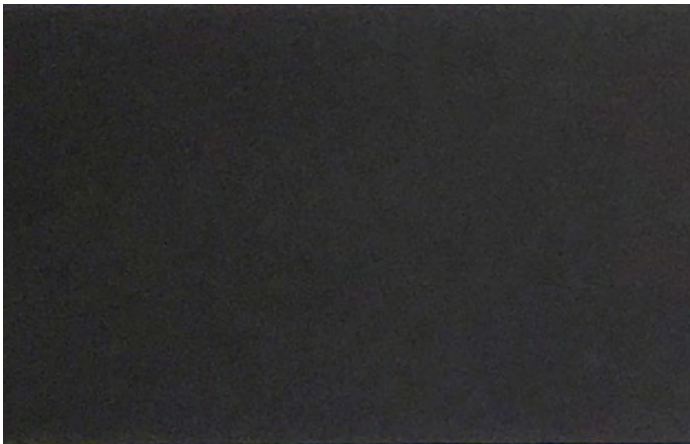
(BR1) INTERSTATE BRICK - IRONSTONE - 20 %



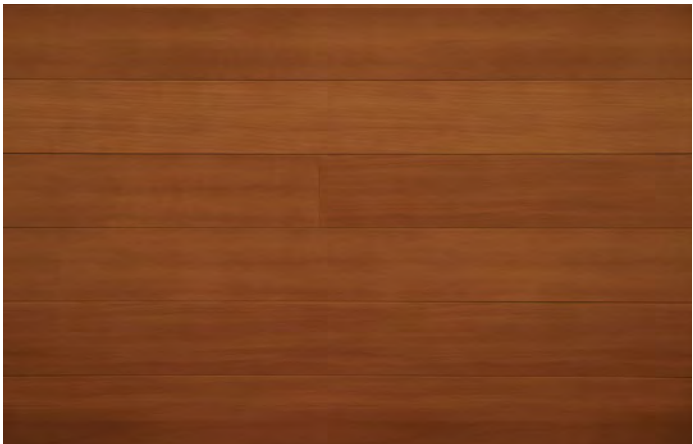
(MT2) ALUMINUM COMPOSITE PANEL -
ANODIZED - DARK BRONZE



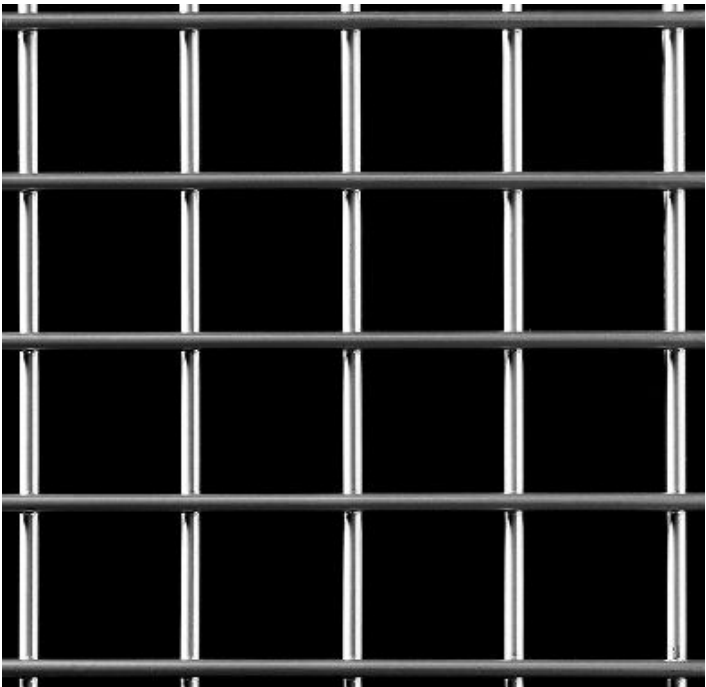
(BR2) GLEN GERY - SIOUX BRICK - SILVERSTONE



STOREFRONT - KAWNEER
ANODIZED FINISH - DARK BRONZE



SOFFITS - MAC - HARRYWOOD PROFILE -
CEDAR



RAILING WITH WIRE MESH PANELS



END PRESENTATION

ATTACHMENT C: REVISED SUBMITTAL



THE
RICHARDSON
DESIGN
PARTNERSHIP
L.L.C.

December 7, 2020

Salt Lake City Planning Division
Attn: Sara Javoronok
451 South State Street Room 406
Salt Lake City, UT 84114

Re: Design Review Comments

Dear Sara,

Below you will find the provided comments for the Design Review of the Mixed-Use development at the corner of 900 East and 400 South. We have included our responses in blue below.

Planning – Sara Javoronok

- A lot consolidation to a single parcel is necessary. An application can be submitted online and reviewed administratively

Response: The owner has initiated the lot consolidation process in conjunction with the revised right of way along 400 South and the property dedication along 900 East.

- Please provide a plan set with a scale and information such that it can be measured in Adobe Acrobat

Response: Updated plans have been provided that can be scaled and measured in Adobe as needed.

- Level 2 in the pdf is pixelated, please provide a clear plan.

Response: Updated plans have been provided that are clear.

Design Review Standards

- Provide additional details as to how the proposal meets the Standards for Design Review related to the façade length, particularly detailing how the proposal meets 21A.050.E. As a result of the construction of buildings with long, street facing facades, the design standards in 21A.37 have a limit on the permitted length of buildings. Please describe how exceeding the length of this standard is consistent with the zone and results in an improved building design and proposal. Consider the following alternatives:
 - Split the building into two buildings, potentially with shared parking below
 - Increase the setback of the second-floor amenity deck/parking entrance from the front façade

- Provide additional changes in material or material color to provide visual separation on the upper levels so the buildings read as more than a single building (21A.59.050.E.2).

Response: Along 900 East and 400 South we have provided Retail and Office functions. The commercial spaces on the main level extend more than the required 25' into the building. Additional elevations have been provided detailing the percentage of provided glazing and durable materials. We have increased the setback of the second floor amenity deck/parking entrance from the front façade, see sheet A102. The zoning ordinance limiting the maximum length of the blank wall is designed to provide variety, interest, and scale for the pedestrian as they proceed along 900 East and 400 South. We have provided additional dimension on the floor plan to demonstrate changes in building finish, plane, and materials as required.

- Modify the first floor such that entries on the north façade, especially toward the west end of the building, are at grade or closer to grade (21A.59.050.C.1).

Response: We have adjusted the entries on the north façade so the two most western entrances are at grade or a step up from grade.

- Generally, consider increasing articulation to provide the appearance of increased separation between sections of the building. (21A.59.050.D.2 and E.1).

Response: We have increased the setback of the second floor amenity deck/parking entrance from the front façade, see sheet A102.

TSA Zone Standards

- Table 21A.26.078.E.2 provides for a maximum height of 75'. Building height is measured from the average elevation of the finished grade at each face of the building, to the highest point of the coping of a flat roof. Please identify on the plans the average elevation of the finished grade on each face of the building and identify the height of each floor.

Response: On sheet A200 we are showing the average grade plan for each elevation.

In section 21A.26.078.E.2b states, "projects that achieve a development score that qualifies for administrative review are eligible for an increase in height. The increase shall be limited to one (1) store of habitable space. The height of the additional story shall be equal to or less than the average height of the other stories in the building. This is in addition to the height authorized elsewhere in this title."

Our TSA Application Development applicant score is 174 total points. It is our understanding that we meet the requirements and are eligible for the height increase. Detail 1/A200 has the floor to floor height dimensioned along with the average story height and adjusted max building height.

- 21A.26.078.E.5 requires open space areas to be provided at a rate of one square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Please identify the square footage of these areas.

Response: An open space area table has been provided on AS101 that shows open space provided on the main level and second level.

- Please address whether the area where the canal is relocated is considered open space. It is described as having a decomposed granite surface, allowing vehicle access, and having a dog run. Please provide more information about the gate, resident, or other access to this space as there is limited visibility from the street and elsewhere on the site. Consider adding turf, grasses, or low plants and shrubs to enhance the area.

Response: The landscaping area where the canal is relocated has been updated to grass pave and crusher fines rock mulch where the city will have to drive their truck. For the other areas, just outside the canal, there are bushes and tall grass that help dress up the area. See updated landscape drawing.

- 21A.26.078.F.2.a limits the use of EIFS and stucco to 10% of the upper level street facing façades. Please provide the percentage of EIFS and stucco for each façade.

Response:

North Elevation: Level 2 & up has a total of 17,304.52 sf of material not including windows or doors. The durable material is 65% (11,316.19 sf), brick and concrete. There is 4% (626.90 sf) of break metal material. There is 31% (5,361.43 sf) of a synthetic acrylic coating over rigid insulation that mimics a metal panel. We have provided a brochure from the manufacturer to further clarify the appearance of the material.

East Elevation: Level 2 & up has a total of 6387.49 sf of material not including windows or doors. The durable material is 62% (3936.94 sf), brick and concrete. There is 1% (45.41 sf) of break metal material. There is 37% (2405.14 sf) of a synthetic acrylic coating over rigid insulation that mimics a metal panel. We have provided a brochure from the manufacturer to further clarify the appearance of the material.

- Please identify how the proposal meets 21A.26.078.F.2.b for the front and corner side yard requirements.

Response: We are providing an outdoor dining area near the northeast corner of the building, immediately adjacent to the restaurant. We also have an outdoor area on the west side that is available for residents. With providing both areas we are only required to provide 30% of live plant material on the front and corner side yards.

Design Standards

- 21A.37.050.B.1 and B.2 requires 90% durable material on the ground floor and 60% on the upper floors. Please identify the percentage of durable materials on the floors.

Response:

North Elevation: On the ground floor there is a total of 5248.3 sf of material not including windows or door. The durable material is 73% (3849.29 sf), brick and concrete. There is 27% (1399.01 sf) of break metal material.

For the upper levels we have a total of 17,304.52 sf of material not including windows or doors. The durable material is 65% (11,316.19 sf), brick and concrete. There is 4% (626.90 sf) of break metal material. There is 31% (5,361.43 sf) of a synthetic acrylic coating over rigid insulation that mimics a metal panel. We have provided a brochure from the manufacturer to further clarify the appearance of the material.

East Elevation:

On the ground floor there is a total of 2268.24 sf of material not including windows or door. The durable material is 91% (2074.26 sf), brick and concrete. There is 9% (193.98 sf) of break metal material.

For the upper levels we have a total of 6387.49 sf of material not including windows or doors. The durable material is 62% (3936.94 sf), brick and concrete. There is 1% (45.41 sf) of break metal material. There is 37% (2405.14 sf) of a synthetic acrylic coating over rigid insulation that mimics a metal panel. We have provided a brochure from the manufacturer to further clarify the appearance of the material.

- 21A.37.050.C.1 requires 60% glass on street facing ground floor building elevations. Please identify the percentage of glass on these elevations.

Response:

North Elevation: 67% glazing is provided. Main level square footage between 3ft and 8ft above grade is 1981 sf with 1318.97 sf of storefront.

East Elevation: 40% glazing is provided. Main level square footage between 3ft and 8ft above grade is 1326.94 sf with 531.38 sf of storefront.

- 21A.37.050.D requires operable building entrances every 40 feet. Please identify the distances between doors and provide plans that can be measured in Adobe Acrobat.

Response: We have added dimensions between each building entrance to sheet A101 – Main Floor Plan.

- 21A.37.050.E limits the maximum length of any blank wall to 15 feet. Please identify the distances between windows, doors, etc. and provide plans that can be measured in Adobe Acrobat.

Response: We have added dimensions of the wall space between storefront and doors along the north and east facades to sheet A101 – Main Floor Plan.

TSA Design Guidelines

- #9 Checklist includes 10 points for a roof design, such as a landscaped roof, that is sustainable. Please provide a roof plan and description that identifies how these points are met.

Response: See provided additional landscape and enlarged architectural plans of the 2nd level roof deck amenities.

- #14 Submit information that identifies the percentage of each material above the ground floor.

Response: Updated material calculations have been provided on the revised elevations.

- #16 Provide a roof plan and description that shows the roof as a common space for the building occupants.

Response: See provided additional landscape and enlarged architectural plans of the 2nd level roof deck amenities.

- #18 Provide a lighting plan that identifies how the proposal meets the elements identified.

Response: We have included the electrical plan for the main level lighting.

- #19 Identify which signs are meeting this criteria.

Response: We designed the awning and canopy signs to be integrated into the design of the building. All storefront entrances have contrasting material so as to attract the public attention as the drive or walk by and change so as not to repeat.

On the corner of 4th South and 9th East is the restaurant signage that is integrated into the separation of storefront on the main level and second level. The awning with signage frames the corner and allows temporary shelter for visitors.

On 9th East two small awnings project out to highlight the entrances to the building. One for the parking and one for the residential entrance.

Moving down 4th south you have multiple shops that incorporate the small awnings that either project out or the entrances are recessed.

Trinkets and treats – has a small awning that extends out continuing the awning found on the corner.

Shop Sisters and Golden Goods – have semi recessed entrances with awnings that extend out to provide cover from the elements to patrons entering those entrances.

Books & Gifts and Charm Farm have 6ft recessed entrances, so the public have temporary shelter as they enter.

Reggio Calabria and Café Persius have sloped canopies to provide shelter for the public as they enter those spaces.

There are a few residential entrances on 4th south, one between Trinkets & Treats and Shop sisters, second between Reggio Calabria and Café Persius, and the last one being the main entrance to the building management office area, and residential entrance. The

awnings very in depth from 4 ft to 7 ft to protect the public and residents as they enter the building.

- #27 Identify the depth of the habitable spaces and as requested previously, please provide a plan set that can be measured in Adobe Acrobat.

Response: We have added habitable depth dimensions on our main level floor plan, see sheet A101 Main Floor Plan.

Zoning – Anika Stonick

- Design Review for project in TSA-UN-C zoning district , at 410 E. 900 South, seeking approval of design featuring building façade longer than 200 feet (the limit given by 21A.37.050.F and 21A.37.060.B); design proposed meets requirement of 21A.36.010.B for one building on lot and seems to further intent of allowance of 21A.58.020.A.1 and 2 to consider traffic movements to and from the property/building using single driveway on 400 South Street; as building façade would be over twice as long as 200 foot length limit, should meet/possibly exceed design standards of 21A.37 and of 21A.26.078 (including front and corner side yard treatments of 21A.26.078.F.2.b); to verify complying with minimum requirements of 21A.37 and of 21A.26.078, for both Design Review and future permit requests, should present all design information on site plan and elevations (for example, provide calculations for ground floor area and area in glass and in durable materials, etc.).

Response: See additional information provided on the updated plans and elevations.

- Proposal involves two separate parcels of land (at 410 S. 900 East, parcel i.d.# 16-05-330-009, and at 402 S. 900 East, parcel i.d.# 16-05-330-010) which should be combined with lot consolidation process, accomplished with Planning Division.

Response: Owner to complete lot consolidation process with Planning Division.

- To obtain and use Certificate of Address, from SLC Engineering; to fill out form Impact Fees Assessment form and provide when applying for permit review (fees due when pulling permit); to propose parking per 21A.44, landscaping per 21A.48 and to meet all other requirements of zoning ordinance.

Response: We are working with the owner to fill out the Impact Fees Assessment form and will provide when applying for permit review.

Transportation – Michael Barry

- Parking calculations (21A.44.030) have been provided but appear to be incomplete. It appears that the maximum number of parking spaces are being provided for the residential and retail areas, however, additional spaces (10) are being provided for management and guest parking to which there are no calculations. Also, there are no calculations for ADA, bicycle and EV parking included in the calculations. The EV parking spaces must be equipped with a standard EV charging stations and shall be clearly marked for exclusive usage for EV's (21A.44.050.B.2). Parking calculations should also include loading berth requirements per 21A.44.070; loading berths shall be located on site. Indicate any parking modifications per 21A.44.040

Response: We have revised our parking matrix to include the calculations for the office, ADA, bicycle, EV stalls and loading berth.

- The parking layout should be fully dimensioned and meet the requirements of 21A.44.020.

Response: We have added dimensions to the parking layout and meets the requirements of 21A.44.020

- Ten foot sight distance triangles shall be shown at the egresses of the parking structure per 21A.40.120.E.4.

Response: We have added sight distance triangles per 21A.40.120.E.4 on sheet A101 – Main Floor Plan.

- Details should be provided for ADA, bicycle and EV parking (signage, pavement markings and bike rack details).

Response: Additional details have been provided on sheet AS501.

- All public sidewalks should be city property.

Response: Civil Engineer is preparing documentation to consolidate the lots and have sidewalk area be city property.

Engineering – Scott Weiler

- 400 South is a state highway but the sidewalk on 400 South is SLC jurisdiction. Except for the curb cut assembly at the street corner, the sidewalk should be specified per APWA Std. Plan 231, not a UDOT standard. Some of the 10' wide sidewalk on 400 South is on private property. This is not a concern for SLC Engineering but it seems that 10' min. was required by someone reviewing this.

Response: We have updated the curb cut assembly to be specified as APWA Std. Plan 231.

- The developer will be wise to submit plans to UDOT early in the design process to see if any of the existing street trees might have to be removed due to the proposed drive approach on 400 South.

Response: Understood, the architect/contractor will coordinate with UDOT

Fire – Ted Itchon

- The structure is a high-rise building as the measurements from the lowest point of fire department access (west side of 400 South) to the occupied floor level is above 75'. This means that the structure will be required to have a Fire Command Center, Fire Pump, secondary water supply, smoke evacuation for post fire operations.

Response: We have provided dimensions on sheet A200 Exterior Elevations from the lowest level of fire department vehicle access point to height floor level. In detail 1/A200 is shows a dimension of 72'-6" on the west side of the building and 60'-0" on the east side of the building.

- It may need a Alternative Means & Methods for fire department access.

Response: Alternate means and methods will be required. The fire department access in International Fire Code (IFC) sections 503.1.1 and aerial access of section D105 will be handled by providing additional fire sprinkler density of 0.05 GPM/1 sq. ft. and a dual chamber smoke detectors in the corridors and public spaces.

Building Code – Tim Burke

- At this juncture, there does not appear to be any Building Code-related issues that need to be addressed.

Rocky Mountain Power – Jeff Barrett

The plans do not appear to accommodate RMP's needs at this time. Please follow-up to address the identified concerns to ensure sufficient room is provided on the site.

- Updated site plan featuring dimensions of the electrical area. We discussed this area needing to be at least double the original size in order to accommodate a minimum of two transformers and two 3000-amp service entrances. We also talked about the potential of needing space for a switchgear and/or sectionalizing cabinet. This is something that should be accounted for in the site plans. Please submit a site plan showing this information along with the application for the ESA.

Response: Detail 1/AS401 shows the two transformers located in the northwest corner, with the clearances that are provided (3ft on the sides and back with 10ft on the front). The two 3000 amp main service panels located just south of them.

- I would like to see the layout of your metering and the location on the building. I believe you were planning on installing them on the exterior wall of the building along the alleyway. Is that still the case?

Response: The meter locations are shown in detail 2/AS401 that shows the meter locations along the west side and southwest corner of the building.

- More information regarding the easement on the backside of the property in relation to the canal. You had proposed the installation of concrete-encased conduit running beneath the canal. We need a clear understanding of where we will be granted access and any requirements from the canal company.

Response: There is a gate on the north west corner and south side of the property to access the canal.

- The previous plan shows gas meters being installed in proximity to the proposed transformer location. We need to make sure this distance is acceptable. Please contact the gas company and verify that the clearances between Gas and Electric work send us their approval and then show the clearances on the site plan.

Response: AS101 shows the electrical meters on the west side of the site with the gas meters on the east side.

- What are their plans for temporary construction power? Can you use the existing transformer feeding this building? FP #050316, or will it need to be removed for construction of the new building and demolition of the old building?

Response: Final plans for temporary power during construction will be finalized during the building design and permitting process.

Public Utilities – Jason Draper

- The Salt Lake Jordan Canal relocation as part of this project has been coordinated with the engineer and Craig Zwick. This is essential work and work that must be done outside of the irrigation season (October – April)

Response: Understood

- Fire demands will need to be provided to model and determine if existing infrastructure can provide fire protection and culinary service. It is likely one or more of the water mains will need to be replaced to provide fire protection.

Response: Understood, will be coordinated with engineering consultants, city and contractor.

- It is anticipated that no public way encroachments will be permitted as part of this project.

Response: Understood

- All unused water and sewer connections will need to be capped at the main.

Response: Understood

- The easement for the canal realignment must be finalized.

Response: Understood, this is being coordinated by Civil, contractor and owner.

- All Salt Lake City public utility standards, policies, and ordinance will apply.

Response: Understood

Sincerely,

Peter Jacobsen, Architect
The Richardson Design Partnership, LLC



Know what's below.
Call before you dig.

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.

900 EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

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FOR REVIEW
NOT FOR CONSTRUCTION

DATE PRINTED
November 30, 2020

NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS. THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

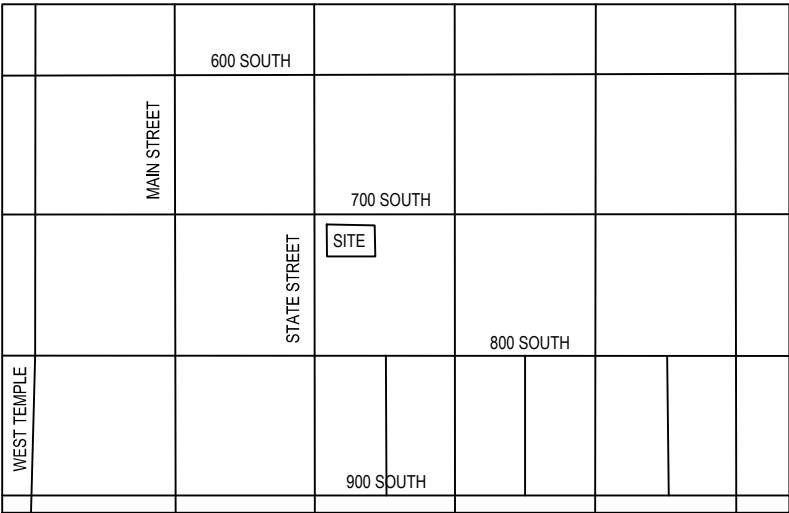
NOTICE TO DEVELOPER/CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

VICINITY MAP



NO SCALE

GENERAL NOTES

- ALL WORK SHALL CONFORM TO SALT LAKE CITY STANDARDS & SPECIFICATIONS.
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
- BENCHMARK ELEVATION = STREET MONUMENT INTERSECTION OF 700 SOUTH STREET AND STATE STREET. ELEV. = 4168.43'.



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TOOELE
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CONTACT:
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9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

COVER

PROJECT NUMBER
9098
DRAWN BY
M. BUDGE
PROJECT MANAGER
B. MORRIS
PRINT DATE
11/30/20
CHECKED BY
B. MORRIS

SALT LAKE CITY PUBLIC UTILITIES GENERAL NOTES

1. **COMPLIANCE:**
ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS 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.
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
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
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
- 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 - 386-468-3913
- COUNTY PUBLIC WAY PERMITS - 468-2241
- 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

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.

4. **PERMITS, FEES AND AGREEMENTS**
CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT SALT LAKE CITY ENGINEERING FOR 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.

CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (UPDES) STORM WATER PERMIT FOR CONSTRUCTION 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.

5. **ASPHALT AND SOIL TESTING**
THE CONTRACTOR IS TO PROVIDE MARSHALL AND PROCTOR 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 305020 - 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.

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.

7. **SURVEY CONTROL**
CONTRACTOR MUST PROVIDE 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 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 PUBLIC UTILITIES 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.

8. **ASPHALT GUARANTEE**
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.

9. **TEMPORARY ASPHALT**
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.

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.

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.

11. **DUST CONTROL**
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.

12. **DEWATERING**
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.

13. **PROJECT LIMITS**
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.

14. **WATER, FIRE, SANITARY SEWER AND STORM DRAINAGE UTILITIES**
A. INSPECTIONS -
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.

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.

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 POT-HOLING A MINIMUM OF 300-FEET AHEAD OF SCHEDULED CONSTRUCTION IN ORDER TO IDENTIFY POTENTIAL CONFLICTS AND PROBLEMS WITH FUTURE CONSTRUCTION ACTIVITIES. EXISTING UTILITY INFORMATION OBTAINED FROM SLC PUBLIC UTILITIES' MAPS MUST BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. 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 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 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 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 EFFECTIVE DATES AND LOCATIONS OF 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.

H. 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. ADDITIONAL CONSTRUCTION MEASURES WILL BE REQUIRED FOR THESE CONDITIONS.

I. 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.

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.

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 UTILITY ENGINEER OR INSPECTOR. A MINIMUM OF 8-FEET OF HEAD PRESSURE IS REQUIRED AS MEASURED VERTICALLY FROM THE HIGH POINT OF THE PIPELINE AND 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 1 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.

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. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS FOR HIGH GROUNDWATER/ SATURATED CONDITIONS AT FLANGE FITTINGS, ETC.

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 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 BOXES 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 UNLESS 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, 1007 AND 1016. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER SALT LAKE CITY STANDARDS AND 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.

L. GENERAL WATER, SEWER AND STORM DRAIN REQUIREMENTS -
ALL WATER, FIRE AND SEWER SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND 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 RAISED OR LOWERED TO FINAL GRADE PER PUBLIC UTILITIES STANDARDS AND INSPECTOR 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 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.'

UDOT NOTES

1. UDOT RESERVES THE RIGHT, AT ITS OPTION, TO INSTALL A RAISED MEDIAN ISLAND OR RESTRICT THE ACCESS TO A RIGHT-IN OR RIGHTOUT AT ANY TIME.
2. WORK ON THE UDOT RIGHT-OF-WAY IS SEASONALLY RESTRICTED FROM OCTOBER 15 TO APRIL 15.
3. ROW WORK: WORK IS NOT ALLOWED ON THE RIGHT-OF-WAY DURING THE AM/PM PEAK TRAFFIC HOURS (6:00 – 9:00 AM AND 3:30 – 6:00 PM). ADDITIONAL WORK RESTRICTIONS OR MODIFICATIONS MAY BE IMPOSED AT THE TIME OF THE ENCROACHMENT PERMIT.
4. REPLACE ALL PAVEMENT MARKINGS IN KIND (TAPE WITH TAPE AND PAINT WITH PAINT). INSTALL ALL PAINT LINES WITH PERMANENT PAINT APPLICATION PER UDOT SPECIFICATION 02765. PAINT MUST HAVE AT LEAST 6 MONTHS LIFE AS DETERMINED BY UDOT'S PERMITS OFFICER.
5. ALL NEW PAVEMENT WORDS, ARROWS AND SYMBOLS MARKING WITHIN THE RIGHT-OF-WAY SHALL BE PRE-FORMED THERMO PLASTIC. ALL LETTERS, ARROWS, AND SYMBOLS SHALL CONFORM WITH THE "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.
6. ALL SIGNS INSTALLED ON THE UDOT RIGHT-OF-WAY MUST BE HIGH INTENSITY GRADE (TYPE XI SHEETING) WITH A B3 SLIP BASE. INSTALL ALL SIGNS PER UDOT SN SERIES STANDARD DRAWINGS.
7. BEFORE COMMENCING WORK ON THE STATE HIGHWAY, THE GENERAL CONTRACTOR IS REQUIRED TO OBTAIN AN ENCROACHMENT PERMIT FROM THE APPLICABLE REGION'S PERMITS OFFICE BEFORE WORKING WITHIN THE STATE RIGHT-OF-WAY.
8. NO ROAD CUTS ALLOWED ON THIS JOB.
9. FOR ALL UTILITY TAPS (ROAD CUTS), USE FLOWABLE FILL PER UDOT'S CURRENT MIX DESIGN (50-150 PSF) UDOT SPEC. 03575.
10. ALL UTILITIES WITHIN THE PAVED SURFACE MUST BE BORED.
11. FOR EXCAVATIONS OUTSIDE OF THE ROADWAY, BACK FILL WITH UDOT APPROVED GRANULAR BORROW AND ROAD BASE. COMPACTION PER UDOT SPEC. 2056 AND 2721.
12. OWNER, DEVELOPER, AND/OR THE CONTRACTOR IS REQUIRED TO HIRE AN INDEPENDENT COMPANY FOR ALL TESTING WITHIN THE UDOT RIGHT-OF-WAY.
13. OWNER, DEVELOPER, AND THE CONTRACTOR ARE RESPONSIBLE FOR ANY DAMAGE TO THE UDOT RIGHT-OF-WAY THAT MAY BE DIRECTLY OR INDIRECTLY CAUSED BY THE DEVELOPMENT ACTIVITY.
14. TRAFFIC SIGNAL INSTALLATION OR MODIFICATION REQUIRES A SEPARATE WARRANTY BOND ONCE THE WORK HAS BEEN COMPLETED AND ACCEPTED. THE PERMITTEE IS RESPONSIBLE FOR HIRING AN INDEPENDENT INSPECTION COMPANY TO PERFORM INSPECTION SERVICES FOR ALL SIGNAL WORK COMPLETED. FOR A LIST OF THE UDOT APPROVED CONTRACTORS AND CONSULTANTS CONTACT THE APPROPRIATE REGIONS TRAFFIC SIGNALS ENGINEER.
15. PARTIAL CONCRETE PANEL REPLACEMENT IS NOT ALLOWED. WHEN PANELS ARE REMOVED, THE ENTIRE PANEL IS REQUIRED TO BE REPLACED PER UDOT STANDARDS, SPECIFICATIONS, AND STANDARD DRAWINGS.
16. DOUBLE SAW CUT THE CONCRETE TO PREVENT THE SPALLING OF OTHER CONCRETE PANELS AND TO AVOID OVER CUTS. OVER CUTS AND SPALLS WILL REQUIRE FULL PANEL REPLACEMENT. REFERENCES 1. UTAH ADMINISTRATIVE CODE R930-6 (ACCESS MANAGEMENT) FOR A COMPLETE VERSION OF THE DEPARTMENT'S STANDARDS AND GUIDELINES REGARDING ACCESS PERMITS PLEASE REFER TO UTAH ADMINISTRATIVE CODE R930-6, WWW.UDOT.UTAH.GOV/GO/ACCESSMANAGEMENT. 2. AASHTO, A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS ("GREEN BOOK"), BOOKSTORE.TRANSPORTATION.ORG. 3. AASHTO, ROADSIDE DESIGN GUIDE, BOOKSTORE.TRANSPORTATION.ORG. 4. UTAH, MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (UMUTCD), WWW.UDOT.UTAH.GOV
17. ALL ABOVE GROUND FEATURES INCLUDING UTILITIES (POLES, FIRE HYDRANTS, BOXES, ETC.) MUST BE RELOCATED OUT OF THE AASHTO CLEAR ZONE OR A MINIMUM OF 18" BEHIND CURB.

ABBREVIATIONS

APWA	AMERICAN PUBLIC WORKS ASSOCIATION
AR	ACCESSIBLE ROUTE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	AMERICAN WATER WORKS ASSOCIATION
BVC	BOTTOM OF SEWER
BVC	BEGIN VERTICAL CURVE
C	CURVE
CB	CATCH BASIN
CF	CURB FACE OR CUBIC FEET
CO	CLEAN OUT
COMM	COMMUNICATION
CONC	CONCRETE
CONT	CONTINUOUS
DIAM	DIAMETER
DIP	DUCTILE IRON PIPE
ELEC	ELECTRICAL
ELEV	ELEVATION
EOA	EDGE OF ASPHALT
EW	END OF VERTICAL CURVE
EW	EACH WAY
EXIST	EXISTING
FF	FINISH FLOOR
FG	FINISH GRADE
FI	FIRE HYDRANT
FL	FLOW LINE OR FLANGE
GB	GRADE BREAK
GF	GARAGE FLOOR
GV	GATE VALVE
HC	HANDICAP
HP	HIGH POINT
IRR	IRRIGATION
K	RATE OF VERTICAL CURVATURE
L	LAND DRAIN
LF	LINEAR FEET
LP	LOW POINT
MH	MANHOLE
MIN	MINIMUM
MJ	MECHANICAL JOINT
NG	NATURAL GROUND
NIC	NOT IN CONTRACT
NO	NUMBER
OC	ON CENTER
OCW	ON CENTER EACH WAY
OHF	OVERHEAD POWER
PC	POINT OF CURVATURE OR PRESSURE CLASS
PCC	POINT OF COMPOUND CURVATURE
PI	POINT OF INTERSECTION
PIP	PLASTIC IRRIGATION PIPE
PV	POST INDICATOR VALVE
PL	PROPERTY LINE
PRC	POINT OF REVERSE CURVATURE
PRO	PROPOSED
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVATURE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
R	RADIUS
RD	ROOF DRAIN
ROW	RIGHT OF WAY
S	SLOPE
SS	SANITARY SEWER
SD	STORM DRAIN
SEC	SECONDARY
SS	SANITARY SEWER
STA	STATION
SW	SIDEWALK
SWL	SECONDARY WATER LINE
TBC	TOP BACK OF CURB
TOG	TOP OF GRATE
TOA	TOP OF ASPHALT
TOC	TOP OF CONCRETE
TOF	TOP OF FOUNDATION
TOW	TOP OF WALL
TOS	TOP OF STEP
TYP	TYPICAL
VC	VERTICAL CURVE
WV	WALL INDICATOR VALVE
WL	WATER LINE

NOTE: MAY CONTAIN ABBREVIATIONS THAT ARE NOT USED IN THIS PLAN SET.

LEGEND

	SECTION CORNER		EXISTING EDGE OF ASPHALT
	EXISTING MONUMENT		PROPOSED EDGE OF ASPHALT
	PROPOSED MONUMENT		EXISTING STRIPING
	EXISTING REBAR AND CAP		PROPOSED STRIPING
	SET ENSIGN REBAR AND CAP		EXISTING FENCE
	EXISTING WATER METER		PROPOSED FENCE
	PROPOSED WATER METER		EXISTING FLOW LINE
	EXISTING WATER MANHOLE		PROPOSED FLOW LINE
	PROPOSED WATER MANHOLE		GRADE BREAK
	EXISTING WATER BOX		EXISTING STORM DRAIN LINE
	EXISTING WATER VALVE		PROPOSED STORM DRAIN LINE
	PROPOSED WATER VALVE		ROOF DRAIN LINE
	EXISTING FIRE HYDRANT		CATCHMENTS
	PROPOSED FIRE HYDRANT		HIGHWATER LINE
	PROPOSED FIRE DEPARTMENT CONNECTION		EXISTING SANITARY SEWER
	EXISTING SECONDARY WATER VALVE		PROPOSED SANITARY SEWER LINE
	PROPOSED SECONDARY WATER VALVE		PROPOSED SAN. SWR. SERVICE LINE
	EXISTING IRRIGATION BOX		EXISTING LAND DRAIN LINE
	EXISTING IRRIGATION VALVE		PROPOSED LAND DRAIN LINE
	PROPOSED IRRIGATION VALVE		PROPOSED LAND DRAIN SERVICE LINE
	EXISTING SANITARY SEWER MANHOLE		EXISTING CULINARY WATER LINE
	PROPOSED SANITARY SEWER MANHOLE		PROPOSED CULINARY WATER LINE
	EXISTING SANITARY CLEAN OUT		PROPOSED CULINARY WATER SERVICE LINE
	EXISTING STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	PROPOSED STORM DRAIN CLEAN OUT BOX		PROPOSED SECONDARY WATER LINE
	EXISTING STORM DRAIN INLET BOX		PROPOSED SEC. WATER SERVICE LINE
	EXISTING STORM DRAIN CATCH BASIN		EXISTING IRRIGATION LINE
	PROPOSED STORM DRAIN CATCH BASIN		PROPOSED IRRIGATION LINE
	EXISTING STORM DRAIN COMBO BOX		EXISTING OVERHEAD POWER LINE
	PROPOSED STORM DRAIN COMBO BOX		EXISTING ELECTRICAL LINE
	EXISTING STORM DRAIN CLEAN OUT		EXISTING GAS LINE
	EXISTING STORM DRAIN CULVERT		EXISTING TELEPHONE LINE
	PROPOSED STORM DRAIN CULVERT		ACCESSIBLE ROUTE
	TEMPORARY SAG INLET PROTECTION		SAW CUT LINE
	TEMPORARY IN-LINE INLET PROTECTION		STRAW WATTLE
	ROOF DRAIN		TEMPORARY SILT FENCE
	EXISTING ELECTRICAL MANHOLE		LIMITS OF DISTURBANCE
	EXISTING ELECTRICAL BOX		EXISTING WALL
	EXISTING TRANSFORMER		PROPOSED WALL
	EXISTING UTILITY POLE		EXISTING CONTOURS
	EXISTING LIGHT		PROPOSED CONTOURS
	PROPOSED LIGHT		BUILDABLE AREA WITHIN SETBACKS
	EXISTING GAS METER		PUBLIC DRAINAGE EASEMENT
	EXISTING GAS MANHOLE		EXISTING ASPHALT TO BE REMOVED
	EXISTING GAS VALVE		PROPOSED ASPHALT
	EXISTING TELEPHONE MANHOLE		EXISTING CURB AND GUTTER
	EXISTING TELEPHONE BOX		PROPOSED CURB AND GUTTER
	EXISTING TRAFFIC SIGNAL BOX		PROPOSED REVERSE PAN CURB AND GUTTER
	EXISTING CABLE BOX		TRANSITION TO REVERSE PAN CURB
	EXISTING BOLLARD		CONCRETE TO BE REMOVED
	PROPOSED BOLLARD		EXISTING CONCRETE
	EXISTING SIGN		PROPOSED CONCRETE
	PROPOSED SIGN		BUILDING TO BE REMOVED
	EXISTING SPOT ELEVATION		EXISTING BUILDING
	PROPOSED SPOT ELEVATION		PROPOSED BUILDING
	EXISTING FLOW DIRECTION		
	EXISTING TREE		
	DENSE VEGETATION		

NOTE: MAY CONTAIN SYMBOLS THAT ARE NOT USED IN THIS PLAN SET.



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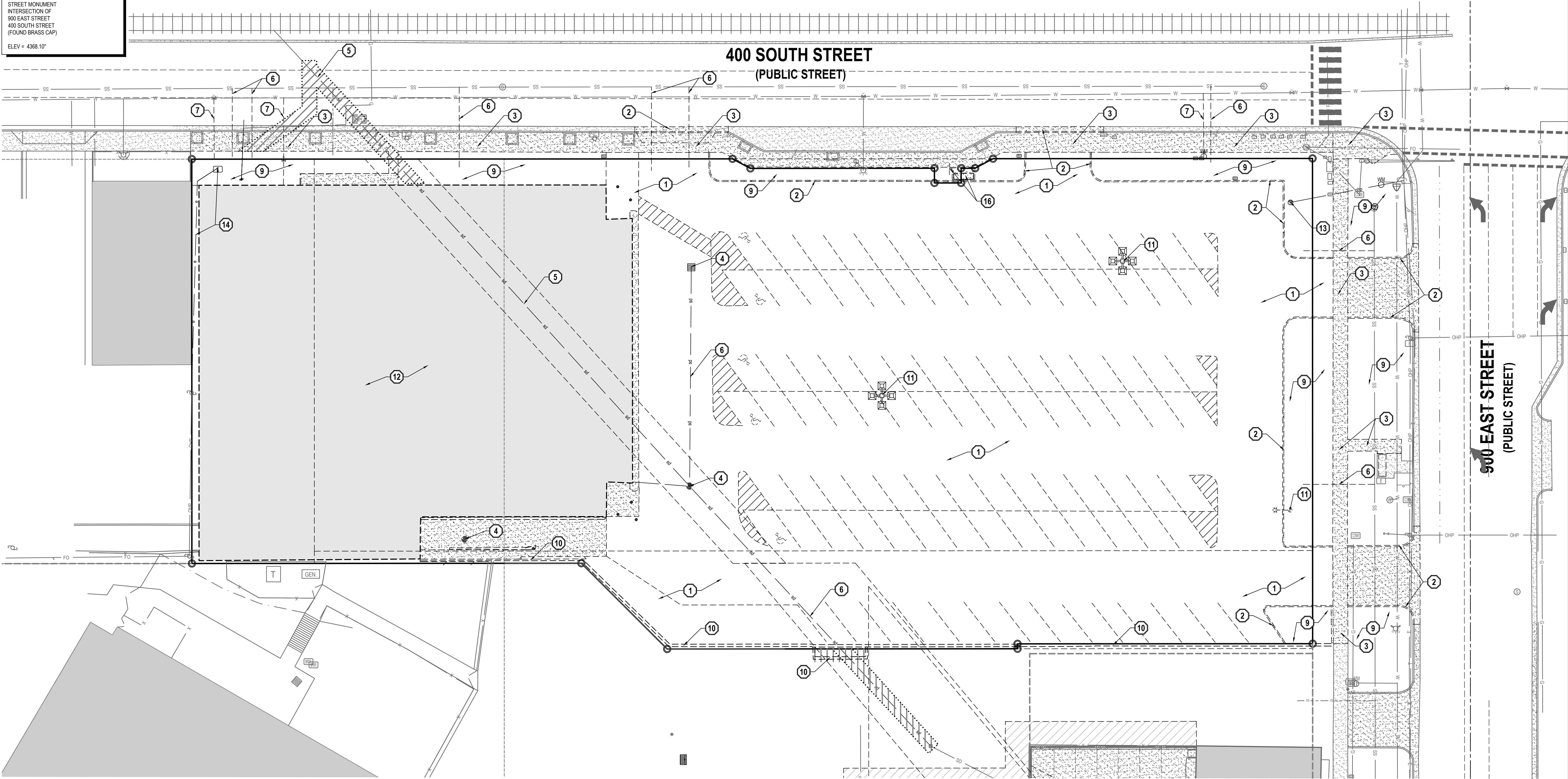
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BENCHMARK

STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)
ELEV = 4368.10"



GENERAL NOTES

- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
- ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
- ALL CONSTRUCTION SIGNAGE, BARRICADES, TRAFFIC CONTROL DEVICES, ETC. SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. THE CONTRACTOR WILL MAINTAIN SUCH SO THAT THEY ARE PROPERLY PLACED AND VISIBLE AT ALL TIMES.
- SIDEWALKS AND CURBS DESIGNATED TO BE DEMOLISHED SHALL BE DEMOLISHED TO THE NEAREST EXPANSION JOINT, MATCHING THESE PLANS AS CLOSELY AS POSSIBLE.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- REMOVE AND PROPERLY DISPOSE OF EXISTING ASPHALT PAVEMENT.
- SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE CURB AND GUTTER.
- SAWCUT, REMOVE, AND PROPERLY DISPOSE OF EXISTING CONCRETE SIDEWALK.
- REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN CATCH BASIN.
- REMOVE AND PROPERLY DISPOSE OF EXISTING STORM DRAIN PIPE.
- REMOVE AND PROPERLY DISPOSE OF EXISTING SANITARY SEWER LATERAL. SEE UTILITY PLAN FOR ADDITIONAL INFORMATION.
- REMOVE AND PROPERLY DISPOSE OF EXISTING WATER LATERAL AND METER. SEE UTILITY PLAN FOR ADDITIONAL INFORMATION.
- REMOVE AND PROPERLY DISPOSE OF EXISTING FIRE HYDRANT.
- REMOVE EXISTING LANDSCAPING IN THIS AREA. RETROFIT AND REPAIR IRRIGATION SYSTEM AS NEEDED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
- REMOVE AND PROPERLY DISPOSE OF EXISTING FENCE/WALL.
- REMOVE AND PROPERLY DISPOSE OF EXISTING LIGHT POLE AND BASE. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- REMOVE AND PROPERLY DISPOSE OF EXISTING STRUCTURES, CONCRETE SLABS, STAIRS, ETC., INCLUDING ALL ELECTRICAL APPURTENANCES, IN THIS AREA WHETHER OR NOT IDENTIFIED ON PLANS. CONTRACTOR TO FILL IN ALL HOLES CREATED DURING DEMOLITION WITH STRUCTURAL FILL TO PROPER SUBGRADE ELEVATION.

- REMOVE AND PROPERLY DISPOSE OF EXISTING POWER POLE. COORDINATE WITH LOCAL POWER COMPANY.
- EXISTING POWER BOXES AND LINES TO BE REMOVED. SEE ELECTRICAL PLANS AND COORDINATE WITH LOCAL POWER COMPANY.
- LIMIT OF DISTURBANCE.
- EXISTING UTA BUS SHELTER AND BUS STOP SIGN TO BE RELOCATED. COORDINATE WITH UTAH TRANSIT AUTHORITY.
- PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, SIGNS, ETC. (TYPICAL UNLESS OTHERWISE NOTED).



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FOR:
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NEW YORK, NY 10019

CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

DEMOLITION PLAN

PROJECT NUMBER
9098

PRINT DATE
11/30/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

C-100

811

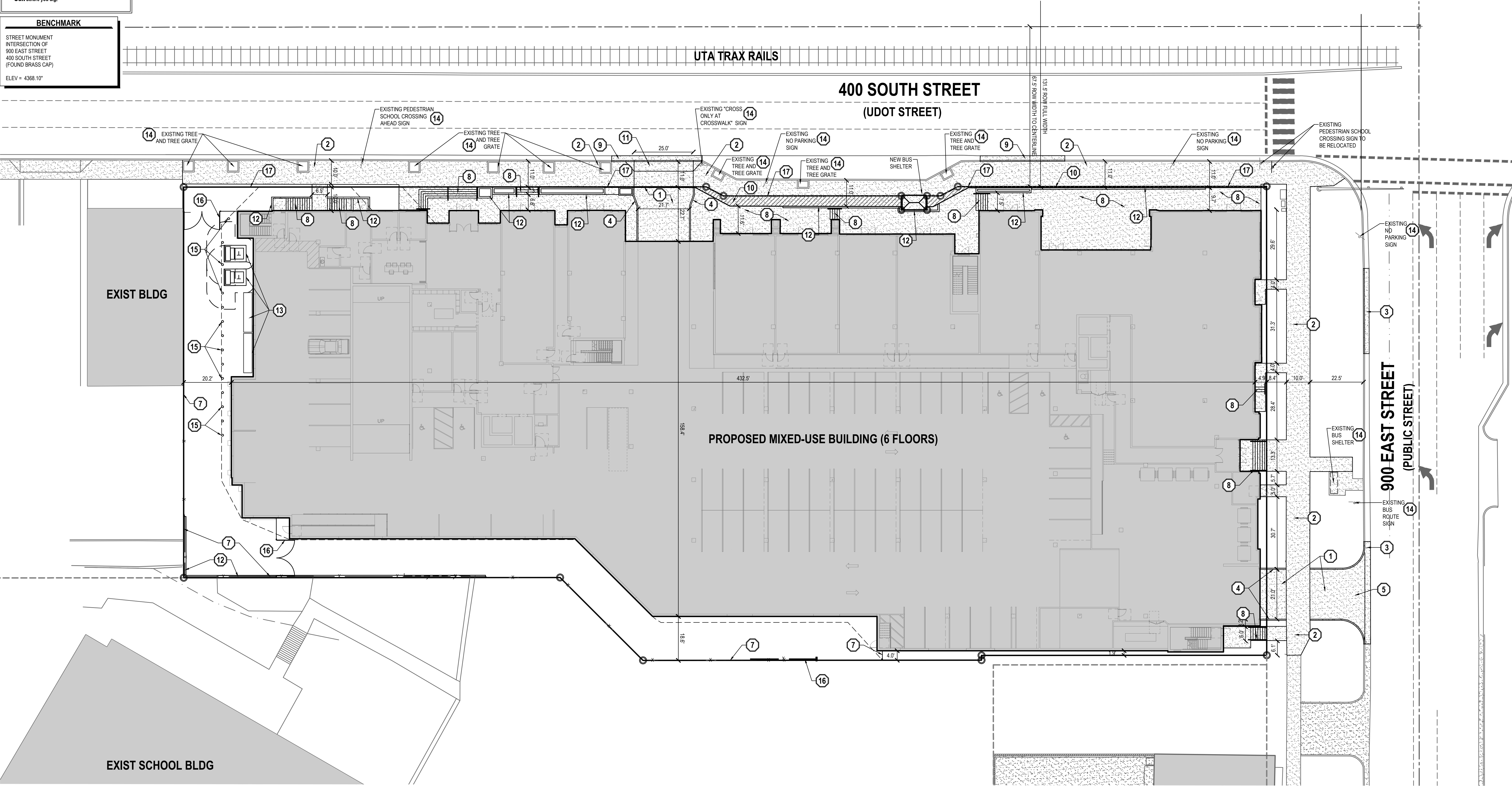
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BENCHMARK

STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)

ELEV = 4368.10"



GENERAL NOTES

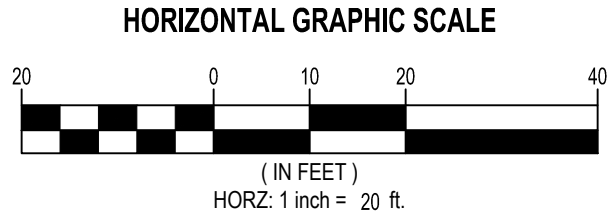
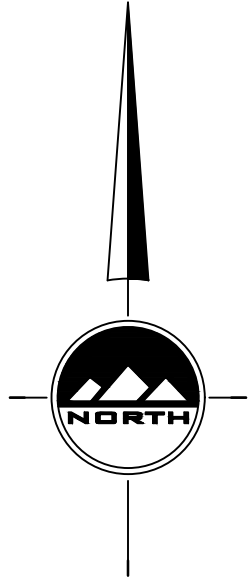
- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
- SEE LANDSCAPE/ARCHITECTURAL PLANS FOR CONCRETE MATERIAL, COLOR, FINISH, AND SCORE PATTERNS THROUGHOUT SITE.
- ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
- ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOO, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS:

- 6" THICK CONCRETE PAVEMENT OVER 6" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT AND DETAIL X/C-XXX.
- 4" THICK CONCRETE SIDEWALK PER APWA STANDARD PLAN NO. 231.
- 30" TYPE "A" CURB AND GUTTER PER APWA STANDARD PLAN NO. 205.
- 6" TYPE "1P" CURB WALL PER APWA STANDARD PLAN NO. 209.
- OPEN DRIVEWAY APPROACH PER APWA STANDARD PLAN NO. 225.
- SIDEWALK PER APWA STANDARD PLAN NO. 231.
- 6" CHAIN LINK FENCE PER APWA PLAN 831.
- STAIRS AND PATIO. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- UDOT TYPE B1 CURB AND GUTTER PER UDOT DRAWING GW 2A.
- PROPOSED ROAD DEDICATION AREA (CROSS HATCHED).
- DRIVEWAY APPROACH PER UDOT DRAWING GW 3A.
- RETAINING WALL WITH PROPERTY LINE FOOTING PER DETAIL X/C-XXX. SEE GRADING PLAN FOR ELEVATION INFORMATION.
- ELECTRICAL EQUIPMENT. SEE ELECTRICAL PLANS FOR ADDITIONAL INFORMATION.
- EXISTING IMPROVEMENTS TO BE PROTECTED IN PLACE.

- 6" CONCRETE BOLLARD. BOLLARD TO BE REMOVABLE WHERE LOCATED IN CLEAR ZONE IN FRONT OF TRANSFORMER.
- GATE. SEE ARCHITECTURAL PLANS FOR ADDITIONAL INFORMATION.
- UDOT ROW BOUNDARY.



EN SIGN

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CONTACT:
ERIC MORAN
PHONE:

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410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

SITE PLAN

PROJECT NUMBER
9098
DRAWN BY
M. BUDGE
PROJECT MANAGER
B. MORRIS
PRINT DATE
12/2/20
CHECKED BY
B. MORRIS

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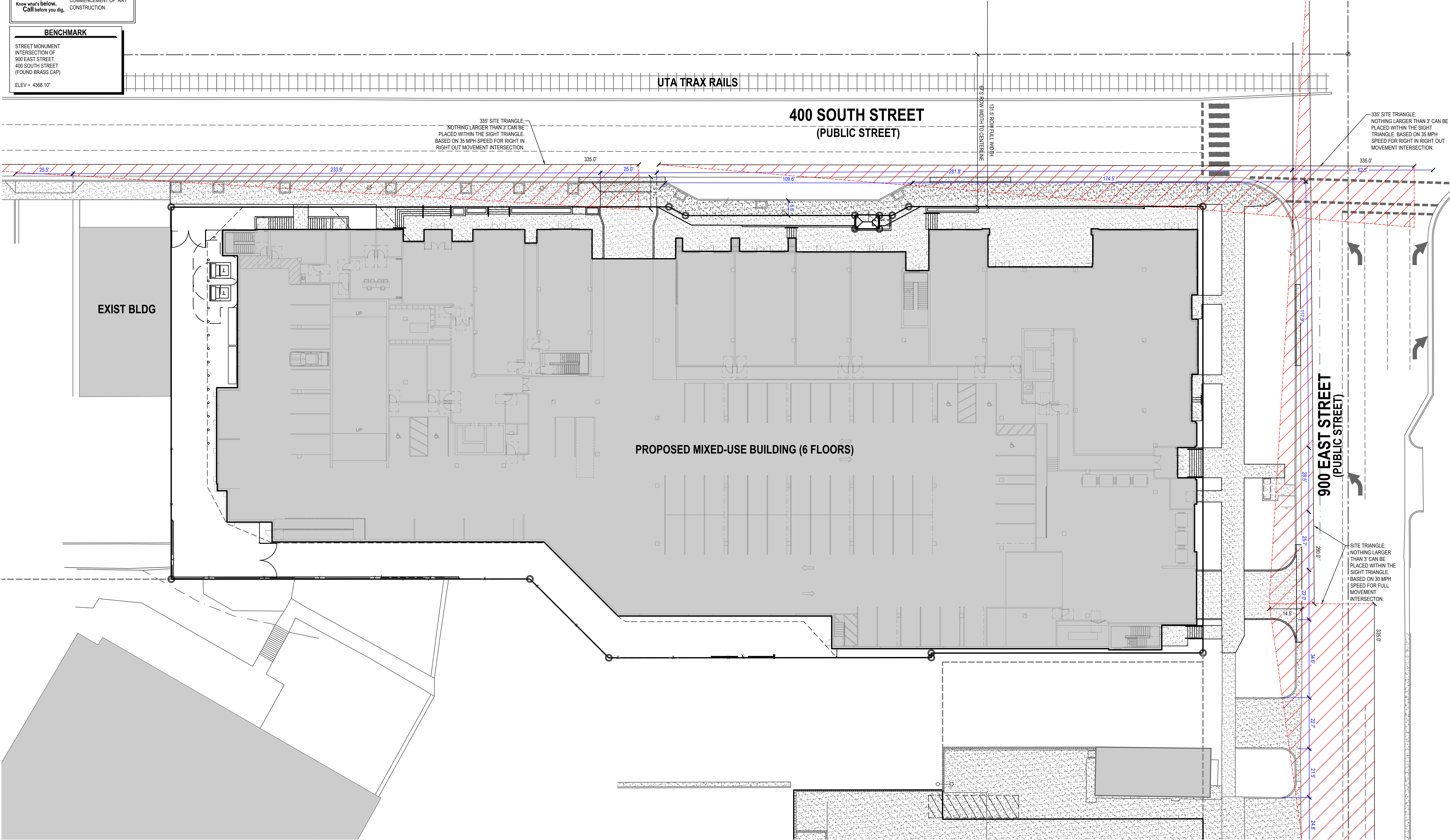
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(FOUND BRASS CAP)

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410 SOUTH 900 EAST

SALT LAKE CITY, UTAH

ACCESS PLAN

PROJECT NUMBER
9098

PRINT DATE
11/30/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

C-201

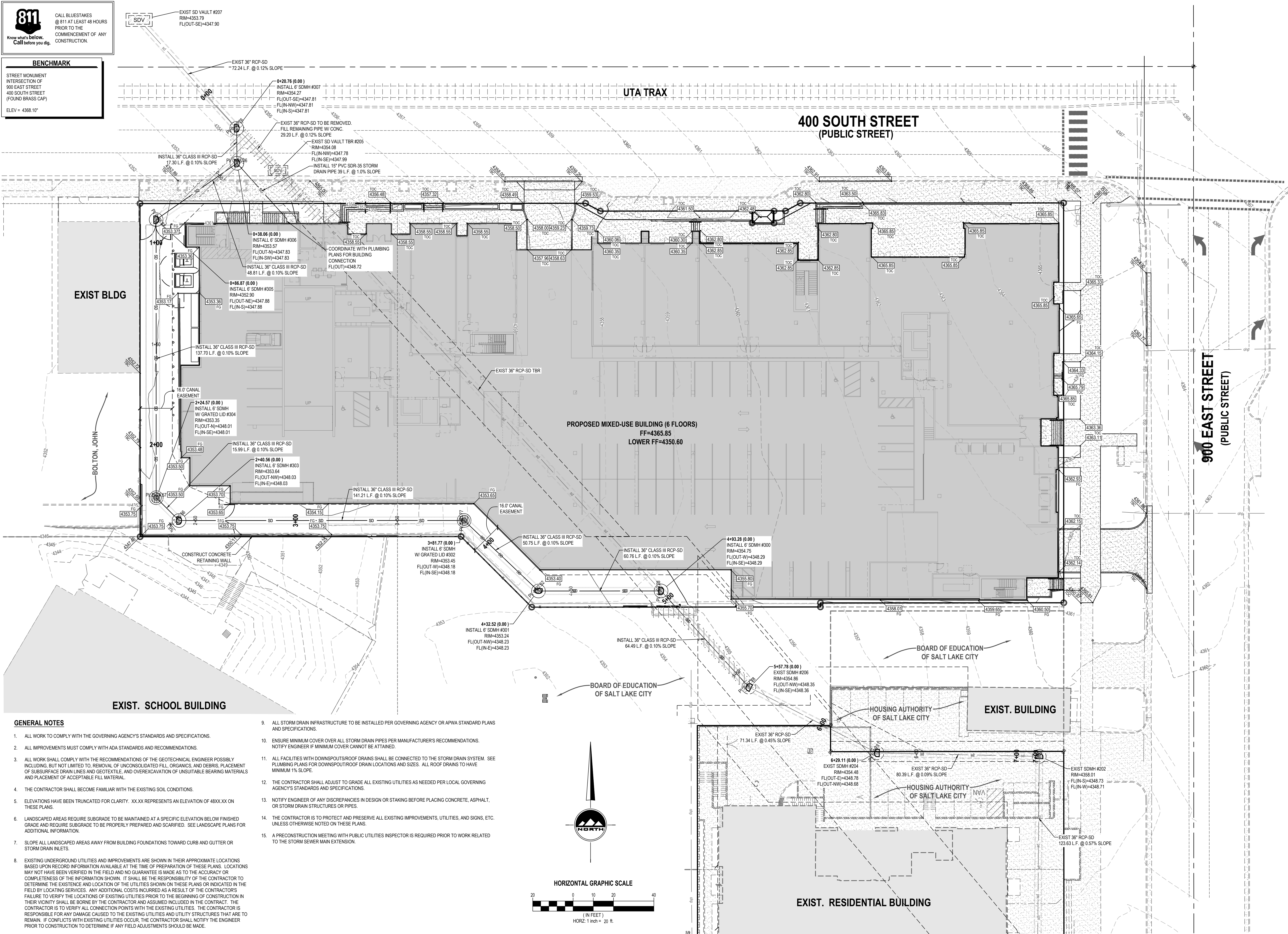
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GRADING AND DRAINAGE
PLAN

PROJECT NUMBER
9098

DRAWN BY
M. BUDGE

PROJECT MANAGER
B. MORRIS

PRINT DATE
11/30/20

CHECKED BY
B. MORRIS

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4366 4364 4362 4360 4358 4356 4354 4352 4350 4348 4346 4344 4342 4340 4338 4336

EXISTING GROUND ELEVATION AT PIPE CENTERLINE

PROPOSED GROUND ELEVATION AT PIPE CENTERLINE

INSTALL 36" CLASS III RCP-SD 17.30 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 48.81 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 137.70 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 141.21 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 50.75 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 60.76 L.F. @ 0.10% SLOPE

INSTALL 36" CLASS III RCP-SD 64.49 L.F. @ 0.10% SLOPE

EXIST 36" RCP-SD 71.34 L.F. @ 0.45% SLOPE

EXIST 8" PVC-SAN SWR 355.23 L.F. @ 2.98% SLOPE

APPROXIMATE LOCATION OF EXISTING WATER LINE. FIELD VERIFY.

LOOP EXISTING WATER LINE PER APWA PLAN #643.1 AND SPECIFICATIONS

FL(Out-SE)=4347.81
FL(In-NW)=4347.81
FL(In-S)=4347.81

FL(Out-N)=4347.83
FL(In-SW)=4347.83

FL(Out-NE)=4347.88
FL(In-S)=4347.88

FL(Out-N)=4348.01
FL(In-SE)=4348.01

FL(Out-NW)=4348.03
FL(In-E)=4348.03

FL(Out-W)=4348.18
FL(In-SE)=4348.18

FL(Out-NW)=4348.23
FL(In-E)=4348.23

FL(Out-W)=4348.29
FL(In-SE)=4348.29

FL(Out-NW)=4348.35
FL(In-SE)=4348.36

0+20.76 (0.00)
INSTALL 6" SDMH #307
RIM=4354.27

0+38.86 (0.00)
INSTALL 6" SDMH #308
RIM=4353.51

0+68.67 (0.00)
INSTALL 6" SDMH #309
RIM=4352.80

2+24.57 (0.00)
INSTALL 6" SDMH
W/ GRATED LID #304
RIM=4353.35

2+40.66 (0.00)
INSTALL 6" SDMH #304
RIM=4353.54

3+84.27 (0.00)
INSTALL 6" SDMH
W/ GRATED LID #302
RIM=4353.45

4+32.52 (0.00)
INSTALL 6" SDMH #301
RIM=4353.24

4+45.28 (0.00)
INSTALL 6" SDMH #300
RIM=4354.75

5+47.78 (0.00)
EXIST SDMH #306
RIM=4354.86

EXISTING ELEV @ CL
DESIGN ELEV @ CL

4354.3 4353.5 4353.4 4358.1 4353.00 4358.1 4353.05 4358.1 4353.10 4358.1 4353.14 4358.1 4353.32 4358.1 4353.30 4358.1 4353.42 4358.1 4353.69 4358.1 4353.80 4358.1 4353.84 4354.1 4353.86 4353.8 4353.98 4355.1 4353.78 4356.7 4353.45 4357.4 4353.56 4357.9 4353.36 4358.4 4353.43 4358.7 4353.97 4359.0 4354.51 4359.4 4354.66 4354.7 4354.8 4354.9 4355.2 4356.7

NOTE:
A PRECONSTRUCTION MEETING WITH PUBLIC UTILITIES INSPECTOR IS
REQUIRED PRIOR TO WORK RELATED TO THE STORM SEWER MAIN
EXTENSION.

HORIZONTAL GRAPHIC SCALE

(IN FEET)

HORZ: 1 inch = 20 ft.
VERT: 1 inch = 2 ft.

9TH EAST MIXED USE

410 SOUTH 900 EAST

SALT LAKE CITY, UTAH

CANAL PROFILE

PROJECT NUMBER
9098

PRINT DATE
11/03/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

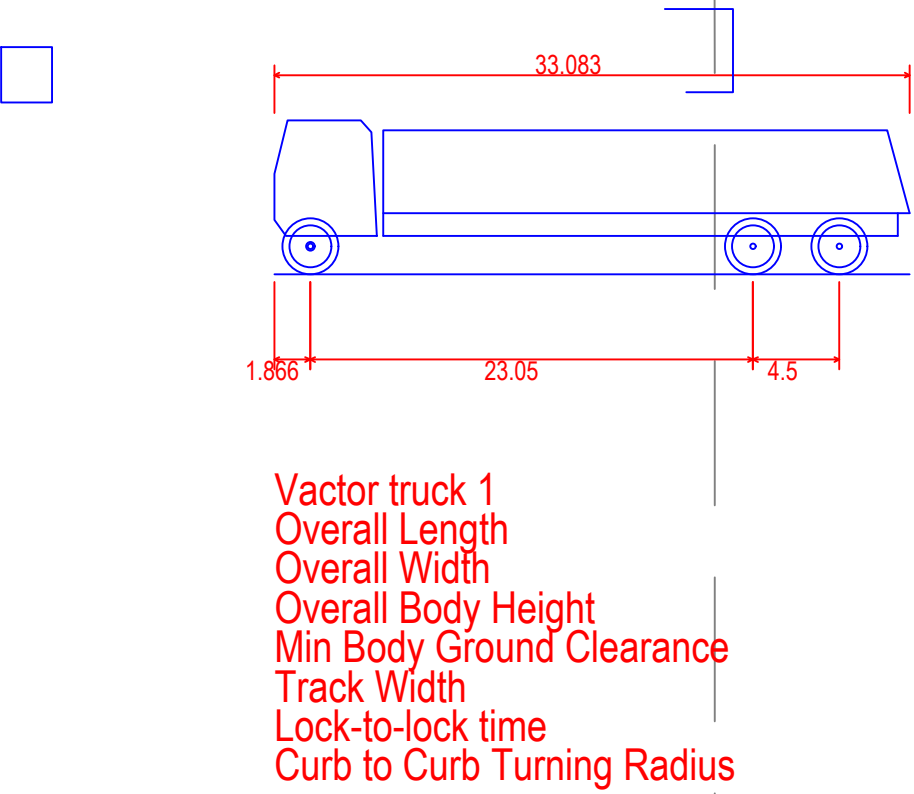
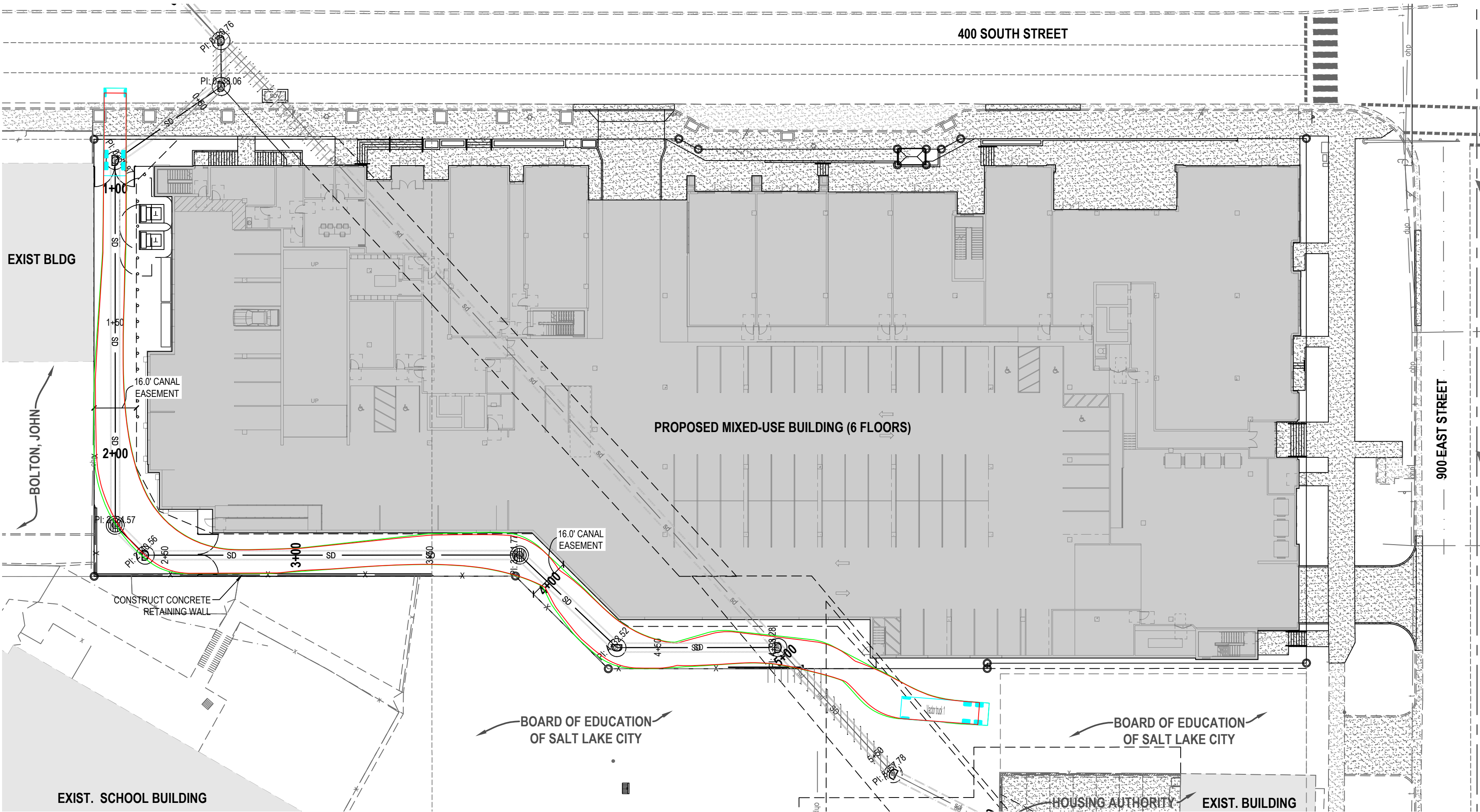
C-301

811

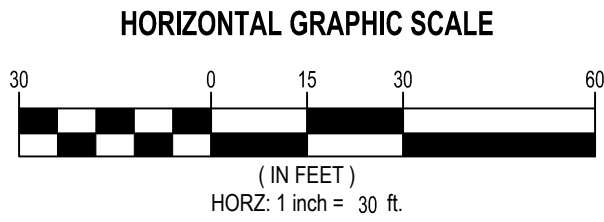
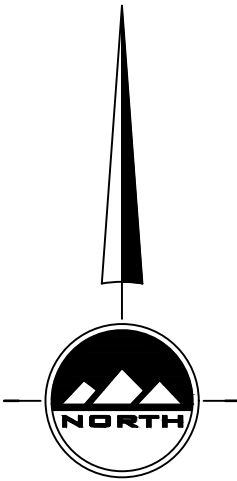
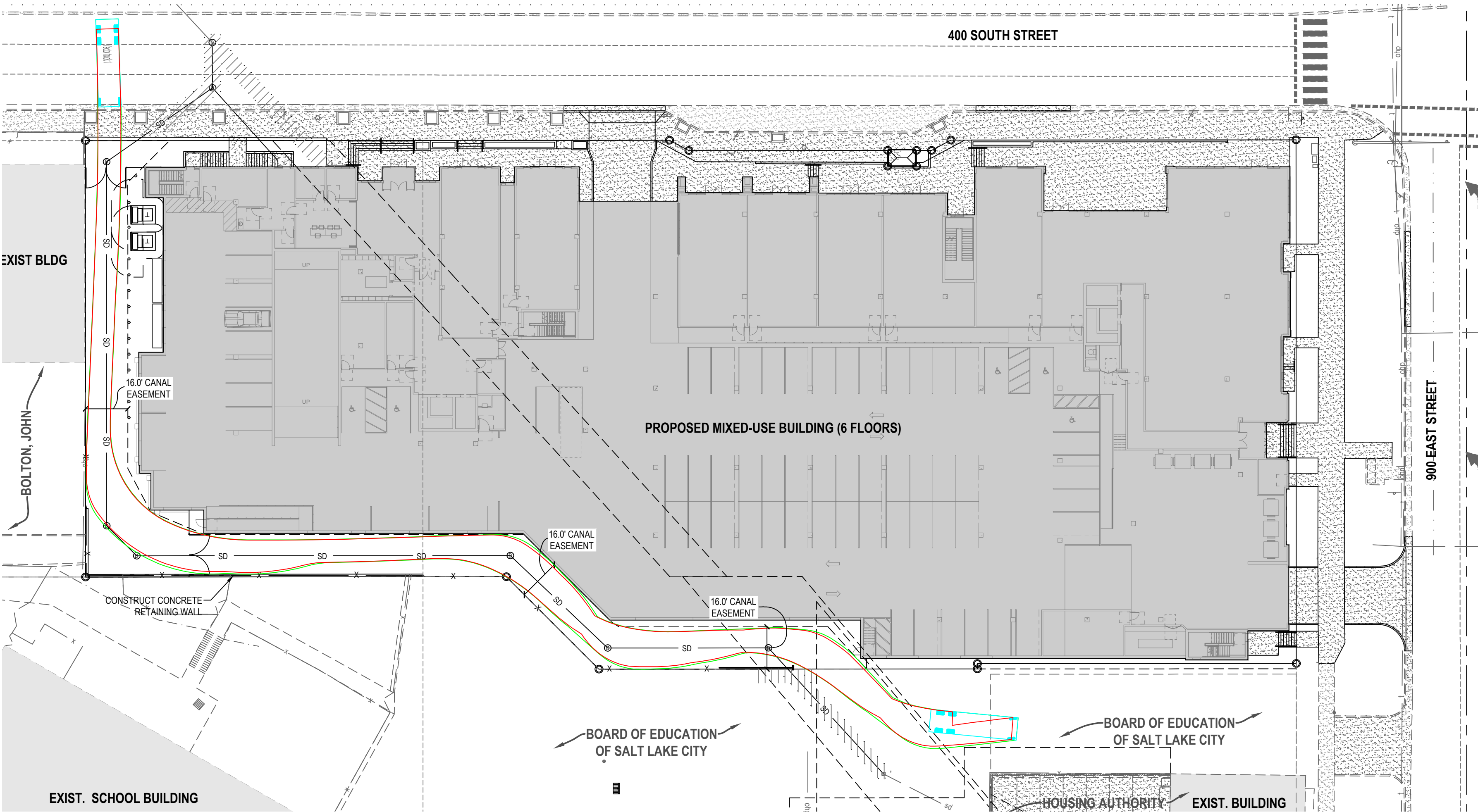
CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.
Know what's below.
Call before you dig.

BENCHMARK

STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)
ELEV = 4368.10"



33.0
8.50
8.01
2.00
8.33
4.00
52.8



EN SIGN

THE STANDARD IN ENGINEERING

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TOOELE
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CEDAR CITY
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RICHFIELD
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WWW.ENSIGNENG.COM

FOR:
RD MANAGEMENT, LLC
810 SEVENTH AVENUE, 10TH FLOOR
NEW YORK, NY 10019

CONTACT:
ERIC MORAN
PHONE:

9TH EAST MIXED USE

410 SOUTH 900 EAST

SALT LAKE CITY, UTAH

TRUCK TURNING
ANALYSIS

PROJECT NUMBER
9098

PRINT DATE
11/30/20

DRAWN BY
M. BUDGE

CHECKED BY
B. MORRIS

PROJECT MANAGER
B. MORRIS

C-302

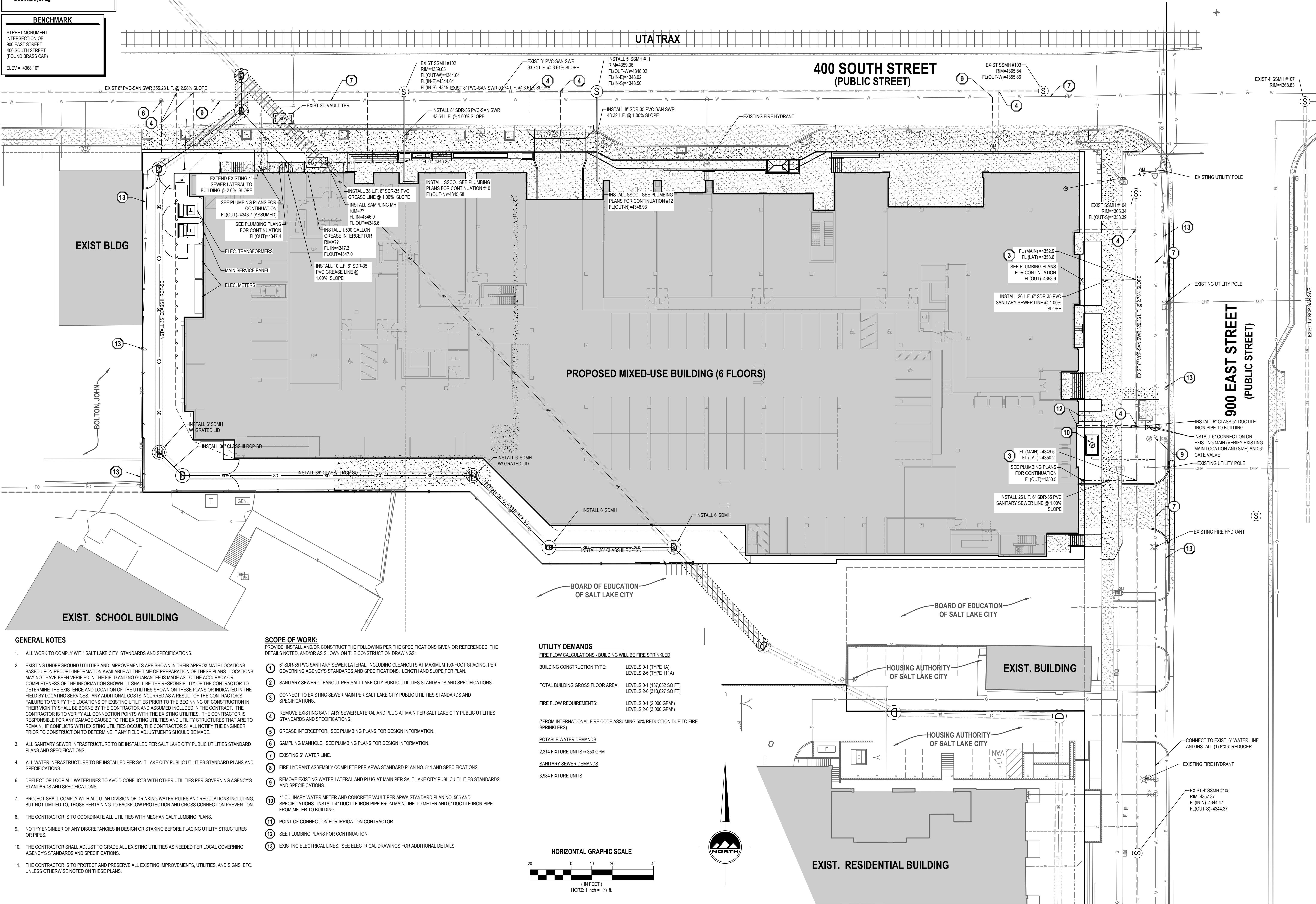
61

811

CALL BLUESTAKES
@ 811 AT LEAST 48 HOURS
PRIOR TO THE
COMMENCEMENT OF ANY
CONSTRUCTION.
Know what's below.
Call before you dig.

BENCHMARK

STREET MONUMENT
INTERSECTION OF
900 EAST STREET
400 SOUTH STREET
(FOUND BRASS CAP)
ELEV = 4368.10'



GENERAL NOTES

- ALL WORK TO COMPLY WITH SALT LAKE CITY STANDARDS AND SPECIFICATIONS.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
- ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER SALT LAKE CITY PUBLIC UTILITIES STANDARD PLANS AND SPECIFICATIONS.
- ALL WATER INFRASTRUCTURE TO BE INSTALLED PER SALT LAKE CITY PUBLIC UTILITIES STANDARD PLANS AND SPECIFICATIONS.
- DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
- THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
- THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

SCOPE OF WORK:

PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.

- 6" SDR-35 PVC SANITARY SEWER LATERAL, INCLUDING CLEANOUTS AT MAXIMUM 100-FOOT SPACING, PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS. LENGTH AND SLOPE PER PLAN.
- SANITARY SEWER CLEANOUT PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- CONNECT TO EXISTING SEWER MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- REMOVE EXISTING SANITARY SEWER LATERAL AND PLUG AT MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- GREASE INTERCEPTOR. SEE PLUMBING PLANS FOR DESIGN INFORMATION.
- SAMPLING MANHOLE. SEE PLUMBING PLANS FOR DESIGN INFORMATION.
- EXISTING 6" WATER LINE.
- FIRE HYDRANT ASSEMBLY COMPLETE PER APWA STANDARD PLAN NO. 511 AND SPECIFICATIONS.
- REMOVE EXISTING WATER LATERAL AND PLUG AT MAIN PER SALT LAKE CITY PUBLIC UTILITIES STANDARDS AND SPECIFICATIONS.
- 4" CULINARY WATER METER AND CONCRETE VAULT PER APWA STANDARD PLAN NO. 505 AND SPECIFICATIONS. INSTALL 4" DUCTILE IRON PIPE FROM MAIN LINE TO METER AND 6" DUCTILE IRON PIPE FROM METER TO BUILDING.
- POINT OF CONNECTION FOR IRRIGATION CONTRACTOR.
- SEE PLUMBING PLANS FOR CONTINUATION.
- EXISTING ELECTRICAL LINES. SEE ELECTRICAL DRAWINGS FOR ADDITIONAL DETAILS.

UTILITY DEMANDS

FIRE FLOW CALCULATIONS - BUILDING WILL BE FIRE SPRINKLED

BUILDING CONSTRUCTION TYPE: LEVELS 0-1 (TYPE 1A)
LEVELS 2-6 (TYPE 111A)

TOTAL BUILDING GROSS FLOOR AREA: LEVELS 0-1 (137,652 SQ. FT.)
LEVELS 2-6 (313,827 SQ. FT.)

FIRE FLOW REQUIREMENTS: LEVELS 0-1 (2,000 GPM)
LEVELS 2-6 (3,000 GPM)
(*FROM INTERNATIONAL FIRE CODE ASSUMING 50% REDUCTION DUE TO FIRE SPRINKLERS)

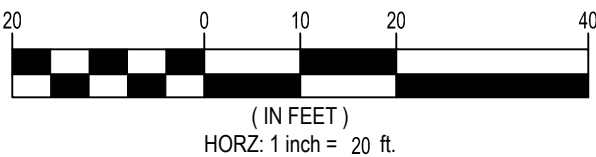
POTABLE WATER DEMANDS

2,314 FIXTURE UNITS = 350 GPM

SANITARY SEWER DEMANDS

3,984 FIXTURE UNITS

HORIZONTAL GRAPHIC SCALE



EN SIGN

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FOR:
RD MANAGEMENT, LLC
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NEW YORK, NY 10019

CONTACT:
ERIC MORAN
PHONE:

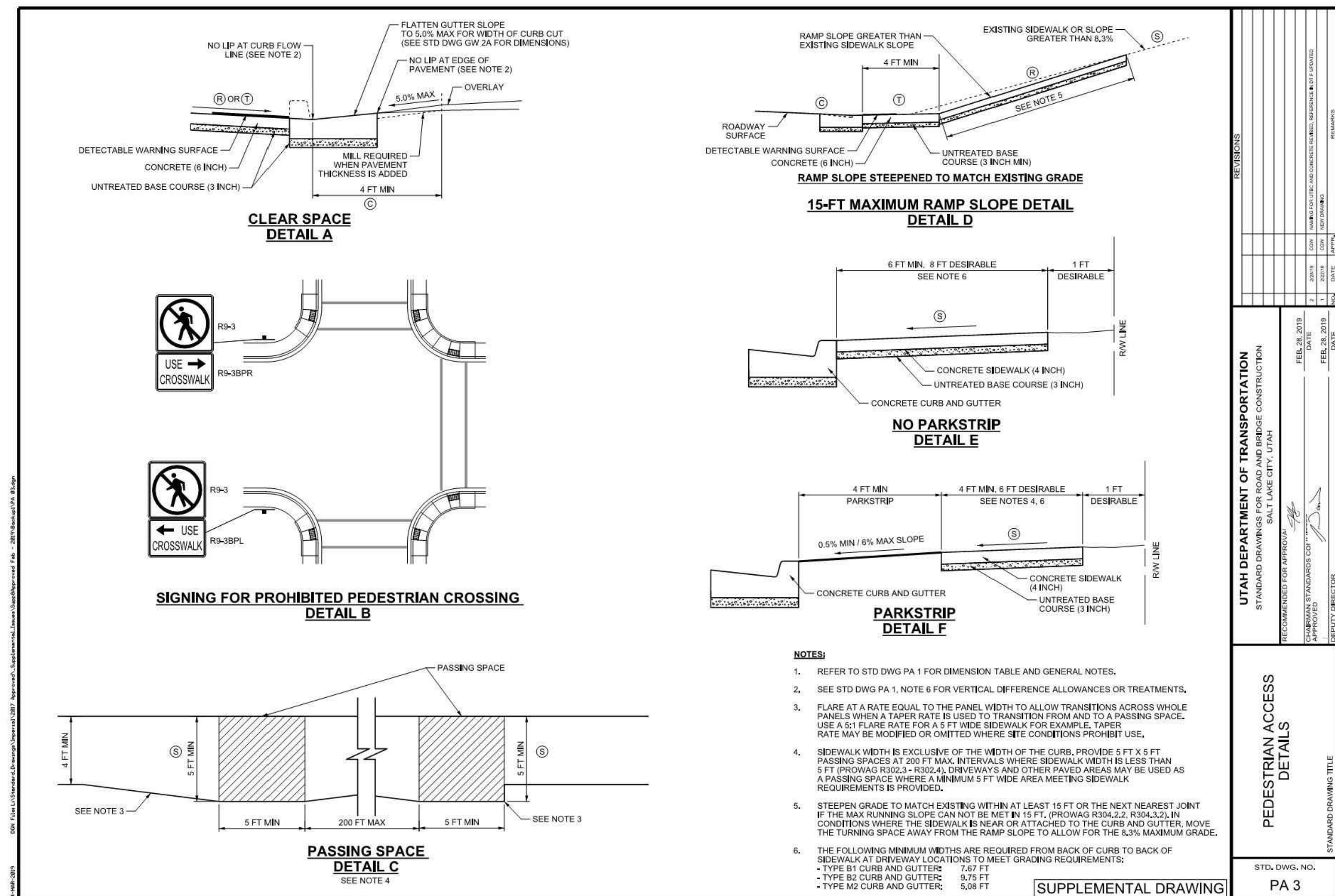
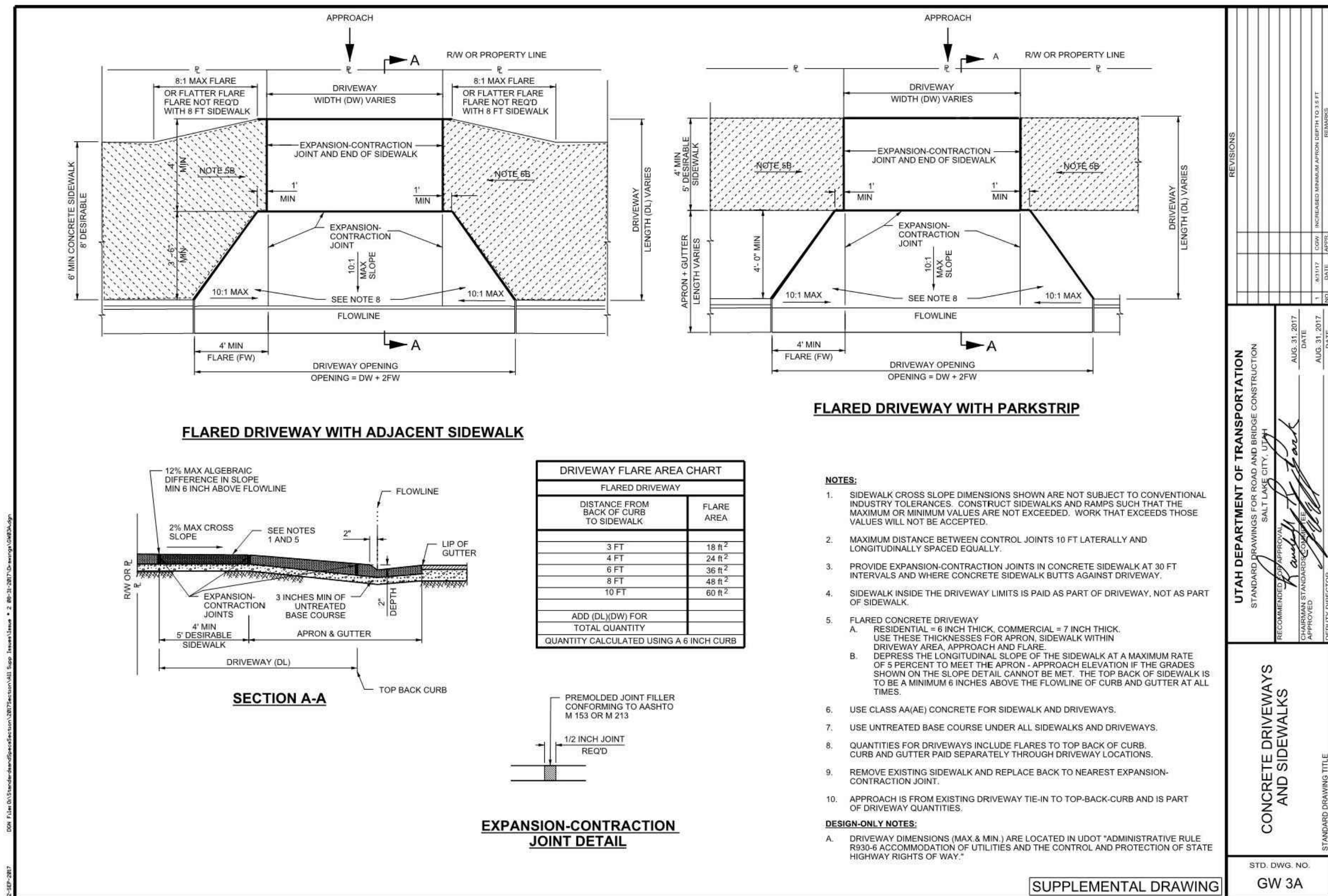
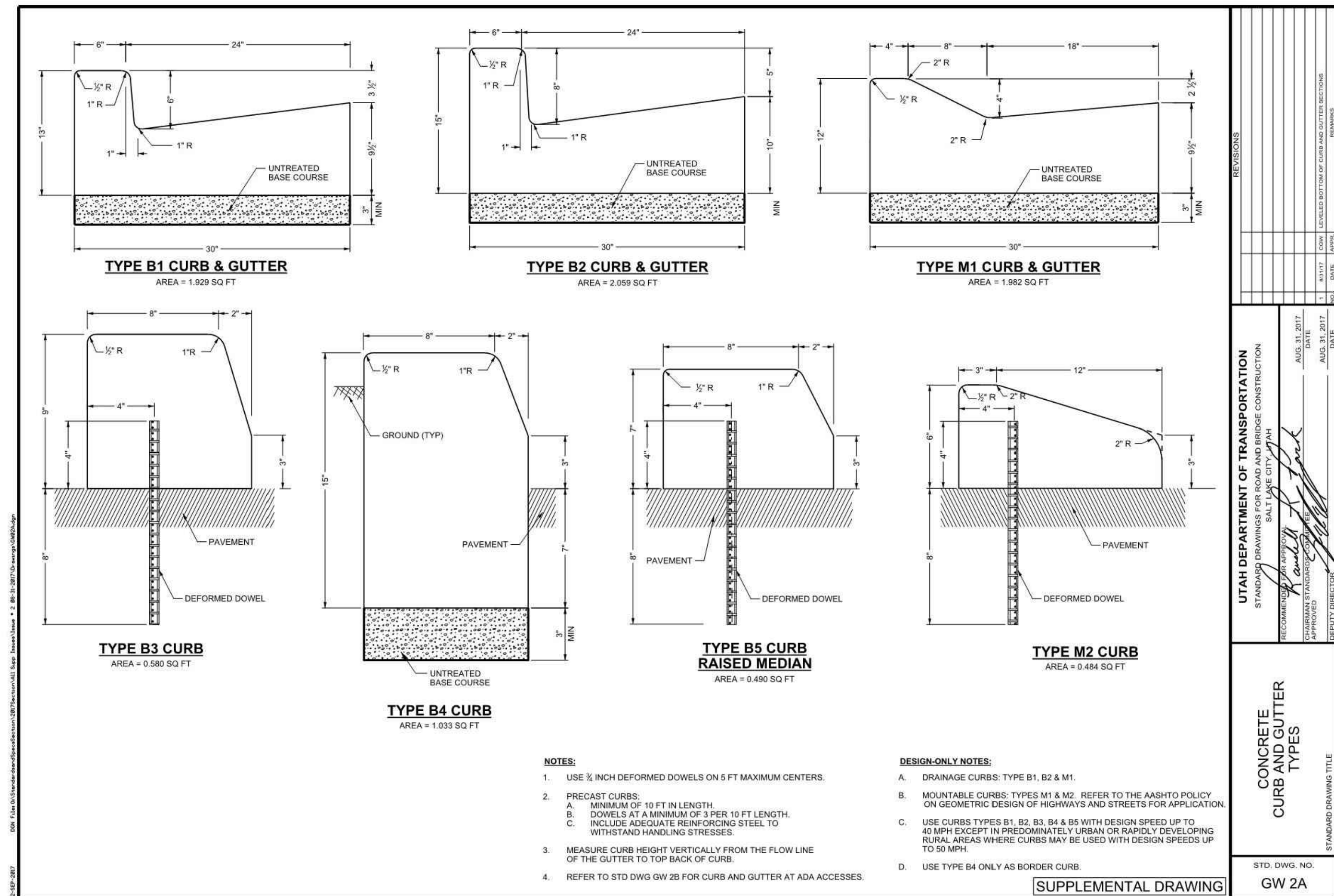
9TH EAST MIXED USE

410 SOUTH 900 EAST
SALT LAKE CITY, UTAH

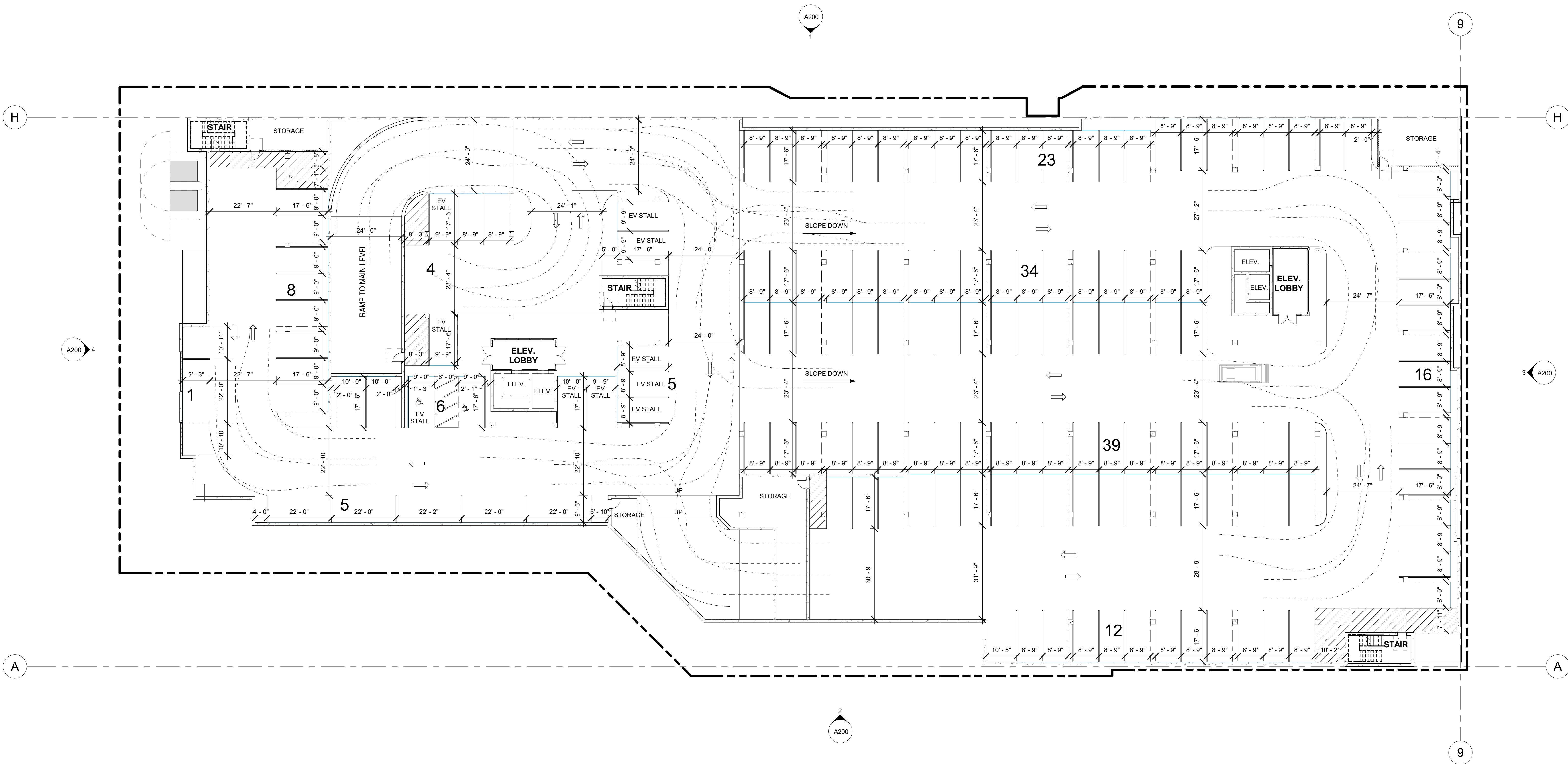
UTILITY PLAN

PROJECT NUMBER 9098
PRINT DATE 11/30/20
DRAWN BY M. BUDGE
CHECKED BY B. MORRIS
PROJECT MANAGER B. MORRIS

C-400



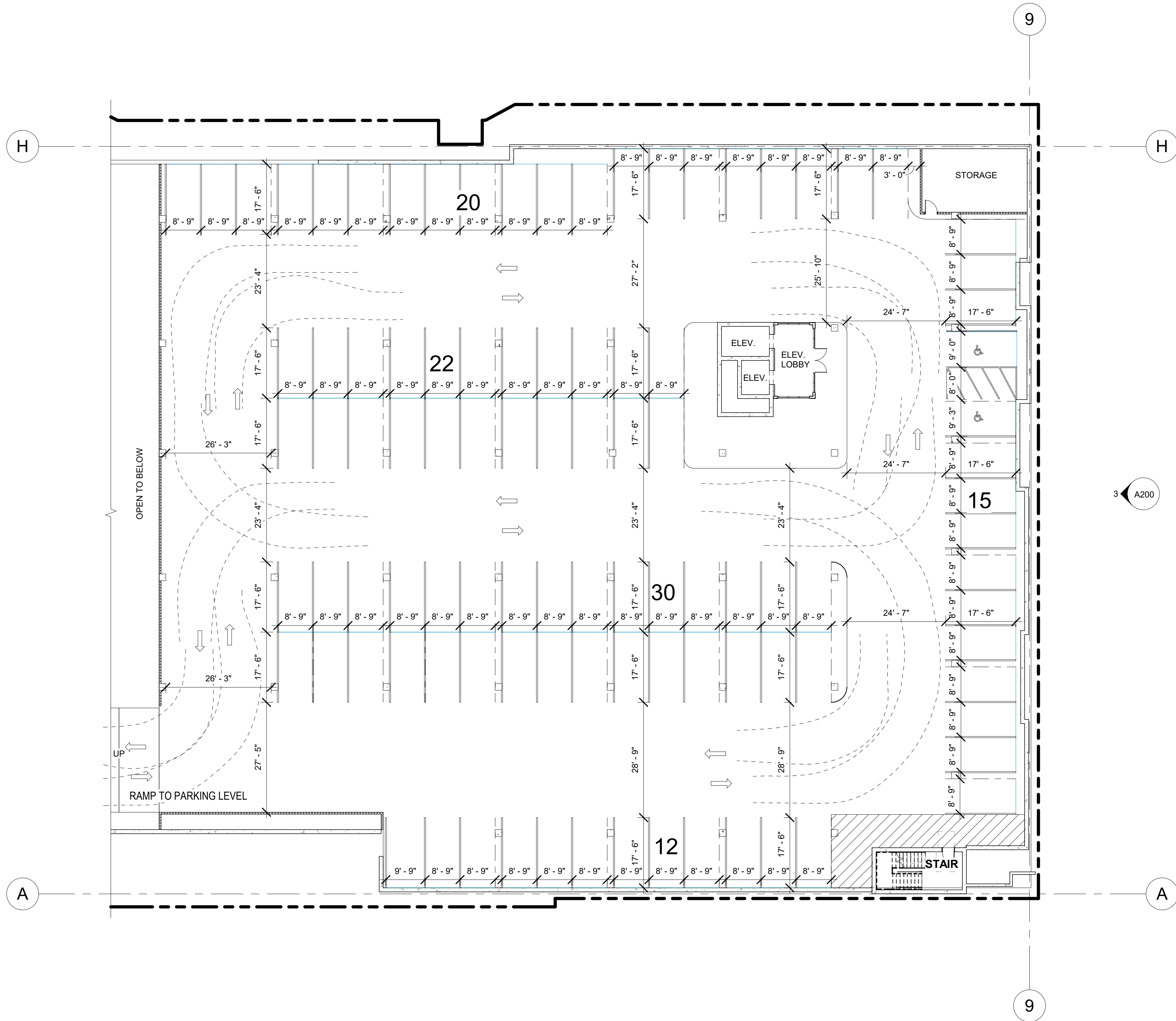
<p align="center"><u>TOTAL BUILDING PARKING PROVIDED</u></p> <p>RETAIL AND OFFICE 55 PARKING STALLS RESIDENTIAL 264 PARKING STALLS TOTAL PARKING PROVIDED 319 PARKING STALLS</p> <p align="center">REQUIRED PROVIDED 8 9</p> <p>ADA STALLS (300 to 400 PARKING STALLS REQUIRES 8 ADA STALLS) EV STALLS (319/25 = 12.76) 13 13</p> <p align="center"><u>RETAIL AND OFFICE</u></p> <p>RETAIL 16,025 SF / 1,000 SF = 16.03 X 3 = 48 (48.09) MAX PARKING ALLOWED</p> <p>OFFICE 5,170 SF / 1,000 SF = 5.17 X 3 = 16 (15.51) MAX PARKING ALLOWED</p> <p>MAX PARKING ALLOWED = 70 PARKING STALLS</p> <p>TOTAL RETAIL AND OFFICE PARKING PROVIDED = 55 PARKING STALLS</p> <p align="center"><u>RESIDENTIAL</u></p> <p>264 UNITS PROVIDED WITH A MAX OF 1 PARKING STALL PER UNIT</p> <p>MAX PARKING ALLOWED = 264 PARKING STALLS</p> <p align="center"><u>PROVIDED</u></p> <p>LOWER LEVEL 153 PARKING STALLS MEZZANINE 99 PARKING STALLS MAIN LEVEL 12 PARKING STALLS</p> <p>TOTAL RESIDENTIAL PARKING PROVIDED = 264 PARKING STALLS</p>		<p align="center"><u>MIN. PARKING REQUIREMENTS</u></p> <p>ZONE: TSA-UN-C REQD: 21A.44.030.G.2 - NO PARKING SPACES REQUIRED</p> <p align="center"><u>MAX. PARKING ALLOWED</u></p> <p>ZONE: TSA-UN-C (21A.44.030.H.2) MAX. ALLOWED: RESIDENTIAL: 1 PER UNIT NON-RESIDENTIAL: 3 PER 1,000 SF</p> <p align="center"><u>ELECTRIC VEHICLE PARKING</u></p> <p>ONE (1) DEDICATED ELECTRIC VEHICLE PARKING SHALL BE PROVIDED FOR EVERY TWENTY FIVE (25) PARKING SPACES PROVIDED.</p> <p align="center"><u>LOADING REQUIREMENTS</u></p> <p>TABLE 21A.44.040 RETAIL (25,000 - 40,000 SF) 1 SHORT OFFICE (50,000 - 100,000 SF) 1 SHORT MULTI-FAMILY (100,000 - 200,000) 1 SHORT</p> <p>PROVIDED: 1 SHORT</p>	
		<p align="center"><u>BICYCLE PARKING</u></p> <p>REQUIRED RESIDENTIAL AND COMMERCIAL 5% OF REQUIRED PARKING (2 MIN) PROVIDED PARKING - 264 STALLS 14</p> <p>OFFICE 10% OF REQUIRED PARKING (5 MIN) PROVIDED PARKING - 55 STALLS 6</p> <hr/> <p>TOTAL BICYCLE PARKING REQUIRED 20</p> <p>PROVIDED WALL MOUNTED 29</p> <p>5 HOOP RACKS (2 BIKES PER RACK) 10</p> <hr/> <p>TOTAL BICYCLE PARKING PROVIDED 39</p>	



1 PARKING LEVEL

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

1 MEZZANINE PARKING
SCALE: 1/16" = 1'-0"



PARKING MATRIX		
TOTAL BUILDING PARKING PROVIDED		
RETAIL AND OFFICE	55 PARKING STALLS	
RESIDENTIAL	264 PARKING STALLS	
TOTAL PARKING PROVIDED	319 PARKING STALLS	
ADA STALLS (300 to 400 PARKING STALLS REQUIRES 8 ADA STALLS)	REQUIRED 8	PROVIDED 9
EV STALLS (319/25 = 12.76)	13	13
RETAIL AND OFFICE		
RETAIL	16,025 SF / 1,000 SF = 16.03 X 3 = 49 (48.09) MAX PARKING ALLOWED	
OFFICE	5,170 SF / 1,000 SF = 5.17 X 3 = 16 (15.51) MAX PARKING ALLOWED	
MAX PARKING ALLOWED	= 70 PARKING STALLS	
TOTAL RETAIL AND OFFICE PARKING PROVIDED = 55 PARKING STALLS		
RESIDENTIAL		
264 UNITS PROVIDED WITH A MAX OF 1 PARKING STALL PER UNIT		
MAX PARKING ALLOWED	= 264 PARKING STALLS	
PROVIDED		
LOWER LEVEL	163 PARKING STALLS	
MEZZANINE	99 PARKING STALLS	
MAIN LEVEL	12 PARKING STALLS	
TOTAL RESIDENTIAL PARKING PROVIDED = 264 PARKING STALLS		
MIN. PARKING REQUIREMENTS		
ZONE: TSA-UN-C REQ'D: 21A.44.030.G.2 - NO PARKING SPACES REQUIRED		
MAX. PARKING ALLOWED		
ZONE: TSA-UN-C (21A.44.030.H.2) MAX. ALLOWED:		
RESIDENTIAL: 1 PER UNIT NON-RESIDENTIAL: 3 PER 1,000 SF		
ELECTRIC VEHICLE PARKING		
ONE (1) DEDICATED ELECTRIC VEHICLE PARKING SHALL BE PROVIDED FOR EVERY TWENTY FIVE (25) PARKING SPACES PROVIDED.		
LOADING REQUIREMENTS		
TABLE 21A.44.030		
RETAIL (25,000 - 40,000 SF)	1 SHORT	
OFFICE (50,000 - 100,000 SF)	1 SHORT	
MULTI-FAMILY (100,000 - 200,000)	1 SHORT	
PROVIDED:	1 SHORT	
BICYCLE PARKING		
REQUIRED		
RESIDENTIAL AND COMMERCIAL		14
5% OF REQUIRED PARKING (2 MIN)		
PROVIDED PARKING - 264 STALLS		
OFFICE		
10% OF REQUIRED PARKING (5 MIN)		6
PROVIDED PARKING - 55 STALLS		
TOTAL BICYCLE PARKING REQUIRED		
		20
PROVIDED		
WALL MOUNTED		29
5 HOOP RACKS (2 BIKES PER RACK)		10
TOTAL BICYCLE PARKING PROVIDED		
		39

THE
RICHARDSON
DESIGN
PARTNERSHIP,
L.L.C.
510 South 600 East
Salt Lake City, Utah 84102
P: 801.355.6886
F: 801.355.6880

CONSULTANT:

RD MANAGEMENT LLC

OWNER:

8107TH AVENUE, 10TH FLOOR NY, NY 10019

PROJECT:

410 SOUTH 900 EAST
SALT LAKE CITY, UT 84102

DATE

DESCRIPTION

PROJECT # 1919

DRAWN BY: ADR

CHECKED BY: ODR

SHEET #

A100

MEZZANINE PARKING

SCHEMATIC DESIGN

810 7TH AVENUE, 10TH FLOOR NY, NY 10019

410 SOUTH 900 EAST
SALT LAKE CITY, UT 84102

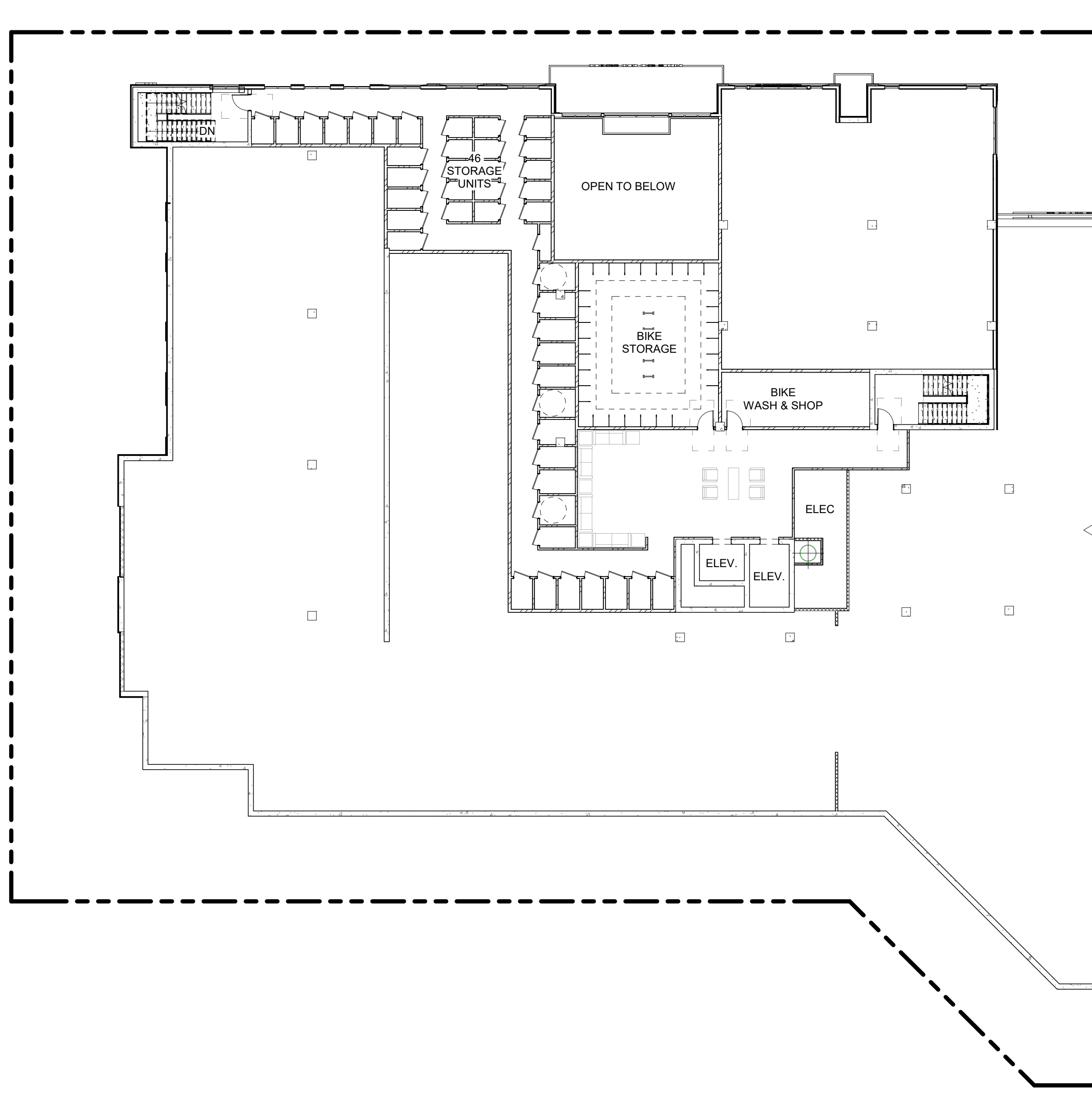
PROJECT:

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A101.2

PROJECT #: 18-158
DRAWN BY: Author
CHECKED BY: Checker

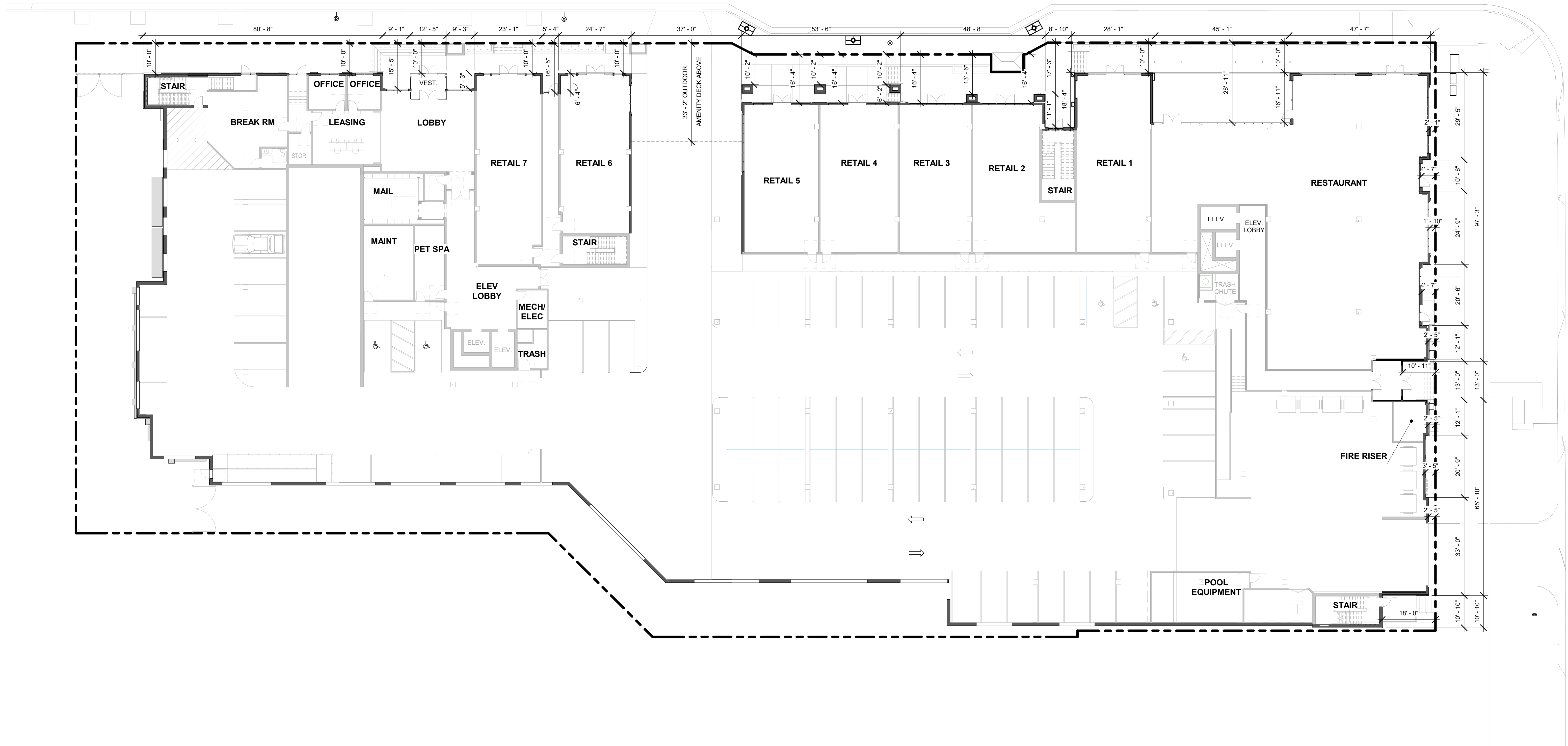
1 MEZZANINE
SCALE: 1/16" = 1'-0"



[illegible]

MAIN LEVEL SETBACKS

A101b



1 MAIN LEVEL SETBACKS

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

BUILDING SETBACKS

BUILDING SETBACK REQUIREMENTS
PER TABLE 21A.26.078 E.3B

BUILDING SETBACK TO BE 50% MIN. AT 10 FT WITH 20 FT MAX. ALONG 400 SOUTH AND WITH 5 FT ALONG 900 EAST.

400 SOUTH
270 FT = 62% AT 10 FT SETBACK
163 FT 3 IN = 38% GREATER THAN 10 FT SETBACK

900 EAST
163 FT 1 IN = 67% WITHIN 5 FT SETBACK
23 FT 10 IN = 13% GREATER THAN 5 FT SETBACK

EXTERIOR FINISH INDEX

(BR1)	BRICK - EARTH TONE BLEND
(BR2)	BRICK - GREY BLEND
(ST1)	FIBER CEMENT PANEL
(MT2)	METAL FASCIA - DARK BRONZE
(CW1)	CONCRETE - ARCHITECTURAL FINISH
(CM1)	CMU - GREY

ALL ALUMINUM STOREFRONT SHALL BE DARK BRONZE ANODIZED

SOFFIT SHALL MAC HARRYWOOD PROFILE - CEDAR - U.N.O.



COLORED
ELEVATIONS

A203

SCHEMATIC DESIGN

COLORED ELEVATIONS

A203



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CONSULTA

RD MANAGEMENT LLC

810 7TH AVENUE, 10TH FLOOR NY, NY 10019

9TH EAST MIXED-USE

410 SOUTH 900 EAST
SALT LAKE CITY UT 84102

PROJE

[illegible]

PATIO
PROJECT #:
DRAWN BY:
SHEET

SCHEMATIC DESIGN

ENLARGING
PLANS
A401



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RD MANAGEMENT LLC

310 7TH AVENUE, 10TH FLOOR NY, NY 10019

QVIV

9TH EAST MIXED-USE

4110 SOUTH 900 EAST
SALT LAKE CITY UT 84102

PROJE

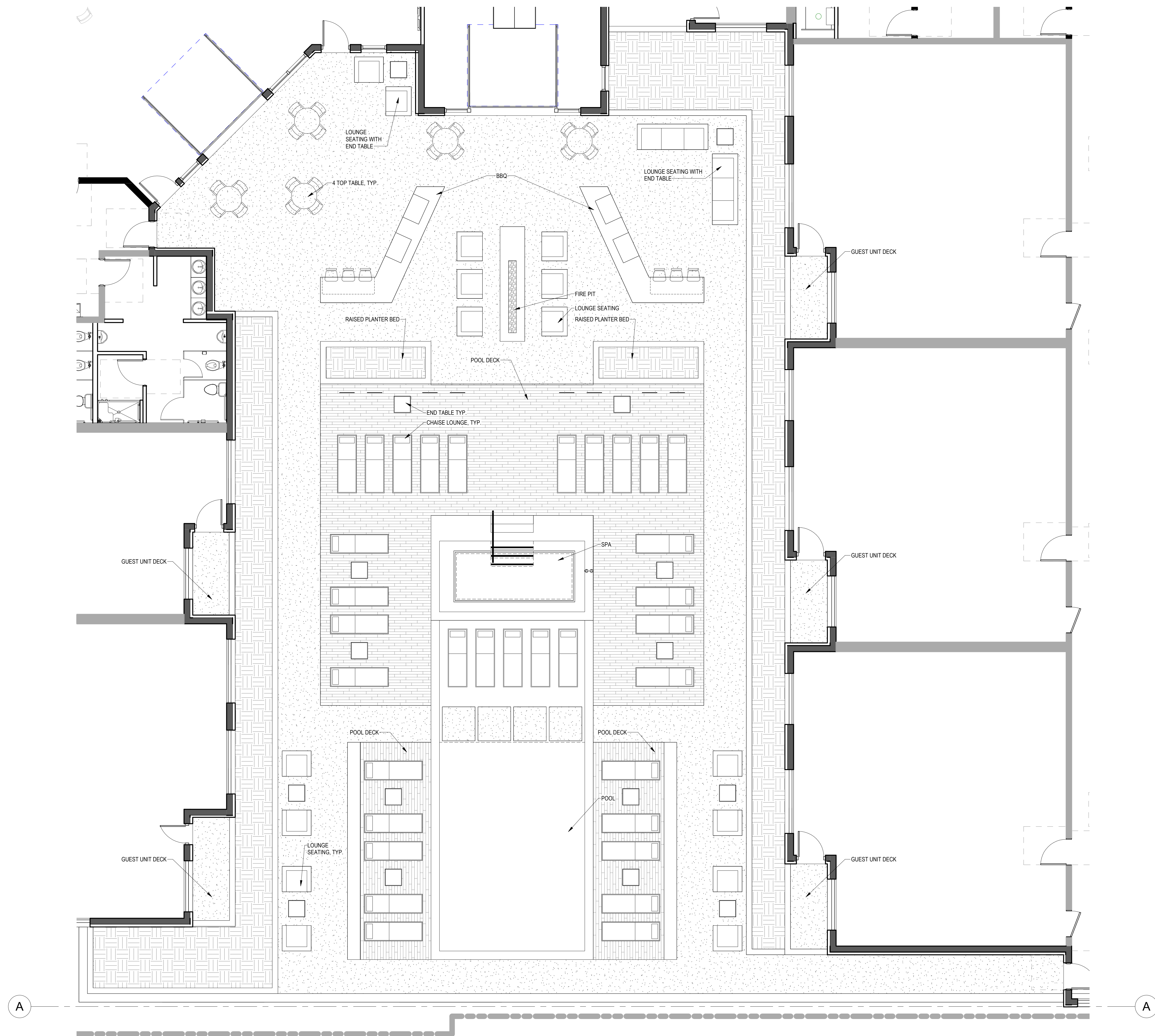
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ENLARGED PATIO PLAN

PROJECT #: 18-158
DRAWN BY: Author

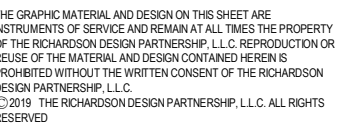
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SCHEMATIC DESIGN



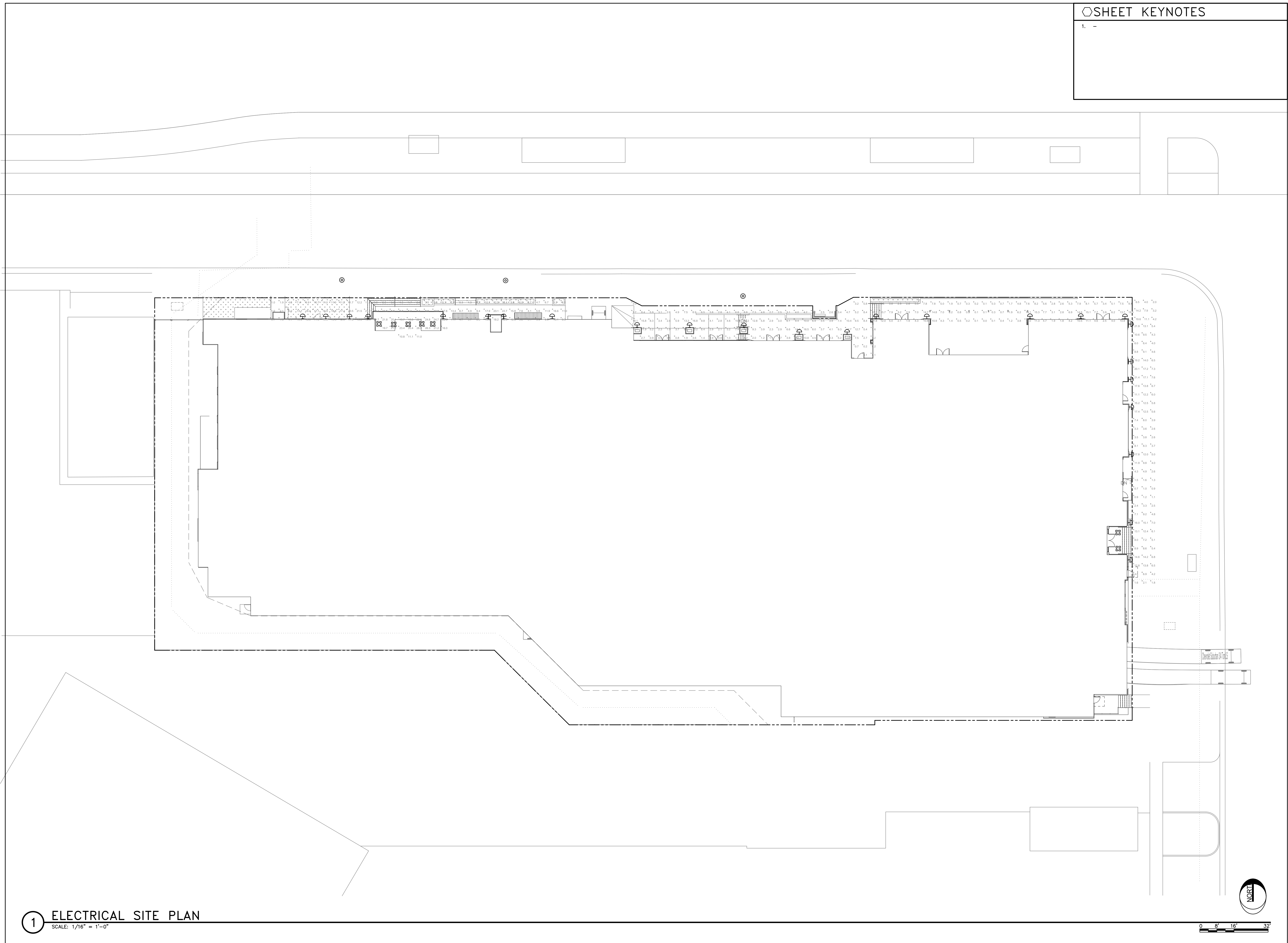
1 ENLARGED PATIO PLAN

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





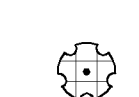






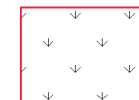


AS501



[illegible]

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	CONT.	QTY	
	EXISTING TREES	EXISTING	N/A	10	
	FRAXINUS AMERICANA / WHITE ASH	2" CAL.		5	
	KOELREUTERIA PANICULATA / GOLDEN RAIN TREE	2" CAL.	B&B	5	
SHRUBS	BOTANICAL / COMMON NAME	SIZE	HZONE	QTY	
	BUXUS X 'GREEN MOUNTAIN' / GREEN MOUNTAIN BOXWOOD -PLANT AND TRIM SO AS TO FORM DENSE HEDGE	5 GAL.		92	
	CALAMAGROSTIS X ACUTIFLORA 'KARL FORESTER' / KARL FORESTER GRASS	1 GAL.		155	
	FESTUCA OVINA GLAUCA 'ELIJAH BLUE' / ELIJAH BLUE FESCUE	1 GAL.		124	
	MISCANTHUS SINENSIS 'GRACILLIMUS' / GRACILLIMUS MAIDEN GRASS	1 GAL.		39	
	PHILADELPHUS LEWISII 'BLIZZARD' / BLIZZARD MOCKORANGE	5 GAL.		13	
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	HZONE	SPACING	QTY
	1" WASATCH GRAY LANDSCAPE ROCK	FLAT			3,291 SF
	TURF SOD	SOD			3,987 SF
ROCK MULCH	BOTANICAL / COMMON NAME	CONT	HZONE	SPACING	QTY
	WASATCH GRAY CRUSHER FINES (CHAT)	ROCK MULCH			6,077 SF
TURF/SOD	BOTANICAL / COMMON NAME	CONT	HZONE	SPACING	QTY
	GRASS PAVE 2	N/A			2,545 SF

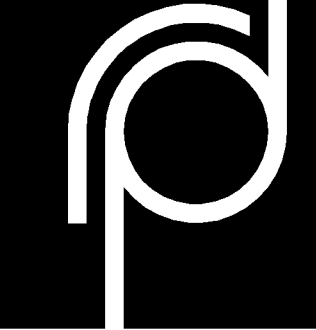
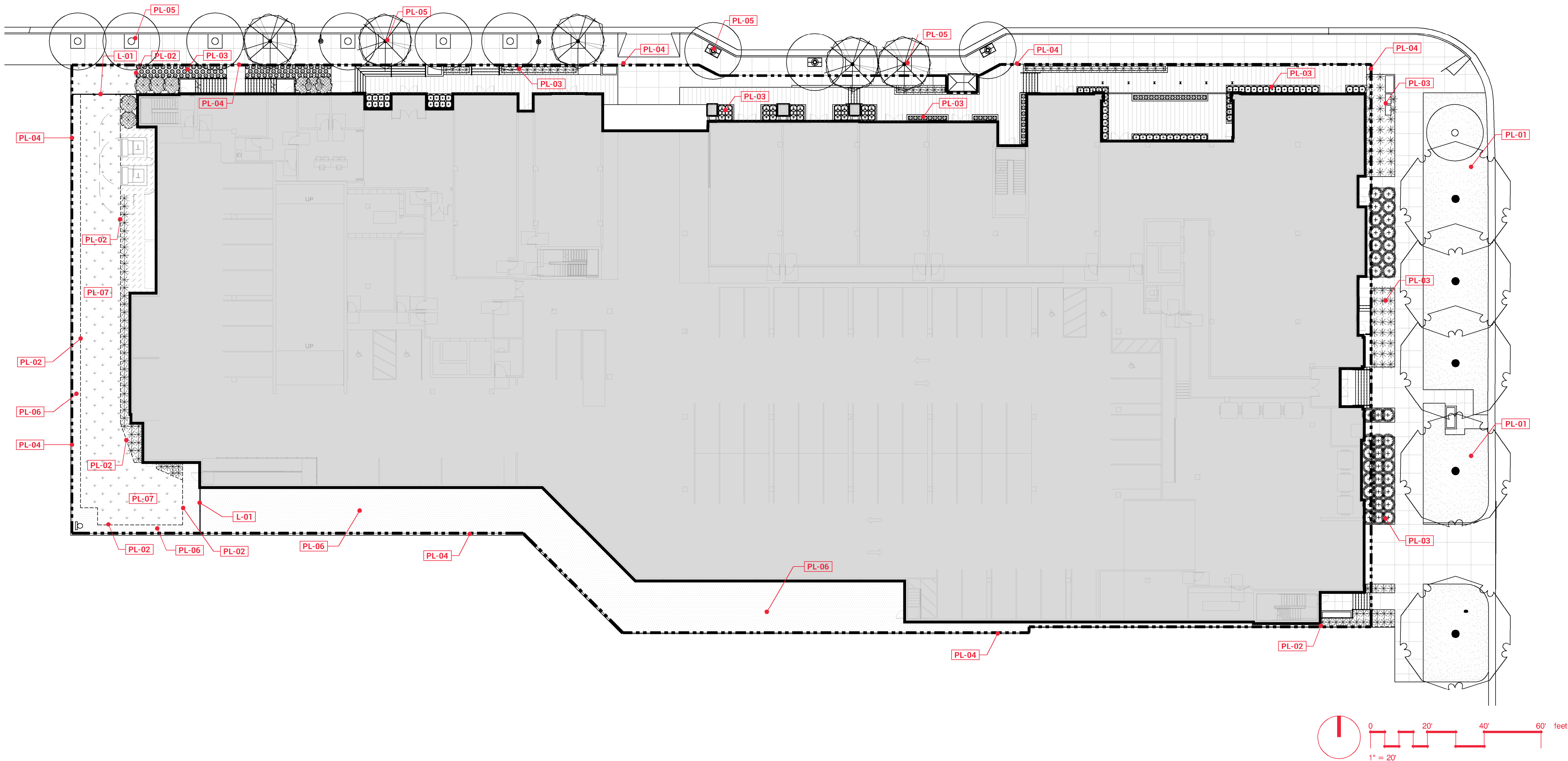
REFERENCE NOTES SCHEDULE

SYMBOL	SITE LAYOUT DESCRIPTION	QTY	DETAIL
[L-01]	GATE - PER OTHERS		
SYMBOL	PLANTING DESCRIPTION	QTY	DETAIL
[PL-01]	TURF AREA (TYP.)		
[PL-02]	1/4" THICK STEEL EDGING BETWEEN ALL PLANTING AND TURF AREAS (TYP.)		
[PL-03]	PLANTING AREA (TYP.)		
[PL-04]	PROPERTY LINE (TYP.)		
[PL-05]	IN YARDS GREATER THAN 10' FEET IN DEPTH, ONE SHADE TREE SHALL BE PLANTED FOR EVERY 30' OF STREET FRONTAGE. A SHADE TREE IS ANY TREE WITH A MATURE MINIMUM TREE CANOPY OF 30' AND MATURE HEIGHT THAT IS 40' OR GREATER - SEE SITE TABULATION CHART FOR TREE COUNTS		
[PL-06]	CRUSHER FINES AREA (TYP.)		
[PL-07]	GRASS PAVE 2 AREA		

SITE TABULATION:

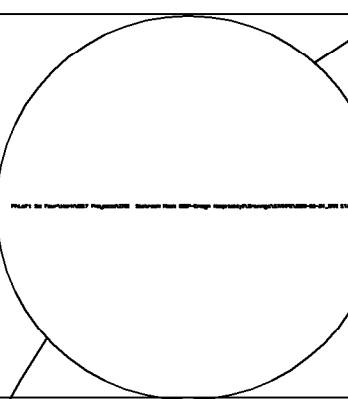
FRONT AND CORNER TOTAL:	7,372 SF	100%
HARDSCAPE:	623 SF	8.5%
PUBLIC/PATIO AREA:	4,539 SF	61.5%
LANDSCAPE:	2,210 SF	30%

PARKSTRIP TREES REQUIRED/PROVIDED:	
NORTH PARKSTRIP	14 REQUIRED / 14 PROVIDED
EAST PARKSTRIP	6 REQUIRED / 6 PROVIDED





510 South 600 East
Salt Lake City, Utah 84102
P: 801.355.6868
F: 801.355.6880



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LANDSCAPE ARCHITECTURE //
ARCHITECTURAL SITE DESIGN

A: 9500 S 503 W STE 215
SANDY UT 84070

P: 801 878 4717

W: LOFTSIXFOUR.COM



CONSULTANT

RD MANAGEMENT LLC

Q 810 7TH AVENUE, 10TH FLOOR NY, NY 10019

OWNER

9TH EAST MIX USE

410 SOUTH 900 EAST
SALT LAKE CITY, UT 84102

PROJECT

DATE	DESCRIPTION

SITE LAYOUT PLAN

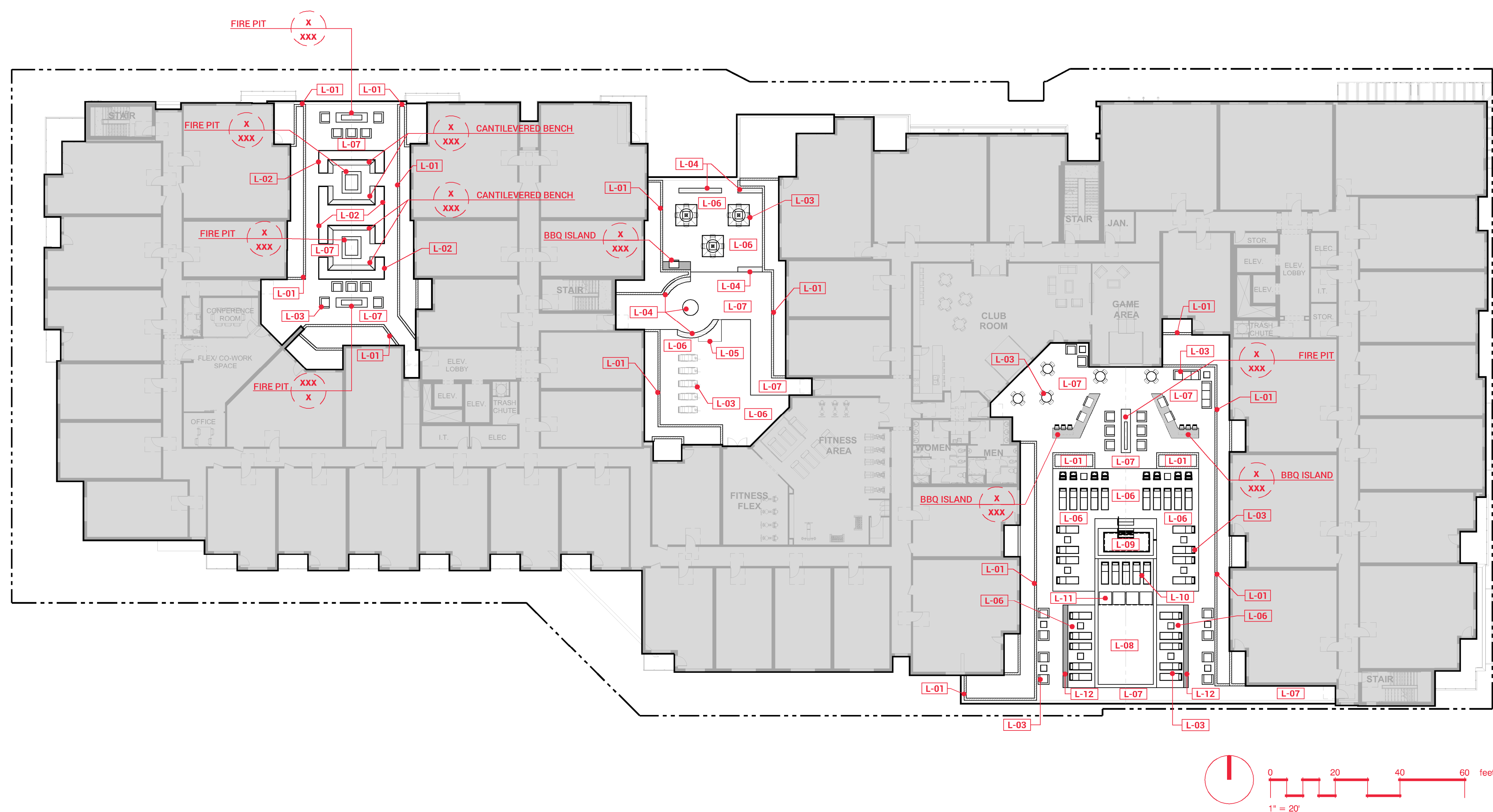
PROJECT #: 1907X
 DRAWN BY: NKJ
 CHECKED BY: BAP

LS102

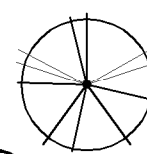







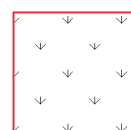

CONSTRUCTION DOCUMENTS

REFERENCE NOTES SCHEDULE




<u>SUBTOTAL</u>	<u>DESCRIPTION</u>	<u>QTY</u>	<u>DETAIL</u>
L-01	8" W X 3' H X VARIES CONCRETE PLANTER WALL - BOARDFORM FINISH - PLAIN GRAY		
L-02	3' HIGH CUSTOM PLANTER - POWDER COATED ALUMINUM		
L-03	PODIUM FURNISHINGS - PER FURNISHINGS PLAN		
L-04	1'-6" HIGH SEAT WALL - WOOD TOPPED BOARDFORM FINISH SEAT WALL		
L-05	ROCK CLIMBING WALL		
L-06	SYNTHETIC TURF - TYPE PER PLANTING PLAN		
L-07	ENHANCED PAVING		
L-08	POOL - PER WATER ENGINEER		
L-09	SPA - PER WATER ENGINEER		
L-10	6" DEEP POOL SHELF - PER WATER ENGINEER		
L-11	FLOATING STEPS OVER POOL		
L-12	1.5' H X 1.5' W X VARIES SEAT WALL - BOARDFORM FINISH - PLAIN GRAY		

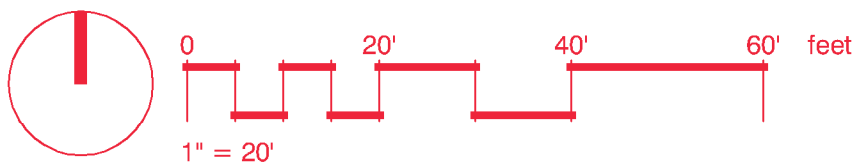
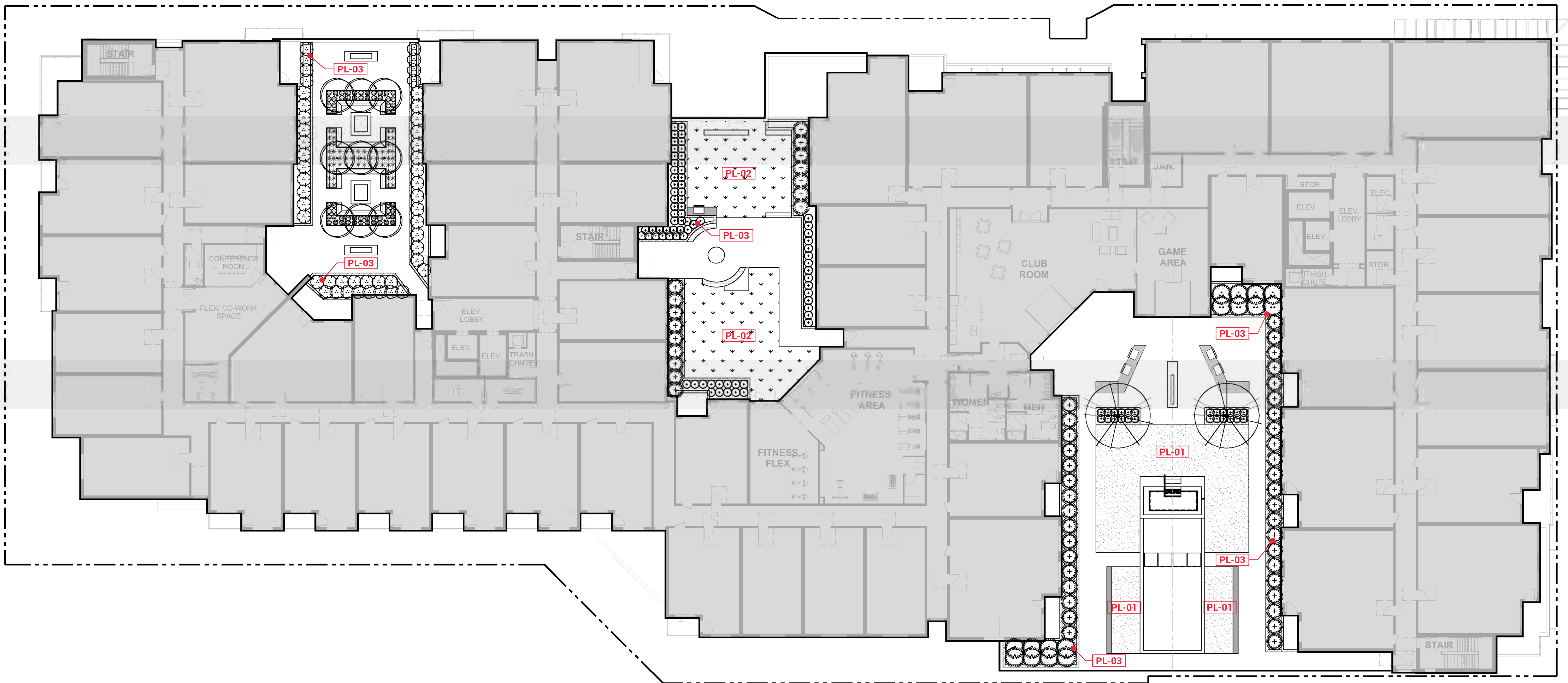


PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	SIZE	CONT.	QTY	
	CERCIS CANADENSIS / EASTERN REDBUD	2" CAL.	B&B	2	
	POPULUS TREMULA `ERECTA` / COLUMNAR SWEDISH ASPEN	2" CAL.	B&B	9	
SHRUBS	BOTANICAL / COMMON NAME	SIZE	HZONE	QTY	
	BUXUS X `GREEN MOUNTAIN` / GREEN MOUNTAIN BOXWOOD -PLANT AND TRIM SO AS TO FORM DENSE HEDGE	5 GAL.		123	
	FESTUCA OVINA GLAUCA `ELIJAH BLUE` / ELIJAH BLUE FESCUE	1 GAL.		60	
	MISCANTHUS SINENSIS `GRACILLIMUS` / GRACILLIMUS MAIDEN GRASS	1 GAL.		45	
	NASSELLA TENUISSIMA `PONY TAILS` / PONY TAILS MEXICAN FEATHERGRASS	1 GAL.		60	
	RHUS AROMATICA `GRO-LOW` / GRO-LOW FRAGRANT SUMAC -TRIM TO FORM DENSE GROUND COVER	5 GAL.		16	
	WEIGELA FLORIDA `MINUET` / MINUET WEIGELA	5 GAL.		49	
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	HZONE	SPACING	QTY
	SYNTHETIC TURF	N/A			1,767 SF
ROCK MULCH	BOTANICAL / COMMON NAME	CONT	HZONE	SPACING	QTY
	WASATCH GRAY CRUSHER FINES (CHAT)	ROCK MULCH			2,764 SF

REFERENCE NOTES SCHEDULE

SYMBOL	PLANTING DESCRIPTION	QTY	DETAIL
	SYNTHETIC TURF AREA - BOLT 90 - GB-112 - PILE HEIGHT: 2" - PER SOUTHWEST GREENS		
	SYNTHETIC TURF AREA - BOLT SWFR - GB-113 - PILE HEIGHT: 1.5 - PER SOUTHWEST GREENS		
	PLANTING AREA (TYP.)		



CONSTRUCTION DOCUMENTS

PLANTING PLAN

PL102

PROJECT #: 1807K
DRAWN BY: NJ
CHECKED BY: BJS

9TH EAST MIX USE
410 SOUTH 900 EAST
SALT LAKE CITY, UT 84102

RD MANAGEMENT LLC

OWNER:
810 7TH AVENUE, 10TH FLOOR NY, NY 10019

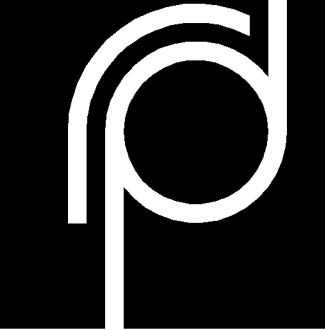
CONSULTANT:

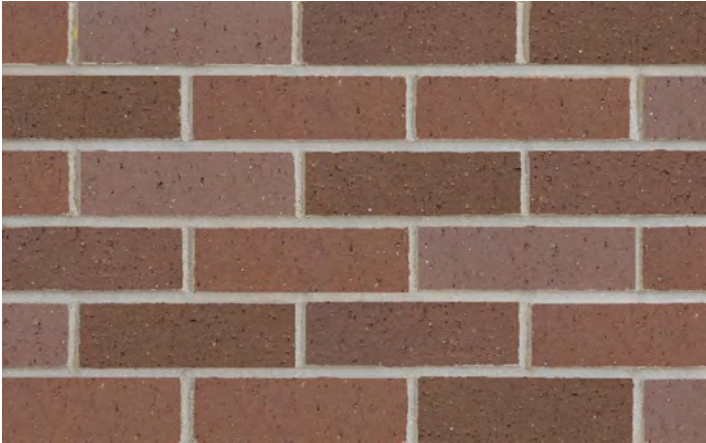
LANDSCAPE ARCHITECTURE //
ARCHITECTURAL SITE DESIGN
150 SOUTH 900 EAST, SUITE 215
A: SALT LAKE CITY, UT 84102
P: 801.878.4777
W: LOFTSIXFOUR.COM

6 / 4
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LLC
510 South 600 East
Salt Lake City, Utah 84102
P: 801.355.6668
F: 801.355.6880





INTERSTATE BRICK - MONTEREY - 80 %

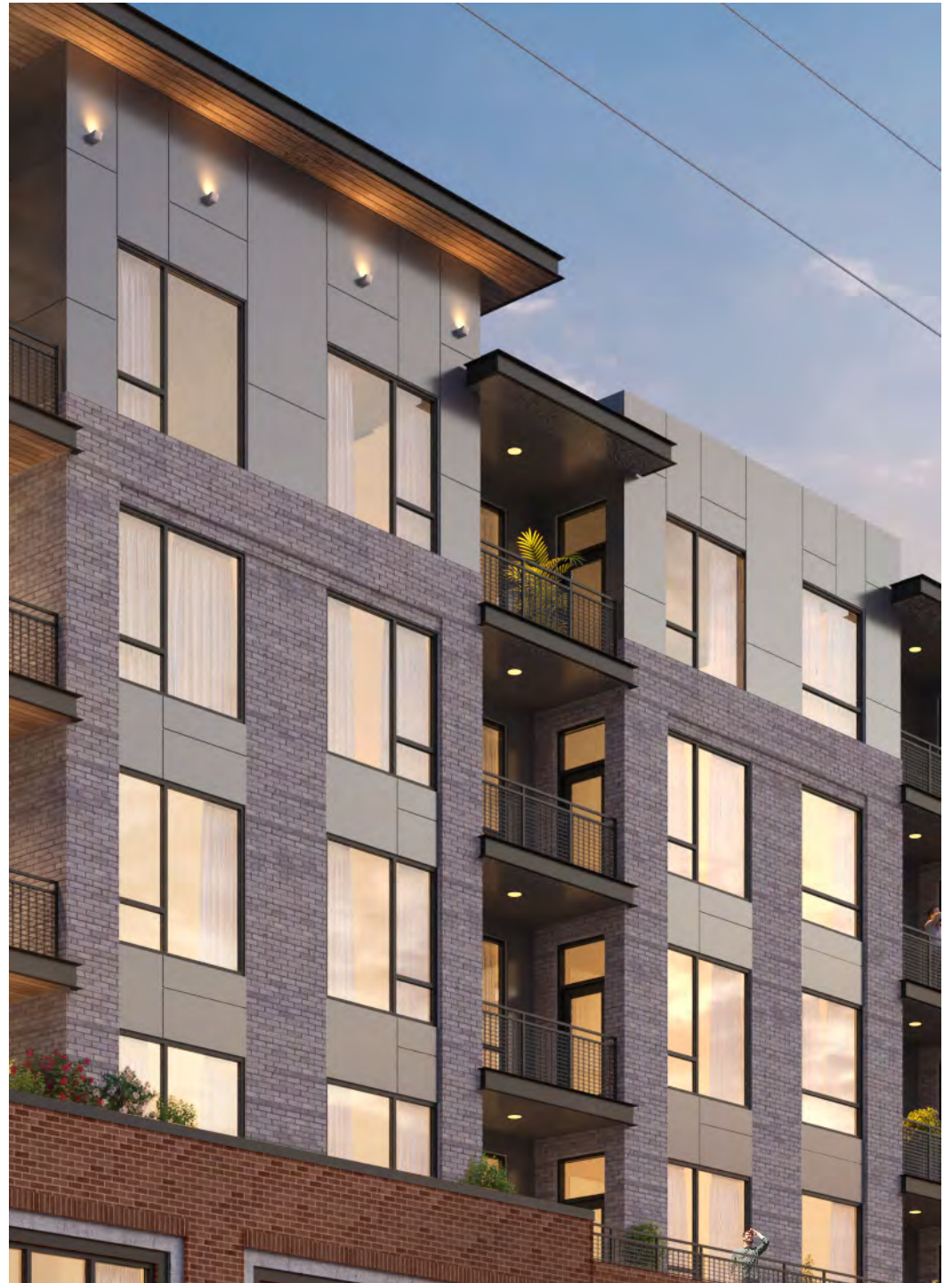


INTERSTATE BRICK - IRONSTONE - 20 %

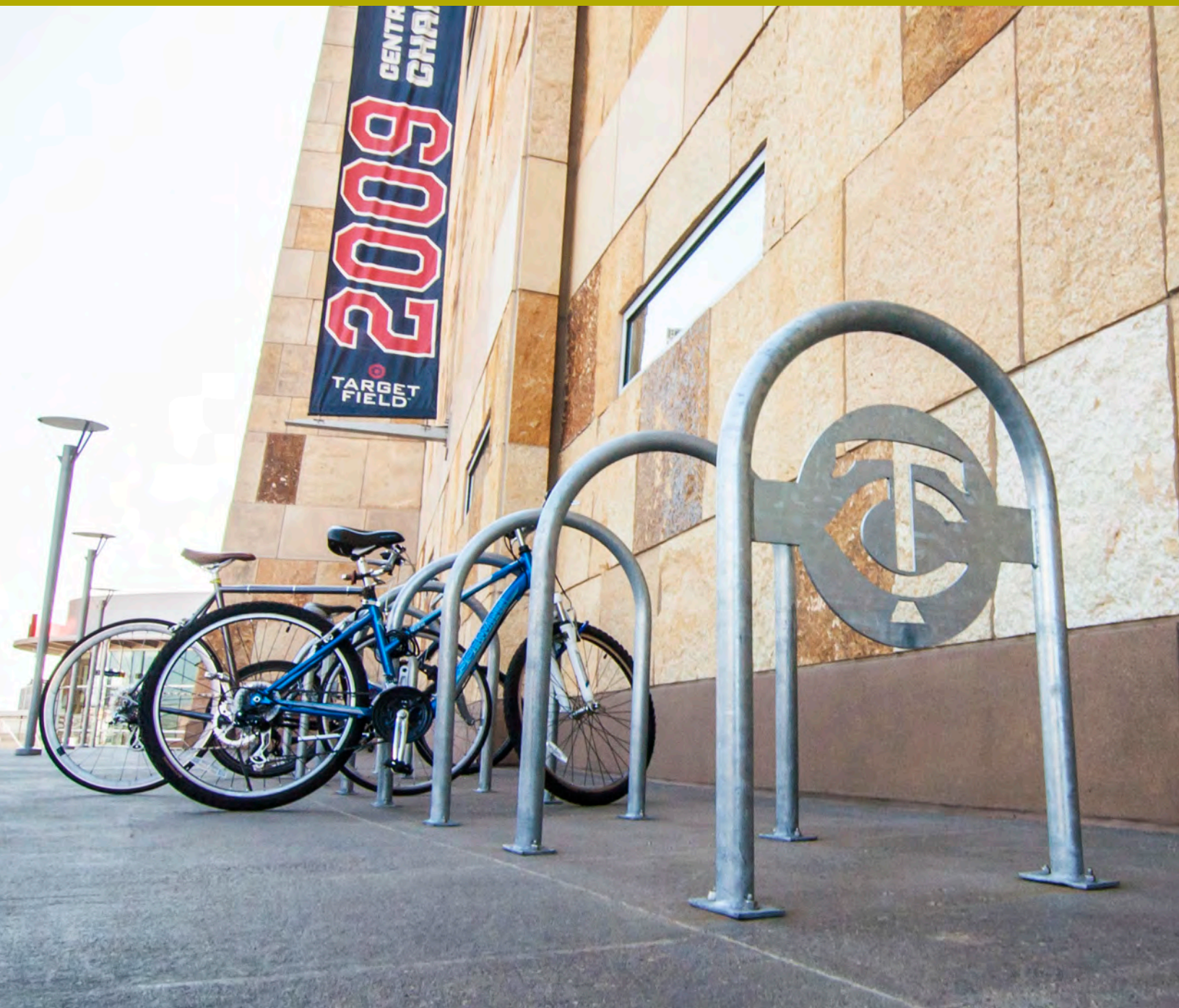




GLEN GERY - SIOUX BRICK - SILVERSTONE



HOOP RACK



Simple Security

The Hoop Rack is a proven design that provides high security and easy bike parking. The Hoop Rack uses thick pipe construction and the full radius of the bend makes the Hoop an attractive and functional bike rack. This bike rack can also be put on rails for mobility and is popular in bike corrals.



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HOOP RACK

YOUR LOGO HERE

Customize the Hoop Rack and brand your bike parking



FINISH OPTIONS

Galvanized



Stainless

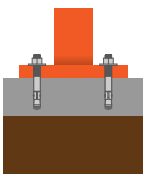


PVC Dip



MOUNT OPTIONS

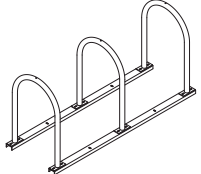
Surface



In-Ground



Rail



Powder Coat

White	Black	Light Gray RAL 7042	Deep Red RAL 3003	Yellow RAL 1023
CNH Bright Yellow	Orange RAL 2004	Blue RAL 5005	Sky Blue RAL 5015	Hunter Green RAL 6005
Light Green RAL 6018	Green RAL 6016	Sepia Brown RAL 8014	Bronze	Silver 9007
Dark Purple	Flat Black	Wine Red RAL 3005	Beige RAL 1001	Iron Gray 7011



Optional Lean Bar

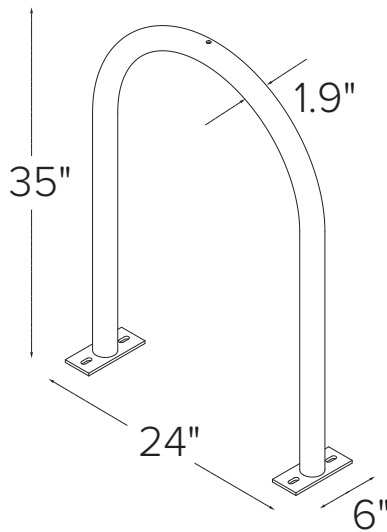
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HOOP RACK

Submittal Sheet



CAPACITY

2 Bikes

MATERIALS

1.5" schedule 40 pipe (1.9" OD)

FINISHES

☐

Galvanized

An after fabrication hot dipped galvanized finish is our standard option.

☐

Powder Coat

Our powder coat finish assures a high level of adhesion and durability by following these steps:

1. Sandblast
2. Epoxy primer electrostatically applied
3. Final thick TGIC polyester powder coat

☐

PVC Dip

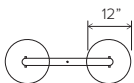
Black PVC

☐

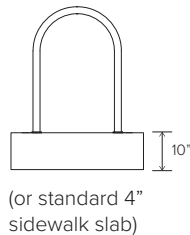
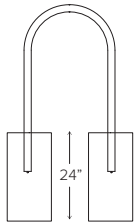
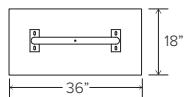
Stainless

Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.

IN-GROUND MOUNT



SURFACE MOUNT



MOUNT OPTIONS

☐

In-ground

In ground mount is embedded into concrete base. Specify in ground mount for this option.

☐

Surface

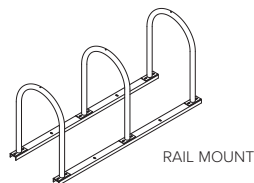
Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.

☐

Rail

Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3"x1.4"x3/16" thick galvanized mounting rails. Specify rail mount for this option.

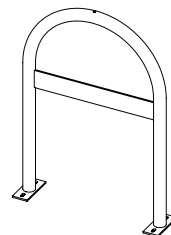
Rack Angle: ☐ 90° ☐ 60°



OPTIONAL LEAN BAR

☐

Add Lean Bar

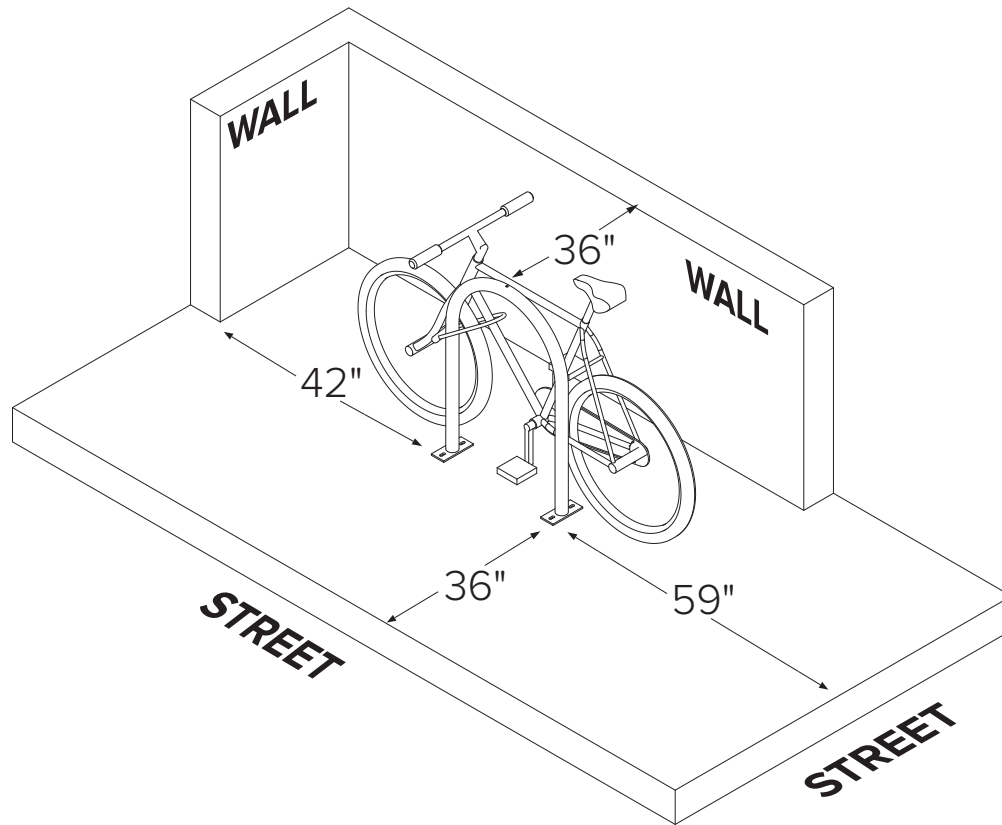


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HOOP RACK

Setbacks



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HOOP RACK

Installation Instructions – Surface Mount

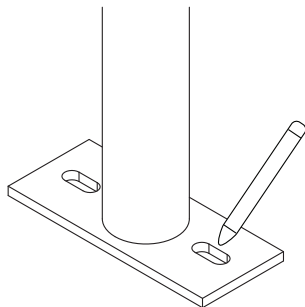
TOOLS NEEDED

Tape Measure
Marker or Pencil
Masonry Drill Bit
Drill (Hammer drill recommended)
Hammer
Wrench 9/16"
Level

RECOMMENDED BASE MATERIAL

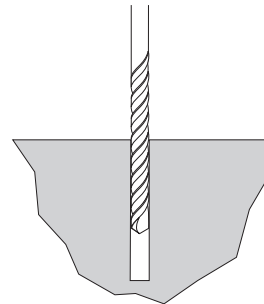
Solid concrete is the best base material for installation. To ensure the proper anchors are shipped with your rack, ask your Dero Rack representative which anchor is appropriate for your application. Be sure nothing is underneath the base material that could be damaged by drilling.

1



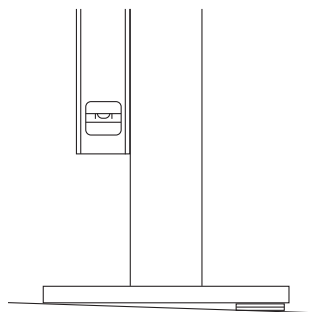
Place the rack in the desired location. Use a marker or pencil to outline the holes of the flange onto the base material.

2



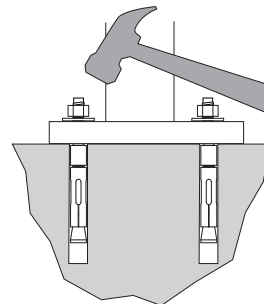
Drill 3/8" diameter holes 3" deep into surface. Make sure the holes are at least 3" away from any cracks in the base material.

3



Place rack (and washers to level rack if necessary) over holes.

4



Thread nuts onto anchors, leaving approximately 1/4" of the anchor protruding, and tap into surface. Tighten nuts down to secure rack.



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HOOP RACK

Installation Instructions – In Ground Mount

TOOLS NEEDED

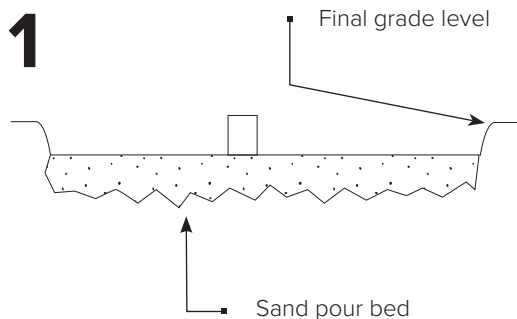
Level
Cement mixing tub
Shovel
Trowel

Hole coring machine with 4" bit
Access to water hose
Materials to build brace (see "Install Tip" at bottom of page)

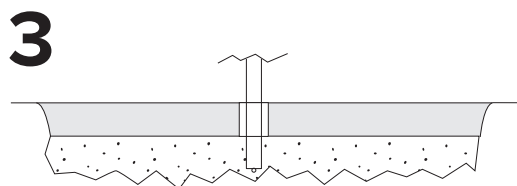
INSTALLING INTO EXISTING SIDEWALK

Core holes no less than 3" diameter (4" recommended) and 10" deep into sidewalk. Fill holes with Por-Rok or epoxy grout. Place rack into holes, making sure the rack is level. 33"-36" of the rack should remain above the surface. If the rack is less than 33" high, it will not support the bike adequately. Make sure the rack is level and held in place until the grout has set.

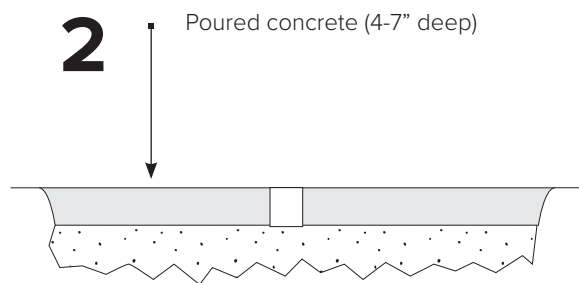
INSTALLING INTO A NEW SIDEWALK



Place corrosion resistant sleeve (min. 3" inside diameter) in sand pour bed in exact location where rack will be installed. Make sure top of sleeve is at same level as desired finished concrete surface. Fill sleeve with sand to keep it in place and prevent it from filling with concrete.



After appropriate cure time, dig out sand from sleeves and insert racks, making sure they are level and at the appropriate height. Pour in Por-Rok or epoxy grout and allow to set.



Pour concrete and allow to cure.



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HOOP RACK

Rail Mounted Options

RAIL MOUNTED HOOPS

Rail mounted Hoop Racks are standard foot mounted Hoop Racks attached with bolts to a rail as in the diagram at left. Rail mounted racks provide more flexibility than other mounting options while providing the same degree of security.

Rail mounted Hoop Racks can be left freestanding, or they can be anchored to the ground using several anchors. This option allows for easier snow removal and sweeping. Installation of Rail mounted Hoops is also much less expensive than embedding the racks into the ground.

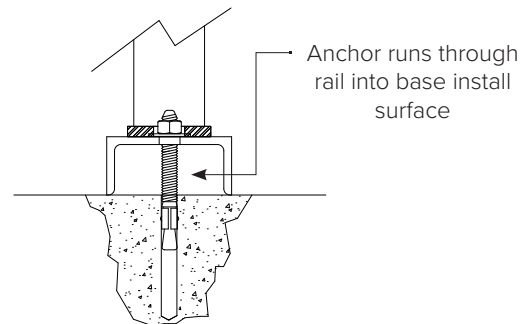
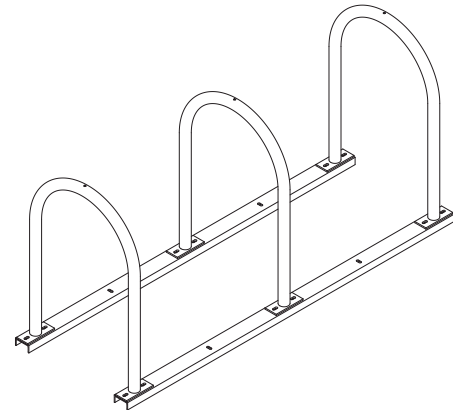
* Note: Though racks may be painted, the rails will remain with only a galvanized finish

ADVANTAGES:

- Easier and inexpensive installation
- Can be left freestanding or anchored to the ground
- Easier to remove for sweeping and snow removal

APPLICATIONS:

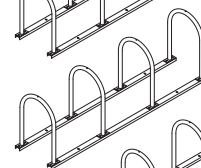
- Installation to pavers
- Asphalt Installations
- Ground, dirt, or mulch
- Situations where the rack needs to be moved occasionally



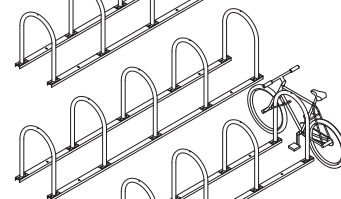
3 Unit Rack
69" Long
Parks 6 Bikes



4 Unit Rack
100.5" Long
Parks 8 Bikes



5 Unit Rack
132" Long
Parks 10 Bikes



6 Unit Rack
163.5" Long
Parks 12 Bikes



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HOOP RACK

Installation Instructions – Rail Mount

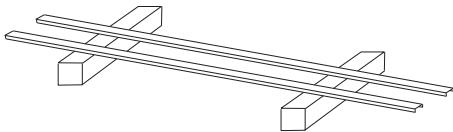
TOOLS NEEDED

9/16" Socket set
Two 4"x4"x28" (or larger) blocks
4 bolts, nuts and washers for every Hoop (included with rack). If using a tamper resistant nuts, install two tamper resistant nuts with each Hoop.

ANCHORING THE RAILS

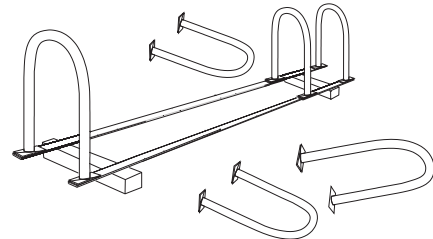
To anchor the rails to concrete, place 3.75" wedge anchor through holes in the rail into the concrete. Secure with nut.

1



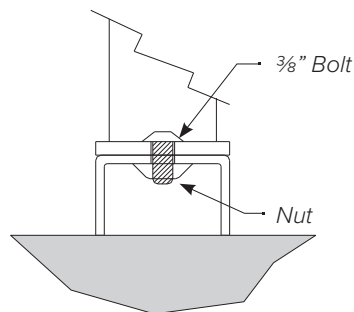
Lay out the two channel beams where the rack will be placed. Place the two beams on top of the two blocks of wood so that the open part of the channel faces the ground.

2



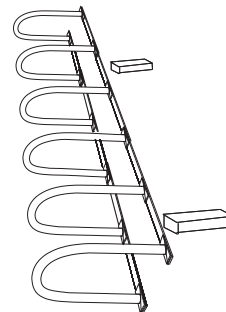
Place Hoop Racks on beams so holes in rack flanges line up with beam slots

3



Put bolts through Hoop Rack flange holes and beams so bolt head faces up. **HAND** tighten the nuts using new flange nuts.

4



Once nuts are on, tip assembled rack over and use a 9/16" socket to tighten nuts. Before fully tightening nuts, make sure the racks are straight on beams. If using tamper resistant nuts, use access tool to tighten nuts. Do not overtighten the tamper resistant nuts. Tip rack upright.



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■ BASF
We create chemistry

Senergy[®]

Metallic Effects

More than Metal™

On the cover:

Vee Quiva Hotel & Casino - Phoenix, AZ
BASF Metallic Effects New Penny & Fort Knox

The projecting canopies at the entry of this vibrant resort were created by combining two BASF Metallic Effects colors, New Penny and Fort Knox. The end result is a burnished copper look that references the streaky, variegated colors of South Mountain's rolling hills.

Indian Head Casino - Warm Springs, OR
BASF Metallic Effects Pewter was applied to specialty cut foam shapes to symbolize the rolling waves of the nearby Columbia River.

METALLIC EFFECTS

*Stunning appearances, design freedom,
thermal efficiency, moisture protection, and
fire performance are some of the reasons
BASF Metallic Effects offer More than Metal™*

SPARKLING APPEARANCES

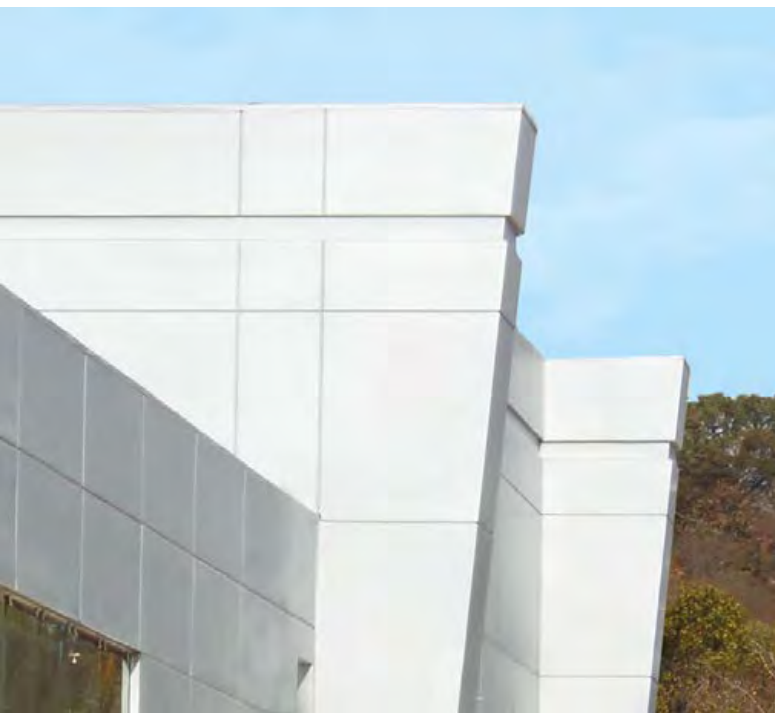
Senergy Metallic Effects bring dazzling metallic appearances together with the versatility and efficiency of Senergy CI Wall Systems.

There are three basic ways to attain a Senergy Metallic Effect. Trowel-applied Senergy textured metallic finishes create a realistic metal look when viewed from a modest distance. They provide forgiving application properties and offer an economical way to create a metallic look on the full range of Senergy wall systems.

BASF METALLIC TOP COAT can be applied over BASF LEVELING SKIMCOAT to create a smooth metallic surface. This combination creates the highest quality metallic appearances.

BASF METALLIC TOP COAT can also be applied directly to Senergy textured finishes, to create visual accents and to refresh the appearance of an existing structure.

The 100% acrylic chemistry and carefully selected pigmentation systems used in METALLIC TOP COAT provide extended fade resistance for durable long-term performance.





SMOOTH AND SLEEK

BASF formulated LEVELING SKIMCOAT specifically for use with METALLIC TOP COAT. Together they give plastering contractors the ability to create the smooth, sparkling appearance that makes the metallic look so popular.

BASF LEVELING SKIMCOAT is designed for use with the Senergy Channeled Adhesive CI Design Wall System, Platinum CI Stucco Ultra, and Senergy SenerPanel CI prefabricated panels. Please see the respective system literature for more information.

THE LOOK YOU WANT

BASF Metallic Effects can be smooth and flat, with a look that replicates metal panels. Unlike metal, complex shapes can be created, like the 3D bumpouts shown to the right. With BASF Metallic Effects, you can extend the metallic look to complex, one-of-a-kind shapes not easily fabricated from metal.



Promenade Center - Scottsdale, AZ
BASF Metallic Effects Patinaed Green

The patinaed copper metallic effect featuring BASF Metallic Effects Patina Green at the cantilevered overhangs of the four-story office building provides a dramatic highlight to the Frank Lloyd Wright inspired design.



IS MORE THAN METAL

The building enclosure performs many key functions in addition to providing a fantastic appearance. Heat, air, and moisture need to be managed. Fire performance must meet building code requirements. The building enclosure requires architectural details that are constructible and consistent with testing that demonstrates code compliance.

BASF Metallic Effects work seamlessly with proven Senergy wall systems. They provide the look that building owners want, with code compliance and enclosure performance everyone needs, at a cost that facilitates project success.



OPPOSITES ATTRACT

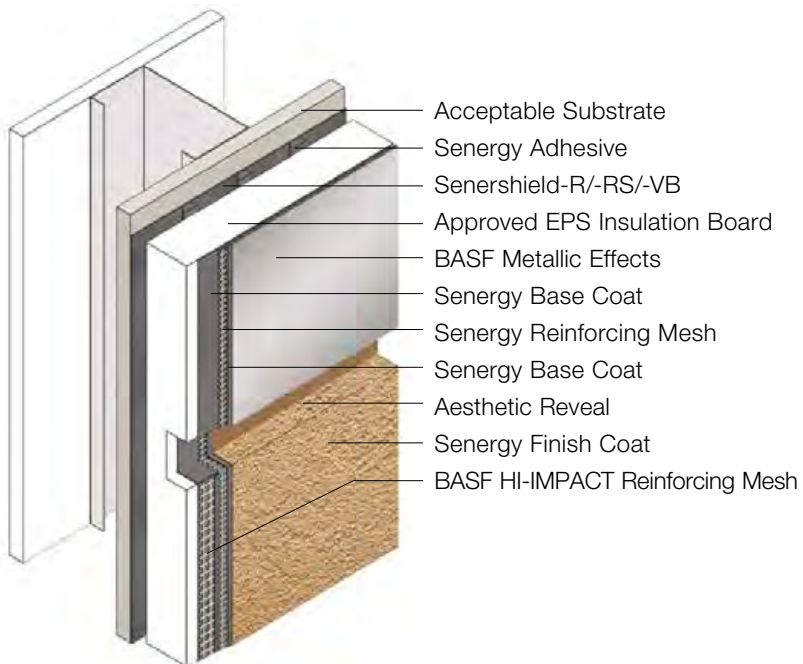
Sometimes the beauty of BASF Metallic Effects are best captured by contrast. The smooth shine of metal beside textured stucco or traditional brick, for example. However, where two cladding systems meet, and two installation crews must coordinate their work, the potential for moisture intrusion is elevated.



Courtyard Marriott - Fort Worth, TX
BASF Metallic Effects Pewter

Vee Quiva Hotel & Casino - Phoenix, AZ
BASF Metallic Effects Custom Vee Quiva Brown

At various overhangs of the hotel and casino, the designer specified a soffit color to mimic the adjacent roof fascia. The National Color Lab at BASF Wall Systems custom matched the color, *BASF Metallic Effects Vee Quiva Brown*. The desired clean, minimalist canopy aesthetic was achieved and the design flowed seamlessly.



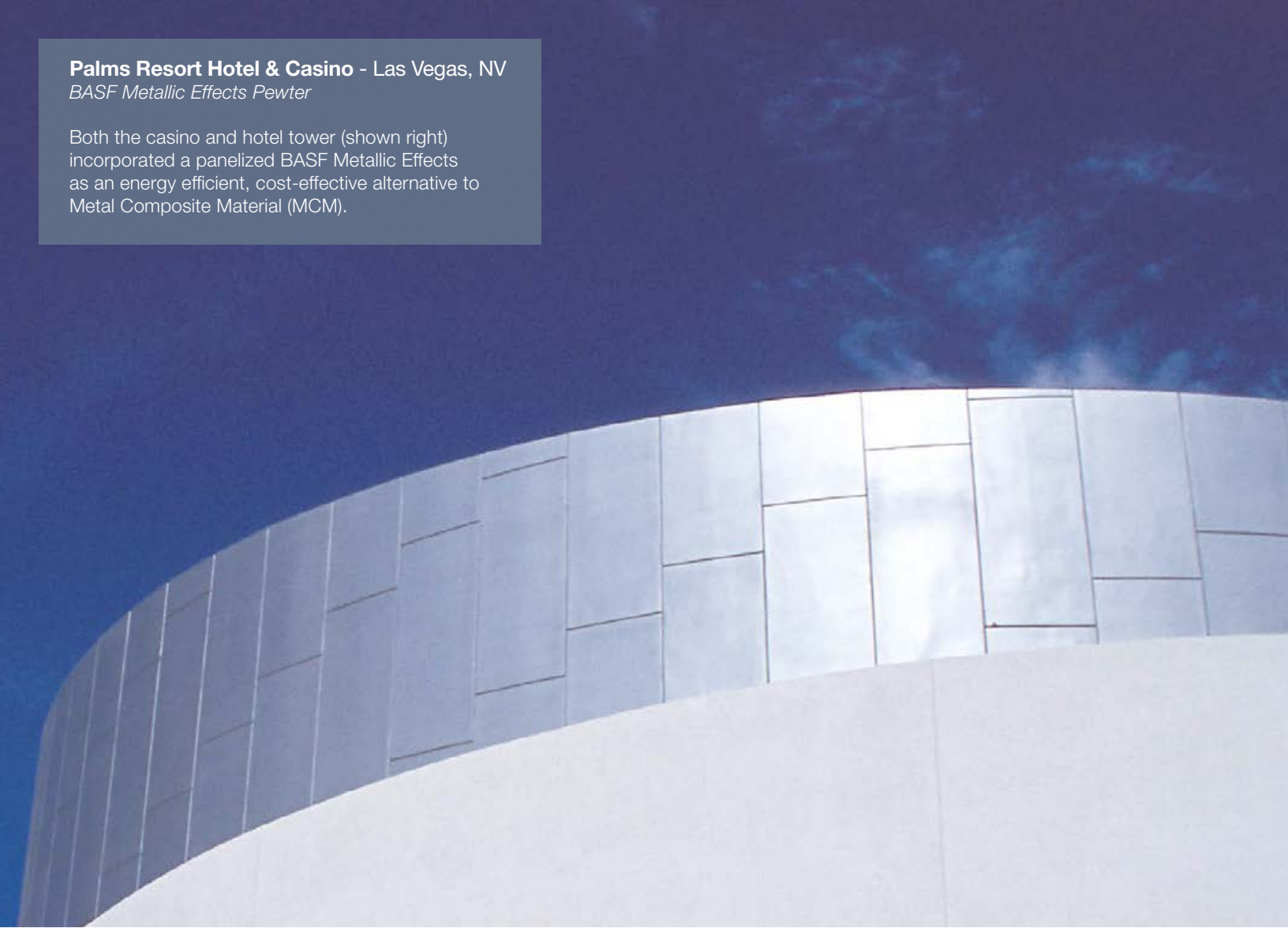
BETTER TOGETHER

One Senergy Channeled Adhesive CI Design installation crew can create metallic, stucco, brick, stone, and other visual effects. With one continuous, fluid applied SENERSHIELD air/water-resistive barrier to protect against air leakage and moisture intrusion. And a blanket of continuous, uninterrupted exterior insulation.

BASF HI-IMPACT mesh can be specified wherever extra impact resistance is needed. With Senergy Channeled Adhesive CI Design, the multi-cladding look comes with higher performance at lower cost.

Palms Resort Hotel & Casino - Las Vegas, NV
BASF Metallic Effects Pewter

Both the casino and hotel tower (shown right) incorporated a panelized BASF Metallic Effects as an energy efficient, cost-effective alternative to Metal Composite Material (MCM).



SAFE BY DESIGN

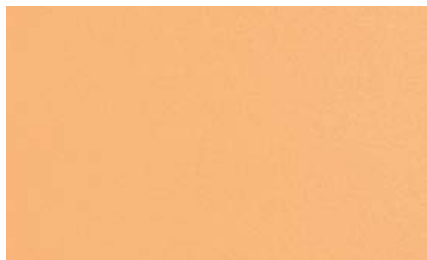
Realizing aesthetic and building science benefits is not enough to meet the demands of the 21st century building enclosure. Safety is a critical element that needs careful consideration. While the IECC requires continuous insulation and an air barrier, the International Building Code (IBC) requires specific levels of fire performance for Type I-IV construction.

Senergy Channeled Adhesive CI Design, Platinum CI Stucco Ultra, and SenerPanel CI are fully engineered building enclosure systems. They are NFPA 285 compliant, as described in the Senergy *NFPA 285 Compliant Wall Systems and Assemblies* brochure. Compliance with the IBC is confirmed by ICC-ESR Evaluation Reports.

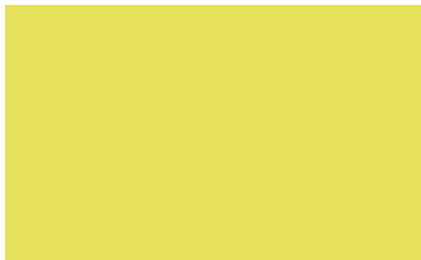
You can rely on Senergy architectural details – they are fully consistent with the testing and engineering that provide code compliance. If you have an unusual condition, the dedicated Senergy Engineering and Technical Application staff (wallsystemstechsupport@basf.com) is there to help.



STANDARD COLORS



Copper



Yellow Clover



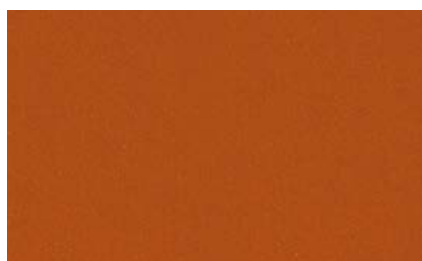
Orange Coral



Pewter



Fort Knox



New Penny



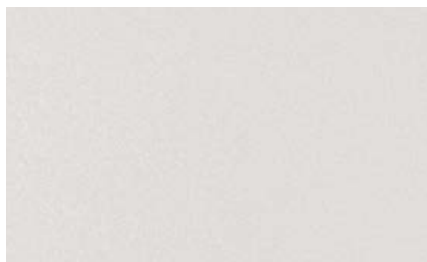
Star Ship



Huntsmen Green



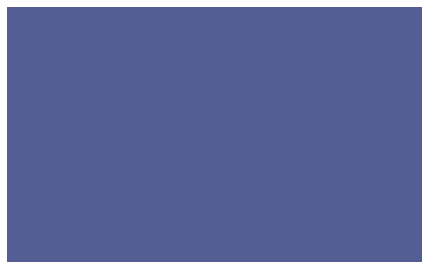
Electric Blue



Dove Gray



Bronze



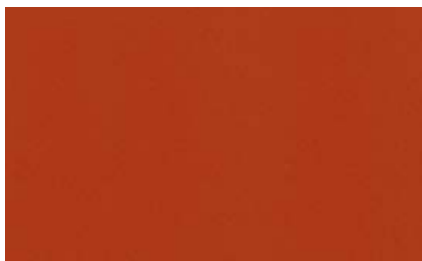
Purple Cosmos



Slate Blue



Patinaed Green



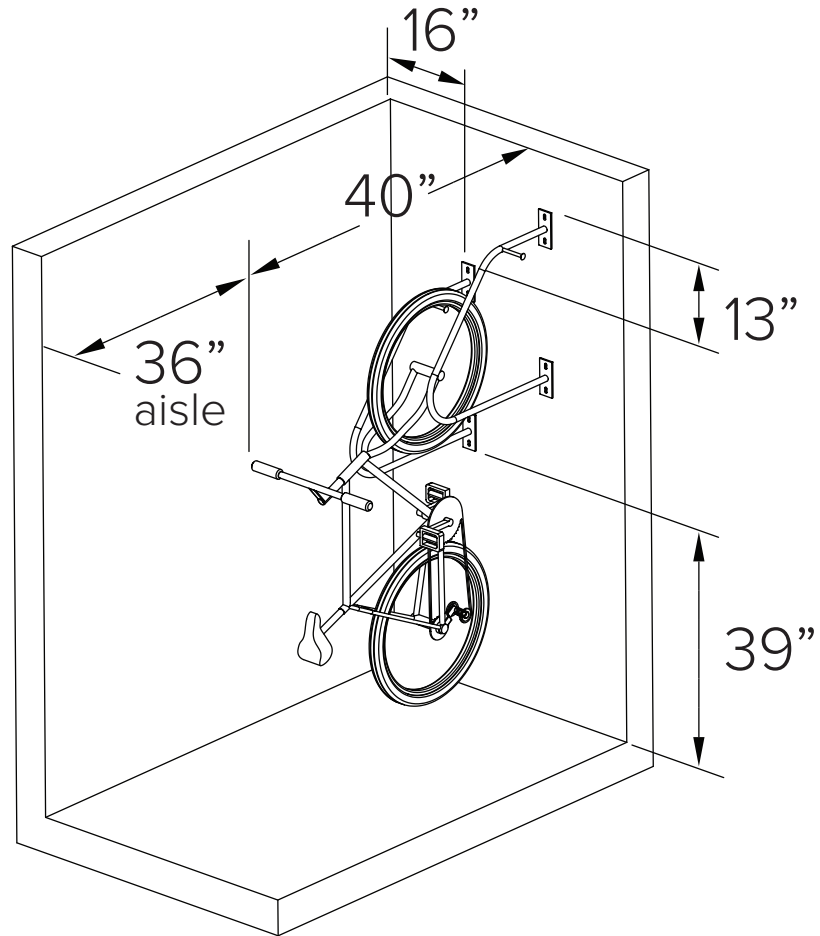
Terra Metal

Note: The purpose of this color chart is to provide a representation of the standard BASF METALLIC EFFECTS color palette. Custom colors can be matched on request. For samples of standard and custom BASF METALLIC EFFECTS colors, please contact your nearest authorized Senergy distributor. For a list of Senergy distributors, please see www.senergy.basf.com.

For the most current version of this literature, please visit our website at www.senergy.basf.com.

ULTRA SPACE SAVER SINGLE

Setbacks



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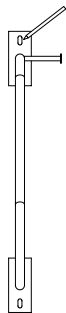
ULTRA SPACE SAVER SINGLE

Installation Instructions

TOOLS NEEDED

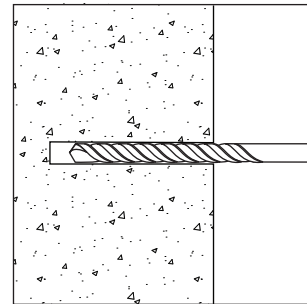
9/16" socket or wrench
Hammer
Drill (Hammer drill works best)
Level
Marker or Pencil

1



Place rack against wall. Mark holes and lower rack.

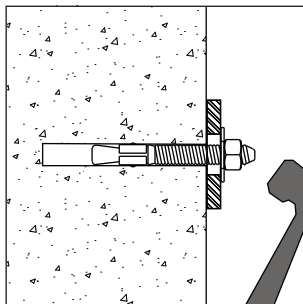
2



Sleeve anchors: Drill holes 2" deep with 1/2" diameter drill bit.
Wedge anchors: Drill holes 3" deep with 3/8" diameter drill bit.
Lag screws: Drill holes 3" deep with 9/32" diameter drill bit.
Titen anchor: Drill holes 3" deep with 3/8" diameter drill bit.
Concrete spikes: Drill holes 3" deep with 3/8" diameter drill bit.

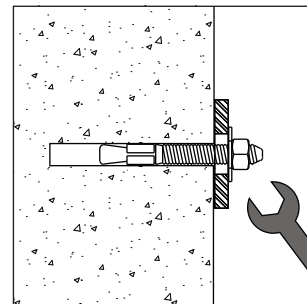
If installing more than one rack, mark holes for each rack individually as there may be slight differences in the placement of holes from rack to rack.

3



Place rack back into position against wall and tap anchors through holes in the rack and into the wall.

4



Tighten anchors



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ATTACHMENT D: SITE PHOTOS



OfficeMax currently occupying subject property, facing west



North façade of OfficeMax and 400 South, facing west



400 S street frontage, facing east, OfficeMax parking lot located to the right



900 E street frontage, facing north



9th East Lofts and Goodly Cookies, located to the south of the subject property



900 East and Village Inn located to the east of the subject property



Intersection of 400 South and 900 East, Intermountain Healthcare building located to the northeast of the subject property



400 South, 900 East Trax Station and 7-11 located to the north of the subject property



Acoustic Music and other businesses located across 400 South



Salt Lake Roasting Company, located directly to the west of the subject property



Access to Bennion Elementary is located to the south of the property, subject property is located to the right/north of access



Existing OfficeMax (left) and Salt Lake Roasting Company (right) buildings are located close to the property line

ATTACHMENT E: ZONING DISTRICT STANDARDS

TSA (Transit Station Area District)

The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed use pedestrian oriented neighborhood.

The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

TSA-UN-C Development Standards

REQUIREMENT	STANDARD	PROPOSED	COMPLIANCE Y/N
Front/Corner Side Yard - 400 S	10' Min Setback - at least 50% of the 400 S street facing building facade must be built to the minimum. 20' Max Setback - may be increased if the additional setback is used for plazas, courtyards, or outdoor dining areas.	10' setback	Complies
Front/Corner Side Yard- 900 E	No minimum. At least 50% of the street facing building facade shall be within 5' of the front or corner side property line.	900 E – Setback is between 2'-15' and 87% is within 5'	Complies
Side/ Rear Yard	None. Adjacent to TSA-UN-C and PL.	Between ~ 1' and 20'	Complies
Lot Area	None	84,631 sq. ft. or 1.943 acres	Complies
Lot Width	None	~457' 400 S and ~198' 900 E	Complies
Maximum Height	75'; If the project receives a TSA score that qualifies for administrative review the building can have additional height equal to the average floor height.	Project qualified for administrative review of the TSA score. $75' + 13' 3 \frac{1}{2}'' = 88' 3 \frac{1}{2}''$ allowed by the TSA zoning district standards.	Complies
Open Space	Open Space: Open space shall be provided at a rate of one (1) square foot for every ten (10) square feet of land area included in the development, up to five thousand (5,000) square feet for core areas, and up to two thousand five hundred (2,500) square feet for transition areas. Open space includes landscaped yards, patios, public plazas,	10% of 84,631 = 8,463 (up to 5,000 square feet required for core area) 17,496 sq. ft. of open space provided; 5,799 sq. ft. located on main level; 11,697 sq. ft. located on second level	Complies

	pocket parks, courtyards, rooftop and terrace gardens and other similar types of open space amenity. All required open space shall be accessible to the users of the building(s).		
Circulation and Connectivity	<p>Development within the station area shall be easily accessible from public spaces and provide safe and efficient options for all modes of travel. Circulation networks, whether public or private, require adequate street, pedestrian and bicycle connections to provide access to development. The internal circulation network shall be easily recognizable, formalized and interconnected.</p> <p>a. All parking lots shall comply with the standards in section 21A.44.020, "General Off Street Parking Regulations", of this title.</p> <p>b. Parking is prohibited between the street-facing building line and any front or corner side property line. This shall include any drive aisle that is not perpendicular to the front or corner side property line.</p> <p>c. Any new development shall provide a midblock walkway if a midblock walkway on the subject property has been identified in a master plan that has been adopted by the City. The following standards apply to the midblock walkway:</p> <p>(1) The midblock walkway must be a minimum of ten feet (10') wide and include a minimum six foot (6') wide unobstructed path.</p> <p>(2) The midblock walkway may be incorporated into the building provided it is open to the public. A sign shall be posted indicating that the public may use the walkway.</p>	<p>Development proposes structured parking interior to the building. Parking spaces are as follows:</p> <p>Retail and office = 55 Residential = 264 Total = 319</p> <p>Minimum = No spaces required</p> <p>Maximum = Residential: 1 space per dwelling unit, 264 units Nonresidential: 3 spaces for every 1,000 usable square feet, 21,195 sq. ft. retail and office, 64 spaces</p> <p>Master plans for the area do not identify a midblock walkway.</p>	Complies
Accessory Structures	No accessory structure shall be located in a required front yard or between the primary building and a property line adjacent to a public street.	No accessory structures proposed.	Complies

TSA-UN-C Design Standards

REQUIREMENT	STANDARD	PROPOSED	COMPLIANCE Y/N
EIFS And Stucco Limitation	Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.	400 E – No EIFS proposed on ground floor. Applicant has agreed to a condition replacing the proposed EIFS on the upper levels with fiber cement board. 900 E – No EIFS proposed on ground floor. Applicant has agreed to a condition replacing the proposed EIFS on the upper levels with fiber cement board.	Complies with conditions.
Front And Corner Side Yard Design Requirements	(1) In yards greater than ten feet (10') in depth, one (1) shade tree shall be planted for every thirty feet (30') of street frontage. For the purpose of this section, a shade tree is any tree that has a mature minimum tree canopy of thirty feet (30') and a mature height that is forty feet (40') or greater. (2) At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard. (3) At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.	Submitted landscape plans show ground plantings and planter boxes. The proposal retains 10 existing trees in the park strip and adds five white ash and five golden rain trees in the park strip. Landscape yard tabulation: Hardscape = 623 sq. ft. (8.5%) Public/patio area = 4,539 sq. ft. (61.5%) Landscape = 2,210 sq. ft. (30%) Total area = 7,372 sq. ft.	Complies
Entry Feature Requirements	All required building entries shall include at least one of the following features: (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;	Building entries have awnings, recessed entrances, porches, or stoops. Final design details delegated to staff.	Complies with conditions.

	<p>(2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;</p> <p>(3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or</p> <p>(4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.</p>		
Ground Floor Use Requirement For 400 South And North Temple Boulevard	When facing 400 South or North Temple Boulevard, the ground floor use area required by chapter 21A.37 of this title shall be built to accommodate an allowed commercial, institutional, or public use. Live/work uses qualify as a commercial use for this subsection.	Ground floor accommodates commercial or similar uses.	Complies
Multiple Buildings On A Single Parcel	Multiple principal buildings on a single parcel are permitted provided each principal building meets the requirements of this chapter and each principal building obtained a separate development score. New principal buildings can be located toward the rear of a parcel provided there is an existing or additional new principal building that complies with the front yard building setbacks. If one principal building receives a development score lower than other principal buildings on the site, the project shall be processed based on the lowest development score obtained. Multiple single-family detached dwellings and two-family dwellings may be located on one lot and are not required to obtain a development score.	Single building proposed	Complies
Parking	The purpose of this subsection is to provide locations for off street parking. All off street surface parking lots should be located so that they are compatible with pedestrian oriented streets. New uses and development or redevelopment	No off-street surface parking is proposed.	Complies

	within this district shall comply with the requirements of this subsection.		
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21A.37.050 Design Standards

REQUIREMENT	STANDARD	PROPOSED	COMPLIANCE Y/N
A. Ground Floor Use And Visual Interest:	<p>This standard's purpose is to increase the amount of active uses and/or visual interest on the ground floor of a building.</p> <p>A permitted or conditional use other than parking shall occupy 80% of the length of any street facing building façade. All portions of such ground floor spaces shall extend a minimum of twenty five feet (25') into the building. Parking may be located behind these spaces.</p> <p>Vehicle entry and exit ways necessary for access to parking are exempt from this requirement. Such accessways shall not exceed thirty feet (30') in width.</p>	<p>400 South: Commercial uses that have a depth of at least 25' extend across all of the frontage with the exception of the vehicular entry, which is less than 30' in width.</p> <p>900 East: Proposed project has a commercial use occupying the corner of the building. Uses other than parking and a vehicular entry, with an entry less than 30' wide, occupy the remaining frontage.</p>	Complies
B. Building Materials: Ground Floor	<p>Other than windows and doors, a minimum of 90% of the ground floor facade's wall area of any street facing facade shall be clad in durable materials. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be used for the remainder of the ground floor facade adjacent to a street. Other materials proposed to satisfy the durable requirement may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the ground floor of a structure.</p>	<p>400 South – 73% brick and concrete (durable), 27% break metal</p> <p>Metal is not listed as a durable material but some varieties have been approved by the Planning Director as is permitted in the ordinance. Applicant will provide information to determine an acceptable material that meets the Planning Director requirements.</p> <p>900 East – 91% brick and concrete; 9% break metal</p>	<p>400 South – Complies with conditions</p> <p>900 East - Complies</p>

B.2. Building Materials: Upper Floors	<p>Floors above the ground floor level shall include durable materials on 60% of any street facing building facade of those additional floors</p> <p>Windows and doors are not included in that minimum amount. Durable materials include stone, brick, masonry, textured or patterned concrete, and fiber cement board. Other materials may be approved at the discretion of the Planning Director if it is found that the proposed material is durable and is appropriate for the upper floor of a structure.</p>	<p>400 South – 65%*</p> <p>900 East – 62%*</p> <p>*EIFS limitation in TSA Design Standards requires a higher percentage of materials. This is addressed in the TSA Design Standards and the Conditions of approval.</p>	Complies
C.1 Ground Floor Glass	<p>The ground floor building elevation of all new buildings facing a street shall have a minimum of 60% glass between 3 and 8 FT above grade. All ground floor glass shall allow unhampered and unobstructed visibility into the building for a depth of at least 5 FT.</p>	<p>400 South – 67%</p> <p>900 East – 40%</p> <p>Staff is of the opinion that the 900 East facade meets the intent of this design standard. One of the intents of this design standard is to engage pedestrian and visual interest at the ground floor level of the building. 400 South, the primary elevation, exceeds the minimum glass requirements. This facade has 67%. The 900 East elevation includes the required entries and provides service access for the building.</p>	<p>400 South – Complies</p> <p>900 East – Does not comply, included with design review request.</p>
D. Building Entrances	<p>At least one operable building entrance on the ground floor is required for every street facing facade. Additional operable building entrances shall be required every 40 ft. The center of each additional entrance shall be located within six feet (6') either direction of the specified location. Each ground floor nonresidential leasable space facing a street shall have an operable entrance facing that street and a walkway to the nearest sidewalk. Corner entrances,</p>	<p>The 400 South facade has 13 entrances facing the street and the 900 East facade has five entrances. The spacing between entrances meets the requirement.</p>	Complies

	when facing a street and located at approximately a forty five degree (45°) angle to the two (2) adjacent building facades (chamfered corner), may count as an entrance for both of the adjacent facades.		
E. Maximum Length Of Blank Wall:	The maximum length of any blank wall uninterrupted by windows, doors, art or architectural detailing at the ground floor level along any street facing facade shall be 15 ft. Changes in plane, texture, materials, scale of materials, patterns, art, or other architectural detailing are acceptable methods to create variety and scale. This shall include architectural features such as bay windows, recessed or projected entrances or windows, balconies, cornices, columns, or other similar architectural features. The architectural feature shall be either recessed a minimum of twelve inches (12") or projected a minimum of twelve inches (12").	The length of blank wall on the 400 South and 900 East facades does not exceed 15 ft.	Complies
F. Maximum Length of a Street Facing Façade	Maximum length of a street facing façade is 200 feet. A minimum of 20 feet is required between separate buildings and the space between buildings shall include a pedestrian walkway at least 5 feet wide.	400 South – 434 ft 900 E – 186 ft The 400 South façade does not comply and is a component of this design review request. The intent of this design standard relates to breaking up the overall building mass and scale of the building façade. The proposal accomplishes this by breaking the building into several building masses delineated by changes in the building plane and, above the first floor, deeper recesses to provide amenities for residents and further break up the building masses for pedestrians and other passersby.	Does not comply, included with design review request.

ATTACHMENT F: DESIGN REVIEW STANDARDS

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	Rationale	Finding
A. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as the City's adopted "urban design element" and adopted master plan policies and design guidelines governing the specific area of the proposed development.	<p>As identified in Issues 1 and 2, the proposal and Design Review modifications meets the intent and purpose of the TSA-UN-C zoning district and the city's adopted planning documents.</p> <p>The proposed project also meets the intent of the urban design element of the City.</p> <p>The Salt Lake City "urban design element" document addresses the height, scale and character of buildings in the city. The proposal supports the policy concepts by maintaining a pedestrian-oriented environment at the ground floor, and using materials, detail, color, and scale that are compatible with others in the neighborhood and create pedestrian interest.</p>	Complies
B. Development shall be primarily oriented to the sidewalk, not an interior courtyard or parking lot. <ol style="list-style-type: none"> 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. 	<p>The proposal has entrances to the restaurant and retail spaces on the street facing frontages. There are several entrances to the residential units from 400 South and 900 East.</p> <p>The building is substantially at the minimum setbacks – this is 10' on 400 South and 87% of the 900 East frontage is within 5 feet of the property line.</p> <p>Parking for the residential units and commercial space is located interior to the building and is accessed from entrances on 400 South and 900 East.</p>	Complies
C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.	<p>The 400 South and 900 East facades have active ground floor uses.</p> <p>The ground floor of the 400 South façade is 67% glass and exceeds the 60% required. The ground floor of the 900 East façade is</p>	Complies

<ol style="list-style-type: none"> 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 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. 	<p>40% glass and is part of the design review request. The building is located on a corner and an active ground floor use with a number of windows is located at the corner of the building. The remainder of the façade has an entrance to the residential units, garage entrance, and service access. These are needed for building access, loading, and service access and are located in a less visible location that is likely to have less pedestrian traffic. The upper floors of the building meet the glass requirements.</p> <p>The 400 South active uses have sign bands that are similar across the units and allow for unique storefront signage. Clerestory windows are located above the restaurant street frontage, three retail spaces, and the primary residential entry. Canopies, awnings, decorative lighting, and additional fenestration provide visual interest on the storefronts.</p> <p>The restaurant has an approximately 600 sq. ft. outdoor dining area. Landscaping, primarily grasses and shrubs are located along the street frontage, particularly in areas where there is a grade change. Additional landscaping is located in the accessway for the canal that also serves as a dog run, and is on the second-floor residential amenity areas.</p>	
<p>D. Large building masses shall be divided into heights and sizes that relate to human scale.</p> <ol style="list-style-type: none"> 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. 2. Modulate the design of a larger building using a series of vertical or horizontal emphases to equate with the scale (heights and widths) of the buildings in the context and reduce the visual width or height. 3. Include secondary elements such as balconies, porches, vertical bays, belt courses, fenestration and window reveals. 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. 	<p>The proposed project is consistent with the height permitted by the TSA-UN-C zoning district. Its six floors will be compatible with the recently constructed 9th East Lofts located to the south of this project. This building has a greater setback to accommodate the Jordan and Salt Lake City canal along its frontage. As discussed earlier, the proposed building relocates the canal to side and rear allowing for greater pedestrian interest and interaction.</p> <p>With the exception of a projecting area on the west elevation, the upper floors of the building step back slightly from the ground floor. On the 400 South façade, the change in brick color between the active ground floor uses and upper residential units differentiates these two floors. The upper floor, which subject to Condition of Approval 1 will be fiber cement board, will be darker than the other materials and provides a “top” to the building. On the 900 East elevation, the upper floors are a mix of brick and, subject to Condition of Approval 1, fiber cement board. The upper floor is also fiber cement board.</p>	<p>Complies</p>

	<p>The first floor on 400 South meets the ground floor glass requirement with 67% glass. There is 40% glass on 900 East, which is less than the requirement, but the entries are highlighted, and the service access is placed in these less visible areas. There are a number of awnings, projections, and design details on the storefronts. Most of the residential units on the upper floors have balconies and there is a consistent fenestration pattern from floor to floor.</p> <p>The solid to void ratio on the first floor is appropriate for the active uses. The solid to void ratio on the upper floors is consistent with the 9th East Lofts, which is in the same zoning district and was constructed recently.</p>	
<p>E. Building facades that exceed a combined contiguous building length of two hundred feet (200') shall include:</p> <ol style="list-style-type: none"> 1. Changes in vertical plane (breaks in façade); 2. Material changes; and 3. Massing changes. 	<p>The proposed building meets these three requirements. As highlighted in the project description and Issue 2, there are several locations on the 400 South façade where there is a change in the vertical plane. The building is deeply recessed in two locations – one provides access to the structured parking and is recessed 23' from the front of the building with an amenity area above (recessed 80') and the second area that is recessed has an additional amenity area above the mezzanine level (recessed 75').</p> <p>As identified above in D., there are material changes between the base, middle, and top of the building. The ground floor and mezzanine level are an earth tone blend of brick. Floors 2-5 are gray brick. The top floor, as identified in Condition of Approval 1 is fiber cement board.</p> <p>As discussed in the project description and in Issue 2, the massing of the building is broken up in several areas. As the applicant identified, these provide four different masses, the corner massing element greater than 100', and all of the others less than 100'. 220' from the corner is a section recessed 23' from the front of the building with an amenity area above the first floor. 73' south, after the third massing section identified by the applicant, there is another recessed section with an amenity area above the mezzanine.</p> <p>In addition to the change identified above on the 400 South façade, there are changes in the vertical plane and massing of the</p>	Complies

	building on the rear/south elevation. Approximately 75' west of the 900 East elevation, there is a recessed area above the first floor with an amenity area (recessed 100'). There is an additional change in the vertical plane and a decrease in the massing further to the west when the property narrows and the depth of the building decreases.	
<p>F. If provided, privately owned public spaces shall include at least three (3) of the six (6) following elements:</p> <ol style="list-style-type: none"> 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") caliper when planted; 4. Water features or public art; 5. Outdoor dining areas; and 6. Other amenities not listed above that provide a public benefit. 	The proposal does not feature privately owned public spaces.	Not applicable
<p>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.</p> <ol style="list-style-type: none"> 1. Human scale: <ol style="list-style-type: none"> a. Utilize stepbacks to design a building that relate to the height and scale of adjacent and nearby buildings, or where identified, goals for future scale defined in adopted master plans. b. For buildings more than three 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: <ol style="list-style-type: none"> 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. 	The proposal requests the additional floor available with a TSA score that qualifies for administrative review. Staff has determined that the proposal meets the administrative review requirement. The proposal complies with the minimum and maximum height requirements.	Complies

<p>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.</p> <p>3. Cornices and rooflines:</p> <p>a. Shape and define rooflines to be cohesive with the building's overall form and composition.</p> <p>b. Include roof forms that complement the rooflines of surrounding buildings.</p> <p>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.</p>		
<p>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.</p>	<p>Parking will be located within the building and should not negatively impact pedestrians and cyclists in the public right-of-way. Entrances to the parking are provided from 400 South and 900 East. The width and location of this access is appropriate to the site and development.</p>	<p>Complies</p>
<p>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.</p>	<p>The proposed development does not include exterior loading docks. Waste and recycling areas are located interior to the building.</p>	<p>Complies</p>
<p>J. Signage shall emphasize the pedestrian/mass transit orientation.</p> <p>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.</p> <p>2. Coordinate signage locations with appropriate lighting, awnings, and other projections.</p> <p>3. Coordinate sign location with landscaping to avoid conflicts.</p>	<p>Signage is shown on the 400 South and 900 East elevations for the residential building and storefronts. The final dimensions and details of the signage are delegated to planning staff for approval.</p>	<p>Complies, with conditions</p>
<p>K. Lighting shall support pedestrian comfort and safety, neighborhood image, and dark sky goals.</p> <p>1. Provide street lights as indicated in the Salt Lake City Lighting Master Plan.</p>	<p>Street lights and other outdoor lighting are delegated to planning staff for approval.</p> <p>With the exception of accent lighting, the lighting will be downward facing and directed toward the pedestrian. Directing</p>	<p>Complies, with conditions</p>

<p>2. Outdoor lighting should be designed for low-level illumination and to minimize glare and light trespass onto adjacent properties and uplighting directly to the sky.</p> <p>3. Coordinate lighting with architecture, signage, and pedestrian circulation to accentuate significant building features, improve sign legibility, and support pedestrian comfort and safety.</p>	<p>the building entrance lighting toward the pedestrian will also minimize glare and light trespass onto neighboring properties.</p> <p>The lighting on the building will be placed at a human scale and will be directed toward the pedestrian and toward architectural elements on the building.</p> <p>The proposed lighting along the public sidewalk is sufficient to support pedestrian comfort and safety.</p>	
<p>L. Streetscape improvements shall be provided as follows:</p> <p>1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.</p> <p>2. 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:</p> <p>a. 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.</p> <p>b. Where practical, as in lower-traffic areas, use materials that allow rainwater to infiltrate into the ground and recharge the water table.</p> <p>c. Limit contribution to urban heat island effect by limiting use of dark materials and incorporating materials with a high Solar-Reflective Index (SRI).</p> <p>d. Utilize materials and designs that have an identifiable relationship to the character of the site, the neighborhood, or Salt Lake City.</p> <p>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.</p> <p>f. Asphalt shall be limited to vehicle drive aisles.</p>	<p>The proposal retains 10 existing street trees. It adds five golden rain trees on the 400 South frontage and five white ash on the 900 East frontage.</p> <p>The proposed hardscape improvements will comply with the standards. Privately owned public spaces are not provided as part of this proposal.</p>	<p>Complies</p>

ATTACHMENT G: DEPARTMENT COMMENTS

Public Utility Comments on the Design Review:

This review is for design review purposes and is not a complete building or utilities development permit.

The Salt Lake Jordan Canal relocation as part of this project has been coordinated with the engineer and Craig Zwick. This is essential work and work that must be done outside of the irrigation season (October – April)

Fire demands will need to be provided to model and determine if existing infrastructure can provide fire protection and culinary service. It is likely one or more of the water mains will need to be replaced to provide fire protection.

It is anticipated that no public way encroachments will be permitted as part of this project.

All unused water and sewer connections will need to be capped at the main.

The easement for the canal realignment must be finalized.

All Salt Lake City public utility standards, policies, and ordinance will apply.

Engineering – Scott Weiler, scott.weiler@slcgov.com

400 South is a state highway but the sidewalk on 400 South is SLC jurisdiction. Except for the curb cut assembly at the street corner, the sidewalk should be specified per APWA Std. Plan 231, not a UDOT standard. Some of the 10' wide sidewalk on 400 South is on private property. This is not a concern for SLC Engineering but it seems that 10' min. was required by someone reviewing this. The developer will be wise to submit plans to UDOT early in the design process to see if any of the existing street trees might have to be removed due to the proposed drive approach on 400 South.

Fire – Ted Itchon, Edward.Itchon@slcgov.com

The structure is a high-rise building as the measurements from the lowest point of fire department access (west side of 400 South) to the occupied floor level is above 75'. This means that the structure will be required to have a Fire Command Center, Fire Pump, secondary water supply, smoke evacuation for post fire operations, it may need a Alternative Means & Methods for fire department access.

Building Code – Tim Burke, Timothy.Burke@slcgov.com

At this juncture, there does not appear to be any Building Code-related issues that need to be addressed.

As always, the complete design will need to be logged in for formal review.

Primary concerns, among others, will be:

- Fire Department access. The proposed height may qualify as “high-rise”.
- Handicap accessibility.
- Rated construction separating the various (mixed) occupancies – both horizontally as well as vertically

Zoning – Anika Stonick, PatriciaAnika.Stonick@slcgov.com

Design Review for project in TSA-UN-C zoning district, at 410 E. 900 South, seeking approval of design featuring building façade longer than 200 feet (the limit given by 21A.37.050.F and 21A.37.060.B); design proposed meets requirement of 21A.36.010.B for one building on lot and seems to further intent of allowance of 21A.58.020.A.1 and 2 to consider traffic movements to and from the property/building using single driveway on 400 South Street; as building façade would be over twice as long as 200 foot length limit, should meet/possibly exceed design standards of 21A.37 and of 21A.26.078 (including front and corner side yard treatments of 21A.26.078.F.2.b); to verify complying with minimum requirements of 21A.37 and of 21A.26.078, for both Design Review and future permit requests, should present all design information on site plan and elevations (for example, provide calculations for ground floor area and area in glass and in durable materials, etc.).

Proposal involves two separate parcels of land (at 410 S. 900 East, parcel i.d.# 16-05-330-009, and at 402 S. 900 East, parcel i.d.# 16-05-330-010) which should be combined with lot consolidation process, accomplished with Planning Division.

To obtain and use Certificate of Address, from SLC Engineering; to fill out form Impact Fees Assessment form and provide when applying for permit review (fees due when pulling permit); to propose parking per 21A.44, landscaping per 21A.48 and to meet all other requirements of zoning ordinance.

Transportation – Michael Barry, Michael.Barry@slcgov.com

1. Parking calculations (21A.44.030) have been provided but appear to be incomplete. It appears that the maximum number of parking spaces are being provided for the residential and retail areas, however, additional spaces (10) are being provided for management and guest parking to which there are no calculations. Also, there are no calculations for ADA, bicycle and EV parking included in the calculations. The EV parking spaces must be equipped with a standard EV charging stations and shall be clearly marked for exclusive usage for EV's (21A.44.050.B.2). Parking calculations should also include loading berth requirements per 21A.44.070; loading berths shall be located on site. Indicate any parking modifications per 21A.44.040
2. The parking layout should be fully dimensioned and meet the requirements of 21A.44.020.
3. Ten foot sight distance triangles shall be shown at the egresses of the parking structure per 21A.40.120.E.4.
4. Details should be provided for ADA, bicycle and EV parking (signage, pavement markings and bike rack details).
5. All public sidewalks should be city property.

Rocky Mountain Power – Jeff Barrett, Jeffrey.Barrett@pacificorp.com

The plans do not appear to accommodate RMP's needs at this time. Please follow-up to address the identified concerns to ensure sufficient room is provided on the site.

- Updated site plan featuring dimensions of the electrical area. We discussed this area needing to be at least double the original size in order to accommodate a minimum of two transformers and two 3000-amp service entrances. We also talked about the potential of needing space for a switchgear and/or sectionalizing cabinet. This is something that should be accounted for in the site plans. Please submit a site plan showing this information along with the application for the ESA.
- I would like to see the layout of your metering and the location on the building. I believe you were planning on installing them on the exterior wall of the building along the alleyway. Is that still the case?
- More information regarding the easement on the backside of the property in relation to the canal. You had proposed the installation of concrete-encased conduit running beneath the canal. We need a clear understanding of where we will be granted access and any requirements from the canal company.
- The previous plan shows gas meters being installed in proximity to the proposed transformer location. We need to make sure this distance is acceptable. Please contact the gas company and verify that the clearances between Gas and Electric work send us their approval and then show the clearances on the site plan.
- What are their plans for temporary construction power? Can you use the existing transformer feeding this building? FP #050316, or will it need to be removed for construction of the new building and demolition of the old building?

ATTACHMENT H: PUBLIC PROCESS AND COMMENTS

Public Notice, Meetings, Comments

The following is a list of public meetings and other public input opportunities related to the proposed project:

Notice of Application to Recognized Community Organization:

Notice of the proposal, and request for input, was provided to the East Central/University Gardens Community Council on September 14, 2020.

Open House:

An online open house was posted on September 11, 2020.

Notice of the public hearing for the proposal included:

Early notification sent to property owners within 300' on September 14, 2020.

Public hearing notice posted on December 29, 2020.

Public notice posted on City and State website and Planning Division list serve on December 29, 2020.

Public hearing notice sent to property owners within 300' on December 29, 2020.

Public Input:

Staff has received one phone call and one email from adjacent property owners with questions and concerns about the project. Staff responded to the questions and put the adjacent property owners in contact with the architect. Staff responded to general questions about the project from the Community Council chair. It was not placed on an agenda. Staff received one email in support of the project and one email in opposition, which are attached.

From: [Kyle Deans](#)
To: [Javoronok, Sara](#)
Subject: (EXTERNAL) 9th East mixed use
Date: Wednesday, October 21, 2020 3:42:32 PM

I would like to voice my support for the design review approval for the 9th East and 400 South Mixed use project. They are not wanting to exceed the 1 parking stall per unit so I fully support the longer facade in this location.

Kyle R Deans
SLC Resident

From: [James Webster](#)
To: [Javoronok, Sara](#)
Cc: [Robin](#)
Subject: (EXTERNAL) Future ghetto
Date: Tuesday, October 20, 2020 1:29:46 PM

400 South already represents the worst possible mix of land use, a dire prescription for future housing degradation. The horses have been out of the planning barn for years along with Becker's naive incentives for big box unaffordable apartments, having created this morass. The failure to mandate parks and open space to the incentives was, and continues to be irresponsible. This project represents yet another example of an unquestioned policy to impose mass density with no thought of quality of life. As U students/staff, the primary target market dwindle due to virtual displacement, market forces this will cause degradation of this overbuilt corridor. This is not planning. Jim Webster, RLA

Sent from my iPhone

Sent from my iPhone