Staff Report

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Planning Commission

From: Diana Martinez, Principal Planner, 801-535-7215, diana.martinez@slcgov.com

Date: April 12, 2023

Re: PLNPCM2022-00053 - Conditional Use Application

Conditional Use

PROPERTY ADDRESS: 2111 South 1300 East
PARCEL ID: 16-20-230-003-0000 & 16-20-230-001-0000
MASTER PLAN: Sugar House Master Plan
ZONING DISTRICT: CB Community Business District
OVERLAY DISTRICT: 21a.34.060: Groundwater Source Protection Overlay District

REQUEST:

Nathan Abbott with Galloway US, representing the leasee Kum & Go, is requesting conditional use approval for a gas station that will be located at 2111 South 1300 East. The proposed project will consist of a 3,957 square foot convenience store to be located in the northwest corner of the property, three (two-sided) gas pumps located in the south area and underground fuel storage tanks placed along the eastern portion of the property. The subject property is approximately 0.83 acres combined (36,155 square feet) in size and is in the CB- Community Business Zoning District.

RECOMMENDATION:

Based on the findings listed in the staff report, it is the Planning Staff's opinion overall, that the project does not meet the applicable standards or the intent of the Sugar House Master Plan, nor can it successfully mitigate adverse impacts to the adjoining property & water resource, Sugar House Park & Parley's Creek, and therefore planning staff recommends the Planning Commission deny this Conditional Use request.

ATTACHMENT

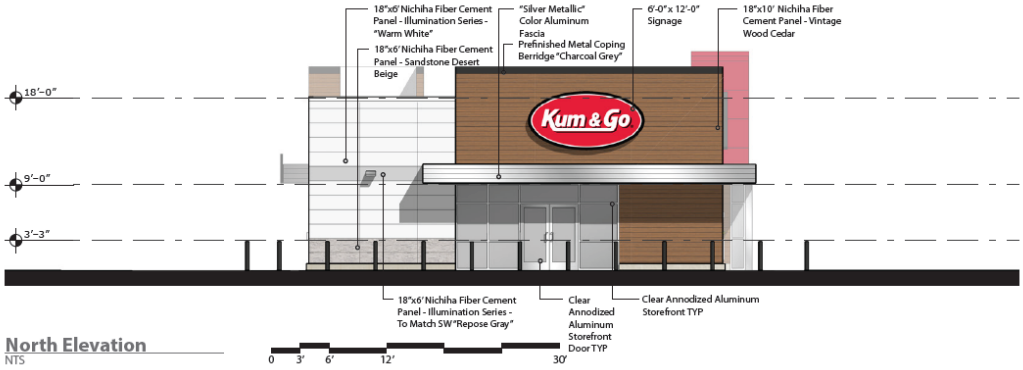
Additional Attachments to this staff report:

ATTACHMENT I: Public Comments
ATTACHMENT J: Letter from the Sugar House Community Council
ATTACHMENT K: Letter from the Sugar House Park Authority
& Letter from Rebecca Brown -Hydrogeologist
ATTACHMENT L: Ordinance 21A. 34.060 - Groundwater Source Protection Overlay District

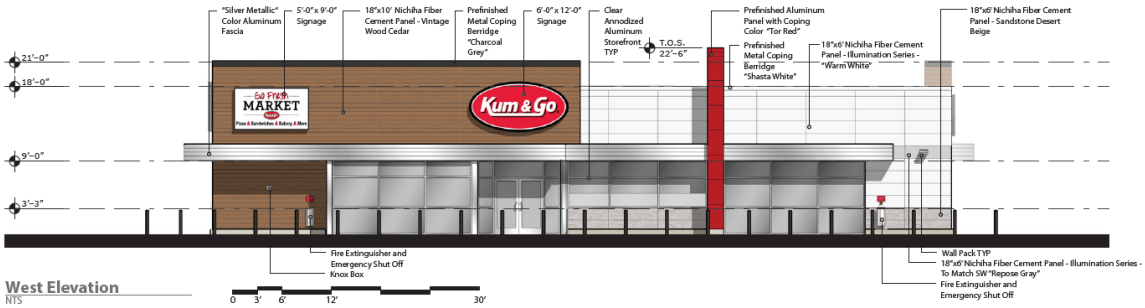
PROJECT DESCRIPTION

The applicant, representing the Kum & Go Company, is requesting approval to build a gas station and convenience store on the subject property at 2111 S. 1300 E, which is the southeast corner at the intersection of 2100 South and 1300 East.

The convenience store is proposed as a 3,957 square foot building. This building would be a convenience store that would sell snacks, drinks and quick household pick-up items. It will also have a "bistro" food area with an eating sitting area inside. The proposal would include three gas pumping stations that would be two-sided, with a canopy over the gas pumps that would be 18 feet tall (see Attachment C).



Building elevation looking at the building from 2100 South



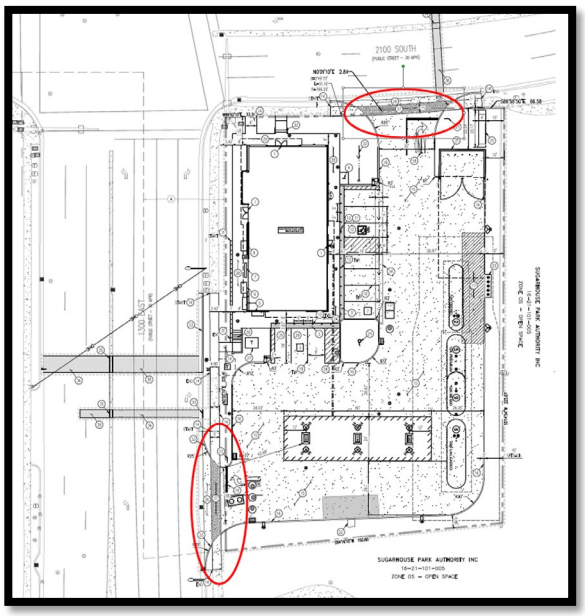
Building elevation looking at the building from 1300 East

Quick Facts:
Building Height: 21 feet (approximate), 1 story
Main Floor: Convenience store, retail goods
Square footage of building: 3,957 sq. ft.
Exterior Materials: Colored Aluminum, Fiber Cement Panel, Metal Coping, Glass
Parking: Proposed -10 parking spaces: one ADA parking, three electric vehicle charging station spaces, and six regular parking spaces.

The subject property is approximately 36,155 square feet (0.83 acres) in size and abuts Sugar House Park at the northwest corner. It is privately owned and is not part of the Sugar House Park property.

The proposed convenience store would be located in the most northwest corner of the parcel approximately 15.5 feet from the property line along 2100 South, and eight feet from the property line along 1300 East. Since the building facades face two public roads, there are two main entrances proposed one facing 2100 South and one facing 1300 East, in addition to the entrance located on the east side facing the parking area.

Currently, there are three vehicular access points to the property, two along 1300 East and one along 2100 South. The applicant is proposing two entrance points to the property. They will remove the more northly existing entrance and keep the south entrance along 1300 East and keep the one along 2100 South. Both of these access points will be right in/right out only. The ingress/egress along 1300 East will also serve as the access point to the property for the fueling tanker trucks for deliveries to the site. The fueling trucks will enter from the south along 1300 East and enter the property following the southern property line to the east to fill the tanks which are proposed to be located along the eastern area of the property. Kum & Go Company owns the fuel transport company and therefore, will dictate the standard operating procedures and routing for the fuel tanker trucks. Since the fueling trucks need to deliver the fuel on the passenger side of the truck to the underground storage tanks (USTs), entrance from 2100 South would not be feasible and therefore, fueling tanker trucks will be entering from the 1300 East entrance and exiting out the 2100 South egress only.



Proposed entrances -circled in red

The Kum & Go Company is not the owner of the property, they are leasing the property. The applicant has not addressed whether they will be purchasing the land out right, or if they will continue to lease the property for an extended period of time. The property owner has provided the necessary consent to the applicant to submit the Conditional Use application.

KEY CONSIDERATIONS

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

1. Conditional Use Purpose Statement
2. Sugar House Park: Environmental Amenities
3. Environmental Concerns: Underground Storage Tanks (USTs)
4. Environmental Concerns: Surface Water Runoff
5. Traffic Concerns: Vehicular increase to the 2100 South/ 1300 East intersection
6. Traffic Concerns: Fuel truck route after leaving subject property.
7. City plan policies
8. Landscaping buffer – for separation and storm drain filtration system

Consideration 1: Conditional Use Purpose Statement

Ordinance 21A.54.010 Purpose statement:

A. A conditional use is a land use which, because of its unique characteristics or potential impact on the municipality, surrounding neighbors or adjacent land uses, may not be compatible or may be compatible only if certain conditions are required that mitigate or eliminate the negative impacts. Conditional uses are allowed unless appropriate conditions cannot be applied which, in the judgment of the planning commission, or administrative hearing officer, would mitigate adverse impacts that may arise by introducing a conditional use on the particular site.

B. Approval of a conditional use requires review of its location, design, configuration, and impact to determine the desirability of allowing it on a site. Whether the use is appropriate requires weighing of public need and benefit against the local impact, taking into account the applicant's proposals to mitigate adverse impacts through site planning, development techniques, and public improvements. (Ord. 14-12, 2012)

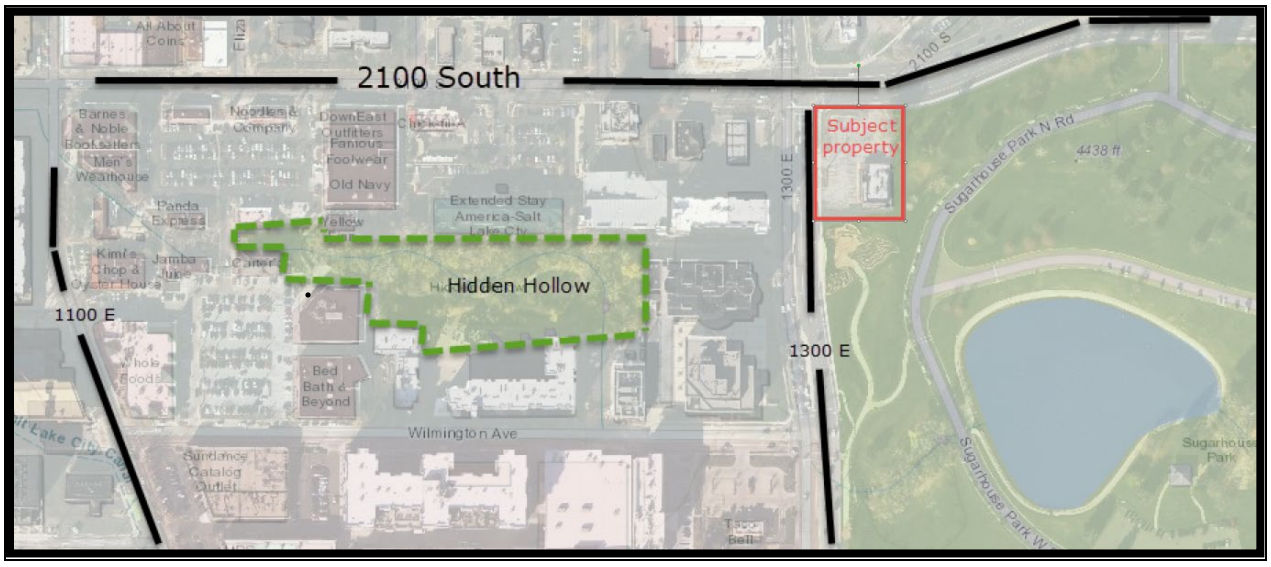
Although the applicant has proposed mitigation plans through development techniques and its proposed best management practices, this use is not appropriate for the location. The possibility of harmful and damaging effects from a potential gas tank leak ("release") or contaminated surface water run-off could cause a significant detrimental impact -or "adverse impact" – therefore, harming the soil, water and air quality of Sugar House Park, Parley's Creek and the community.

The State of Utah's Property Rights Ombudsman notes "detrimental impacts identified for a conditional use should be related to negative impacts on legitimate government interests, or on the public welfare". [1] The proposed gas station at this location creates negative effects to the government interest in Sugar House Park and the public welfare intended to be provided by regional parks, Parley's Creek, and Hidden Hollow, which is downstream from Sugar House Park. Salt Lake City Municipality and Salt Lake County governments co-own Sugar House Park, which is the second largest government (county and municipality) collaboratively owned and maintained public parks in the Salt Lake Valley/County at 110 acres (second to the soon to be opened Bingham Creek Regional Park -160 acres- co-owned by South Jordan City and Salt Lake County).

Since the late 1950's, Sugar House Park has been considered the "crown jewel" to the residents of Sugar House, Salt Lake City, and surrounding communities. The park is intended to be a designated area of open space under a trust conveyed in 1957 by Salt Lake City and Salt Lake County, to operate as a park for a period of 99 years, ending on December 31, 2055.

To the west of the subject property is the Hidden Hollow Natural Area, which is located in the heart of the Sugar House Business District. It was rededicated in 1999 as an urban natural area and an oasis for native plants and wildlife. The City placed a conservation easement over the property to protect its "natural, riparian, scenic, open space, historical, educational, aesthetic, and recreational values". It is also at immediate risk by any contamination to the Parley's Creek, since the creek runs through the middle of the area as an open creek. Surface run-off from the subject property that is not filtered properly will run into the storm drain and will eventually end up in Parley's Creek downstream through Hidden Hollow. This creates a clear negative impact, that cannot be mitigated, to the government interests of both Sugar House Park and Hidden Hollow Natural Area.

[1] https://propertyrights.utah.gov/find-the-law/legal-topics/conditional-uses/ -What are Detrimental Impacts?



The city standards for a conditional use (see Attachment G), state if the anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated…the conditional use shall be denied by the Planning Commission.

The applicant has not provided information that demonstrates that the reasonably anticipated potential for soil, water and air contamination created by the proposed use can be substantially mitigated. Since any contamination to the park, specifically to the secondary recharge water source of the Parley's Creek, and the surrounding community, would happen mostly through underground gas tank leakage (or "release") and contaminated surface water run-off, even best management practices cannot guarantee that this will not happen. Evidence of the frequency of leaks and types of leaks can be found in Consideration 3. For the protection of Sugar House Park, Parley's Creek, Hidden Hollow and the community, there is no mitigation effort that can reduce the risk to these government and public interests and therefore this application for a Conditional Use should be denied.

As noted by the Utah Court of Appeals, "a conditional use is rooted in the idea that some uses, due to 'unique characteristics or potential impact[s]' on 'surrounding neighbor[s] or adjacent land uses, may not be compatible in some areas.'" Staker v. Town of Springdale[2] (citing the definition of "conditional use" in Utah Code Section 10-9a-103).

[2] Book 481 of the 3rd series of the Pacific Reporter beginning on page 1044.

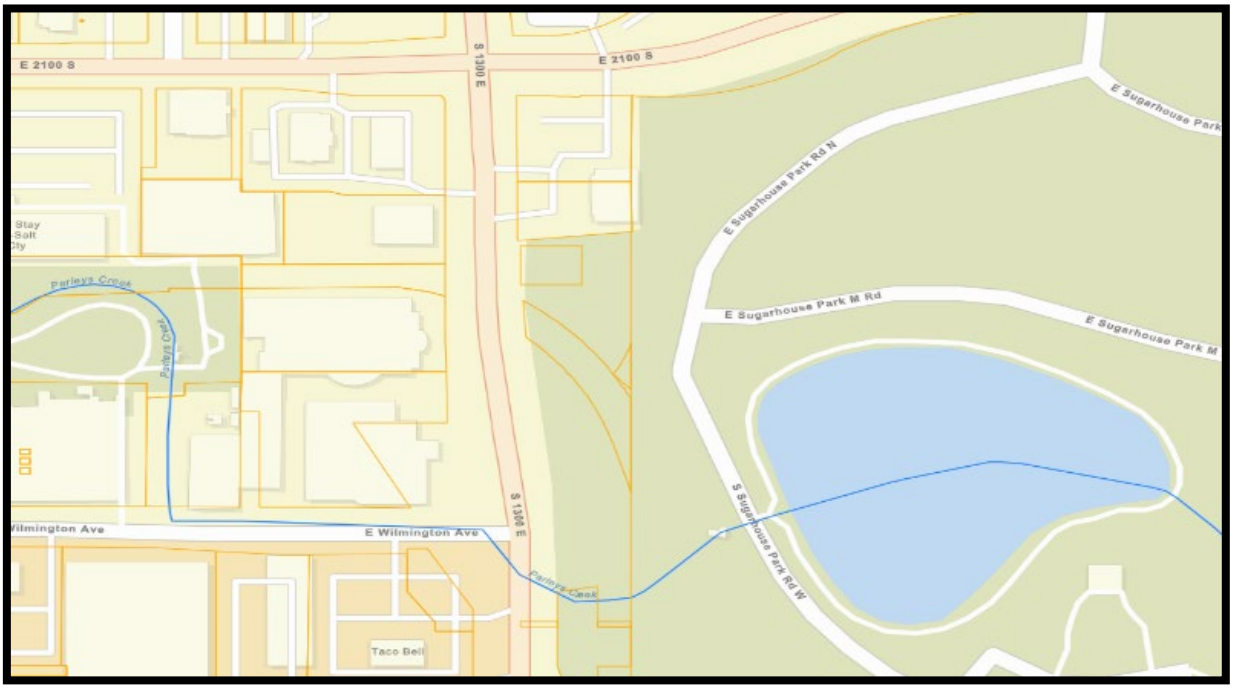
Consideration 2: Sugar House Park: Environmental Amenities

Prior to the existence of Sugar House Park, the property to the east of the subject property was the site of the Utah State Prison "Territorial Penitentiary" (or Sugarhouse Prison), from January 1855 until March 12, 1951. The prison sat on the 10-acres closest to the subject property.

After the prison was moved from the property in 1951, the 110 acres was converted to Sugar House Park. Sugar House Park encompasses most of the area, with 30-acres to north being the site of Highland High School.

Layout of Sugar House Park -showing Highland High School in the Northeast corner

Parley's Creek runs through the park, coming down from Parley's Canyon to the east. The creek runs through the center of Sugar House Park and fills the pond at the west end. At 1300 East the creek is piped underground across 1300 East to Wilmington Avenue, it is then diverted (still piped) to the north to Hidden Hollow, which is an "urban natural area". The creek is an open running creek through Hidden Hollow as it runs west until it is again piped just before it hits 1100 East.



Route of Parley's Creek (in blue) from the Sugar House Park Pond to Hidden Hollow

The subject property and Sugar House Park are both located in a Secondary Recharge Area -protected by the Groundwater Source Protection Overlay District which serves "*to protect, preserve, and maintain existing and potential public drinking groundwater sources in order to safeguard the public health, safety and welfare of customers and other users of the City's public drinking water supply, distribution and delivery system.*" [3]. The Secondary Recharge Area provides the primary means of replenishing groundwater as a secondary drinking water source, which can be up to 10% of the city's water supply[4].

"Primary recharge areas are composed of rock and boulder without confining clay layers. Anything spilled on the surface of this area can easily make its way into the groundwater, without the time and natural soil filtration necessary to clean it. Compounds that easily mix with water and can be drawn down into the water supply are of particular concern. **Secondary recharge areas** are similar to primary recharge areas, but have sporadic clay layers, so that some surface contamination can be contained. However, these layers aren't continuous, the level of safety is low. These two over-lay areas cover the foothills and the front facing mountain ranges."[5]

Under the Groundwater Source Protection Overlay District, underground Storage Tanks are listed as "**Restricted Uses**" in the Secondary Recharge Area and therefore, represent a "**potential contamination source**" (See Appendix B of the Groundwater Source Protection Overlay District Ordinance -attached at the end of the staff report). Having a gas station use with underground fuel tanks within this overlay districts jeopardizes the purpose of the overlay district to protect the Secondary Recharge Area, as it is in conflict with city policies and environmental considerations.

[3] Salt Lake City Ordinance 21A.34.060.B.
[4] https://water.utah.edu/2018/05/10/drinking-water-and-the-wasatch-front/
[5] Ground-water Source Protection Ordinance -September 4, 1998 attached at end of report.

Consideration 3: Environmental Concerns: Underground Storage Tanks (USTs)

There are many environmental concerns related to this proposal for a gas station. Particularly since it is being proposed on property abutting Sugar House Park and within 350 feet of the pond in the park. Parley's Creek flows into and out of the park pond. The main environmental concern is soil, water and air contamination caused by a leak (or "release" -the technical term for a gas leak) of petroleum from the underground storage tanks (USTs).

Example of underground storage fuel tanks

There are over 769 gas stations in Utah as of 2019 with underground fuel storage tanks (UST).[6] According to the Utah State Department of Environmental Quality -Environmental Response & Remediation, at the end of 2022, there were approximately 3,604 USTs in the state of Utah and of 768 facilities inspected there were 54 confirmed release (leaks) sites reported. As indicated in the following table 76% of USTs were complaint at the time of inspection., which means that 24% of the USTs were not in compliance. That amounts to 864 USTs, or one of every four, that were not compliant. It is reasonable to expect USTs that are not compliant at time of inspection, create an environmental impact that may only be discovered during required inspections.

[6] 2019- U.S. Energy Information Administration (eia.gov)

Utah's Summary Information On Underground Storage Tanks (USTs)

General Information

Public Record Posted Date:	12/5/2022
Total Number Of UST Facilities::	1309
Total Number Of USTs:	3604

Summary Information For On-Site Inspections

Number Of UST Facilities Inspected:	768
Inspection Period Dates:	October 1, 2021 To September 30, 2022
Percent Compliance at Time of Inspection (Combined Measure):	76 %

Note: Tank, facility, and on-site inspection information is based on State of Utah site inspections, and file records. On-site inspections measure compliance with State and Federal UST regulations. Percent Compliance is based on the Technical Compliance Rate (TCR), which is a composite measure of compliance with spill prevention, overfill prevention, corrosion protection, and release detection requirements. The TCR and supporting measures are described in EPA's April 2018 guidance.

Summary Information For Releases

Number Of Confirmed UST Releases:	54
Release Reporting Period Dates:	October 1, 2021 To September 30, 2022

Summary Information For Release Sources And Causes

Source			Cause													
			Spill		Overfill		Damage		Corrosion		Install		Other		Unknown	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Tank	12	22 %	0	0 %	0	0 %	1	33 %	3	43 %	0	0%	0	0 %	8	28 %
Piping	8	15 %	0	0 %	0	0 %	1	33 %	3	43 %	0	0%	0	0 %	4	14 %
Dispenser	11	20 %	5	63 %	3	60 %	1	33 %	0	0 %	0	0%	0	0 %	2	7 %
STP	2	4 %	0	0 %	0	0 %	0	0 %	1	14 %	0	0%	0	0 %	1	3 %
Delivery Problem	5	9 %	2	25 %	2	40 %	0	0 %	0	0 %	0	0%	1	50 %	0	0 %
Other	4	7 %	1	13 %	0	0 %	0	0 %	0	0 %	0	0%	1	50 %	2	7 %
Unknown	12	22 %	0	0 %	0	0 %	0	0 %	0	0 %	0	0%	0	0 %	12	41 %
Totals	**54**		**8**		**5**		**3**		**7**		**0**		**2**		**29**	

= number, % = percent of total number

Note: Release, source and cause information is based on Federally Regulated Underground Storage Tanks and Federally Regulated Leaking Underground Storage Tanks. Source and cause data were collected using data provided to the State of Utah from Site Inspections and Closure Notices.

The public can obtain site-specific UST information on compliance and releases. In making a request to review files, please call (801) 536-4100, fax (801) 359-8853, or mail the GRAMA Coordinator at: P.O. Box 144840 (195 North 1950 West), Salt Lake City, Utah, 84114-4840. You will be notified when your files are ready to be reviewed. For additional information, please visit our web site at https://deq.utah.gov/ or our interactive map at https://enviro.deq.utah.gov/

The purpose of this report is to comply with the Public Record Provision Of The Energy Policy Act Of 2005

Utah obtains more than 10% of the population's drinking water from groundwater. The Department of Environmental Quality has regulations in place to protect this valuable public resource. "When an UST leaks, it becomes a Leaky Underground Storage Tank (LUST) and poses a risk to human health and the environment. Currently, there are more than 3,000 LUST sites in Utah. These sites have resulted in contaminated ground water and in some cases, explosive situations."[8]

Although there are multiple layers that the tanks are contained in, and there are sensors that monitor "releases", the potential for underground storage tanks to leak exists and is not rare and therefore, it is a reasonable anticipated detrimental effect. There is no monitoring system that is 100% reliable to detect releases (petroleum leaks) and there is no definitive way to keep leaks from happening. There is no evidence presented that indicates petroleum releases can be substantially mitigated. Statistics and proof from the Department of Environmental Quality show that releases of petroleum are a frequent occurrence. The detrimental environmental impact to Sugar House Park and Parley's Creek would be tragic for the community and jeopardize the government interest in the park, creek and create negative impacts to the health and safety of the public.

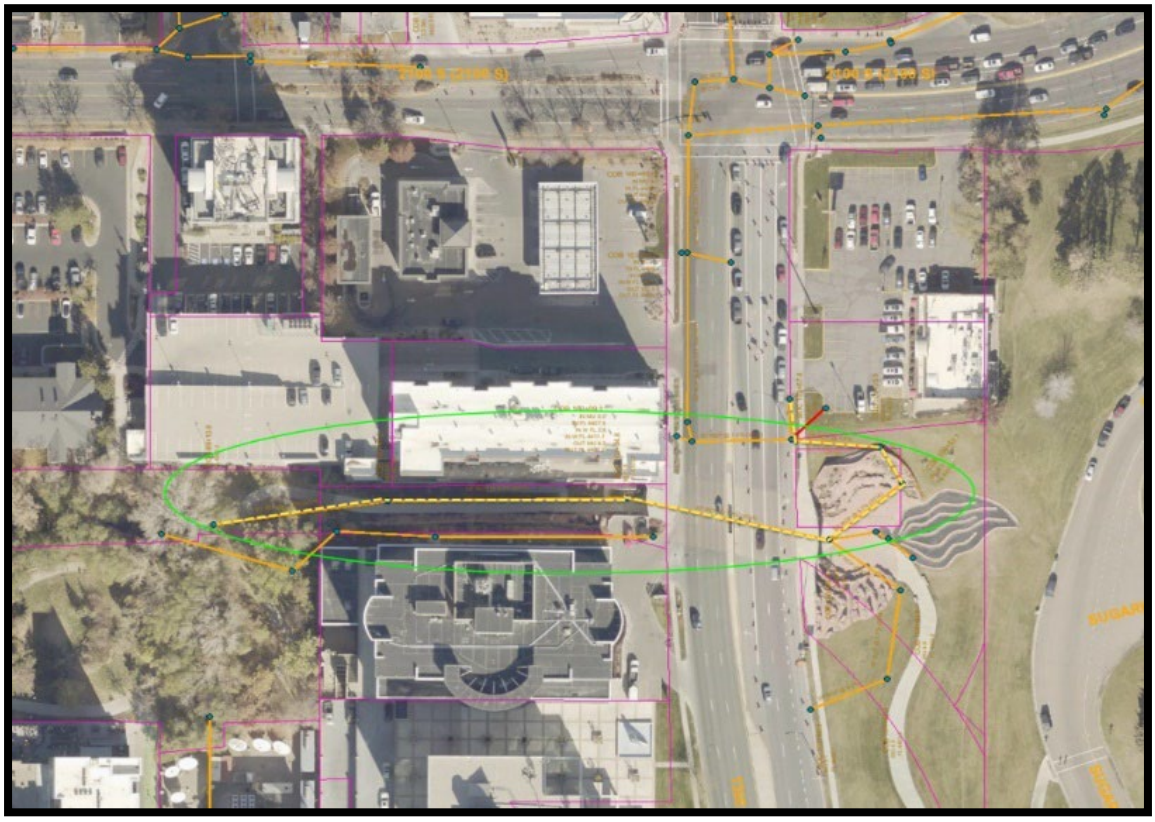
Consideration 4: Environmental Concerns: Surface Water Runoff

A second environmental concern for having a gas station next to Sugar House Park, is the possibility of surface water runoff from the gas station, contaminating the soils and water sources of the park. "The sources of drinking water (both tap water and bottled water) include rivers, lakes, streams, ponds, reservoirs, springs and wells. As water travels over the surface of the land or through the ground, it dissolves naturally occurring minerals…organic chemical contaminants, including synthetic and volatile organic chemicals, which are by-products of industrial processes and petroleum production… can also come from gas stations"[9]

Although gas stations with underground storage tanks (USTs) are required by the Utah Department of Environment Quality to have spill prevention equipment and containment sumps (for monitoring piping), overfilling of the UST from fuel trucks for product delivery, periodically happens. This means spilled petroleum could potentially get into and contaminate the soil and water within the park and Parley's Creek by surface runoff. Leaking gas and oil from vehicles on the gas station grounds, can also create tainted surface water runoff that may not be properly captured on-site.

The City's Public Utilities Department has stated in their review that stormwater and runoff from this site goes directly to Parley's Creek by way of the storm drain along 1300 East. (See Attachment I). If there is any failure to the management, treatment or control of this runoff, contamination to the creek is imminent and could not be prevented. For example, this news article[10] describes an incident where a gas pump was damaged when it was backed into by a gas station patron's vehicle. The emergency shut off failed and gasoline flowed into the storm drain and a nearby creek. Residents were advised to stay indoors while the creek was monitored.

[7] https://documents.deq.utah.gov/environmental-response-and-remediation/ust-lust/branch/DERR-2016-017921.pdf
[8] https://deq.utah.gov/environmental-response-and-remediation/underground-storage-tank-branch#why-are-usts-regulated
[9] R309-225. Monitoring and Water Quality documents.deq.utah.gov › drinking-water › rules › DDW-2017-004206
[10] https://jalopnik.com/over-1-300-gallons-of-fuel-spills-after-an-suv-backs-in-1848252967



Storm drain route from subject property to Hidden Hollow (within green oval- marked by dotted yellow line)

Any failure of best management practices would cause risk of contamination to the Parley's Creek through the storm drain connection. There are no best management plans that can mitigate the negative impact since spills are caused by human error and may lead to a potential failure.

Consideration 5: Traffic Concerns: Vehicular increase to the 2100 South/ 1300 East Intersection

The applicant provided a Traffic Impact Study (TIS) for the following specific areas to see if they would be affected by the proposed development:

- E 2100 S/S 1300 E
- S 1300 E/Site Access
- E 2100 S/Site Access

Here are excerpts from that TIS:
"The application proposes consolidating the two existing access points along S 1300 E. to a single right-in/right-out. Additionally, the site will continue to access via E 2100 S at the existing right-in/right-out. These two access points will facilitate access and circulation throughout the site."[11]

[11] TIS submitted by the applicant, pg 5 of 109.

"E 2100 S is a divided six-lane roadway east of S 1300 E and an undivided four-lane roadway west of S 1300 E. The posted speed limit is 30 mph in the vicinity of the subject site. The roadway is classified by the City of Salt Lake City as an arterial providing east-west connection through the region and access to a number of residential and commercial developments. The intersection with S 1300 E operates under signalized control."[12]

"S 1300 E is a divided six-lane roadway south of E 2100 S and an undivided two-lane roadway north of E 2100 S. The posted speed limit is 30 mph in the vicinity of the subject site. The roadway is classified by the City of Salt Lake City as an arterial and provides north-south connection through the region and access to a number of commercial and residential developments. The intersection with E 2100 S operates under signalized control."[13]

The study was conducted last year when the Sizzler was inoperable and there were no counts taken from the subject property because there were no cars entering or exiting the property. The traffic impact study cannot be reasonably relied upon to provide meaningful understanding of the potential impacts.

The applicant's TIS states that the 2028 future level of service for the study area will operate at an "overall LOS "E" or better during the AM and PM peak hours, generally consistent with existing conditions. Minor increases in delay are forecasted due to growth along the arterials within the study area."[14] LOS stands for "level of service" and at an "E" this is not an acceptable service level for many residents and community.

Levels of service	Vehicle flow states	Average vehicle speed	V/C
Level A	Driving smoothly	>48km/h	0≦V/C<60%
Level B	Stable vehicle flow	>40km/h	60≦V/C<70%
Level C	Stable vehicle flow	>32km/h	70≦V/C<80%
Level D	Less stable vehicle flow	>24km/h	80≦V/C<90%
Level E	Unstable vehicle flow	≈24km/h	90≦V/C<100%
Level F	Traffic congestion	<24km/h	≧100%

LOS= Level of service V/C= Volume to Capacity ratio

The applicant's TIS also stats on a comparison table between a high-turnover sit-down restaurant use and the proposed gas station w/convenience store, the site trip generation will be approximately 364 more trips per day for the proposed gas station.

Just because the roadway can physically handle the increase in traffic, does not mean the community can. This becomes a concern for the public health, safety and welfare for the community, "this is not a capacity issue, it is a livability issue"[15]. The difference in trip generation negatively impacts people

[12] Ibid pg 12/109
[13] Ibid pg 13/109
[14] Ibid pg 21/109
[15] https://blogs.extension.iastate.edu/planningBLUZ/2015/05/28/denial-of-conditional-use-permit-not-unreasonable-concurring-opinion-suggests-consideration-of-the-comprehensive-plan-in-cup-cases-misplaced/

using the sidewalks and cyclists who travel past the property. It should be noted that the city is planning a redesign of 1300 East and 2100 South with the intent of making the streets safer for people on the sidewalk, on bikes, or other human powered transportation modes. The plans include a shared bicycle path along 1300 East and separated bike lanes on 2100 South along the subject property. This is part of the "Local Link" that was recently adopted by the City Council: Sugar House Park Loop Priority Project.

Table 5-1
K&G 2506
Site Trip Generation

Land Use	Land Use Code	Amount	Units	AM Peak Hour In	AM Peak Hour Out	AM Peak Hour Total	PM Peak Hour In	PM Peak Hour Out	PM Peak Hour Total	Average Daily Trips
Existing										
High-Turnover (Sit-Down) Restaurant	932	4,899	SF	26	21	47	27	17	44	525
Pass-by (AM 0%/PM 43%)				0	0	0	(11)	(7)	(18)	(210)
Net Difference Total				26	21	47	16	10	26	315
Proposed										
Gas Station with Convenience Store	945	6	FP	81	81	162	69	68	137	1,543
Pass-by (AM 60%/PM 56%)				(49)	(49)	(98)	(39)	(38)	(77)	(864)
Net Difference Total				32	32	64	30	30	60	679
Net New Trips (Proposed - Existing)				**6**	**11**	**17**	**14**	**20**	**34**	**364**

Note(s):
(1) Trip generation based on the Institute of Transportation Engineers' Trip Generation Manual, 11th Edition

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The conclusion and recommendation stated in the TIS came to this summary:

"Conclusions based on the results of this traffic impact study; the following may be concluded:

• Under existing traffic conditions, the signalized intersections within the study area currently operate at overall acceptable levels of service (LOS) "D" or better during the weekday AM and PM peak hours.

• Under background future traffic conditions, without the development of the subject site, delays would increase slightly at study intersections due to regional traffic growth. The signalized intersections would operate at LOS "E" or better.

• The proposed site development would generate, upon completion and full occupancy, 64 net new weekday AM and 60 net new weekday PM peak hour vehicle trips as well as 679 net new weekday daily trips.

• Compared to the existing use, the proposed use would generate 17 more net new weekday AM, 34 more net new weekday PM, and 364 more net new average daily trips.

• Under total future traffic conditions, all study intersections, including proposed site connections would operate at levels of service consistent with background conditions.

• The proposed use would not substantially impact the surrounding network and would improve safety to the network by consolidating existing access points.

Recommendations

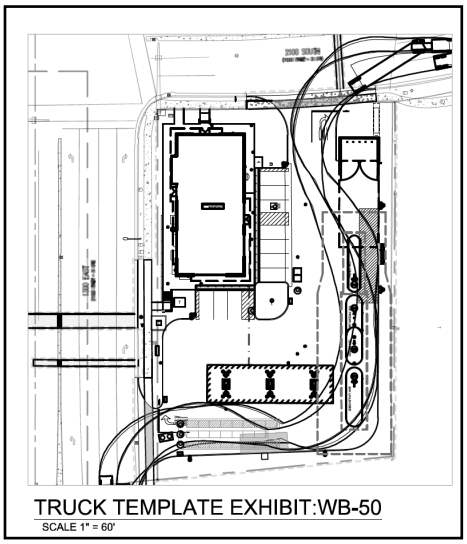
[16] TIS submitted by the applicant, pg 36 of 109

• It is recommended that the proposed development provide access consistent with the attached plan."[17]

The proposed use is too vehicular intense for the site, in regard to the additional traffic that it will contribute to the traffic at the 2100 South/1300 East intersection and to the immediate area and community and the number of anticipated trips generated by the use jeopardizes the city's future plans for pedestrian and bicycle improvements on 1300 East and 2100 South. The number of trips cannot be reasonably mitigated since gas stations are not destination spots. Most patrons stop at gas stations and convenience stores on their way from other targeted stops, and trips tend to be higher than what is reasonably anticipated within the CB zoning district. There is no condition that can be applied and reasonably enforced to limit the number of trips anticipated by the applicant's provided information.

Consideration 6: Traffic Concerns: Fuel truck route after leaving subject property.

Planning Staff has concerns about the route that the fuel trucks will take after they leave the subject property. Because both ingress/egress locations are directionally right-in right-out, the fuel trucks will come into the subject property from the south, entering at the 1300 East entrance, and then exit the 2100 South exit heading east of the subject property. Delivery trucks will not be entering the subject property at the ingress at 2100 South. This is a choice by Kum & Go to have the fueling trucks enter the subject site from 1300 East and existing to the east out the 2100 South exit. Only regular vehicles will use the ingress from 2100 South.



Truck route for goods and fuel deliveries -designated by the Kum & Go Company

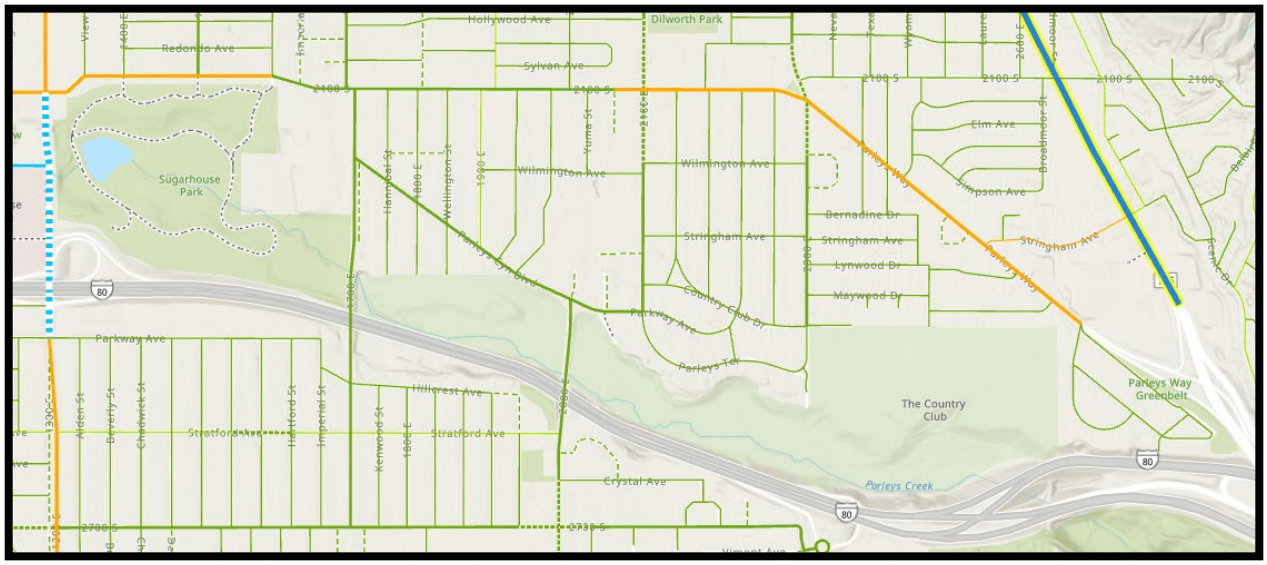
The neighborhood to the east of the subject property is primarily residential single-family dwellings on the north side of 2100 South, and the park on the south side, followed by more residential single-family dwellings further to the east.

Along 2100 South, from 1300 East to 1700 East there are three lanes directional to the east. After 1700 East, there are only two lanes directional to the east. There is a future transportation plan

[17] Ibid pg. 47 of 109.

(2024-25), to decrease the number of lanes to two lanes from 1300 East to 1700 East and to one lane each direction, from 1700 East eastward to the I-80/1-215 connection just past Parley's way.

Depending on the time of day that the fuel trucks come (since the proposal is for a 24-hour operation), the fuel trucks could be a disturbing factor to the residence that live along 2100 South. 2100 South is designated as a "**Collector**" street, with speed limits of 25 mph between 1300 East and 1600 East, and 20 mph between 1600 East and 2060 East, and again at 25 mph between 2060 East up through Parley's Way to the 1-215 freeway entrance.



Street Typologies Map showing - the orange sections, of 2100 South and Parley's Way, are "Collector" street sections with a 25 mph speed restriction. The green section along 2100 South is "Collector" street section with a 20-mph speed restriction.

Since the fueling trucks will be directed to leave the proposed gas station site east along 2100 South, this may cause disturbance for the residents that live along 2100 South -east of 1300 East. In addition, it could cause safety issues for the residents/pedestrians and school children along 2100 South, since this is not a typical route for large tanker trucks.

If the proposal is approved by the Planning Commission, limited hours for delivery times to the site, should be considered as a condition of that approval to minimize scheduled disturbance to the neighborhoods along 2100 South.

Consideration 7: City plan policies

The Master Plan labels this subject property as Low Intensity Mixed Use.

***Sugar House Master Plan**:*
Low-Intensity Mixed Use allows an integration of residential with small business uses, typically at ground floor levels. Height limits generally include one- and two-story structures. The intent is to support more walkable community development patterns located near transit lines and stops. Proposed developments and land uses within the Low-Intensity Mixed Use area must be compatible with the land uses and architectural features surrounding each site.

The Sugar House Community Development Objectives are as follows:

Policies

- *Develop the Sugar House Community to be a sustainable, attractive, harmonious and pedestrian oriented community.*
- *Strengthen and support existing neighborhoods with appropriate adjacent land uses and design guidelines to preserve the character of the area.*
- *Create visually interesting pedestrian-friendly street networks that directly connect local destinations.*
- *Improve all modes of mobility including street and trail networks, transit, pedestrian and bicycle movement opportunities, and off-street cooperative parking facilities.*
- *Support small locally owned neighborhood businesses to operate harmoniously within residential areas.*

Stated in the Sugar House Master Plan:

Small commercial centers located within or immediately adjacent to neighborhoods provide a necessary service to Sugar House residents. Historically, however, the demand for neighborhood convenience stores has been varied, particularly with the emergence of regional shopping centers and easy access to transportation facilities.

Today, there is a renewed recognition of the value of having neighborhood businesses that residents can walk to instead of having to drive to. In addition, neighborhood businesses are frequently locally owned so more of the profits stay in the area. Neighborhood Commercial areas may consist of four corner sites or isolated parcels. The businesses range from grocery stores to restaurants.

Changes that are recommended:

• Eliminating incompatible automobile-oriented uses where allowed;
• Requiring windows on the first floor of new buildings with entrances facing the street and parking located in the rear;
• Providing a pedestrian circulation component in every development approved;
• Requiring multiple public entrances in new larger buildings;
• Requiring design review or site design standards; and
• Requiring signage to be at the pedestrian level.

Plan Salt Lake:
Air quality has been identified as one of the most important issues for Salt Lake City residents and is one of the most frequently discussed topics in the region. This is especially true during the winter months when the Wasatch Front is plagued by pollutant trapping inversions and deteriorating air quality. The inversions create more than just a health hazard and negative impact on the natural environment, they affect overall quality of life for residents and create negative perceptions for visitors and investors. Poor air quality is directly related to pollutants caused by vehicle and industry emissions.

Plan Salt Lake expresses the need for cycling and walking to have the necessary infrastructure in our city to ensure that they are not just recreational activities but convenience, safe, and viable transportation options, although the primary form of transportation is still private automobile use. The automobile dependency increases air pollution, traffic, and encourages development that is designed for cars, not people.

Initiatives of Plan Salt Lake encourage transit-oriented development, likewise, the Sugar House Master Plan states that Sugar House will be an area of Salt Lake City where people can circulate without dependence on the private automobile (2001).

> *Accommodating the pedestrian and bicyclist reduces reliance upon the automobile and provides better linkage for neighborhoods.*
>
> *It is critical that alternatives to the automobile be considered in all decisions made by the City, including capital improvement projects, transportation, planning and zoning. In the past, too little attention was given to provisions of pedestrian access in new development, bicycle routes, trail systems and transit options. The automobile has typically been given priority over other modes of mobility, thus relegating the pedestrian and cyclist to be given secondary or worse yet, no consideration when designing access routes.*
>
> *The community supports a number of solutions to remedy this situation, such as providing safe, comfortable and convenient pedestrian and bicycle path connections that may encourage walking, biking, and transit use. Additionally, reducing travel distances encourages safer and increased levels of bicycling and walking.*

The subject proposal is a vehicular focused development that would generate more traffic than a high-volume sit-down restaurant and is not consistent with the policies of the Sugar House Master Plan. This proposal does not adequately address a connection to Sugar House Park, the pedestrians or bicyclists that may pass in front of the property and jeopardizes the city's future plans for improving the safety of 1300 East and 2100 South. The proposal motivation is for the sale of gasoline to vehicular traffic. The overall impacts that will negatively impact the immediate vicinity are environmental impacts such as air quality and quality of life reduction by way of increased traffic.

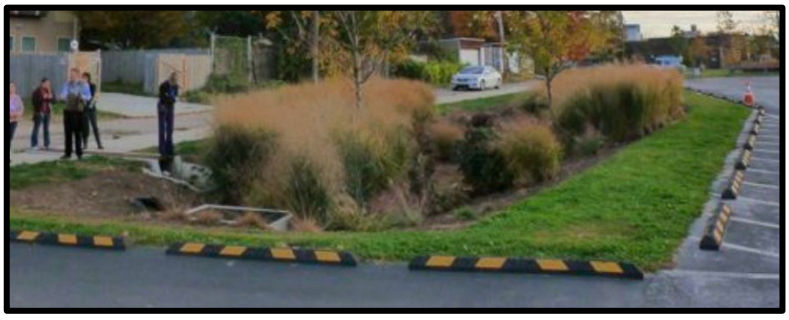
Consideration 8: Landscaping buffer – for separation and storm drain filtration system

Because of the incompatibility of the gas station proposal use and the Sugar House Park, Planning Staff believes having a significantly upgraded landscaping buffer between the two should be considered if this proposal is approved. This would increase the separation between the two incompatible uses naturally, while allowing a connection between the two for the patrons of both. The applicant is showing a connection point in the southeast corner, where patrons of the park could come up into the Kum & Go

subject property to patronize the convenience store. Staff believes a better location, may be in the northeast area of the property, in order to provide a safer connection for pedestrians, since the proposed location would have pedestrians walking through the vehicular gas filling stacking area.

In addition to the upgraded landscaping being used to naturally separate the gas station and the park, the Public Utilities Deputy Chief Engineer is requiring a green infrastructure (landscaping and detention area) to serve as a secondary treatment and containment area. This would be an additional natural filtration system, or buffer, for storm water treatment for surface runoff from the property.

Some examples of a secondary treatment and containment area that the Public Utilities Deputy Chief Engineer is requiring would be as such:



DECISION:

The Planning Staff is recommending denial of this application to the Planning Commission. However, should the Planning Commission decide to approve this application, the Planning Staff recommends adding the following list of conditions. These conditions may lessen some of the significant detrimental impacts but cannot fully or adequately mitigate all potential contaminating effects to the groundwater systems, creek, or soils contained in or downstream of the park.

1. Monitoring sensors to be placed with the petroleum tanks for detecting a release of any level. This should be inspected by the Salt Lake City Fire to confirm that the sensors are in place.
2. The landscaping along the east and south property lines should be upgraded to give an appropriate buffer between the gas station and the park.
3. USTs should have over fill prevention valves to protect, prevent and detect, any overfilling of fuels to the USTs.
4. Fiberglass tanks should be used for the underground storage fuel tanks, to ensure a greater durability and lifespan for the site.
5. Building entrances facing 2100 South and 1300 East must remain open 100% of the time during business hours for customer access, since they are the main entrances for the building.
6. No fencing shall be permitted along the east or south property lines, which would create a delineated separation between the subject property and Sugar House Park.
7. Work with the planning staff to create a safer park connection from the subject property for pedestrian traffic in the northeast area of the subject property, rather than the southeast corner connection near the gas pumps and more vehicular traffic. *
8. Work with the transportation engineers on a trail connection to Sugar House Park. *
9. Work with the transportation engineers on a bike connection along the frontage sidewalk along 1300 East. *
10. For stormwater quality- because of the proximity to Parley's Creek and the Sugar House Park Detention Pond, supplemental stormwater quality treatment is required on-site. The treatment must include both mechanical best management practices and green infrastructure (landscaping) as a secondary treatment and containment (detention basin) on-site prior to leaving the subject property and must be approved by the Public Utilities Department. *
11. Applicant must provide annual reports of inspections from the DEQ (Department of Environmental Quality) and/or reports regarding any leaks from their USTs or spills on-site.
12. The Salt Lake City Planning Division is to be notified within 24 hours of any leaks or spills that have occurred on the subject property, in addition to those agencies noted in Ordinance 21A.34.060.G.1.d. (21A.34.060).
13. Deliveries to the subject property for goods and fuel be limited to the hours of 07:00 am-10:00 am and 06:00 pm-10:00 pm.
14. The applicant should be accountable for any cleanup and remediation of the subject property, Sugar House Park property, and any City property downstream of the site, should a leak or surface-runoff contamination occur.
15. Proposed stamped internal-colored concrete shown -across the ingress/egress points along 1300 East and 2100 South -on the site plan being considered for the Planning Commission's review, to remain.

The applicant had initially agreed to collaborate with City Agencies on these conditions.

NEXT STEPS:

Conditional Use Approval:
If the Conditional Use is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. The applicant will be able to submit plans for building permits for the development and the plans will need to meet any conditions of approval. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met.

Per Ordinance 21A.34.060, if approved, all management strategies (BMP's) should be submitted, showing that requirements will be complied with, prior to development permits being issued.

Conditional Use Denial:
If the Conditional Use is denied, the applicant would not have city approval for development of a gas station on the subject property. If the applicant can meet all requirements, a retail goods establishment could be built on the subject property without gasoline sales or storage, as a permitted land use. Applicant would be required to submit an application and plans for the building permit process.

ATTACHMENT A: VICINITY MAP

6162 S. Willow Drive, Suite 320 Greenwood Village, CO 80111 303.770.8884 •
GallowayUS.com

Kum & Go #2506
2111 S 1300 E
CONDITIONAL USE PERMIT APPROVAL STANDARDS

Per Section 21A.54.080: Standards for Conditional Uses, a conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with applicable standards set forth in this section. If the reasonably anticipated detrimental effects of a proposed conditional use cannot be substantially mitigated by the proposal or the imposition of reasonable conditions to achieve compliance with applicable standards, the conditional use shall be denied.

A. Approval Standards: A conditional use shall be approved unless the planning commission, or in the case of administrative conditional uses, the planning director or designee, concludes that the following standards cannot be met:

1. The use complies with applicable provisions of this title.
Response: This property is located within the Community Business District (CB). The CB District is intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods. The design guidelines are intended to facilitate retail that is pedestrian in its orientation and scale, while also acknowledging the importance of transit and automobile access to the site. Retail Goods and Service Establishments (Convenience Store) are permitted uses in the CB Zone District. A Gas Station is a Conditional Use category in the CB Zone District.

2. The use is compatible, or with conditions of approval can be made compatible, with surrounding uses.
Response: The proposed use is compatible with the existing uses on this corner. This project is located at the southeast corner of 2100 S and 1300 E. All four corners of this intersection have auto-centric, commercial uses. There is a fast-food drive-thru restaurant on the northeast corner, zoned CB. A CVS Pharmacy occupies the northwest corner and is zoned Sugar House Business District 2 (CSHBD2). Directly adjacent to the west, across 1300 E, is an Extra Mart convenience store with eight (8) fueling stations and is zoned Sugar House Business District 1 (CSHBD1). The rear and side yards to the east and south are park land and zoned Open Space (OS). Landscape buffering and screening are provided along the east and south property edges in order to soften the transition to the park and provide screening between the park and the proposed development.

3. The use is consistent with applicable adopted city planning policies, documents, and master plans; and
   Response: The subject property is zoned Community Business (CB) in the City Code of Salt Lake City, UT. Retail Goods and Service Establishments (Convenience Store) are permitted uses in the CB Zone District. A Gas Station is a Conditional Use category in the CB Zone District.

   The Guiding Principle for Growth in Plan Salt Lake is "(g)rowing responsibly, while providing people with choices about where they live, how they live, and how they get around". The proposed development provides a choice related to how people get around and the method of transportation they choose to do so. Initiatives for Growth within Plan Salt Lake include locating new development in areas with existing infrastructure and amenities, such as transit and transportation corridors and promoting infill and redevelopment of underutilized land. The subject property is currently a vacant restaurant with existing infrastructure and amenities at the intersection of transit and transportation corridors.

   The Sugar House Community Master Plan designates Future Land Use for the subject site as Mixed Use – Low Intensity. Low-Intensity Mixed Use allows an integration of residential with small business uses, typically at ground floor levels. Height limits generally include one- and two-story structures. The intent is to support more walkable community development patterns located near transit lines and stops. Proposed development and land uses within the Low-Intensity Mixed Use area must be compatible with the land uses and architectural features surrounding each site. The proposed convenience store and fuel station is limited to one-story structures. Additionally, the building is pulled up to the street edges in order to create a more inviting and pedestrian-friendly access into the building and is reflective of a pedestrian-oriented development pattern. The proposed project is compatible with the surrounding land uses, with architectural design standards that meet or exceed the Commercial Design Standards (21A.37) and the CB Zoning Standards (21A.26.030).

4. The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions.
   Response:
   Anticipated detrimental effects of the proposed use and mitigating factors are outlined as follows:

   - ***Traffic:***
     A Traffic Impact Study was prepared and submitted as part of the review process that included an analysis of existing and future intersections that would be affected by the proposed development. The application proposes to consolidate the two existing access

points along S 1300 to a single right-in/right-out. Additionally, the site will continue to access via E 2100 S at the existing right-

in/right-out. These two access points will facilitate access and circulation throughout the site. The consolidation of the two existing access points along S 1300 to a single right-in/right out access point will reduce the points of potential conflict along S 1300.

In addition to the safety improvements provided by consolidating the existing entrances the new use may provide additional safety and operational benefits to the network. It has been noted that a number of vehicles will make a northbound U-turn to access the existing Chevron gas station. Users would have the opportunity to utilize the proposed Kum & Go and not have to make potentially unsafe U-turn movements.

The proposed Kum & Go would attract a majority of its traffic from existing users of the network. These are referred to as pass-by trips. As an example, getting gas on the way home from work. This phenomenon results in the majority of traffic already being on the network and creating minimal new traffic. In comparison to the current restaurant use where the majority of trips would not already be on the network and are considered primary trips. A gas station use draws from traffic already existing and would be a less impactful use than many others

- ***Lighting:***
  Based on community feedback, the lighting levels under the fueling canopy have been reduced from 23,000 lumens to 13,000 lumens in order to reduce the average footcandles from 55 FC to 34 FC. Additionally, we also added a 6" rear shield to all the parking lot fixtures that already have the internal sharp cut-off louvers in order to reduce off-site light spill.

- ***Drainage:***
  Currently, all stormwater on site is being released undetained and untreated. We are proposing to attenuate flows to reduce downstream impacts and improve water quality for downstream receiving waters.

- ***Environmental:***
  Kum & Go utilizes a state of the art fueling system that is compliant with all local and State requirements.

B. Detrimental Effects Determination: In analyzing the anticipated detrimental effects of a proposed use, the planning commission, or in the case of administrative conditional uses, the planning director or designee, shall determine compliance with each of the following:

1. This title specifically authorizes the use where it is located.
   Response: Retail Goods and Service Establishments (Convenience Store) are permitted uses in the CB Zone District. A Gas Station is a Conditional Use in the CB Zone District (21A.33.030).

2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps.
   Response: The proposed project provides a mix of uses that will serve as an amenity to the surrounding neighborhoods. The 3,957± square foot convenience store will incorporate Kum & Go's newest store concept with a high-quality product offerings and fresh food choices such as made-to-order pizzas, sandwiches, wraps, and bakery items cooked on-site. This "bistro" concept will have indoor seating for 12, to include ADA seating. Five (5) employees are expected to work on-site during the highest shift. In addition to clean and convenient fueling offerings, there will also be various seasonal outdoor sales items and a propane tank exchange along the front facade of the building.

3. The use is well suited to the character of the site, and adjacent uses as shown by an analysis of the intensity, size, and scale of the use compared to existing uses in the surrounding area.

   Response: The use is compatible in intensity, size and scale to the existing commercial uses in the area. The maximum height in the CB zone district is 30', the proposed convenience store height is 21' and the fueling canopy height is 17'-6". The maximum setback in the CB zone district is 15'. The proposed convenience store is oriented to both 2100 S and 1300 E and meets the setback requirements.

4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered.
   Response: The scale of this proposed development is compatible with surrounding structures. There is an existing gas station and convenience store immediately to the west, across 1300 E. The maximum height of the proposed convenience store is 21' and the fueling canopy is 17'-6", both of which are below the maximum allowable building height of 30'.

5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows.
   Response: We are proposing to eliminate one existing access point along 1300 E with this development. Currently, there are three access points into

the site; one along 2100 S and two along 1300 E. The northerly access point along 1300 E, closest to 2100 S, will be abandoned and replaced with curb and gutter and landscaping. The proposed, future access to the

project will be at the approximate location of the existing access points along 2100 S and 1300 E. and will not impede traffic flows.

6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic.
   Response: There are two, right-in/right-out, access points proposed – one from 1300 E and a second from 2100 S. The placement of these access points will provide efficient circulation throughout the site. The elimination of one of the access points along 1300 E will mitigate adverse impacts to 1300 E. Pedestrian circulation is accommodated by sidewalk connections to the convenience store from the adjacent public sidewalks.

7. The site is designed to enable access and circulation for pedestrian and bicycles.

   Response: Pedestrian and bicycle access into the site will be provided by existing and proposed concrete sidewalks. In addition, a textured and colored pedestrian crosswalk is proposed at both entry points to the site. An on-site bicycle rack will be provided.

8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street.
   Response: The proposed project would not unreasonably impact the level of service of the existing street network due to the nature of the redevelopment. The existing use is a primary trip or destination for traffic. The proposed use draws the majority of its trips as pass-by trips, or said differently, trips that are already present on the network that stop at the proposed use on the way to their primary destination. The proposed change in use would not create a substantial difference in levels of service to the surrounding network. Additionally, the project proposes a consolidation of access points that will improve safety for the existing network.

9. The location and design of off-street parking complies with applicable standards of this code.
   Response: The location and design of off-street parking meets requirements of the zoning ordinance. The City has classified the use for parking purposes as a retail store. The minimum requirement for that use is 2 stalls per 1,000 sq ft of retail space. The maximum number of permissible parking stalls is 125% of the minimum – 2.5 stalls per 1,000

sq ft. A total of 10 parking stalls are allowed. Ten (10) stalls are proposed, to include 1 ADA accessible stall.

10. Utility capacity is sufficient to support the use at normal service levels.
    Response: The site is within a developed area with all utility infrastructure in place. The site currently has both water and sewer service, which may need to be upgraded to serve the proposed development.

11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts.
    Response: This project will abide by the required buffers and setbacks. The trash receptacle shall be enclosed by an opaque wall, with architectural treatments of a similar style to the convenience store and fuel canopy. Special attention has been paid to the south and east property lines. Evergreen trees have been planted along the southern and eastern boundaries to serve as screening elements from the park to the east.

12. The use meets city sustainability plans, does not significantly impact the quality of surrounding air and water, encroach into a river or stream, or introduce any hazard or environmental damage to any adjacent property, including cigarette smoke.
    Response: Kum & Go provides alternative fuel options at many of their sites in the form of electric charging stations. As part of this commitment to consumer choices, Kum & Go is proposing two (2) "EV-ready" parking spaces, or 20% of the proposed 10 on-site parking stalls. The proposed EV-ready parking spaces shall have electrical conduit and sufficient electrical capacity for the future use of a minimum 200-volt electric vehicle charging station. This proposal is in line with the City's EV Readiness Policy as part of the City's Sustainability program.

    Kum & Go takes pride in their development and operations of their facilities. The safeguards used as a standard of practice for Kum & Go include tanks, piping and associated dispensing equipment all manufactured and installed according to UL and industry standards as listed in PEI RP100. Delivery spill protection is accomplished with double wall spill containment at each fill connection and testable overfill prevention valves set at 95% of the tank capacity.

    Fuel dispensers are UL labeled and are mechanically anchored to the surrounding concrete drive. Each dispenser is protected by a minimum of (4) 4" steel pipe bollards. Emergency fire/shear valves (Franklin Fueling) are located on the product lines at each dispenser connection and have both a shear section and fusible link to provide vehicle impact

and fire protection. If the valve is sheared off, the poppet of the valve closes and stops the flow of fuel. If the fusible link is melted, the poppet of the valve closes and stops the flow of fuel.

Dispensing hoses are protected with break-away valves to provide protection against drive-offs (nozzle/hose left in tank after fueling) and dispensing nozzles are automatic shut-off, pressure sensitive and are only activated when the dispenser has been authorized and pumping system energized.

Leak detection and regulatory compliance are provided by an automatic tank gauge system (ATG). Functions/components are as follows:

- ***In-tank leak detection and water detection – capable of continuous statistical leak detection and .1 gph precision leak testing***
- ***Continuous electronic pressure leak detection on product lines – positive shut down if leak condition is detected***
- ***Continuous electronic monitoring of piping containments (liquid sensors in each containment)***
- ***Continuous electronic monitoring of tank interstitial space (liquid sensors)***
- ***Inventory level monitoring of tanks***

Regulatory monitoring and reporting done by Seneca Environmental Services (SES) on behalf of Kum & Go. All Kum & go sites are remotely accessed and monitored daily. Any alarm conditions are identified and repairs and/or emergency response is coordinated with Kum & Go Facilities group and service provider.

Emergency shut-off switches (Estop) are located at a minimum of (3) locations at each site, (1) inside at the sales counter (accessible to store employees) and (2) on the outside of the building on either side of the front door.

13. The hours of operation and delivery of the use are compatible with surrounding uses.
    Response: The hours of operation and deliveries are compatible with surrounding uses, consistent with typical convenience stores and gas station hours of operation and will adhere to City ordinances.

14. Signs and lighting are compatible with, and do not negatively impact surrounding uses; and
    Response: Any signs and lighting will be confined to that necessary to provide safety on the site including for adequate security. All exterior lighting shall be shielded and directed down to minimize light trespass onto adjacent properties.

15. The proposed use does not undermine preservation of historic resources and structures.
    Response: The property is not located within a Local Historic District and the proposal does not involve removal or any historic resources or structures.

Sincerely,
Nathan Abbott, Sr. Development Services PM
303-770-8884

ATTACHMENT C: RENDERINGS, BUILDING PLANS & SITE PLAN

Rendering – looking from northeast direction

Rendering – looking from the southwest direction

Rendering - looking from the northwest direction

Rendering - looking from the southeast direction

SITE DEVELOPMENT DRAWINGS
STORE #2506
2111 SOUTH & 1300 EAST
SALT LAKE CITY, UTAH 84106

Kum & Go

WHERE & MEANS MORE!

PROJECT TEAM:

DEVELOPER/APPLICANT
KUM & GO, L.C.
1459 GRAND AVENUE
DES MOINES, IA 50309
TEL: (515) 457-6232
ATTN: RYAN HALDER

LANDSCAPE ARCHITECT
GALLOWAY & COMPANY
6162 S. WILLOW DRIVE, SUITE 320
GREENWOOD VILLAGE, CO 80111
TEL: (303) 770-8884
ATTN: TROY NOSER, PLA, CID

CIVIL ENGINEER
GALLOWAY & COMPANY
172 N EAST PROMONTORY, SUITE 274
FARMINGTON, UT 84025
TEL: (801) 953-1357
ATTN: DOUG STAKER, PE
ATTN: CHRISTIAN MICHAELSON, PE

SURVEYOR
GALLOWAY & COMPANY
172 N EAST PROMONTORY, SUITE 274
FARMINGTON, UT 84025
TEL: (801) 953-1357
ATTN: JERRON ATKIN, PLS

GEOTECHNICAL ENGINEER
GSH GEOTECHNICAL, INC.
473 WEST 4800 SOUTH
SALT LAKE CITY, UT 84123
TEL: (801) 685-8190

POWER
ROCKY MOUNTAIN POWER
TEL: +1 (800) 469-3981

WATER
SALT LAKE CITY PUBLIC UTILITIES
1530 SOUTH WEST TEMPLE
SALT LAKE CITY, UT 84115
ATTN: CAMERON SCHARRER
EMAIL: CAMERON.SCHARRER@SLC.GOV
TEL: (801) 483-6900

SANITARY SEWER
SOUTH VALLEY SEWER DISTRICT
1253 JORDAN BASIN LANE
BLUFFDALE, UT 84065
ATTN: MIKE FORSTER
EMAIL: MIKEF@SVSEWER.COM
TEL: (801) 576-6326

GAS
DOMINION ENERGY
TEL: (801) 324-5111

STORMWATER MANAGEMENT
SALT LAKE CITY PUBLIC UTILITIES
1530 SOUTH WEST TEMPLE
SALT LAKE CITY, UT 84115
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EMAIL: CAMERON.SCHARRER@SLC.GOV
TEL: (801) 483-6900

TELECOMMUNICATIONS
CENTURYLINK
ATTN: KEN ROMERO, EVOLVE NETWORK
EMAIL: KENR@EVOLVENETWORK.COM
TEL: (801) 520-0999

BRANDON MICHAELIS
801-974-8143
BRANDON.MICHAELIS@LUMEN.COM

PLANNING
SALT LAKE CITY PLANNING DIVISION
451 S STATE STREET
SALT LAKE CITY, UT 84111
ATTN: DANIEL ECHEVERRIA
EMAIL: DANIEL.ECHEVERRIA@SLCGOV.COM
TEL: (385) 226-3835
TEL: (801) 535-7703 (GENERAL INQUIRIES)

ENGINEERING DEPARTMENT
SALT LAKE CITY ENGINEERING
349 SOUTH 200 EAST, SUITE 600
SALT LAKE CITY, UT 84111
ATTN: MATT CASSEL
TEL: (801) 535-6140
EMAIL: MATTHEW.CASSEL@SLCGOV.COM

BUILDING DEPARTMENT
SALT LAKE CITY BUILDING SERVICES
451 SOUTH STATE STREET, ROOM 215
SALT LAKE CITY, UT 84111
ATTN: KEN ANDERSON
TEL: (801) 535-7968 (GENERAL INQUIRIES)
TEL: (801) 535-6824 (KEN ANDERSON)

FIRE DEPARTMENT
SALT LAKE CITY FIRE DEPARTMENT
475 S 300 E
PO BOX 145520
SALT LAKE CITY, UT 84111
TEL: (801) 799-3473
TEL: (833) 753-3473 (ROUTINE INQUIRIES)

STREET LIGHTS
BLACK & MCDONALD
1106 S LEGACY VIEW STREET
SALT LAKE CITY, UT 84104
ATTN: WADE LONG
TEL: (801) 316-8193
CEL: (801) 664-3855

BENCHMARK
BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE.
NAVD88 ELEVATION = 4401.32'

BASIS OF BEARING
ALL BEARINGS ARE GRID BEARINGS OF THE UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983. THE MONUMENTED CENTERLINE OF 2100 SOUTH STREET BEARS S 89°57'41" E MONUMENTED AS SHOWN HEREON.

LEGAL DESCRIPTION
A PART OF BLOCK 46, 10-ACRE PLAT "A", BIG FIELD SURVEY, SALT LAKE CITY, UTAH, FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF 1300 EAST STREET WHICH IS 66.00 FEET EAST AND 264.00 FEET SOUTH AND 45.05 FEET NORTH 84°15'00" EAST FROM THE NORTHEAST CORNER OF LOT 10 OF SAID BLOCK 46; RUNNING THENCE NORTH 0°01'00" WEST 235.41 FEET ALONG SAID EAST RIGHT OF WAY TO THE SOUTH RIGHT OF WAY LINE OF 2100 SOUTH STREET; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE (4) FOUR COURSES AS FOLLOWS: NORTH 89°51'00" EAST 33.31 FEET TO A POINT OF CURVATURE, EASTERLY ALONG THE ARC OF A 786.20 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 51.16 FEET (CENTRAL ANGLE EQUALS 3°43'33" AND LONG CHORD BEARS NORTH 87°58'14" EAST 51.15 FEET), NORTH 2.84 FEET AND EAST 66.58 FEET TO A POINT ON THE EAST SECTION LINE OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SLB&M; THENCE SOUTH 0°13'44" WEST 225.07 FEET ALONG SAID SECTION LINE; THENCE SOUTH 84°15'00" WEST 150.80 FEET TO THE POINT OF BEGINNING.

CONTAINS: 34,648 SQ. FT. OR 0.795 ACRES

FEMA FLOOD ZONE
PER FIRMETTE 49035C0301H, EFFECTIVE 11/19/2021;

THIS PROPERTY RESIDES IN FEMA FLOOD ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

N **VICINITY MAP**
NOT TO SCALE

ZONING INFORMATION	
CURRENT: C-B (COMMUNITY BUSINESS)	
MINIMUM LOT AREA	N/A
MINIMUM LOT WIDTH	N/A
SITE AREA PER UNIT	N/A
FRONT YARD SETBACK – WEST	–
LEFT SIDE YARD SETBACK – NORTH	–
RIGHT SIDE YARD SETBACK – SOUTH	–
REAR YARD SETBACK – EAST	10 FEET
PARKING SETBACK	20 FEET
MAXIMUM BUILDING HEIGHT	30 FEET
MAXIMUM BUILDING COVERAGE	N/A
MAXIMUM IMPERVIOUS COVERAGE	N/A
FLOOR AREA RATIO	N/A
DRAINAGE BASIN	UNDERGROUND CHAMBERS

SITE DATA		
STORE TYPE		BISTRO VI
CANOPY / DISPENSER ARRANGEMENT		3 DISPENSERS (SINGLE)
TYPE OF USE		CONVENIENCE STORE WITH FUEL
BUILDING HEIGHT	BUILDING	18'-00"
	PARAPET	21'-0"
	BLADE	22'-6"
CANOPY HEIGHT		17'-6"
GROSS FLOOR AREA		3,957 S.F.
GROSS CANOPY AREA		1,900 S.F.
GROSS LOT AREA		± 34,648 S.F. ± 0.79 ACRES
BUILDING COVERAGE		3,957 S.F. (11%)
LANDSCAPE COVERAGE		3,866 S.F. (11%)
PARKING/DRIVE/SIDEWALK COVERAGE		26,825 S.F. (78%)
BICYCLE PARKING		2

PARKING		
REQUIRED PARKING	STANDARD	7
	ADA	1
	TOTAL	8
	PARKING RATIO = 2 CARS / 1,000 S.F.	
MAXIMUM PARKING	STANDARD	9
	ADA	1
	TOTAL	10
	PARKING RATIO = 2.5 CARS / 1,000 S.F.	
PROPOSED PARKING	STANDARD	9
	ADA	1
	TOTAL	10
	PARKING RATIO = 2.5 CARS / 1,000 S.F.	

SOIL PREPARATION & PAVEMENT DESIGN NOTE
SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS: GEOTECHNICAL ENGINEERING EXPLORATION AND ANALYSIS: PROPOSED PUBLIC STORAGE FACILITY

GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES.

CAUTION – NOTICE TO CONTRACTOR
1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

811 Know what's below. Call before you dig.

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.953.1357
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Kum & Go
1459 Grand Ave
Des Moines, IA 50309
P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST
COVER SHEET

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

REVISIONS

△	DATE	REVISION DESCRIPTION

DATE: 11.01.2022
SHEET NUMBER:
C0.0
1 OF 26

CRITERIA PLAN 04/2020

GENERAL NOTES

1. ALL WORK AND CONSTRUCTION OF THIS PROJECT ON PRIVATE PROPERTY SHALL CONFORM TO KUM & GO STANDARD SPECIFICATIONS, SALT LAKE CITY, UDOT, AND THE SPECIFICATIONS/DETAILS SHOWN ON THESE PLANS.
2. ALL WORK AND CONSTRUCTION WITHIN PUBLIC RIGHT OF WAY AND EASEMENTS SHALL CONFORM TO THE TECHNICAL SPECIFICATIONS, STANDARD DETAILS, AND DESIGN CRITERIA FOR PUBLIC IMPROVEMENT PROJECTS OF SALT LAKE CITY, COUNTY OF SALT LAKE, UTAH, AND THE GRANTOR OF THE EASEMENT AS APPLICABLE.
3. IN CASE OF A CONFLICT BETWEEN VARYING SPECIFICATIONS, THE MOST STRINGENT SHALL APPLY.
4. THE CONTRACTOR SHALL OBTAIN A COPY OF THE LATEST STANDARD SPECIFICATIONS AND DETAILS OF ALL AGENCIES EXERCISING JURISDICTION OVER THIS PROJECT, WHICH ARE INCORPORATED BY REFERENCE ON THESE PLANS. A COPY OF THESE SPECIFICATIONS AND DETAILS SHALL BE MAINTAINED ON THE JOBSITE AT ALL TIMES.
5. THE CONTRACTOR SHALL HAVE IN HIS POSSESSION AT ALL TIMES ONE (1) SIGNED COPY OF THE PLANS, STANDARDS, AND SPECIFICATIONS AS APPROVED BY THE APPROPRIATE GOVERNING AGENCY AND OWNER. THE CONTRACTOR SHALL NOT CHANGE OR DEVIATE FROM THESE PLANS WITHOUT FIRST OBTAINING WRITTEN APPROVAL FROM THE OWNER, ENGINEER, AND GOVERNING AGENCY.
6. ALL WORK SHALL CONFORM TO ALL LOCAL, STATE, AND FEDERAL APPLICABLE LAWS AND REGULATIONS.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL JOB SITE SAFETY ON THE PROJECT. THIS SHALL INCLUDE THE SAFETY OF HIS OWN PERSONNEL, SUBCONTRACTORS, ALL VISITORS TO THE SITE, AND THE GENERAL PUBLIC. ALL JOB SITE SAFETY SHALL COMPLY WITH ALL LOCAL, STATE, AND FEDERAL REGULATIONS AND CODES, AND ENSURE COMPLIANCE INCLUDING, BUT NOT LIMITED TO, THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS.
8. THE CONTRACTOR SHALL CONTACT ONE CALL OF UTAH AT #811 A MINIMUM OF 72 HOURS (EXCLUDING WEEKENDS AND HOLIDAYS) IN ADVANCE OF ANY EXCAVATION.
9. THE LOCATIONS OF EXISTING UTILITIES AND STRUCTURES SHOWN ON THE PLANS ARE APPROXIMATE AND HAVE BEEN SHOWN FROM AVAILABLE SURVEYS AND/OR RECORDS. THERE MAY BE ADDITIONAL UTILITIES PRESENT, THE EXISTENCE OF WHICH IS NOT PRESENTLY KNOWN OR SHOWN. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THEIR EXISTENCE, EXACT LOCATION/SIZE, ADEQUATELY PROTECT/SUPPORT, AND TO AVOID DAMAGE THERETO. THE CONTRACTOR SHALL INCLUDE, AT NO ADDITIONAL COST, ANY POTHOLING OR EXPLORATORY EXCAVATIONS NECESSARY TO LOCATE EXISTING UTILITIES. UTILITIES SHALL BE LOCATED SUFFICIENTLY AHEAD OF CONSTRUCTION TO PERMIT REVISIONS TO PLANS IF REVISIONS ARE NECESSARY DUE TO ACTUAL LOCATION OF EXISTING FACILITIES. DAMAGE TO UTILITIES AND STRUCTURES SHALL BE REPAIRED BY THE CONTRACTOR AT THE CONTRACTOR'S EXPENSE TO THE SATISFACTION OF THE GOVERNING AGENCY AND/OR THE UTILITY OWNER.
10. ALL MATERIALS SHALL BE NEW UNLESS OTHERWISE INDICATED IN THE PLANS, AND SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
11. LOCATIONS AND ELEVATIONS OF EXISTING IMPROVEMENTS TO BE MET (OR AVOIDED) BY THE PROPOSED WORK SHALL BE CONFIRMED BY THE CONTRACTOR THROUGH FIELD EXPLORATIONS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL REPORT TO THE OWNER ANY DISCREPANCIES BETWEEN HIS MEASUREMENTS AND THESE PLANS.
12. THE CONTRACTOR SHALL CONTACT THE OWNER IMMEDIATELY UPON DISCOVERY OF ANY ERRORS OR INCONSISTENCIES SHOWN IN THE PLANS AND/OR SPECIFICATIONS. DO NOT SCALE DRAWINGS - USE ONLY DIMENSIONS PROVIDED ON THESE PLANS.
13. ALL ESTIMATES OF QUANTITIES ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR AND SUBCONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING ACTUAL QUANTITIES, AND SHALL PROVIDE ALL WORK AND MATERIALS NECESSARY TO CONSTRUCT THE PROJECT IN ITS ENTIRETY.
14. CONTRACTOR SHALL PROTECT ALL EXISTING IMPROVEMENTS NOT DESIGNATED FOR REMOVAL AND THOSE IMPROVEMENTS THAT ARE OUTSIDE THE LIMITS OF THE PROPOSED CONSTRUCTION. CONTRACTOR SHALL TAKE CARE TO AVOID DAMAGE THERETO AND SHALL PROVIDE TEMPORARY FENCING, BARRICADES, SUPPORTS, RESTRAINTS, AND/OR BRACING WHERE REQUIRED TO PROTECT EXISTING IMPROVEMENTS. DAMAGE TO EXISTING IMPROVEMENTS SHALL BE REPAIRED AND/OR REPLACED TO EQUAL OR BETTER CONDITION AT THE CONTRACTOR'S EXPENSE.
15. ALL GRADING AND CONSTRUCTION ACTIVITIES SHALL BE CONFINED TO THE OWNER'S PROPERTY, PUBLIC RIGHT-OF-WAY, PERMANENT EASEMENTS, AND TEMPORARY CONSTRUCTION EASEMENTS.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS NOT OBTAINED BY THE OWNER OR OWNER'S REPRESENTATIVES, AND PAY ALL FEES AS REQUIRED BY THE CONSTRUCTION COVERED IN THESE PLANS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE APPROPRIATE GOVERNING AGENCIES AND LOCAL FIRE DEPARTMENT OF ALL STREET CLOSURES AND EXISTING FIRE HYDRANTS/FIRE SUPPRESSION TAKEN OUT OF SERVICE AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
18. THE CONTRACTOR IS RESPONSIBLE FOR ALL SITE SECURITY AND SHALL PROPERLY PROTECT AND BARRICADE THE CONSTRUCTION SITE UNTIL CONSTRUCTION IS COMPLETE. STORAGE, LOSS DUE TO THEFT, OR VANDALISM OF MATERIALS AND EQUIPMENT (SECURED OR UNSECURED) WILL BE SOLELY AT THE CONTRACTOR'S EXPENSE.
19. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL OBTAIN ANY WRITTEN AGREEMENTS FOR INGRESS AND EGRESS TO THE WORK FROM ADJACENT PRIVATE PROPERTY OWNERS. ACCESS TO ANY ADJACENT PRIVATE PROPERTY SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION PERIOD, DURING ALL HOURS OF OPERATION FOR THE BUSINESS LOCATED ON THOSE PARCELS.
20. FOR ANY CHANGES OR DEVIATIONS FROM THESE PLANS PROPOSED BY THE CONTRACTOR, SHOP DRAWINGS AND MATERIAL SPECIFICATIONS SHALL BE SUBMITTED TO OWNER FOR REVIEW AND APPROVAL PRIOR TO PLACEMENT OF MATERIAL.
21. CONTRACTOR MUST COORDINATE ALL CONSTRUCTION WITH THE DESIGNATED KUM & GO CONSTRUCTION PROJECT MANAGER.
22. CONTRACTOR SHALL PROTECT AND PRESERVE ALL SURVEY CONTROL AND PROPERTY MONUMENTATION. ANY DAMAGED MONUMENTS SHALL BE RESET BY A PROFESSIONAL LAND SURVEYOR LICENSED IN THE PROJECT'S STATE AT THE CONTRACTOR'S EXPENSE.
23. PRIOR TO MOVING OFF THE JOB SITE THE CONTRACTOR SHALL NOTIFY THE OWNER OR THE OWNER'S REPRESENTATIVE TO PERFORM THE FINAL WALK-THROUGH OF THE CONSTRUCTION SITE.
24. TEMPORARY POWER, TELEPHONE, AND WATER FOR THE SITE IS THE CONTRACTOR'S RESPONSIBILITY UNLESS OTHERWISE SPECIFIED.
25. CONTRACTOR SHALL REFER TO OTHER DRAWINGS ISSUED BY ARCHITECT, STRUCTURAL, ELECTRICAL, AND MECHANICAL ENGINEERS. ENSURE COORDINATION OF EXACT LOCATION AND DIMENSIONS OF BUILDINGS, EXITS, RAMPS, UTILITY ENTRANCE LOCATIONS AND GRADES AROUND THE BUILDING. IMMEDIATELY NOTIFY OWNER OF ANY DISCREPANCIES.
26. NO BELOW GRADE WORK SHALL BE BACKFILLED (INCLUDING BEDDING MATERIAL ABOVE THE SPRING LINE OF THE PIPE) UNTIL THE CONSTRUCTION HAS BEEN INSPECTED AND APPROVED FOR BACKFILLING BY THE APPROPRIATE GOVERNING AGENCY, OWNER AND/OR OWNER'S REPRESENTATIVE.
27. THE CONTRACTOR SHALL PROVIDE ALL TRAFFIC CONTROL NECESSARY TO COMPLETE THE WORK. ALL TRAFFIC CONTROL DEVICES AND METHODS OF CONTROLLING TRAFFIC THROUGH CONSTRUCTION ZONES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MUTCD, AND ALL REVISIONS THERETO INCLUDING LOCAL AND STATE SUPPLEMENTS. ADDITIONAL WORK IN THE RIGHT-OF-WAY OR TRAFFIC CONTROL PERMITS MAY BE NECESSARY AND SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
28. IF UNANTICIPATED HAZARDOUS MATERIALS OF ANY KIND ARE ENCOUNTERED IN THE WORK, THE CONTRACTOR SHALL IMMEDIATELY CEASE ALL CONSTRUCTION OPERATIONS AND NOTIFY THE OWNER AND/OR OWNER'S REPRESENTATIVE FOR FURTHER DIRECTION.
29. ALL DEBRIS RESULTING FROM CONSTRUCTION AND DEMOLITION SHALL BE HAULED OFF SITE AND DISPOSED OF PROPERLY AND LEGALLY.
16. GENERAL CONTRACTOR SHALL COORDINATE WITH POSTMASTER TO DETERMINE MAILBOX LOCATION.

SITE PLAN NOTES

1. DIMENSIONS SHOWN ON THE SITE PLAN ARE TO FACE OF CURB LINE IN CURBED AREAS AND EXTERIOR FACE OF BUILDING, UNLESS OTHERWISE SPECIFIED.
2. A SEPARATE SIGN APPLICATION TO SALT LAKE CITY IS REQUIRED FOR ALL SIGNS.

DEMOLITION PLAN NOTES

1. PRIOR TO BIDDING, CONTRACTOR SHALL VISIT THE SITE TO BECOME FAMILIAR WITH THE EXISTING CONDITIONS OF THE PROJECT AREA AND ANTICIPATED DEMOLITION REQUIREMENTS.
2. CONTRACTOR TO PROTECT ALL UTILITY, PAVING, BUILDINGS, ETC. OUTSIDE OF LIMITS OF PROPOSED CONSTRUCTION DURING DEMOLITION OPERATIONS.
3. ALL EXISTING PAVEMENT ONSITE SHALL BE REMOVED UNLESS OTHERWISE NOTED.
4. CONTRACTOR SHALL REFER TO PAVING PLAN FOR DETAILS ON LIMITS OF PAVING DEMOLITION, AND EROSION CONTROL PLAN FOR PERIMETER CONTROL.
5. ALL DEMOLITION WORK ON THIS CONSTRUCTION SITE SHALL BE IN CONFORMANCE WITH LOCAL STANDARDS AND GUIDELINES.
6. THIS DEMOLITION PLAN DEPICTS THE ANTICIPATED REMOVALS NECESSARY FOR CONSTRUCTION OF THE PROJECT. MISCELLANEOUS AND MINOR REMOVALS MAY NOT BE SHOWN IN DETAIL BUT ARE CONSIDERED OBLIGATORY TO THE PROJECT. ADDITIONAL REMOVALS MAY BE NECESSARY AND THE CONTRACTOR WILL BE REQUIRED TO REMOVE ALL EXISTING IMPROVEMENTS THAT ARE IN CONFLICT WITH THE PROPOSED CONSTRUCTION AND AS OTHERWISE DIRECTED BY THE OWNER.
7. CONTRACTOR SHALL COORDINATE DEMOLITION AND/OR RELOCATION OF EXISTING UTILITIES WITH THE APPROPRIATE UTILITY OWNER AND IN ACCORDANCE WITH THE UTILITY OWNER'S REQUIREMENTS. INTERRUPTIONS IN SERVICE SHALL BE COORDINATED WITH THE UTILITY OWNER AND PROPERTY OWNER(S) IMPACTED. CONTRACTOR SHALL COORDINATE WITH THE RESPECTIVE UTILITY COMPANY FOR PORTIONS OF THE WORK TO BE PERFORMED BY UTILITY COMPANY'S FORCES, AND PROVIDE ADEQUATE NOTICE FOR SCHEDULING. THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL FEES AND CHARGES, UNLESS OTHERWISE PAID BY KUM & GO PRIOR TO CONSTRUCTION. UTILITY REMOVAL TRENCHES SHALL BE BACKFILLED WITH APPROVED MATERIAL AND MEET COMPACTION REQUIREMENTS PER THE GEOTECHNICAL REPORT.
8. THE SITE MAY CONTAIN EXISTING FOOTINGS OR OTHER UNDERGROUND STRUCTURES THAT ARE NOT DEPICTED ON THIS PLAN. CONTRACTOR SHALL TAKE CARE TO REMOVE ALL NECESSARY STRUCTURES AND BACKFILL IN CONFORMANCE WITH THE GEOTECHNICAL REPORT. BOTTOM OF EXCAVATION SUBGRADE SHALL BE INSPECTED BY THE GEOTECHNICAL TESTING ENGINEER AND APPROVED PRIOR TO ANY BACKFILL.
9. CONTRACTOR TO COMPLETELY REMOVE TREES DESIGNATED TO BE REMOVED, STUMPS, AND ROOT SYSTEMS.
10. PRIOR TO DEMOLITION WORK, EROSION CONTROL DEVICES ARE TO BE INSTALLED. EROSION CONTROL MEASURES SHALL BE ADJUSTED AS DEMOLITION AND CONSTRUCTION SEQUENCING WARRANTS.
11. ALL EXISTING UNUSED SERVICE LINES FOR WATER AND WASTEWATER SHALL BE REMOVED PER LOCAL UTILITY COMPANY STANDARDS. ALL EXISTING UNUSED GAS, TELEPHONE, FIBER OR ELECTRIC LINE/SERVICE SHALL BE COORDINATED FOR REMOVAL WITH UTILITY COMPANY.
12. THE CONTRACTOR IS RESPONSIBLE FOR DEMOLITION, REMOVAL, AND DISPOSING IN A MANNER APPROVED BY ALL GOVERNING AUTHORITIES FOR ALL STRUCTURES, PADS, WALLS, PANS, FOUNDATIONS, PAVEMENT, UTILITIES, ETC. TO BE DEMOLISHED, SUCH THAT THE IMPROVEMENTS SHOWN ON THE PLANS CAN BE CONSTRUCTED. DEMOLITION AND DISPOSAL PERMITS SHALL BE THE CONTRACTOR'S RESPONSIBILITY. ALL FACILITIES TO BE REMOVED SHALL BE UNDERCUT TO APPROVED GRADE AND BROUGHT UP TO PROPOSED GRADE WITH SUITABLE COMPACTED FILL MATERIAL PER THE GEOTECHNICAL REPORT.
13. DURING DEMOLITION OPERATIONS, THE CONTRACTOR MUST PROTECT THE PUBLIC AT ALL TIMES USING MEANS OF THEIR CHOICE.
14. CONTRACTOR SHALL PRESERVE ALL LANDSCAPING NOT TO BE REMOVED FOR CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR RESTORING ALL AREAS DISTURBED BY CONSTRUCTION.
15. SAWCUTS SHALL BE TO FULL DEPTH OF EXISTING PAVEMENT. CONCRETE PAVEMENT SHALL BE REMOVED TO NEAREST EXISTING JOINT WHEN LESS THAN 5' FROM PROPOSED SAWCUT.

GRADING PLAN NOTES

1. PRIOR TO ANY GRADING OPERATIONS, ALL EROSION AND SEDIMENT CONTROL DEVICES SHALL BE ADEQUATELY IN PLACE. REFER TO THE EROSION AND SEDIMENT CONTROL PLAN FOR REQUIREMENTS.
2. THE CONTOUR LINES, SPOT ELEVATIONS AND BUILDING FLOOR ELEVATIONS SHOWN ARE TO FINISH GRADE FOR SURFACE OF PAVEMENT, TOP OF SIDEWALKS AND CURBS, TOP OF FLOOR SLABS, ETC. REFER TO TYPICAL SECTIONS FOR MULCH, SOD, PAVING, SLAB AND AGGREGATE BASE THICKNESS TO DEDUCT FOR SUBGRADE ELEVATIONS.
3. ALL TOP OF CURB AND SIDEWALK ELEVATIONS SHALL BE 0.5' ABOVE GUTTER ELEVATIONS UNLESS OTHERWISE NOTED. IN AREAS WITH SIDEWALK ABUTTING BACK OF CURB, TOP OF CURB ELEVATIONS SHALL BE EQUAL TO SIDEWALK ELEVATIONS.
4. THE CONTRACTOR SHALL FINISH GRADE SLOPES AS SHOWN NO STEEPER THAN ONE FOOT VERTICAL IN THREE FEET HORIZONTAL.
5. CONTRACTOR SHALL GRADE LANDSCAPED AREAS TO PROVIDE POSITIVE DRAINAGE AWAY FROM BUILDINGS AND SIDEWALKS WHEN FINISH LANDSCAPE MATERIALS ARE IN PLACE. SLOPE SHALL BE A 2% MINIMUM.
6. SITE AND BUILDING PAD PREPARATION, GRADING AND EXCAVATION PROCEDURES SHALL CONFORM TO THE RECOMMENDATIONS OUTLINED IN THE GEOTECHNICAL REPORT PREPARED BY [GSH GEOTECHNICAL CONSULTANTS, INC., JULY 30, 2021, PROJ. NO. 2774-016-21].
7. IN CASE OF ANY DISCREPANCIES REGARDING EARTHWORK BETWEEN THE GEOTECHNICAL REPORT AND THE SPECIFICATIONS SHOWN IN THESE PLANS, NOTIFY THE OWNER IMMEDIATELY.
8. THE STRIPPING OF ALL HERBACEOUS VEGETATION AND TOPSOIL IS NOT REQUIRED PER THE GEOTECHNICAL REPORT PREPARED BY [GSH GEOTECHNICAL CONSULTANTS, INC., JULY 30, 2021, PROJ. NO. 2774-016-21]. ANY TOPSOIL REMOVED SHALL BE REMOVED FROM THE SITE OR STOCKPILED FOR LATER USE IN LANDSCAPED AREAS.
9. ALL EXISTING PAVEMENT, UTILITIES, BURIED DEBRIS, RUBBLE, AND/OR STRUCTURES/FOUNDATIONS ENCOUNTERED WITHIN AREAS OF DISTURBANCE SHALL BE COMPLETELY REMOVED PRIOR TO OR DURING EARTHWORK OPERATIONS. WASTED MATERIAL SHALL NOT BE BURIED ONSITE WITHOUT THE PRIOR APPROVAL OF THE OWNER.
10. THE UPPER 24" OF ALL UTILITY TRENCHES IN UNPAVED AREAS SHALL BE BACKFILLED WITH COMPACTED COHESIVE SOILS. SEE GEOTECHNICAL REPORT FOR COMPACTION AND MOISTURE RECOMMENDATIONS.
11. FINAL PAVEMENT SUBGRADES SHALL BE PROOFROLLED IMMEDIATELY PRIOR TO THE PLACEMENT OF THE PAVEMENT TO DETECT LOCALIZED AREAS OF INSTABILITY. PROOFROLLING IS NOT RECOMMENDED IN THE AREAS OF THE NEW FUEL TANKS OR DELIVERY LINE INSTALLATION.
12. SUITABLE FILL MATERIALS SHALL BE PLACED IN THIN LIFTS OF 4 TO 8 INCHES LOOSE MEASUREMENT, UNLESS OTHERWISE ALLOWED IN THE GEOTECHNICAL REPORT.
13. IF REQUIRED, THE CONTRACTOR SHALL OBTAIN ALL LOCAL AND STATE PERMITS AND AUTHORIZATION TO DISCHARGE FROM DEWATERING ACTIVITIES.
14. THE CONTRACTOR SHALL DEWATER ALL EXCAVATIONS AND TRENCHES AS NEEDED FOR THE CONSTRUCTION OF THE PROJECT USING MEANS/METHODS OF HIS CHOICE. REFER TO THE GEOTECHNICAL REPORT FOR ANTICIPATED LEVELS OF GROUNDWATER AND DEWATERING RECOMMENDATIONS.
15. ALL EXCAVATIONS AND TRENCHES SHALL BE SLOPED/SHORED/BRACED FOR PROTECTION OF PERSONNEL IN ACCORDANCE WITH OSHA REGULATIONS AND AT THE CONTRACTOR'S FULL DISCRETION BASED ON THE SITE CONDITIONS. OPEN EXCAVATIONS SHALL BE ADEQUATELY PROTECTED AND/OR FENCED AS NECESSARY AND FOR THE SAFETY OF THE PUBLIC.

STORMWATER MANAGEMENT AND EROSION/SEDIMENT CONTROL NOTES

1. THIS PROJECT REQUIRES A PERMIT FOR STORMWATER DISCHARGE ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE STATE'S GOVERNING AUTHORITY. CONTRACTOR TO COMMENCE WORK ON THIS SITE ONLY AFTER AN ACTIVE PERMIT NUMBER HAS BEEN OBTAINED FROM THE STATE'S GOVERNING AUTHORITY. A LOCAL CONSTRUCTION STORMWATER PERMIT IS ALSO REQUIRED BY SALT LAKE CITY.
2. THE CONTRACTOR SHALL CONTINUOUSLY PROVIDE ADEQUATE STORMWATER MANAGEMENT IN ACCORDANCE WITH THE APPROVED STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR KEEPING THE PUBLIC STREETS, ACCESS ROUTES, AND WATERWAYS IN THE VICINITY OF THE JOB SITE CLEAN AND FREE OF ROCKS, SOIL AND DEBRIS.
4. THE CONTRACTOR SHALL INSTALL EROSION AND SEDIMENTATION CONTROL "BEST MANAGEMENT PRACTICES" (BMPS) PRIOR TO ANY SITE PREPARATION WORK (E.G., CLEARING, GRUBBING, DEMOLITION, OR EXCAVATION).
5. THE PLACEMENT OF EROSION AND SEDIMENT BMPS SHALL BE IN ACCORDANCE WITH THE EROSION AND SEDIMENT CONTROL PLAN PREPARED FOR THE PROJECT. CONTRACTOR TO ADJUST QUANTITY, LOCATION, AND TYPE OF EROSION AND SEDIMENT CONTROL BMPS AS NECESSARY FOR THE VARIOUS PHASES OF THE WORK AND AS ACTUAL CONDITIONS WARRANT. CONTRACTOR SHALL CONTINUOUSLY MODIFY THE EROSION AND SEDIMENT CONTROL PLAN WITH CURRENT BMPS IN ACCORDANCE WITH THE CONSTRUCTION STORMWATER PERMIT REQUIREMENTS. ADDITIONAL EROSION AND SEDIMENT CONTROL BMPS EMPLOYED BY THE CONTRACTOR AT HIS DISCRETION WILL NOT BE MEASURED OR PAID FOR SEPARATELY BUT SHALL BE INCLUDED IN THE WORK.
6. A GROUNDWATER DISCHARGE PERMIT MAY BE REQUIRED FROM THE STATE GOVERNING AUTHORITY PRIOR TO DISCHARGE.
7. GROUNDWATER SHALL BE SAMPLED AND SENT TO AN APPROVED LABORATORY FOR TESTING PRIOR TO BEING DISCHARGED. TESTING SHALL BE IN ACCORDANCE WITH THE PERMIT FOR STORMWATER DISCHARGE.
8. APPROVED EROSION AND SEDIMENT CONTROL BMPS SHALL BE MAINTAINED AND KEPT IN GOOD REPAIR FOR THE DURATION OF THIS PROJECT. UNLESS OTHERWISE REQUIRED BY THE STATE'S CONSTRUCTION STORMWATER PERMIT, AT A MINIMUM THE CONTRACTOR SHALL INSPECT ALL BMPS EVERY 14 DAYS, AND AFTER ALL SIGNIFICANT PRECIPITATION EVENTS I.E. RAINFALL, SNOWMELT. ALL NECESSARY MAINTENANCE AND REPAIR ACTIVITIES SHALL BE COMPLETED WITHIN TWENTY-FOUR (24) HOURS AFTER DIRECTION BY THE INSPECTOR. ACCUMULATED SEDIMENT AND CONSTRUCTION DEBRIS SHALL BE REMOVED WEEKLY FROM ALL BMPS, OR AT ANY TIME THAT SEDIMENT OR CONSTRUCTION DEBRIS ADVERSELY IMPACTS THE FUNCTIONING OF THE BMPS.
9. TOPSOIL AND SUITABLE EARTHEN MATERIALS SHALL BE SEGREGATED AND STOCKPILED WITHIN THE LIMITS OF CONSTRUCTION FOR USE ON AREAS TO BE FILLED AND RE-VEGETATED. ANY AND ALL STOCKPILES SHALL BE PLACED IN AN APPROVED LOCATION AND PROTECTED FROM EROSIVE ELEMENTS USING MEASURES SPECIFIED IN THE EROSION/SEDIMENT CONTROL PLAN AND STORMWATER POLLUTION PREVENTION PLAN (SWPPP).
10. SOILS THAT WILL BE STOCKPILED FOR MORE THAN THIRTY (30) DAYS SHALL BE MULCHED AND SEEDED WITH A TEMPORARY OR PERMANENT GRASS COVER WITHIN FOURTEEN (14) DAYS OF STOCKPILE CONSTRUCTION.
11. ANY SETTLEMENT OR SOIL ACCUMULATIONS BEYOND THE LIMITS OF CONSTRUCTION DUE TO GRADING OR EROSION SHALL BE REPAIRED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL BE HELD RESPONSIBLE FOR REMEDIATION OF ANY ADVERSE IMPACTS TO ADJACENT WATERWAYS, WETLANDS, PROPERTIES, ETC. RESULTING FROM WORK DONE AS PART OF THIS PROJECT.
12. A WATER SOURCE MUST BE AVAILABLE ON SITE DURING EARTHWORK OPERATIONS AND UTILIZED AS REQUIRED TO MINIMIZE DUST FROM EARTHWORK EQUIPMENT AND WIND.
13. THE CONTRACTOR MUST KEEP ALL POLLUTANTS, INCLUDING SEDIMENT, CONSTRUCTION DEBRIS, AND TRENCH BACKFILL MATERIALS FROM ENTERING THE STORM SEWER SYSTEM.
14. ALL SPILLS INCLUDING, BUT NOT LIMITED TO, PETROLEUM PRODUCTS, SOLVENTS, AND CEMENT SHALL BE CLEANED UP IMMEDIATELY. THE LOCAL CITY/COUNTY AND STATE'S GOVERNING AUTHORITY SHALL BE NOTIFIED IMMEDIATELY.
15. THE CONTRACTOR SHALL ENSURE THAT ALL LOADS OF CUT AND FILL MATERIAL IMPORTED TO OR EXPORTED FROM THE SITE SHALL BE PROPERLY COVERED TO PREVENT LOSS OF THE MATERIAL DURING TRANSPORT ON PUBLIC RIGHT-OF-WAY. ALL MATERIAL EXPORTED FROM THE SITE SHALL BE DISPOSED OF AT A SITE PERMITTED TO ACCEPT SUCH MATERIAL.
16. THE USE OF REBAR, STEEL STAKES OR STEEL FENCE POSTS FOR STAKING DOWN STRAW OR HAY BALES, OR TO SUPPORT SILT FENCING USED AS AN EROSION CONTROL MEASURE, IS PROHIBITED.
17. THE CLEANING OF CONCRETE DELIVERY TRUCK CHUTES IS RESTRICTED TO APPROVED LOCATIONS ON THE JOB SITE. THE DISCHARGE OF WATER CONTAINING WASTE CEMENT TO THE STORM SEWER SYSTEM IS PROHIBITED. ALL CONCRETE WASTE SHALL BE PROPERLY CLEANED UP AND DISPOSED OF AT AN APPROPRIATE LOCATION.
18. CONTRACTOR SHALL PROVIDE A COMPLETED "NOTICE OF TERMINATION" TO OWNER, FOR OWNERS SUBMITTAL TO THE STATE'S GOVERNING AUTHORITY ONCE THE PROJECT IS COMPLETE, ALL DISTURBED AREAS HAVE BEEN STABILIZED AND TEMPORARY BMPS HAVE BEEN REMOVED.
19. THE CONTRACTOR SHALL CLEAN OUT ALL EXISTING AND PROPOSED INLETS, PIPES AND MANHOLES OF DEBRIS AND SEDIMENTATION AT COMPLETION OF SITEWORK. THIS WORK SHALL BE DONE TO THE SATISFACTION OF THE OWNER AND LOCAL AUTHORITIES. ANY CONSTRUCTION DEBRIS OR MUD DROPPED INTO MANHOLES, INLETS, PIPES OR TRACKED ONTO EXISTING ROADWAYS SHALL BE REMOVED IMMEDIATELY BY THE CONTRACTOR. THE CONTRACTOR SHALL REPAIR ANY EXCAVATIONS OR PAVEMENT FAILURES CAUSED BY HIS CONSTRUCTION.

PAVING NOTES

1. ALL PAVING WORK AND SUBGRADE PREPARATION/STABILIZATION SHALL CONFORM TO THE RECOMMENDATIONS OF THE GEOTECHNICAL REPORT, PREPARED BY [GSH GEOTECHNICAL CONSULTANTS, INC. , JULY 30, 2021, PROJ. NO. 2774-016-21]. IN CASE OF ANY CONFLICT WITH THESE PLANS, NOTIFY OWNER IMMEDIATELY.
2. UNLESS PROVIDED FOR IN THE PLANS, CONTRACTOR SHALL DEVELOP A CONCRETE PAVEMENT JOINTING PLAN USING THE PROPOSED PAVING PLAN AND SITE CONDITIONS. JOINT LAYOUT SHALL BE IN ACCORDANCE WITH ACI 330R "GUIDE FOR THE DESIGN AND CONSTRUCTION OF CONCRETE PARKING LOTS," AND STANDARD CONSTRUCTION PRACTICES. JOINT DETAILS SHALL BE IN ACCORDANCE WITH SALT LAKE CITY STANDARD DETAILS, LOCAL UDOT STANDARD DETAILS. CONTRACTOR SHALL PROVIDE A PAVEMENT JOINTING PLAN FOR OWNER APPROVAL.
3. ALL CONCRETE PAVEMENT AND CONSTRUCTION SHALL MEET SALT LAKE CITY, UDOT SPECIFICATIONS. CONCRETE PAVEMENT SHALL HAVE A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4000 PSI, TYPE I/II PORTLAND CEMENT (UNLESS OTHERWISE SPECIFIED IN THE GEOTECHNICAL REPORT FOR HIGHER SULFATE RESISTANCE), A SLUMP OF 4 INCHES +/- 1 INCH, AND AN AIR CONTENT OF 6% +/- 1%.
4. PAVEMENT MUST HAVE A SOLAR REFLECTANCE INDEX (SRI) OF 29 OR HIGHER.
5. ALL RADIUS DIMENSIONS SHOWN ON THE PAVING PLAN ARE TO BACK OF CURB UNLESS OTHERWISE NOTED.
6. ALL PAVEMENT MARKINGS FOR PARKING STALLS SHALL BE 4" WIDE YELLOW MARKINGS, CONFORMING TO AASHTO M248 READY MIXED YELLOW TRAFFIC PAINT.
7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL ACCESSIBLE AREAS AND ROUTES ARE BUILT IN ACCORDANCE WITH THE PLANS AND THE "2010 ADA STANDARDS FOR ACCESSIBLE DESIGN". THE SITE MAY BE INSPECTED BY CITY PERSONNEL FOR COMPLIANCE WITH THE STANDARDS.
8. ADA ACCESSIBLE PARKING STALLS AND AISLES SHALL BE CONSTRUCTED WITH A MAXIMUM SLOPE OF 2.00% IN ANY DIRECTION. ADA ACCESSIBLE ROUTES SHALL BE CONSTRUCTED WITH A MAXIMUM CROSS SLOPE OF 2.00% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00%
9. (UNLESS RAMPS AND LANDINGS ARE PROVIDED PER ADA STANDARDS). CURB RAMPS SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 8.33% (12:1). ACCESSIBLE MANEUVERING AREAS AT DOORS SHALL BE CONSTRUCTED WITH A MAXIMUM 2.00% IN ANY DIRECTION. CONTRACTOR SHALL FIELD VERIFY ADA GRADES AND FORMWORK PRIOR TO PLACING ANY CONCRETE. OWNER SHALL BE NOTIFIED IMMEDIATELY OF ANY DISCREPANCY SHOWN ON THE PLANS.

UTILITY NOTES

1. CONTRACTOR SHALL FIELD VERIFY ALL EXISTING UTILITIES AT PROPOSED POINTS OF CONNECTION AND CONFIRM EXACT LOCATIONS/SIZES OF ALL UTILITY SERVICE LINE HOOKUPS TO THE BUILDING (PER MEP PLANS) PRIOR TO UTILITIES CONSTRUCTION.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ARRANGING ONSITE MEETINGS WITH THE CITY, GOVERNING AGENCIES, AND UTILITY OWNERS PRIOR TO THE START OF ANY CONSTRUCTION OR INSTALLATION OF UTILITIES.
3. THE CONTRACTOR SHALL CONSTRUCT ALL WATER AND SANITARY SEWER SERVICE LINES AND CONNECTIONS IN ACCORDANCE WITH THE APPLICABLE STANDARDS AND SPECIFICATIONS OF THE CITY OR LOCAL UTILITY PROVIDER.
4. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING UTILITY SERVICE CONNECTIONS WITH THE APPROPRIATE UTILITY COMPANY/OWNER, AND TO OBTAIN ALL PERMITS AND PAY ALL FEES AS REQUIRED FOR SERVICE CONNECTIONS TO UTILITY MAINS.
5. UTILITY TRENCHES AND STRUCTURE EXCAVATIONS ARE TO BE SLOPED OR BRACED AND SHEETED AS NECESSARY FOR THE SAFETY OF THE WORKMEN AND THE PROTECTION OF OTHER UTILITIES IN COMPLIANCE WITH ALL APPLICABLE LOCAL, STATE AND FEDERAL REQUIREMENTS.
6. UNLESS OTHERWISE NOTED, CONTRACTOR SHALL PROVIDE TRENCHING FOR ALL UTILITY SERVICE LINES.
7. CONTRACTOR TO SET AND ADJUST ALL PROPOSED UTILITY STRUCTURES, CLEANOUTS, VALVES, METER PITS, ETC. TO FINISH GRADE. EXISTING ITEMS AFFECTED BY THE WORK SHALL BE ADJUSTED AS REQUIRED TO MATCH FINISH GRADE.
8. THE CONTRACTOR SHALL COORDINATE WATER MAIN WORK WITH THE FIRE DEPARTMENT TO ENSURE ADEQUATE FIRE PROTECTION IS CONSTANTLY AVAILABLE TO THE SITE AND ADJACENT PROPERTIES. CONTRACTOR WILL BE RESPONSIBLE FOR ARRANGING/PROVIDING ANY REQUIRED WATER MAIN SHUT OFFS WITH THE CITY DURING CONSTRUCTION. ANY COSTS ASSOCIATED WITH WATER MAIN SHUT OFFS WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AT HIS EXPENSE.

STORM SEWER NOTES

1. STORM SEWER PIPE MATERIALS SHALL MEET THE KUM & GO STANDARD SPECIFICATIONS. UNLESS OTHERWISE SPECIFIED IN THE PLANS, THEY SHALL BE HDPE DOUBLE-WALL, SMOOTH INTERIOR PIPE (ADS N-12 OR APPROVED EQUAL) UNLESS OTHERWISE SPECIFIED IN THE PLANS. ALL JOINTS AND STRUCTURE CONNECTIONS SHALL BE SOIL-TIGHT (MINIMUM).
2. STORM SEWER PIPE SHALL BE BEDDED, INSTALLED, AND BACKFILLED IN ACCORDANCE WITH THE DETAILS INCLUDED IN THE PLANS, MANUFACTURER'S INSTALLATION REQUIREMENTS, AND/OR STANDARD DETAILS INCLUDED BY REFERENCE.
3. ALL CAST-IN-PLACE CONCRETE DRAINAGE STRUCTURES SHALL HAVE A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI, TYPE II CEMENT (UNLESS OTHERWISE SPECIFIED) WITH AIR ENTRAINING ADMIXTURES AND SHALL CONFORM TO THE LOCAL CITY'S SPECIFICATIONS.
4. SMALL DIAMETER STORM SEWER CONNECTIONS (12 INCH DIAMETER AND LESS) SHALL BE MADE WITH REDUCING WYE'S, 45 DEGREE BENDS, AND REDUCING COUPLERS, UNLESS OTHERWISE INDICATED. REFER TO PLAN AND DETAILS FOR SYSTEM LAYOUT.
5. ALL CAST-IN-PLACE AND PRE-FABRICATED DRAINAGE STRUCTURES WITHIN PAVED AREAS MUST BE INSTALLED TO MEET (AT A MINIMUM) AASHTO H-20/HS-20 LOAD RATING. THE GENERAL CONTRACTOR SHALL CONSULT WITH THE MANUFACTURER OF ANY PRE-FABRICATED STRUCTURE TO CONFIRM INSTALLATION MEASURES REQUIRED TO ENSURE THE AFOREMENTIONED LOAD RATING IS ACHIEVED. FOR ALL PRE-FABRICATED NYLOPLAST® DRAIN BASINS, THE GENERAL CONTRACTOR SHALL POUR A CONCRETE COLLAR UNDER THE FRAME/GRATE/HOOD ASSEMBLY IN THE MINIMUM DIMENSIONS SPECIFIED ON THE MANUFACTURER'S STANDARD DETAIL DRAWINGS TO ACHIEVE H-20/HS-20 LOAD RATING. THE GENERAL CONTRACTOR SHALL CONTACT OWNER FOR ADDITIONAL DIRECTION IF H-20/HS-20 INSTALLATION GUIDELINES CANNOT BE OBTAINED FROM THE MANUFACTURER OF ANY PROPOSED PRE-FABRICATED STRUCTURE.

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2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

811 Know what's below. Call before you dig.

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.953.1357
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Kum & Go
1459 Grand Ave
Des Moines, IA 50309
P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST

GENERAL NOTES

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

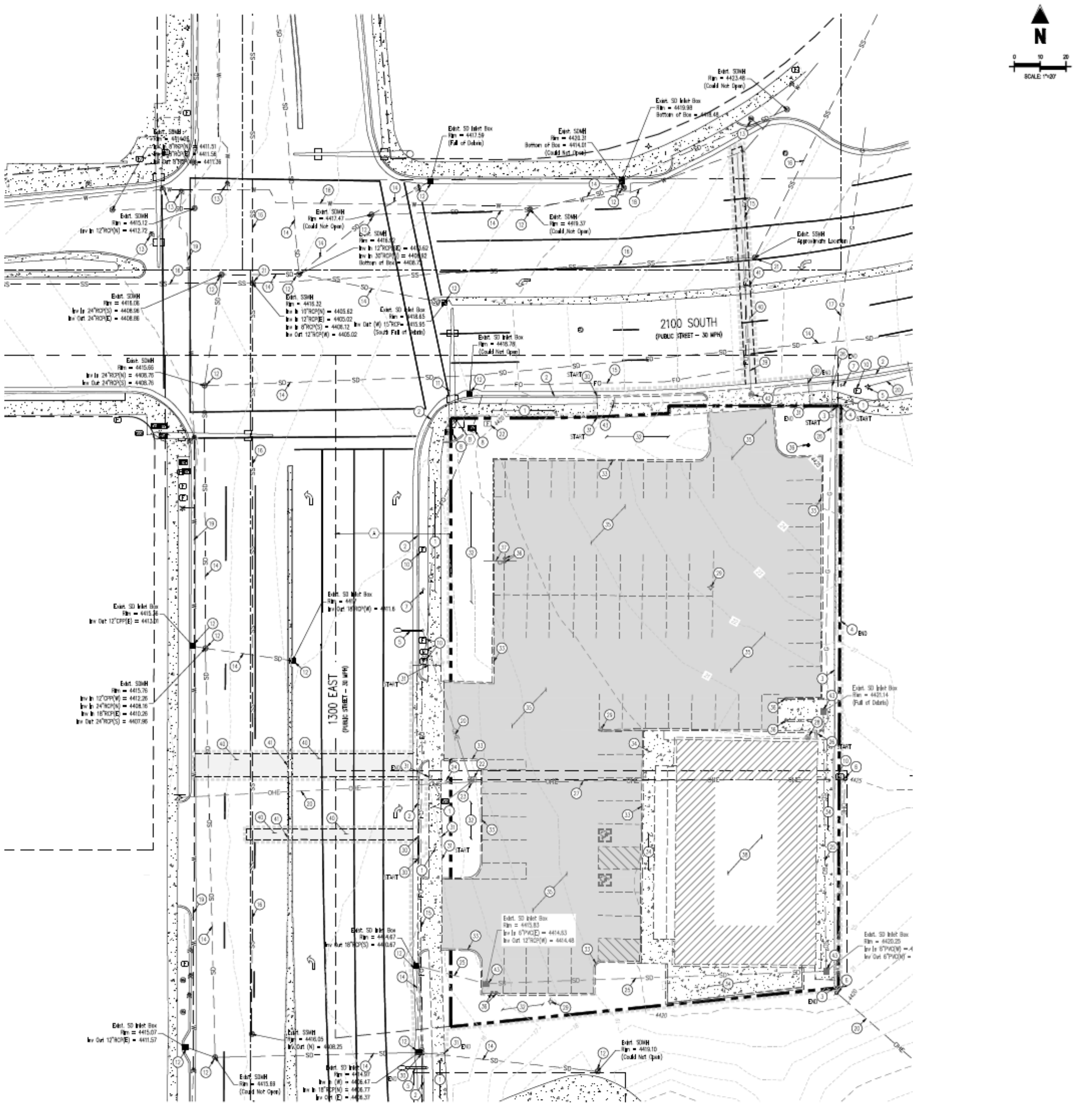
REVISIONS

△	DATE	REVISION DESCRIPTION

DATE: 11.01.2022

SHEET NUMBER:
C0.1
2 OF 26

CRITERIA PLAN 04/2020



FLAG NOTES

1. EXISTING CONCRETE SIDEWALK TO REMAIN.
2. EXISTING 30" CURB AND GUTTER TO REMAIN.
3. EXISTING CONCRETE RETAINING WALL TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
4. EXISTING CHAIN LINK FENCE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
5. EXISTING LIGHT POLE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
6. EXISTING UTILITY POLE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
7. EXISTING GUY WIRES TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
8. EXISTING TELECOM VAULT TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
9. EXISTING ELECTRICAL VAULT TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
10. EXISTING FIBEROPTIC BOX TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
11. EXISTING TRAFFIC POLE & SIGNAL TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
12. EXISTING STORM DRAIN STRUCTURE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
13. EXISTING WATER STRUCTURE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
14. EXISTING STORM DRAIN LINE TO REMAIN.
15. EXISTING FIBEROPTIC LINE TO REMAIN.
16. EXISTING SANITARY SEWER LINE TO REMAIN.
17. EXISTING GAS LINE TO REMAIN.
18. EXISTING 6" C.I.P. WATER LINE TO REMAIN.
19. EXISTING 12" D.I.P. WATER LINE TO REMAIN.
20. EXISTING OVERHEAD ELECTRIC LINE TO REMAIN.
21. EXISTING SANITARY SEWER STRUCTURE TO REMAIN. CONTRACTOR TO PROTECT IN PLACE.
22. EXISTING FIBEROPTIC BOX TO BE REMOVED AND RELOCATED.
23. EXISTING POWER POLE TO BE RELOCATED. CONTRACTOR TO COORDINATE WITH ROCKY MOUNTAIN POWER.
24. EXISTING GUY WIRE TO BE REMOVED. CONTRACTOR TO COORDINATE WITH ROCKY MOUNTAIN POWER.
25. EXISTING STORM DRAIN LINE TO BE REMOVED.
26. EXISTING GAS LINE TO BE REMOVED.
27. EXISTING OVERHEAD ELECTRIC LINE TO BE REMOVED.
28. EXISTING GAS METER TO BE REMOVED.
29. EXISTING LIGHT POLE TO BE REMOVED.
30. EXISTING 30" CURB AND GUTTER TO BE REMOVED.
31. EXISTING CONCRETE SIDEWALK TO BE REMOVED.
32. CLEAR AND GRUB EXISTING LANDSCAPE.
33. EXISTING 24" CONCRETE CURB & GUTTER TO BE REMOVED.
34. EXISTING CONCRETE SIDEWALK AND THICKENED EDGE WALK TO BE REMOVED.
35. EXISTING ASPHALT PAVEMENT TO BE REMOVED.
36. EXISTING BOLLARD TO BE REMOVED.
37. EXISTING SIGN TO BE REMOVED.
38. EXISTING 4,722 S.F. BUILDING TO BE REMOVED.
39. EXISTING WATER LINE TO BE CAPPED AND BLOCKED AT THE MAIN.
40. EXISTING ASPHALT TO BE REMOVED AND REPLACED FOR UTILITY CUT.
41. EXISTING CONCRETE MEDIAN TO BE REMOVED AND REPLACED FOR UTILITY CUT.
42. EXISTING WATER METER TO BE REMOVED.
43. EXISTING BUS STOP SIGN TO BE REMOVED AND RELOCATED OUT OF PROPOSED DRIVE AISLE.
44. EXISTING STORM DRAIN STRUCTURE TO BE REMOVED.

EASEMENT SCHEDULE

(A) EASEMENT IN FAVOR OF THE STATE ROAD COMMISSION OF UTAH FOR THE PURPOSE OF CONSTRUCTING CUT AND/OR FILL SLOPES MADE NECESSARY BY THE GRADING FOR SIDEWALKS AS RESERVED IN THAT CERTAIN WARRANTY DEED RECORDED MAY 2, 1963 AS ENTRY NO. 1916498 IN BOOK 2046 AT PAGE 121 OF OFFICIAL RECORDS.

(B) EASEMENT IN FAVOR OF THE UTAH DEPARTMENT OF TRANSPORTATION FOR THE PURPOSE ON CONSTRUCTING AND MAINTAINING A SIGNAL POLE AND APPURTENANCES. RECORDED JANUARY 2, 1981 AS ENTRY NO. 3520184 IN BOOK 5197 AT PAGE 445 OF OFFICIAL RECORDS.

NOTE: CONTRACTOR MUST COORDINATE WORK WITH UTILITY COMPANY AND CITY PRIOR TO BEGINNING WORK AND IS RESPONSIBLE FOR ALL MATERIALS, LABOR, REPAIRS, ETC. TO COMPLETE WORK AND RESTORE AREA TO SAME STATE PRIOR TO STARTING WORK

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL INFORMATION FOR FINAL ACCEPTANCE OF WORK FOR ANY LOCAL, STATE OR FEDERAL AGENCY, UTILITY DISTRICT OR ANY OTHER AGENCY OR DISTRICT HAVING APPROVAL AUTHORITY OVER WORK. THIS INFORMATION MAY INCLUDE, BUT IS NOT LIMITED TO, AS-BUILT PLANS, CERTIFICATIONS, INSPECTIONS AND REPORTS.

NOTE: CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION. CONTRACTOR SHALL HAVE LICENSED SURVEYOR REPLACE ANY DAMAGED OR DISTURBED MONUMENTATION AT THEIR COST.

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

SOIL PREPARATION & PAVEMENT DESIGN NOTE

SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS: GEOTECHNICAL ENGINEERING EXPLORATION AND ANALYSIS: PROPOSED PUBLIC STORAGE FACILITY

GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES.

DEMOLITION LEGEND

- DEMOLITION LIMIT LINE
- EXISTING MAJOR CONTOUR
- EXISTING MINOR CONTOUR
- PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- EXISTING FENCE
- EXISTING TO REMAIN
- EXISTING TO BE REMOVED
- SAWCUT LINE
- EXISTING CURB AND GUTTER
- EXISTING BOLLARD
- EXISTING SIGN
- EXISTING ASPHALT TO REMAIN
- EXISTING ASPHALT TO BE REMOVED
- EXISTING SIDEWALK TO REMAIN
- EXISTING SIDEWALK TO BE REMOVED
- W — EXISTING WATER
- SD — EXISTING STORM DRAIN
- SS — EXISTING SANITARY SEWER
- G — EXISTING GAS
- UT — EXISTING TELEPHONE
- OHE — EXISTING OVERHEAD POWER
- FO — EXISTING FIBER OPTIC LINE
- EXISTING ELECTRICAL SWITCH BOX
- EM — EXISTING ELECTRICAL METER
- E — EXISTING ELECTRICAL MANHOLE
- TR — EXISTING ELECTRICAL TRANSFORMER
- E — EXISTING ELECTRICAL BOX
- F — EXISTING FIBER OPTICS BOX
- TL — EXISTING COMMUNICATION BOX
- EXISTING POWER POLE
- EXISTING LIGHT POLE
- EXISTING FIRE HYDRANT
- EXISTING WATER VALVE
- EXISTING IRRIGATION VALVE
- EXISTING WATER METER
- SD — EXISTING STORM DRAIN MANHOLE
- S — EXISTING SANITARY SEWER MANHOLE
- EXISTING STORM DRAIN BOX
- EXISTING GAS METER

BENCHMARK

BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE.
NAVD88 ELEVATION = 4401.32'

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983. THE MONUMENTED CENTERLINE OF 2100 SOUTH STREET BEARS S 89°57'41" E MONUMENTED AS SHOWN HEREON.

LEGAL DESCRIPTION

A PART OF BLOCK 46, 10-ACRE PLAT "A", BIG FIELD SURVEY, SALT LAKE CITY, UTAH, FURTHER DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EAST RIGHT OF WAY LINE OF 1300 EAST STREET WHICH IS 66.00 FEET EAST AND 264.00 FEET SOUTH AND 45.05 FEET NORTH 84°15'00" EAST FROM THE NORTHEAST CORNER OF LOT 10 OF SAID BLOCK 46; RUNNING THENCE NORTH 0°01'00" WEST 235.41 FEET ALONG SAID EAST RIGHT OF WAY TO THE SOUTH RIGHT OF WAY LINE OF 2100 SOUTH STREET; THENCE ALONG SAID SOUTH RIGHT OF WAY LINE (4) FOUR COURSES AS FOLLOWS: NORTH 89°51'00" EAST 33.31 FEET TO A POINT OF CURVATURE, EASTERLY ALONG THE ARC OF A 766.20 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 51.16 FEET (CENTRAL ANGLE EQUALS 3°49'33" AND LONG CHORD BEARS NORTH 87°56'14" EAST 51.15 FEET), NORTH 2.84 FEET AND EAST 66.58 FEET TO A POINT ON THE EAST SECTION LINE OF SECTION 20, TOWNSHIP 1 SOUTH, RANGE 1 EAST, SLB&M; THENCE SOUTH 0°13'44" WEST 225.07 FEET ALONG SAID SECTION LINE; THENCE SOUTH 84°15'00" WEST 150.80 FEET TO THE POINT OF BEGINNING.

CONTAINS: 34,648 SQ. FT. OR 0.795 ACRES

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P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST

DEMOLITION PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

REVISIONS

△	DATE	REVISION DESCRIPTION

DATE: 11.01.2022

SHEET NUMBER:
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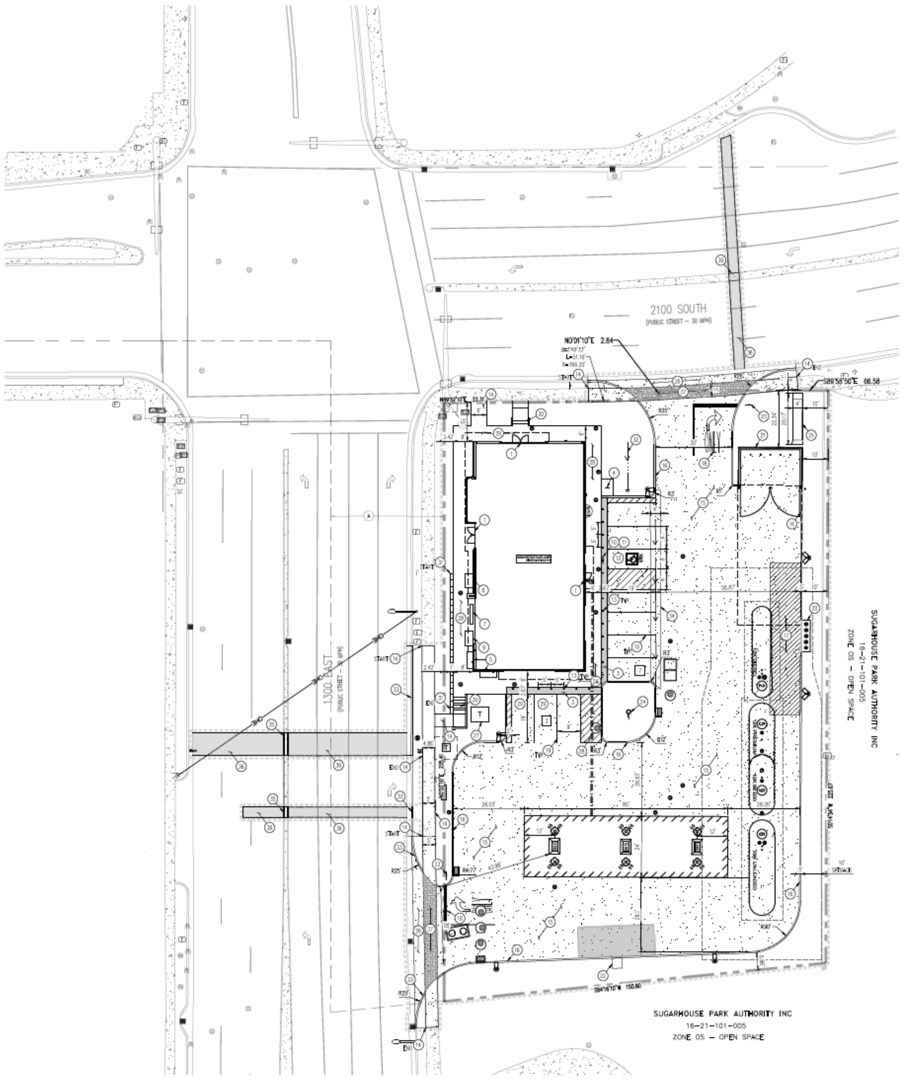
3 OF 26



FLAG NOTES

1. PROPOSED BUILDING ENTRY, REFER TO ARCHITECTURAL PLANS.
2A. PROPOSED BUILDING CONCRETE SIDEWALK. 1.5% MAX. CROSS SLOPE.
2B. PROPOSED BUILDING CONCRETE SIDEWALK ADJACENT TO LANDSCAPE. 1.5% MAX. CROSS SLOPE.
3. PROPOSED INTEGRAL-COLORED CONCRETE – 6" MINIMUM PAVEMENT THICKNESS.
4. PROPOSED BOLLARD BIKE RACK ON 5.0' X 6.5' X 4" THICK CONCRETE PAD.
5. PROPOSED PROPANE CAGE (9' x 9', 4" CONCRETE PAD. 1.5% SLOPE AWAY FROM SIDE WALL OF BUILDING).
6. PROPOSED FIREWOOD LOCATION.
7. PROPOSED MISCELLANEOUS MERCHANDISE LOCATION.
8. NOT USED.
9. PROPOSED ICE MERCHANDISER LOCATION.
10. PROPOSED BOLLARD MOUNTED ADA VAN PARKING SIGN.
11. PROPOSED BOLLARD MOUNTED ADA PARKING SIGN.
12. PROPOSED ACCESSIBLE PARKING SPACE.
13. PROPOSED 4" DIAMETER BOLLARDS.
14. PROPOSED 4" CONCRETE SITE SIDEWALK. 1.5% MAX. CROSS SLOPE.
15. PROPOSED STANDARD DUTY CONCRETE PAVEMENT.
16. PROPOSED INTEGRAL CONCRETE CURB.
17. PROPOSED 12'X60' LOADING ZONE, 45' CROSS HATCH, 2' O.C. STRIPING
18. PROPOSED DRIVEWAY ENTRANCE MARKINGS.
19. PROPOSED 4" WIDE YELLOW PAVEMENT MARKINGS, TYP.
20. PROPOSED UNDERGROUND FUEL STORAGE TANKS WITH CONCRETE PAD. PAINT CURB IN FRONT OF TANKS AND CONCRETE PAD YELLOW. ALL LIDS SHALL BE 1" ABOVE FINISHED GRADE.
21. PROPOSED 14'-8" X 24'-8" TRASH ENCLOSURE WITH MICHIHA (REF. ARCHITECTURAL PLANS)
22. PROPOSED AIR MACHINE LOCATION, 4'x4' CONCRETE PAD. KEEP AT LEAST #20' AWAY FROM DISPENSERS AND TANK FILL PORTS.
23. PROPOSED STOP SIGN AT PUBLIC RIGHT OF WAY.
24. PROPOSED 40' FLAGPOLE, MAINTAIN #24' CLEAR SPACE ABOVE GRADE.
25. PROPOSED 6' MONUMENT SIGN.
26. PROPOSED RADIUS DRIVE APPROACH PER APWA STANDARD PLAN 225.
27. PROPOSED PAD-MOUNTED TRANSFORMER.
28. PROPOSED ADA STRIPING, 45' CROSS HATCH, 2" O.C. STRIPING.
29. PROPOSED DESIGNATED FUTURE EV STALLS.
30. PROPOSED CONCRETE STAIRS WITH HANDRAILS.
31. PROPOSED SEGMENTAL RETAINING WALL.
32. PROPOSED LANDSCAPED SWALE.
33. PROPOSED 30" CURB & GUTTER.
34. PROPOSED 4' CONCRETE WATER WAY.
35. REPAIR AND REPLACE EXISTING CONCRETE MEDIAN BARRIER.
36. PROPOSED ASPHALT PATCH. ASPHALT RESTORATION TO BE COMPLETED PER APWA STANDARD PLAN 225.
37. PROPOSED STAMPED INTEGRAL-COLORED CONCRETE. 6" MINIMUM PAVEMENT THICKNESS.

EASEMENT SCHEDULE

A. EASEMENT IN FAVOR OF THE STATE ROAD COMMISSION OF UTAH FOR THE PURPOSE OF CONSTRUCTING CUT AND/OR FILL SLOPES MADE NECESSARY BY THE GRADING FOR SIDEWALKS AS RESERVED IN THAT CERTAIN WARRANTY DEED RECORDED MAY 2, 1963 AS ENTRY NO. 1916498 IN BOOK 2046 AT PAGE 121 OF OFFICIAL RECORDS.

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GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

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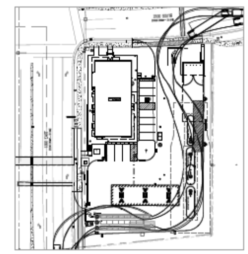
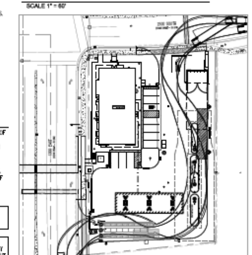
SITE LEGEND

- CONSTRUCTION LIMIT LINE
- EXISTING BOUNDARY LINE
- PROPOSED PROPERTY BOUNDARY LINE
- ADJACENT PROPERTY BOUNDARY LINE
- RIGHT OF WAY BOUNDARY LINE
- CENTER LINE OF ROAD
- EXISTING EASEMENT LINE
- ADA PATH
- EXISTING / PROPOSED LIGHT POLE
- EXISTING / PROPOSED BOLLARD
- EXISTING / PROPOSED SIGN
- PROPOSED STALL COUNT
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED CONCRETE PAVEMENT
- EXISTING CONCRETE SIDEWALK
- PROPOSED SITE CONCRETE PAVEMENT
- PROPOSED ASPHALT PAVEMENT



TRUCK TEMPLATE EXHIBIT:WB-50
SCALE 1" = 60'



TRUCK TEMPLATE EXHIBIT:WB-67
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BENCHMARK

BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE
NAVD88 ELEVATION = 4401.32'

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983. THE MONUMENTED CENTERLINE OF 2100 SOUTH STREET BEARS S 89°57'41" E MONUMENTED AS SHOWN HEREON.

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SITE PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

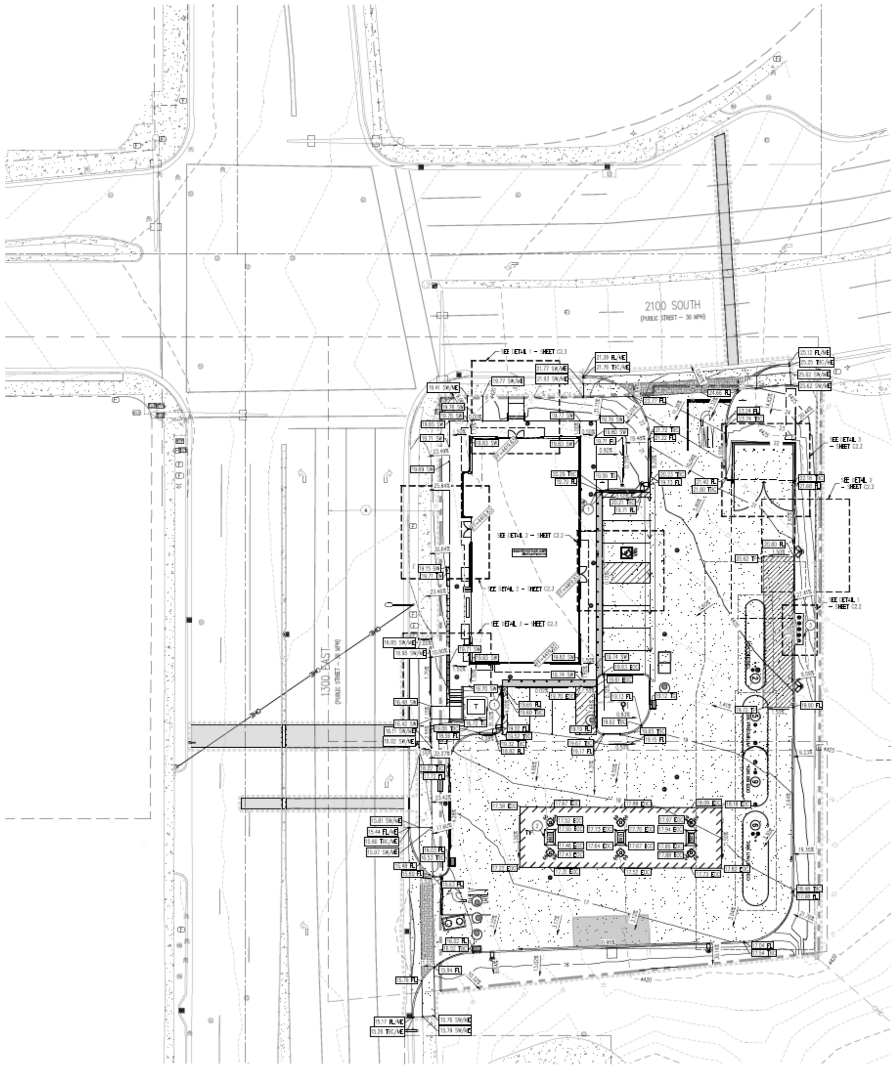
△	DATE	REVISION DESCRIPTION

REVISIONS

DATE: 11.01.2022

SHEET NUMBER:
C1.1

CRITERIA PLAN 04/2020



N
SCALE: 1"=20'

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EOC	EDGE OF CONCRETE
TG	TOP OF GRATE
RIM	RIM
1.50%	EXISTING SLOPE ARROW
1.50%	PROPOSED SLOPE ARROW

FLAG NOTES

1. PROPOSED 3' TRANSITION TO ZERO FACE CURB
2. ALL CONCRETE FUELING ISLANDS SHALL BE 2" ABOVE FINISH GRADE.
3. ALL FUEL FILL LIDS SHALL BE 1" ABOVE FINISH GRADE.

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CONTAINS: 34,648 SQ. FT. OR 0.795 ACRES

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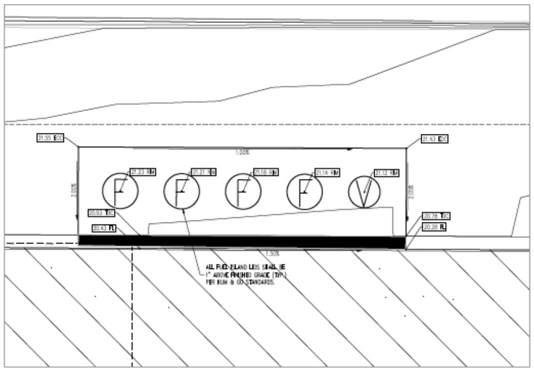
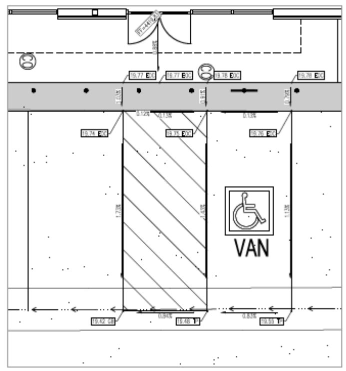
CRITERIA PLAN 04/2020



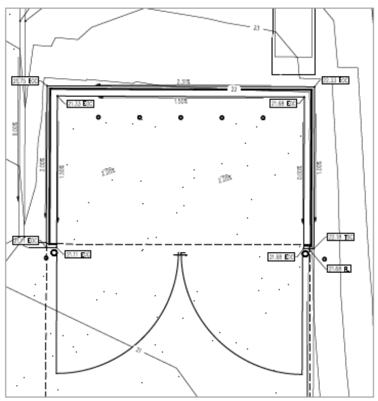
DETAIL 1

1"=2'



DETAIL 2

1"=8'



DETAIL 3

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GRADING LEGEND

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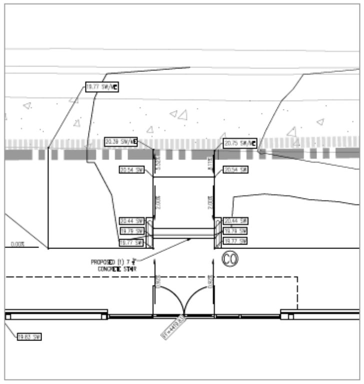
C2.2
6 OF 26

CRITERIA PLAN 04/2020



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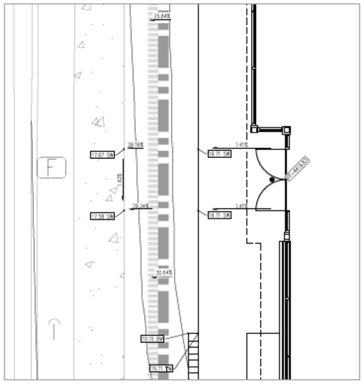

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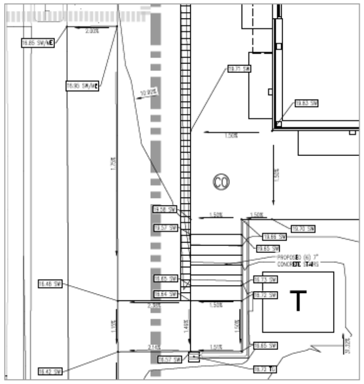

DETAIL 3

GRADING LEGEND

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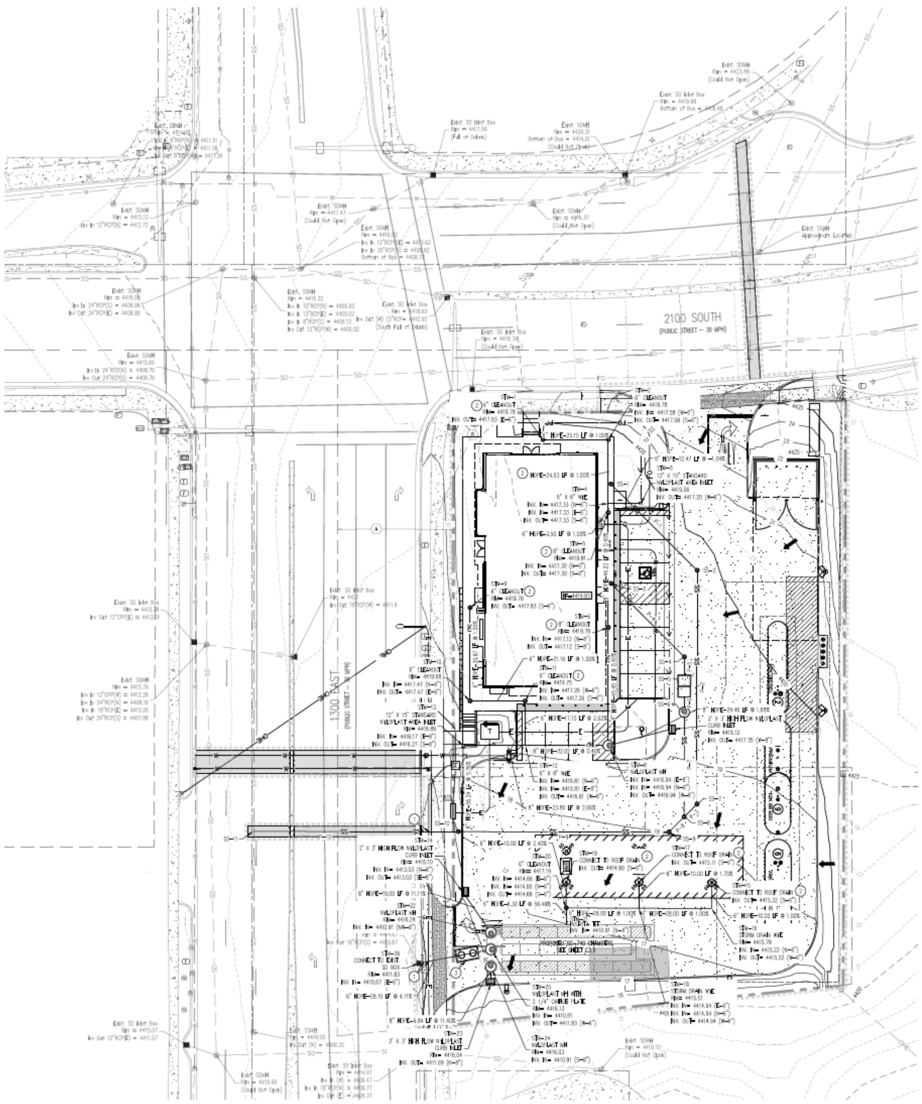

N

SCALE: 1"=20'

DRAINAGE LEGEND

- PROPERTY LINE
- FLOW ARROW
- EXISTING STORM DRAIN
- PROPOSED STORM DRAIN (LESS THAN 12")
- PROPOSED STORM DRAIN
- EXISTING / PROPOSED STORM DRAIN MANHOLE
- EXISTING / PROPOSED STORM DRAIN BOX
- EMERGENCY OVERFLOW ARROW

FLAG NOTES

1. UTILITY CROSSING (CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, AND DEPTH OF EXISTING UTILITY AND NOTIFY ENGINEER OF CONFLICTS, PRIOR TO CONSTRUCTION.)
2. PROPOSED ROOF DRAIN OR CANOPY DRAIN CONNECTION TO BUILDING. REFERENCE PLUMBING PLANS FOR CONTINUATION.
3. PROPOSED 1250 GAL. OIL-WATER SEPARATOR. (C3.6 – DETAIL 4)

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SOIL PREPARATION & PAVEMENT DESIGN NOTE

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GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES.

FEMA FLOOD ZONE

PER FIRMETTE 49035C0301H, EFFECTIVE 11/19/2021;

THIS PROPERTY RESIDES IN FEMA FLOOD ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

BENCHMARK

BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE.
NAVD88 ELEVATION = 4401.32'

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983. THE MONUMENTED CENTERLINE OF 2100 SOUTH STREET BEARS S 89°57'41" E MONUMENTED AS SHOWN HEREON.

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811 Know what's below. Call before you dig.

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.953.1357
GallowayUS.com

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Kum & Go
1459 Grand Ave
Des Moines, IA 50309
P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH

2111 SOUTH 1300 EAST

DRAINAGE PLAN

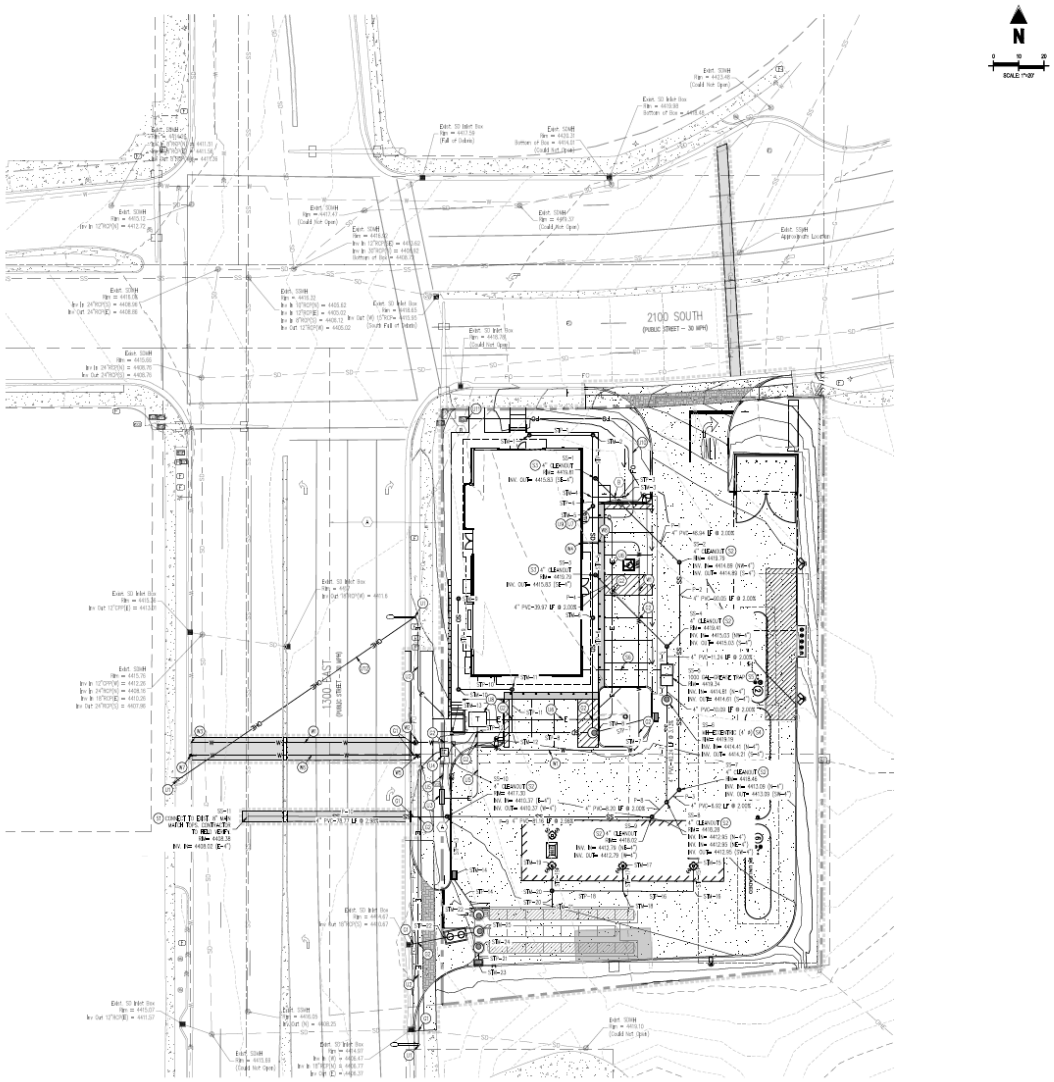
KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

REVISIONS	
DATE	REVISION DESCRIPTION

DATE: 11.01.2022

SHEET NUMBER: C2.3
8 OF 26

CRITERIA PLAN 04/2020



GENERAL FLAG NOTES

- (G1) UTILITY CROSSING (CONTRACTOR TO FIELD VERIFY LOCATION, SIZE, AND DEPTH OF EXISTING UTILITY AND NOTIFY ENGINEER OF CONFLICTS, PRIOR TO CONSTRUCTION.)
- (G2) UTILITY CROSSING. CONTRACTOR TO MAINTAIN MINIMUM 1' CLEAR SPACE BETWEEN UTILITIES FROM OUTER EDGE TO OUTER EDGE.

DRY UTILITY FLAG NOTES

- (U1) PROPOSED CONNECTION TO EXISTING STREET LIGHT.
- (U2) PROPOSED UNDERGROUND ELECTRICAL ROUTING FROM THREE PHASE TRANSFORMER TO EXIST. STREET LIGHT.
- (U3) PROPOSED ROCKY MOUNTAIN POWER GROUND SLEEVE.
- (U4) PROPOSED ROCKY MOUNTAIN POWER SINGLE PHASE TRANSFORMER.
- (U5) PROPOSED UNDERGROUND ELECTRICAL ROUTING BETWEEN TRANSFORMER TO GROUND SLEEVE.
- (U6) PROPOSED ELECTRICAL PRIMARY ROUTING FROM P.O.C. TO TRANSFORMER. COORDINATE WITH ROCKY MOUNTAIN POWER FOR FINAL ROUTING.
- (U7) PROPOSED BUILDING ELECTRICAL POINT OF SERVICE. REFERENCE ARCHITECTURAL PLANS FOR FINAL LOCATION.
- (U8) PROPOSED TRANSFORMER LOCATION.
- (U9) PROPOSED BUILDING POINT OF SERVICE FOR TELEPHONE AND INTERNET. REFERENCE ARCHITECTURAL PLANS FOR FINAL LOCATION.
- (U10) PROPOSED FIBEROPTIC LINE.
- (U11) COORDINATE CONNECTION TO EXISTING WITH COMMUNICATIONS UTILITY PROVIDER.
- (U12) PROPOSED #6 ALUM DUPLEX OVERHEAD ELECTRIC LINE. CONTRACTOR TO COORDINATE WITH BLACK & MCDONALD FOR STREET LIGHT COORDINATION AND INSTALLATION.

WATER FLAG NOTES

- (W1) PROPOSED 2" TYPE K CULINARY WATER LINE.
- (W2) PROPOSED 2" WATER METER BOX AND SETTER. (C3.5 – DETAIL 1)
- (W3) PROPOSED TIE IN TO EXISTING 12" WATER MAIN LINE WITH DOUBLE STRAP SERVICE SADDLE AND COORDINATE STOP. (C3.5 – DETAIL 3)
- (W4) PROPOSED DOMESTIC WATER POINT OF SERVICE TO BUILDING. REFERENCE PLUMBING PLANS FOR CONTINUATION.
- (W5) PROPOSED FIRE HYDRANT ASSEMBLY. (C3.5 – DETAIL 2)
- (W6) PROPOSED 6" DUCTILE IRON PIPE FIRE LANE. (C3.5 – DETAIL 2)
- (W7) PROPOSED TIE IN TO EXISTING 12" WATER MAIN LINE WITH GATE VALVE AND CONCRETE THRUST BLOCK.
- (W8) PROPOSED IRRIGATION POINT OF CONNECTION.

SANITARY SEWER FLAG NOTES

- (S1) PROPOSED 4" SEWER LATERAL CONNECTION WITH WYE TO EXISTING 8" SEWER MAIN. MATCH EXISTING TOP OF PIPE ELEVATION. FIELD VERIFY SIZE, LOCATION, AND DEPTH PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF RESULTS. (C3.6 – DETAIL 1)
- (S2) PROPOSED SANITARY SEWER CLEANOUT.
- (S3) PROPOSED SANITARY SEWER CLEANOUT FOR POINT OF SERVICE TO BUILDING. REFERENCE PLUMBING PLANS FOR CONTINUATION.
- (S4) PROPOSED #4" SANITARY SEWER SAMPLING MANHOLE. (C3.6 – DETAIL 3)
- (S5) PROPOSED 1000 GALLON GREASE INTERCEPTOR.
- (S6) PROPOSED 2" VENT LINE FROM GREASE TRAP TO BUILDING. REFERENCE MECHANICAL AND PLUMBING PLANS FOR VTR COORDINATION.

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GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

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UTILITY LEGEND

- W — EXISTING WATER LINE
- W — PROPOSED WATER LINE
- SS — EXISTING SANITARY SEWER
- SS — PROPOSED SANITARY SEWER
- SD — EXISTING STORM DRAIN
- SD — PROPOSED STORM DRAIN (LESS THAN 12")
- PROPOSED STORM DRAIN
- G — EXISTING GAS
- G — PROPOSED GAS
- UT — EXISTING TELEPHONE
- OHE — EXISTING OVERHEAD POWER
- OHE — PROPOSED OVERHEAD POWER
- E — PROPOSED UNDERGROUND ELECTRIC LINE
- FO — EXISTING FIBER OPTIC LINE
- FO — PROPOSED FIBER OPTIC LINE
- TR — EXISTING ELECTRICAL TRANSFORMER
- F — EXISTING FIBER OPTICS BOX
- TL — EXISTING COMMUNICATION BOX
- EXISTING / PROPOSED LIGHT POLE
- EXISTING / PROPOSED FIRE HYDRANT
- EXISTING / PROPOSED WATER VALVE
- EXISTING IRRIGATION VALVE
- WTVT — EXISTING WATER VAULT
- IRVT — EXISTING IRRIGATION VAULT
- SD — EXISTING / PROPOSED STORM DRAIN MANHOLE
- S — EXISTING / PROPOSED SANITARY SEWER MANHOLE
- EXISTING / PROPOSED CLEANOUT
- EXISTING / PROPOSED STORM DRAIN BOX
- EXISTING / PROPOSED GAS METER

UTILITY CROSSING					
	TOP	INVERT ELEVATON	BOTTOM	TOP OF PIPE ELEVATION	CLEARANCE
(A)	8" STM	4414.35'	4" SAN	4410.75'	3.60'
(B)	6" STM	4417.27'	4" SAN	4415.95'	1.32'

SOUTH VALLEY SEWER DISTRICT NOTES

1. ALL CONSTRUCTION SHALL COMPLY WITH SOUTH VALLEY SEWER DISTRICT'S DESIGN STANDARDS AND CONSTRUCTION SPECIFICATIONS.
2. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND INVERT ELEVATIONS OF EXISTING MANHOLES AND OTHER UTILITIES BEFORE STAKING OR CONSTRUCTING ANY NEW SEWER LINES.
3. FOUR FEET OF COVER IS REQUIRED OVER ALL SEWER LINES.
4. THE NOSE-ON FOR THE SEWER LATERAL SHALL BE PERFORMED BY SOUTH VALLEY SEWER DISTRICT (SVSD) PERSONNEL. CONTACT SVSD AT LEAST 24 HOURS PRIOR TO CONSTRUCTION.

FEMA FLOOD ZONE

PER FIRMETTE 49035C0301H, EFFECTIVE 11/19/2021;

THIS PROPERTY RESIDES IN FEMA FLOOD ZONE X – AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

BENCHMARK

BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE.
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P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST

UTILITY PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

DATE	REVISION DESCRIPTION

REVISIONS

DATE: 11.01.2022

SHEET NUMBER: C3.1
9 OF 26

CRITERIA PLAN 04/2020

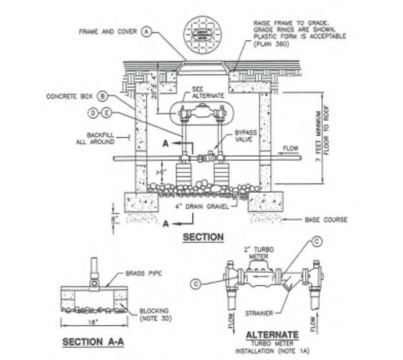
1 1/2" and 2" meter

1. **GENERAL**
   A. Turbine meters are required on all systems used exclusively for irrigation or fire protection.
   B. Where domestic use is applicable, use a standard meter.
   C. Before backfilling, secure inspection of installation by ENGINEER.

2. **PRODUCTS**
   A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
   B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
   C. Castings: Grey iron class 35 minimum per ASTM A48, coated with asphalt based paint or better.

3. **EXECUTION**
   A. Meter Placement:
      1) All meters are to be installed in the park strip or within 7 feet of the property line (street side).
      2) Do not install meters under driveway approaches, sidewalks, or curb and gutter.
      3) In new construction, install meter at center of lot or per agency requirements.
   B. Meter Box: Set box so grade of the frame and cover matches the grade of the surrounding surface.
   C. Bypass Valve: Lock in off position.
   D. Blocking: Use clay brick or concrete block.
   E. Concrete Box:
      1) Center frame and cover over water meter.
      2) Allow 1-inch clearance around waterline where water line passes through concrete box wall. Seal opening with compressible seal.
   F. Pipe Outside of Right-of-Way: Coordinate with utility agency or adjacent property owner for type of pipe to be used outside of right-of-way.
   G. Base Course and Backfill Placement: Maximum lift thickness before compaction is 8-inches. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

522



LEGEND

No.	*	ITEM	DESCRIPTION
(A)		27" FRAME AND COVER	PLAN 502
(B)		CONCRETE BOX	PLAN 505
(C)		STAINLESS STEEL METER BOLTS	5/8" x 2 3/4" BRASS
(D)		1 1/2" CUSTOM SETTER WITH BYPASS	
(E)		2" CUSTOM SETTER WITH BYPASS	

* FURNISHED BY UTILITY AGENCY

APWA Utah Chapter — *1 1/2" and 2" meter* — Plan 522, August 2001

(1) APWA 1 1/2" AND 2" METER

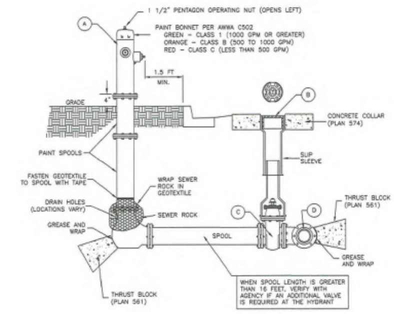
Fire hydrant with valve

1. **GENERAL**
   A. Before backfilling, secure inspection of installation by ENGINEER.
   B. Additional requirements are specified in APWA Section 33 11 00.

2. **PRODUCTS**
   A. Hydrant: Dry barrel, AWWA C502.
   B. Thrust Bocks: Concrete Class 4000, APWA Section 03 30 04.
   C. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615.
   D. Backfill: APWA Section 31 05 13. Maximum particle size 2-inches.
      1) Sewer Rock: ASTM Size No. 3 (2" to 1") or larger.
      2) Other Type of Common Fill: CONTRACTOR's choice,.
   E. Geotextile: Stabilization-separation fabric, APWA Section 31 05 19.

3. **EXECUTION**
   A. Installation:
      1) Provide at least 1 cubic yard of sewer rock around drain hole at base of hydrant spool. Wrap geotextile around sewer rock and tape geotextile to hydrant spool to prevent silting of sewer rock.
      2) Paint fire hydrant to agency's fire hydrant paint code.
      3) Apply non-oxide grease to all buried metal surfaces. Wrap with polyethylene sheet and tape wrap.
      4) Notify fire department as soon as hydrant is placed in service.
   B. Thrust Blocks:
      1) Before pouring concrete, wrap pipe system with polyethylene sheet to prevent bonding of concrete to pipe system.
      2) Not required for flange or welded pipe systems.
   C. Backfill: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

511



LEGEND

No.	*	ITEM	DESCRIPTION
(A)		FIRE HYDRANT	AWWA C502
(B)		VALVE BOX WITH LID	2-PIECE CAST IRON
(C)		GATE VALVE WITH 2" X 2" NUT	AWWA C509
(D)		TEE WITH 125 # FLANGE	AWWA C110

* FURNISHED BY UTILITY AGENCY

SECTION

APWA Utah Chapter — *Fire hydrant with valve* — Plan 511, February 2011

(2) APWA FIRE HYDRANT AND VALVE

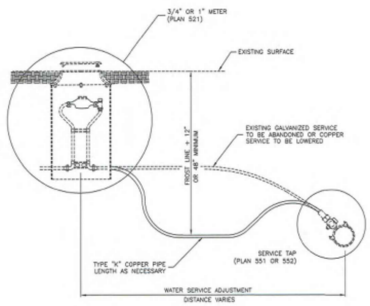
Water service line

1. **GENERAL**
   A. Before backfilling, secure inspection of installation by ENGINEER.

2. **PRODUCTS**
   A. Fittings: Provide brass fittings and nipples. Do not use galvanized materials.
   B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.

3. **EXECUTION**
   A. Backfill: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

541



APWA Utah Chapter — *Water service line* — Plan 541, August 2001

(3) APWA WATER SERVICE LINE

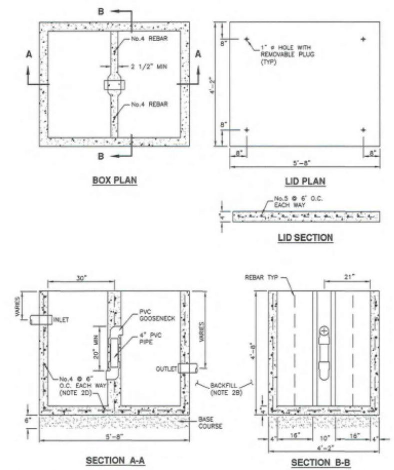
Grease trap

1. **GENERAL**
   A. Before backfilling around concrete box, secure inspection of installation by ENGINEER.

2. **PRODUCTS**
   A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
   B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
   C. Concrete: Class 4000, APWA Section 03 30 04.
   D. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615.
   E. PVC Pipe: APWA Section 33 05 07.

3. **EXECUTION**
   A. Base Course Placement: APWA Section 32 11 23. Maximum lift thickness it 6-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
   B. Reinforcement Placement: APWA Section 03 20 00.
   C. Concrete Placement: APWA Section 03 30 10. Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
   D. Fill annular space around pipe wall penetrations with waterproof sealer.
   E. Backfill: Provide backfill against the box walls. Pea gravel and recycled RAP aggregate is NOT ALLOWED. Water jetting is NOT allowed. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.

441



APWA Utah Chapter — *Grease trap* — Plan 441, April 1997

(4) APWA GREASE TRAP

Galloway

PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Kum&Go
1459 Grand Ave
Des Moines, IA 50309
P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST

UTILITY DETAILS

KG PROJECT TEAM:
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SDM: RYAN HALDER
CPM: SCOTT NEWBURY

DATE	REVISION DESCRIPTION

REVISIONS

DATE: 11.01.2022

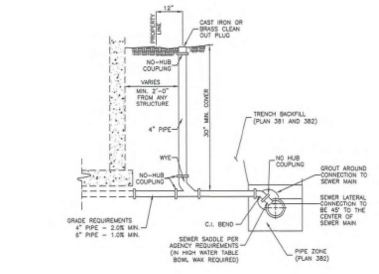
SHEET NUMBER
C3.5
10 OF 26

CRITERIA PLAN 04/2020

Sewer lateral connection

1. **GENERAL**
   - A. Before installation, secure acceptance by ENGINEER for all pipe, fittings, and couplings to be used.
   - B. Before backfilling, secure inspection of installation by ENGINEER. Give at least 24 hours notice.
   - C. Verify if CONTRACTOR or agency is to install the wye.
2. **PRODUCTS**
   - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
   - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
   - C. Provide agency approved wye or tee with appropriate donut.
   - D. Stainless steel straps required.
3. **EXECUTION**
   - A. Tape wrap pipe as required by soil conditions.
   - B. Remove core plug from sewer main. Do not break into sewer main to make connection.
   - C. Base Course and Backfill Placement: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.

431

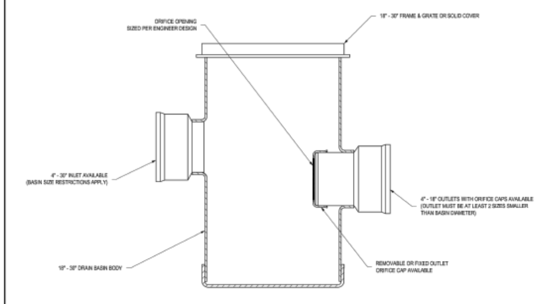


APWA Utah Chapter

Sewer lateral connection

Plan 431
January 2011

(1) APWA SEWER LATERAL CONNECTION



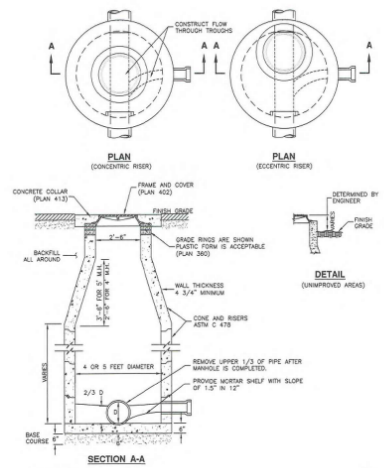
(2) DRAIN BASIN WITH ORIFICE PLATE

NOT TO SCALE

Sanitary sewer manhole

1. **GENERAL**
   - A. The drawing shows typical pipe connections. Refer to construction drawings for connection locations or refer to field location of existing piping when engineering pipe connection to the manhole.
   - B. Manhole size.
     1) Diameter is 4 feet: For sewers under 12" diameter.
     2) Diameter is 5 feet: For sewers 12" and larger, or when 3 or more pipes intersect the manhole.
2. **PRODUCTS**
   - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
   - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
   - C. Concrete: Class 4000, APWA Section 03 30 04.
   - D. Riser and Reducing Riser: ASTM C478.
   - E. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615.
   - F. Grout: 2 parts sand to 1 part cement mortar, ASTM C1329.
   - G. Stabilization-Separation Geotextile: Moderate or high at CONTRACTOR's choice, APWA Section 31 05 19.
3. **EXECUTION**
   - A. Foundation Stabilization: Get ENGINEER's permission to use a sewer rock or a granular backfill borrow in a geotextile wrap to stabilize an unstable foundation.
   - B. Base Course Placement: APWA Section 32 11 23. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
   - C. Invert Cover. During construction, place invert covers over the top of pipe in manholes that currently convey sewerage. See Plan 412.
   - D. Pipe Connections: Grout around all pipe openings.
   - E. Pipe Seal: Install rubber-based pipe seals on all plastic pipes when connecting plastic pipes to manholes. Hold water-stop in place with stainless steel bands.
   - F. Joints: Place flexible gasket-type sealant in all riser joints. Finish with grout.
   - G. Adjustment: If the required manhole adjustment is more than 1'-0", remove the cone and grade rings and adjust the manhole elevation with the appropriate manhole section, the cone section, and the grade rings or plastic form to make frame and lid match finish grade.
   - H Finish: Provide smooth and neat finishes on interior of cones, shafts, and rings. Imperfect moldings or honeycombs will not be accepted.
   - I. Backfill: Provide backfill against the manhole shaft. Pea gravel and recycled RAP aggregate is NOT ALLOWED. Water jetting is NOT allowed. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.

411

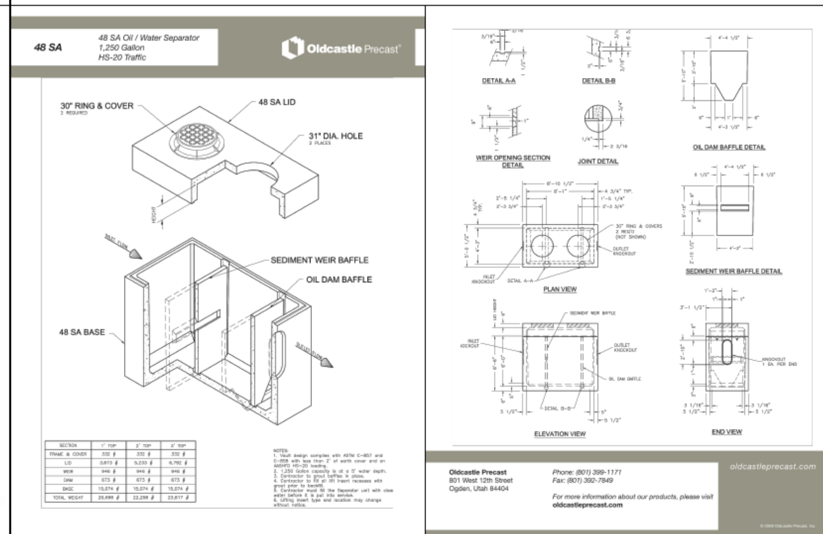


APWA Utah Chapter

Sanitary sewer manhole

Plan 411
April 2011

(3) APWA SANITARY SEWER MANHOLE



(4) 1250 GALLON OIL WATER SEPARATOR

NOT TO SCALE

Galloway
PRELIMINARY
NOT FOR BIDDING
NOT FOR CONSTRUCTION

Kum & Go
1459 Grand Ave
Des Moines, IA 50309
P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST

UTILITY DETAILS

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

△	DATE	REVISION DESCRIPTION

REVISIONS

DATE: 11.01.2022

SHEET NUMBER:
C3.6
11 OF 26

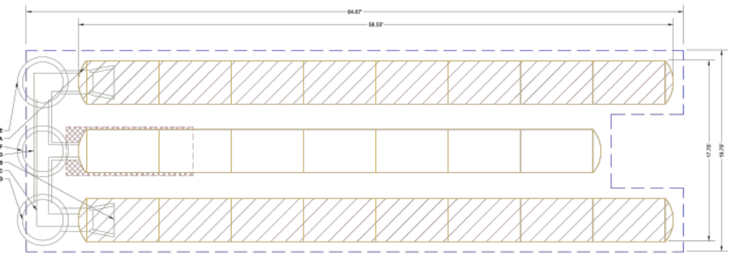
CRITERIA PLAN 04/2020

PROPOSED LAYOUT	
23	STORMTECH SC-740 CHAMBERS
6	STORMTECH SC-740 END CAPS
6	STONE ABOVE (in)
6	STONE BELOW (in)
40	STONE VOID
2380	INSTALLED SYSTEM VOLUME (CF) (PERIMETER STONE INCLUDED) (COVER STONE INCLUDED) (BASE STONE INCLUDED)
1228	SYSTEM AREA (SF)
163.1	SYSTEM PERIMETER (ft)

PROPOSED ELEVATIONS	
MAXIMUM ALLOWABLE GRADE (TOP OF PAVEMENT/UNPAVED):	4421.41
MINIMUM ALLOWABLE GRADE (UNPAVED WITH TRAFFIC):	4415.41
MINIMUM ALLOWABLE GRADE (UNPAVED NO TRAFFIC):	4414.91
MINIMUM ALLOWABLE GRADE (TOP OF RIGID CONCRETE PAVEMENT):	4414.91
MINIMUM ALLOWABLE GRADE (BASE OF FLEXIBLE PAVEMENT):	4414.91
TOP OF STONE:	4413.91
TOP OF SC-740 CHAMBER:	4413.41
12" x 12" TOP MANIFOLD INVERT:	4411.66
18" x 18" TOP MANIFOLD INVERT:	4411.33
12" BOTTOM CONNECTION INVERT:	4411.01
24" ISOLATOR ROW PLUS INVERT:	4410.92
24" ISOLATOR ROW PLUS INVERT:	4410.92
BOTTOM OF SC-740 CHAMBER:	4410.91
BOTTOM OF STONE:	4410.41

*INVERT ABOVE BASE OF CHAMBER

PART TYPE	ITEM ON LAYOUT	DESCRIPTION	INVERT*	MAX FLOW
PREFABRICATED EZ END CAP	A	24" BOTTOM PREFABRICATED EZ END CAP, PART#: SC740ECEZ / TYP OF ALL 24" BOTTOM CONNECTIONS AND ISOLATOR PLUS ROWS	0.10"	
FLAMP	B	INSTALL FLAMP ON 24" ACCESS PIPE / PART#: SC74024RAMP (TYP 2 PLACES)		
MANIFOLD	C	12" x 12" TOP MANIFOLD, ADS N-12	12.00"	
MANIFOLD	D	18" x 18" TOP MANIFOLD, ADS N-12	5.00"	
CONCRETE STRUCTURE	E	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		4.6 CFS IN
CONCRETE STRUCTURE	F	OCS (DESIGN BY ENGINEER / PROVIDED BY OTHERS)		2.0 CFS OUT
CONCRETE STRUCTURE	G	(DESIGN BY ENGINEER / PROVIDED BY OTHERS)		5.6 CFS IN



ISOLATOR ROW PLUS (SEE DETAIL/TYP 2 PLACES)

PLACE MINIMUM 12.50' OF ADSPLUS125 WOVEN GEOTEXTILE OVER BEDDING STONE AND UNDERNEATH CHAMBER FEET FOR SCOUR PROTECTION AT ALL CHAMBER INLET ROWS

BED LIMITS

NOTES

- MANIFOLD SIZE TO BE DETERMINED BY SITE DESIGN ENGINEER. SEE TECH NOTE #6.32 FOR MANIFOLD SIZING GUIDANCE.
- DUE TO THE ADAPTATION OF THIS CHAMBER SYSTEM TO SPECIFIC SITE AND DESIGN CONSTRAINTS, IT MAY BE NECESSARY TO CUT AND COUPLE ADDITIONAL PIPE TO STANDARD MANIFOLD COMPONENTS IN THE FIELD.
- THE SITE DESIGN ENGINEER MUST REVIEW ELEVATIONS AND IF NECESSARY ADJUST GRADING TO ENSURE THE CHAMBER COVER REQUIREMENTS ARE MET.
- THIS CHAMBER SYSTEM WAS DESIGNED WITHOUT SITE-SPECIFIC INFORMATION ON SOIL CONDITIONS OR BEARING CAPACITY. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR DETERMINING THE SUITABILITY OF THE SOIL AND PROVIDING THE BEARING CAPACITY OF THE INSITU SOILS. THE BASE STONE DEPTH MAY BE INCREASED OR DECREASED ONCE THIS INFORMATION IS PROVIDED.
- **NOT FOR CONSTRUCTION:** THIS LAYOUT IS FOR DIMENSIONAL PURPOSES ONLY TO PROVE CONCEPT & THE REQUIRED STORAGE VOLUME CAN BE ACHIEVED ON SITE.

KUM & GO #2506
SALT LAKE CITY, UT

StormTech® Chamber System

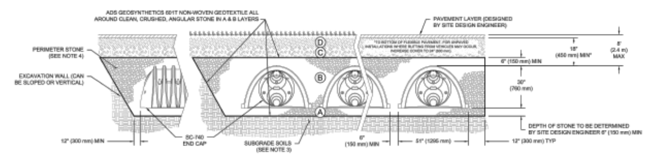
4640 TRUEMAN BLVD
HILLIARD, OH 43026
1-800-733-7473

SHEET 2 OF 5

ACCEPTABLE FILL MATERIALS: STORMTECH SC-740 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER.	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 18" (450 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[1] A-1, A-2-4, A-3 OR AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 12" (300 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 6" (150 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS. ROLLER GROSS VEHICLE WEIGHT NOT TO EXCEED 12,000 lbs (53 kN). DYNAMIC FORCE NOT TO EXCEED 20,000 lbs (89 kN).
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	NO COMPACTION REQUIRED.
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[1] 3, 357, 4, 467, 5, 56, 57	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE.[2,3]

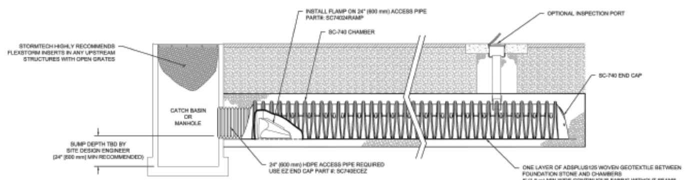
PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 6" (150 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



NOTES:

1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
2. SC-740 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 2".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 550 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

SHEET 3 OF 5



SC-740 ISOLATOR ROW PLUS DETAIL
NTS

INSPECTION & MAINTENANCE

STEP 1) INSPECT ISOLATOR ROW PLUS FOR SEDIMENT
- A. INSPECTION PORTS (IF PRESENT)
  - A.1. REMOVE/OPEN LID ON NYLOPLAST INLINE DRAIN
  - A.2. REMOVE AND CLEAN FLEXSTORM FILTER IF INSTALLED
  - A.3. USING A FLASHLIGHT AND STADIA ROD, MEASURE DEPTH OF SEDIMENT AND RECORD ON MAINTENANCE LOG
  - A.4. LOWER A CAMERA INTO ISOLATOR ROW PLUS FOR VISUAL INSPECTION OF SEDIMENT LEVELS (OPTIONAL)
  - A.5. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.
- B. ALL ISOLATOR PLUS ROWS
  - B.1. REMOVE COVER FROM STRUCTURE AT UPSTREAM END OF ISOLATOR ROW PLUS
  - B.2. USING A FLASHLIGHT, INSPECT DOWN THE ISOLATOR ROW PLUS THROUGH OUTLET PIPE
    - i) MIRRORS ON POLES OR CAMERAS MAY BE USED TO AVOID A CONFINED SPACE ENTRY
    - ii) FOLLOW OSHA REGULATIONS FOR CONFINED SPACE ENTRY IF ENTERING MANHOLE
  - B.3. IF SEDIMENT IS AT, OR ABOVE, 3" (80 mm) PROCEED TO STEP 2. IF NOT, PROCEED TO STEP 3.

STEP 2) CLEAN OUT ISOLATOR ROW PLUS USING THE JETVAC PROCESS
- A. A FIXED CULVERT CLEANING NOZZLE WITH REAR FACING SPREAD OF 45" (1.1 m) OR MORE IS PREFERRED
- B. APPLY MULTIPLE PASSES OF JETVAC UNTIL BACKFLUSH WATER IS CLEAN
- C. VACUUM STRUCTURE SUMP AS REQUIRED

STEP 3) REPLACE ALL COVERS, GRATES, FILTERS, AND LIDS; RECORD OBSERVATIONS AND ACTIONS.

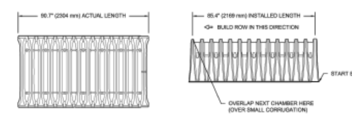
STEP 4) INSPECT AND CLEAN BASINS AND MANHOLES UPSTREAM OF THE STORMTECH SYSTEM.

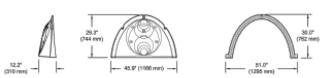
NOTES

1. INSPECT EVERY 6 MONTHS DURING THE FIRST YEAR OF OPERATION. ADJUST THE INSPECTION INTERVAL BASED ON PREVIOUS OBSERVATIONS OF SEDIMENT ACCUMULATION AND HIGH WATER ELEVATIONS.
2. CONDUCT JETTING AND VACTORING ANNUALLY OR WHEN INSPECTION SHOWS THAT MAINTENANCE IS NECESSARY.

SHEET 4 OF 5

SC-740 TECHNICAL SPECIFICATION
NTS

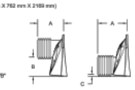




NOMINAL CHAMBER SPECIFICATIONS

SIZE (W X H X INSTALLED LENGTH)	51.0" X 30.0" X 85.4"	(1295 mm X 762 mm X 2169 mm)
CHAMBER STORAGE	45.9 CUBIC FEET	(1.30 m³)
MINIMUM INSTALLED STORAGE*	74.9 CUBIC FEET	(2.12 m³)
WEIGHT	75.0 lbs.	(33.6 kg)

*ASSUMES 6" (152 mm) STONE ABOVE, BELOW, AND BETWEEN CHAMBERS



PRE-FAB STUB AT BOTTOM OF END CAP WITH FLAMP END WITH "BR"
PRE-FAB STUBS AT BOTTOM OF END CAP FOR PART NUMBERS ENDING WITH "B"
PRE-FAB STUBS AT TOP OF END CAP FOR PART NUMBERS ENDING WITH "T"
PRE-CORED END CAPS END WITH "PC"

PART #	STUB	A	B	C
SC740EPE06T / SC740EPE06TPC	6" (150 mm)	10.9" (277 mm)	18.5" (470 mm)	—
SC740EPE06B / SC740EPE06BPC			—	0.5" (13 mm)
SC740EPE08T /SC740EPE08TPC	8" (200 mm)	12.2" (310 mm)	16.5" (419 mm)	—
SC740EPE08B / SC740EPE08BPC			—	0.6" (15 mm)
SC740EPE10T / SC740EPE10TPC	10" (250 mm)	13.4" (340 mm)	14.5" (368 mm)	—
SC740EPE10B / SC740EPE10BPC			—	0.7" (18 mm)
SC740EPE12T / SC740EPE12TPC	12" (300 mm)	14.7" (373 mm)	12.5" (318 mm)	—
SC740EPE12B / SC740EPE12BPC			—	1.2" (30 mm)
SC740EPE15T / SC740EPE15TPC	15" (375 mm)	18.4" (467 mm)	9.0" (229 mm)	—
SC740EPE15B / SC740EPE15BPC			—	1.3" (33 mm)
SC740EPE18T / SC740EPE18TPC	18" (450 mm)	19.7" (500 mm)	5.0" (127 mm)	—
SC740EPE18B / SC740EPE18BPC			—	1.6" (41 mm)
SC740ECEZ*	24" (600 mm)	18.5" (470 mm)	—	0.1" (3 mm)

ALL STUBS, EXCEPT FOR THE SC740ECEZ ARE PLACED AT BOTTOM OF END CAP SUCH THAT THE OUTSIDE DIAMETER OF THE STUB IS FLUSH WITH THE BOTTOM OF THE END CAP. FOR ADDITIONAL INFORMATION CONTACT STORMTECH AT 1-800-892-2694.

* FOR THE SC740ECEZ THE 24" (600 mm) STUB LIES BELOW THE BOTTOM OF THE END CAP APPROXIMATELY 1.75" (44 mm). BACKFILL MATERIAL SHOULD BE REMOVED FROM BELOW THE N-12 STUB SO THAT THE FITTING SITS LEVEL.

NOTE: ALL DIMENSIONS ARE NOMINAL

SHEET 5 OF 5

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.643.1397

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1459 Grand Ave
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UTILITY DETAILS

KG PROJECT TEAM:
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SDM: RYAN HALDER
CPM: SCOTT NEWBURY

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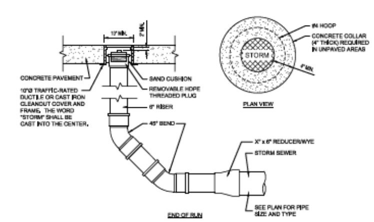
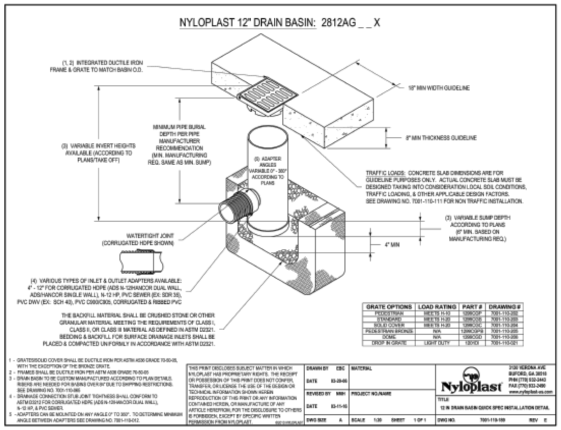
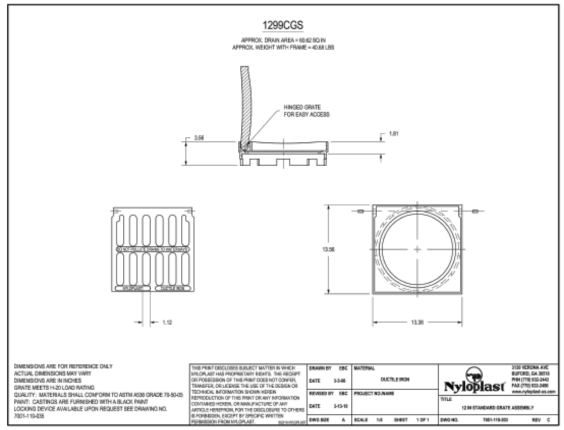
CRITERIA PLAN 04/2020



1 STORM SEWER CLEANOUT — NOT TO SCALE



2 NYLOPLAST 12" DRAIN BASIN DETAIL



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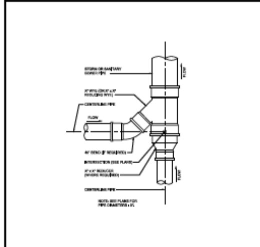
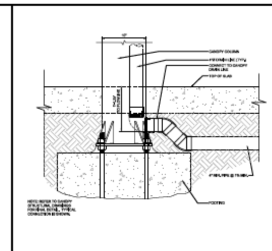
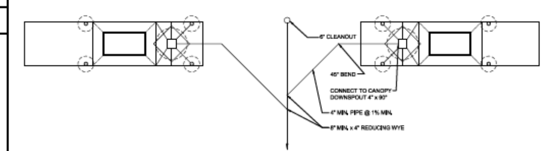


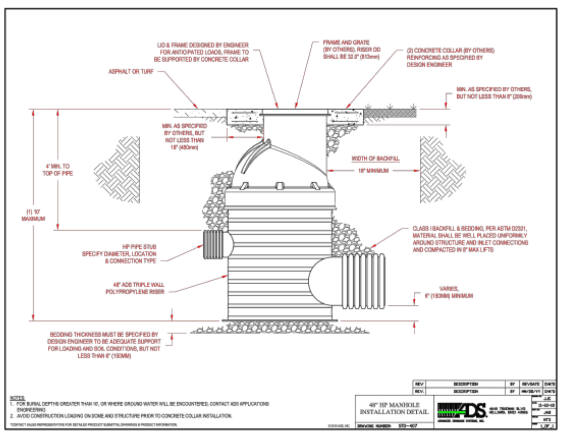
3 WYE CONNECTION — NOT TO SCALE



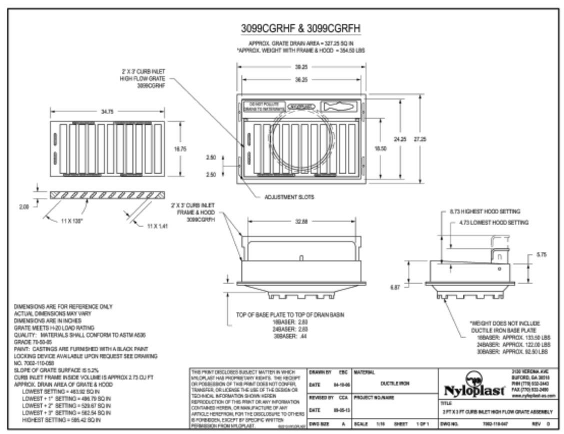
4 CANOPY DRAIN SECTION — NOT TO SCALE



7 CANOPY DRAIN CONNECTION — NOT TO SCALE



5 NYLOPLAST 48" MANHOLE DETAIL — NOT TO SCALE



6 NYLOPLAST 2' x 3' CURB INLET DETAIL — NOT TO SCALE

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.400.1307
GallowayUS.com

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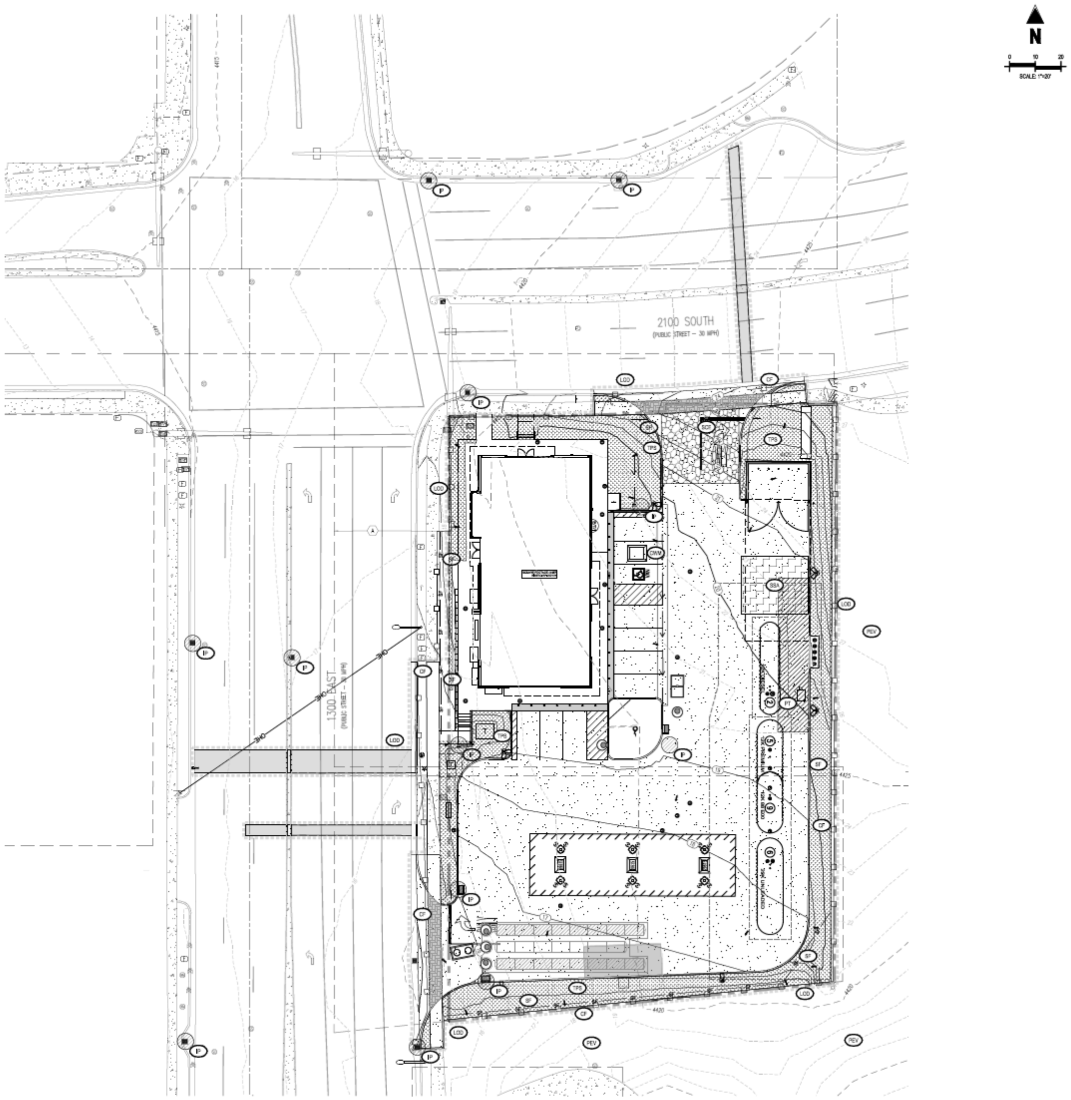

EROSION CONTROL LEGEND

Symbol	Description
LOD	LIMITS OF DISTURBANCE = 0.89 ACRES
SF	SILT FENCE OR SAND BAG BARRIER
CF	CONSTRUCTION FENCE
SCE	STABILIZED CONSTRUCTION ENTRANCE
SSA	STABILIZED STAGING AREA
TPS	TEMPORARY OR PERMANENT SEEDING & PLANTING
IP	INLET PROTECTION
CWM	CONCRETE WASTE MANAGEMENT
PT	PORTABLE TOILET
SP	SWPPP INFORMATION SIGN
	FLOW DIRECTION
CP	COMPACTION
CS	CONSTRUCTION SEQUENCING
DW	DEWATERING
DC	DUST CONTROLS
ET	EMPLOYEE TRAINING
HWM	HAZARDOUS WASTE MANAGEMENT
PEV	PRESERVATION OF EXISTING VEGETATION
MS	MATERIAL STORAGE
MU	MATERIAL USE
SCU	SPILL CLEAN UP
WD	WASTE DISPOSAL
VEF	VEHICLE EQUIPMENT FUELING
VEC	VEHICLE EQUIPMENT CLEANING

NOTE: CONTRACTOR MUST COORDINATE WORK WITH UTILITY COMPANY AND CITY PRIOR TO BEGINNING WORK AND IS RESPONSIBLE FOR ALL MATERIALS, LABOR, REPAIRS, ETC. TO COMPLETE WORK AND RESTORE AREA TO SAME STATE PRIOR TO STARTING WORK

CONTRACTOR IS RESPONSIBLE FOR PROVIDING ALL INFORMATION FOR FINAL ACCEPTANCE OF WORK FOR ANY LOCAL, STATE OR FEDERAL AGENCY, UTILITY DISTRICT OR ANY OTHER AGENCY OR DISTRICT HAVING APPROVAL AUTHORITY OVER WORK. THIS INFORMATION MAY INCLUDE, BUT IS NOT LIMITED TO, AS-BUILT PLANS, CERTIFICATIONS, INSPECTIONS AND REPORTS.

NOTE: CONTRACTOR SHALL PROTECT ALL EXISTING SURVEY MONUMENTATION. CONTRACTOR SHALL HAVE LICENSED SURVEYOR REPLACE ANY DAMAGED OR DISTURBED MONUMENTATION AT THEIR COST.

SURVEYOR TO OBTAIN AUTOCAD FILE FROM ENGINEER AND VERIFY ALL HORIZONTAL CONTROL DIMENSIONING PRIOR TO CONSTRUCTION STAKING. SURVEYOR MUST VERIFY ALL BENCHMARK, BASIS OF BEARING AND DATUM INFORMATION TO ENSURE IMPROVEMENTS WILL BE AT THE SAME HORIZONTAL AND VERTICAL LOCATIONS SHOWN ON THE DESIGN CONSTRUCTION DRAWINGS. PRIOR TO CONSTRUCTION STAKING ANY DISCREPANCY MUST BE REPORTED TO OWNER AND ENGINEER PRIOR TO CONTINUATION OF ANY FURTHER STAKING OR CONSTRUCTION WORK.

SOIL PREPARATION & PAVEMENT DESIGN NOTE

SOIL PREPARATION AND PAVEMENT DESIGN SHALL BE PER RECOMMENDATIONS FROM A GEOTECHNICAL REPORT PREPARED FOR THIS SITE AS FOLLOWS: GEOTECHNICAL ENGINEERING EXPLORATION AND ANALYSIS: PROPOSED PUBLIC STORAGE FACILITY

GEOTECHNICAL ENGINEER: GSH GEOTECHNICAL CONSULTANTS, INC.

PROJECT NO: 2774-019-21 DATE: JANUARY 17, 2022

THE CONTRACTOR MUST FULLY REVIEW THIS REPORT PRIOR TO CONSTRUCTION. INFORMATION IN THE GEOTECHNICAL REPORT SUPERSEDES ANY CONFLICTING INFORMATION CONTAINED IN THE CONSTRUCTION PLANS AND SPECIFICATIONS. REFER TO GENERAL STRUCTURAL NOTES FOR SPECIFIC SOIL PREPARATION AT SITE STRUCTURES.

EASEMENT SCHEDULE

A. EASEMENT IN FAVOR OF THE STATE ROAD COMMISSION OF UTAH FOR THE PURPOSE OF CONSTRUCTING CUT AND/OR FILL SLOPES MADE NECESSARY BY THE GRADING FOR SIDEWALKS AS RESERVED IN THAT CERTAIN WARRANTY DEED RECORDED MAY 2, 1963 AS ENTRY NO. 1918408 IN BOOK 2046 AT PAGE 121 OF OFFICIAL RECORDS.

B. EASEMENT IN FAVOR OF THE UTAH DEPARTMENT OF TRANSPORTATION FOR THE PURPOSE ON CONSTRUCTING AND MAINTAINING A SIGNAL POLE AND APPURTENANCES, RECORDED JANUARY 2, 1981 AS ENTRY NO. 3520184 IN BOOK 5197 AT PAGE 445 OF OFFICIAL RECORDS.

BENCHMARK

BENCHMARK: STREET MONUMENT AT 2100 SOUTH AND DOUGLAS AVENUE
NAVD88 ELEVATION = 4401.32'

BASIS OF BEARING

ALL BEARINGS ARE GRID BEARINGS OF THE UTAH STATE PLANE COORDINATE SYSTEM, CENTRAL ZONE, NORTH AMERICAN DATUM 1983. THE MONUMENTED CENTERLINE OF 2100 SOUTH STREET BEARS S 89°57'41" E MONUMENTED AS SHOWN HEREON.

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

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#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST
EROSION CONTROL PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

	DATE	REVISION DESCRIPTION

REVISIONS

DATE: 11.01.2022
SHEET NUMBER: C4.1
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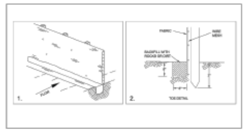
CRITERIA PLAN 04/2020

BMP: Silt Fence
SF
Construction



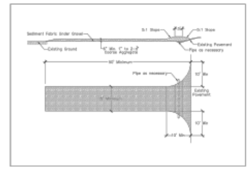
DESCRIPTION:
A temporary sediment barrier consisting of entrenched filter fabric stretched across and secured to supporting posts.
Application:
- Perimeter control: place barrier at down-gradient limits of disturbance
- Sediment barrier: place barrier at toe of slope or soil stockpile
- Protection of existing waterways: place barrier at top of stream bank
- Inlet protection: place fence surrounding catchbasins

INSTALLATION/APPLICATION CRITERIA:
- Place posts 6 feet apart on center along contour (or use preassembled unit) and drive 2 feet minimum into ground. Excavate an anchor trench immediately up-gradient of posts.
- Secure wire mesh (14 gage min. with 6-inch openings) to upslope side of posts. Attach with heavy duty 1 inch long wire staples, tie wires or hog rings.
- Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to mesh with twine, staples, or similar, with trailing edge extending into anchor trench.
- Backfill trench over filter fabric to anchor.

LIMITATIONS:
- Recommended maximum drainage area of 0.5 acre per 100 feet of fence
- Recommended maximum up-gradient slope length of 150 feet
- Recommended maximum uphill grade of 2:1 (50%)
- Recommended maximum flow rate of 0.5 cfs
- Ponding should not be allowed behind fence

MAINTENANCE:
- Inspect immediately after any rainfall and at least daily during prolonged rainfall.
- Look for runoff bypassing ends of barriers or undercutting barriers.
- Repair or replace damaged areas of the barrier and remove accumulated sediment.
- Reanchor fence as necessary to prevent shortcutting.
- Remove accumulated sediment when it reaches ½ the height of the fence.

BMP: Stabilized Construction Entrance
SCE
Construction



DESCRIPTION:
A stabilized pad of crushed stone located where construction traffic enters or leaves the site from or to paved surface.

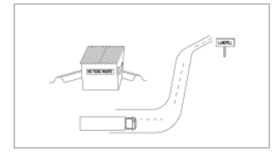
APPLICATION:
At any point of ingress or egress at a construction site where adjacent traveled way is paved. Generally applies to sites over 2 acres unless special conditions exist.

INSTALLATION/APPLICATION CRITERIA:
- Clear and grub area and grade to provide maximum slope of 2%.
- Compact subgrade and place filter fabric if desired (recommended for entrances to remain for more than 3 months.
- Place coarse aggregate, 1 to 2-1/2 inches in size, to a minimum depth of 8 inches.

LIMITATIONS:
- Requires periodic top dressing with additional stones.
- Should be used in conjunction with street sweeping on adjacent public right-of-way.

MAINTENANCE:
- Inspect daily for loss of gravel or sediment buildup.
- Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
- Repair entrance and replace gravel as required to maintain control in good working condition.
- Expand stabilized area as required to accommodate traffic and prevent erosion at driveways.

BMP: Waste Disposal
WD
Construction



DESCRIPTION:
Controlled storage and disposal of solid waste generated by construction activities.

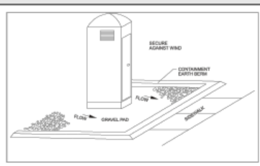
APPLICATION:
All construction sites.

INSTALLATION:
- Designate one or several waste collection areas with easy access for construction vehicles and personnel. Ensure no waterways or storm drainage inlets are located near the waste collection areas.
- Construct compacted earthen berm (See Earth Berm Barrier Information Sheet), or similar perimeter containment around collection area for impoundment in the case of spills and to trap any windblown trash.
- Use watertight containers with covers to remain closed when not in use. Provide separate containers for different waste types where appropriate and label clearly.
- Ensure all on site personnel are aware of and utilize designated waste collection area properly and for intended use only (e.g. all toxic, hazardous, or recyclable materials shall be properly disposed of separately from general construction waste).
- Arrange for periodic pickup, transfer and disposal of collected waste at an authorized disposal location. Include regular Porta-potty service in waste management activities.

LIMITATIONS:
- On-site personnel are responsible for correct disposal of waste.

MAINTENANCE:
- Discuss waste management procedures at progress meetings.
- Collect site trash daily and deposit in covered containers at designated collection areas.
- Check containers for leakage or inadequate covers and replace as needed.
- Randomly check disposed materials for any unauthorized waste (e.g. toxic materials).
- During daily site inspections check that waste is not being incorrectly disposed of on-site (e.g. burial, burning, surface discharge, discharge to storm drain).

BMP: Portable Toilets
PT
Construction



DESCRIPTION:
Temporary on-site sanitary facilities for construction personnel.

APPLICATION:
All sites with no permanent sanitary facilities or where permanent facility is too far from activities.

INSTALLATION/APPLICATION CRITERIA:
- Locate portable toilets in convenient locations throughout the site.
- Prepare level, gravel surface and provide clear access to the toilets for servicing and for on-site personnel.
- Construct earth berm perimeter (6" tall by 6" wide), control for spill/protection leak.

LIMITATIONS:
- No limitations.

MAINTENANCE:
- Portable toilets should be maintained in good working order by licensed service with daily observation for leak detection.
- Regular waste collection should be arranged with licensed service.
- All waste should be deposited in sanitary sewer system for treatment with appropriate agency approval.

BMP: Hazardous Waste Management
HWM
Construction

DESCRIPTION:
Prevent or reduce the discharge of pollutants to stormwater from hazardous waste through proper material use, waste disposal, and training of employees and subcontractors.

APPLICATION:
Many of the chemicals used on-site can be hazardous materials which become hazardous waste upon disposal. These wastes may include:
- Paints and solvents;
- Petroleum products such as oils, fuels, and grease;
- Herbicides and pesticides;
- Acids for cleaning masonry; and
- Concrete curing compounds.

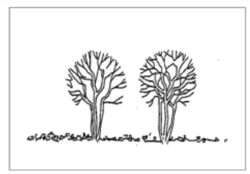
In addition, sites with existing structures may contain wastes which must be disposed of in accordance with Federal, State, and local regulations, including:
- Sandblasting grit mixed with lead, cadmium, or chromium-based paints;
- Asbestos; and
- PCBs.

INSTALLATION/APPLICATION CRITERIA:
The following steps will help reduce storm water pollution from hazardous wastes:
- Use all of the product before disposing of the container.
- Do not remove the original product label, it contains important safety and disposal information.
- Do not over-apply herbicides and pesticides. Prepare only the amount needed. Follow the recommended usage instructions. Over-application is expensive and environmentally harmful. Apply surface dressings in several smaller applications, as opposed to one large application, to allow time for infiltration and to avoid excess material being carried off-site by runoff. Do not apply these chemicals just before it rains. People applying pesticides must be certified in accordance with Federal and State regulations.

LIMITATIONS:
Hazardous waste that cannot be reused or recycled must be disposed of by a licensed hazardous waste hauler.

MAINTENANCE:
- Inspect hazardous waste receptacles and area regularly.
- Arrange for regular hazardous waste collection.

BMP: Preservation of Existing Vegetation
PEV
Construction



DESCRIPTION:
Carefully planned preservation of existing vegetation minimizes the potential of removing or injuring existing trees, vines, shrubs and/or grasses that serve as erosion controls.

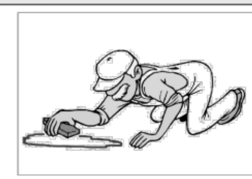
APPLICATIONS:
This technique is applicable to all types of sites. Areas where preserving vegetation can be particularly beneficial are floodplains, wetlands, stream banks, steep slopes, and other areas where erosion controls would be difficult to establish, install, or maintain.

INSTALLATION/APPLICATION CRITERIA:
- Clearly mark, flag or fence vegetation or areas where vegetation should be preserved.
- Prepare landscaping plans which include as much existing vegetation as possible and state proper care during and after construction.
- Define and protect with berms, fencing, signs, etc. a setback area from vegetation to be preserved.
- Propose landscaping plans which do not include plant species that compete with the existing vegetation.
- Do not locate construction traffic routes, spoil piles, etc. where significant adverse impact on existing vegetation may occur.

LIMITATIONS:
- Requires forward planning by the owner/developer, contractor and design staff.
- For sites with diverse topography, it is often difficult and expensive to save existing trees while grading the site satisfactorily for the planned development.
- May not be cost effective with high land costs.

MAINTENANCE:
- Inspection and maintenance requirements for protection of vegetation are low.
- Maintenance of native trees or vegetation should conform to landscape plan specifications.

BMP: Spill Clean-Up
SCU
Construction



DESCRIPTION:
Practices to clean-up leakage/spillage of on-site materials that may be harmful to receiving waters.

APPLICATION:
All sites

GENERAL:
- Store controlled materials within a storage area.
- Educate personnel on prevention and clean-up techniques.
- Designate an Emergency Coordinator responsible for employing preventative practices and for providing spill response.
- Maintain a supply of clean-up equipment on-site and post a list of local response agencies with phone numbers.

METHODS:
- Clean-up spills/leaks immediately and remediate cause.
- Use as little water as possible. NEVER HOSE DOWN OR BURY SPILL CONTAMINATED MATERIAL.
- Use rags or absorbent material for clean-up. Excavate contaminated soils. Dispose of clean-up material and soil as hazardous waste.
- Document all spills with date, location, substance, volume, actions taken and other pertinent data.
- Contact the Salt Lake County Health Department (313-6700) for any spill of reportable quantity.

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KG PROJECT TEAM:
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REVISIONS		
△	DATE	REVISION DESCRIPTION

DATE: 11.01.2022
SHEET NUMBER: C4.5
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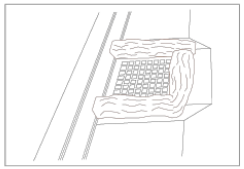
CRITERIA PLAN 04/2020

BMP: Inlet Protection – Wattle

IP-W
Construction



DESCRIPTION:
Sediment barrier erected around storm drain inlet.

APPLICATION:
Construct at storm drainage inlets located down-gradient of areas to be disturbed by construction.

INSTALLATION/APPLICATION CRITERIA:
- Provide up-gradient sediment controls, such as silt fence during construction of inlet
- When construction of curb and gutter and roadways is complete, install gravel filled wattles around perimeter of inlet

LIMITATIONS:
- Recommended maximum contributing drainage area of one acre
- Requires shallow slopes adjacent to inlet

MAINTENANCE:
- Inspect inlet protection following storm event and at a minimum of once every 14 days.
- Remove accumulated sediment when it reaches 4 inches in depth.
- Look for bypassing or undercutting and repair or realign as needed.

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BMP: Employee Training

ET
Construction

DESCRIPTION:
Employee training, like equipment maintenance, is a method by which to implement BMPs. Employee training should be used in conjunction with all other BMPs as part of the facility's SWPPP.

The specific employee training aspects of each of the source controls are highlighted in the individual information sheets. The focus of this information sheet is more general, and includes the overall objectives and approach for assuring employee training in stormwater pollution prevention. Accordingly, the organization of this information sheet differs somewhat from the other information sheets in this chapter.

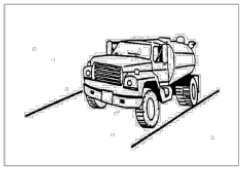
OBJECTIVES:
Employee training should be based on four objectives:
- Promote a clear identification and understanding of the problem, including activities with the potential to pollute stormwater;
- Identify solutions (BMPs);
- Promote employee ownership of the problems and the solutions; and
- Integrate employee feedback into training and BMP implementation.

APPROACH:
- Integrate training regarding stormwater quality management with existing training programs that may be required for your business by other regulations.
- Businesses that are not regulated in Federal, State, or local regulations, may use the information in this handbook to develop a training program to reduce their potential to pollute stormwater.
- Employee training is a vital component of many of the individual source control BMPs included in this manual.

15

BMP: Dust Controls

DC
Construction



DESCRIPTION:
Dust control measures are used to stabilize soil from wind erosion, and reduce dust by construction activities.

APPLICATION:
Dust control is useful in any process area, loading and unloading area, material handling areas, and transfer areas where dust is generated. Street sweeping is limited to areas that are paved.

INSTALLATION/APPLICATION CRITERIA:
- Mechanical dust collection systems are designed according to the size of dust particles and the amount of air to be processed. Manufacturers' recommendations should be followed for installation (as well as the design of the equipment).
- Two kinds of street weepers are common: brush and vacuum. Vacuum sweepers are more efficient and work best when the area is dry.
- Mechanical equipment should be operated according to the manufacturers' recommendations and should be inspected regularly.

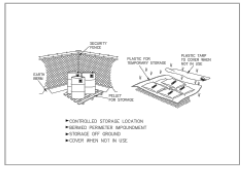
LIMITATIONS:
- Generally more expensive than manual systems.
- May be impossible to maintain by plant personnel (the more elaborate equipment).
- Labor and equipment intensive and may not be effective for all pollutants (street sweepers).

MAINTENANCE:
If water sprayers are used, dust-contaminated waters should be collected and taken for treatment. Areas will probably need to be resprayed to keep dust from spreading.

13

BMP: Material Storage

MS
Construction



DESCRIPTION:
Controlled storage of on-site materials.

APPLICATION:
- Storage of hazardous, toxic, and all chemical substances.
- Any construction site with outside storage of materials.

INSTALLATION/APPLICATION CRITERIA:
- Designate a secured area with limited access as the storage location. Ensure no waterways or drainage paths are nearby.
- Construct compacted earthen berm (See Earth Berm Barrier Information Sheet), or similar perimeter containment around storage location for impoundment in the case of spills.
- Ensure all on-site personnel utilize designated storage area. Do not store excessive amounts of material that will not be utilized on site.
- For active use of materials away from the storage area ensure materials are not set directly on the ground and are covered when not in use. Protect storm drainage during use.

LIMITATIONS:
- Does not prevent contamination due to mishandling of products.
- Spill Prevention and Response Plan still required.
- Only effective if materials are actively stored in controlled location.

MAINTENANCE:
- Inspect daily and repair any damage to perimeter impoundment or security fencing.
- Check materials are being correctly stored (i.e. standing upright, in labeled containers, tightly capped) and that no materials are being stored away from the designated location.

30

BMP: Material Use

MU
Construction

DESCRIPTION:
Prevent or reduce the discharge of pollutants to storm water from material use by using alternative products, minimizing hazardous material use on-site, and training employees and subcontractors.

APPLICATION:
The following materials are commonly used on construction sites:
- Pesticides and herbicides, fertilizers, detergents, plaster and other products, petroleum products such as fuel, oil, and grease.
- Other hazardous chemicals such as acids, lime, glues, paints, solvents, and curing compounds.

INSTALLATION/APPLICATION CRITERIA:
- Use less hazardous, alternative materials as much as possible.
- Minimize use of hazardous materials on-site.
- Use only materials where and when needed to complete the construction activity.
- Follow manufacturer's instructions regarding uses, protective equipment, ventilation, flammability, and mixing of chemicals.
- Personnel who use pesticides should be trained in their use.
- Do not over apply fertilizers, herbicides, and pesticides. Prepare only the amount needed.
- Unless on steep slopes, till fertilizers in to the soil rather than hydroseeding.
- Do not apply these chemicals just before it rains.

LIMITATIONS:
Alternative materials may not be available, suitable, or effective in every case.

MAINTENANCE:
Maintenance of this best management practice is minimal.

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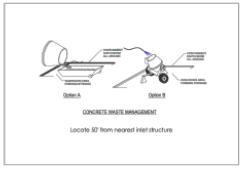
BMP: Concrete Waste Management

CWM
Construction



DESCRIPTION:
Prevent or reduce the discharge of pollutants to storm water from concrete waste by conducting washout off-site, performing on-site washout in a designated area, and training employees and subcontractors.

APPLICATION:
This technique is applicable to all types of sites.

INSTALLATION/APPLICATION CRITERIA:
- Store dry materials under cover, away from drainage areas.
- Minimize excess mixing of fresh concrete, mortar or cement on-site.
- Perform washout of concrete trucks off-site or in designated areas only.
- Do not wash out concrete trucks into storm drains, open ditches, streets, or streams.
- Do not allow excess concrete to be dumped on-site, except in designated areas.
- When washing concrete to remove fine particles and expose the aggregate, avoid creating runoff by draining the water within a bermed or level area. (6" tall by 6' wide).
- Train employees and subcontractors in proper concrete waste management.

LIMITATIONS:
- Off-site washout of concrete wastes may not always be possible.

MAINTENANCE:
- Inspect subcontractors to ensure that concrete wastes are being properly managed.
- If using a temporary pit, dispose hardened concrete on a regular basis.

8

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CPM: SCOTT NEWBURY

REVISIONS

	DATE	REVISION DESCRIPTION
1		

DATE: 11.01.2022

SHEET NUMBER
C4.6
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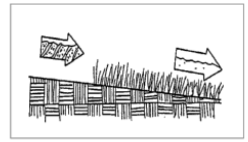
BMP: Temporary and Permanent Seeding and Planting

TPSP
Construction



DESCRIPTION:
Seeding of grass and plantings of trees, shrubs, vines and ground covers provide long-term stabilization of soil. In some areas, with suitable climates, grasses can be planted for stabilization.

Temporary seeding - establishment of short term cover by application of rapidly germinating seed mix (alternatively hydro-seeding may be utilized).
Permanent seeding - establishment of final term cover by application of perennial seed mix (alternatively sod may be utilized).

APPLICATION:
- Appropriate for site stabilization both during construction and post-construction.
- Any graded/cleared areas where construction activities have ceased.
- Open space cut and fill areas.
- Steep slopes, spoil piles, vegetated swales, landscape corridors, stream banks.

INSTALLATION/APPLICATION CRITERIA:
Type of vegetation, site and seedbed preparation, planting time, fertilization and water requirements should be considered for each application. The recommended seed mix will be dependent on site specific information such as elevation, exposure, soils, water availability and topography. Appropriate ground preparation and fertilizer must be considered.

LIMITATIONS:
- Permanent and temporary vegetation may not be appropriate in dry periods without irrigation.
- Fertilizer requirements may have potential to create stormwater pollution.

MAINTENANCE:
- Shrubs and trees must be adequately watered and fertilized and if needed pruned.
- Grasses may need to be watered and mowed.
- Provide irrigation as required to establish growth and to maintain plant cover through duration of project.
- Reseed as necessary to provide 75% coverage
- Remediate any areas damaged by erosion or traffic.
- When 75% coverage is achieved inspect monthly for damage and remediate as necessary.

Dewatering — BMP 46

Description
To assess and appropriately dispose of rising groundwater or rainwater from excavations and other collection areas.

Applications
Public or private properties with the following:
- Foundation work excavations
- Utilities and infrastructure installation and repair projects, including installation, repair and maintenance of:
  - ✓ Electrical conduits
  - ✓ Vaults/tanks
  - ✓ Sewer and storm drain systems
  - ✓ Phone and cable lines
  - ✓ Gas or other fuel lines
- Other excavations or graded areas requiring dewatering

Limitations

Drainage area – N/A	Maximum slope – N/A
Minimum bedrock depth - N/A	Minimum water table - N/A
NRCS soil type – N/A	Freeze/thaw – N/A
Drainage/flood control – yes	

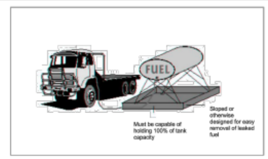
Targeted Pollutants
Sediment

Design Parameters
Depending on season, flow rate, volume, or residual contamination, the discharge will be allowed to flow to:
- The ground in a manner that ensures no runoff leaving the site. This may require a permit or other authorization from the local drainage authority.
- The storm drain system. A permit or letter of authorization with discharge restrictions may be required.
- The sanitary sewer. A permit or letter of authorization with discharge restrictions may be required.

The site should be assessed for the issues listed below to assist the local drainage authority in determining which discharge option to approve:
- Water clarity. If the water is cloudy or turbid, there are dissolved and/or settable solids in the water that should be filtered or settled out prior to discharge. Determine if contaminants are present in impounded water. Check for odors, discoloration, or oily sheen. Check any soils and/or groundwater testing results.
- If contamination may be or is present, a certified laboratory should test the proposed discharge waters with results submitted to the local drainage authority. Sampling and testing requirements will be determined on a case-by case basis depending on site history or suspected pollutants. Contact DEQ or the local authority responsible for receiving system before testing to get assistance in identifying the required parameters of concern and any specific sampling requirements. After review, the local drainage authority will specify if any pretreatment is required prior to discharge.

BMP: Vehicle And Equipment Fueling

VEF
Construction



DESCRIPTION:
Prevent fuel spills and leaks, and reduce their impacts to storm water by using off-site facilities, fueling in designated areas only, enclosing or covering stored fuel, implementing spill controls, and training employees and subcontractors.

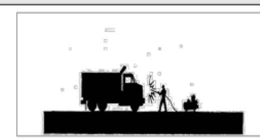
INSTALLATION/APPLICATION:
- Use off-site fueling stations as much as possible. Fueling vehicles and equipment outdoors or in areas where fuel may spill/leak onto paved surfaces or into drainage pathways can pollute storm water. If you fuel a large number of vehicles or pieces of equipment, consider using an off-site fueling station. These areas are better equipped to handle fuel and spills properly. Performing this work off-site can also be economical by eliminating the need for a separate fueling area at your site.
- If fueling must occur on-site, use designated areas, located away from drainage courses, to prevent the runon of storm water and the runoff of spills. Discourage topping-off of fuel tanks.
- Always use secondary containment, such as a drain pan or drop cloth, when fueling to catch spills/leaks. Place a stockpile of spill cleanup materials where it will be readily accessible. Use adsorbent materials on small spills rather than hosing down or burying the spill. Remove the adsorbent materials promptly and dispose of properly.
- Carry out all Federal and State requirements regarding stationary above ground storage tanks. (40 CF Sub. J) Avoid mobile fueling of mobile construction equipment around the site; rather, transport the equipment to designated fueling areas. With the exception of tracked equipment such as bulldozers and perhaps forklifts, most vehicles should be able to travel to a designated area with little lost time. Train employees and subcontractors in proper fueling and cleanup procedures.

LIMITATIONS:
Sending vehicles/equipment off-site should be done in conjunction with Stabilized Construction Entrance.

MAINTENANCE:
- Keep ample supplies of spill cleanup materials on-site.
- Inspect fueling areas and storage tanks on a regular schedule.

BMP: Vehicle And Equipment Cleaning

VEC
Construction



DESCRIPTION:
Prevent or reduce the discharge of pollutants to storm water from vehicle and equipment cleaning by washing in designated, contained areas only, eliminating discharges to the storm drain by infiltrating or recycling the wash water, and/or training employees and subcontractors.

INSTALLATION/APPLICATION:
- Use designated, bermed wash areas to prevent wash water contact with storm water, creeks, rivers, and other water bodies. The wash area can be sloped for wash water collection and subsequent infiltration into the ground.
- Use as little water as possible to avoid having to install erosion and sediment controls for the wash area. Use phosphate-free biodegradable soaps. Educate employees and subcontractors on pollution prevention measures. Do not permit steam cleaning on-site. Steam cleaning can generate significant pollutant concentrations.

LIMITATIONS:
- Even phosphate-free, biodegradable soaps have been shown to be toxic to fish before the soap degrades.
- Sending vehicles/equipment off-site should be done in conjunction with Stabilized Construction Entrance.

MAINTENANCE:
- Minimal, some berm repair may be necessary.

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EROSION CONTROL DETAILS

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

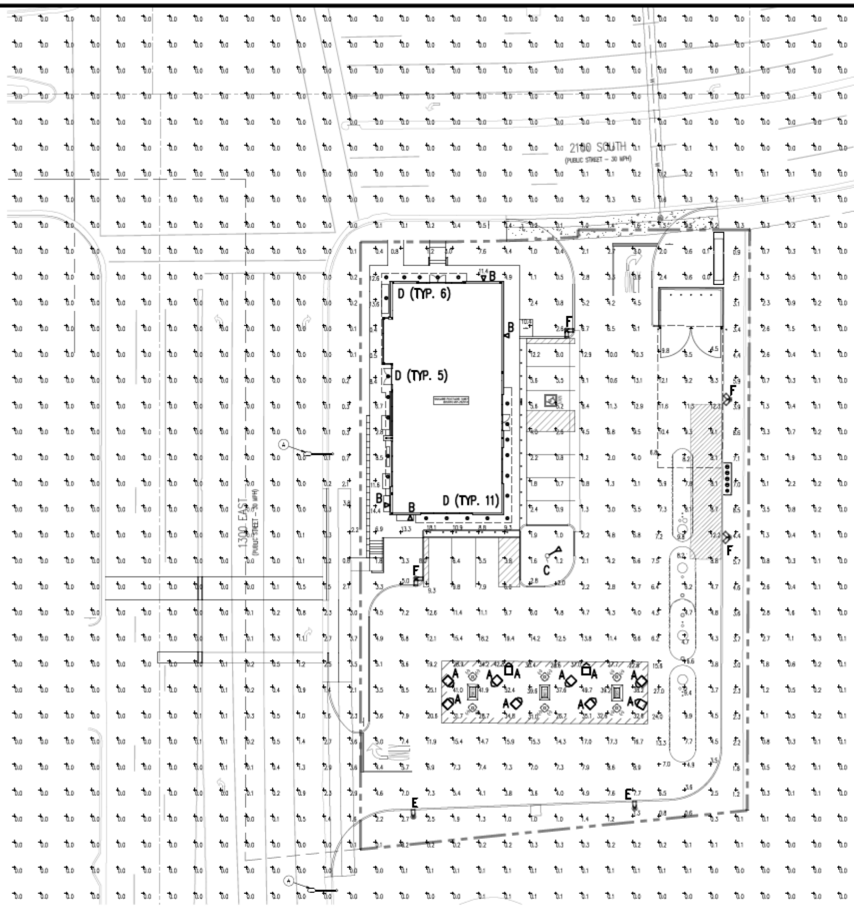
REVISIONS

△	DATE	REVISION DESCRIPTION

DATE: 11.01.2022

SHEET NUMBER:
C4.7
17 OF 26

CRITERIA PLAN 04/2020



DESIGN NOTES

(A) EXISTING STREET LIGHT HEADS TO BE REPLACED PER SLCPU STREET LIGHTING PROGRAM.
PLEASE COORDINATE WITH DAVE PEARSON, STREET LIGHTING PROGRAM MANAGER, SLCPU.
REPLACEMENT HEADS TO BE:
AMERICAN ELECTRIC LIGHTING, AUTOBAHN SERIES, MODEL NUMBER
ATBO-P305-MVOLT-R3-BLANK (GRAY)-BLANK (STANDARD SURGE)-BLANK (TERMINAL BLOCK)-P7-PCLL
CONTRACTOR TO COORDINATE WITH WADE LONG WITH BLACK MCDONALD (801.381.9654) FOR PROCUREMENT AND INSTALLATION OF AFOREMENTIONED STREET LIGHT HEADS

LUMINAIRE SCHEDULE

LABEL	SYMBOL	QTY	ARRANGEMENT	MODEL NUMBER	DESCRIPTION	LUMENS	TOTAL WATTS
A		10	SINGLE	SCV-LED-13L-SC-50-WHT	LSI LIGHTING, SCOTTSDALE VERTEX SERIES, 13L LUMEN PACKAGE, SYMMETRIC DISTRIBUTION, 5000K, WHITE, LED CANOPY FIXTURE. MOUNTED AT 15'-6"	13444	90
B		4	SINGLE	WST-LED-P2-40K-VW-MVOLT	LITHONIA LIGHTING, WST LED SERIES, 3,000 LUMEN PACKAGE, 4000K, VISUAL COMFORT WIDE DISTRIBUTION, LED DECORATIVE WALL SCONCE. MOUNTED AT 11-0"	3512	25
C		1	SINGLE	TLFL LED-20L-UNV-DIM-40-BLK	LSI LIGHTING, TLFL SERIES, 20L LUMEN PACKAGE, 4000K, BLACK COLOR, LED FLOODLIGHT, MOUNTED AT 4'-0". AIMED TO ILLUMINATE FLAG	19790	188
D		22	SINGLE	DNR-52609 LED6-40K	ATLANTIC LIGHTING, RECESSED 6" LENSED LED DOWNLIGHT, 4000K, FROSTED LENS, SPECULAR CLEAR FINISH MOUNTED AT 9'-0"	1579	23.8
E		2	SINGLE	SLM-18L-SIL-FT-UNV-50-70-BRZ-IL-S WITH EHS-SLM-B-BLK-60	LSI LIGHTING, SLICE MEDIUM LED SERIES AREA LIGHT, 18,000 LUMENS PACKAGE, 5000K, 70 CRI, SINGLE HEAD FLAT LENS FIXTURE, WITH INTERNAL LOUVER SHIELDING AND 6" EXTERNAL REAR SHIELD, FORWARD THROW MOUNTED ON 16' POLE WITH 2'-6" CONCRETE BASE	15531	135
F		4	2 @ 90 DEGREES	(2) SLM-18L-SIL-FT-UNV-50-70-BRZ-IH-D90 WITH (2) EHS-SLM-B-BLK-60	LSI LIGHTING, SLICE MEDIUM LED SERIES AREA LIGHT, 18,000 LUMENS PACKAGE, 5000K, 70 CRI, DOUBLE HEAD FLAT LENS FIXTURE, WITH INTERNAL LOUVER SHIELDING AND 6" EXTERNAL REAR SHIELD, FORWARD THROW MOUNTED ON 16' POLE WITH 2'-6" CONCRETE BASE	15531	270

NOTES: REFER TO MEP PLANS FOR SITE LIGHTING ELECTRICAL AND POLE BASE DETAIL.
DISTANCE FROM CENTER OF POLE TO BACK OF CURB = 4'-0" UNLESS NOTED OTHERWISE.

CALCULATION SUMMARY

					UNIFORMITY RATIOS	
LABEL	UNITS	AVG	MAX	MIN	AVG/MIN	MAX/MIN
CANOPY AREA	FC	34.30	52.4	22.6	1.52 to 1	2.32 to 1
PARKING AREAS	FC	4.17	21.9	0.7	5.96 to 1	18.43 to 1
DRIVE AREAS	FC	8.30	27.0	0.8	10.04 to 1	33.75 to 1

CAUTION – NOTICE TO CONTRACTOR

1. ALL UTILITY LOCATIONS SHOWN ARE BASED ON MAPS PROVIDED BY THE APPROPRIATE UTILITY COMPANY AND FIELD SURFACE EVIDENCE AT THE TIME OF SURVEY AND IS TO BE CONSIDERED AN APPROXIMATE LOCATION ONLY. IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE LOCATION OF ALL UTILITIES, PUBLIC OR PRIVATE, WHETHER SHOWN ON THE PLANS OR NOT, PRIOR TO CONSTRUCTION. REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO CONSTRUCTION.
2. WHERE A PROPOSED UTILITY CROSSES AN EXISTING UTILITY, IT IS THE CONTRACTOR'S RESPONSIBILITY TO FIELD VERIFY THE HORIZONTAL AND VERTICAL LOCATION OF SUCH EXISTING UTILITY, EITHER THROUGH POTHOLING OR ALTERNATIVE METHOD. REPORT INFORMATION TO THE ENGINEER PRIOR TO CONSTRUCTION.

811 Know what's below. Call before you dig.

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PHOTOMETRIC PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

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REVISIONS

DATE: 09.19.2022

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PP1.0
18 OF 26

CRITERIA PLAN 04/2020

Catalog #: A & A1

Scottsdale Vertex™ (SCV)

Petroleum Canopy LED Luminaire

IP66

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Scottsdale Vertex SCV Petroleum

ORDERING GUIDE

TYPICAL ORDER EXAMPLE: SCV LED 13L SC UNV DIM 50 WHT IMSBT2

Accessory Ordering Information

Catalog #: E & F

Slice Medium (SLM)

Outdoor LED Area Light

IP66 IK08

QUICK LINKS

Ordering Guide | Performance | Photometrics | Dimensions

FEATURES & SPECIFICATIONS

Slice Medium Outdoor LED Area Light

ORDERING GUIDE

TYPICAL ORDER EXAMPLE: SLM LED 36L SIL FTA UNV DIM 50 70CRI ALSCS04 BRZ IL

Accessories Ordering Information

Catalog #: E & F

External House Side Shield (EHS)

Shielding

FEATURES & SPECIFICATIONS

COMPATIBLE FIXTURES

ORDERING GUIDE

TYPICAL ORDER EXAMPLE: EHS MRM FB GMG 25

EHS Part Numbers

WST LED

Architectural Wall Sconce

Catalog Number: B

Specifications

Luminaire

Optional Back Box (PBBW)

Optional Back Box (BBW)

LITHONIA LIGHTING

Ordering Information

EXAMPLE: WST LED P1 40K VF MVOLT DDBTXD

Accessories

Emergency Battery Operation

LITHONIA LIGHTING

RECESSED

LED 6" lensed

2000 lumens

D

DNR52609

architectural series

frame-in kit

ordering data

ATLANTIC LIGHTING

Catalog #: C

TLFL Series

2nd Gen Large LED Flood Light

LSI 2nd Generation flood lights are the most powerful LED flood lights available in the market today.

Features & Specifications

Dimensions

TLFL Series

2nd Gen Large LED Flood Light

Features & Specifications (Cont.)

Performance

Energy Savings

DLC Listings

Mounting Detail

Luminaire Ordering Guide

TYPICAL ORDER EXAMPLE: TLFL LED 17L UNV DIM 40 BZA

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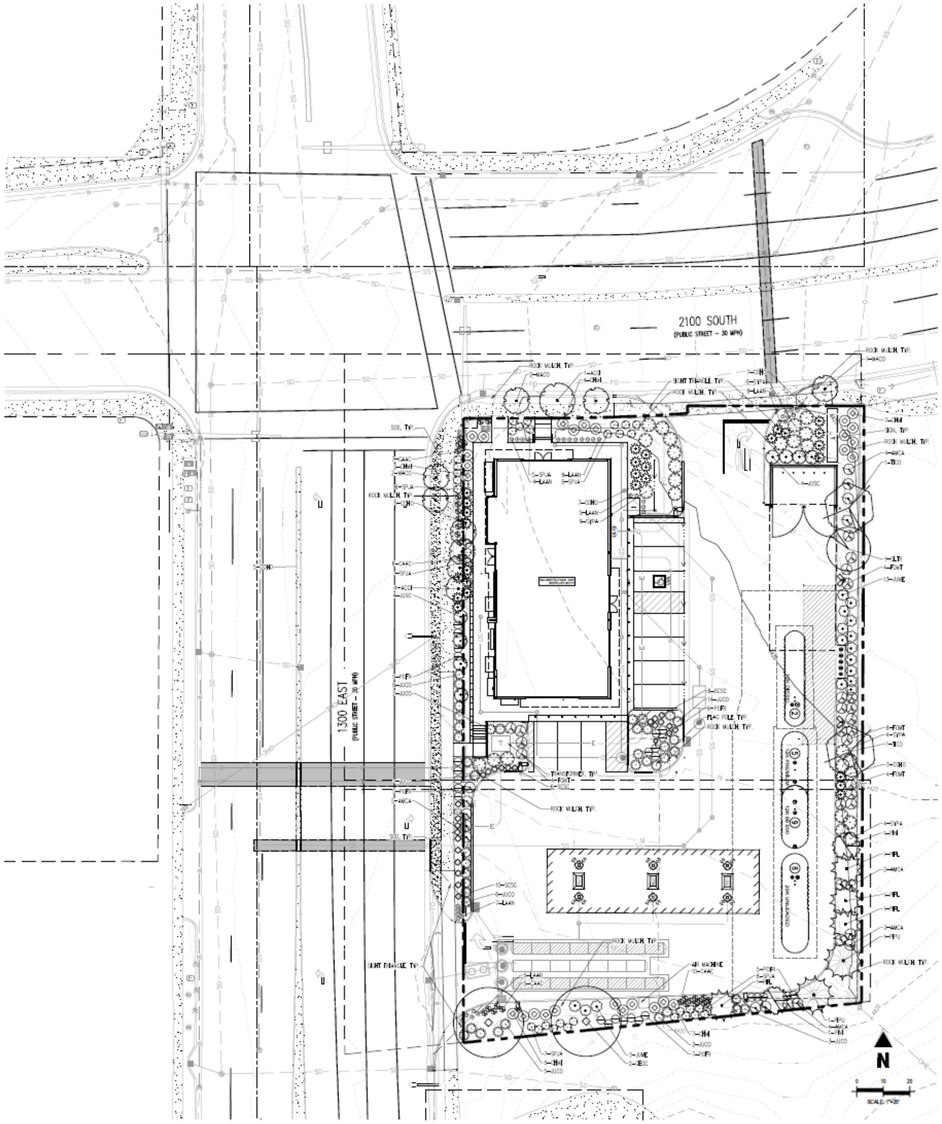

PLANTING LEGEND

QTY	LEGEND ABBREV.	BOTANIC NAME	COMMON NAME	PLANTING SIZE (MINIMUM)	MATURE SIZE	WATER USE (VL,L,M,H)	SUN/SHADE
DECIDUOUS TREES							
2	CEOC	CELTIS OCCIDENTALIS	COMMON HACKBERRY	2" CAL. B&B	60'X40'	L	SUN/PART SHADE
1	GLTR	GLEDITSIA TRIACANTHOS INERMIS 'IMPERIAL'	IMPERIAL HONEYLOCUST	2" CAL. B&B	35'X25'	L	SUN
2	TICO	TILIA CORDATA	LITTLELEAF LINDEN	2" CAL. B&B	40'X30'	M	SUN/PART SHADE
EVERGREEN TREES							
2	PIPU	PICEA PUNGENS	COLORADO BLUE SPRUCE	6' HEIGHT B&B	60'X25'	L	SUN/PART SHADE
4	PIFL	PINUS FLEXILIS 'VANDERWOLF'S PYRAMID'	LIMBER PINE	6' HEIGHT B&B	20'X10'	M	SUN/PART SHADE
2	PINI	PINUS NIGRA	AUSTRIAN PINE	6' HEIGHT B&B	50'X20'	L	SUN/PART SHADE
UPRIGHT JUNIPERS							
8	JUSC	JUNIPERUS SCOPULORUM 'MOONGLOW'	MOONGLOW JUNIPER	#5 CONT. 3' HEIGHT	20'X5'	VL	SUN
ORNAMENTAL TREES							
10	ACGI	ACER GINNALA 'FLAME'	FLAME GINNALA MAPLE	1.5" CAL. B&B	20'X20'	L/M	SUN/PART SHADE
5	MACO	MALUS 'CORALBURST'	CORALBURST CRABAPPLE	1.5" CAL. B&B	12'X10'	L	SUN
DECIDUOUS SHRUBS							
18	AMCA	AMORPHA CANESCENS	LEADPLANT	#5 CONT. 18-24"	4'X4'	VL	SUN
27	CHMI	CHAMAEBATIARA MILLEFOLIUM	FERNBUSH	#5 CONT. 18-24"	4'X4'	VL	SUN
20	FOMT	FOTHERGILLA 'MT. AIRY'	DWARF FOTHERGILLA	#5 CONT. 18-24"	5'X4'	M	SUN/PART SHADE
33	POFR	POTENTILLA FRUTICOSA 'TANGERINE'	TANGERINE POTENTILLA	#5 CONT. 18-24"	2'X3'	L/M	SUN/PART SHADE
35	SPJA	SPIREA JAPONICA 'NEON FLASH'	NEON FLASH SPIREA	#5 CONT. 18-24"	3'X3'	L/M	SUN
26	SYPA	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	#5 CONT. 18-24"	5'X5'	VL	SUN/PART SHADE
EVERGREEN SHRUBS							
27	COHO	COTONEASTER HORIZONTALIS	ROCK COTONEASTER	#5 CONT. 18-24"	2'X4'	M	SUN/PART SHADE
40	JUCO	JUNIPERUS COMMUNIS 'MONDAP'	ALPINE CARPET JUNIPER	#5 CONT. 18-24"	8"X4'	L	SUN/PART SHADE
16	JUME	JUNIPERUS X MEDIA 'OLD GOLD'	OLD GOLD JUNIPER	#5 CONT. 18-24"	3'X4'	VL	SUN/PART SHADE
ORNAMENTAL GRASSES							
30	CAAC	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	#1 CONT.	5'X2'	L	SUN
24	SCSC	SCHIZACHYRIUM SCOPARIUM	LITTLE BLUESTEM	#1 CONT.	3'X2'	VL	SUN
PERENNIALS							
37	LAAN	LAVANDULA ANGUSTIFOLIA 'MUNSTEAD'	ENGLISH LAVENDER	#1 CONT.	18"X18"	VL	SUN
MISC.							
626 SF		FESCUE SOD	RTF (RHIZOMATOUS TALL FESCUE)	SOD		M	
7,178 SF		ROCK COBBLE MULCH	2"-4" ROCK COBBLE MULCH WITH WOOD MULCH RING AROUND ALL PLANT MATERIAL, SEE PLANTING NOTES & DETAILS	MULCH		N/A	
AS NEEDED		WOOD MULCH	DARK BROWN SHREDDED HARDWOOD MULCH	MULCH		N/A	

LANDSCAPE CALCULATIONS

LANDSCAPE CODE	FORMULA	LENGTH	REQUIRED	PROVIDED
21A.48.080 LANDSCAPE BUFFER	1 TREE PER 30 LF	225 LF - EAST 150 LF - SOUTH	8 TREES - EAST 5 TREES - SOUTH	8 TREES - EASTERN BUFFER 5 TREES - SOUTHERN BUFFER
21A.48.080 PARKING STRIP LANDSCAPING	1 TREE PER 30 LF OF STREET FRONTAGE,	120 LF - 2100 S 235 LF - 1300 E	4 TREES - 2100 S 8 TREES - 1300 E	4 TREES* 11 TREES*

*DUE TO UTILITY CONFLICTS IN THE PARK STRIP, TREES REQUIRED FOR PARK STRIP LANDSCAPING HAVE BEEN RELOCATED TO THE BACK OF THE PEDESTRIAN WALK AND OVERLAP WITH THE BUFFER REQUIREMENT.

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS. CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING THEIR LOCATION PRIOR TO CONSTRUCTION.

UTILITY NOTES

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HERE IN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.

ADDITIONAL NOTES

1. TREES ARE REQUIRED TO BE PLANTED ON THE NORTH AND WEST SIDE OF THE SITE ALONG 2100 SOUTH STREET AND 1300 WEST STREET, REGARDLESS OF PROXIMITY TO FIBER OPTIC UTILITY LINES. AGAINST THE RECOMMENDATION OF THE LANDSCAPE ARCHITECT.
2. LANDSCAPE CONTRACTOR IS TO HAND EXCAVATE THE AREA FOR STREET TREES TO BE PLANTED IN PROXIMITY TO UTILITY LINES WITH EXTREME CAUTION. REFER TO UTILITY NOTES ABOVE FOR RESPONSIBILITY AND LOCATION.

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LANDSCAPE PLAN

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

REVISIONS

	DATE	REVISION DESCRIPTION

DATE: 04.26.2022

SHEET NUMBER:
L1.0

PLANTING NOTES

GENERAL

1. ALL WORK SHALL CONFORM TO ALL APPLICABLE STATE AND LOCAL CODES, STANDARDS, AND SPECIFICATIONS.
2. LANDSCAPE DESIGN IS DIAGRAMMATIC IN NATURE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR HIS OWN TAKEOFFS AND QUANTITY CALCULATIONS. IN THE EVENT OF A DISCREPANCY BETWEEN THE PLAN AND THE LANDSCAPE LEGEND, THE PLANT QUANTITY AS SHOWN ON THE PLAN SHALL TAKE PRECEDENCE AND NOTIFY THE LANDSCAPE ARCHITECT OF THESE DISCREPANCIES. MINOR ADJUSTMENTS TO THE LANDSCAPE MATERIAL AND LOCATIONS MAY BE PROPOSED FOR CITY CONSIDERATION AT THE CONSTRUCTION DOCUMENT STAGE TO RESPOND TO MARKET AND FIELD CONDITIONS. HOWEVER, THERE SHALL BE NO REDUCTION IN THE NUMBER AND SIZE OF MATERIALS.
3. CONTRACTOR SHALL MAKE HIMSELF AWARE OF THE LOCATIONS OF EXISTING AND PROPOSED UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE UTILITIES AND/OR ANY INJURY TO ANY PERSON. THIS DRAWING IS PART OF A COMPLETE SET OF CONTRACT DOCUMENTS. UNDER NO CIRCUMSTANCES SHOULD THIS PLAN BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE AND REVIEW ALL RELATED PLANS AND DOCUMENTS.
4. ALL UTILITY EASEMENTS SHALL REMAIN UNOBSTRUCTED AND FULLY ACCESSIBLE ALONG THEIR ENTIRE LENGTH FOR MAINTENANCE EQUIPMENT.
5. THE CONTRACTOR SHALL TAKE EXTREME CARE NOT TO DAMAGE ANY EXISTING PLANTS INDICATED AS "TO REMAIN". ANY SUCH PLANTS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED WITH THE SAME SPECIES, SIZE, AND QUANTITY AT THE CONTRACTOR'S OWN EXPENSE, AND AS ACCEPTABLE TO THE OWNER. REFER TO THE TREE PROTECTION NOTES ON THE PLANS (AS APPLICABLE).
6. LANDSCAPE CONTRACTOR SHALL EXAMINE THE SITE CONDITIONS UNDER WHICH THE WORK IS TO BE PERFORMED AND NOTIFY THE GENERAL CONTRACTOR IN WRITING OF UNSATISFACTORY CONDITIONS. IF SITE CONDITIONS OR PLANT AVAILABILITY REQUIRE CHANGES TO THE PLAN, THEN AN APPROVAL WILL BE OBTAINED FROM THE CITY. DO NOT PROCEED UNTIL CONDITIONS HAVE BEEN CORRECTED.
7. ALL CONSTRUCTION DEBRIS AND MATERIAL SHALL BE REMOVED AND CLEANED OUT PRIOR TO INSTALLATION OF TOPSOIL, TREES, SHRUBS, AND TURF.
8. FOR ALL INFORMATION ON SURFACE MATERIAL OF WALKS, DRIVES, AND PARKING LOTS, SEE THE SITE PLAN. SEE PHOTOMETRIC PLAN FOR FREE STANDING LIGHTING INFORMATION.
9. THE LANDSCAPE CONTRACTOR SHALL NOTIFY THE LANDSCAPE ARCHITECT ONE WEEK PRIOR TO BEGINNING CONSTRUCTION.
10. WINTER WATERING SHALL BE AT THE EXPENSE OF THE CONTRACTOR UNTIL SUCH TIME AS FINAL ACCEPTANCE IS RECEIVED.
11. ALL LANDSCAPE CONSTRUCTION PRACTICES, WORKMANSHIP, AND ETHICS SHALL BE IN ACCORDANCE WITH INDUSTRY STANDARDS IN THE STATE OF UTAH.
12. LANDSCAPE AND IRRIGATION WORK SHALL BE COMPLETED PRIOR TO THE ISSUANCE OF THE FINAL CERTIFICATE OF OCCUPANCY.

FINISH GRADING AND SOIL PREPARATION

13. CONTRACTOR SHALL CONSTRUCT AND MAINTAIN FINISH GRADES AS RECOMMENDED BY THE GEOTECHNICAL REPORT. ALL LANDSCAPE AREAS SHALL HAVE POSITIVE DRAINAGE AWAY FROM STRUCTURES AT THE MINIMUM SLOPE SPECIFIED IN THE REPORT, AND AREAS OF POTENTIAL PONDING SHALL BE REGRADED TO BLEND IN WITH THE SURROUNDING GRADES AND ELIMINATE PONDING POTENTIAL. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.
14. AFTER FINISH GRADES HAVE BEEN ESTABLISHED, IT IS RECOMMENDED THAT THE CONTRACTOR SHALL HAVE SOIL SAMPLES TESTED BY AN ESTABLISHED SOIL TESTING LABORATORY FOR THE FOLLOWING: GENERAL SOIL FERTILITY, PH, ORGANIC MATTER CONTENT, SALT (CEC), LIME, SODIUM ADSORPTION RATIO (SAR) AND BORON CONTENT. EACH SAMPLE SUBMITTED SHALL CONTAIN NO LESS THAN ONE QUART OF SOIL. CONTRACTOR SHALL ALSO SUBMIT THE PROJECT'S PLANT LIST TO THE LABORATORY ALONG WITH THE SOIL SAMPLES. THE SOIL REPORT PRODUCED BY THE LABORATORY SHALL CONTAIN RECOMMENDATIONS FOR THE FOLLOWING (AS APPROPRIATE): GENERAL SOIL PREPARATION AND BACKFILL MIXES, PRE-PLANT FERTILIZER APPLICATIONS, AND ANY OTHER SOIL RELATED ISSUES. THE REPORT SHALL ALSO PROVIDE A FERTILIZER PROGRAM FOR THE ESTABLISHMENT PERIOD AND FOR LONG-TERM MAINTENANCE.
15. THE CONTRACTOR SHALL RECOMMEND INSTALLATION OF SOIL AMENDMENTS AND FERTILIZERS PER THE SOILS REPORT FOR THE THE OWNER/OWNER'S REPRESENTATIVE CONSIDERATION.
16. AT A MINIMUM, ALL TOPSOIL SHALL BE AMENDED WITH NITROGEN STABILIZED ORGANIC AMENDMENT COMPOST AT A RATE OF 5.0 CUBIC YARDS AND AMMONIUM PHOSPHATE 16-20-0 AT A RATE OF 15 POUNDS PER THOUSAND SQUARE FEET OF LANDSCAPE AREA. COMPOST SHALL BE MECHANICALLY INTEGRATED INTO THE TOP 6" OF SOIL BY MEANS OF ROTOTILLING AFTER CROSS-RIPPING. GROUND COVER & PERENNIAL BED AREAS SHALL BE AMENDED AT A RATE OF 8 CUBIC FEET PER THOUSAND SQUARE FEET OF NITROGEN STABILIZED ORGANIC AMENDMENT AND 10 LBS. OF 12-12-12 FERTILIZER PER CU. YD., ROTOTILLED TO A DEPTH OF 8". NO MANURE OR ANIMAL-BASED PRODUCTS SHALL BE USED FOR ORGANIC AMENDMENTS.

PLANTING

17. ALL DECIDUOUS TREES SHALL HAVE FULL, WELL-SHAPED HEADS/ALL EVERGREENS SHALL BE UNSHEARED AND FULL TO THE GROUND; UNLESS OTHERWISE SPECIFIED. TREES WITH CENTRAL LEADERS WILL NOT BE ACCEPTED IF LEADER IS DAMAGED OR REMOVED. PRUNE ALL DAMAGED TWIGS AFTER PLANTING.
18. ALL PLANTS WITHIN A SPECIES SHALL HAVE SIMILAR SIZE, AND SHALL BE OF A FORM TYPICAL FOR THE SPECIES. ANY PLANT DEEMED UNACCEPTABLE BY THE LANDSCAPE ARCHITECT SHALL BE IMMEDIATELY REMOVED FROM THE SITE AND SHALL BE REPLACED WITH AN ACCEPTABLE PLANT OF LIKE TYPE AND SIZE AT THE CONTRACTOR'S OWN EXPENSE. ANY PLANTS APPEARING TO BE UNHEALTHY, EVEN IF DETERMINED TO STILL BE ALIVE, SHALL NOT BE ACCEPTED. THE LANDSCAPE ARCHITECT SHALL BE THE SOLE JUDGE AS TO THE ACCEPTABILITY OF PLANT MATERIAL.
19. ALL TREES SHALL BE GUYED AND WOOD STAKED AS PER DETAILS. NO 'T-STAKES' SHALL BE USED FOR TREES.
20. ALL PLANT MATERIALS SHALL BE TRUE TO TYPE, SIZE, SPECIES, QUALITY, AND FREE OF INJURY, BROKEN ROOT BALLS, PESTS, AND DISEASES, AS WELL AS CONFORM TO THE MINIMUM REQUIREMENTS DESCRIBED IN THE "AMERICAN STANDARD FOR NURSERY STOCK". FOLLOW GREENCO TREE PLANTING RECOMMENDATIONS FOR MINIMUM QUALITY REQUIREMENTS FOR TREES.
21. ALL TREE AND SHRUB BED LOCATIONS ARE TO BE STAKED OUT ON SITE FOR APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
22. ALL TREES PLANTED ADJACENT TO PUBLIC AND/OR PEDESTRIAN WALKWAYS SHALL BE PRUNED CLEAR OF ALL BRANCHES BETWEEN GROUND AND A HEIGHT OF EIGHT (8) FEET FOR THAT PORTION OF THE PLAN LOCATED OVER THE SIDEWALK AND/OR ROAD.
23. ALL PLANT MATERIAL SHALL NOT BE PLANTED PRIOR TO INSTALLATION OF TOPSOIL.
24. ALL PLANT BEDS SHALL BE CONTAINED WITH STEEL EDGER. STEEL EDGER IS NOT REQUIRED ALONG CURBS, WALKS OR BUILDING FOUNDATIONS. ALL EDGING SHALL OVERLAP AT JOINTS A MINIMUM OF 6-INCHES, AND SHALL BE FASTENED WITH A MINIMUM OF 4 PINS PER EACH 10 FOOT SECTION. THE TOP OF ALL EDGING MATERIAL SHALL BE A ROLLED TOP AND 1/2 INCH ABOVE THE FINISHED GRADE OF ADJACENT LAWN OR MULCH AREAS. COLOR: BLACK.
25. THE DEVELOPER, HIS SUCCESSOR, OR ASSIGNEE SHALL BE RESPONSIBLE FOR ESTABLISHING AND CONTINUING A REGULAR PROGRAM OF MAINTENANCE FOR ALL LANDSCAPED AREAS. SEE LANDSCAPE GUARANTEE AND MAINTENANCE NOTE.
26. A 3-FOOT CLEAR SPACE SHALL BE MAINTAINED AROUND THE CIRCUMFERENCE OF ALL FIRE HYDRANTS.
27. LANDSCAPE CONTRACTOR TO SUBMIT SAMPLES OF MISCELLANEOUS LANDSCAPING MATERIALS TO THE LANDSCAPE ARCHITECTS AND OWNER'S REPRESENTATIVE FOR APPROVAL PRIOR TO INSTALLATION, IE; MULCH, EDGER, LANDSCAPE FABRIC, ETC.

MULCHING

28. AFTER ALL PLANTING IS COMPLETE, THE CONTRACTOR SHALL INSTALL A MINIMUM 4" THICK LAYER OF MULCH AS SPECIFIED IN THE PLANTING LEGEND. INSTALL A 4" THICK RING OF DOUBLE SHREDDED CEDAR BARK MULCH AROUND ALL PLANT MATERIAL IN ROCK MULCH BEDS WHERE LANDSCAPING IS SHOWN ON THE PLANS. WOOD MULCH RING SIZE SHALL BE THE CONTAINER SIZE OF THE SHRUBS, PERENNIALS, AND ORNAMENTAL GRASSES. TREE RING SIZE SHALL BE GREEN INDUSTRIES OF COLORADO INDUSTRY STANDARD WIDTH.
29. ALL MULCH SHALL BE HARVESTED IN A SUSTAINABLE MANNER FROM A LOCAL SOURCE.
30. INSTALL DEWITT PRO-5 WEED BARRIER FABRIC UNDER ALL ROCK MULCH SHRUB BEDS SPECIFIED ON THE PLANS ONLY. NO LANDSCAPE FABRIC SHALL BE USED IN WOOD MULCH AREAS. NO PLASTIC WEED BARRIERS SHALL BE SPECIFIED.
31. ABSOLUTELY NO EXPOSED GROUND SHALL BE LEFT SHOWING ANYWHERE ON THE PROJECT AFTER MULCH HAS BEEN INSTALLED.
32. ALL PLANTING AREAS WITH LESS THAN A 4:1 GRADIENT SHALL RECEIVE A LAYER OF MULCH, TYPE AND DEPTH PER PLANS. SUBMIT 1 CUBIC FOOT SAMPLE OF MULCH (ONE SAMPLE PER TYPE) TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. THE MULCH SHALL BE SPREAD EVENLY THROUGHOUT ALL PLANTING AREAS EXCEPT SLOPES 4:1 OR STEEPER, OR AS OTHERWISE DENOTED ON THE PLAN. ABSOLUTELY NO EXPOSED GROUND SHALL REMAIN IN AREAS TO RECEIVE MULCH AFTER MULCH HAS BEEN INSTALLED.
33. ALL PLANTING AREAS ON SLOPES OVER 4:1 SHALL RECEIVE COCONUT FIBER EROSION CONTROL NETTING FROM ROLLS. NETTING SHALL BE #CT-125, AS MANUFACTURED BY NORTH AMERICAN GREEN (OR EQUAL). INSTALL AND STAKE PER MANUFACTURER'S SPECIFICATIONS. SEE ALSO THE CIVIL ENGINEER'S EROSION CONTROL PLAN.

IRRIGATION CONCEPT

1. AN AUTOMATIC IRRIGATION SYSTEM SHALL BE INSTALLED AND OPERATIONAL BY THE TIME OF FINAL INSPECTION. THE ENTIRE IRRIGATION SYSTEM SHALL BE INSTALLED BY A QUALIFIED IRRIGATION CONTRACTOR.
2. THE IRRIGATION SYSTEM WILL HAVE APPROPRIATE BACKFLOW PREVENTION DEVICES INSTALLED TO PREVENT CONTAMINATION OF THE WATER SOURCE IF APPLICABLE.
3. ALL NON-TURF/SEED PLANTED AREAS WILL BE DRIP IRRIGATED. TURF SOD/SEED SHALL RECEIVE POP-UP SPRAY IRRIGATION FOR HEAD TO HEAD COVERAGE.
4. ALL PLANTS SHARING SIMILAR HYDROZONE CHARACTERISTICS SHALL BE PLACED ON A VALVE DEDICATED TO PROVIDE THE NECESSARY WATER REQUIREMENTS SPECIFIC TO THAT HYDROZONE.
5. THE IRRIGATION SYSTEM SHALL BE DESIGNED AND INSTALLED, TO THE MAXIMUM EXTENT POSSIBLE, TO CONSERVE WATER BY USING THE FOLLOWING DEVICES AND SYSTEMS: MATCHED PRECIPITATION RATE TECHNOLOGY ON ROTOR AND SPRAY HEADS (WHEREVER POSSIBLE), RAIN SENSORS, AND SMART MULTI-PROGRAM COMPUTERIZED IRRIGATION CONTROLLERS FEATURING SENSORY INPUT CAPABILITIES.

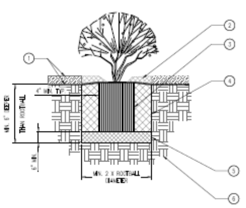
LANDSCAPE GUARANTEE AND MAINTENANCE

1. THE LANDSCAPE CONTRACTOR SHALL GUARANTEE ALL TREES, SHRUBS, PERENNIALS, SOD, SEEDED AREAS, AND IRRIGATION SYSTEMS FOR A PERIOD OF ONE YEAR FROM THE DATE OF THE OWNER'S ACCEPTANCE. THE CONTRACTOR SHALL REPLACE, AT HIS OWN EXPENSE, ANY PLANTS WHICH DIE IN THAT TIME, OR REPAIR ANY PORTIONS OF THE IRRIGATION SYSTEM WHICH OPERATE IMPROPERLY.
2. THE LANDSCAPE CONTRACTOR SHALL MAINTAIN THE LANDSCAPE IN A NEAT, CLEAN, AND HEALTHY CONDITION FOR A PERIOD OF 90 DAYS. THIS SHALL INCLUDE PROPER PRUNING, MOWING AND AERATION OF LAWNS, WEEDING, REPLACEMENT OF MULCH, REMOVAL OF LITTER, AND THE APPROPRIATE WATERING OF ALL PLANTINGS. IRRIGATION SHALL BE MAINTAINED IN PROPER WORKING ORDER, WITH SCHEDULING ADJUSTMENTS BY SEASON AND TO MAXIMIZE WATER CONSERVATION. IF SITE OPENS DURING WINTER, TO AVOID FREEZE DAMAGE ON PLANTINGS, THE 90 DAYS SHOULD BEGIN AFTER ACCEPTANCE OF THE WORK.
3. DURING THE LANDSCAPE MAINTENANCE PERIOD, THE LANDSCAPE CONTRACTOR SHALL MAINTAIN POSITIVE DRAINAGE AWAY FROM STRUCTURES IN ALL LANDSCAPE AREAS AT THE MINIMUM SLOPE SPECIFIED IN THE GEOTECHNICAL REPORT. LANDSCAPE AREAS WHICH SETTLE AND CREATE THE POTENTIAL FOR PONDING SHALL BE REPAIRED TO ELIMINATE PONDING POTENTIAL AND BLEND IN WITH THE SURROUNDING GRADES. SHOULD ANY CONFLICTS AND/OR DISCREPANCIES ARISE BETWEEN THE GEOTECHNICAL REPORT, THE GRADING PLANS, THESE NOTES, AND ACTUAL CONDITIONS, THE CONTRACTOR SHALL IMMEDIATELY BRING SUCH ITEMS TO THE ATTENTION OF THE LANDSCAPE ARCHITECT AND OWNER.

CAUTION
UTILITIES EXIST WITHIN CONSTRUCTION LIMITS.
CONTRACTOR IS RESPONSIBLE FOR IDENTIFYING
THEIR LOCATION PRIOR TO CONSTRUCTION.

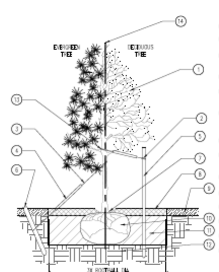
UTILITY NOTES

1. THE LANDSCAPE CONTRACTOR IS REQUIRED TO CONTACT THE COUNTY PUBLIC WORKS DEPARTMENT, AND ANY OTHER PUBLIC OR PRIVATE AGENCY NECESSARY FOR UTILITY LOCATION PRIOR TO ANY CONSTRUCTION.
2. THIS DRAWING IS A PART OF A COMPLETE SET OF BID DOCUMENTS, SPECIFICATIONS, ADDITIONAL DRAWINGS, AND EXHIBITS. UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED FOR CONSTRUCTION PURPOSES WITHOUT EXAMINING ACTUAL LOCATIONS OF UTILITIES ON SITE, AND REVIEWING ALL RELATED DOCUMENTS.
3. THE LOCATION OF THE ALL UNDERGROUND UTILITIES ARE LOCATED ON THE ENGINEERING DRAWINGS FOR THIS PROJECT. THE MOST CURRENT REVISION IS HEREIN MADE PART OF THIS DOCUMENT. UNDERGROUND UTILITIES EXIST THROUGHOUT THIS SITE AND MUST BE LOCATED PRIOR TO ANY CONSTRUCTION ACTIVITY. WHERE UNDERGROUND UTILITIES EXIST, FIELD ADJUSTMENT MAY BE NECESSARY AND MUST BE APPROVED BY A REPRESENTATIVE OF THE OWNER. NEITHER THE OWNER NOR THE LANDSCAPE ARCHITECT ASSUMES ANY RESPONSIBILITY WHATSOEVER, IN RESPECT TO THE CONTRACTORS ACCURACY IN LOCATING THE INDICATED PLANT MATERIAL, AND UNDER NO CIRCUMSTANCES SHOULD THESE PLANS BE USED WITHOUT REFERENCING THE ABOVE MENTIONED DOCUMENTS.



1. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
2. SHREDDED BARK MULCH, 3" MIN. DEPTH, ROUGHLY THE EXTENTS OF ROOTBALL
3. PLANT ROOT BALL. SET TOP ROOTBALL 2" ABOVE ADJACENT GRADE. IN BERMED AREAS SET ROOTBALL 2" ABOVE LOWER ADJACENT GRADE - INSTALL WATER RING (2 - 3" HT.)
4. BACKFILL MIX (PER PLANTING SPECIFICATIONS). AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS. JET BACKFILL WITH WATER TO ELIMINATE VOIDS.
5. COMPACTED BACKFILL MIX (75%).
6. UNDISTURBED NATIVE SOIL

1 SHRUB AND PERENNIAL DETAIL
SCALE: NOT TO SCALE

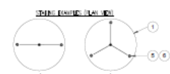


1. TREE CANOPY.
2. NYLON TREE STRAPS AT ENDS OF WIRES - SECURE TO STAKE OR DEADMEN WITH NAILS.
3. 12 GAUGE GALVANIZED WIRE. SECURE TO TRUNK JUST ABOVE LOWEST MAJOR BRANCHES.
4. 24" X 3/4" P.V.C. MARKERS OVER WIRES.
5. PRESSURE-TREATED WOOD STAKE, 2" DIA. EXTEND STAKES 12" MIN. INTO UNDISTURBED SOIL.
6. PRESSURE-TREATED WOOD DEADMEN, TWO PER TREE (MIN.). BURY OUTSIDE OF PLANTING PIT AND 18" MIN. INTO UNDISTURBED SOIL.
7. TRUNK FLARE.
8. WOOD MULCH TREE RING 3' DIA MIN. TYPE AND DEPTH PER PLANS. DO NOT PLACE MULCH WITHIN 3" OF TRUNK.
9. FINISH GRADE. SEE PLANTING PLAN FOR GROUND COVER TREATMENT
10. ROOT BALL-SEE NOTE 3, THIS DETAIL
11. BACKFILL. AMEND AND FERTILIZE ONLY AS RECOMMENDED IN SOIL FERTILITY ANALYSIS.
12. UNDISTURBED NATIVE SOIL
13. SOFT VELCRO, OR OTHER FABRIC WRAP
14. CENTRAL LEADER, SEE PLANTING NOTES

NOTES:

1. SCARIFY SIDES OF PLANTING PIT PRIOR TO SETTING TREE.
2. REMOVE EXCESS SOIL APPLIED ON TOP OF THE ROOTBALL THAT COVERS THE ROOT FLARE. THE PLANTING HOLE DEPTH SHALL BE SUCH THAT THE ROOTBALL RESTS ON UNDISTURBED SOIL AND THE ROOT FLARE IS 3"-5" ABOVE FINISH GRADE.
3. CUT OFF BOTTOM 1/3 OF WIRE BASKET BEFORE PLACING TREE IN HOLE. CUT OFF AND REMOVE REMAINDER OF BASKET AFTER TREE IS SET IN HOLE. REMOVE ALL NYLON TIES, TWINE, ROPE, AND OTHER PACKING MATERIAL. REMOVE ALL BURLAP FROM AROUND ROOTBALL.
4. TREE WRAP IS NOT TO BE USED ON ANY NEW PLANTINGS, EXCEPT IN LATE FALL PLANTING SITUATIONS, AND ONLY THEN AFTER CONSULTATION WITH THE LANDSCAPE ARCHITECT. WHEN WRAPPING TREE, WRAP FROM TRUNK FLARE TO LOWEST MAJOR BRANCH.
5. REMOVE ALL NURSERY STAKES AFTER PLANTING.
6. FOR TREES OVER 3" CALIPER, USE THREE STAKES OR DEADMEN (AS APPROPRIATE), SPACED EVENLY AROUND TREE.
7. DO NOT ALLOW AIR POCKETS TO FORM WHEN BACKFILLING.

STAKING EXAMPLES (PLAN VIEW)



2 TREE PLANTING DETAIL
SCALE: NOT TO SCALE

Galloway
172 N. East Promontory, Suite 274
Farmington, UT 84025
801.953.1357
GallowayUS.com

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P: 888-458-6646

#2506 - SALT LAKE CITY, UTAH
2111 SOUTH 1300 EAST
LANDSCAPE DETAILS

KG PROJECT TEAM:
RDM: SCOTT BABCOCK
SDM: RYAN HALDER
CPM: SCOTT NEWBURY

DATE	REVISION DESCRIPTION

REVISIONS

DATE: 04.26.2022

SHEET NUMBER:
L1.1
21 OF 26

CRITERIA PLAN 04/2020

Proposed Building Signage

Location	Sign	Size	Area
West Elevation	"Kum & Go" Sign	6'x 12'	72 SF
	"Go Fresh Market" Sign	5'x 9'	45 SF
East Elevation	"Kum & Go" Sign	3'x 6'	18 SF
North Elevation	"Kum & Go" Sign	6'x 12'	72 SF
South Elevation	"Kum & Go" Sign	5'x 10'	50 SF
	Total		257 SF

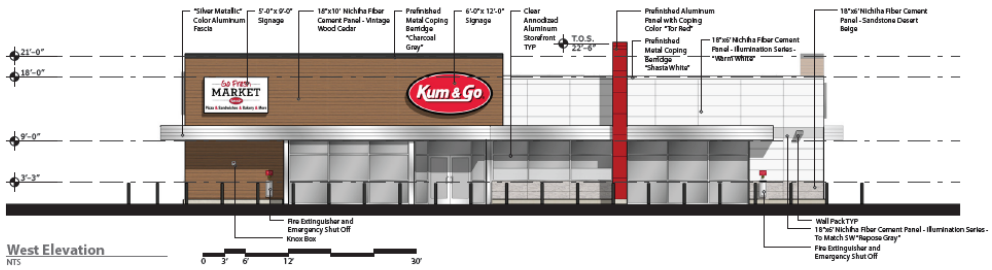
Glazing Calculations

West Elevation

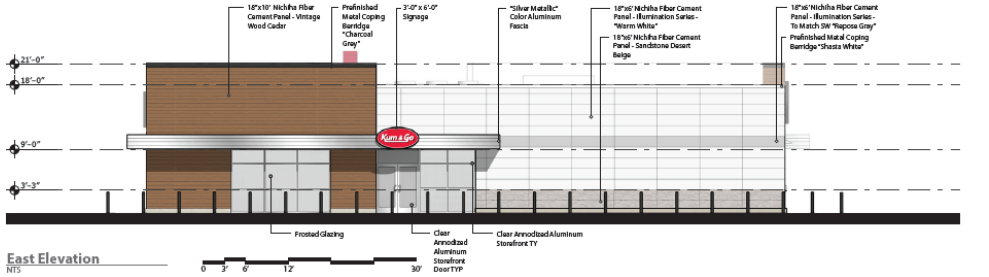
	Square Feet	% of Glazing
Glazing	317	70%
Total	450	

North Elevation

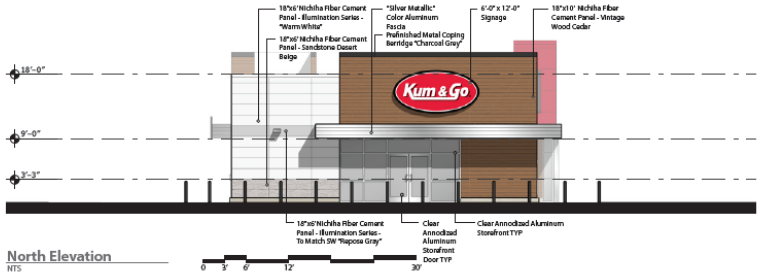
	Square Feet	% of Glazing
Glazing	93	40%
Total	230	



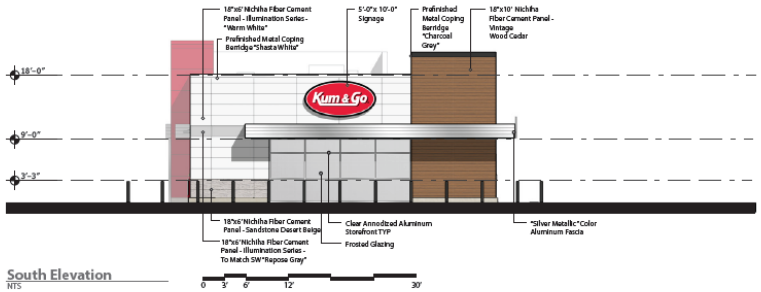
West Elevation
NTS



East Elevation
NTS



North Elevation
NTS



South Elevation
NTS

brr
ARCHITECT OF RECORD:
BRR ARCHITECTURE, INC
8131 METCALF AVENUE
SUITE 300
OVERLAND PARK, KS 66204
www.brrarch.com
TEL: 913-353-9000
FAX: 913-353-9044

SEAL

Kum & Go

1459 Grand Avenue
Des Moines, Iowa
50309
P:515-457-6247

2506 - SALT LAKE CITY, UT
2100 S & 1300 E

EXTERIOR ELEVATIONS

KG PROJECT TEAM:
RDM:
IDM:
CPM:

REVISIONS

	DATE	REVISION DESCRIPTION
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DATE: 07/26/2022

SHEET NUMBER:

Northwest Perspective

Northeast Perspective

Southwest Perspective

Southeast Perspective

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EXTERIOR PERSPECTIVES

KG PROJECT TEAM:
RDM:
SDM:
CPM:

REVISIONS

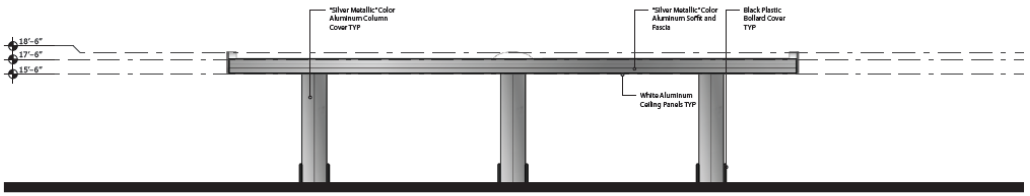
△	DATE	REVISION DESCRIPTION

DATE: 07/26/2022

SHEET NUMBER:

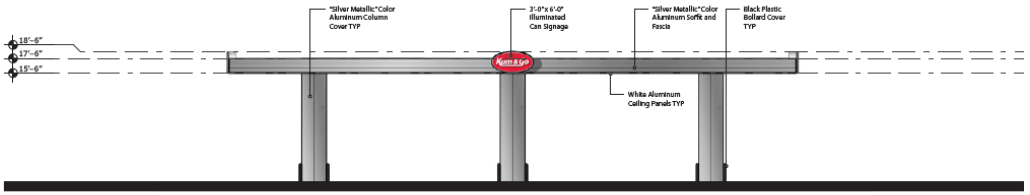
Proposed Canopy Signage

Location	Sign	Size	Area
North Elevation	No Signage	---	0 SF
South Elevation	"Kum & Go" Sign	3'x 6'	18 SF
East Elevation	"Kum & Go" Sign	3'x 6'	18 SF
West Elevation	"Kum & Go" Sign	3'x 6'	18 SF
	Total		54 SF



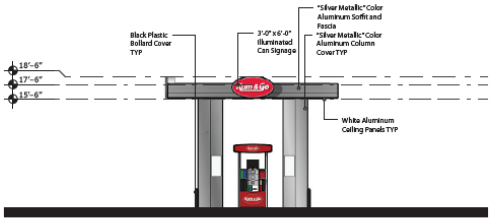
North Elevation
NTS

0 3' 6' 12' 30'



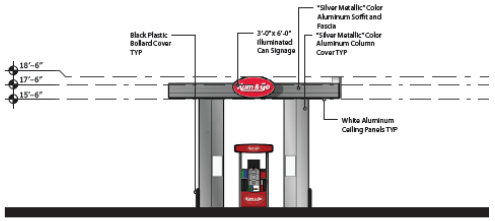
South Elevation
NTS

0 3' 6' 12' 30'



East Elevation
NTS

0 3' 6' 12' 30'



West Elevation
NTS

0 3' 6' 12' 30'

brr

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BRR ARCHITECTURE, INC
9101 BEDFORD AVENUE
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OVERLAND PARK, KS 66204

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Des Moines, Iowa
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P:515-457-8247

2506 - SALT LAKE CITY, UT
2100 S & 1300 E

CANOPY ELEVATIONS

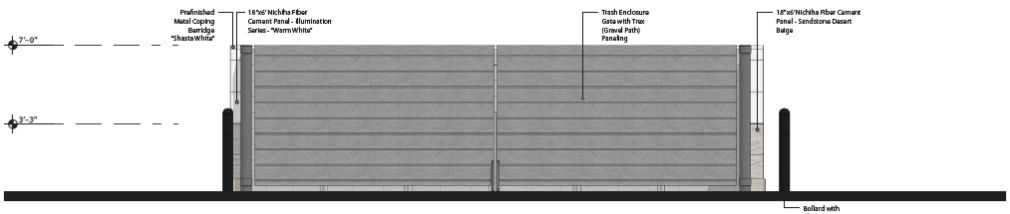
KG PROJECT TEAM:
RDM:
SDM:
CPM:

REVISIONS

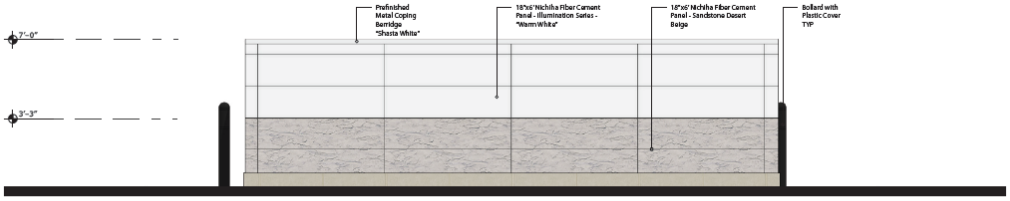
△	DATE	REVISION DESCRIPTION

DATE: 07/26/2022

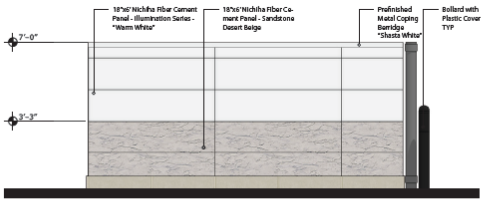
SHEET NUMBER:



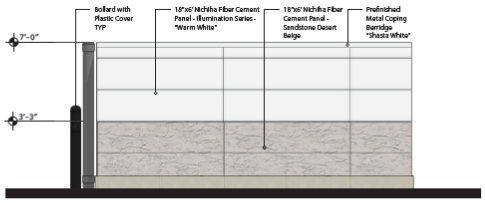
South Elevation
NTS 0 3' 6' 12'



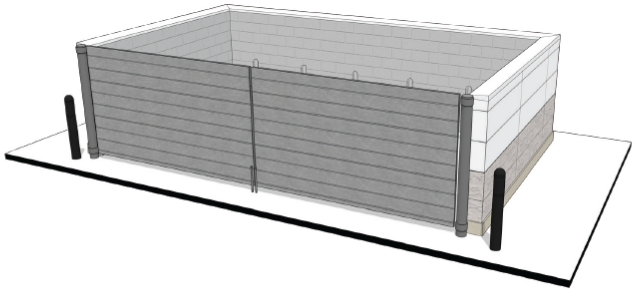
North Elevation
NTS 0 3' 6' 12'



West Elevation
NTS 0 3' 6' 12'



East Elevation
NTS 0 3' 6' 12'



Perspective
NTS

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TRASH ENCLOSURE ELEVATIONS

KS PROJECT TEAM:
RDM:
SDM:
CPM:

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1		

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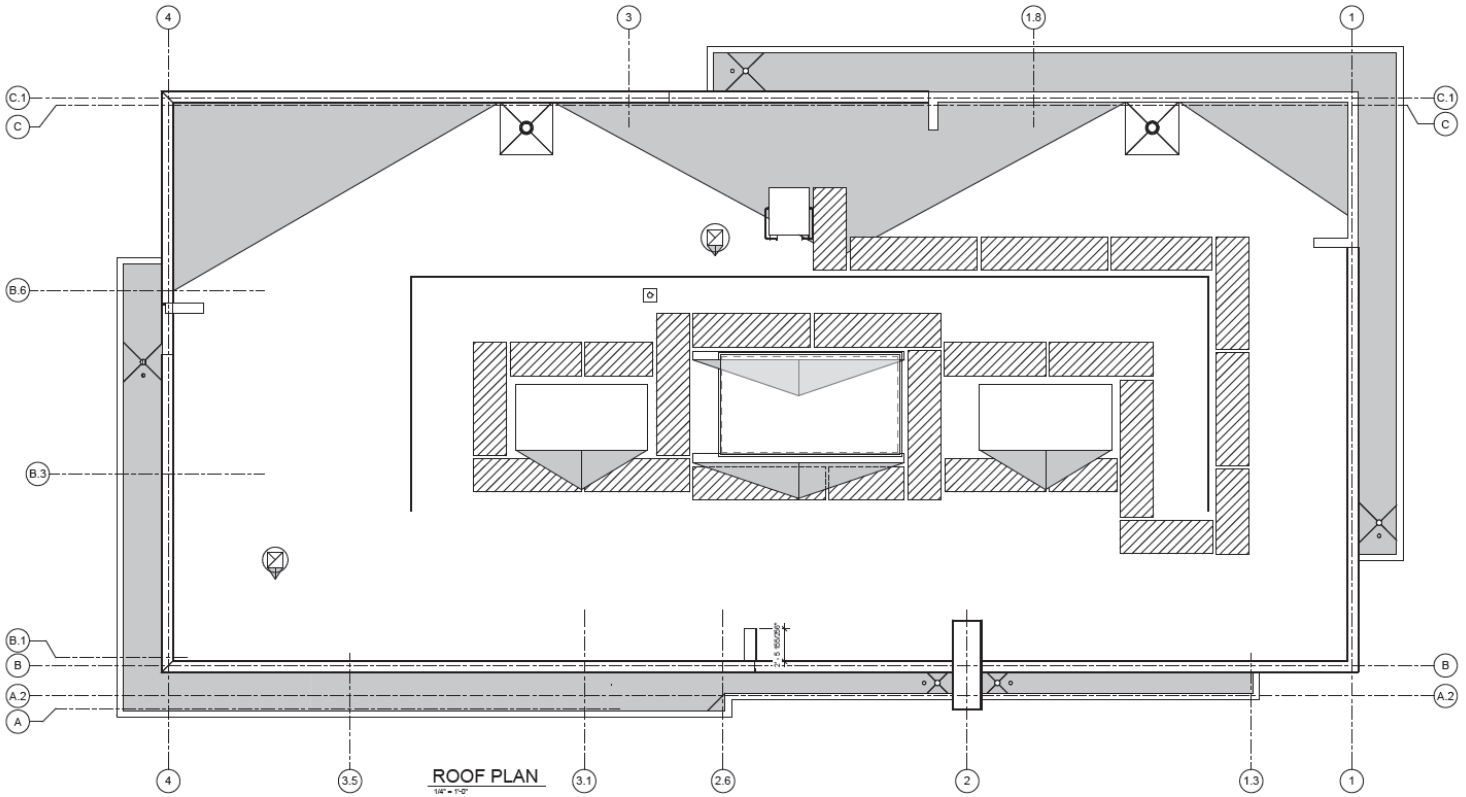

ROOF PLAN
1/4" = 1'-0"

NORTH

brr

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KG PROJECT TEAM:
RDM:
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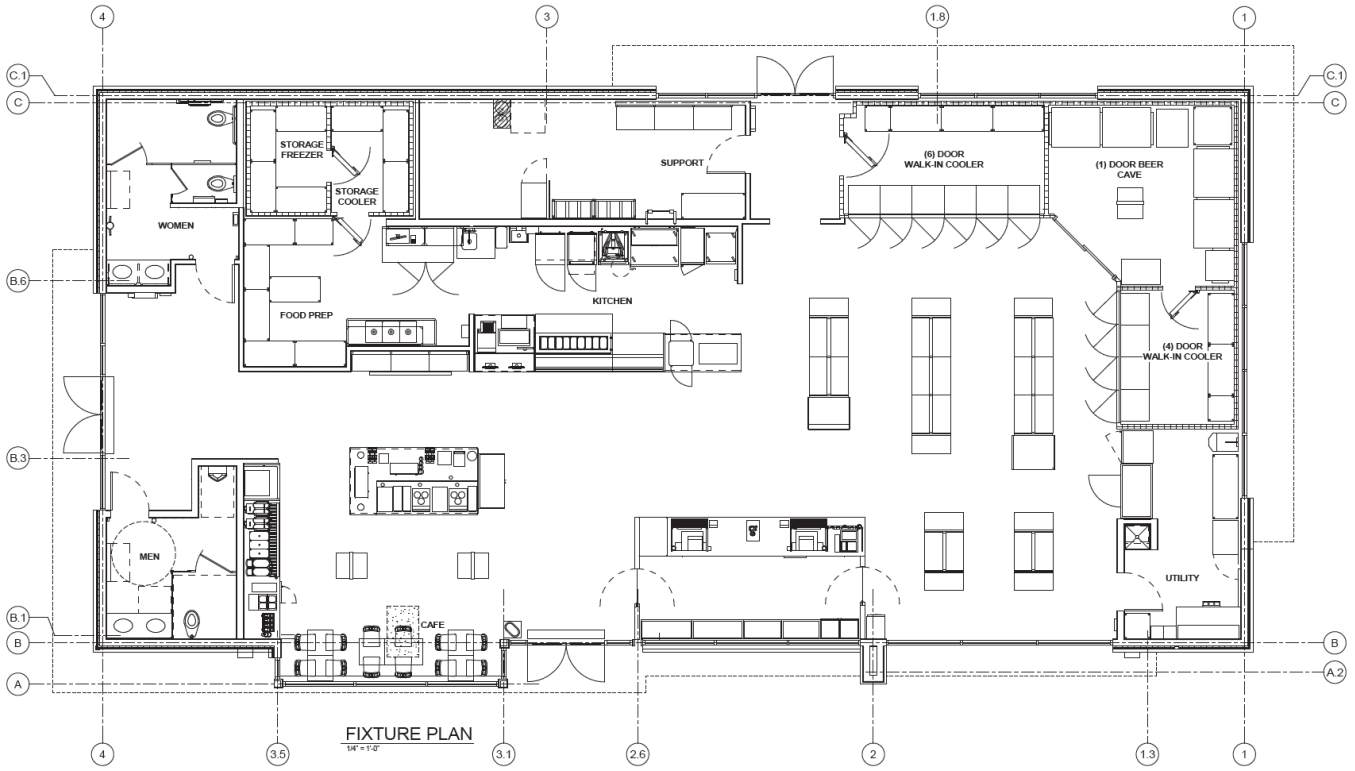

FIXTURE PLAN

1/4" = 1'-0"

NORTH

brr

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RDM:
SDM:
CPM:

REVISIONS

△	DATE	REVISION DESCRIPTION

DATE: 07/26/2022

SHEET NUMBER:

ATTACHMENT D: PROPERTY & VICINITY PHOTOS

Subject Property – View looking East

View of subject property from the East in Sugar House Park

View of subject property from the Southeast corner of the property looking North

View of subject property from Northwest looking East

View of subject property from Northeast corner looking Southeast

View of Sugar House Park from the East property line of subject property

View of subject property from the south -at the Sugar House Park Sego Lily sculpture- looking North

View of subject property looking from the North to the South

Westminster University Student Housing Building across from the subject property to the West

CVS store located at the Northwest corner of 2100 S. and 1300 E.

Chevron Gas Station and Convenience store located on the Southwest corner of 2100 S. 1300 E.

KFC/A & W located on the Northeast corner of 2100 S. 1300 E.

ATTACHMENT E: EXISTING CONDITIONS – MASTER PLAN, GUIDELINES, AND ZONING STANDARDS

Sugar House Master Plan Discussion
The proposal is located within the Sugar House Master Plan area. The Future Land Use map in the master plan designates the property as "Mixed Use- Low Intensity" and the property has been zoned CB (Community Business) District. The CB (Community Business) District is intended to provide for the close integration of moderately sized commercial areas with adjacent residential neighborhoods. The design guidelines are intended to facilitate retail that is pedestrian in its orientation and scale, while also acknowledging the importance of transit and automobile access to the site.

The plan includes the following general policies related to the request:

- Low-Intensity Mixed Use allows an integration of residential with small business uses, typically at ground floor levels. Height limits generally include one and two-story structures. The intent is to support more walkable community development patterns located near transit lines and stops. Proposed developments and land use within the Low-Intensity Mixed Use area must be compatible with the land uses and architectural features surrounding each site.

The Sugar House Community Development Objectives are as follows:

Policies

- Develop the Sugar House Community to be a sustainable, attractive, harmonious, and pedestrian oriented community.
- Maintain, protect, and upgrade Sugar House as a residential community with a vital supporting commercial core.
- Strengthen and support existing neighborhoods with appropriate adjacent land uses and design guidelines to preserve the character of the area.
- Provide a mix of housing types, densities, and costs to allow residents to work and live in the same community. Locate higher density housing on or near public transportation routes to afford residents the ability to reduce their reliance on the automobile.
- Provide the needed infrastructure improvements through public, as well as public/private partnerships.
- Create visually interesting pedestrian-friendly street networks that directly connect local destinations.
- Improve all modes of mobility including street and trail networks, transit, pedestrian and bicycle movement opportunities, and off-street cooperative parking facilities.
- Provide pedestrian-scale activities in the Sugar House Business District by providing open space corridors and useful streetscape amenities.
- Direct a mixed-land use development pattern within the Sugar House Business District to include medium- and high-density housing and necessary neighborhood amenities and facilities. These developments will be compatibly arranged, taking full advantage of future transit stations, Sugar House Park, Fairmont Park, and the proximity to the retail core.
- Encourage increased intensity, greater diversity of land use, and locally owned businesses in the Sugar House Business District.
- Support small locally owned neighborhood businesses to operate harmoniously within residential areas

Staff Discussion:

The Sugar House Master Plan is implemented through the zoning regulations for the CB (Community Business) District and through application of the Conditional Use review standards. These specific standards are meant to implement the broader policies located within the plan. The proposed development is required by zoning to include setbacks and buffer areas to prevent negative effects to surrounding uses. The policies for this area in the master plan are to ensure that development engages the street and pedestrian level.

CB (COMMUNITY BUSINESS) STANDARDS:

Requirement	Standard	Development Proposal	Compliance/Impact on Development
Front/Corner Side Yard	No minimum yard is required. If a front yard is provided, it shall comply with all provisions of this title applicable to front or corner side yards, including landscaping, fencing, and obstructions.	15' setback along 2100 South ~8' along 1300 East	Complies
Side/ Rear Yard	None required	Complies	Complies
Buffer Yard	Any lot abutting a lot in a Residential District shall conform to the buffer yard requirements of chapter 21A.48 of this title.	n/a	n/a
Lot Area	No Minimum or Maximum	~36,155 square feet	Complies
Lot Width	No Minimum	~173'8" feet	Complies
Maximum Height	30'	21' - Complies	Complies
Maximum Setback	A maximum setback is required for at least seventy five percent (75%) of the building facade. The maximum setback is fifteen feet (15'). Exceptions to this requirement may be authorized through	At 15' along 2100 South. Closest point along 1300 East is about 8'	Complies

	the design review process, subject to the requirements of chapter 21A.59 of this title, and the review and approval of the Planning Commission.		
Ground Floor Glass	40% (minimum) transparent and non-reflective glass	North Face: ~40% West Face: ~70%	Complies
Landscaping Yard Requirements	If a front or corner side yard is provided, such yard shall be maintained as a landscape yard.	Complies	Complies
Blank Wall - Maximum length	15 feet	Complies	Complies

ATTACHMENT F: CONDITIONAL USE STANDARDS

Conditional Use Standards
An application for a conditional use is required by city code 21A.54 and Utah Code 10-9a-507 to be approved if the proposal complies with the adopted standards of review and if any reasonably anticipated detrimental impact can be mitigated. Under Utah Code 10-9a-507, the standards must be objective and mitigating any reasonably anticipated detrimental impact is required to be interpreted to mean reduce, not eliminate, the impact.
The Finding for each standard is the recommendation of the Planning Division based on the facts associated with the proposal, the discussion that follows, and the input received during the engagement process. Input received after the staff report is published has not been considered in this report.

21A.54.080.A: Approval Standards
Standard 1: The use complies with applicable provisions of this title;
Finding: Complies With Conditions
Discussion: Gas station use is listed as a Conditional Use in the CB (Commercial Business) zoning district. It is permitted with Planning Commission approval.
Condition(s): Application must receive approval from the Planning Commission for the proposed land use.
Standard 2: The use is compatible, or with conditions of approval can be made compatible, with surrounding uses
Finding: Does Not Comply
Discussion: The proposal is for a gas station to be located next to a City park with an active creek (Parley's Creek) which serves as a secondary drinking water source. The two uses are not compatible for environmental reasons, since any air, water or soil contamination from the gas station could be very detrimental to the park and the residential community in the area.
Condition(s): n/a
Standard 3: The use is consistent with applicable adopted city planning policies, documents, and master plans; and
Finding: Does Not Comply
Discussion: The Sugar House Master Plan calls for the subject property to be a low intensity use. A gas station produces a considerable amount of vehicular daily trips, and the proposal is for a 24/7 operation. A gas station use is high intensity and staff does not believe this meets the intent of the Sugar House Master Plan.
Condition(s): n/a

Standard 4: The anticipated detrimental effects of a proposed use can be mitigated by the imposition of reasonable conditions
Finding: Does Not Comply
Discussion: Although the applicant is planning to implement development techniques and best management practices as mitigation of gas tank releases, there is no guarantee that a gas tank leak and/or surface water runoff will not infiltrate the park's soil, water or storm drain, which would cause significant and negative environmental impacts to the secondary drinking source – Parley's Creek, Sugar House Park's water, air, or soil.
Condition(s): n/a
21A.54.080.B: Detrimental Effects Determination
1. This title specifically authorizes the use where it is located;
Finding: Detrimental Impact Cannot Be Mitigated
Discussion: Conditional uses are permitted uses listed in allowable zones, if the adverse impacts can be mitigated through conditions of approval. Staff finds that the environmental adverse impacts to the park that could potential be caused by the proposed gas station are not able to be sufficiently mitigated. Being that Sugar House Park is a City park, owned and maintained by Salt Lake City and Salt Lake County, the detrimental effects identified would have impacts on a legitimate government interest and on the public welfare.
Condition(s): n/a
2. The use is consistent with applicable policies set forth in adopted citywide, community, and small area master plans and future land use maps;
Finding: Detrimental Impact Cannot Be Mitigated
Discussion: The Sugar House Master Plan calls for the subject property to be a low intensity use. A gas station produces a considerable amount of vehicular daily trips, and the proposal is for a 24/7 operation. A gas station use is high intensity and staff does not believe this meets the intent of the Sugar House Master Plan. The proposal is also vehicle focused, whereas the Sugar House Master Plan calls for Sugar House to be a walkable community and focused on pedestrian scale and orientation.
Condition(s): n/a
3. The use is well suited to the character of the site, and adjacent uses as shown by an analysis of the intensity, size, and scale of the use compared to existing uses in the surrounding area;
Finding: No Detrimental Impact
Discussion: The size and scale of the proposal is compatible with the existing uses in the area, however, because the proposal is abutting Sugar House Park the intensity and use compatibility are not suitable to each other. The park promotes walkability and the proposed gas station is focused on vehicular traffic and increases the traffic intensity to the site.

Condition(s): n/a
4. The mass, scale, style, design, and architectural detailing of the surrounding structures as they relate to the proposed have been considered;
Finding: No Detrimental Impact
Discussion: Like the current proposal, the surrounding structures in the surrounding area, were required to comply with zoning setbacks and design standards.
Condition(s): n/a
5. Access points and driveways are designed to minimize grading of natural topography, direct vehicular traffic onto major streets, and not impede traffic flows;
Finding: Detrimental Impact Mitigated With Conditions
Discussion: The access points to this site are designed to minimize grading of natural topography and direct vehicular traffic onto major streets. However, according to the applicant's Traffic Impact Study (TIS), the proposed use increases the daily trips to the site and increases traffic levels to an "E" rating, this does impede traffic flow in the right turn line along 1300 East, and overall traffic flow within the 1300 E/2100 S intersection. Access points to the subject property have been reduced from three current ingress/egress points to two, which would be right in/right out for both.
Condition(s): Access points are right in/right out for both. Textured pedestrian crosswalks are proposed for both entrances of subject property to slow vehicular traffic entering and leaving the subject property. There is a proposed reduction in the number of entrances to the subject site to two. The applicant are proposing to remove the northern most entrance along 1300 East.
6. The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized, nonmotorized, and pedestrian traffic;
Finding: Detrimental Impact Mitigated With Conditions
Discussion: The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized traffic. There is no roadway connection to the adjacent park and therefore traffic is directed through the site and then out to the main roads. However, the proposed pedestrian connection to park from the gas station is proposed in the southeast corner of the subject property. This connection causes pedestrians to walk through the gas pump area to access the convenience store. Since the gas pump area may be heavily occupied with vehicular traffic, an unsafe setting may be caused for pedestrians.
Condition(s): Having a safer connection location to the park from the gas station in the northeast area of the subject property, rather than in the southeast corner near the gas pumps where there is a heavier concentration of vehicular traffic.
7. The site is designed to enable access and circulation for pedestrian and bicycles;

	Finding: Detrimental Impact Mitigated With Conditions
	Discussion: The internal circulation system is designed to mitigate adverse impacts on adjacent property from motorized traffic. There is no roadway connection to the adjacent park and therefore traffic is directed through the site and then out to the main roads. However, the proposed pedestrian connection to park from the gas station is proposed in the southeast corner of the subject property. This connection causes pedestrians to walk through the gas pump area to access the convenience store. Since the gas pump area may be heavily occupied with vehicular traffic, an unsafe setting may be caused for pedestrians. In addition, having textured/cobbling sidewalk across the ingresses/egresses would allow cars to slow down as they enter or exit the subject property. This would also be beneficial to pedestrians crossing those ingress/egress points, so that they are visible to vehicular traffic. The building proposal is meeting the front setbacks by being located close to the sidewalks for increased visual interest and pedestrian activity.
	Condition(s): Having a safer connection location to the park from the gas station in the northeast area of the subject property, rather than in the southeast corner near the gas pumps where there is a heavier concentration of vehicular traffic. In addition, having a textured/cobbling sidewalk across the ingresses/egresses would allow cars to slow down as they enter or exit the subject property. This would also be beneficial to pedestrians crossing those ingress/egress points, so that they are visible to vehicular traffic.
	8. Access to the site does not unreasonably impact the service level of any abutting or adjacent street;
	Finding: Detrimental Impact Cannot Be Mitigated
	Discussion: Based on the applicant's Traffic Impact Study (TIS) submitted, the proposal would add a significant increase in the number of daily trips taken in and out of this subject site. The intersection currently operates at a Level D, which is labeled as "Less stable vehicle flow". The proposal would cause a decrease in the intersection mobility causing the intersection to run at a Level E, which is labeled as "Unstable vehicle flow". The proposal creates approximately 364 more trips to the location than the previous use of a restaurant.
	Condition(s): N/A
	9. The location and design of off-street parking complies with applicable standards of this code;
	Finding: No Detrimental Impact
	Discussion: The parking proposal for this site is ten parking spaces. The applicant is providing one ADA space, three Electric Vehicle (EV) charging spaces and six unmarked vehicle spaces.
	Condition(s): n/a

10. Utility capacity is sufficient to support the use at normal service levels;
Finding: Detrimental Impact Mitigated With Conditions
Discussion: Public Utilities has reviewed this proposal and has given requirements for meeting the normal service levels at this location.
Condition(s): Public Utilities has given a list of requirements that the applicant must meet in order to mitigate any possible contamination to the Park, through surface run-off or underground gas tank leaks (See Attachment I). In addition to the requirements, a Floodplain Development Permit is required, since the subject property is in the Special Flood Hazard Area and has an increased flood risk. Public Utilities Department is also requiring that the applicant add a second natural filtration system in the form of a landscaped retention basin at the south end of the subject property.
11. The use is appropriately screened, buffered, or separated from adjoining dissimilar uses to mitigate potential use conflicts;
Finding: Detrimental Impact Mitigated With Conditions
Discussion: Because of the incompatibility of the gas station proposal use and the Sugar House Park, Planning Staff believes having a significantly upgraded landscaping buffer between the two should be considered if this proposal is approved. This would increase the separation between the two incompatible uses naturally, while allowing a connection between the two for the patrons of both. The applicant is showing a connection point in the southeast corner, where patrons of the park could come up into the Kum & Go subject property to patronize the convenience store. The location of that connection should be reconsidered for better pedestrian safety.
Condition(s): A significantly upgraded landscaping buffer between the two should be considered if this proposal is approved, to increase the separation between the two incompatible uses naturally, while allowing a connection between the two for the patrons of both. Staff believes a better location for a connection to the Park would be safer for pedestrians, since the proposed location would have pedestrians walking through the vehicular gas filling stacking area. The applicant has agreed to work with the Transportation Engineer to establish a safe and natural connection to the Park.
12. The use meets city sustainability plans, does not significantly impact the quality of surrounding air and water, encroach into a river or stream, or introduce any hazard or environmental damage to any adjacent property, including cigarette smoke;
Finding: Detrimental Impact Cannot Be Mitigated
Discussion: The proposal has a high potential ability of significantly impacting the quality of the air, soil and water of Sugar House Park. Because fuel tank releases (leaks) are quite high in occurrence, even a small leak has the potential to cause contamination to the air, soil and water of the Park and Parley's Creek which flows through the park and connects to the storm drain downstream of this subject property. Any surface run-off of contaminates like fuel or oil, that runs into the storm drain will eventually flow into Parley's Creek. If this happens a possible contamination of the water that serves as a secondary water source to Salt Lake City could occur. This impact cannot be totally mitigated to prevent fuel leaks.

Condition(s): N/A
13. The hours of operation and delivery of the use are compatible with surrounding uses;
Finding: Detrimental Impact Mitigated With Conditions
Discussion: The applicant is proposing a 24-hour business operation. Other businesses on the other corners have limited hours. KFC- 10:30 am-10 pm, CVS- 8 am – 10 pm and Chevron gas station- 5 am to 12 am. Staff does not believe a 24-hour operation will disturb or negatively impact surrounding/abutting properties, however, gas delivery to the site may cause a negative impact to the community. Fuel tanker trucks will have to leave the site, going east on 2100 South, which is a primarily residential area. Evening or nighttime deliveries could negatively impact the neighborhood/community. (See Consideration #3, page 14)
Condition(s): Restriction of delivery times to early morning or early evening hours.
14. Signs and lighting are compatible with, and do not negatively impact surrounding uses;
Finding: No Detrimental Impact
Discussion: If the Conditional Use application is approved, the applicant will have to apply for a sign package permit during the building permit process. The proposed on-site lighting will be directed to the subject property and should not impact the surrounding uses and properties.
Condition(s): N/A
15. The proposed use does not undermine preservation of historic resources and structures.
Finding: No Detrimental Impact
Discussion: The subject property is not in a historic district and does not impact or undermine any historic resources or structures in the immediate vicinity.
Condition(s): N/A

According to Zoning Code Section 21A.54.080.C, the Planning Commission may impose conditions related to the standards and detrimental impacts listed above if a condition is necessary for compliance with the standards of approval or any applicable zoning regulation and to reduce any reasonably anticipated detrimental impact. Conditions may be related to:

1. Conditions on the scope of the use; its character, location, hours and methods of operation, architecture, signage, construction, landscaping, access, loading and parking, sanitation, drainage and utilities, fencing and screening, and setbacks; and

2. Conditions needed to mitigate any natural hazards; assure public safety; address environmental impacts; and mitigate dust, fumes, smoke, odor, noise, vibrations; chemicals, toxins, pathogens, gases, heat, light, and radiation.

After a public hearing is held, planning staff can help the commission identify and determine if information provided warrants further discussion on any potential non-compliance or detrimental impact that may require a condition of approval.

ATTACHMENT G: PUBLIC PROCESS AND COMMENTS

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

- Sugar House Community Council Land Use Committee -February 14, 2022
- Sugar House Community Council Land Use Committee -September 19, 2022

Notice of the public hearing for the proposal included:
Public hearing notice mailed on March 31, 2023
Public hearing notice posted on property on March 30, 2023
Public notice posted on City and State websites and Planning Division list serve on April 7, 2023

Public Input:
The project was presented to the Sugar House Land Use Community Council general meeting and the following topics and concerns were discussed:

- Contamination to Parley's Creek -which is a Secondary Recharge Area for the City.
- Contamination to the soil, air and water of Sugar House Park.
- Compatibility between the proposal and Sugar House Park (Open Space).
- Traffic concerns; more traffic in the area, safety of cars vs pedestrians/bikers.
- No need for a second gas station at this intersection.
- Environmental impacts to the park, residents, and park visitors.
- Aesthetic look of a gas station vs that of the nature of Sugarhouse Park.
- High-intensity use of a gas station vs a lower-intensity use (like a restaurant) for traffic, noise, smells and environmental concerns (gas leakage, surface runoff of oil and gas).
- Negative effects to the businesses in the area, possibly drawing customers away from other retail businesses.

Staff has received approximately 584 emails in opposition to the project, one email that reflected no concern for the project (good or bad), and one email in favor of the project.

Sugar House Community Council:
The Sugar House Community Council has submitted a letter recommending denial of the application. It is attached to this staff report.

Sugar House Park Authority:
The Sugar House Park Authority Chair has submitted a letter in opposition to the proposal, which is attached to the end of this staff report.

- There is also a letter from Rebecca Brown, PG, Senior Hydrogeologist, hired by the Sugar House Park Authority, for an analysis of the environmental concerns related to the application. This letter is also attached to the end of this report.

ATTACHMENT H: DEPARTMENT REVIEW COMMENTS

Fire: Douglas Bateman /douglas.bateman@slcgov.com / 801-535-6619
Comments regarding construction or building requirements will be addressed with submission of construction documents.
There will need to be a fire hydrant located on your side of the street within 400-feet of all ground level exterior walls. There appears to be one located on 1300 east, but the drawings were not very clear.

Engineering: Scott Weiler / scott.weiler@slcgov.com / 801-535-6159
No objections to the conditional use.
Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering.

- Please specify 8" thick concrete per APWA Std. Plan 225 for the proposed drive approaches on 1300 East and 2100 South. APWA Std. Plan 225 also requires that the public sidewalk crossing each drive approach must be designed with a cross slope no steeper than 2%.
- Please specify the 2012 edition of APWA Std. Plan 255 for the restoration of the asphalt above utility trenches in 1300 East.

Public Utilities: Jason Draper / jason.draper@slcgov.com / 801-483-6751
The following comments do not provide official project review or approval. Conditional Use approval does not provide building or utility permit approval. Comments are provided to assist in design and development by providing guidance for project requirements.
• Public Utility permit, connection, survey, and inspection fees will apply.

• Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.

• Stormwater Retention is required. Retention of the 80th percentile storm is required. Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100-year 3-hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary and discussion.

• The stormwater and runoff from this site goes directly to Parleys' Creek. Additional Stormwater management, treatment and controls will be required.

• Water, Sewer, Street Light and Storm Drain infrastructure will be required for this proposed development. All improvements will be the responsibility of the developers.

• All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.

• All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from

any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.

• Unused utility connections must be capped at the main.

• Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding streetlights.
• Utilities cannot cross property lines without appropriate easements and agreements between property owners.

• Site utility and grading plans will be required for building permit review. Other plans such as erosion control plans and plumbing plans may also be required, depending on the scope of work. Submit supporting documents and calculations along with the plans.

• One culinary water meter is permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Fire lines will be permitted, as necessary. Each service must have a separate tap to the main.

• Because of the sensitive location of this project, a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study will be required to be submitted for review.

• Additional requirements will be provided in building permit review if the conditional use is accepted.

• Property is located in the Special Flood Hazard Area or an area with increased flood risk and will require a Floodplain Development Permit. Floodplain permit application must be supplemented with the FIRM panel or FIRMette of the area showing the base flood elevation (obtained via FEMA). The subject property must also be clearly shown and labelled on the FIRM or FIRMette. Floodplain permit application must also be supplemented with a grading plan of the project clearly showing floodplain extents, base flood elevation, and finished floor elevation of the proposed building. Additional information may be requested after the initial review of the floodplain permit application. Plans will not be approved until the Floodplain Development Permit is approved.

Transportation: Michael Barry / michael.barry@slcgov.com / 801-535-7147

1. The driveway approaches should be constructed per APWA Standards. A note should be provided on the plans.
2. Per 21A.40.060.D.1.a., "a. Gasoline Pumps: A minimum of thirty-six feet (36') of stacking lane is required between
   a curb cut and the nearest gasoline pump;" The distance from the nearest pump to the curb cut on 1300 E should be shown on the plan.
3. The plans should show how delivery trucks will enter/drop-off using turning templates if necessary. Also, what is the exit route?
4. There is a potential for congestion at the driveway on 1300 E which may cause queueing on the street. Therefore, additional measures such as prohibiting certain vehicle movements must be taken to ensure that customer vehicles don't spill out onto the street.
5. Lynn wanted to make sure that no encroachments are allowed on 1300 E in anticipation of a potential new multi-purpose path (taking the place of the sidewalk).

Urban Forestry: Rick Nelson / rick.nelson@slcgov.com / 801-972-7818
There are no street trees proposed for every 30' of street frontage as is required by city code. The park strip is small at this location but is sufficient to grow small species trees. There is a list of recommended small species available on our Urban Forestry web page http://www.slcdocs.com/parks/Forestry/Small%20Salt%20Lake%20City%20Street%20Tree%20Species1.pdf My very quick and rough estimate is five or 6 trees along 1300 E and three or four along 2100 S.

The concerns of the developer about planting the required street trees every 30' should not be a problem as we have recommended the use of small species trees which root depth is minimal and would not get deep enough to conflict with most utilities. The one potential exception are fiber optic lines, but they should be located adjacent to the curb and not centered in the park strip thus allowing trees to be planted in the park strip where they belong and can offer the buffer between auto and pedestrians. We believe that the trees should be installed as code requires.