



# Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

**To:** Salt Lake City Planning Commission  
**From:** Katilynn Harris, Principal Planner, [katilynn.harris@slcgov.com](mailto:katilynn.harris@slcgov.com) or 801.535.6179  
**Date:** May 24, 2023  
**Re:** PLNPCM2022-00757 Crescent at Fairpark

## Planned Development

**PROPERTY ADDRESS:** 538 S Redwood Road  
**PARCEL ID:** 15-03-376-030-000  
**MASTER PLAN:** [Westside Master Plan](#)  
**ZONING DISTRICT:** [CC Corridor Commercial District](#)

### REQUEST:

Paul Garbett with Garbett Homes, the property owner, is requesting Planned Development approval for Crescent, a townhome style multi-family development, located at approximately 538 S Redwood Road. The proposed design consists of a total of 15 buildings with 96 townhome units. The subject property is approximately 3 acres in size and is within the Corridor Commercial (CC) zoning district. Planned Development approval is required for the following:

- principal buildings without street frontage;
- 2.5' of additional building height; and
- awnings/balconies projecting into the required front yard.

### RECOMMENDATION:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request with the following condition:

The easement associated with 528 S Redwood Road (parcel ID: 15-03-376-029-0000) shall be maintained per the recorded agreement.

### ATTACHMENTS:

- [ATTACHMENT A: Vicinity Map](#)
- [ATTACHMENT B: Applicant Narrative and Plan Set](#)
- [ATTACHMENT C: Property and Vicinity Photos](#)
- [ATTACHMENT D: CC Zoning Standards](#)
- [ATTACHMENT E: Planned Development Standards](#)

F. [ATTACHMENT F: Public Process & Comments](#)

G. [ATTACHMENT G: Department Review Comments](#)

## PROJECT DESCRIPTION



*Project Site Plan*

### Quick Facts

- Zone:** Corridor Commercial (CC)
- Size:** 3.0785 acres (~134,100 SF)
- Number of Residential Units:** 96 total
  - 1-bedroom units: 46
  - 2-bedroom units: 50
- Density:** ~32 units per acre
- Height:** 32.5 feet (3 stories)
- Parking:** 19 surface stalls
  - 1-bedroom units: 1 car garage
  - 2-bedroom units: 2 car garage

### Site and Building Design

#### Site Design

The subject property is the site of the former Totem's Club and Café combined with the lot next to it. Both lots are in the Poplar Grove neighborhood.

Three of the 15 proposed buildings have street frontage with 8 units fronting directly onto Redwood Road.

Six of the buildings are in the middle of the site, front facades facing each other, and rear facades facing the alleys. This layout is to maximize the open space and landscaping between the front facades.

The perimeter buildings face the property lines on the north, south and west. Landscaping is proposed in front of each unit and between each building.

There is no centralized trash or recycling location as each unit will have its own trash container which will be kept in a designated spot in the unit's garage.

## Building Design

Of the 15 proposed buildings, there are four general types: buildings with either 4, 6, 7, or 8 units. Most units will have a second story balcony and the central most units will have awnings over the front door. The applicant has proposed two overall building color schemes which can be found in the plan set in [Attachment B](#). These color schemes will be applied to the buildings to create a cohesive but varied design.



*Central Building Fronting onto Redwood Road*

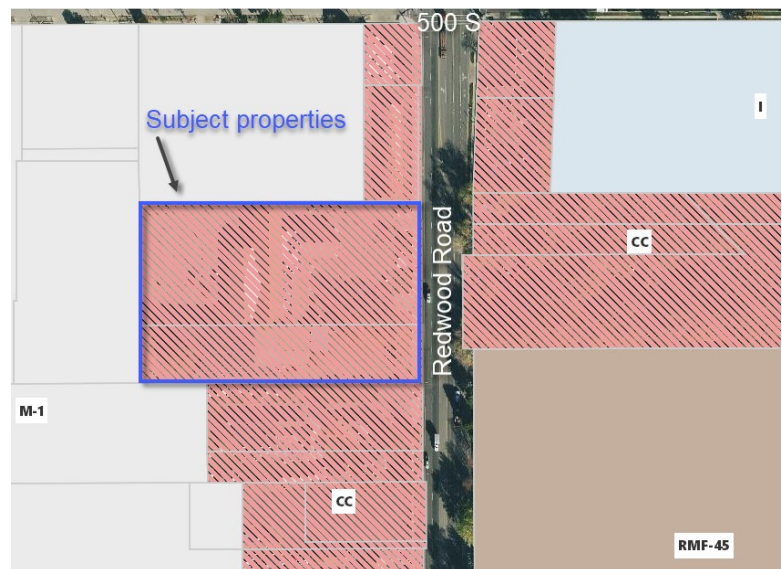
## Site Access

The project is accessed from Redwood Road via two private drives. Within the development are 4 alleyways that provide garage access to the interior units. A series of walkways connect each unit to Redwood Road. The provided surface parking is dispersed throughout the site.

There is a nonexclusive right-of-way easement in the northeast corner of the site that was recorded in 2012. The easement is to provide the property owner of 528 S Redwood Road vehicular access to the south portion of their property through the subject property. This easement is identified on the site plan found on page 47 of [Attachment B](#).

## Immediate Neighborhood Context

The site is surrounded by a variety of different land-uses and zoning designations. To the north, west, and south are a variety of manufacturing, commercial, and government uses. The properties to the east are boarded single-family dwellings and a multi-family development. See the adjacent image for details on the surrounding zoning districts.



*Surrounding Zoning Districts*

## Planned Development Request

The applicant is requesting the following zoning modifications through the Planned Development process:

- Principal buildings without street frontage-Section 21A.36.010.B.1 of the Zoning Ordinance allows multiple principal buildings on a property if all the buildings have frontage on a public street. Twelve of the proposed 15 buildings do not have street frontage.
- Additional building height-The CC district allows a maximum height of 30 feet. The applicant is proposing 2.5' of additional height. Section 21A.55.020.C allows the Planning Commission to approve up to 5 feet of additional building height through the Planned Development process.
- Obstructions in required yards- 21A.36.020.B permits awnings to encroach 2.5 feet into the front yard while balconies are not permitted to encroach into the front yard at all. The central building that fronts onto Redwood Road has several awnings that encroach 3 feet into the front yard. Additionally, the southernmost building along Redwood Road has a second story balcony that encroaches 5' into the front yard.

The Planned Development objectives the applicant indicates this project meets are sustainability and master plan implementation. Further discussion of the Planned Development objectives and standards can be found in [Attachment E](#).

## APPROVAL PROCESS AND COMMISSION AUTHORITY

This project is subject to Planned Development approval per Salt Lake City Code Chapter 21A. 55. The Planned Development process requires review and approval from the Planning Commission before the proposal can proceed with a building permit. The Planning Commission may approve a Planned Development as proposed or may impose conditions necessary or appropriate for the Planned Development to comply with the standards. The Planning Commission may deny an application for a Planned Development if it finds that the proposal does not meet the intent of the base zoning district, does not meet the purpose of a Planned Development, or is not consistent with the standards and factors as set forth in section 21A.55.

## KEY CONSIDERATIONS

The key considerations listed below were identified through the analysis of the project:

1. Implementation of City Goals and Policies
2. Neighborhood Compatibility
3. Development Potential without Planned Development Approval

### Consideration 1: Implementation of City Goals and Policies

The proposed project implements several of the city goals and policies identified in the [Plan Salt Lake](#) and Westside master plans.

#### PLAN SALT LAKE

The project is consistent with Guiding Principle #3 in Plan Salt Lake:

“Access to a wide variety of housing types for all income levels throughout the city, providing the basic human need for safety and responding to changing demographics.”



The proposed development provides residential land use on the west side of Redwood Road which is not found along this stretch of the road. Additionally, while there is a multi-family development southeast of the project, many of the housing options in the immediate vicinity and broader neighborhood are single-family homes. The multi-family housing that is available in this area is typically stacked, multistory apartments with surface parking. This project features a townhome style development that is not commonly found in this part of the city.

The project also implements the following initiatives in the Housing chapter:

- Increase the number of medium density housing types and options.
- Direct new growth toward areas with existing infrastructure and services that have the potential to be people oriented.
- Promote energy efficient housing and rehabilitation of existing housing stock.

As previously mentioned, the proposed development provides medium density housing that is unique to this area. Redwood Road has the infrastructure and capacity to accommodate new residential development which is required to create areas that are people oriented. This project will also incorporate a number of energy efficient methodologies to contribute to a housing stock that is better for the environment. These methodologies include 100% electric structures, on demand hot water heaters, electric vehicle charging options, low-E windows, and several sustainable construction techniques that increase the insulation and reduce air leaks within the buildings themselves. Details of these methods can be found on page 11 of the project narrative found in [Attachment B](#).

- The following initiatives from the Growth chapter are also applicable:
- Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors
- Encourage a mix of land uses.
- Promote infill and redevelopment of underutilized land.
- Accommodate and promote an increase in the City's population.

The proposed development would promote infill development on underutilized (vacant) land and provide more housing into the area that is dominated by commercial and industrial development. The multi-family proposal adds an alternative type of housing which is not seen in this area and can help accommodate the City's population on the west side. It also is within proximity to the 9-line trail which provides access to parks and trails within the region.

#### WESTSIDE MASTER PLAN

The subject property is within the boundaries of the Westside Master Plan that was developed specifically for this area. The full plan can be accessed here: [West Side Master Plan](#). This plan recognizes a need to encourage growth, redevelopment, and reinvestment in the Westside, in order to support the vision of the Westside Community as a "beautiful, safe, sustainable place for people to live, work, and have fun." The development potential of Redwood Road is a particular focus of this master plan. It also focuses on the redevelopment of a number of regional nodes identified in the plan.

#### *Redwood Road*

While the master plan (pg. 55) states that the "*west side of Redwood Road is not suitable for residential development*," it also recognizes that throughout the writing of the plan there were a

variety of viewpoints and opinions as to how the west side of Redwood Road should be redeveloped in the future. Many community members favored the long-term replacement of industrial uses with more commercial uses. *“There was little to no discussion about residential development west of Redwood Road, as most people acknowledged that it was nearly impossible to do so with the area’s land use history.”* (pg. 27).

The lack of discussion about having residential development west of Redwood should not be interpreted as a prohibition of that type of development, as the proposed use is an allowed use in the zone. The Westside Master Plan was developed in 2014 and represents a “snapshot in time” of the community and the participants, as well as the community engagement that took place. The conditions of the time were not such that the idea of developing residential uses in the area was considered as a necessary option, so it was not discussed.

The plan also makes multiple statements that a variety of housing types, like proposed in this project, is the kind of development the Westside needs. For example, the plan states (pg. 11) that there is a lack of multifamily housing options on the Westside and the options available are not well integrated into the rest of the community. The plan also states that Redwood Road (pg. 28) was identified as an opportunity because it is the one place in the Westside that can accommodate a considerable amount of residential density and new commercial development without impacting the existing neighborhoods.

It is staff’s position that the proposed development is not in conflict with this aspect of the Westside Master Plan. Statements in the plan indicate that it was anticipated that change would take place in this area, even if there was no consensus or direction in terms of the form that these changes should follow, and that this area is suitable for the proposed type of development.

#### *Regional Node at 400 S and Redwood Road*

The Westside Master Plan frames much of the redevelopment discussion around a concept called nodes. Nodes are integrated centers of activities where travel corridors intersect. In the Westside, there are four basic types of nodes: neighborhood, community, regional, and recreation/open space. Within this area, the most significant for this project is the regional node at 400 S/Redwood Road.

Per the Westside Master Plan (pg. 43), a regional node is defined as:

*locations that are major magnets for large commercial uses, professional offices and multi-family developments. ... A focus on public transit, bicycling and walking to these nodes is important for the long-term health of the community. They are major attractions for employment and community activities and alternative travel options encourage physical activity and better air quality.*

This project is located on the periphery of the 400 S/Redwood Road regional node. While not in the node itself, and therefore the plan’s guidance in that aspect is not applicable, the master plan does discuss the necessity of connecting the larger community to the nodes identified in the plan. On page 36, the Westside Master Plan states:

*These nodes do not exist in a vacuum and their viability relies on the ease with which people can access their resources and services. Additionally, there needs to be a network that allows people to flow freely between different types and levels of nodes because each level serves a different purpose. This is why 900 West and Redwood Road, in particular, are important. Not only do these streets provide the most realistic opportunities for new development and growth, but they are the basis for the connectivity of much of Westside’s nodes.*

Regional nodes are characterized by intense multi-use development. The plan states that if housing is included as part of the development, the density should be no less than 50 dwelling units per acre. At 400 S/Redwood Road, densities between 50 and 75 dwelling units per acre are more reasonable. Providing medium-density residential development on the outskirts of this node should act as the connective tissue between the regional node and the less dense community and neighborhood nodes to the south.

### **Consideration 2: Neighborhood Compatibility**

While the proposed project has buildings that are three stories and moderately taller than other structures in the neighborhood, it is still compatible with the neighborhood mix. Redwood Road is mostly developed with commercial uses; the proposed development will add residential to the corridor that will create a neighborhood feel. With the buildings pushed up against Redwood Road, the design activates the frontage and creates a residential presence which will help activate this area with pedestrians for the nearby commercial uses.

### **Consideration 3: Development Potential without Planned Development Approval**

The applicant has requested modifications to the building orientation requirements to allow greater flexibility in the layout of the proposed development. This standard requires all buildings on a lot within the CC district to front directly onto the street. A strict application of the standard would require the design to possibly be one large building facing the street, that could negatively impact the goals for Redwood Road to have a better design and experience.

If this request is denied, the proposed density of the multifamily use would still be permitted, and the applicant could modify the proposal to meet the building orientation standard. Additionally, the CC zoning district does not have many design standards. The applicant could, in theory, propose a project that would not have to meet the higher standard required for Planned Development approval. A project that strictly adhered to the zoning requirements would likely be inferior to this proposal.

## **STAFF RECOMMENDATION**

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends the Planning Commission approve the request with the following condition:

The easement associated with 528 S Redwood Road (parcel ID: 15-03-376-029-0000) shall be maintained per the recorded agreement.

## **NEXT STEPS**

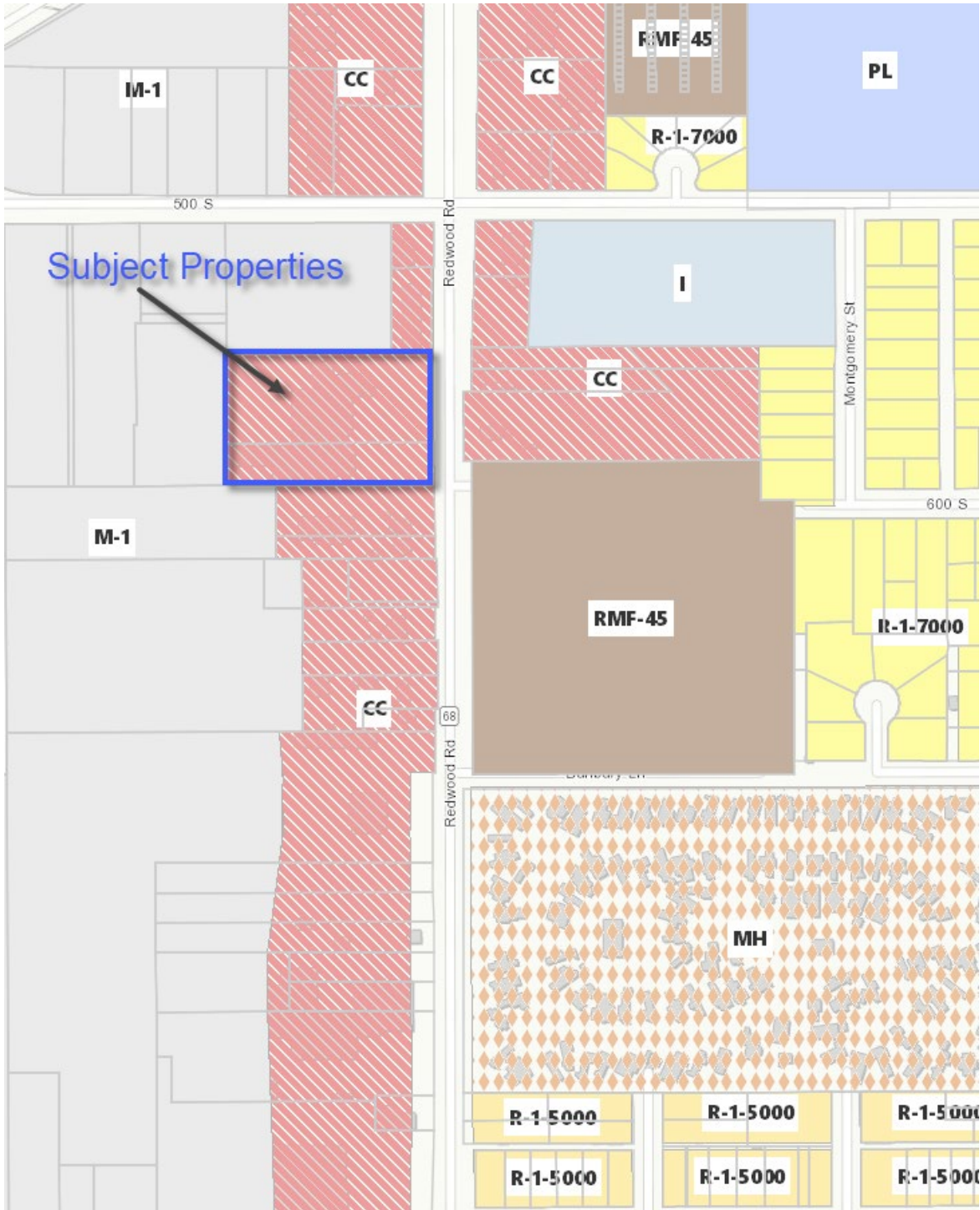
### **Approval of the Request**

If the Planned Development is approved, the applicant will need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission.

### **Denial of the Request**

If the Planned Development is denied, the applicant can submit a building permit application that complies with the requirements of the CC zoning district and proceed with the permitted development.

# ATTACHMENT A: Vicinity Map





# **ATTACHMENT B: Applicant Narrative and Plan Set**

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## **Crescent**

A Town Home Rental Community

By

Garbett Homes



538 South Redwood Road

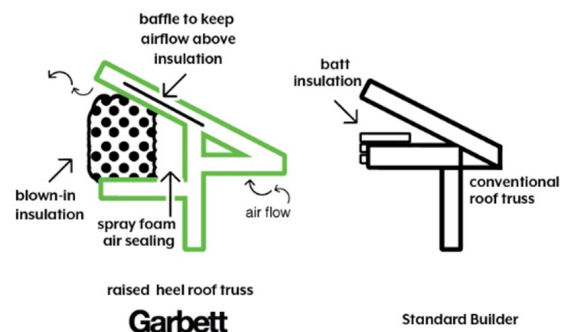
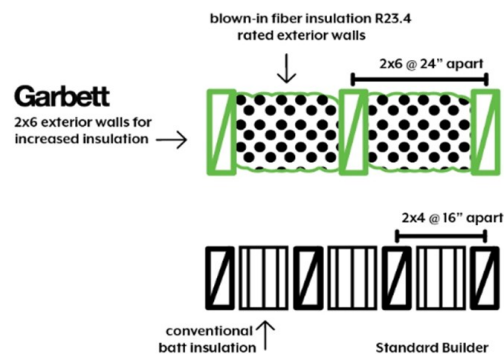
## Project Description

Crescent, is a new Town Home rental community by Garbett Homes. It is located at 538 South and Redwood Road. Currently on this site exists La Cabana, a restaurant/bar and a work yard owned by Utah ornamental Iron. This community will feature two different Town Home styles, a one bedroom option, with an attached one car garage and a two bedroom option with an attached two car garage. There will be a total of 96 units. 46 one bedroom units and 50 two bedroom units. The site will have 30 surface parking stalls for visitors. Crescent will be a 100% electric, zero emissions rental community, built to a higher level of energy efficiency and sustainability.

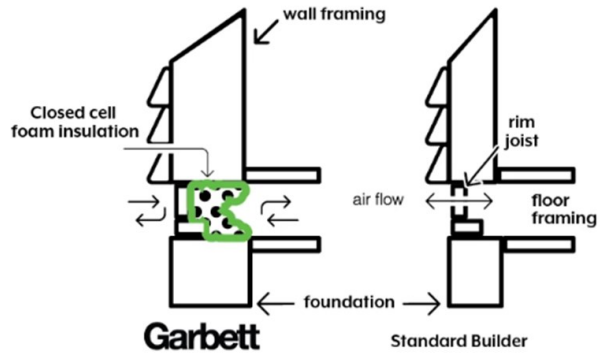
## Meeting the Sustainability objective as stated in 21A.55.010

Over the past Decade Garbett Homes has continuously worked to build the most high performing and energy efficient homes for our customers. Crescent will feature the following techniques and innovations

- This community will be 100% electric**, resulting in Zero Emission homes that do not contribute negatively to the poor air quality that we experience in the Salt Lake Valley. Heating and cooling will be 100% electric. All appliances including the range will be electric. No Gas lines will be ran in the entire project.
- Each home will be pre-wired for solar.** Making it easy and inexpensive for our customers to install solar or subscribe to a solar panel provider. They will also have the option to set up back up battery storage within their own homes.
- 2x6 exterior wall construction.** By using 2'x6' exterior walls instead of conventional 2'x4' walls, and spacing studs 24" on center (instead of the standard 16" apart) We're able to make significant gains in insulation. Wood is a poor insulator, so by incorporating these innovations we're able to include more insulation and give you a higher performing
- Raised-heel Roof Truss:** Raised heel roof trusses offer the most energy-efficient roof framing. Getting full insulation coverage over the entire ceiling is difficult when ceiling trusses are not designed to allow the insulation to maintain its desired thickness all the way to the wall. Conventional roof truss assembly (insulated with standard batts) does not allow adequate ceiling insulation and the air passing through the vents is restricted. The Garbett raised heel system uses baffles to allow adequate air flow above the insulation. Blow-in fiber is used to insulate the ceiling, and spray foam is used to air-seal the raised heel, achieving a true and consistent R-60 thermal rating.

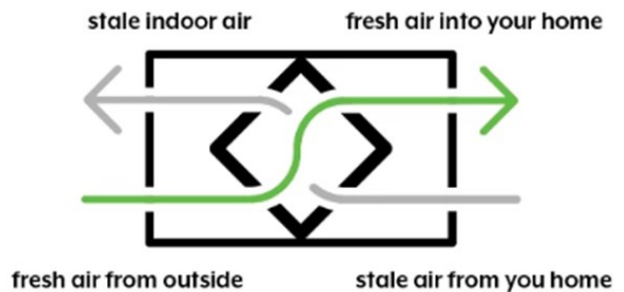


5. **Rim Joist Sealing.** The rim joist can be a significant source of air-leakage. Drafts can be pulled through the house into walls and holes created by plumbing pipes and electrical work. Garbett Homes uses closed-cell spray foam to air-seal and insulate the rim joist. Unlike conventional batt insulation, the spray foam leaves no gaps or voids and won't sag while performing as a super-tight air barrier and insulator.

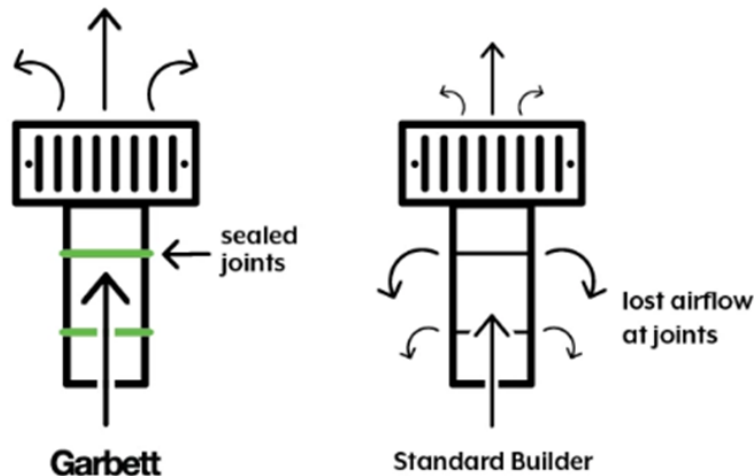


6. **Low E Windows.** Each Garbett home comes with Low-Emittance (low-E) windows. Low-E windows allow visible light to enter our homes while restricting summer heat from entering. During the winter months, the windows keep cold air outside while reflecting the heat produced from the home back into the home, keeping your home cooler in the summer and warmer in the winter.

7. **Advanced ERV System.** Each home is equipped with an advanced air exchanger that completely replaces all the indoor air with filtered outside air, helping to keep clean indoor air quality levels. The system uses advanced Energy Recovery Ventilation (ERV) technology to precondition the incoming outdoor air. The system pre-cools the air in the warmer seasons and preheats the air in the cooler seasons. The benefit of using energy recovery technology is the ability to improve indoor air quality and reduce the energy used by the heating and cooling equipment. This technology has demonstrated an effective means of reducing energy costs by reducing the home's heating and cooling loads.



8. **Air Duct Sealing.** All air ducts are sealed with an advanced sealant to provide a flexible air-tight seal. Advanced sealants can bend and flow while maintaining a durable bond.





9. **On Demand hot Water Heater.** Efficiently heating and cooling water in order to provide on demand hot water in an efficient and economical way.
10. **Smart Thermostats.** Allowing for easy adjustments and customized schedules to efficiently heat and cool the home from the convenience of a renters cell phone.
11. **220 V outlet** in each garage to accommodate Electric Vehicle Charging.

These systems will work together to create a community that is highly energy efficient, thus fulfilling the requirement that the project achieves exceptional performance with regards to resource consumption. The reduction in energy needs for these highly efficient homes will significantly lessen demands on power while also virtually eliminating harmful burnings of fossil fuels as these homes will be 100% electric.

## **Master Plan Compatibility**

Crescent Town Homes is consistent with the Westside master plan in the following ways.

1. The location of the proposed project falls within the Regional Node of 400 South and Redwood. Per the master plan these regional nodes will ideally include large residential components. “Ideally a regional node will also include a large residential component, with projects achieving more than 50 dwelling units per acre.”
2. High Density and residential development in this area is encouraged. (West Side Master Plan page 48)
3. Encourage major redevelopment of the west side of the Redwood Road. The master plan lays out a path for transitioning the west side of redwood road from the traditional industrial uses to lighter commercial uses. The proposed town home rental development would fall within this category and help to further the successful transition of the west side of redwood road that the master plan calls for.

## **Design and Compatibility**

This project is compatible with the area and will allow for a project that will positively contribute to the neighborhood in the following ways.

1. Scale Mass and Intensity of this project is in line with the goals of the master plan to create a regional node that will include a variety of uses such as commercial, retail, office and residential. This project will bring additional residents that will help to activate the regional node ensuring it’s success. Multifamily developments have been identified as a key component within the Regional nodes and this project will help to aid and support the regional node at 400 south. Being situated near to the 400 south node this project will act as visual transition from the 33’ townhomes to the larger scale developments that are called for in the master plan at this node.
2. The Building orientation and materials will compliment and be compatible with the neighborhood and goals of the master plan in the following ways. Buildings that front along Redwood road will be oriented toward the street. They will feature high quality materials that will last and stay looking good for many

years. The exterior façade will feature Stucco, Brick and Hardy board siding. The different color schemes will add variety and distinction to the buildings creating more visual interest.

3. Building set backs follow the guidelines set out in the zoning code, ensuring that proper separation between uses is applied to maximize visual appeal and usability.
  - a. The visual character of the neighborhood will be maintained by adhering to the required setbacks set forth in the code. This code will ensure visual consistency along redwood road especially as re-development in the area moves forward.
  - b. These setbacks have created open front entrances along the frontage of the project as well as side yards and exteriors. These areas will be used by all residents.
  - c. The adherence to the prescribed setbacks in the zoning ordinance will create visual separation between the neighboring uses. This in combination with a privacy fence along the side yard and rear yard property line will further separate uses and allow for minimization of noise impacts and increase privacy.
  - d. Adequate sight lines will also be established by the setbacks of side yards, allowing for greater visual connectivity for residents to redwood road. The Front setback will maintain sight lines running parallel to redwood road and create commonality between uses.
  - e. The setbacks along the perimeter will allow for sufficient space to maintain and repair buildings ensuring that that the community stays looking good and functions properly for many years.
4. The building facades of these units offer ground floor transparency throughout. In addition to the windows are architectural features, varied materials and colors that will offer relief and design variation creating greater visual interest at the street level.
5. Lighting will consist of Photo cel lights illuminating the area above the front door and the unit number of the home. In the rear additional lighting will be placed over the garages illuminating the streets without being excessively bright, but still maintaining sufficient light for safety.
6. Individual Garbage units will be provided for each unit. These garbage and recycling cans will be stored in the tenants garage.
7. All parking areas are within the project property lines and will not conflict with neighboring uses. At the north east corner of the property is a shared access agreement between our property and the neighbor to the north. We have designed the site in a way to ensure that access to their property will not be inhibited allowing for access in and out of his storage facility through the shared easement.

## **Landscaping**

Native, drought resistant plants that help to conserve water will be used throughout the project in order to create a more sustainable yet attractive landscaping.

1. Every effort will be made to preserve mature native trees along the periphery of the project. But unfortunately it is not anticipated that many will b
2. Where possible existing landscaping buffering abutting properties will be maintained and preserved.
3. The proposed landscaping will feature native, drought resistant plants in combination with more typical landscaping features. This mixture will help to conserve water while still creating an attractive and usable landscaping layout.

4. The landscaping that has been selected is meant to compliment the design of the project while working within the constraints of density and building orientation to create a successful landscaping design.

## **Mobility**

This proposed planned development supports the citywide transportation goals in the following ways.

1. The neighboring street to this project is redwood road. The addition of these townhomes is not anticipated to negatively affect the safety, purpose or character of the street. As redwood road is a major street the increased amount of traffic from the development should have a minimal impact on Redwood Road
2. This site design considers safe circulation for a range of transportation options in the following ways:
  - a. Side walks around the perimeter and interconnecting throughout the interior of the project create safe, designated places for foot traffic.
  - b. Redwood road offers UTA bus stops in close proximity to the units for easy access to public transit.
  - c. Pedestrian foot traffic will have complete access to sidewalks connecting the site and will create minimal conflict between them and vehicular traffic. Ensuring a safe and walkable community.
3. The proposed design offers flexible connectivity that will be easy to integrate into adjacent uses should future uses change and great connectivity become available. For now the fact that it is located next to planned nodes will provide convenient connectivity to residents.
4. Access for emergency vehicles has been incorporated into the design to ensure that proper radiuses and dimensions will allow for emergency vehicles.

## **Existing Site Features**

Currently there are no natural features on the site that would necessitate, or benefit from preservation. The current structure onsite is a bar/eatery which will be replaced to make way for the residences.

## **Utilities**

It is anticipated that the proposed development will not have any negative impacts on existing and/or planned utilities and these utilities will be able to adequately serve residents.

Exceptions requested

# Disclosure of Private Infrastructure costs for Planned Development

## A. Infrastructure maintenance estimates:

1. It is anticipated that the cost of Infrastructure improvements will total approximately **\$1,788,192**. Below is a categorized estimate of infrastructure improvements.

<b>Cost Codes</b>			<b>Estimate CSD</b>	<b>Estimate CSD</b>
	Garbett Construction	Footage	935	1,139
	Zero Energy Ready	Basement	0	0
	Date	Plan style		
	Put Date Here	Beds	1	2
		Bath	2.0	2.0
		Qty	46	50
	<b>Total Direct Costs (Vertical)</b>		<b>114,070</b>	<b>136,680</b>
		\$ per ft.	122.00	120.00
	<b>Infrastructure /// Civil Site Work Phase Code 100</b>			
16	SWPPP		354	354
20	Subgrade Improvements (total)		8,499	8,499
20	Sewer		442,320	442,320
20	Water		274,135	274,135
20	Land Drain		0	0
20	Storm Drain		99,475	99,475
21	Above Grade Improvements (total)		4,976	4,976
21	Dirt Work		191,165	191,165
21	Roads/Curb/Gutter/Sidewalk		214,599	214,599
21	Traffic/Mobil		40,000	40,000
21	Dry Utility		31,958	31,958
22	Street lighting-site lighting		313	313
26	Concrete materials A&D use only		250	250
84	Exterior flatwork A&D Use only		250	250
	<b>Per Unit Infrastructure Costs</b>		<b>14,642</b>	<b>14,642</b>
	<b>Total Infrastructure Civil Site Work</b>		<b>673,542</b>	<b>732,110</b>
	<b>Total Infrastructure Civil Site Work</b>			<b>1,405,652</b>
	<b>Site Work Averaged per UNIT Phase Code 100</b>			
56	Dumpsters		450	450
57	Sanitation waste		150	150
58	Landscaping and grounds Common area		0	0
60	Fencing Common area		233	233
65	Demolition		2,396	2,396
70	Rental equipment		250	250
71	Club house, playgrounds		0	0
70	Model Home/Sales Office		534	0
74	Postal construction		250	250
	<b>Total Site Work</b>		<b>4,263</b>	<b>3,729</b>
	<b>Total</b>		<b>196,092</b>	<b>186,448</b>
	<b>Total</b>			<b>382,540</b>



B. Maintenance of Private infrastructure for a period of sixty years. This estimate was based on our experience of managing numerous rental properties. It is estimated that a total of \$350 per unit will be dedicated to maintenance of the Rental Property. Of that \$350 six percent should be set aside for anticipated infrastructure costs. As prices and expense are expected to rise over the years we increased the amount dedicated to maintenance by 6% annually to ensure proper funding of maintenance accounts.

1. Cost Estimate

Crescent Infrastructure Maintenance Budget

Annual Increase	2.5%
Dedicated to Infra	6%
Number of Units	96

1st Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2022	\$350	\$21	\$2,016
2023	\$359	\$22	\$2,066
2024	\$368	\$22	\$2,118
2025	\$377	\$23	\$2,171
2026	\$386	\$23	\$2,225
2027	\$396	\$24	\$2,281
2028	\$406	\$24	\$2,338
2029	\$416	\$25	\$2,396
2030	\$426	\$26	\$2,456
2031	\$437	\$26	\$2,518
10 Year Total		\$22,586	

2nd Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2032	\$448	\$27	\$2,581
2033	\$459	\$28	\$2,645
2034	\$471	\$28	\$2,711
2035	\$482	\$29	\$2,779
2036	\$495	\$30	\$2,849
2037	\$507	\$30	\$2,920
2038	\$520	\$31	\$2,993
2039	\$533	\$32	\$3,068
2040	\$546	\$33	\$3,144
2041	\$560	\$34	\$3,223
10 Year Total		\$28,912	

3rd Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2042	\$574	\$34	\$3,303
2043	\$588	\$35	\$3,386
2044	\$603	\$36	\$3,471
2045	\$618	\$37	\$3,557
2046	\$633	\$38	\$3,646
2047	\$649	\$39	\$3,738
2048	\$665	\$40	\$3,831
2049	\$682	\$41	\$3,927
2050	\$699	\$42	\$4,025
2051	\$716	\$43	\$4,126
10 Year Total		\$37,010	

4th Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2052	\$734	\$44	\$4,229
2053	\$753	\$45	\$4,334
2054	\$771	\$46	\$4,443
2055	\$791	\$47	\$4,554
2056	\$810	\$49	\$4,668
2057	\$831	\$50	\$4,784
2058	\$851	\$51	\$4,904
2059	\$873	\$52	\$5,027
2060	\$894	\$54	\$5,152
2061	\$917	\$55	\$5,281
10 Year Total		\$47,376	

5th Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2062	\$940	\$56	\$5,413
2063	\$963	\$58	\$5,548
2064	\$987	\$59	\$5,687
2065	\$1,012	\$61	\$5,829
2066	\$1,037	\$62	\$5,975
2067	\$1,063	\$64	\$6,124
2068	\$1,090	\$65	\$6,278
2069	\$1,117	\$67	\$6,434
2070	\$1,145	\$69	\$6,595
2071	\$1,174	\$70	\$6,760
10 Year Total		\$60,645	

6th Ten Years

Annual Reserve Per Unit	Per Unit Dedication to Infra.	Total Annual	
2072	\$1,203	\$72	\$6,929
2073	\$1,233	\$74	\$7,102
2074	\$1,264	\$76	\$7,280
2075	\$1,295	\$78	\$7,462
2076	\$1,328	\$80	\$7,649
2077	\$1,361	\$82	\$7,840
2078	\$1,395	\$84	\$8,036
2079	\$1,430	\$86	\$8,237
2080	\$1,466	\$88	\$8,443
2081	\$1,502	\$90	\$8,654
10 Year Total		\$77,631	

2. The recorded plat shall also contain a statement entitled "notice to purchasers" disclosing that the infrastructure is privately owned and that the maintenance, repair, replacement and operation of the infrastructure is the responsibility of the property owners and will not be assumed by the City.

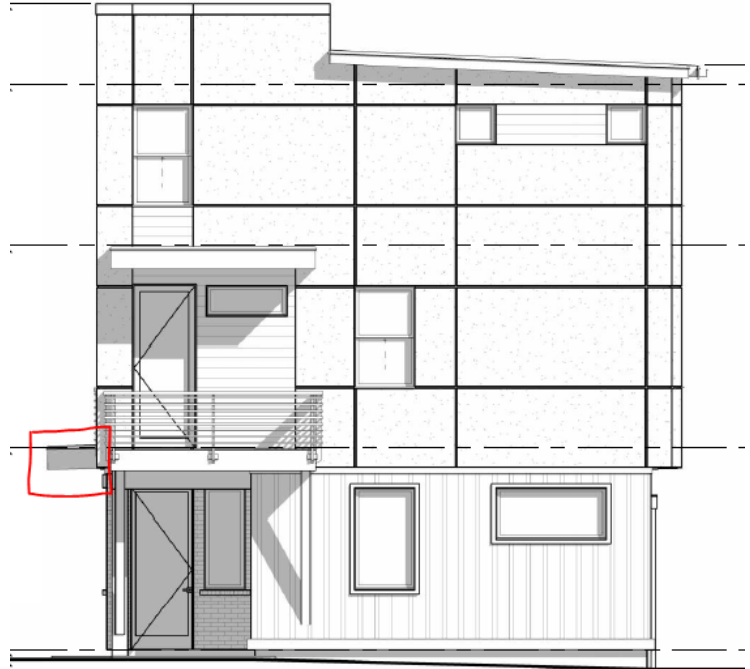
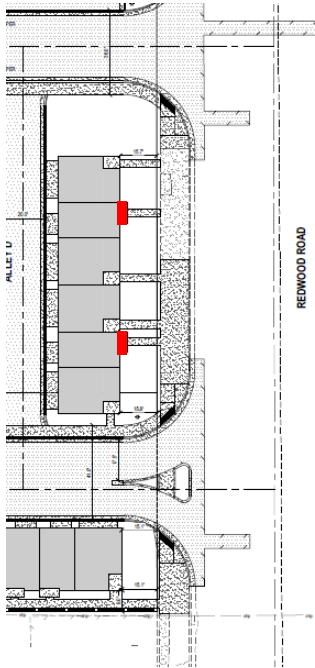
3. The cost estimate shall be specifically and separately disclosed to the purchaser of any property in the planned development, upon initial purchase and also upon all future purchases for the duration of the sixty (60) year period.

C. A property management group will be retained for the operation and maintenance of the infrastructure and will be assist ownership in ensuring that all annual notices and reports are issued in a timely and accurate manner.

D. Ownership acknowledges that they are responsible, on a pro rata basis, for operating, maintaining, repairing and replacing infrastructure to the extent necessary to ensure that access to the planned development is available to the City for emergency and other services and to ensure that the condition of the private infrastructure allows for the City's continued and uninterrupted operation of public facilities to which the private infrastructure may be connected or to which it may be adjacent.

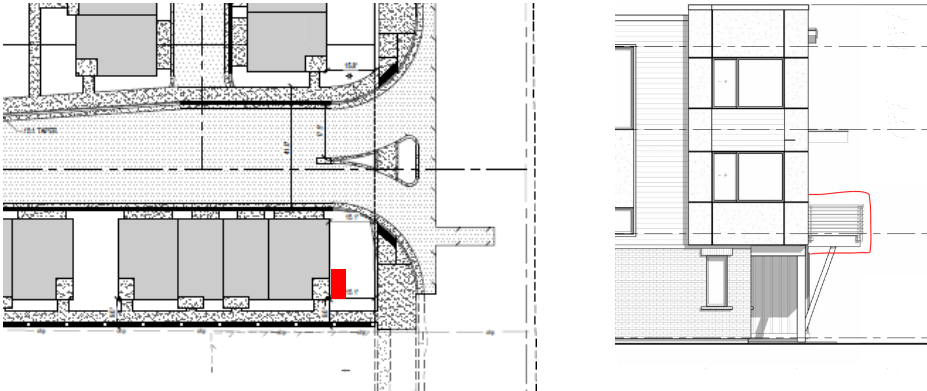
**Exceptions Requested as part of the Planned Unit Development Application.**

1. Increase in building height maximum height from 30' to 33'6" on all buildings throughout the development.
2. Exception to the requirement that all lots front on a public street. This development will feature homes that front on private streets. As a result the approval of this planned development is being requested.
3. Exception requested for the Front façade awning on building along redwood extending into front setback space by 3'



**Exceptions Requested as part of the Planned Unit Development Application.**

4. Exception requested regarding Porch extending beyond front setback along redwood by 5'



4. Requesting an exception to the 19 bicycle parking spots as required by code. It is anticipated that tenants and their guests will use their attached garage for bicycle storage. This will be a convenient and secure option for residents and their guests.





**BUILDING SERVICES DIVISION**  
 451 South State Street, Room 215  
 Salt Lake City, UT 84111  
 Main (801) 535-6000 Fax (801) 535-7750

**APPLICATION FOR MODIFICATION  
 FROM THE BUILDING/FIRE CODE**

DATE **5-9-23**

PERMIT OR LOG NO.

PROJECT NAME <b>Crescent</b>	PROJECT ADDRESS <b>538 S Redwood Road</b>	PERMIT OR LOG NO.
OWNER'S NAME <b>Azure Place LC</b>	OWNER'S ADDRESS <b>273 N. East Capitol St, SLC 84103</b>	PHONE <b>801-541-1195</b>
TENANT'S NAME (If other than owner)	TENANT'S ADDRESS	PHONE
APPLICANT'S NAME (Not company name) (Please Print) <b>Paul Garbett</b>	APPLICANT'S ADDRESS <b>273 N East Capitol St</b>	PHONE <b>801-541-1195</b>
RELATIONSHIP OF APPLICANT TO PROJECT AND COMPANY NAME <b>Project Manager</b>	BUILDING SERVICES EMPLOYEE FAMILIAR WITH PROJECT <b>Douglas Bateman</b>	

**Appeal is hereby made to the Building Official for a modification from, or interpretation of, Section 503.1.1 of the Buildings and Facilities Code, which requires that:**

- Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. The fire apparatus access road shall comply with the requirements of this section and shall extend to within 150 feet (45 720 mm) of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. ("Approved" is defined as the height of the structure times 70 % plus 4 feet will be the dimension measured from the exterior wall. This definition was placed in affect as per FPB (6-8-18) )
- Requirement that entrances be a minimum of half the diagonal distance from property corner to property corner.

**This Code requirement presents extreme difficulty in this project because:**  
*(Use attachment if necessary.)*


Due to site constraints it is not realistically feasible for the appropriate fire setbacks to be met on perimeter of this project to meet the required measurements as set out in the current code. Also, the entrances are not able to meet the minimum distance as dictated by fire due to similar plan constraints.

**I request your acceptance of:** *(Use attachments if necessary.)*

Proposed Alternative means is installation of an NFPA 13D Fire Sprinkler System for each unit.

**I believe this proposal is a minor modification and meets the intent of the Code because:**

The proposed NFP 13D system will adequately compensate for the setbacks that do not meet the minimum formula prescribed in section 503.1.1

\_\_\_\_\_  Project Manager

IF THE APPLICANT IS NOT THE OWNER OR THE OWNER'S ARCHITECT OR ENGINEER, THEN THE OWNER'S SIGNATURE MUST APPEAR ON THE LINE ABOVE. APPLICANT'S SIGNATURE TITLE

**DECISION OF THE BUILDING OFFICIAL**

- Approved**
- Approved with Stipulations:**
- Denied**

**Attendees:** \_\_\_\_\_

\_\_\_\_\_

DATE:	BUILDING CODE OFFICIAL:	DATE:	FIRE MARSHAL:
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**APPLICANT’S AGREEMENT TO ABIDE BY CONDITIONS**

The undersigned expressly acknowledges and agrees that acceptance of this application for modification from the construction code and any subsequent issuance of a permit(s) based upon the proposed alternative(s) or modification(s), has been made subject to certain conditions which Building Services Division, in its sole discretion, deems necessary. The undersigned agrees to comply strictly with all conditions imposed by Building Services Division. With respect to all permit(s) issued based upon any alternative to or modification of the Salt Lake City Construction Codes, the undersigned’s failure to comply strictly with all conditions imposed by Building Services Division in granting any permit(s) pursuant to this application will render any right to proceed with construction, occupancy or use of any property or premises pursuant to said permit VOID, and will subject the undersigned to immediate revocation of said permit issued in connection with this application. The undersigned and all subsequent owners, occupants or users of these premises claiming any right of occupancy or use of the premises through the undersigned, shall be liable for all costs and expenses, including any reasonable Attorney’s Fees and Expert Witness Fees, for enforcement of any condition or term of any permit(s) issued to this application.

The undersigned acknowledges that this agreement does not in any way limit any remedy or right the City may otherwise have with respect to enforcement of any of its Codes or Ordinances.

**AGREED AND ACCEPTED:**

Owner’s Signature: \_\_\_\_\_ Date: \_\_\_\_\_

(if Applicant is not the Owner or the  
Owner’s Architect or Engineer)

Applicant Signature/Title: \_\_\_\_\_ Date: \_\_\_\_\_







Crescent Front view along Redwood





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PLNPCM2022-00757

# CRESCENT

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

VIEW OF 6-PLEX-01

## D202

22 JUNE 2022

May, 24, 2023





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PLNPMC2022-00757

# CRESCENT

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

VIEW OF 7-PLEX-01

## D203

22 JUNE 2022

May, 24, 2023





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# CRESCENT

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

VIEW OF 7-PLEX-02

## D204

22 JUNE 2022

May, 24, 2023





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PLNPCM2022-00757

# CRESCENT

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

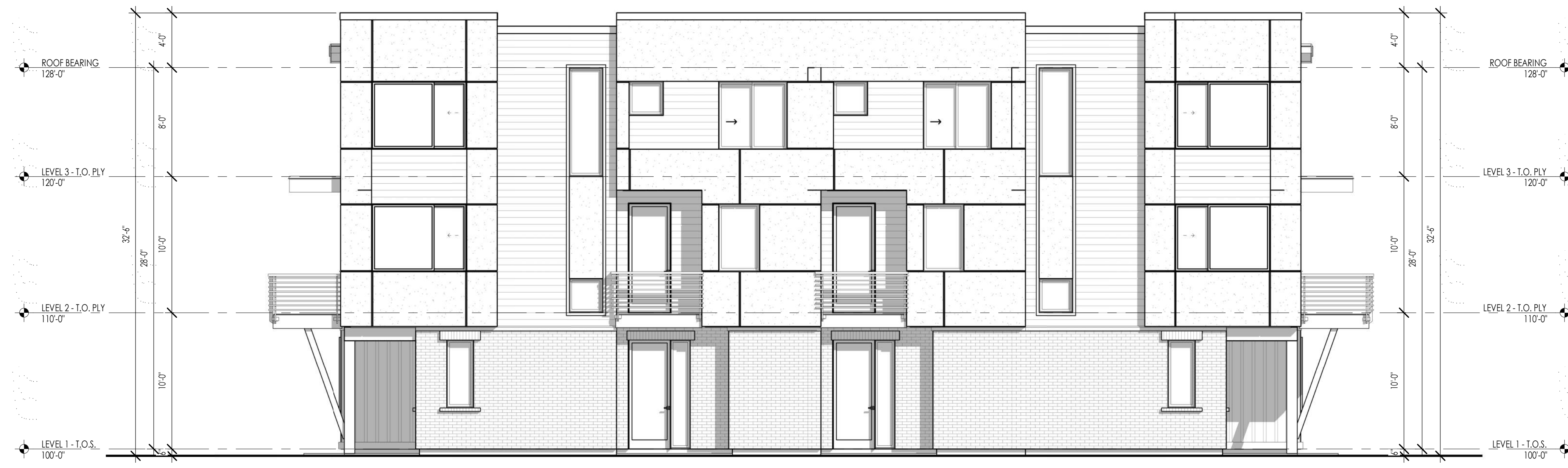
VIEW OF 8-PLEX-01

## D205

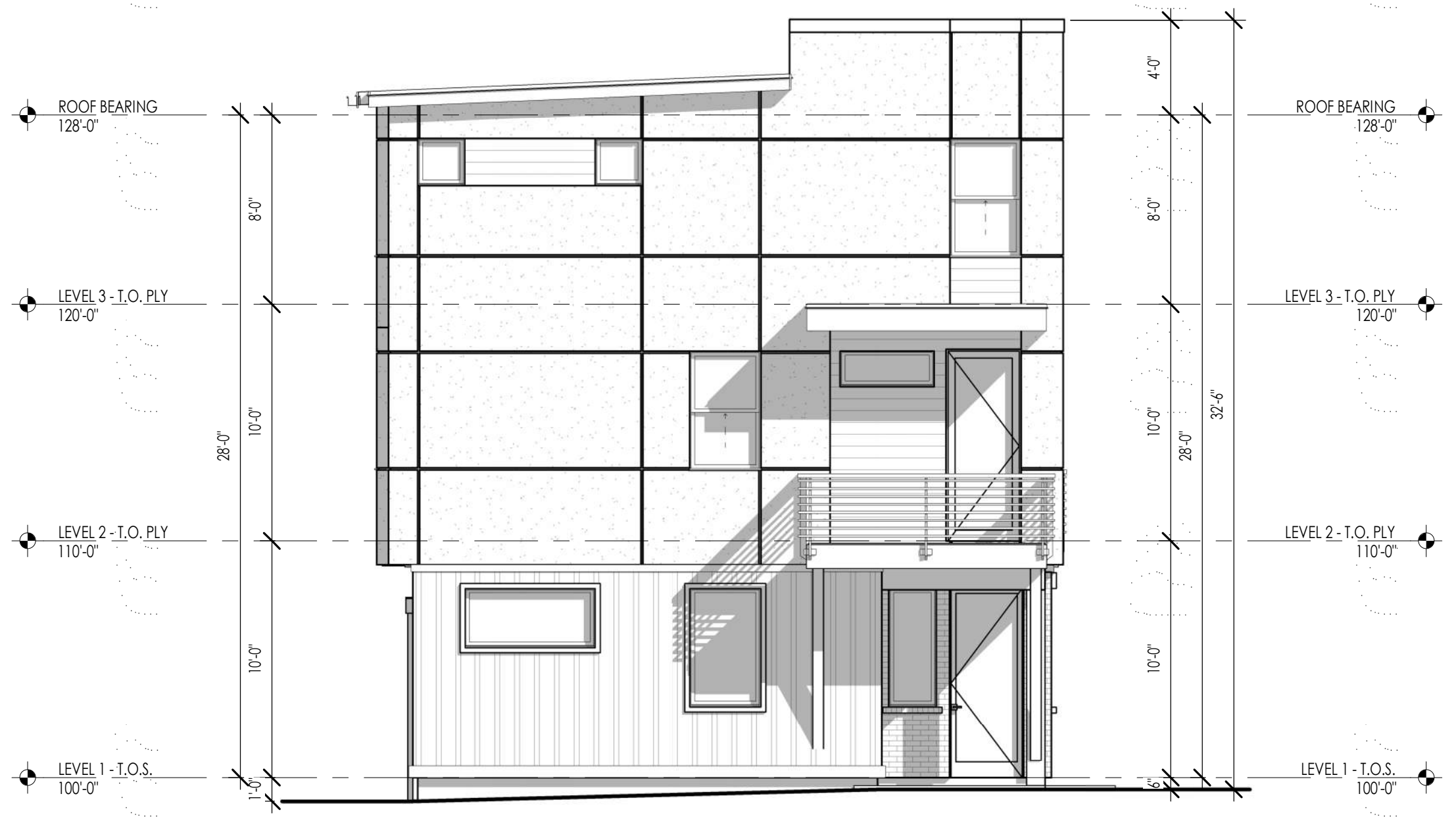
22 JUNE 2022

May, 24, 2023

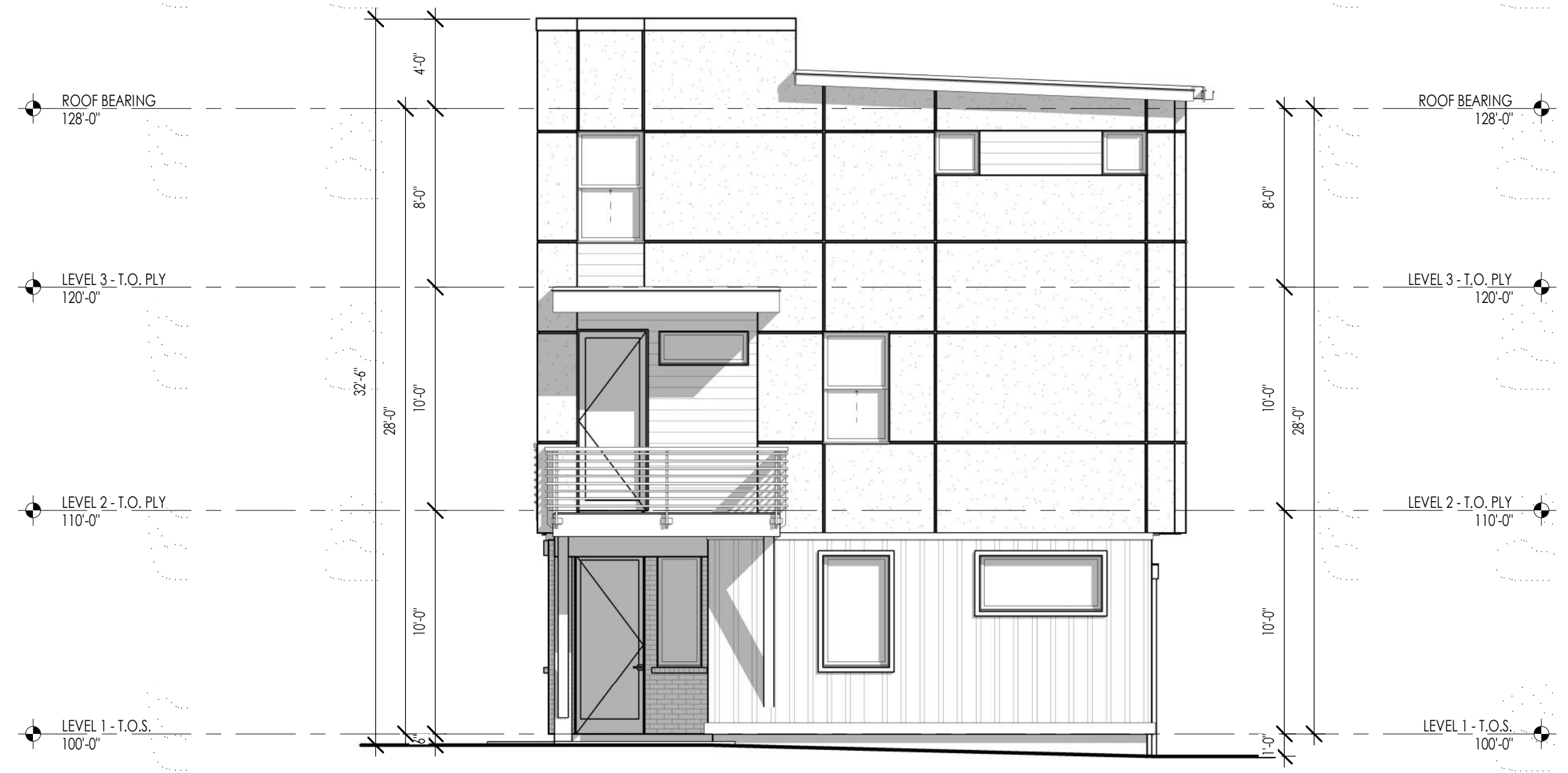




FRONT ELEVATION SD  
3/16" = 1'-0" (1) D301



LEFT ELEVATION SD  
3/16" = 1'-0" (2) D301



RIGHT ELEVATION SD  
3/16" = 1'-0" (3) D301



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PLNPCM2022-00757

# CRESCENT 4-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

4-PLEX-01 EXTERIOR ELEVATIONS

D301

22 JUNE 2022

May, 24, 2023





REAR ELEVATION SD

3/16" = 1'-0"

1  
0302



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PLNPCM2022-00757

# CRESCENT

# 4-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

4-PLEX-01 EXTERIOR ELEVATIONS

## D302

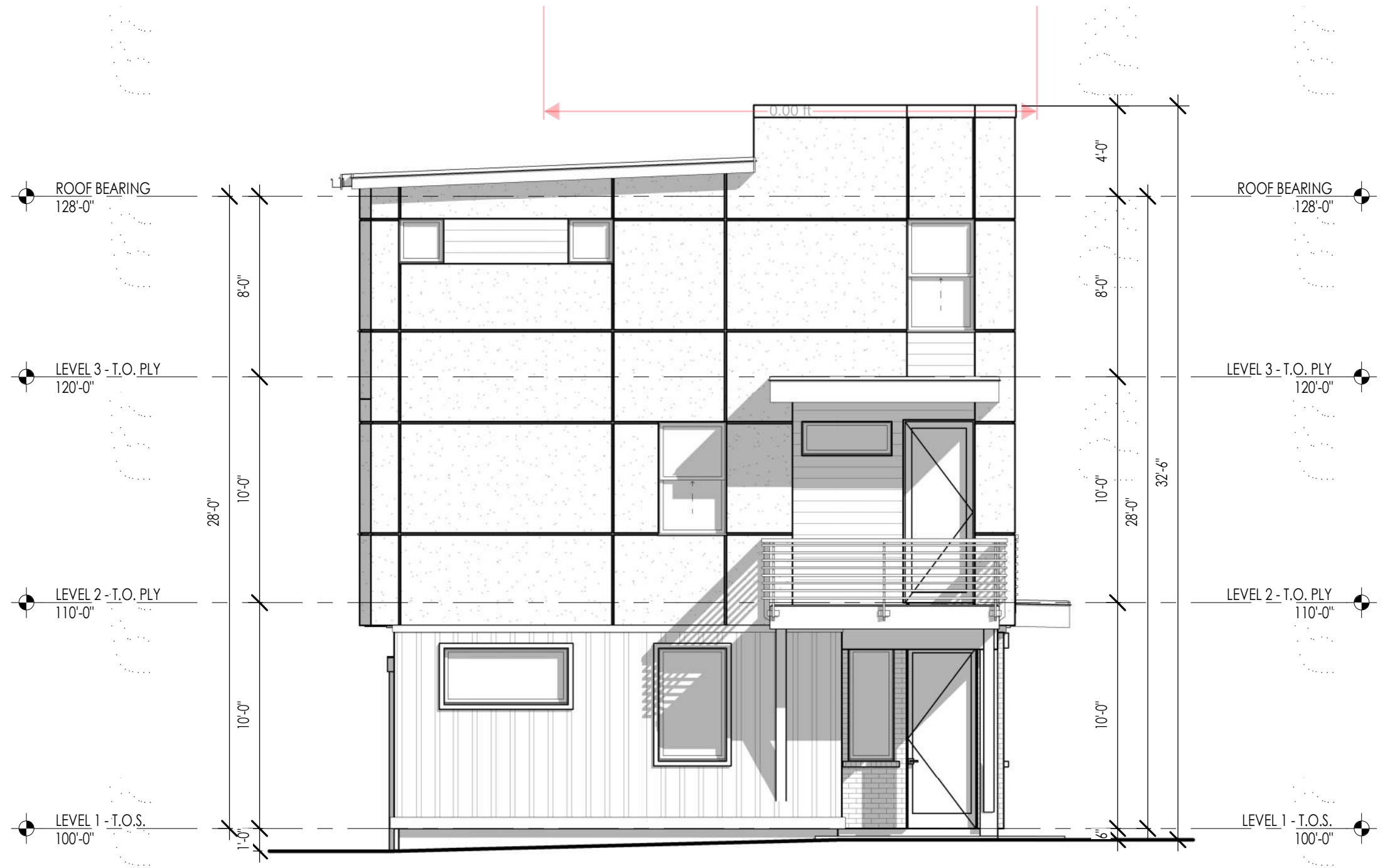
22 JUNE 2022

May, 24, 2023

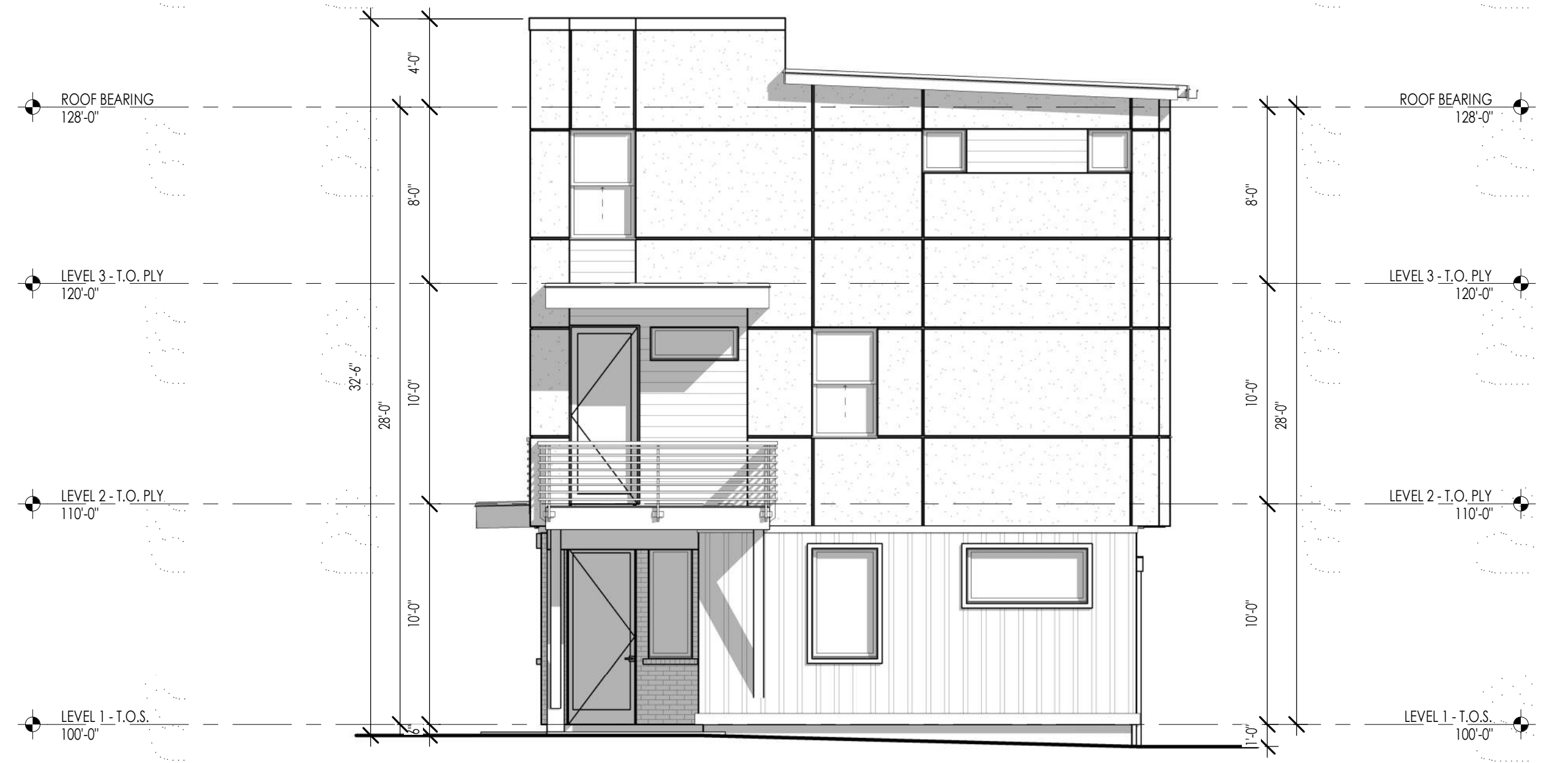




FRONT ELEVATION SD  
3/16" = 1'-0" (1) D303



LEFT ELEVATION SD  
3/16" = 1'-0" (2) D303



RIGHT ELEVATION SD  
3/16" = 1'-0" (3) D303



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PLNPCM2022-00757

# CRESCENT 6-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

6-PLEX-01 EXTERIOR ELEVATIONS

D303

22 JUNE 2022

May, 24, 2023





REAR ELEVATION SD  
3/16" = 1'-0"

1  
D304



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PLNPCM2022-00757

CRESCENT

6-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

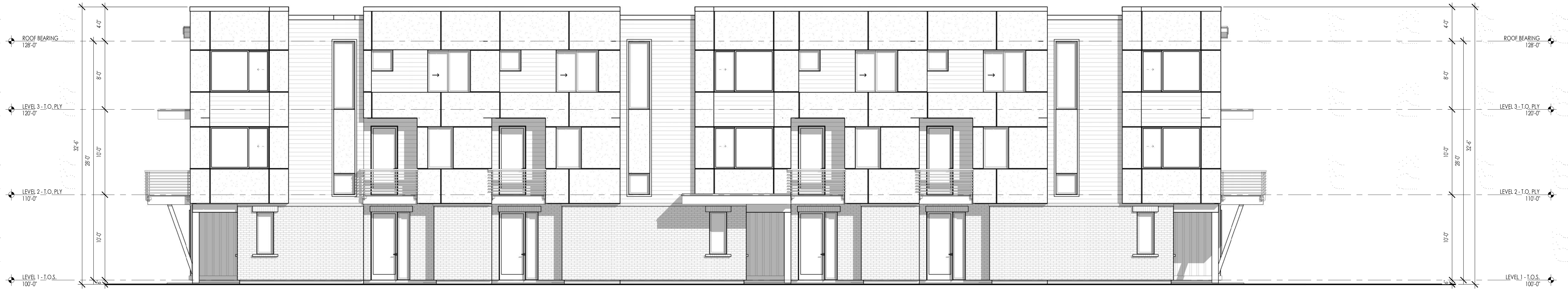
6-PLEX-01 EXTERIOR ELEVATIONS

D304

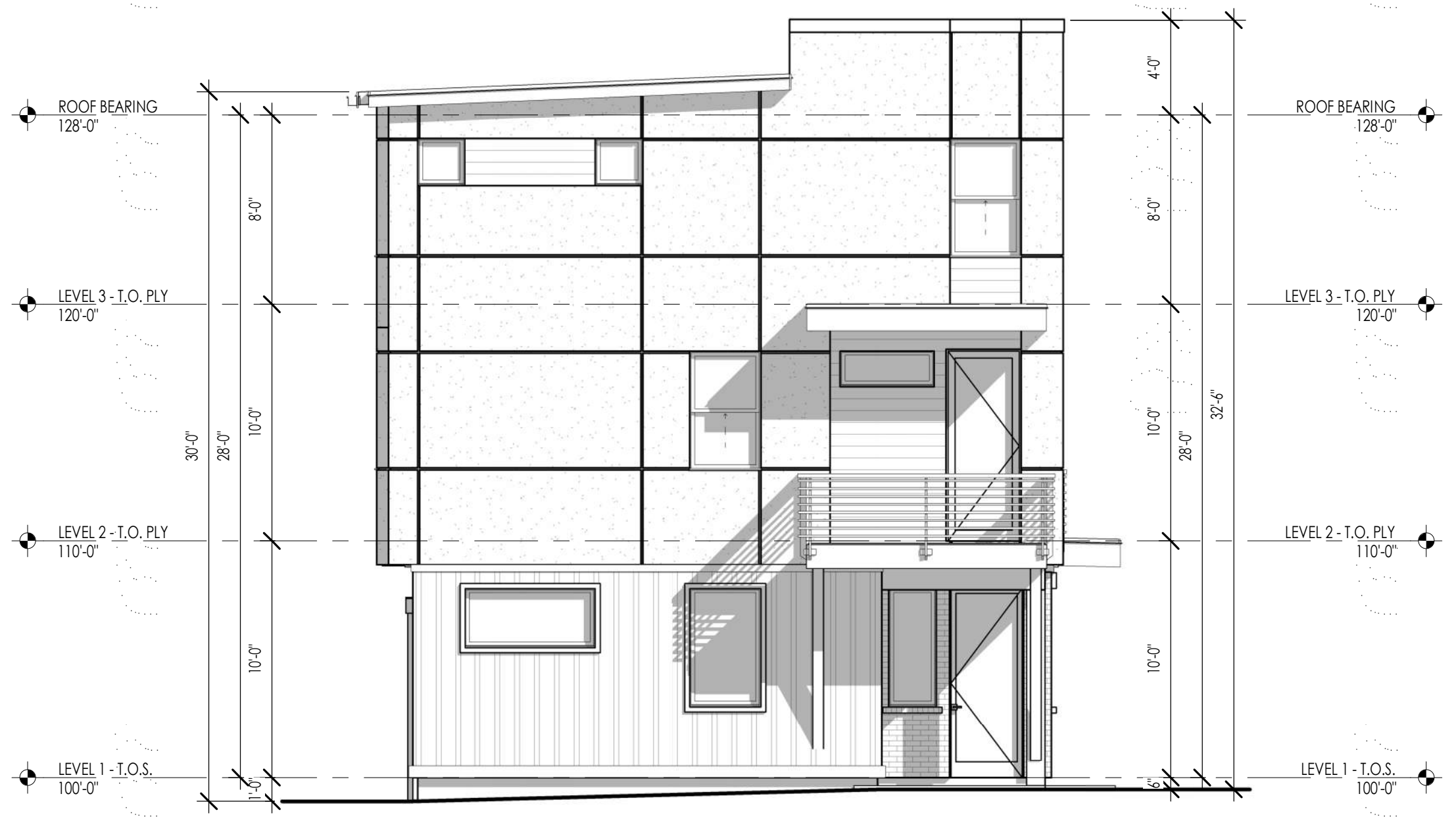
22 JUNE 2022

May, 24, 2023

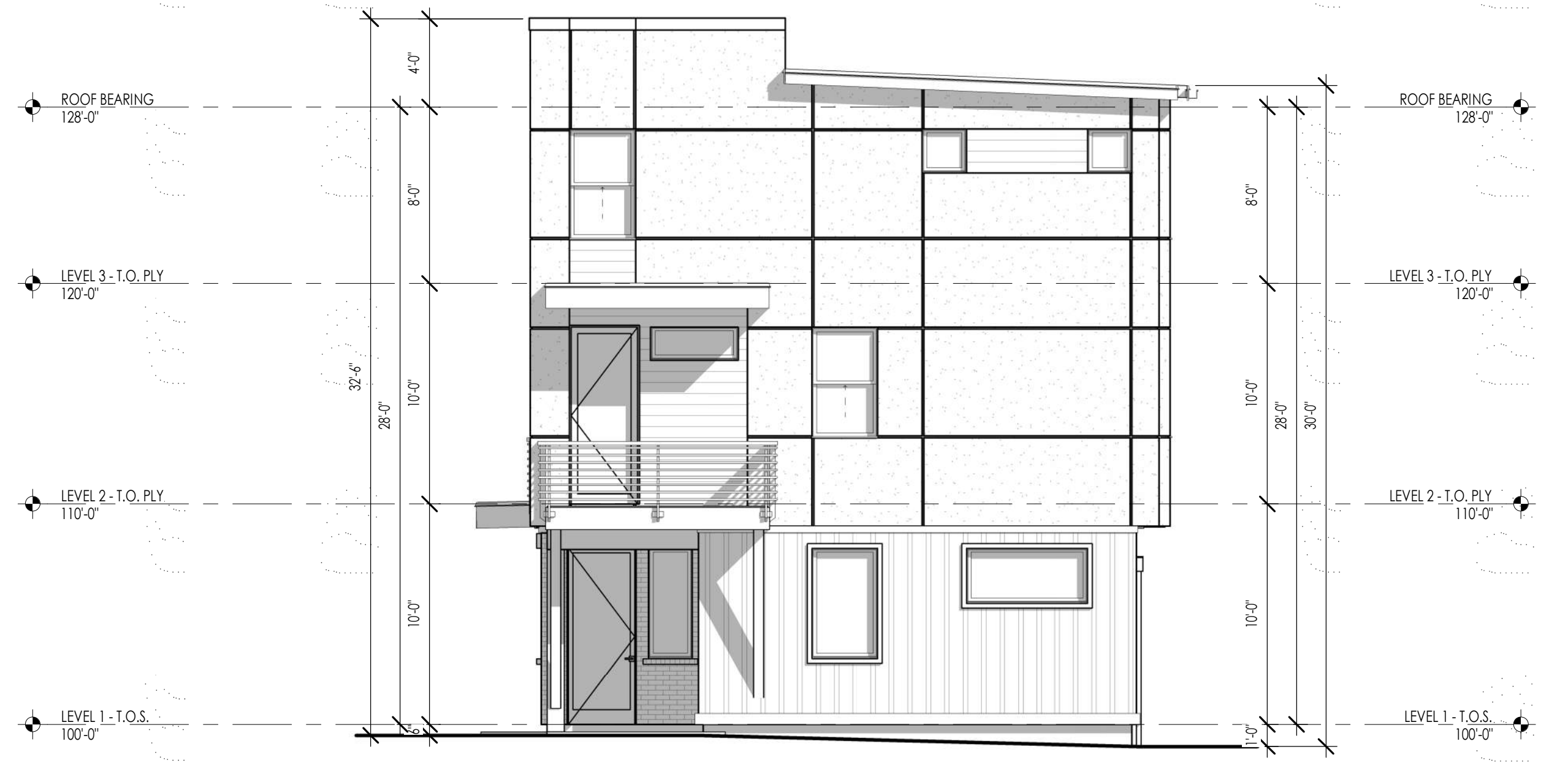




FRONT ELEVATION SD  
3/16" = 1'-0" (1) D305



LEFT ELEVATION SD  
3/16" = 1'-0" (2) D305



RIGHT ELEVATION SD  
3/16" = 1'-0" (3) D305



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PLNPCM2022-00757

# CRESCENT 7-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

7-PLEX-01 EXTERIOR ELEVATIONS

D305

22 JUNE 2022

May, 24, 2023





REAR ELEVATION SD

3/16" = 1'-0"

1  
D306



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PLNPCM2022-00757

CRESCENT

7-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

7-PLEX-01 EXTERIOR ELEVATIONS

D306

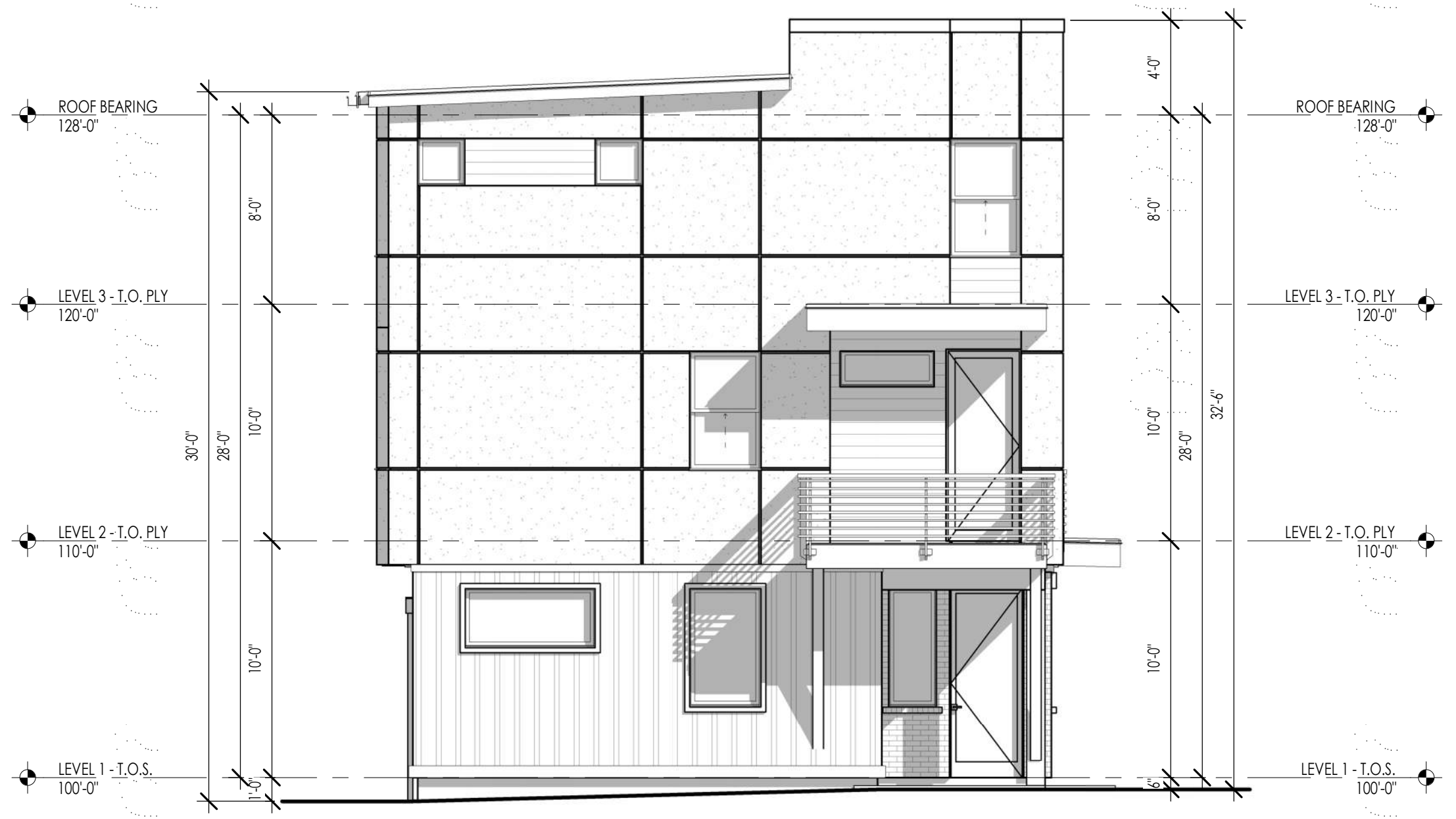
22 JUNE 2022

May, 24, 2023

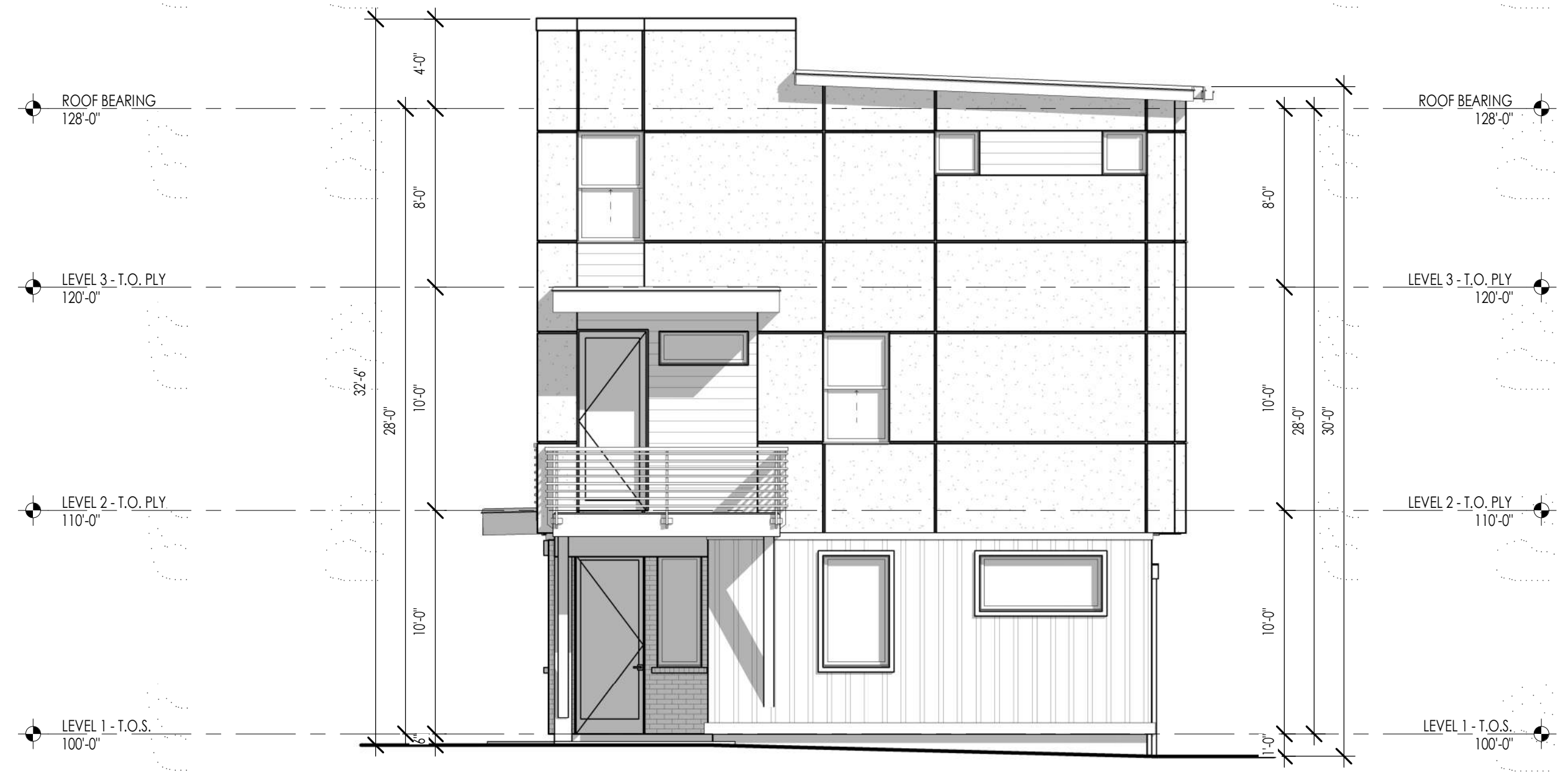




FRONT ELEVATION SD  
3/16" = 1'-0" (1) D307



LEFT ELEVATION SD  
3/16" = 1'-0" (2) D307



RIGHT ELEVATION SD  
3/16" = 1'-0" (3) D307



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PLNPCM2022-00757

# CRESCENT 7-PLEX-02

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

7-PLEX-02 EXTERIOR ELEVATIONS

D307

22 JUNE 2022

May, 24, 2023





REAR ELEVATION SD  
3/16" = 1'-0"

1  
0308



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PLNPCM2022-00757

CRESCENT

7-PLEX-02

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

7-PLEX-02 EXTERIOR  
ELEVATIONS

D308

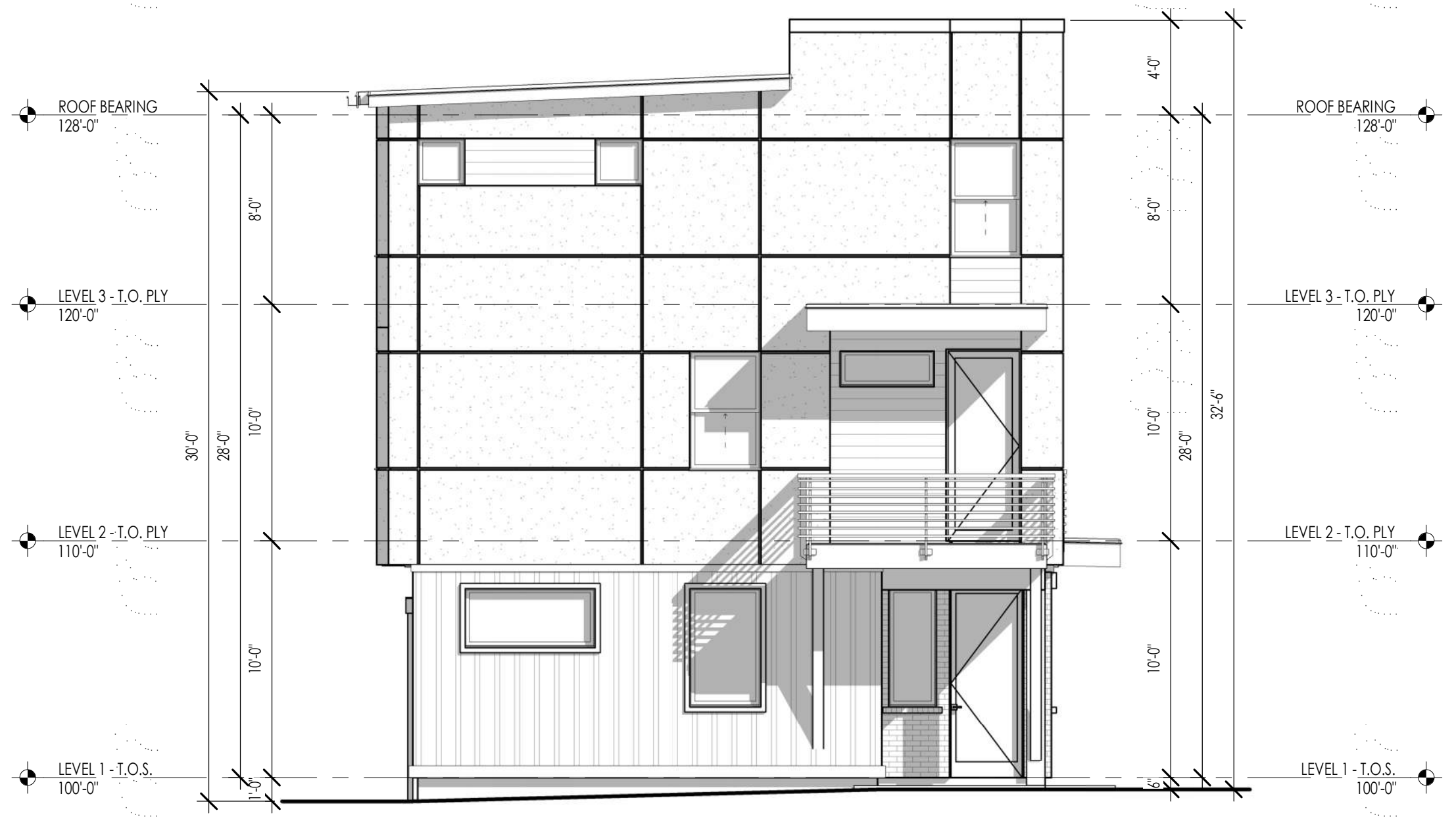
22 JUNE 2022

May, 24, 2023

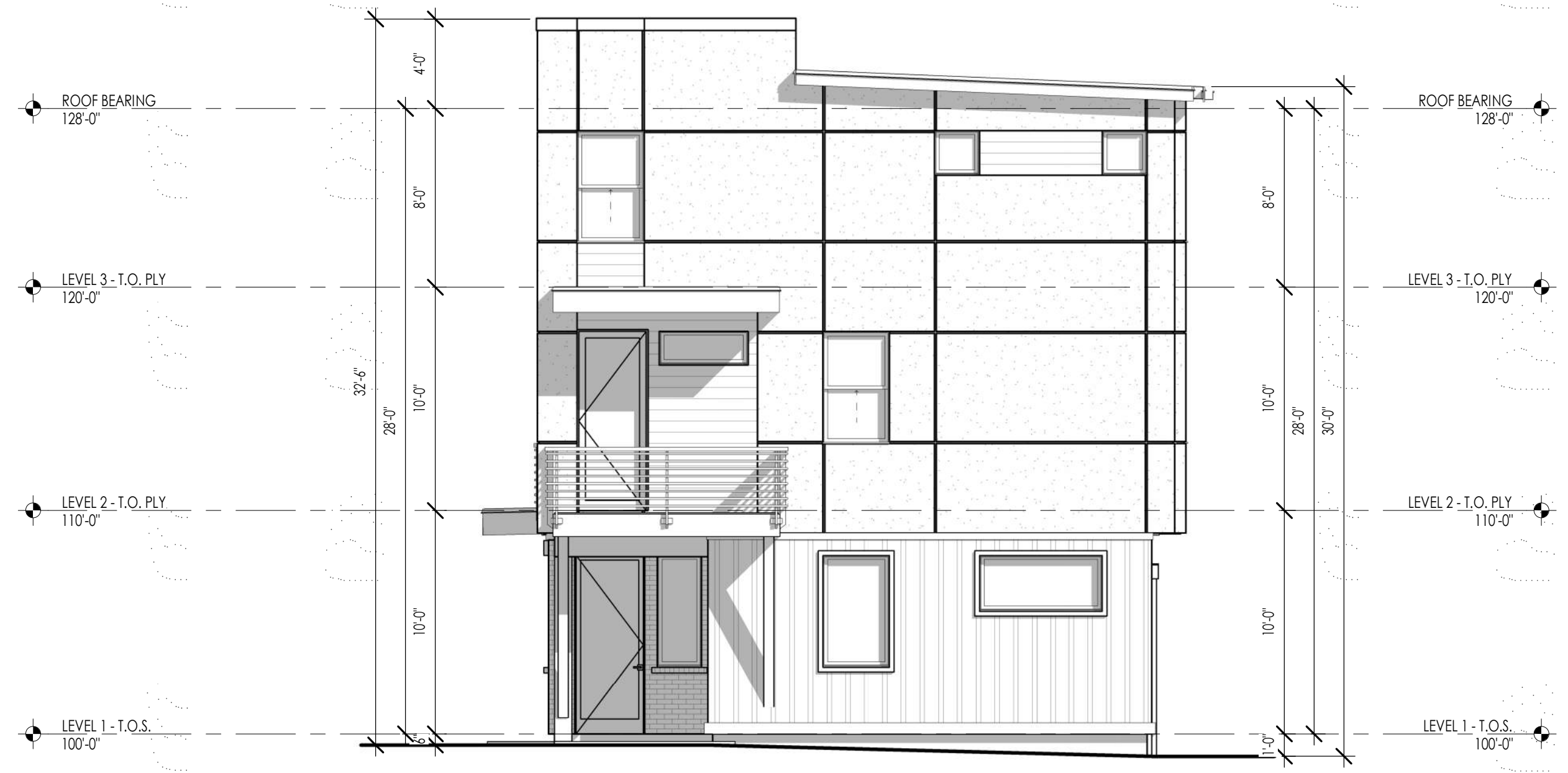




FRONT ELEVATION SD  
3/16" = 1'-0" (1) D309



LEFT ELEVATION SD  
3/16" = 1'-0" (2) D309



RIGHT ELEVATION SD  
3/16" = 1'-0" (3) D309



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PLNPCM2022-00757

# CRESCENT 8-PLEX-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

8-PLEX-01 EXTERIOR ELEVATIONS

D309

22 JUNE 2022

May, 24, 2023





REAR ELEVATION SD

3/16" = 1'-0"

1  
D310



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PLNPCM2022-00757

CRESCENT

8-PLEX-01

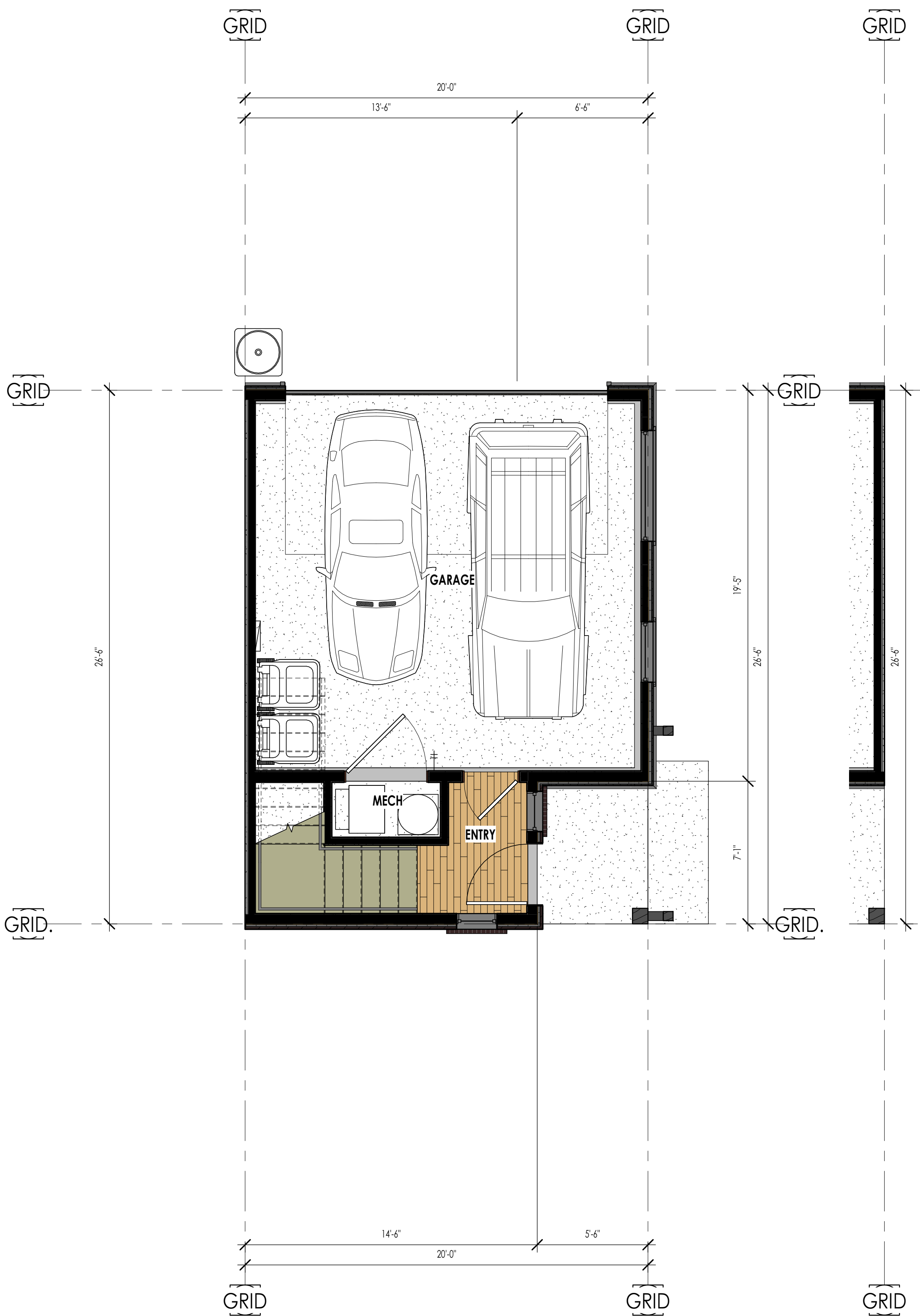
538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

8-PLEX-01 EXTERIOR ELEVATIONS

D310

22 JUNE 2022

May, 24, 2023



LEVEL 1 - PRESENTATION  
1/4" = 1'-0"  
1 D401



LEVEL 2 - PRESENTATION  
1/4" = 1'-0"  
2 D401



LEVEL 3 - PRESENTATION  
1/4" = 1'-0"  
3 D401

2BD-01 GROSS AREAS	
Name	Area
GARAGE	382 SF
LEVEL-01	109 SF
LEVEL-02	550 SF
LEVEL-03	480 SF
Grand total	1521 SF



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PLNPCM2022-00757

# CRESCENT UNIT 2BD-01

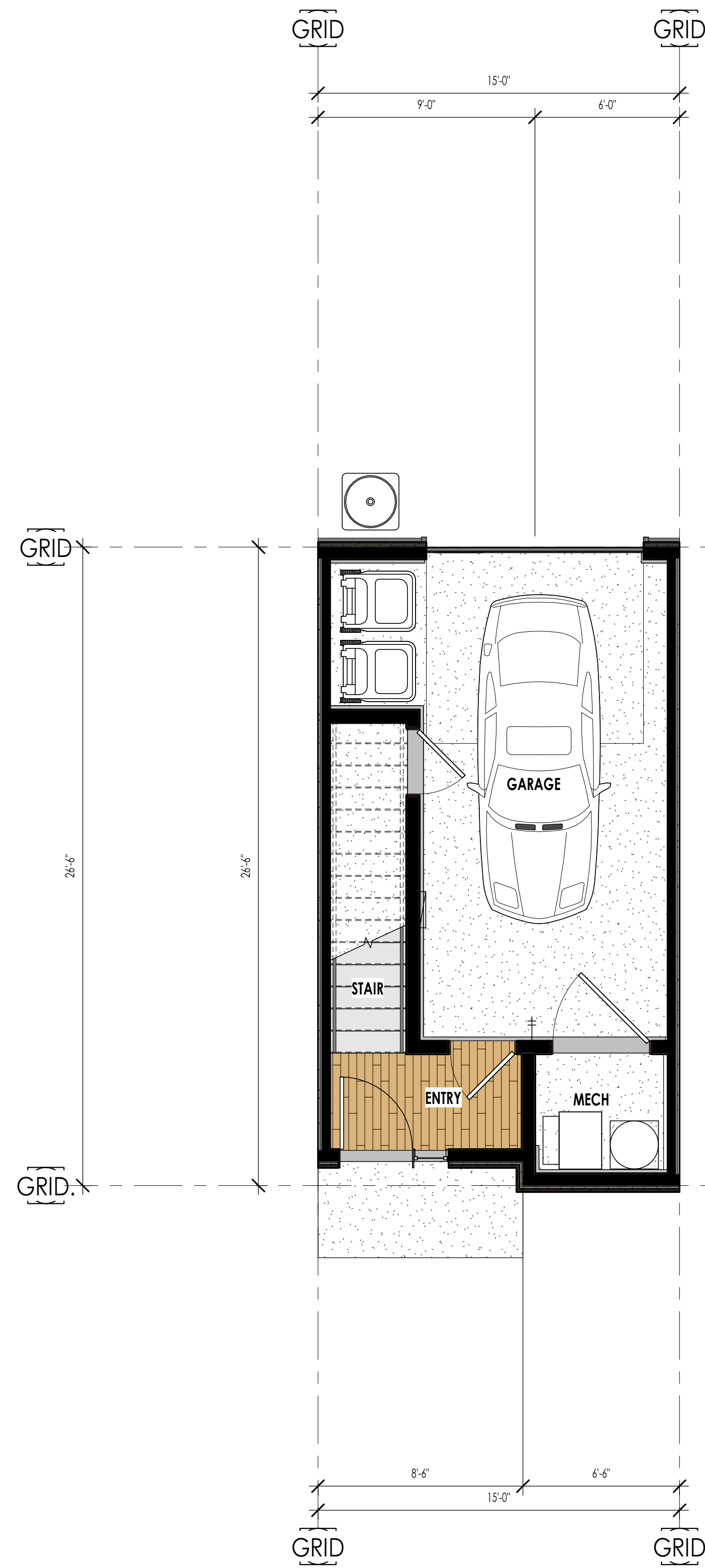
538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

2-BEDROOM-01 FLOOR PLANS

## D401

20 MAY 2022  
May, 24, 2023

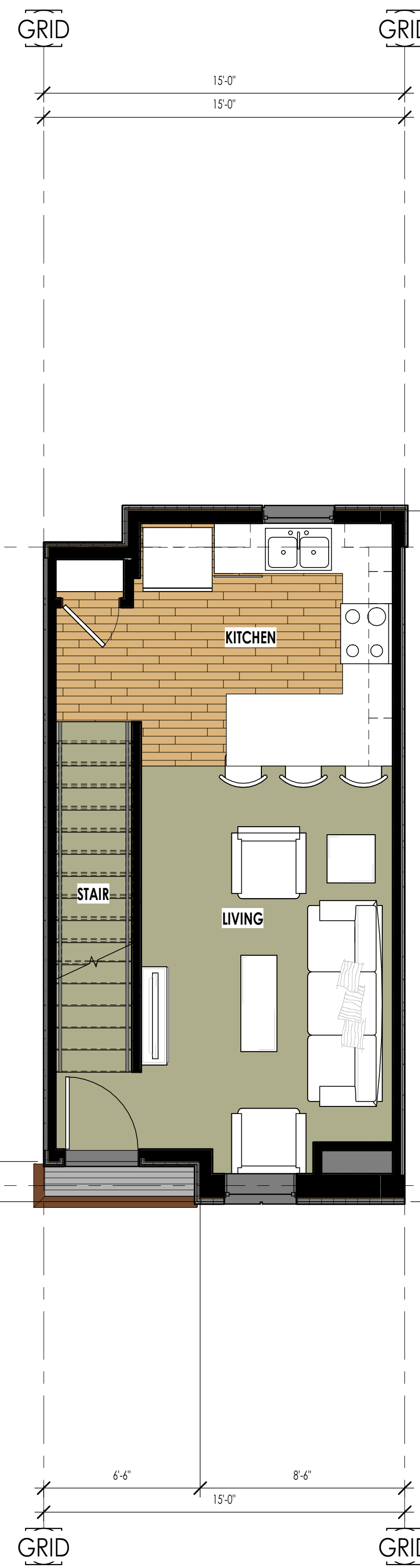




LEVEL 1 - PRESENTATION

1/4" = 1'-0"

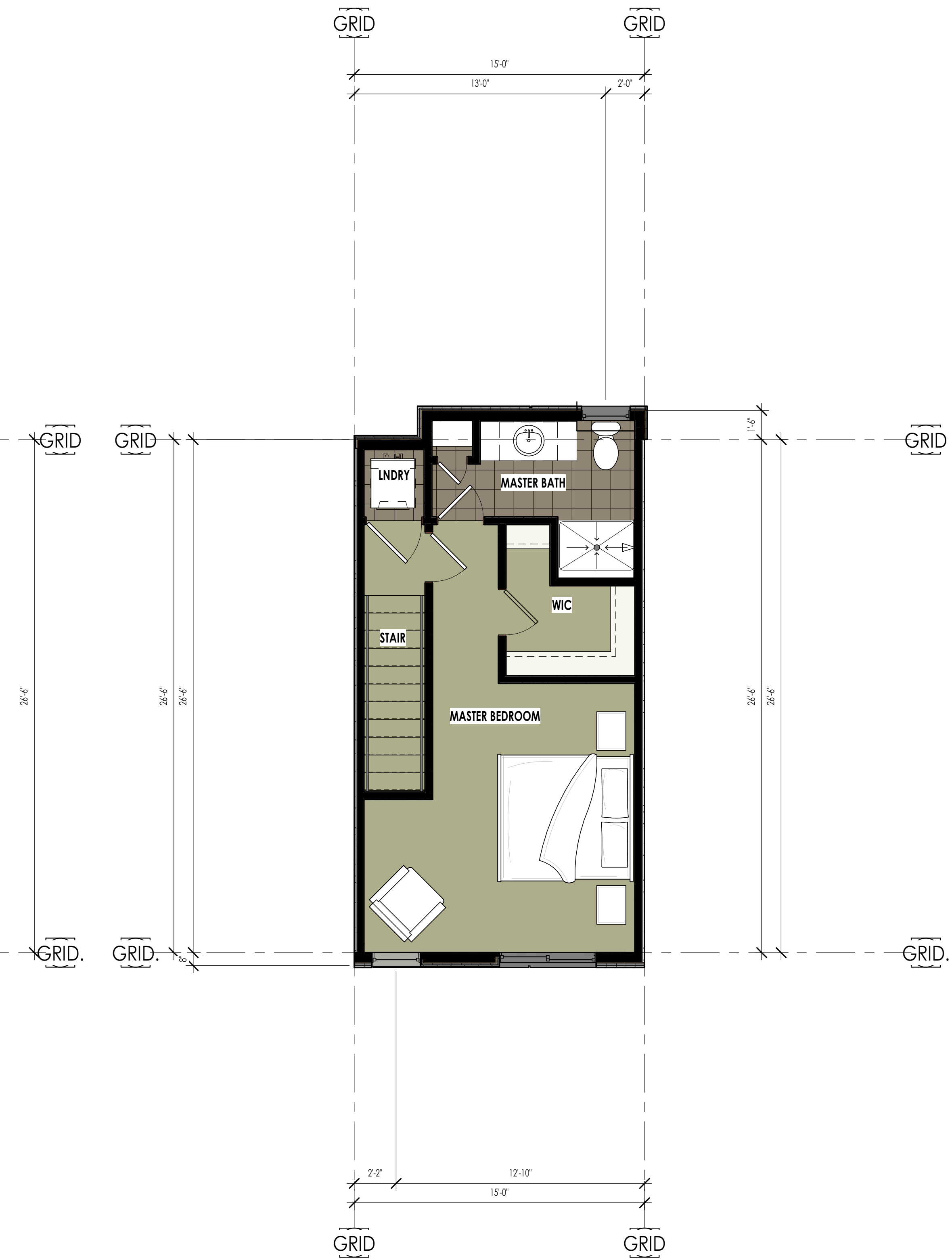
1  
D402



LEVEL 2 - PRESENTATION

1/4" = 1'-0"

2  
D402



LEVEL 3 - PRESENTATION

1/4" = 1'-0"

3  
D402

1BD-01 GROSS AREAS	
Name	Area
GARAGE	251 SF
LEVEL-01	138 SF
LEVEL-02	413 SF
LEVEL-03	384 SF
Grand total	1186 SF



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PLNPCM2022-00757

# CRESCENT UNIT 1BD-01

538 S. REDWOOD ROAD, SALT LAKE CITY, UTAH

1-BEDROOM-01 FLOOR PLANS

D402

20 MAY 2022

May, 24, 2023



# MATERIAL CHART

## COLOR SCHEME - 01



**ENTRY DOORS**  
Material: Fiberglass  
Manufacturer: TBD  
Color: To Match Charcoal Gray



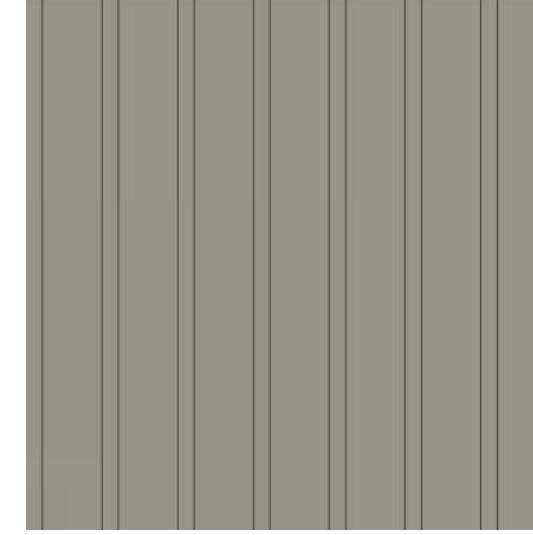
**GARAGE DOORS**  
Material: Aluminum/Glass  
Manufacturer: TBD  
Color: Black



**WINDOWS**  
Material: Vinyl  
Manufacturer: TBD  
Color: White



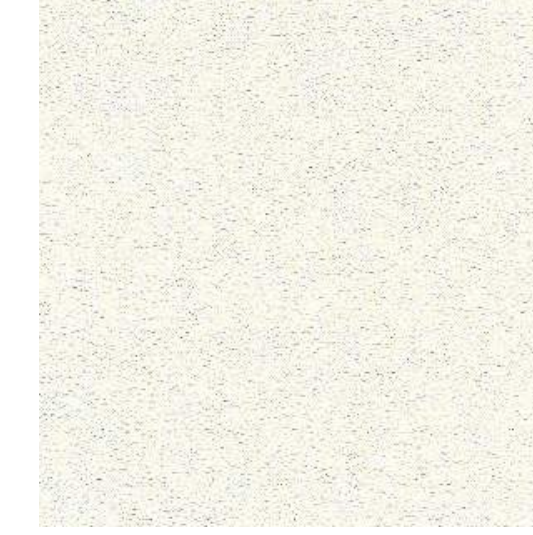
**FIBER CEMENT LAP SIDING**  
Material: Fiber Cement Lap Siding  
6" Exposure  
Manufacturer: TBD  
Color: SW2821 Downing Stone



**FIBER CEMENT BOARD & BATT SIDING**  
Material: Fiber Cement BD & BATT  
Manufacturer: TBD  
Color: SW2821 Downing Stone



**BRICK VENEER**  
Material: Thin Brick  
Manufacturer: Interstate  
Color: Midnight



**STUCCO-1**  
Material: Stucco  
Manufacturer: Western One-Coat  
Color: Bright White  
DRYVIT, SENECA



**COLUMNS/BEAMS**  
Material: Varies  
Manufacturer: TBD  
Color: Match to Charcoal Fascia/Parapet Cap



**FASCIA/TRIM/PARAPET CAP/DRIP EDGE**  
Material: Fiber Cement/MTL  
Manufacturer: TBD  
Color: Charcoal 379 (Gentek)

## COLOR SCHEME - 02



**ENTRY DOORS**  
Material: Fiberglass  
Manufacturer: TBD  
Color: To Match Charcoal Gray



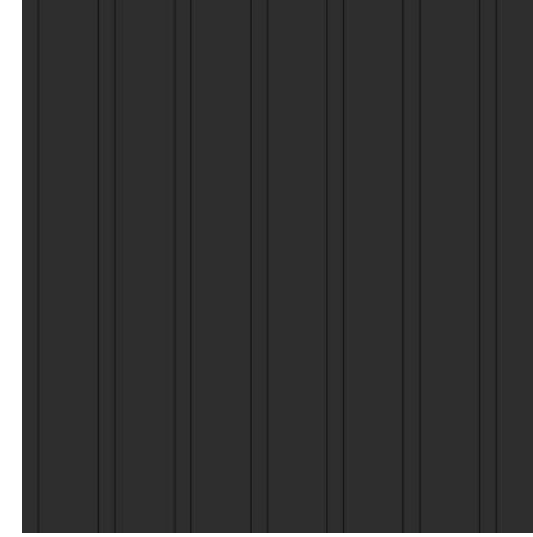
**GARAGE DOORS**  
Material: Aluminum/Glass  
Manufacturer: TBD  
Color: Black



**WINDOWS**  
Material: Vinyl  
Manufacturer: TBD  
Color: White



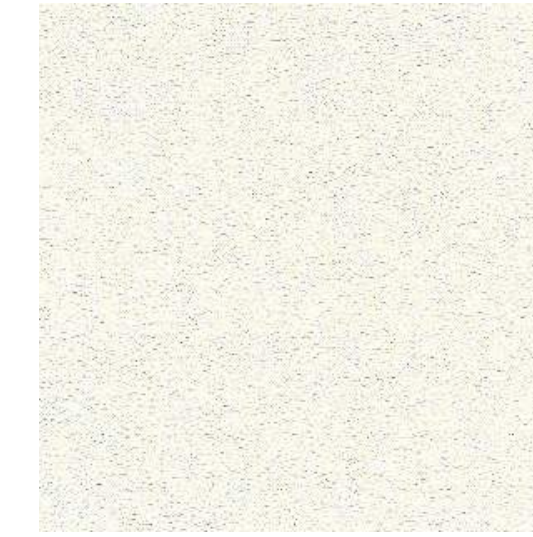
**FIBER CEMENT LAP SIDING**  
Material: Fiber Cement Lap Siding  
6" Exposure  
Manufacturer: TBD  
Color: SW6991 Black Magic



**FIBER CEMENT BOARD & BATT SIDING**  
Material: Fiber Cement BD & BATT  
Manufacturer: TBD  
Color: SW6991 Black Magic



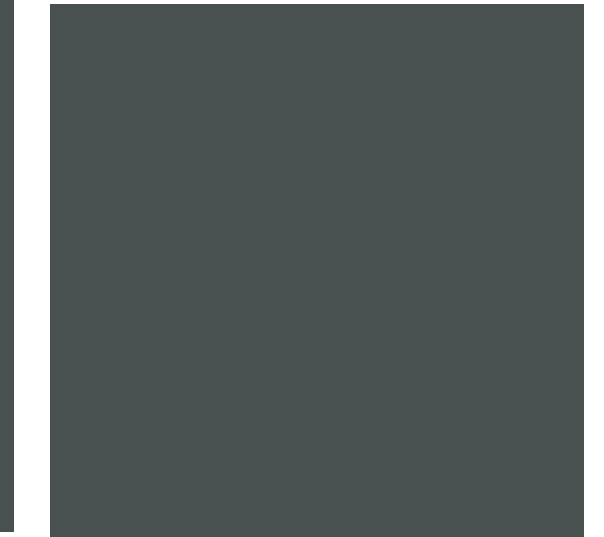
**BRICK VENEER**  
Material: Thin Brick  
Manufacturer: Interstate  
Color: Pewter



**STUCCO-1**  
Material: Stucco  
Manufacturer: Western One-Coat  
Color: Bright White  
DRYVIT, SENECA



**COLUMNS/BEAMS**  
Material: Varies  
Manufacturer: TBD  
Color: Match to Charcoal Fascia/Parapet Cap



**FASCIA/TRIM/PARAPET CAP/DRIP EDGE**  
Material: Fiber Cement/MTL  
Manufacturer: TBD  
Color: Charcoal 379 (Gentek)





# CRESCENT

538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

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**FOR REVIEW  
NOT FOR CONSTRUCTION**

DATE PRINTED  
February 15, 2023



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FOR:  
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273 NORTH CAPITOL STREET  
SALT LAKE CITY, UTAH 84103

CONTACT:  
PAUL GARRETT  
PHONE: 801.456.2474

**CRESCENT**  
538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

### NOTICE TO CONTRACTOR

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

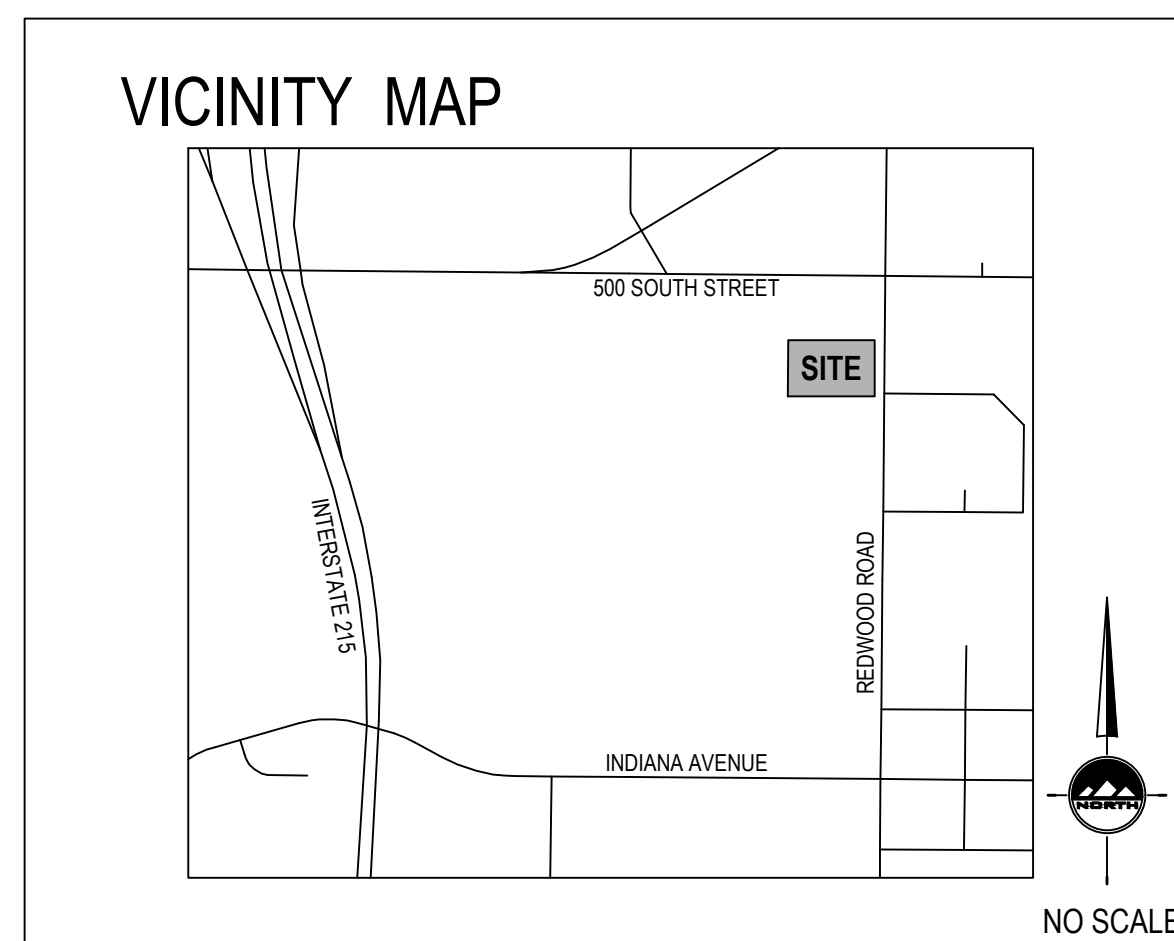
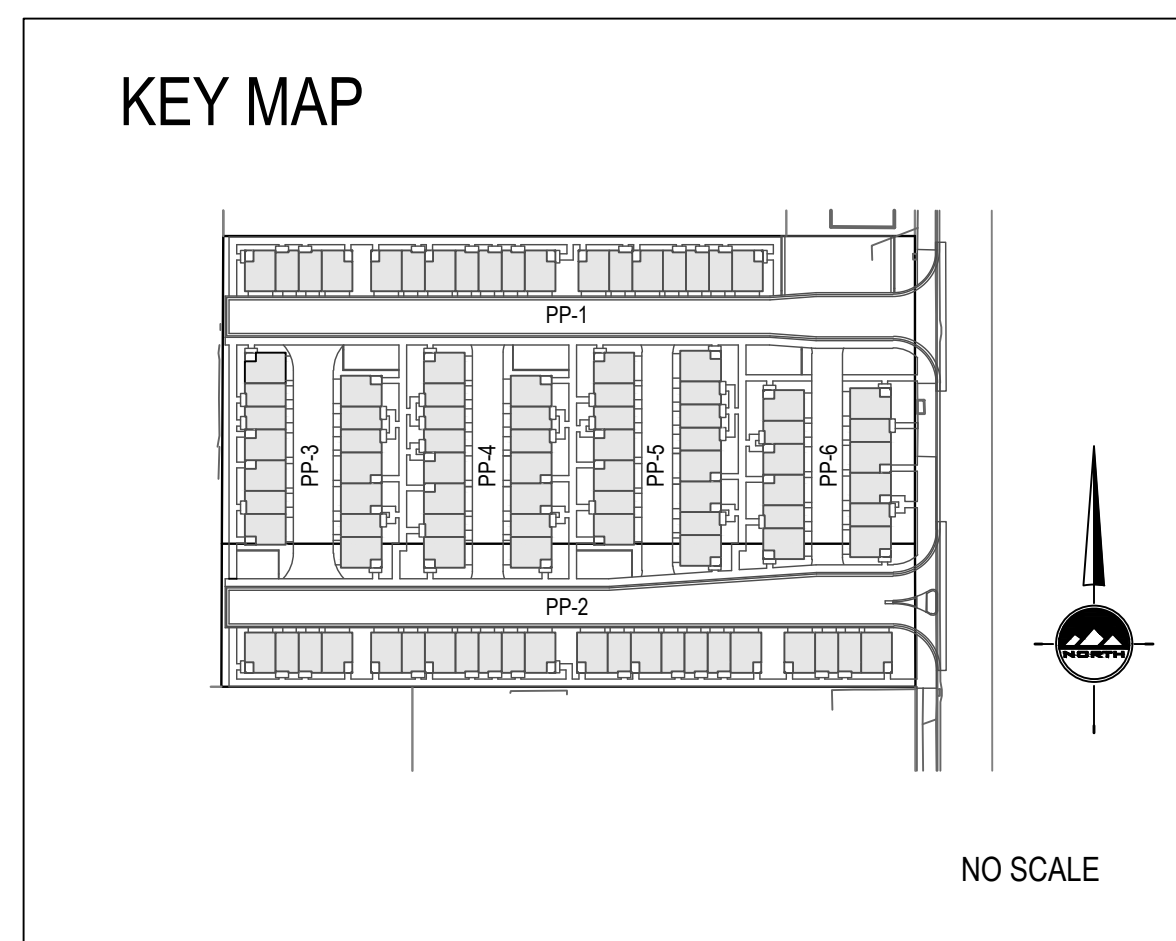
CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR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

### NOTICE TO DEVELOPER/ CONTRACTOR

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

### UTILITY DISCLAIMER

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



### GENERAL NOTES

- ALL WORK SHALL CONFORM TO SALT LAKE CITY STANDARDS & SPECIFICATIONS.
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
- BENCHMARK ELEVATION = STREET MONUMENT, INTERSECTION OF REDWOOD ROAD & 500 SOUTH STREET ELEV. = 4235.14.

COVER

PROJECT NUMBER: 11305  
PROJECT MANAGER: BAM

PRINT DATE: 2023-02-15  
DESIGNED BY: JWS



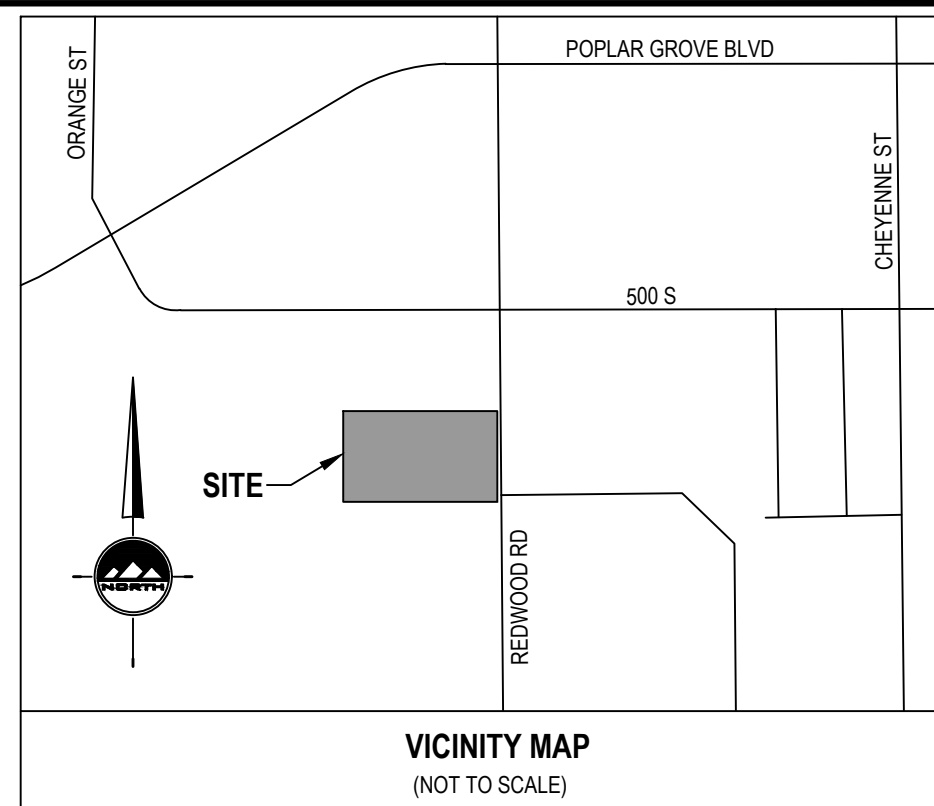
# CRESCENT SUBDIVISION

LOCATED IN THE SOUTHWEST QUARTER OF SECTION 3,  
TOWNSHIP 1 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN  
SALT LAKE CITY, SALT LAKE COUNTY, UTAH

## LEGEND

- EXISTING STREET MONUMENT
- PROPOSED STREET MONUMENT
- SECTION CORNER
- SET 5/8" REBAR AND CAP, OR NAIL STAMPED "ENSIGN ENG. & LAND SURV." AT ALL LOT CORNERS. OFFSET PINS TO BE PLACED IN THE BACK OF CURB WHERE APPLICABLE, IN LIEU OF REBAR AND CAP AT FRONT CORNERS.
- BOUNDARY LINE
- SECTION LINE
- MONUMENT LINE
- EASEMENT LINE

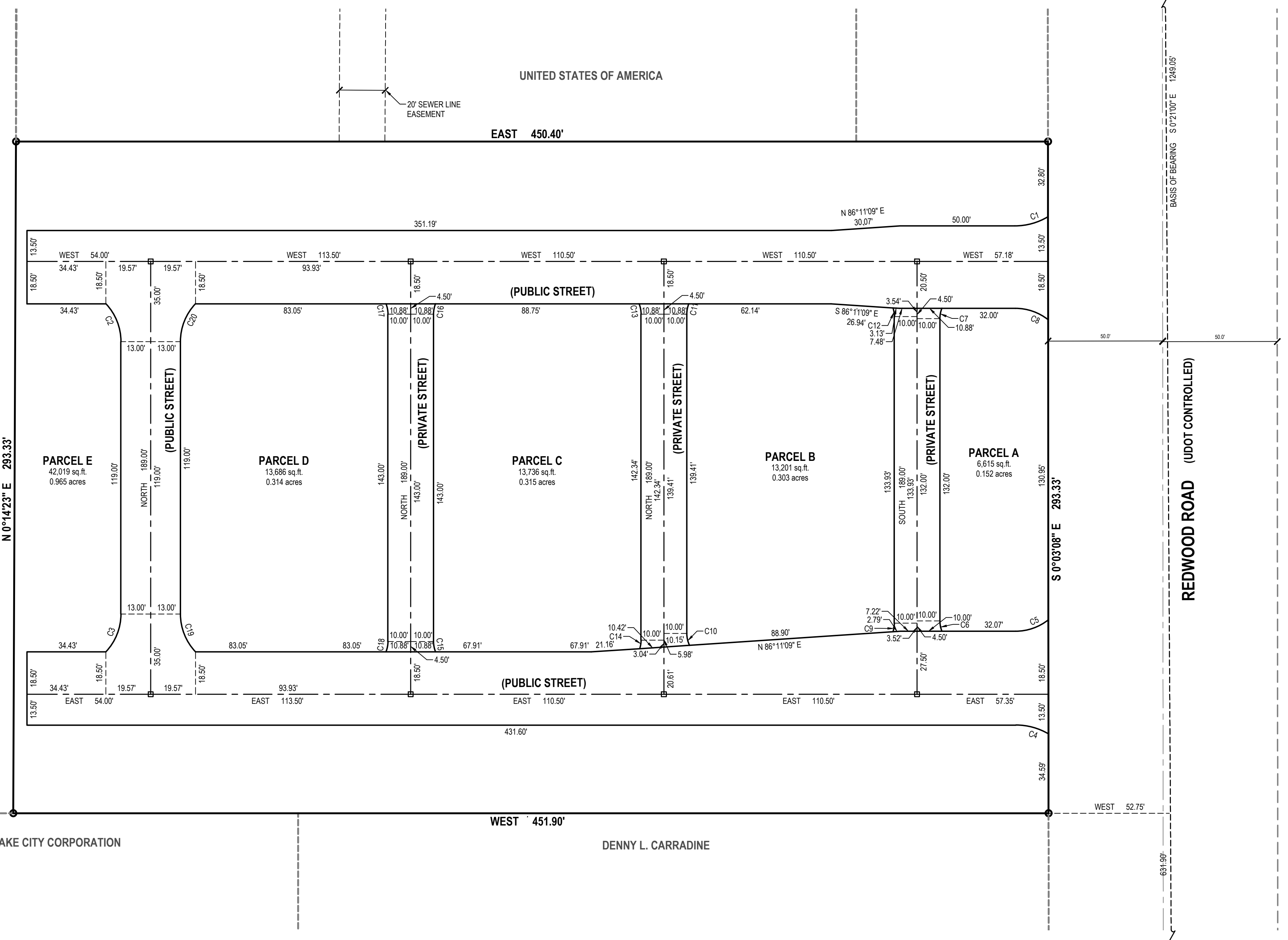
THIS PLAT CONFORMS TO A.L.T.A. CLASS B SURVEY STANDARDS WITH THE MAXIMUM ALLOWABLE ERROR OF 1:15,000.



**SURVEYOR'S CERTIFICATE**  
I, PATRICK M. HARRIS, do hereby certify that I am a Licensed Professional Surveyor in the State of Utah and that I hold Certificate No. 286882 in accordance with Title 58, Chapter 22, of the Professional Engineers and Land Surveyor's Act. I further certify that by authority of the Owners, I have completed a survey of the property described on this subdivision plat in accordance with Section 17-23-17 and have verified all measurements; that the reference monuments shown on this plat are located as indicated and are sufficient to accurately establish the lateral boundaries of the herein described tract of real property; and has been drawn correctly to the designated scale and is a true and correct representation of the herein described lands included in said subdivision, based upon data compiled from records of the Salt Lake County Recorder's Office. I further certify that all lots meet frontage width and area requirements of the applicable zoning ordinances.

## BOUNDARY DESCRIPTION

DATE \_\_\_\_\_ PATRICK M. HARRIS  
P.L.S. 286882



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD
C1	28.00'	15.21'	31°07'46"	N74°26'07"E	15.03'
C2	24.00'	18.19'	43°25'57"	N21°42'59"W	17.76'
C3	24.00'	18.19'	43°25'57"	N21°42'59"E	17.76'
C4	28.00'	14.97'	30°38'33"	N74°40'44"W	14.80'
C5	23.00'	15.53'	38°40'29"	N70°39'45"E	15.23'
C6	12.00'	4.61'	22°01'28"	S11°00'44"E	4.58'
C7	12.00'	4.61'	22°01'28"	S11°00'44"W	4.58'
C8	23.00'	15.47'	38°31'40"	N70°44'10"W	15.18'
C9	12.00'	3.81'	18°12'37"	N9°06'18"E	3.80'
C10	12.00'	5.41'	25°50'18"	S12°50'09"E	5.37'
C11	12.00'	4.61'	22°01'28"	S11°00'44"W	4.58'
C12	12.00'	3.81'	18°12'37"	N9°06'18"W	3.80'
C13	12.00'	4.61'	22°01'28"	N11°00'44"W	4.58'
C14	12.00'	3.81'	18°12'37"	N9°06'18"E	3.80'
C15	12.00'	4.61'	22°01'28"	S11°00'44"E	4.58'
C16	12.00'	4.61'	22°01'28"	S11°00'44"W	4.58'
C17	12.00'	4.61'	22°01'28"	N11°00'44"W	4.58'
C18	12.00'	4.61'	22°01'28"	N11°00'44"E	4.58'
C19	24.00'	18.19'	43°25'57"	S21°42'59"E	17.76'
C20	24.00'	18.19'	43°25'57"	S21°42'59"W	17.76'

**UTILITY DEDICATION**  
By execution of this plat, the Owner(s) shown below does hereby grant and convey to the Salt Lake City and other public utility companies, a permanent easement and right of way in and to those areas reflected on the map and defined as "PRIVATE STREET", and for construction and maintenance of approved public utilities and appurtenances together with right of access thereto.

## OWNER'S DEDICATION AND CONSENT TO RECORD

\_\_\_\_\_, the owners of the described tract of land to be hereinafter known as  
**CRESCENT SUBDIVISION**

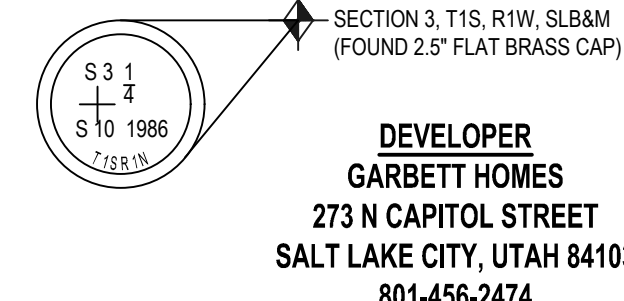
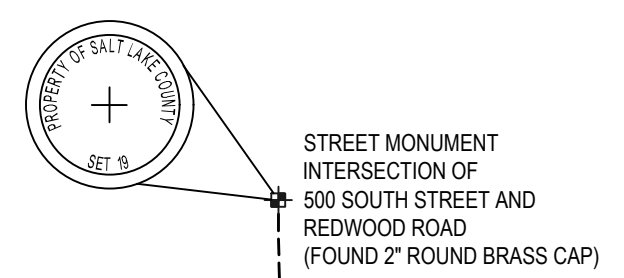
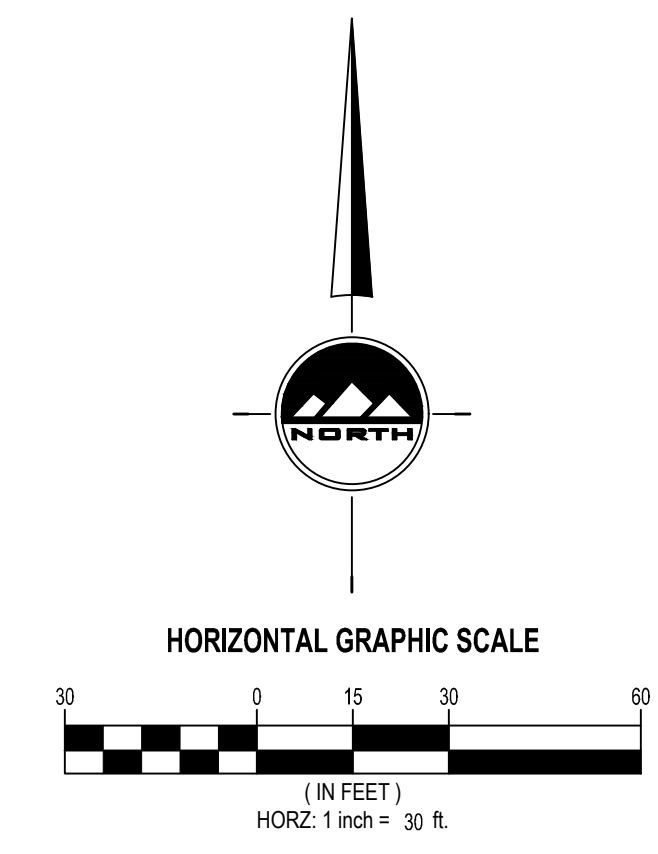
hereby consents and give approval to the recording of this plat for all purposes shown herein. There are no streets, easements or other property reflected on this plat to be dedicated to the public.

In witness whereof I have hereunto set my hand this \_\_\_\_\_ day of \_\_\_\_\_ A.D., 20\_\_\_\_.

(COMPANY NAME)  
By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_

## NOTARY ACKNOWLEDGMENT

STATE OF UTAH \_\_\_\_\_ J.S.S.  
County of SALT LAKE \_\_\_\_\_  
On this day \_\_\_\_\_ of \_\_\_\_\_, in the year 20\_\_\_\_, before me \_\_\_\_\_, a notary public, personally appeared \_\_\_\_\_ the \_\_\_\_\_ of \_\_\_\_\_ proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Owner's Dedication and Consent regarding the CRESCENT SUBDIVISION, and was signed by him/her on behalf of said \_\_\_\_\_ and acknowledged that he/she/they executed the same.  
Commission Number \_\_\_\_\_  
My Commission Expires \_\_\_\_\_  
Print Name: \_\_\_\_\_  
A Notary Public Commissioned in Utah



**DEVELOPER**  
GARRETT HOMES  
273 N CAPITOL STREET  
SALT LAKE CITY, UTAH 84103  
801-456-2474

**OWNER**

**ZONING ADMINISTRATOR**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_  
20\_\_\_\_, BY THE ZONING ADMINISTRATOR.  
ZONING ADMINISTRATOR

**CRESCENT SUBDIVISION**  
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 3,  
TOWNSHIP 1 SOUTH, RANGE 1 WEST, SALT LAKE BASE & MERIDIAN  
SALT LAKE CITY, SALT LAKE COUNTY, UTAH

**SHEET 1 OF 1**  
PROJECT NUMBER: 11305  
MANAGER: BAM  
DRAWN BY: S.L.  
CHECKED BY: PMH  
DATE: 2/15/23

**RECORD SURVEY DATA**  
ROS NO.: \_\_\_\_\_  
\$ \_\_\_\_\_

NUMBER \_\_\_\_\_  
ACCOUNT \_\_\_\_\_  
SHEET 1  
OF 1 SHEETS

PREPARED BY:  
**ENSIGN**  
SALT LAKE CITY  
45 W. 10000 S., Suite 500  
Sandy, UT 84070  
Phone: 801.255.0529  
Fax: 801.255.4449  
WWW.ENSIGNENG.COM

**BOARD OF HEALTH APPROVAL**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE BOARD OF HEALTH.  
SALT LAKE COUNTY HEALTH DEPT.

**CITY PLANNING DIRECTOR**  
APPROVED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE SALT LAKE CITY PLANNING COMMISSION.  
SALT LAKE CITY PLANNING DIRECTOR DATE

**CITY ENGINEER DIVISION**  
I HEREBY CERTIFY THAT I HAVE HAD THIS PLAT EXAMINED BY THIS OFFICE AND IT IS CORRECT IN ACCORDANCE WITH INFORMATION ON FILE.  
CITY ENGINEER DATE CITY SURVEYOR DATE

**CITY PUBLIC UTILITIES DEPARTMENT**  
APPROVED AS TO SANITARY SEWER AND WATER UTILITY DETAIL THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.  
SALT LAKE CITY PUBLIC UTILITIES DIRECTOR

**CITY ATTORNEY**  
APPROVED AS TO FORM THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, BY THE SALT LAKE CITY ATTORNEY.  
SALT LAKE CITY ATTORNEY

**CITY APPROVAL**  
PRESENTED TO SALT LAKE CITY THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_, AND IS HEREBY APPROVED.  
SALT LAKE CITY MAYOR ATTEST: CITY RECORDER

RECORDED # \_\_\_\_\_ NUMBER \_\_\_\_\_  
STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE  
REQUEST OF: \_\_\_\_\_ ACCOUNT \_\_\_\_\_  
DATE: \_\_\_\_\_ TIME: \_\_\_\_\_ BOOK: \_\_\_\_\_ PAGE: \_\_\_\_\_ SHEET 1  
FEES \_\_\_\_\_ OF 1 SHEETS  
SALT LAKE COUNTY RECORDER



**SALT LAKE CITY PUBLIC UTILITIES GENERAL NOTES**

- 1. COMPLIANCE:**  
ALL CONSTRUCTION AND MATERIALS SHALL BE IN ACCORDANCE WITH THESE CONTRACT DOCUMENTS AND THE MOST RECENT EDITIONS OF THE FOLLOWING: THE INTERNATIONAL PLUMBING CODE, UTAH DRINKING WATER REGULATIONS, APWA MANUAL OF STANDARD PLANS AND SPECIFICATIONS, AND SLC PUBLIC UTILITIES MODIFICATIONS TO APWA STANDARD PLANS AND APPROVED MATERIALS AND SLC PUBLIC UTILITIES APWA SPECIFICATIONS MODIFICATIONS. THE CONTRACTOR IS REQUIRED TO ADHERE TO ALL OF THE ABOVE-MENTIONED DOCUMENTS UNLESS OTHERWISE NOTED AND APPROVED IN WRITING BY THE SALT LAKE CITY DIRECTOR OF PUBLIC UTILITIES.
- 2. COORDINATION:**  
THE CONTRACTOR IS RESPONSIBLE TO NOTIFY ALL APPROPRIATE GOVERNMENT AND PRIVATE ENTITIES ASSOCIATED WITH THE PROJECT. THE FOLLOWING MUST BE CONTACTED 48-HOURS PRIOR TO CONSTRUCTION AS APPLICABLE TO THE PROJECT:  
  
PUBLIC UTILITIES:  
BACKFLOW PREVENTION - 483-6795  
DEVELOPMENT REVIEW ENGINEERING & 483-6781  
INSPECTIONS, PERMITS, CONTRACTS & AGREEMENTS - 483-6727  
PRETREATMENT - 799-4002  
STORM WATER - 483-6751  
  
SLC DEPARTMENTS:  
ENGINEERING - PUBLIC WAY PERMITS AND ISSUES - 535-6248  
ENGINEERING - SUBDIVISIONS - 535-6159  
FIRE DEPARTMENT - 535-6636  
PERMITS AND LICENSING (BLDG SERVICES) - 535-7752  
PLANNING AND ZONING - 535-7700  
TRANSPORTATION - 535-6630  
  
- ALL OTHER POTENTIALLY IMPACTED GOVERNING AGENCIES OR ENTITIES  
- ALL WATER USERS INVOLVED IN WATER MAIN SHUTDOWNS  
- APPLICABLE SEWER, WATER AND DRAINAGE DISTRICTS  
- BLUESTAKES LOCATING SERVICES - 532-5000  
- COUNTY FIRE DEPARTMENT - 743-7231  
- COUNTY FLOOD CONTROL - 468-2779  
- COUNTY HEALTH DEPARTMENT - 385-468-3913  
- COUNTY PUBLIC WAY PERMITS - 468-2241  
- HOLLADAY CITY - 272-9450  
- SALT LAKE COUNTY HIGHWAY DEPARTMENT - 468-3705 OR 468-2156  
- THE UTAH TRANSIT AUTHORITY FOR RE-ROUTING SERVICE - 262-5626  
- UNION PACIFIC RAILROAD CO., SUPERINTENDENTS OFFICE - 595-3405  
- UTAH DEPARTMENT OF TRANSPORTATION, REGION #2 - 975-4800  
- UTAH STATE ENGINEER - 538-7240
- 3. SCHEDULE**  
PRIOR TO CONSTRUCTION THE CONTRACTOR WILL PROVIDE, AND WILL UPDATE AS CHANGES OCCUR, A CONSTRUCTION SCHEDULE IN ACCORDANCE WITH THE SPECIFICATIONS AND SALT LAKE CITY ENGINEERING OR SALT LAKE COUNTY REGULATIONS AS APPLICABLE FOR WORKING WITHIN THE PUBLIC WAY.
- 4. PERMITS, FEES AND AGREEMENTS**  
CONTRACTOR MUST OBTAIN ALL THE NECESSARY PERMITS AND AGREEMENTS AND PAY ALL APPLICABLE FEES PRIOR TO ANY CONSTRUCTION ACTIVITIES. CONTACT SALT LAKE CITY ENGINEERING (535-6248) FOR PERMITS AND INSPECTIONS REQUIRED FOR ANY WORK CONDUCTED WITHIN SALT LAKE CITY'S PUBLIC RIGHT-OF-WAY. APPLICABLE UTILITY PERMITS MAY INCLUDE MAINLINE EXTENSION AGREEMENTS AND SERVICE CONNECTION PERMITS. ALL UTILITY WORK MUST BE BONDED. ALL CONTRACTORS MUST BE LICENSED TO WORK ON CITY UTILITY MAINS.  
  
CONSTRUCTION SITES MUST BE IN COMPLIANCE WITH THE UTAH POLLUTION DISCHARGE ELIMINATION SYSTEM (URDES) STORM WATER PERMIT FOR CONSTRUCTION ACTIVITIES (538-6598). A COPY OF THE PERMIT'S STORM WATER POLLUTION PREVENTION PLAN MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADDITIONAL WATER QUALITY AND EROSION CONTROL MEASURES MAY BE REQUIRED. THE CONTRACTOR MUST ALSO COMPLY WITH SALT LAKE CITY'S CLEAN WHEEL ORDINANCE.
- 5. ASPHALT AND SOIL TESTING**  
THE CONTRACTOR IS TO PROVIDE MARSHALL AND PROCTOR TEST DATA 24-HOURS PRIOR TO USE. CONTRACTOR IS TO PROVIDE COMPACTION AND DENSITY TESTING AS REQUIRED BY SALT LAKE CITY ENGINEERING. UDOT'S STANDARD TESTS FOR TRUCK BACKFILL SHALL BE USED. ALL MATERIAL AND COMPACTION TESTS ARE TO BE TAKEN PER APWA STANDARD SPECIFICATIONS. SECTION 330520 - BACKFILLING TRENCHES, OR AS REQUIRED BY THE SLC PROJECT ENGINEER IF NATIVE MATERIALS ARE USED. **NO NATIVE MATERIALS ARE ALLOWED WITHIN THE PIPE ZONE.** THE MAXIMUM LIFTS FOR BACKFILLING EXCAVATIONS IS 8-INCHES. ALL MATERIALS AND COMPACTION TESTING IS TO BE PERFORMED BY A LAB REGISTERED AND ACCEPTED BY SALT LAKE COUNTY PUBLIC WORKS AND/OR SALT LAKE CITY ENGINEERING.
- 6. TRAFFIC CONTROL AND HAUL ROUTES**  
TRAFFIC CONTROL MUST CONFORM TO THE MOST CURRENT EDITION OF SALT LAKE CITY TRAFFIC CONTROL MANUAL - PART 6 OF "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR SALT LAKE COUNTY AND STATE ROADS. SLC TRANSPORTATION MUST APPROVE ALL PROJECT HAUL ROUTES (535-7129). THE CONTRACTOR MUST ALSO CONFORM TO UDOT, SALT LAKE COUNTY OR OTHER APPLICABLE GOVERNING ENTITIES REQUIREMENTS FOR TRAFFIC CONTROL.
- 7. SURVEY CONTROL**  
CONTRACTOR MUST PROVIDE A REGISTERED LAND SURVEYOR OR PERSONS UNDER SUPERVISION OF A REGISTERED LAND SURVEYOR TO SET STAKES FOR ALIGNMENT AND GRADE OF EACH MAIN AND/OR FACILITY AS APPROVED. THE STAKES SHALL BE MARKED WITH THE HORIZONTAL LOCATION (STATION) AND VERTICAL LOCUS TO THE GRADE OF THE MAIN AND/OR FACILITY AS APPROVED. IN ADDITION, THE CONTRACTOR AND/OR SURVEYOR SHALL PROVIDE TO SALT LAKE CITY PUBLIC UTILITIES CUT SHEETS FILLED OUT COMPLETELY AND CLEARLY SHOWING THE PERTINENT GRADES, ELEVATIONS AND CUT/FILLS ASSOCIATED WITH THE FIELD STAKING OF THE MAIN AND/OR FACILITY. THE CUT SHEET FORM IS AVAILABLE AT THE CONTRACTS AND AGREEMENTS OFFICE AT PUBLIC UTILITIES. ALL MAINS AND LATERALS NOT MEETING MINIMUM GRADE REQUIREMENTS AS SPECIFIED BY ORDINANCE OR AS REQUIRED TO MEET THE MINIMUM REQUIRED FLOWS OR AS APPROVED MUST BE REMOVED AND RECONSTRUCTED TO MEET DESIGN GRADE. THE CONTRACTOR SHALL PROTECT ALL STAKES AND MARKERS UNTIL PUBLIC UTILITY SURVEYORS COMPLETE FINAL MEASUREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, MAINTAINING, OR RESTORING ALL MONUMENTS AND REFERENCE MARKS WITHIN THE PROJECT SITE. CONTACT THE COUNTY SURVEYOR (468-2028) FOR MONUMENT LOCATIONS AND CONSTRUCTION REQUIREMENTS. ALL ELEVATIONS SHALL BE REFERENCED TO SALT LAKE CITY DATUM UNLESS NOTED OTHERWISE ON THE PLANS.
- 8. ASPHALT GUARANTEE**  
THE CONTRACTOR SHALL REMOVE, DISPOSE OF, FURNISH AND PLACE PERMANENT ASPHALT PER SALT LAKE CITY ENGINEERING, UDOT, COUNTY, OR OTHER GOVERNMENT STANDARDS AS APPLICABLE TO THE PROJECT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY.
- 9. TEMPORARY ASPHALT**  
IF THE CONTRACTOR CHOOSES TO WORK WITHIN THE PUBLIC WAY WHEN HOT MIX ASPHALT IS NOT AVAILABLE, THE CONTRACTOR MUST OBTAIN APPROVAL FROM THE APPROPRIATE GOVERNING ENTITY PRIOR TO INSTALLING TEMPORARY ASPHALT SURFACING MATERIAL. WITHIN SALT LAKE CITY, WHEN PERMANENT ASPHALT BECOMES AVAILABLE, THE CONTRACTOR SHALL REMOVE THE TEMPORARY ASPHALT, FURNISH AND INSTALL THE PERMANENT ASPHALT. THE CONTRACTOR SHALL GUARANTEE THE ASPHALT RESTORATION FOR A PERIOD AS REQUIRED BY THE GOVERNING ENTITY FROM THE DATE OF COMPLETION.
- 10. SAFETY**  
THE CONTRACTOR IS RESPONSIBLE FOR ALL ASPECTS OF SAFETY OF THE PROJECT AND SHALL MEET ALL OSHA, STATE, COUNTY AND OTHER GOVERNING ENTITY REQUIREMENTS.  
  
THE CONTRACTOR IS SOLELY RESPONSIBLE FOR CONFORMING TO LOCAL AND FEDERAL CODES GOVERNING SHORING AND BRACING OF EXCAVATIONS AND TRENCHES, AND FOR THE PROTECTION OF WORKERS.
- 11. DUST CONTROL**  
THE CONTRACTOR IS RESPONSIBLE FOR DUST CONTROL ACCORDING TO THE GOVERNING ENTITY STANDARDS. USE OF HYDRANT WATER OR PUMPING FROM CITY-OWNED CANALS OR STORM DRAINAGE FACILITIES IS NOT ALLOWED FOR DUST CONTROL ACTIVITIES WITHOUT WRITTEN APPROVAL OF THE PUBLIC UTILITIES DIRECTOR.
- 12. DEWATERING**  
ALL ON-SITE DEWATERING ACTIVITIES MUST BE APPROVED IN WRITING BY PUBLIC UTILITIES. PROPOSED OUTFALL LOCATIONS AND ESTIMATED FLOW VOLUME CALCULATIONS MUST BE SUBMITTED TO PUBLIC UTILITIES FOR REVIEW AND APPROVAL. ADEQUATE MEASURES MUST BE TAKEN TO REMOVE ALL SEDIMENT PRIOR TO DISCHARGE. PUBLIC UTILITIES MAY REQUIRE ADDITIONAL MEASURES FOR SEDIMENT CONTROL AND REMOVAL.

- 13. PROJECT LIMITS**  
THE CONTRACTOR IS REQUIRED TO KEEP ALL CONSTRUCTION ACTIVITIES WITHIN THE APPROVED PROJECT LIMITS. THIS INCLUDES, BUT IS NOT LIMITED TO, VEHICLE AND EQUIPMENT STAGING, MATERIAL STORAGE AND LIMITS OF TRENCH EXCAVATION. IT IS THE CONTRACTORS RESPONSIBILITY TO OBTAIN PERMISSION AND/OR EASEMENTS FROM THE APPROPRIATE GOVERNING ENTITY AND/OR INDIVIDUAL PROPERTY OWNER(S) FOR WORK OR STAGING OUTSIDE OF THE PROJECT LIMITS.
- 14. WATER, FIRE, SANITARY SEWER AND STORM DRAINAGE UTILITIES**  
**A. INSPECTIONS -**  
IT IS THE CONTRACTOR'S RESPONSIBILITY TO SCHEDULE ANY WATER, SEWER, BACKFLOW AND DRAINAGE INSPECTION 48-HOURS IN ADVANCE TO WHEN NEEDED. CONTACT 483-6727 TO SCHEDULE INSPECTIONS.  
  
**B. DAMAGE TO EXISTING UTILITIES -**  
THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE, CAUSED BY ANY CONDITION INCLUDING SETTLEMENT, TO EXISTING UTILITIES FROM WORK PERFORMED AT OR NEAR EXISTING UTILITIES. THE CONTRACTOR SHALL TAKE ALL MEASURES NECESSARY TO PROTECT ALL EXISTING PUBLIC AND PRIVATE ROADWAY AND UTILITY FACILITIES. DAMAGE TO EXISTING FACILITIES CAUSED BY THE CONTRACTOR, MUST BE REPAIRED BY THE CONTRACTOR AT HIS/HER EXPENSE, TO THE SATISFACTION OF THE OWNER OF SAID FACILITIES.  
  
**C. UTILITY LOCATIONS -**  
CONTRACTOR WILL BE RESPONSIBLE FOR LOCATING AND AVOIDING ALL UTILITIES AND SERVICE LATERALS, AND FOR REPAIRING ALL DAMAGE THAT OCCURS TO THE UTILITIES DUE TO THE CONTRACTOR'S ACTIVITIES. CONTRACTOR IS TO VERIFY LOCATION, DEPTH, SIZE, MATERIAL AND OUTSIDE DIAMETERS OF UTILITIES IN THE FIELD BY POT-HOLING A MINIMUM OF 300- FEET AHEAD OF SCHEDULED CONSTRUCTION IN ORDER TO IDENTIFY POTENTIAL CONFLICTS AND PROBLEMS WITH FUTURE CONSTRUCTION ACTIVITIES. EXISTING UTILITY INFORMATION OBTAINED FROM SLC PUBLIC UTILITIES' MAPS MUST BE ASSUMED AS APPROXIMATE AND REQUIRING FIELD VERIFICATION. CONTACT BLUE STAKES OR APPROPRIATE OWNER FOR COMMUNICATION LINE LOCATIONS.  
  
**D. UTILITY RELOCATIONS -**  
FOR UTILITY CONFLICTS REQUIRING MAINLINE RELOCATIONS, THE CONTRACTOR MUST NOTIFY THE APPLICABLE UTILITY COMPANY OR USER A MINIMUM OF 2-WEEKS IN ADVANCE. A ONE-WEEK MINIMUM NOTIFICATION IS REQUIRED FOR CONFLICTS REQUIRING THE RELOCATION OF SERVICE LATERALS. ALL RELOCATIONS ARE SUBJECT TO APPROVAL FROM THE APPLICABLE UTILITY COMPANY AND/OR USER.  
  
**E. FIELD CHANGES -**  
NO ROADWAY, UTILITY ALIGNMENT OR GRADE CHANGES ARE ALLOWED FROM THE APPROVED CONSTRUCTION PLANS/DOCUMENTS WITHOUT WRITTEN APPROVAL FROM THE SLC PUBLIC UTILITIES DIRECTOR. CHANGES TO HYDRANT LOCATIONS AND/OR FIRE LINES MUST BE REVIEWED AND APPROVED BY THE SALT LAKE CITY OR SALT LAKE COUNTY FIRE DEPARTMENT (AS APPLICABLE TO THE PROJECT) AND PUBLIC UTILITIES.  
  
**F. PUBLIC NOTICE TO PROJECTS IN THE PUBLIC WAY -**  
FOR APPROVED PROJECTS THE CONTRACTOR IS RESPONSIBLE TO PROVIDE AND DISTRIBUTE WRITTEN NOTICE TO ALL RESIDENTS LOCATED WITHIN THE PROJECT AREA AT LEAST 72-HOURS PRIOR TO CONSTRUCTION COMMENCEMENT. COMMERCIAL OR INDUSTRIAL AREAS MAY REQUIRE A LONGER NOTIFICATION PERIOD AND ADDITIONAL CONTRACTOR COORDINATION WITH PROPERTY OWNERS. THE WRITTEN NOTICE IS TO BE APPROVED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER.  
  
**G. PUBLIC NOTICE FOR WATER MAIN SHUT DOWNS -**  
THROUGH THE SLC PUBLIC UTILITIES INSPECTOR AND WITH THE PUBLIC UTILITIES PROJECT ENGINEER APPROVAL, SLC PUBLIC UTILITIES MUST BE CONTACTED AND APPROVE ALL WATER MAIN SHUTDOWNS. ONCE APPROVED THE CONTRACTOR MUST NOTIFY ALL EFFECTED USERS BY WRITTEN NOTICE A MINIMUM OF 48-HOURS (RESIDENTIAL) AND 72-HOURS (COMMERCIAL/INDUSTRIAL) PRIOR TO THE WATER MAIN SHUT DOWN. PUBLIC UTILITIES MAY REQUIRE LONGER NOTICE PERIODS.

- H. WATER AND SEWER SEPARATION -**  
IN ACCORDANCE WITH UTAH'S DEPARTMENT OF HEALTH REGULATIONS, A MINIMUM TEN-FOOT HORIZONTAL AND 1.5-FOOT VERTICAL (WITH WATER ON TOP) SEPARATION IS REQUIRED. IF THESE CONDITIONS CANNOT BE MET, STATE AND SLC PUBLIC UTILITIES APPROVAL IS REQUIRED. ADDITIONAL CONSTRUCTION MEASURES WILL BE REQUIRED FOR THESE CONDITIONS.  
  
**I. SALVAGE -**  
ALL METERS MUST BE RETURNED TO PUBLIC UTILITIES, AND AT PUBLIC UTILITIES REQUEST ALL SALVAGED PIPE AND/OR FITTINGS MUST BE RETURNED TO SLC PUBLIC UTILITIES (483-6727) LOCATED AT 1530 SOUTH WEST TEMPLE.  
  
**J. SEWER MAIN AND LATERAL CONSTRUCTION REQUIREMENTS -**  
SLC PUBLIC UTILITIES MUST APPROVE ALL SEWER CONNECTIONS. ALL SEWER LATERALS 6-INCHES AND SMALLER MUST WYE INTO THE MAINS PER SLC PUBLIC UTILITIES REQUIREMENTS. ALL 8-INCH AND LARGER SEWER CONNECTIONS MUST BE PETITIONED FOR AT PUBLIC UTILITIES (483-6762) AND CONNECTED AT A MANHOLE. **INSIDE DROPS IN MANHOLES ARE NOT ALLOWED.** A MINIMUM 4-FOOT BURY DEPTH IS REQUIRED ON ALL SEWER MAINS AND LATERALS. CONTRACTOR SHALL INSTALL INVERT COVERS IN ALL SEWER MANHOLES WITHIN THE PROJECT AREA.

CONTRACTOR TO PROVIDE AIR PRESSURE TESTING OF SEWER MAINS IN ACCORDANCE WITH PIPE MANUFACTURERS RECOMMENDATIONS AND SALT LAKE CITY PUBLIC UTILITIES REQUIREMENTS. ALL PVC SEWER MAIN AND LATERAL TESTING SHALL BE IN ACCORDANCE WITH UNIFORM LUN-6-98 RECOMMENDED PRACTICE FOR LOW PRESSURE AIR TESTING OF INSTALLED SEWER PIPE. CONTRACTOR SHALL PROVIDE SEWER LATERAL WATER TESTING AS REQUIRED BY THE SALT LAKE CITY PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. A MINIMUM OF 9- FEET OF HEAD PRESSURE IS REQUIRED AS MEASURED VERTICALLY FROM THE HIGH POINT OF THE PIPELINE AND AT OTHER LOCATIONS ALONG THE PIPELINE AS DETERMINED BY THE SLC PUBLIC UTILITIES PROJECT ENGINEER OR INSPECTOR. TESTING TIME WILL BE NO LESS THAN AS SPECIFIED FOR THE AIR TEST DURATION IN TABLE I ON PAGE 12 OF UNI-6-98. ALL PIPES SUBJECT TO WATER TESTING SHALL BE FULLY VISIBLE TO THE INSPECTOR DURING TESTING. TESTING MUST BE PERFORMED IN THE PRESENCE OF A SLC PUBLIC UTILITIES REPRESENTATIVE. ALL VISIBLE LEAKAGE MUST BE REPAIRED TO THE SATISFACTION OF THE SLC PUBLIC UTILITIES ENGINEER OR INSPECTOR.

**K. WATER AND FIRE MAIN AND SERVICE CONSTRUCTION REQUIREMENTS -**  
SLC PUBLIC UTILITIES MUST APPROVE ALL FIRE AND WATER SERVICE CONNECTIONS. A MINIMUM 3-FOOT SEPARATION IS REQUIRED BETWEEN ALL WATER AND FIRE SERVICE TAPS INTO THE MAIN. ALL CONNECTIONS MUST BE MADE MEETING SLC PUBLIC UTILITIES REQUIREMENTS. A 5-FOOT MINIMUM BURY DEPTH (FINAL GRADE TO TOP OF PIPE) IS REQUIRED ON ALL WATER/FIRE LINES UNLESS OTHERWISE APPROVED BY PUBLIC UTILITIES. WATER LINE THRUST BLOCK AND RESTRAINTS ARE AS PER SLC APPROVED DETAIL DRAWINGS AND SPECIFICATIONS. ALL EXPOSED NUTS AND BOLTS WILL BE COATED WITH CHEVRON F7M1 GRADE PLUS MINIMUM 8 MIL THICKNESS PLASTIC. PROVIDE STAINLESS STEEL NUTS, BOLTS AND WASHERS FOR HIGH GROUNDWATER/ SATURATED CONDITIONS AT FLANGE FITTINGS, ETC.

ALL WATERLINES INSTALLATIONS AND TESTING TO BE IN ACCORDANCE WITH AWWA SECTIONS C600, C601, C651, C206, C200, C900, C303 AWWA MANUAL M11 AND ALL OTHER APPLICABLE AWWA, UPWS, ASTM AND ANSI SPECIFICATIONS RELEVANT TO THE INSTALLATION AND COMPLETION OF THE PROJECT. AMENDMENT TO SECTION C600 SECTION 4.1.1; DOCUMENT TO READ MINIMUM TEST PRESSURE SHALL NOT BE LESS THAN 200 P.S.I. GAUGED TO A HIGH POINT OF THE PIPELINE BEING TESTED. ALL MATERIALS USED FOR WATERWORKS PROJECTS TO BE RATED FOR 150 P.S.I. MINIMUM OPERATING PRESSURE.

CONTRACTOR IS TO INSTALL WATER SERVICE LINES, METER YOKES AND/OR ASSEMBLIES AND METER BOXES WITH LIDS LOCATED AS APPROVED ON THE PLANS PER APPLICABLE PUBLIC UTILITIES DETAIL DRAWINGS. METER BOXES ARE TO BE PLACED IN THE PARK STRIPS PERPENDICULAR TO THE WATERMAIN SERVICE TAP CONNECTION. ALL WATER METERS, CATCH BASINS, CLEANOUT BOXES, MANHOLES, DOUBLE CHECK VALVE DETECTOR ASSEMBLIES, REDUCED PRESSURE DETECTOR ASSEMBLIES AND BACKFLOW PREVENTION DEVICES MUST BE LOCATED OUTSIDE OF ALL APPROACHES, DRIVEWAYS, PEDESTRIAN WALKWAYS AND OTHER TRAVELED WAYS UNLESS OTHERWISE APPROVED ON PLANS.

BACKFLOW PREVENTORS ARE REQUIRED ON ALL IRRIGATION AND FIRE SPRINKLING TAPS PER PUBLIC UTILITIES AND SLC FIRE DEPARTMENT REQUIREMENTS. CONTRACTORS SHALL INSTALL BACKFLOW PREVENTION DEVICES ON FIRE SPRINKLER CONNECTIONS. DOUBLE CHECK VALVE ASSEMBLIES SHALL BE INSTALLED ON CLASS 1, 2 AND 3 SYSTEMS. REDUCED PRESSURE PRINCIPLE VALVES SHALL BE INSTALLED ON CLASS 4 SYSTEMS. ALL FIRE SPRINKLING BACKFLOW ASSEMBLIES SHALL CONFORM TO ASSE STANDARD 1048, 1013, 1047 AND 1015. THE CONTRACTOR SHALL BE RESPONSIBLE TO PERFORM BACKFLOW PREVENTION TESTS PER SALT LAKE CITY STANDARDS AND SUBMIT RESULTS TO PUBLIC UTILITIES. ALL TESTS MUST BE PERFORMED AND SUBMITTED TO PUBLIC UTILITIES WITHIN 10 DAYS OF INSTALLATION OR WATER TURN-ON. BACKFLOW TEST FORMS ARE AVAILABLE AT PUBLIC UTILITIES' CONTRACTS AND AGREEMENTS OFFICE.

**L. GENERAL WATER, SEWER AND STORM DRAIN REQUIREMENTS -**  
ALL WATER, FIRE AND SEWER SERVICES STUBBED TO A PROPERTY MUST BE USED OR WATER AND FIRE SERVICES MUST BE KILLED AT THE MAIN AND SEWER LATERALS CAPPED AT PROPERTY LINE PER PUBLIC UTILITIES REQUIREMENTS. ALLOWABLE SERVICES TO BE KEPT WILL BE AS DETERMINED BY THE PUBLIC UTILITIES PROJECT ENGINEER. ALL WATER AND FIRE SERVICE KILLS AND SEWER LATERAL CAPS ARE TO BE KILLED AND CAPPED AS DETERMINED AND VISUALLY VERIFIED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.

ALL MANHOLES, HYDRANTS, VALVES, CLEAN-OUT BOXES, CATCH BASINS, METERS, ETC. MUST BE RAISED OR LOWERED TO FINAL GRADE PER PUBLIC UTILITIES STANDARDS AND INSPECTOR REQUIREMENTS. CONCRETE COLLARS MUST BE CONSTRUCTED ON ALL MANHOLES, CLEANOUT BOXES, CATCH BASINS AND VALVES PER PUBLIC UTILITIES STANDARDS. ALL MANHOLE, CATCH BASIN, OR CLEANOUT BOX CONNECTIONS MUST BE MADE WITH THE PIPE CUT FLUSH WITH THE INSIDE OF THE BOX AND GROUTED OR SEALED AS REQUIRED BY THE PUBLIC UTILITIES INSPECTOR. ALL MANHOLE, CLEANOUT BOX OR CATCH BASIN DISCONNECTIONS MUST BE REPAIRED AND GROUTED AS REQUIRED BY THE ON-SITE PUBLIC UTILITIES INSPECTOR.

CONTRACTOR SHALL NOT ALLOW ANY GROUNDWATER OR DEBRIS TO ENTER THE NEW OR EXISTING PIPE DURING CONSTRUCTION. UTILITY TRENCHING, BACKFILL, AND PIPE ZONE AS PER SLC PUBLIC UTILITIES, "UTILITY INSTALLATION DETAIL."

**UDOT NOTES**

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

**ABBREVIATIONS**

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

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

**LEGEND**

	SECTION CORNER		EXISTING EDGE OF ASPHALT
	EXISTING MONUMENT		PROPOSED EDGE OF ASPHALT
	PROPOSED MONUMENT		EXISTING STRIPING
	EXISTING REBAR AND CAP		PROPOSED STRIPING
	SET ENSIGN REBAR AND CAP		EXISTING FENCE
	EXISTING WATER METER		EXISTING FENCE
	PROPOSED WATER METER		EXISTING FLOW LINE
	EXISTING WATER MANHOLE		PROPOSED FLOW LINE
	PROPOSED WATER MANHOLE		GRADE BREAK
	EXISTING WATER BOX		EXISTING STORM DRAIN LINE
	EXISTING WATER VALVE		PROPOSED STORM DRAIN LINE
	PROPOSED WATER VALVE		ROOF DRAIN LINE
	EXISTING FIRE HYDRANT		CATCHMENTS
	PROPOSED FIRE HYDRANT		HIGHWATER LINE
	PROPOSED FIRE DEPARTMENT CONNECTION		EXISTING SANITARY SEWER
	EXISTING SECONDARY WATER VALVE		EXISTING SANITARY SEWER LINE
	PROPOSED SECONDARY WATER VALVE		PROPOSED SAN. SWR. SERVICE LINE
	EXISTING IRRIGATION BOX		EXISTING LAND DRAIN LINE
	EXISTING IRRIGATION VALVE		PROPOSED LAND DRAIN LINE
	PROPOSED IRRIGATION VALVE		PROPOSED LAND DRAIN SERVICE LINE
	EXISTING SANITARY SEWER MANHOLE		EXISTING CULINARY WATER LINE
	PROPOSED SANITARY SEWER MANHOLE		PROPOSED CULINARY WATER LINE
	EXISTING SANITARY CLEAN OUT		PROPOSED CULINARY WATER SERVICE LINE
	EXISTING STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	PROPOSED STORM DRAIN CLEAN OUT BOX		EXISTING SECONDARY WATER LINE
	EXISTING STORM DRAIN INLET BOX		PROPOSED SEC. WATER SERVICE LINE
	EXISTING STORM DRAIN CATCH BASIN		EXISTING IRRIGATION LINE
	PROPOSED STORM DRAIN CATCH BASIN		PROPOSED IRRIGATION LINE
	EXISTING STORM DRAIN COMBO BOX		EXISTING OVERHEAD POWER LINE
	PROPOSED STORM DRAIN COMBO BOX		EXISTING ELECTRICAL LINE
	EXISTING STORM DRAIN CLEAN OUT		EXISTING GAS LINE
	EXISTING STORM DRAIN CULVERT		EXISTING TELEPHONE LINE
	PROPOSED STORM DRAIN CULVERT		ACCESSIBLE ROUTE
	TEMPORARY SAG INLET PROTECTION		SAW CUT LINE
	TEMPORARY IN-LINE INLET PROTECTION		ROOF DRAIN
	EXISTING ELECTRICAL MANHOLE		EXISTING ELECTRICAL BOX
	EXISTING ELECTRICAL BOX		EXISTING TRANSFORMER
	EXISTING UTILITY POLE		EXISTING LIGHT
	EXISTING LIGHT		EXISTING GAS METER
	PROPOSED LIGHT		EXISTING GAS MANHOLE
	EXISTING GAS METER		EXISTING GAS VALVE
	EXISTING GAS MANHOLE		EXISTING TELEPHONE MANHOLE
	EXISTING GAS VALVE		EXISTING TELEPHONE BOX
	EXISTING TELEPHONE MANHOLE		EXISTING TRAFFIC SIGNAL BOX
	EXISTING TELEPHONE BOX		EXISTING CABLE BOX
	EXISTING TRAFFIC SIGNAL BOX		EXISTING BOLLARD
	EXISTING CABLE BOX		PROPOSED BOLLARD
	EXISTING BOLLARD		EXISTING SIGN
	PROPOSED BOLLARD		PROPOSED SIGN
	EXISTING SIGN		EXISTING SPOT ELEVATION
	PROPOSED SIGN		PROPOSED SPOT ELEVATION
	EXISTING SPOT ELEVATION		EXISTING FLOW DIRECTION
	PROPOSED SPOT ELEVATION		EXISTING TREE
	EXISTING FLOW DIRECTION		DENSE VEGETATION
	EXISTING TREE		
	DENSE VEGETATION		

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



**SANDY**  
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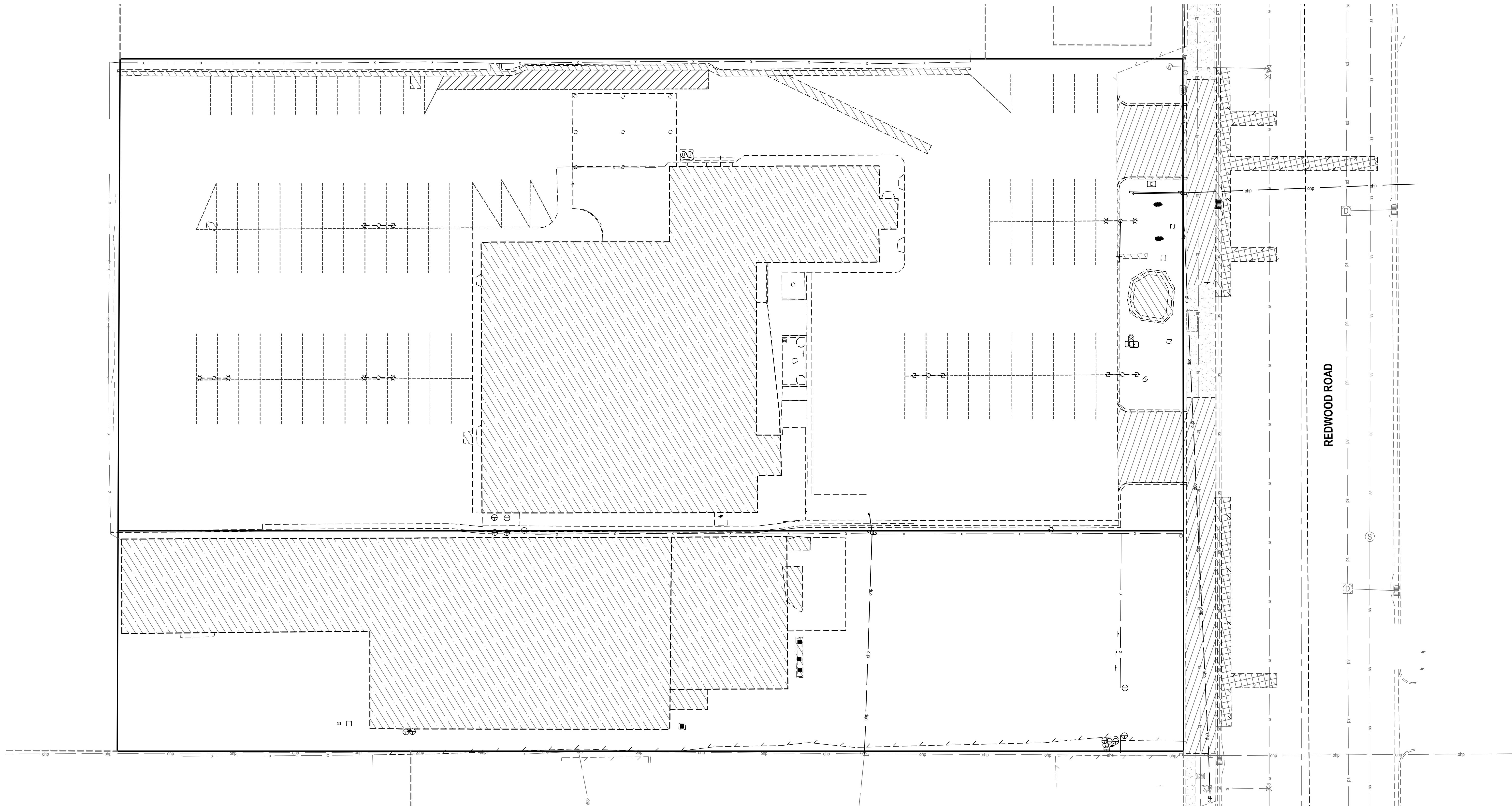
**TOOELE**  
Phone: 435.843.3590

**CEDAR CITY**  
Phone: 435.865.1453

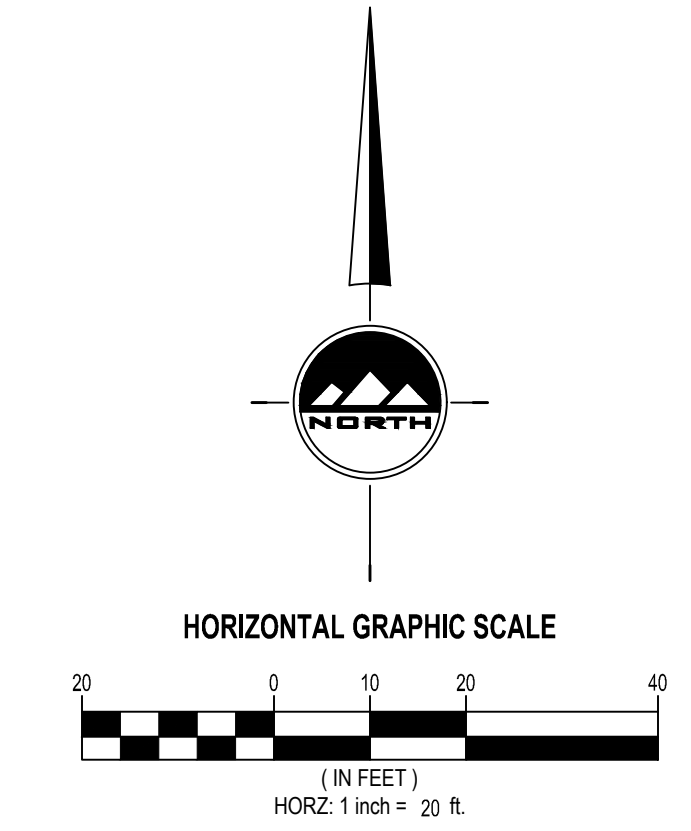
**RICHFIELD**  
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- GENERAL NOTES**
1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
  2. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE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



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

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

**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'

**EN SIGN**  
THE STANDARD IN ENGINEERING

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PHONE: 801.456.2474

**CRESCENT**

**538 AND 568 SOUTH REDWOOD ROAD**  
SALT LAKE CITY, UTAH

**DEMOLITION PLAN**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15  
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

**C-100**



Features map showing existing Trees. It is not anticipated that any of the existing trees will be preserved.







See Attached Easement Documentation

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

**SITE SUMMARY TABLE**

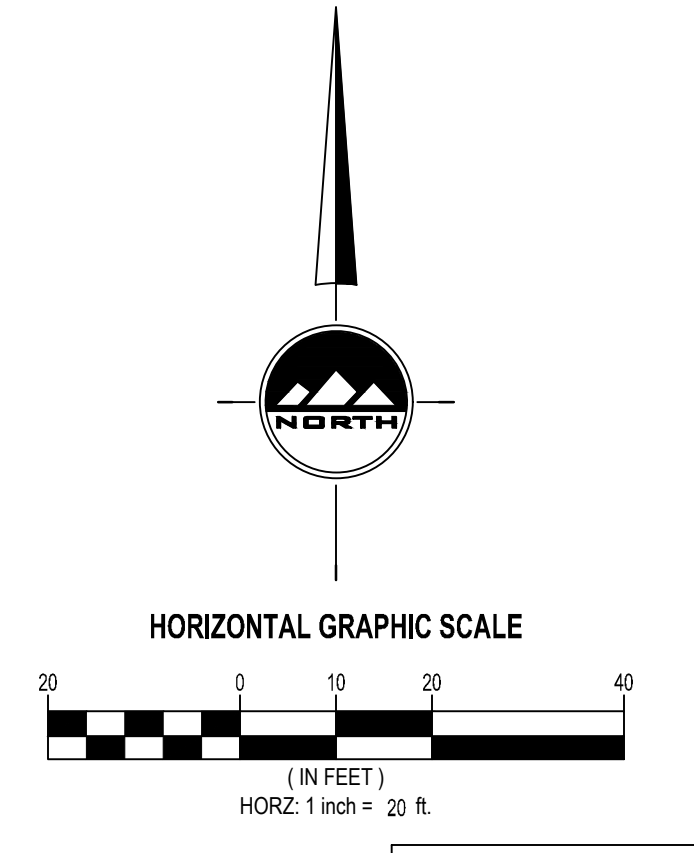
DESCRIPTION	AREA (SF)	PERCENTAGE
OPEN SPACE	38,427	29%
BUILDING FOOTPRINTS	44,394	33%
PRIVATE DRIVES	5,089	4%
COMMON DRIVE	44,426	34%
TOTAL SITE	132,336	100%

**PARKING DATA TABLE**

DESCRIPTION	STALLS
PRIVATE PARKING - GARAGE (50 UNITS, 2 STALLS PER UNIT)	100
PRIVATE PARKING - GARAGE (46 UNITS, 1 STALLS PER UNIT)	46
GUEST PARKING	11
GUEST PARKING (COMPACT)	8
TOTAL STALLS	165

**PROJECT DENSITY**

BUILDING UNITS	96
TOTAL AREA (ACRES)	3.04
TOTAL DENSITY	31.60



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

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

**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD & 500 SOUTH STREET

ELEV = 4235.14'



11403361  
6/4/2012 2:29:00 PM \$13.00  
Book - 10023 Pg - 1376-1377  
Gary W. Ott  
Recorder, Salt Lake County, UT  
METRO NATIONAL TITLE  
BY: eCASH, DEPUTY - EF 2 P.

Mail Tax notice to:

Alex B. Gilbert  
866 East Capital Blvd  
SLC UT 84103

Tax ID No.: Part of 15-03-376-021

**SPECIAL WARRANTY DEED**

Alex B. Gilbert and Diane Gilbert

**GRANTOR** of Salt Lake County, State of Utah, hereby **CONVEYS** and **WARRANTS** against any and all claiming by through or under them./him/her/it only to :

Alex B. Gilbert and Diane Gilbert, his wife as joint tenants,

**GRANTEE** of Salt Lake County, Utah for the sum of **TEN AND 00/100'S DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION**, the following described tract of land in Salt Lake County, State of Utah:

Beginning at a point 44 feet West and 929.24 feet North of the Southeast corner of the Southwest quarter of Section 3, Township 1 South, Range 1 West, Salt Lake Base and Meridian and running thence North 188.12 feet; thence West 89 feet; thence South 188.12 feet; thence East 89 feet to the point of beginning.


Together with a nonexclusive easement and right of way over the following described property:

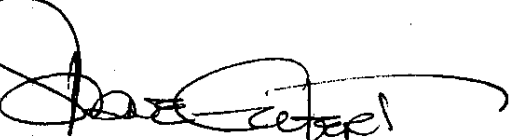
Beginning at a point 729.24 feet North and 44 feet West and 200 feet North from the Southeast corner of the Southwest quarter of Section 3, Township 1 South, Range 1 West, Salt Lake Base and Meridian and running thence West 89 feet thence South 100 feet, thence East 89 feet to Redwood Road West line; thence North 100 feet to the point of beginning.

This deed is recorded to create a seperate tax parcel.

**SUBJECT TO:** County and/or City Taxes not delinquent; Bonds and/or Special Assessments not delinquent and Covenants, Conditions, Restrictions, Rights-of-Way, Easements, Leases and Reservations now of Record.

**WITNESS**, the hand(s) of said grantor(s), 4<sup>th</sup> day of June, 2012.

  
\_\_\_\_\_  
Alex Gilbert

  
\_\_\_\_\_  
Diane Gilbert

**COURTESY RECORDING**  
This Document is being recorded solely as a courtesy and an accommosation to the parties named herein. **METRO NATIONAL TITLE** hereby expressly disclaims any responsibility or liability for the accuracy of the content thereof.



STATE of Utah, County of Salt Lake ) ss:

On this date, 4<sup>th</sup> day of June, 2012 personally appeared before me  
Alex B. Gilbert

the signer(s) of the within instrument, who duly acknowledged to me that they/~~he~~/she executed the same.

Kelli Okabe  
Notary Public



STATE of Utah, County of Salt Lake ) ss:

On this date, 4<sup>th</sup> day of June, 2012 personally appeared before me  
Diane Gilbert

the signer(s) of the within instrument, who duly acknowledged to me that they/~~he~~/she executed the same.

Kelli Okabe  
Notary Public





Mail Tax notice to:  
Grantee  
3751 Wasatch Blvd  
Salt Lake City, UT 84109

11547294  
12/31/2012 1:44:00 PM \$14.00  
Book - 10093 Pg - 6598-6599  
Gary W. Ott  
Recorder, Salt Lake County, UT  
METRO NATIONAL TITLE  
BY: eCASH, DEPUTY - EF 2 P.

MNT File No.: 33530  
Tax ID No.: 15-03-376-021 ,030

## WARRANTY DEED

**Alex B. Gilbert and Diane Gilbert**

**GRANTOR** of Salt Lake City, State of Utah, hereby **CONVEYS** and **WARRANTS TO:**


**Vina Enterprises, LLC, a Utah limited liability company**

**GRANTEE** of 3751 Wasatch Blvd, Salt Lake City, UT 84109 for the sum of **TEN AND 00/100'S DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION**, the following described tract(s) of land in Salt Lake County, State of Utah:

**See Exhibit "A" attached hereto and by this reference made apart hereof**

**SUBJECT TO:** County and/or City Taxes not delinquent; Bonds and/or Special Assessments not delinquent and Covenants, Conditions, Restrictions, Rights-of-Way, Easements, Leases and Reservations now of Record.

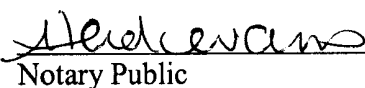
**WITNESS**, the hand(s) of said Grantor, this December 27, 2012.

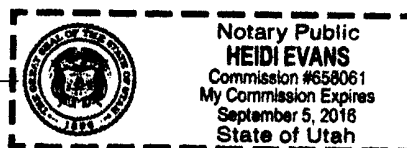
  
Alex B. Gilbert

  
Diane Gilbert

STATE of Utah, County of Salt Lake ) ss:

On this 27th day of December, 2012 personally appeared before me Alex B. Gilbert and Diane Gilbert the signers of the within instrument, who duly acknowledged to me that they executed the same.

  
Notary Public



Ent 11547294 BK 10093 PG 6598



## Exhibit "A"

### Parcel 1:

Beginning at a point on the West line of Redwood Road said point being North 729.24 feet and West 44 feet from the Southeast corner of the Southwest corner of Section 3, Township 1 South, Range 1 West, Salt Lake Base and Meridian; and running thence North 200 feet; thence West 455.69 feet; thence South 200 feet; thence East 455.69 feet to the point of beginning.

### Parcel 1A:

Together with a sewer easement as disclosed by that certain Easement Deed recorded December 15, 1987 as Entry No. 4563115 in Book 5988 at page 1415, being described as follows;

A strip of land 20 feet in width, 10 feet on each side of the centerline as located and constructed on the ground, the said centerline more particularly described as follows:

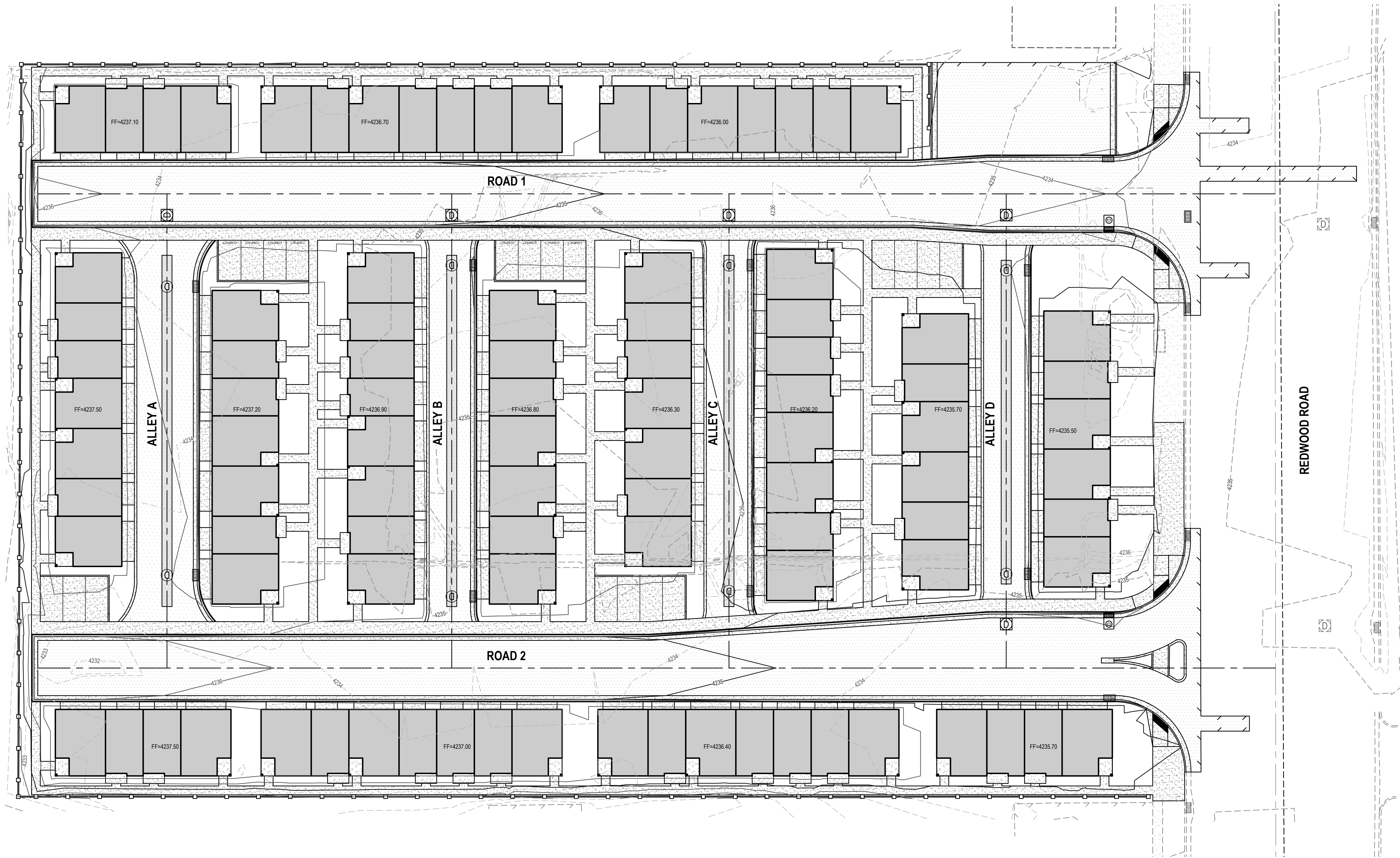
Beginning at the South right of way line of 5th South Street at an existing sewer line. Said point being 355 feet West and 1217 feet North from the South quarter of Section 3, Township 1 South, Range 1 West, Salt Lake Base and Meridian; thence South 288 feet along the existing sewer line to the South boundary of Grantor's land.

### Parcel 1B

Subject to a nonexclusive right of way easement over and across the following property; Beginning at a point 729.24 feet North and 44 feet West and 200 feet North from the Southeast corner of the Southwest quarter of Section 3, Township 1 South, Range 1 West, Salt Lake Base and Meridian; and running thence West 89 feet; thence South 100 feet; thence East 89 feet to Redwood Road West line; thence North 100 feet to the point of beginning.



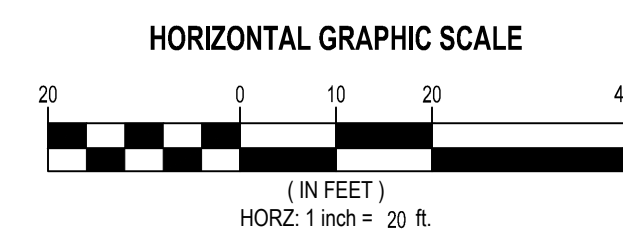
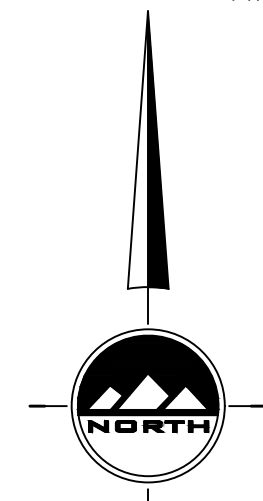
**CRESCENT**  
**538 AND 568 SOUTH REDWOOD ROAD**  
**SALT LAKE CITY, UTAH**



**GENERAL NOTES**

1. ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
2. ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
3. ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
4. THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
5. ELEVATIONS HAVE BEEN TRUNCATED FOR CLARITY. XX.XX REPRESENTS AN ELEVATION OF 42XX.XX ON THESE PLANS.
6. LANDSCAPED AREAS REQUIRE SUBGRADE TO BE MAINTAINED AT A SPECIFIC ELEVATION BELOW FINISHED GRADE AND REQUIRE SUBGRADE TO BE PROPERLY PREPARED AND SCARIFIED. SEE LANDSCAPE PLANS FOR ADDITIONAL INFORMATION.
7. SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
8. EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
9. THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.

10. NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
11. THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.




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

**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

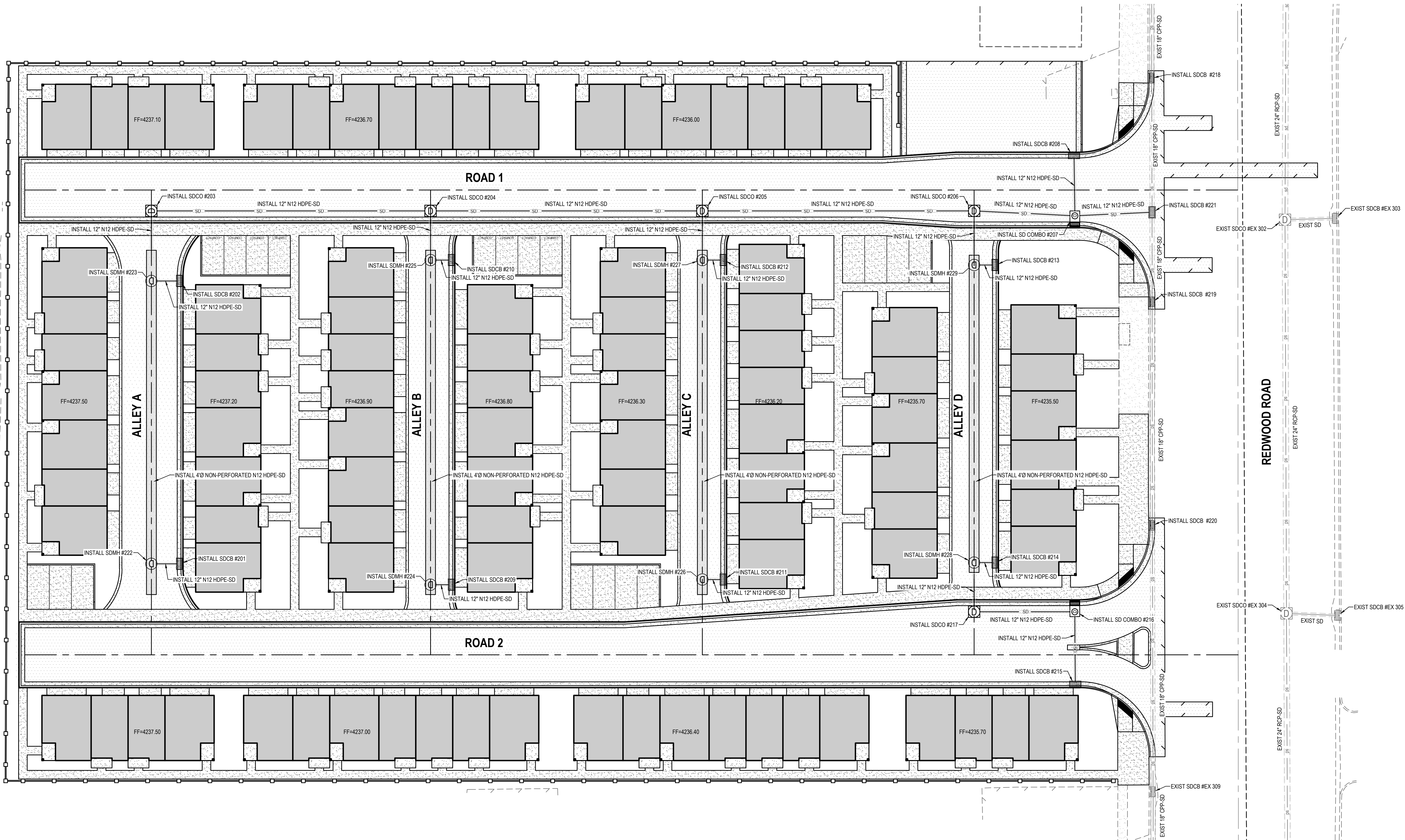
ELEV = 4235.14'

**GRADING PLAN**

PROJECT NUMBER 11305	PRINT DATE 2023-02-15
PROJECT MANAGER BAM	DESIGNED BY JWS

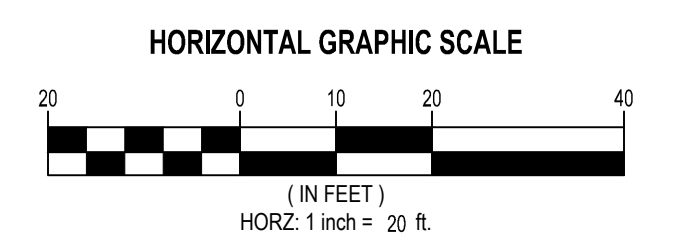
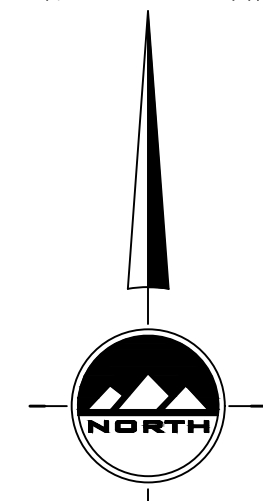
**C-300**





**GENERAL NOTES**

- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
- ALL WORK SHALL COMPLY WITH THE RECOMMENDATIONS OF THE GEOTECHNICAL ENGINEER POSSIBLY INCLUDING, BUT NOT LIMITED TO, REMOVAL OF UNCONSOLIDATED FILL, ORGANICS, AND DEBRIS, PLACEMENT OF SUBSURFACE DRAIN LINES AND GEOTEXTILE, AND OVEREXCAVATION OF UNSUITABLE BEARING MATERIALS AND PLACEMENT OF ACCEPTABLE FILL MATERIAL.
- THE CONTRACTOR SHALL BECOME FAMILIAR WITH THE EXISTING SOIL CONDITIONS.
- SLOPE ALL LANDSCAPED AREAS AWAY FROM BUILDING FOUNDATIONS TOWARD CURB AND GUTTER OR STORM DRAIN INLETS.
- EXISTING UNDERGROUND UTILITIES AND IMPROVEMENTS ARE SHOWN IN THEIR APPROXIMATE LOCATIONS BASED UPON RECORD INFORMATION AVAILABLE AT THE TIME OF PREPARATION OF THESE PLANS. LOCATIONS MAY NOT HAVE BEEN VERIFIED IN THE FIELD AND NO GUARANTEE IS MADE AS TO THE ACCURACY OR COMPLETENESS OF THE INFORMATION SHOWN. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO DETERMINE THE EXISTENCE AND LOCATION OF THE UTILITIES SHOWN ON THESE PLANS OR INDICATED IN THE FIELD BY LOCATING SERVICES. ANY ADDITIONAL COSTS INCURRED AS A RESULT OF THE CONTRACTOR'S FAILURE TO VERIFY THE LOCATIONS OF EXISTING UTILITIES PRIOR TO THE BEGINNING OF CONSTRUCTION IN THEIR VICINITY SHALL BE BORNE BY THE CONTRACTOR AND ASSUMED INCLUDED IN THE CONTRACT. THE CONTRACTOR IS TO VERIFY ALL CONNECTION POINTS WITH THE EXISTING UTILITIES. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE CAUSED TO THE EXISTING UTILITIES AND UTILITY STRUCTURES THAT ARE TO REMAIN. IF CONFLICTS WITH EXISTING UTILITIES OCCUR, THE CONTRACTOR SHALL NOTIFY THE ENGINEER PRIOR TO CONSTRUCTION TO DETERMINE IF ANY FIELD ADJUSTMENTS SHOULD BE MADE.
- ALL STORM DRAIN INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
- ENSURE MINIMUM COVER OVER ALL STORM DRAIN PIPES PER MANUFACTURER'S RECOMMENDATIONS. NOTIFY ENGINEER IF MINIMUM COVER CANNOT BE ATTAINED.
- ALL FACILITIES WITH DOWNSPOUTS/ROOF DRAINS SHALL BE CONNECTED TO THE STORM DRAIN SYSTEM. SEE PLUMBING PLANS FOR DOWNSPOUT/ROOF DRAIN LOCATIONS AND SIZES. ALL ROOF DRAINS TO HAVE MINIMUM 1% SLOPE.
- THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE, ASPHALT, OR STORM DRAIN STRUCTURES OR PIPES.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.



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

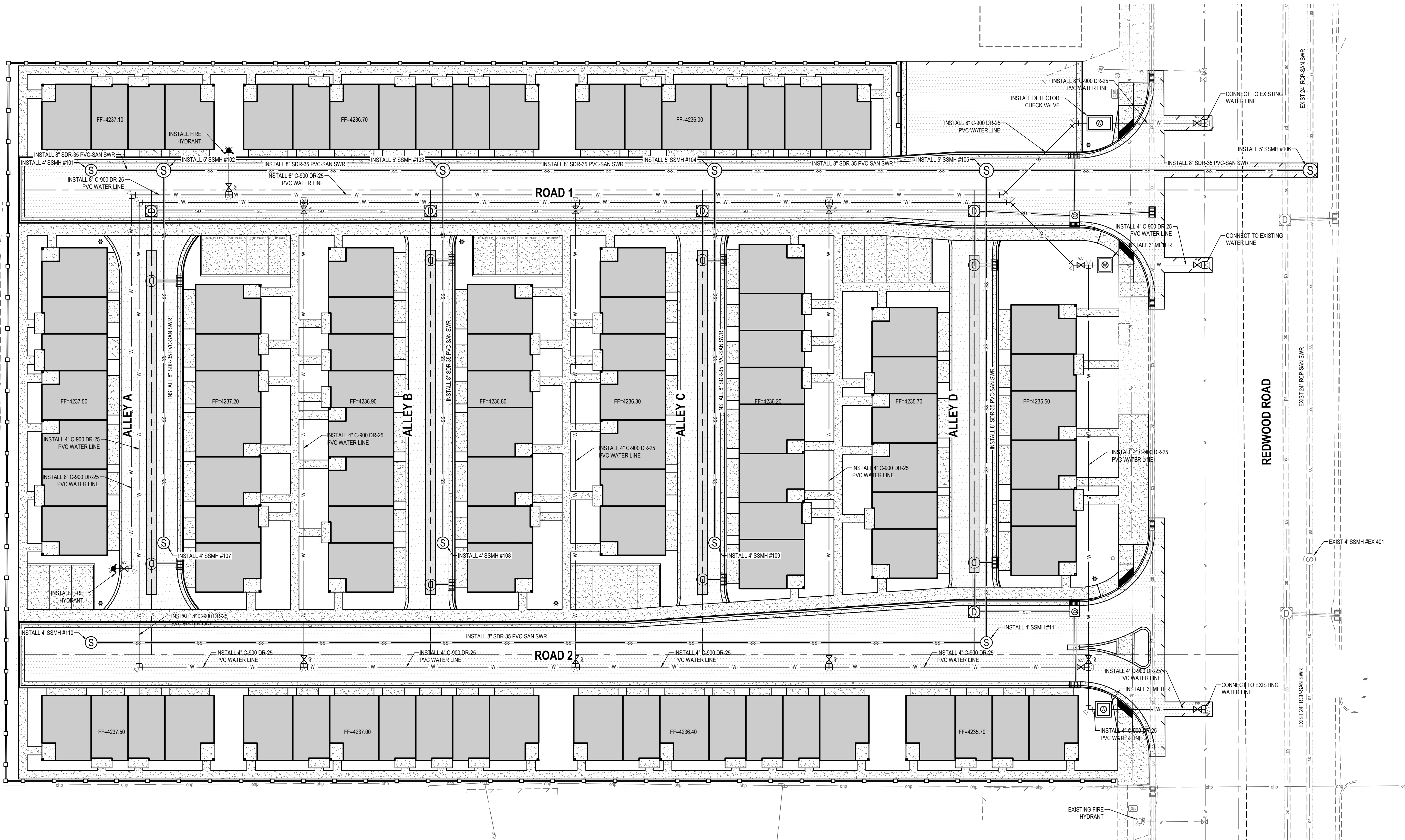
CALL BLUESTAKES  
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COMMENCEMENT OF ANY  
CONSTRUCTION.

**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'





**GENERAL NOTES**

- ALL WORK TO COMPLY WITH THE GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
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- ALL SANITARY SEWER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY STANDARD PLANS AND SPECIFICATIONS.
- ALL WATER INFRASTRUCTURE TO BE INSTALLED PER GOVERNING AGENCY OR APWA STANDARD PLANS AND SPECIFICATIONS.
- DEFLECT OR LOOP ALL WATERLINES TO AVOID CONFLICTS WITH OTHER UTILITIES PER GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- PROJECT SHALL COMPLY WITH ALL UTAH DIVISION OF DRINKING WATER RULES AND REGULATIONS INCLUDING, BUT NOT LIMITED TO, THOSE PERTAINING TO BACKFLOW PROTECTION AND CROSS CONNECTION PREVENTION.
- THE CONTRACTOR IS TO COORDINATE ALL UTILITIES WITH MECHANICAL/PLUMBING PLANS.
- NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING UTILITY STRUCTURES OR PIPES.
- THE CONTRACTOR SHALL ADJUST TO GRADE ALL EXISTING UTILITIES AS NEEDED PER LOCAL GOVERNING AGENCY'S STANDARDS AND SPECIFICATIONS.
- THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.

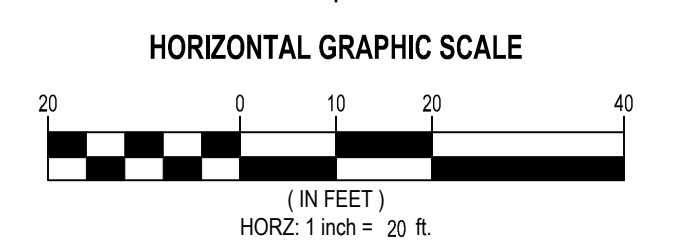
**811**  
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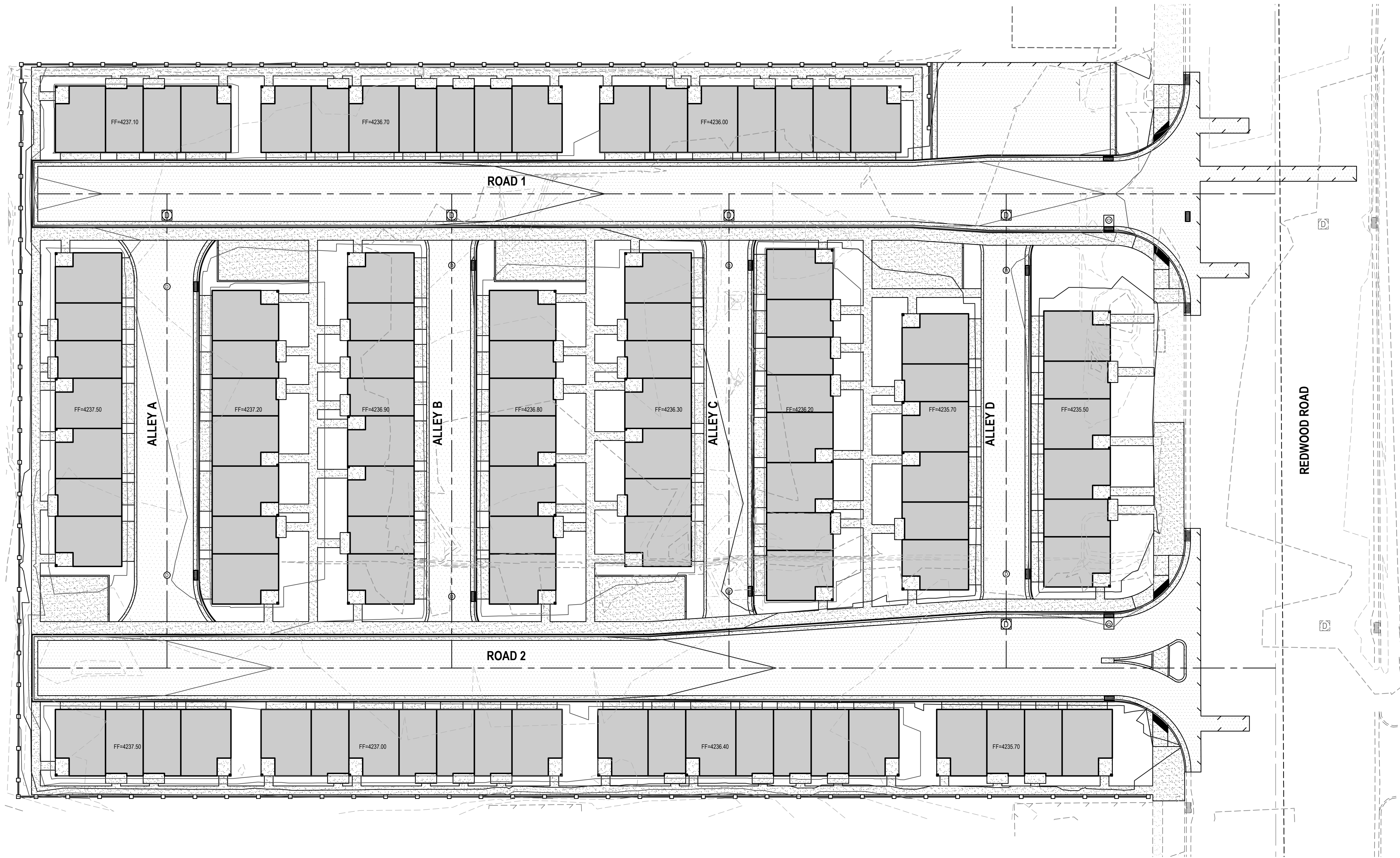
**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'



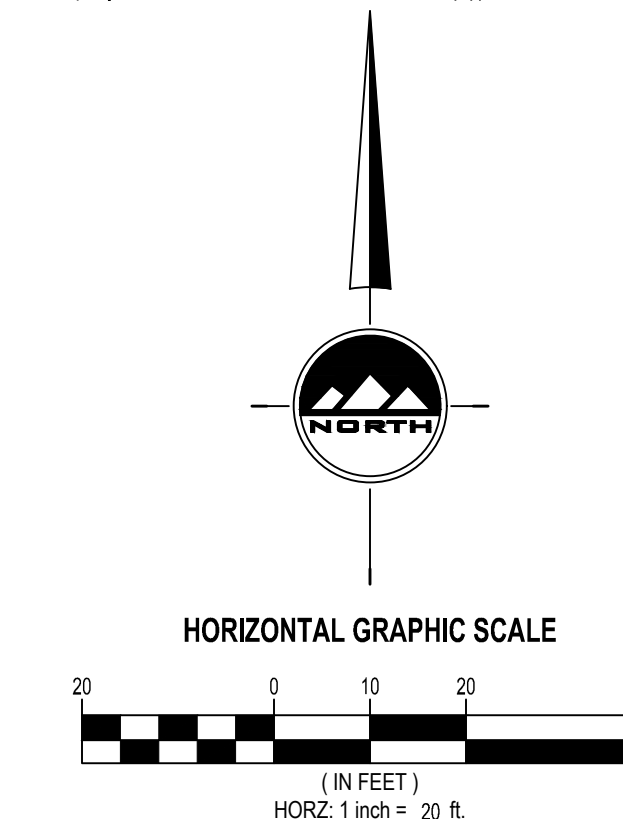




**GENERAL NOTES**

1. THIS PLAN IS DESIGNED AS A FIRST APPRAISAL OF NECESSARY MEANS TO PROTECT THE WATERS OF THE STATE FROM POTENTIAL POLLUTION. IT IS THE RESPONSIBILITY OF THE OWNER/OPERATOR TO ADD WARRANTED BEST MANAGEMENT PRACTICES (BMP'S) AS NECESSARY, MODIFY THOSE SHOWN AS APPROPRIATE, AND DELETE FROM THE PROJECT THOSE FOUND TO BE UNNECESSARY. FEDERAL AND STATE LAW ALLOWS THESE UPDATES TO BE MADE BY THE OWNER/OPERATOR ONSITE AND RECORDED BY THE OWNER/OPERATOR ON THE COPY OF THE SWPPP KEPT ONSITE.
2. DISTURBED LAND SHALL BE KEPT TO A MINIMUM. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE CONSTRUCTION ACTIVITY IN THAT PORTION OF THE SITE HAS TEMPORARILY OR PERMANENTLY CEASED. HOWEVER, WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, AND EARTH DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 21 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. RESEED DISTURBED LAND WITH NATIVE GRASS MIXTURE WITHIN 14 CALENDAR DAYS OF ACHIEVEMENT OF FINISH GRADE TO STABILIZE SOILS IF LAND IS NOT TO BE RE-WORKED WITHIN 14 CALENDAR DAYS OF THE CESSATION OF CONSTRUCTION ACTIVITIES AT THAT LOCATION.
4. DETAILS SHOWN ARE TO BE EMPLOYED TO PROTECT RUNOFF AS APPROPRIATE DURING CONSTRUCTION. NOT ALL DETAILS ARE NECESSARY AT ALL PHASES OF THE PROJECT. IT SHALL BE THE RESPONSIBILITY OF THE OWNER/OPERATOR TO USE APPROPRIATE BEST MANAGEMENT PRACTICES AT THE APPROPRIATE PHASE OF CONSTRUCTION. SEE SWPPP FOR BMP IMPLEMENTATION SCHEDULE.
5. VARIOUS BEST MANAGEMENT PRACTICES HAVE BEEN SHOWN ON THE PLANS AT SUGGESTED LOCATIONS. THE CONTRACTOR MAY MOVE AND RECONFIGURE THESE BMP'S TO OTHER LOCATIONS IF PREFERRED, PROVIDED THE INTENT OF THE DESIGN IS PRESERVED.
6. NOT ALL POSSIBLE BMP'S HAVE BEEN SHOWN. THE CONTRACTOR IS RESPONSIBLE TO APPLY CORRECT MEASURES TO PREVENT THE POLLUTION OF STORM WATER PER PROJECT SWPPP.
7. A UPDES (UTAH POLLUTANT DISCHARGE ELIMINATION SYSTEM) PERMIT IS REQUIRED FOR ALL CONSTRUCTION ACTIVITIES 1 ACRE OR MORE.

REVISION SCHEDULE			
NUMBER	DATE	AUTHOR	COMPANY REPRESENTATIVE SIGNATURE
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			



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**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'

**ENSIGN**  
THE STANDARD IN ENGINEERING

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

**LAYTON**  
Phone: 801.547.1100

**TOOELE**  
Phone: 435.843.3590

**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

**WWW.ENSIGNENG.COM**

FOR:  
GARBETT HOMES  
273 NORTH CAPITOL STREET  
SALT LAKE CITY, UTAH 84103

CONTACT:  
PAUL GARBETT  
PHONE: 801.456.2474

**CRESCENT**

**538 AND 568 SOUTH REDWOOD ROAD**  
**SALT LAKE CITY, UTAH**

**EROSION CONTROL PLAN**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15

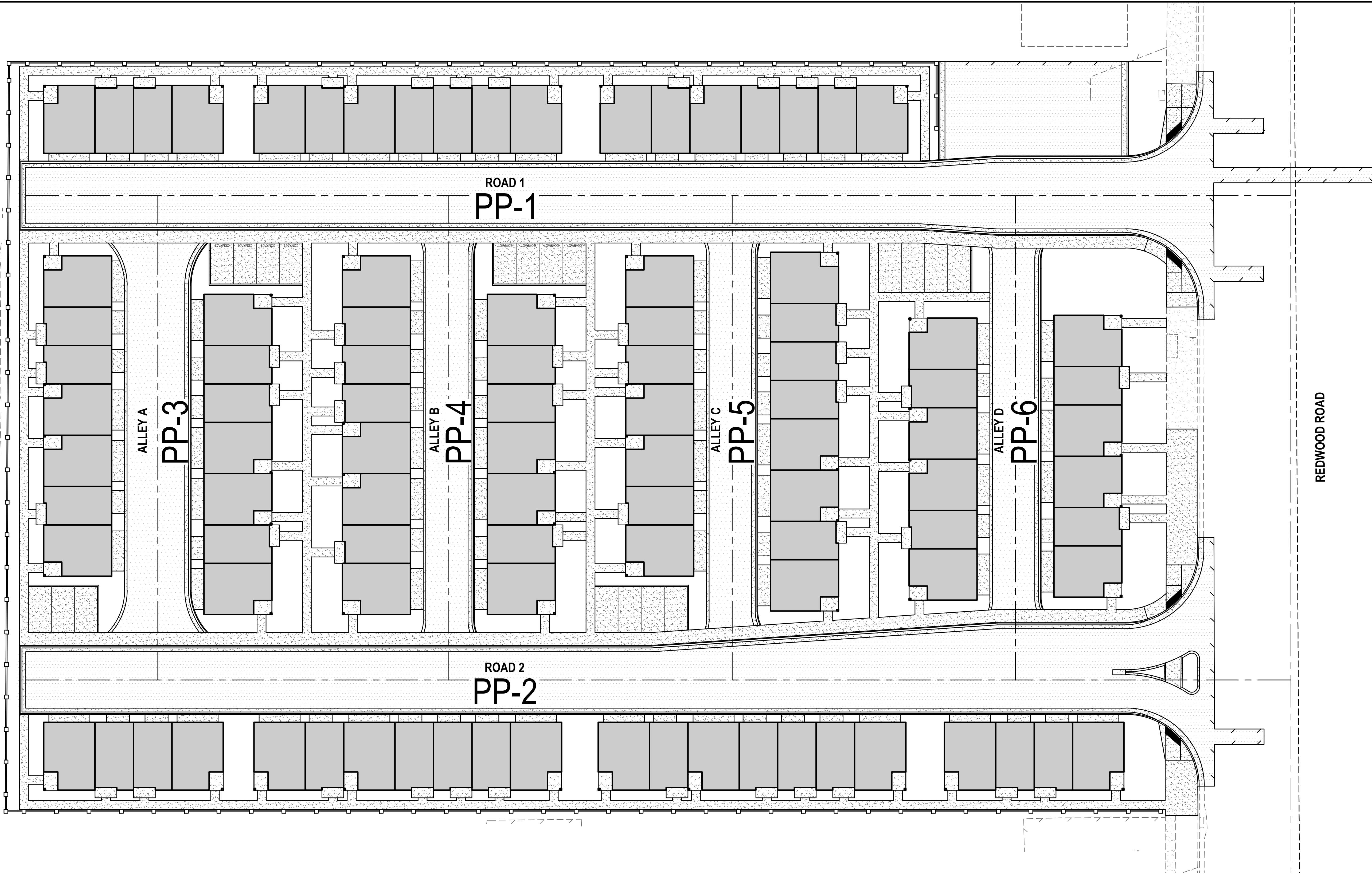
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

**C-600**

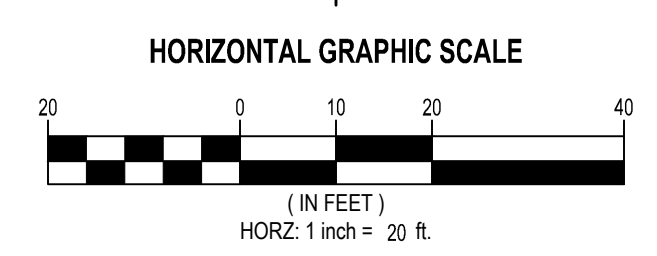
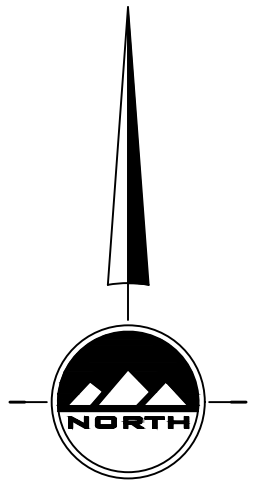


**CRESCENT**  
538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**PLAN AND PROFILE  
KEY MAP**



REDWOOD ROAD



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**BENCHMARK**  
STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET  
ELEV = 4235.14'









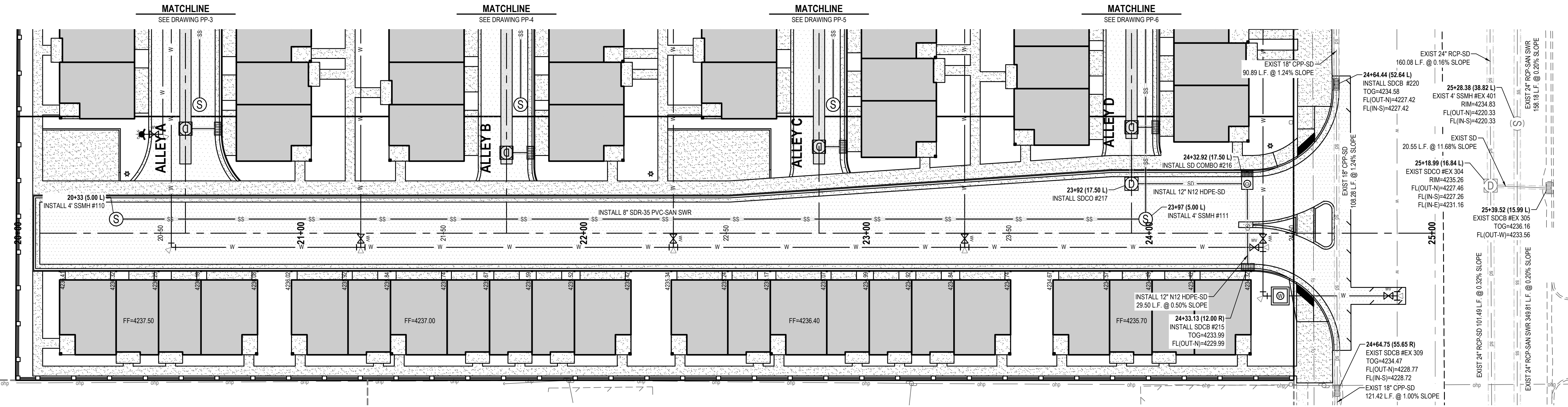
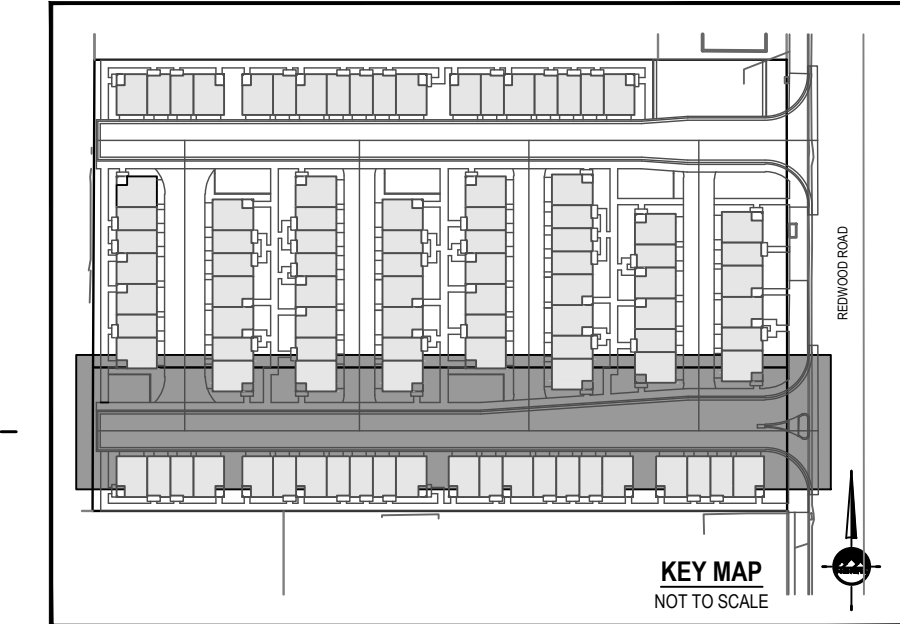
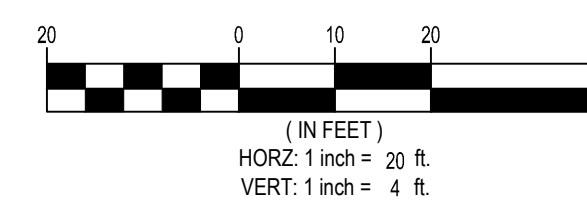
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**BENCHMARK**

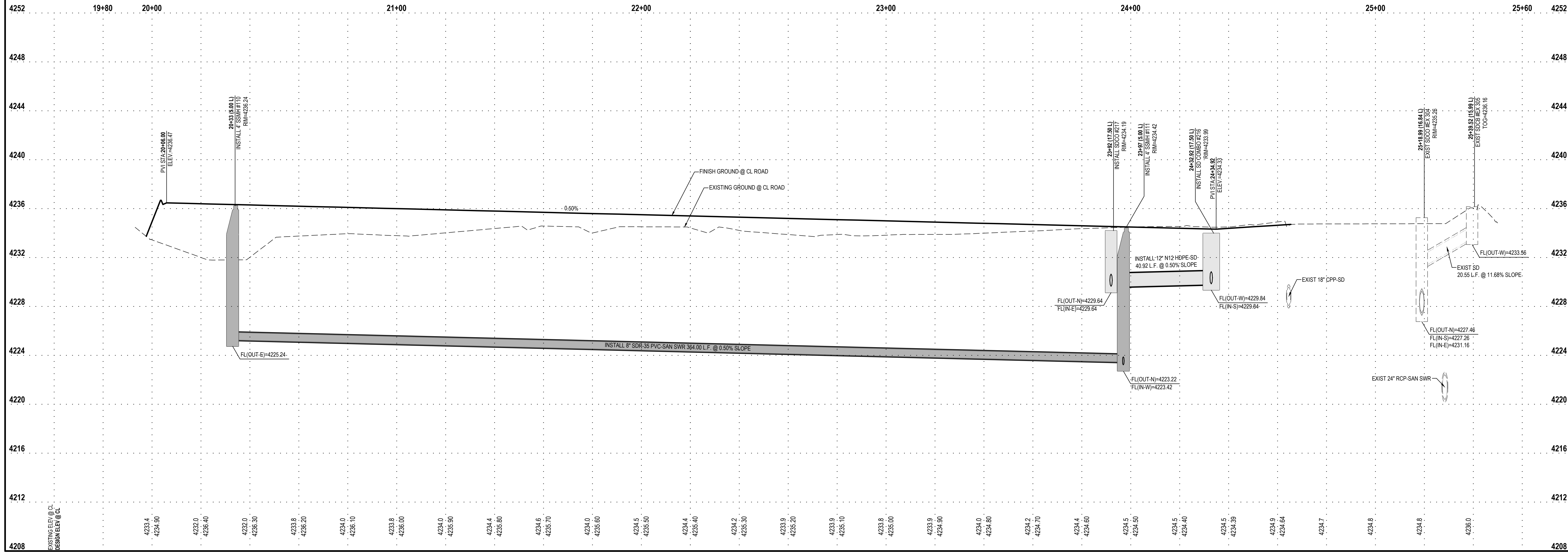
STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'

**HORIZONTAL GRAPHIC SCALE**



**ROAD 2**



**CRESCENT**

538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**PLAN AND PROFILE  
ROAD 2**

PROJECT NUMBER 11305  
PROJECT MANAGER BAM  
PRINT DATE 2023-02-15  
DESIGNED BY JWS

**PP-2**

**ENSIGN**  
THE STANDARD IN ENGINEERING

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

**LAYTON**  
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Phone: 435.843.3590

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FOR:  
GARRETT HOMES  
273 NORTH CAPITOL STREET  
SALT LAKE CITY, UTAH 84103

CONTACT:  
PAUL GARRETT  
PHONE: 801.456.2474

ENGINTECH @ C  
ENGINTECH @ C



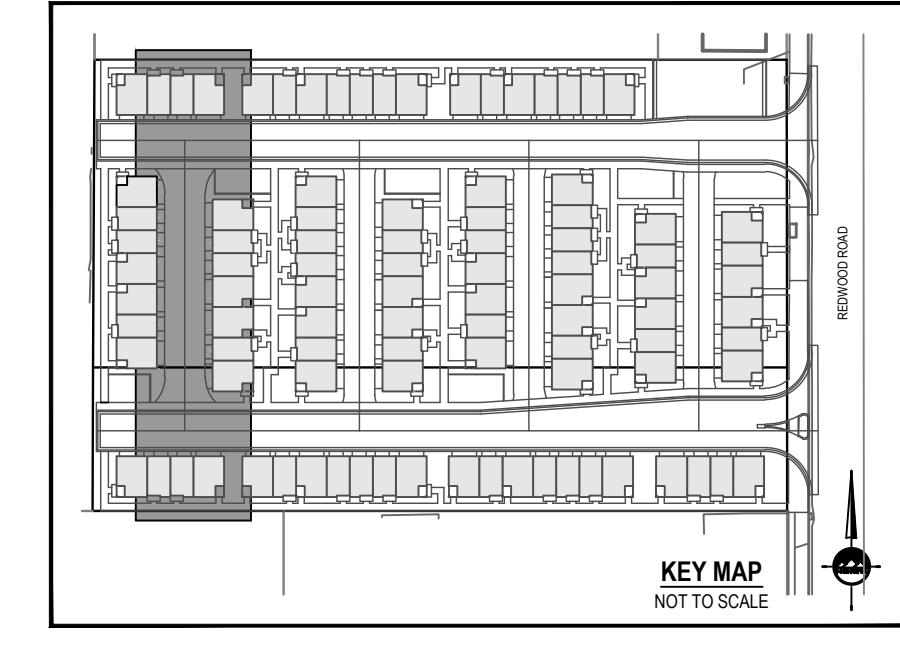
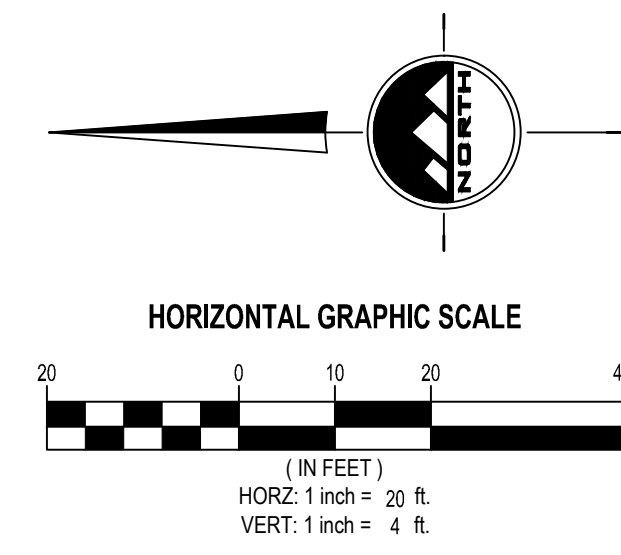


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**TOOELE**  
Phone: 435.843.3590

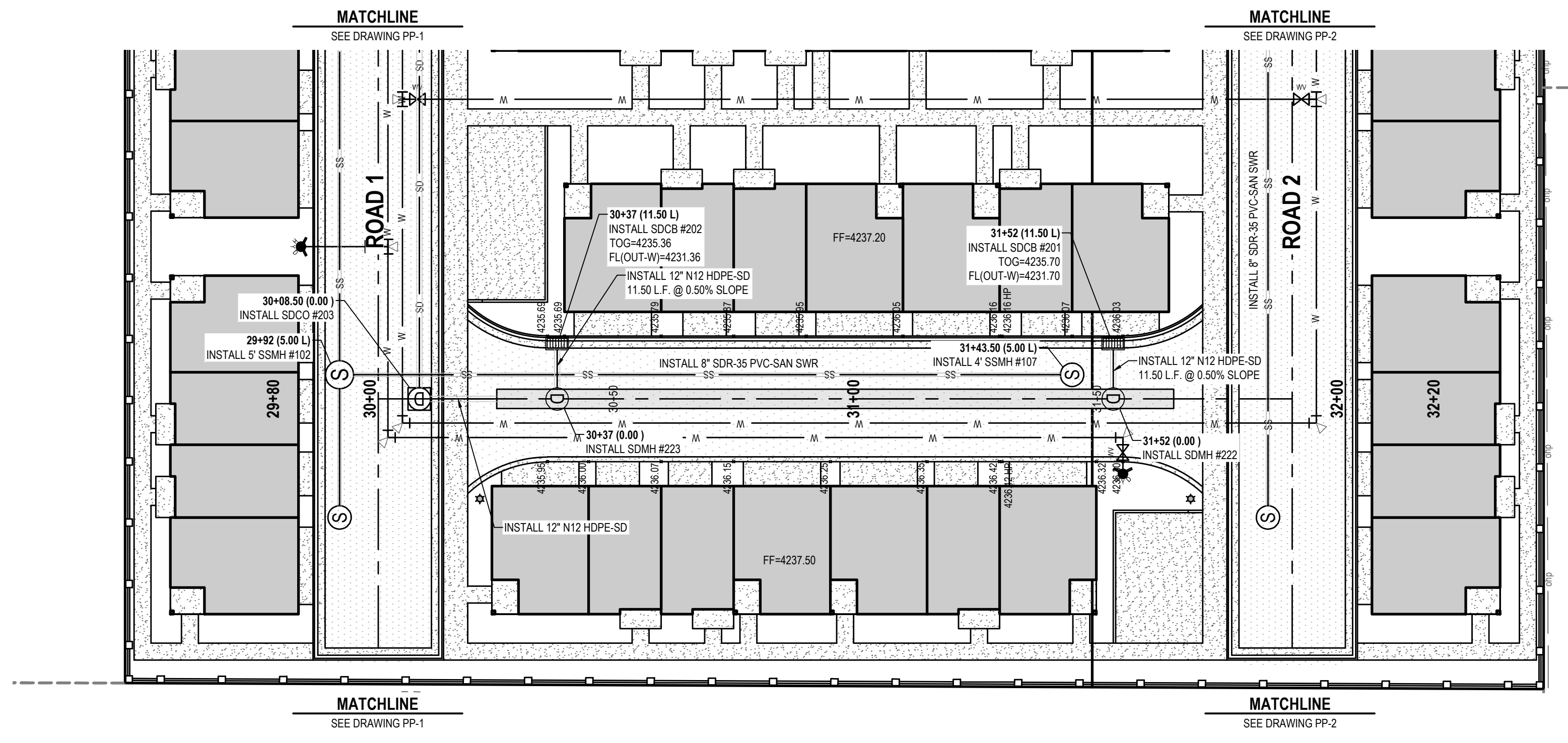
**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

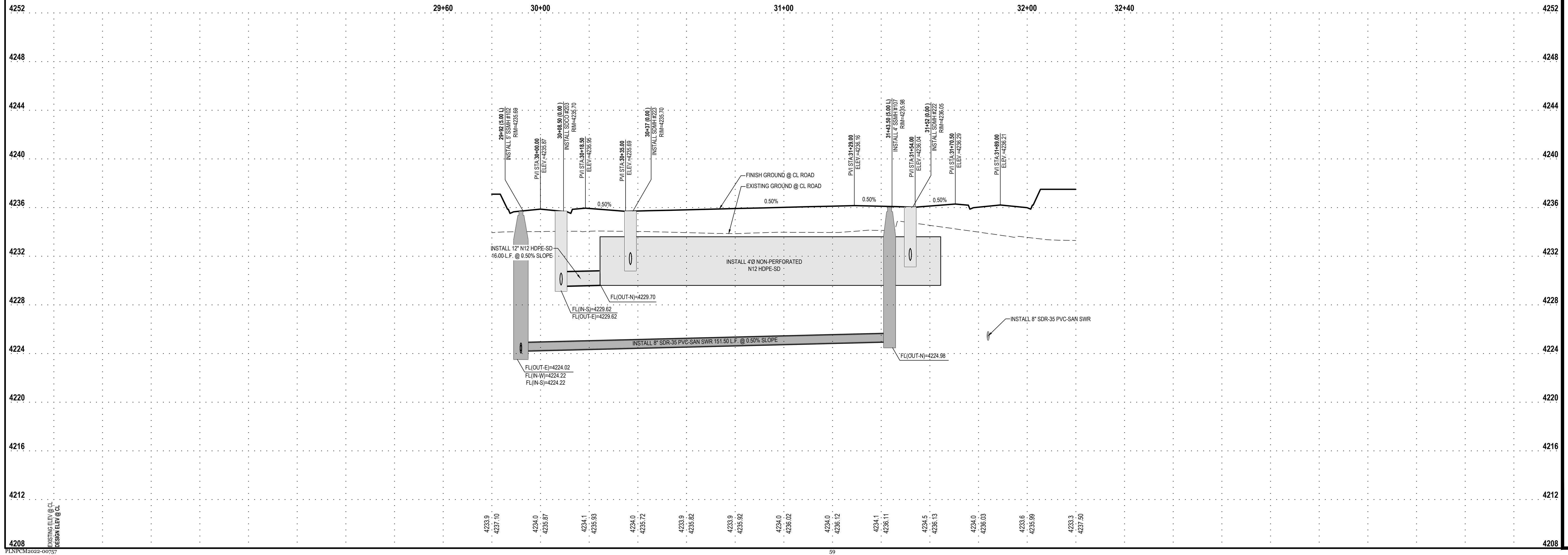
[WWW.ENSIGNENG.COM](http://WWW.ENSIGNENG.COM)

FOR:  
GARRETT HOMES  
273 NORTH CAPITOL STREET  
SALT LAKE CITY, UTAH 84103

CONTACT:  
PAUL GARRETT  
PHONE: 801.456.2474



**ALLEY A**



**CRESCENT**

538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**PLAN AND PROFILE  
ALLEY A**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15  
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

**PP-3**

ENGINERS ELEV @ C.  
DESIGN ELEV @ CL

4208

May 24, 2023



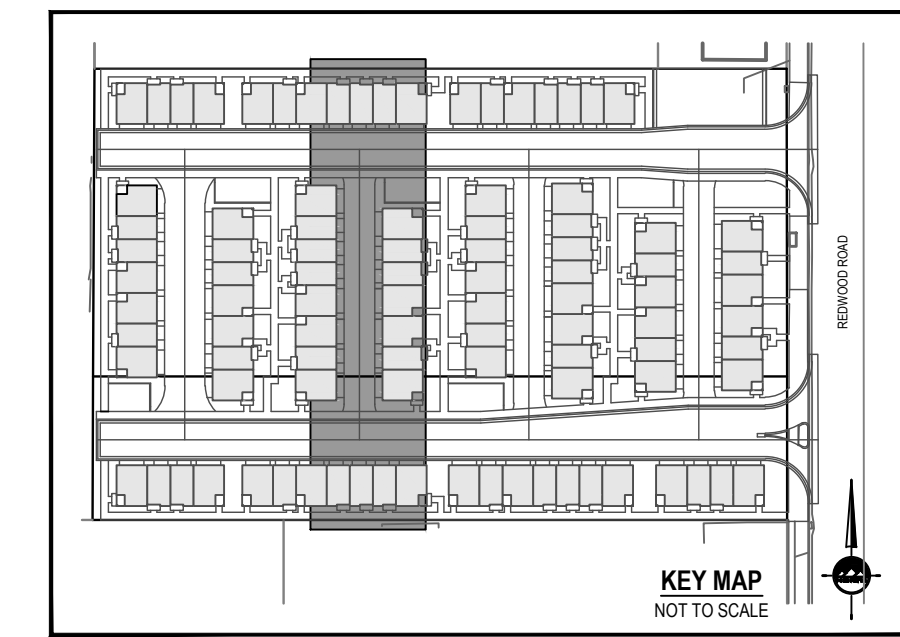
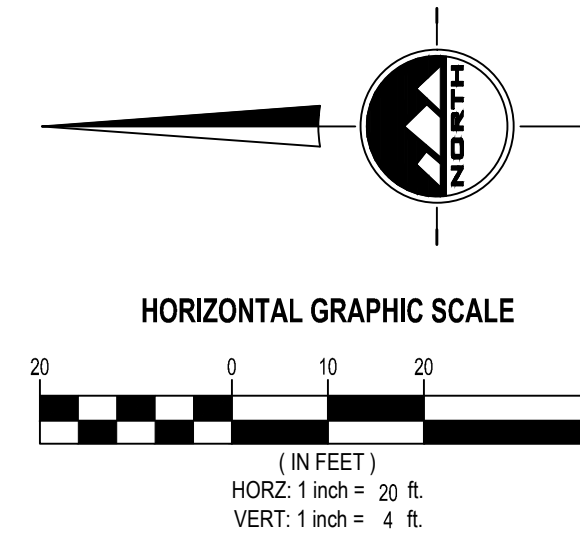


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**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'



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

**LAYTON**  
Phone: 801.547.1100

**TOOELE**  
Phone: 435.843.3590

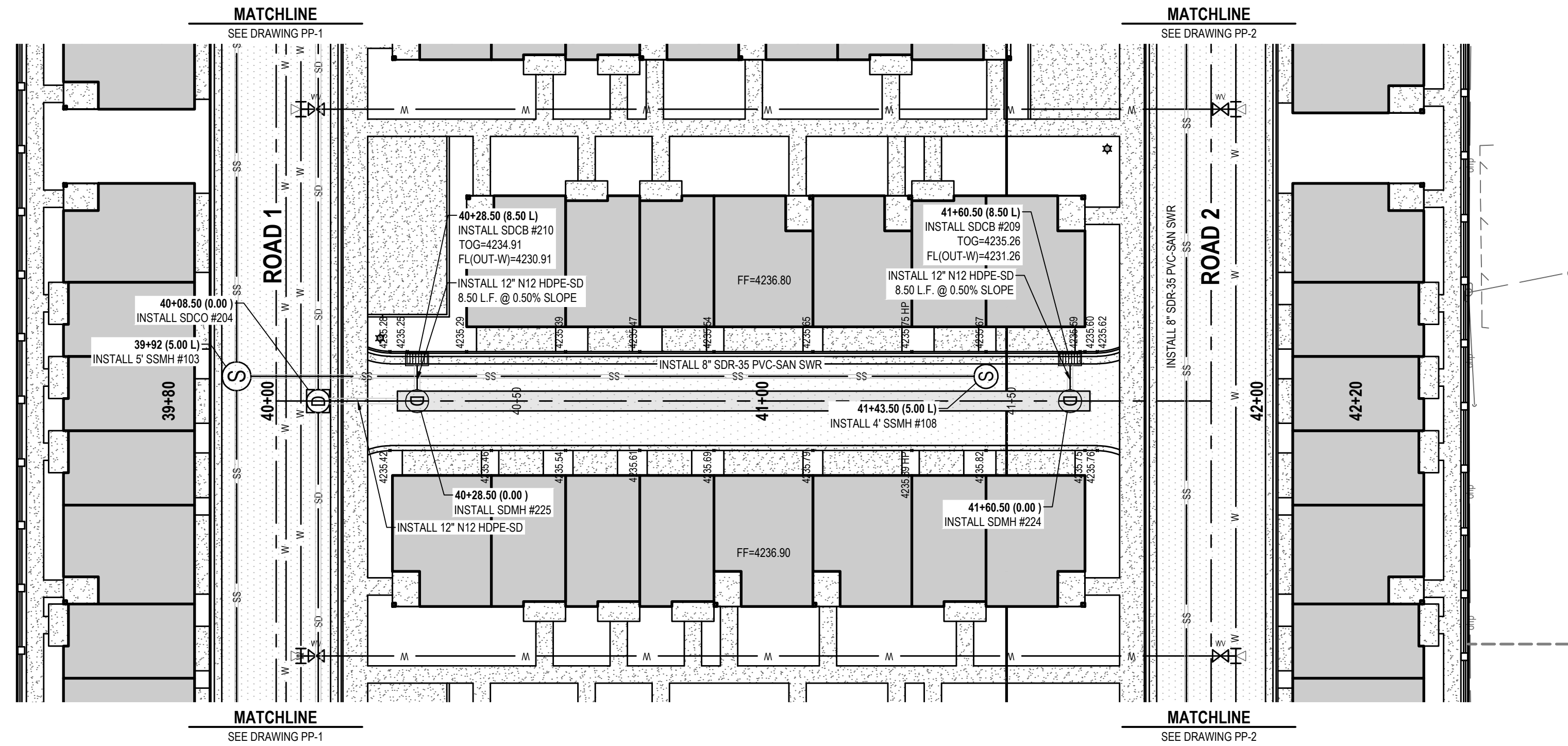
**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

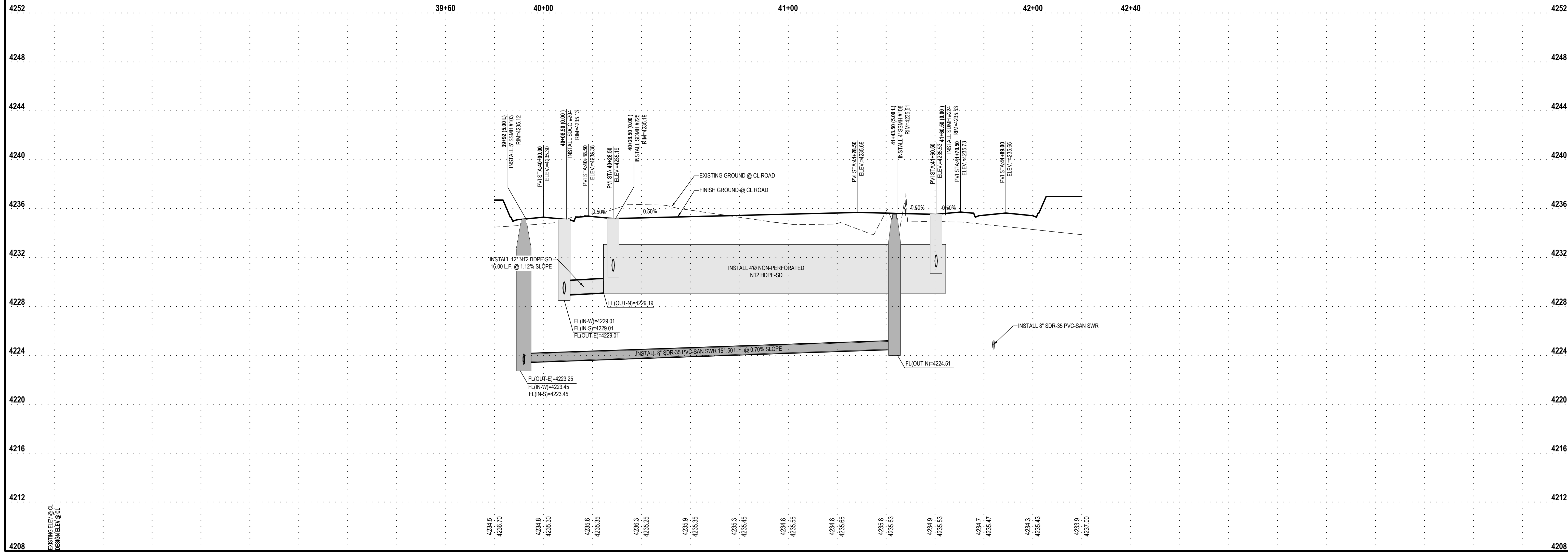
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FOR:  
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SALT LAKE CITY, UTAH 84103

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**ALLEY B**



**CRESCENT**  
538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**PLAN AND PROFILE  
ALLEY B**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15  
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

**PP-4**

ENGINTELLIGENCE  
811@ENGINTELLIGENCE.COM  
ELEV@CL



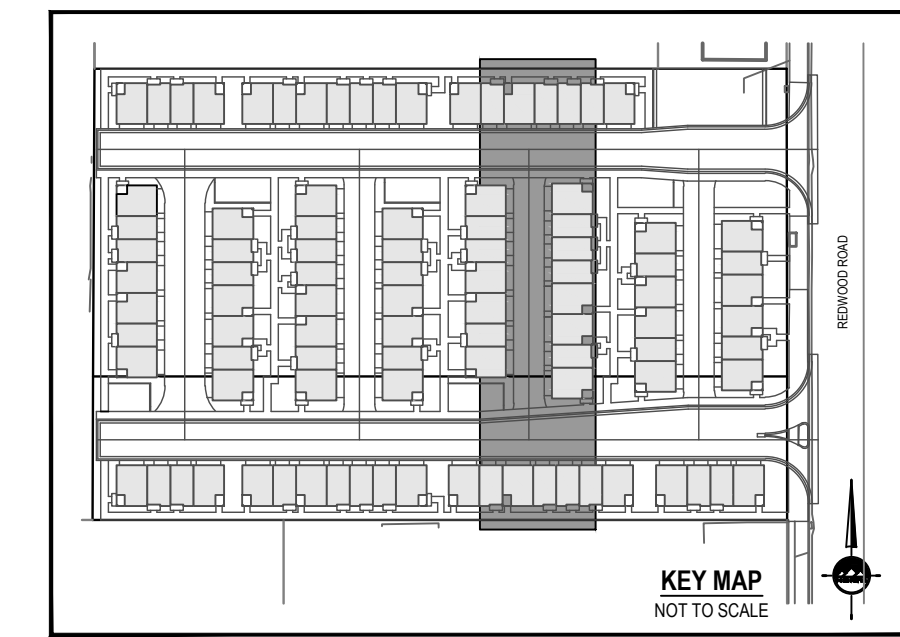
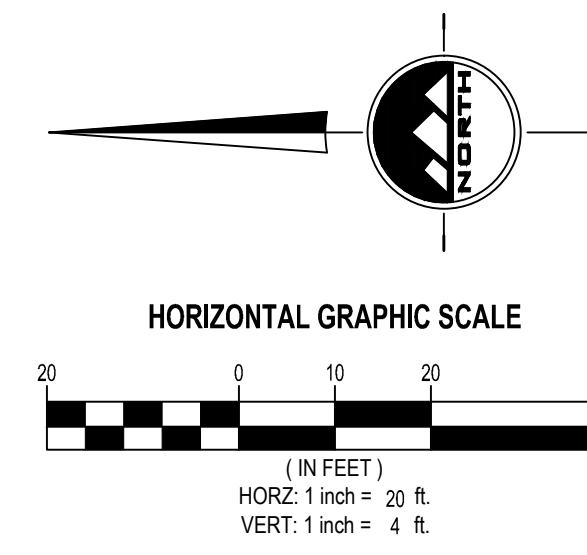


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THE STANDARD IN ENGINEERING

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**LAYTON**  
Phone: 801.547.1100

**TOOELE**  
Phone: 435.843.3590

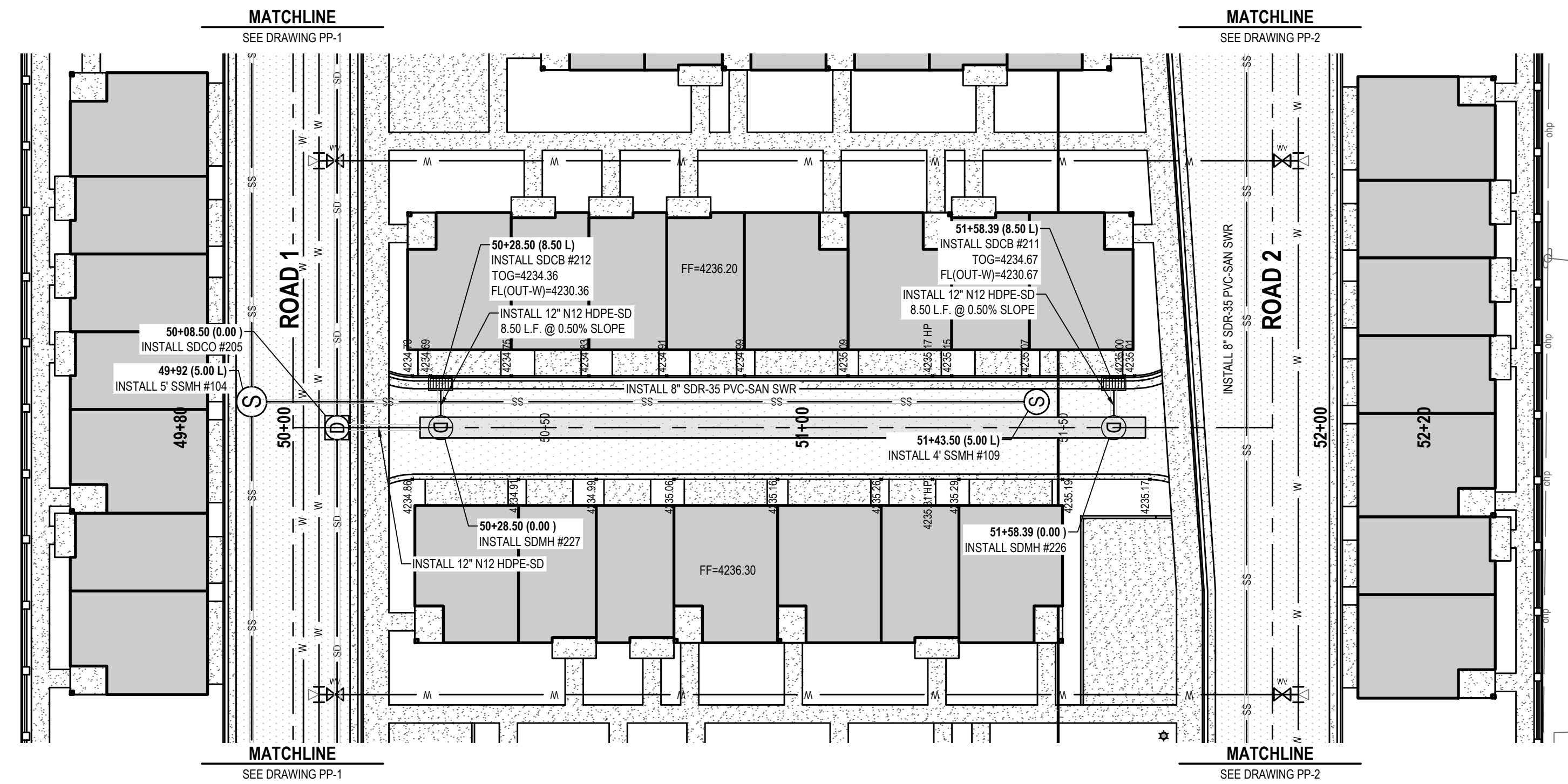
**CEDAR CITY**  
Phone: 435.865.1453

**RICHFIELD**  
Phone: 435.896.2983

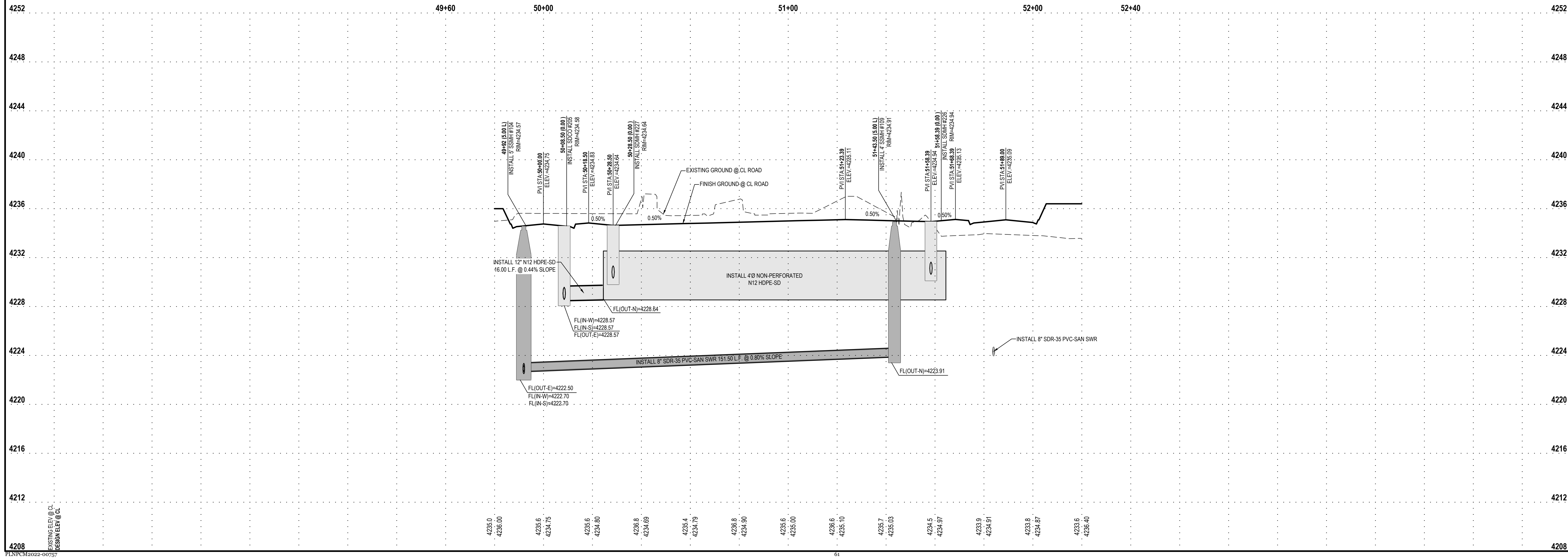
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**ALLEY C**



**CRESCENT**  
538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**PLAN AND PROFILE  
ALLEY C**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15  
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

**PP-5**

ENGIN ELEV @ C.  
ENGIN ELEV @ CL



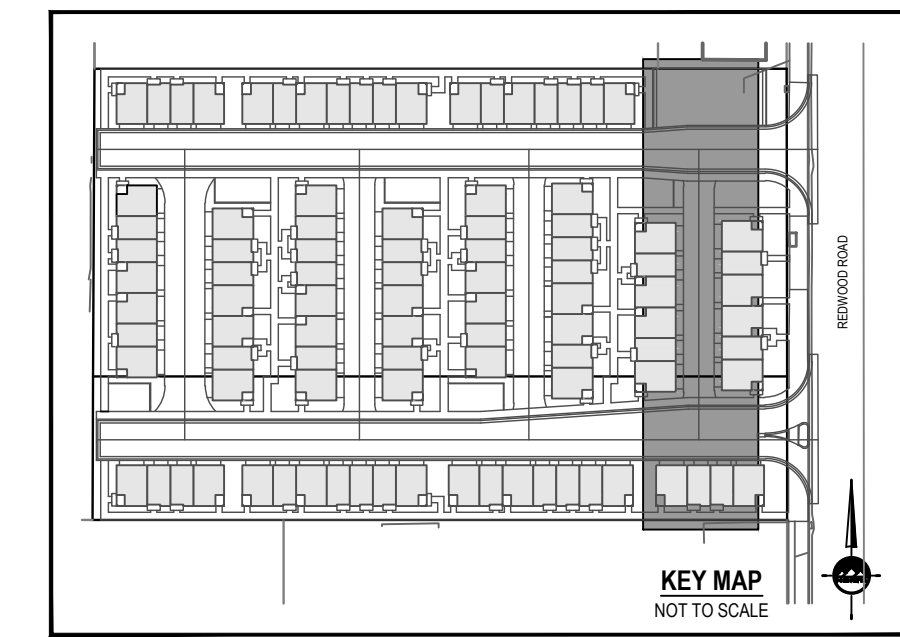
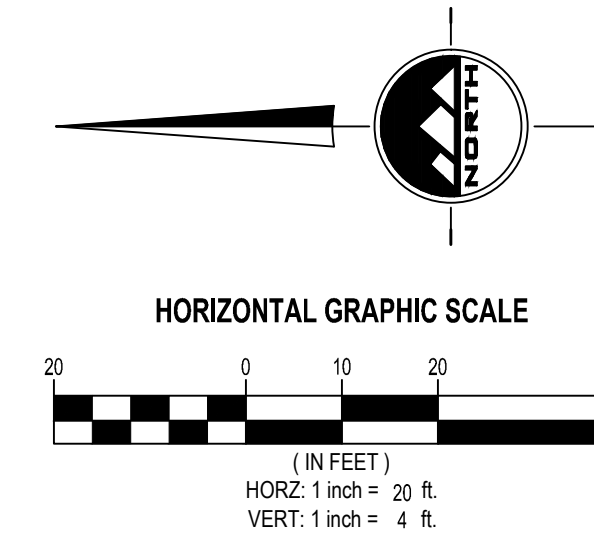


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CONSTRUCTION.

**BENCHMARK**

STREET MONUMENT  
INTERSECTION OF REDWOOD ROAD  
& 500 SOUTH STREET

ELEV = 4235.14'



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Phone: 801.547.1100

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Phone: 435.843.3590

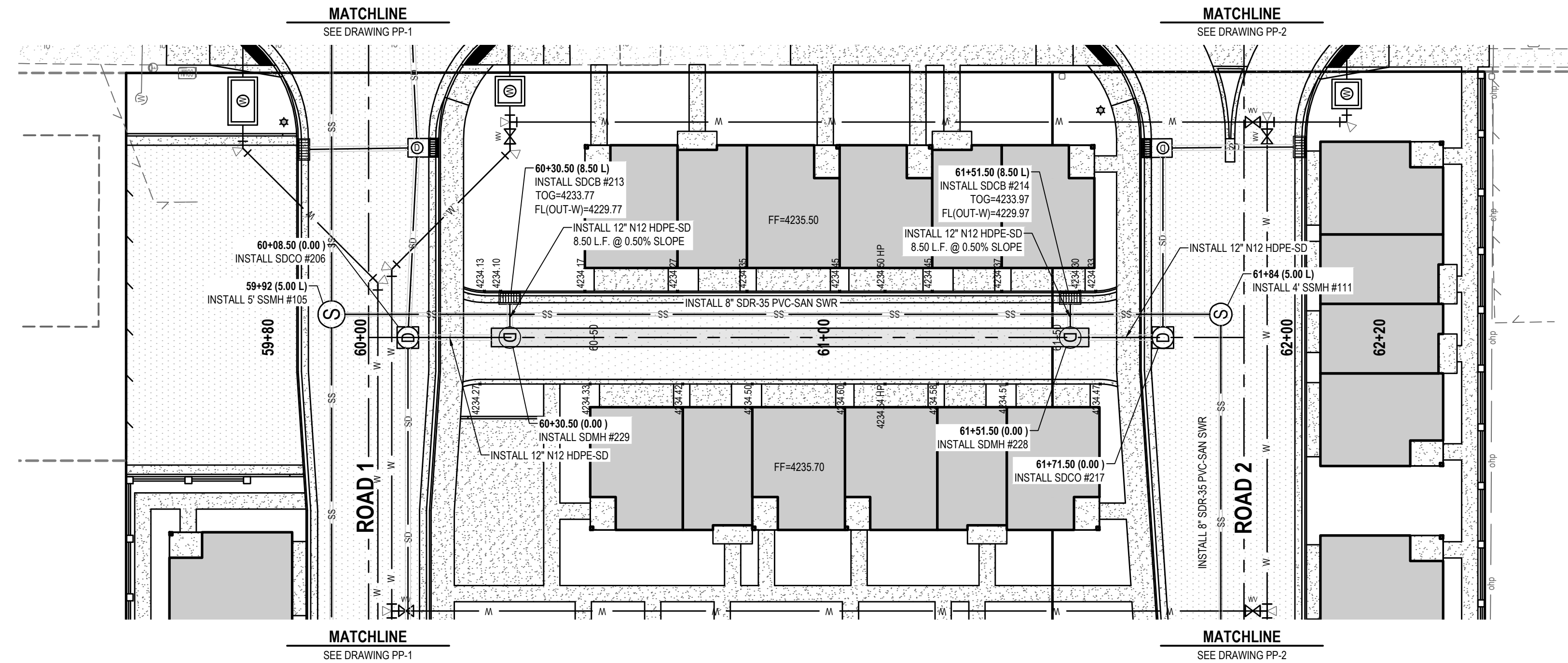
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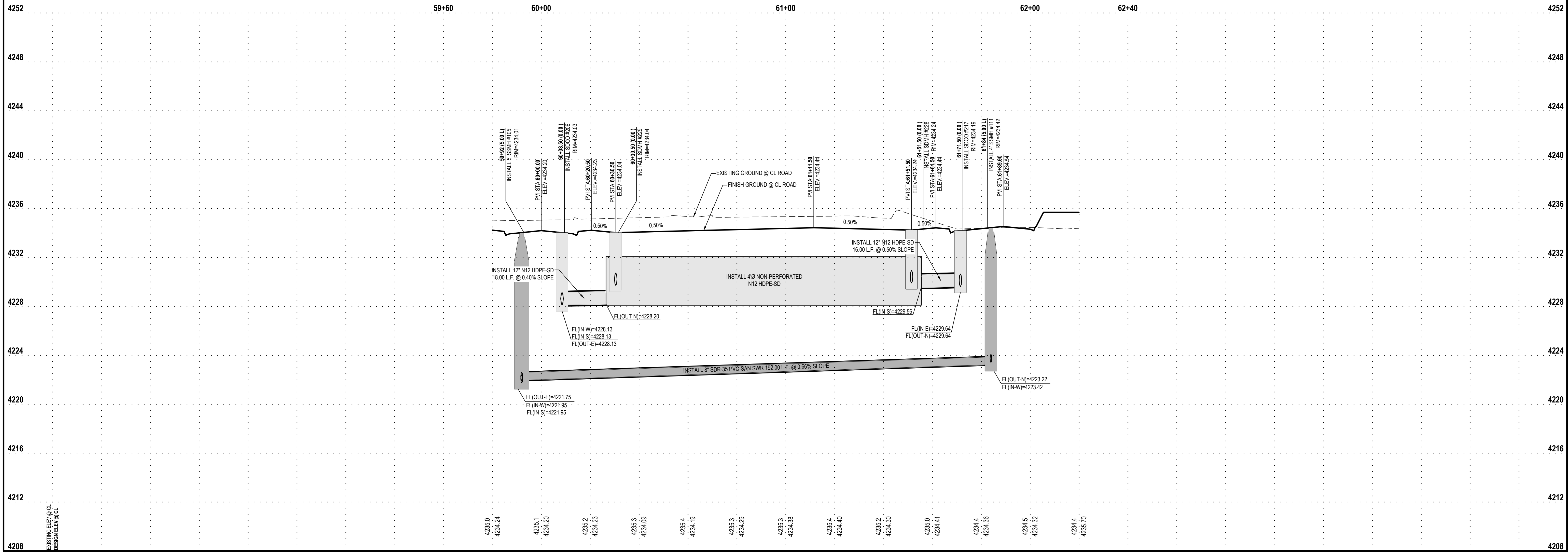
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SALT LAKE CITY, UTAH 84103

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PAUL GARRETT  
PHONE: 801.456.2474



**ALLEY D**



**CRESCENT**

**538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH**

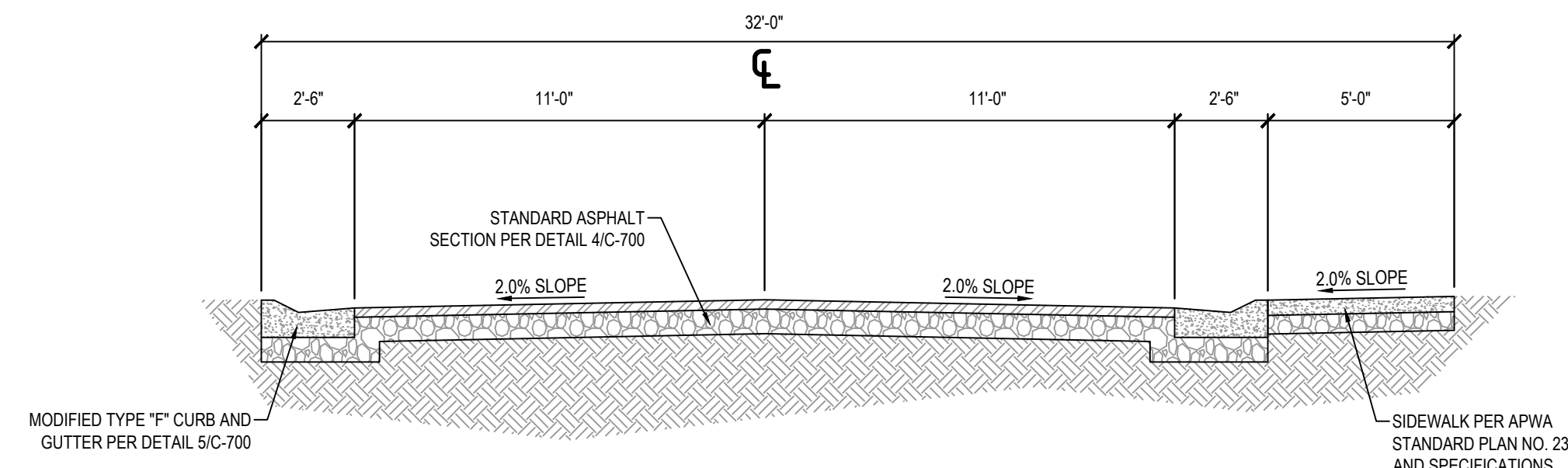
**PLAN AND PROFILE  
ALLEY D**

PROJECT NUMBER: 11305  
PRINT DATE: 2023-02-15  
PROJECT MANAGER: BAM  
DESIGNED BY: JWS

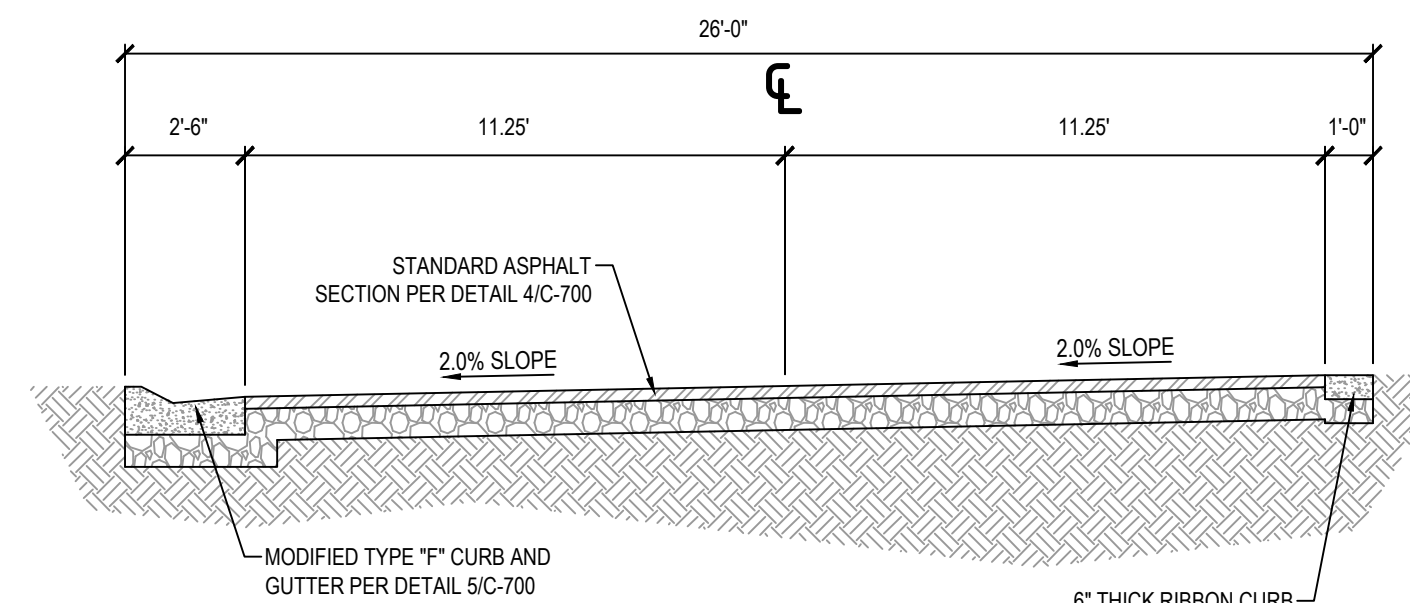
**PP-6**

ENSIGN ELEV @ C.  
BENCHMARK ELEV @ CL

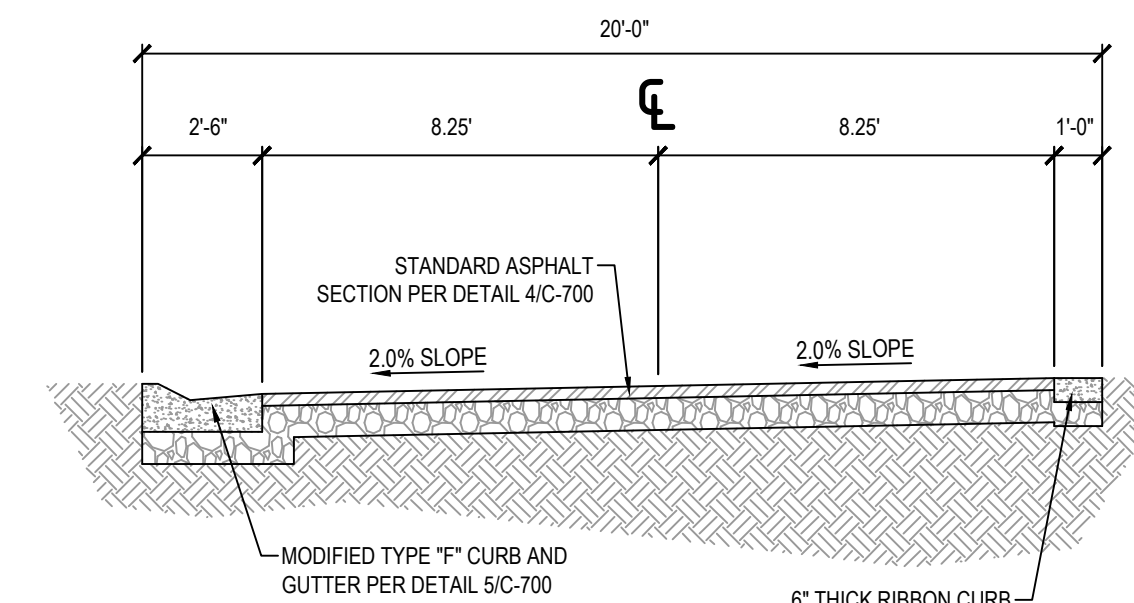




1 TYPICAL ROAD CROSS SECTION (32' ROW) SCALE: NONE



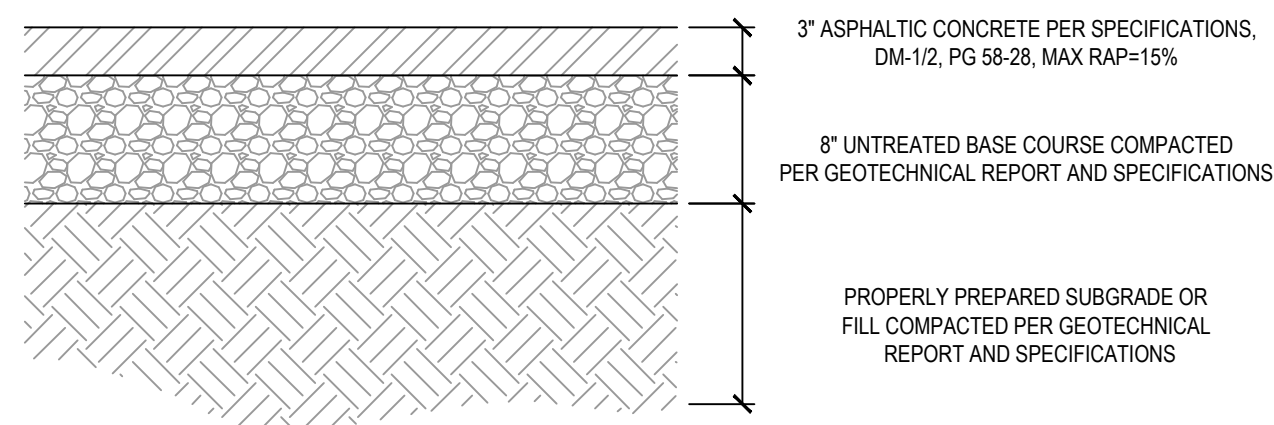
2 FIRE LANE ALLEY CROSS SECTION (26' ROW) SCALE: NONE



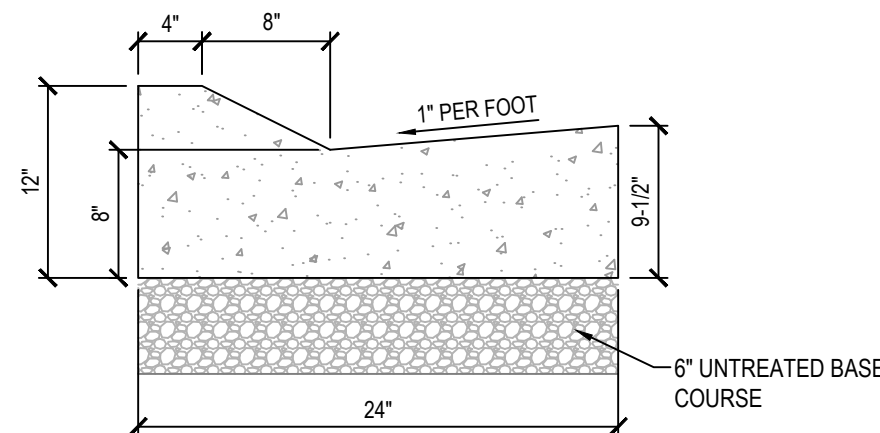
3 TYPICAL ALLEY CROSS SECTION (20' ROW) SCALE: NONE

**ASPHALT NOTES**

1. ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
2. ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-190 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
3. REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



4 STANDARD ASPHALT SECTION SCALE: NONE

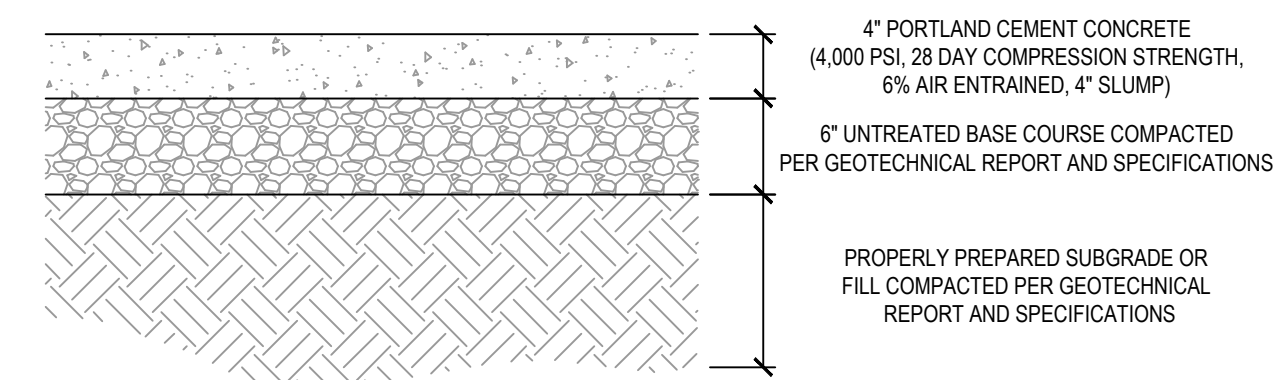


**NOTE:**  
1. CONSTRUCT PER NOTES AND SPECIFICATIONS ASSOCIATED WITH APWA STANDARD PLAN NO. 205.

5 MODIFIED TYPE "F" CURB AND GUTTER SCALE: NONE

**CONCRETE NOTES**

1. ALL PAVING TO BE PLACED OVER PROPERLY PREPARED NATURAL SOILS AND/OR PROPERLY PREPARED EXISTING FILL SOILS AND PROPERLY COMPACTED STRUCTURAL FILL WHERE SPECIFIED.
2. ALL STRUCTURAL FILL TO BE PLACED AND COMPACTED PER THE PROJECT GEOTECHNICAL REPORT OR TO A MINIMUM OF 95% OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE AASHTO T-190 (D-1557) METHOD OF COMPACTION. LIFTS SHOULD BE PLACED PER GEOTECHNICAL RECOMMENDATIONS BUT SHOULD NOT EXCEED 8" IN LOOSE THICKNESS.
3. REMOVE SURFACE VEGETATION AND OTHER DELETERIOUS MATERIALS OVER THE ENTIRE SITE IN PREPARATION OF PROPOSED IMPROVEMENTS.



6 CONCRETE PAVEMENT SECTION SCALE: NONE

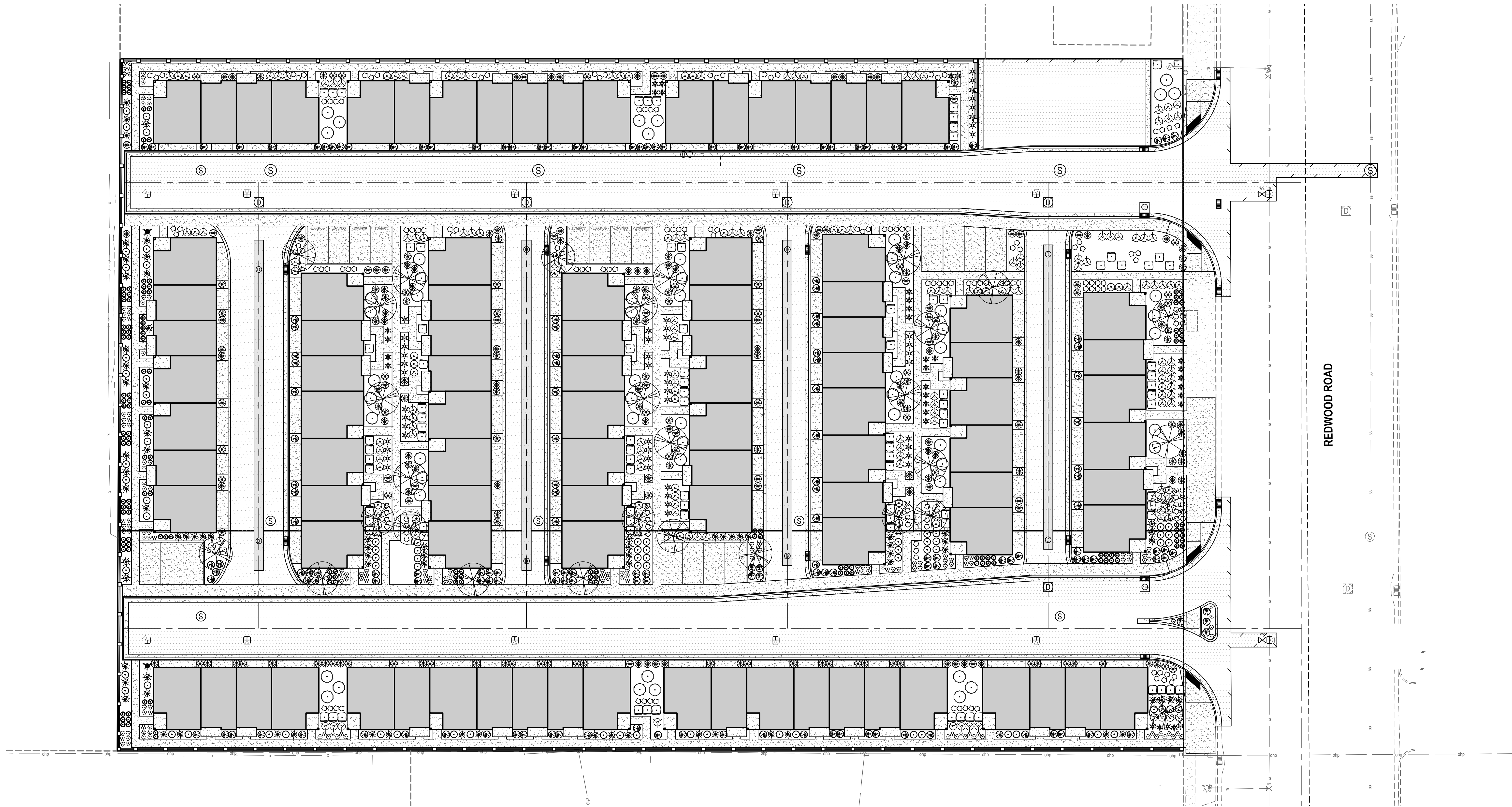
**DETAILS**



**538 REDWOOD TOWNHOMES**

538 AND 568 SOUTH REDWOOD ROAD  
SALT LAKE CITY, UTAH

**LANDSCAPE PLAN**



**Landscape**

**Trees**

Qty	Symbol	Common Name	Botanical Name	Plant Size	Water Zone*	Light Req.
30		Idaho Locust	Robinia ambigua x 'Idaho'	2" Cal.	2	

**Shrubs**

Qty	Symbol	Common Name	Botanical Name	Plant Size	Water Zone*	Light Req.
80		Dwarf Mugo Pine	Pinus mugo var. mugo	1 Gallon	2	Full sun
93		Mountain Lover	Pachistima myrsinites (or Paxistima)	5 Gallon	2	Part to full shade
78		Blue Mist Spirea	Caryopteris x clandonensis	5 Gallon	2	Full sun

**Ground Covers**

Qty	Symbol	Common Name	Botanical Name	Plant Size	Water Zone*	Light Req.
146		Ice Plant	Delosperma spp., Lampranthus spp.	1 Gallon	2	Full sun
181		Lamb's Ear	Stachys byzantina	5 Gallon	1	Sun to light shade
57		Creeping Oregon Grape	Mahonia repens	5 Gallon	1	Part to full shade
82		Lily-Of-The-Valley	Convallaria majalis	1 Gallon	2	Part to full shade

**Perennials and Grasses**

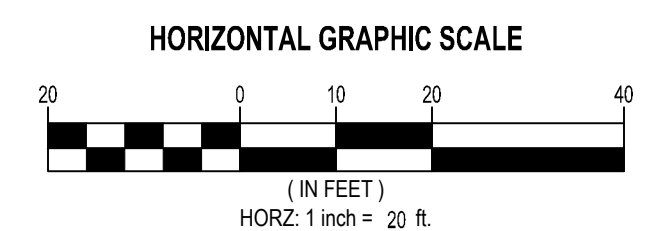
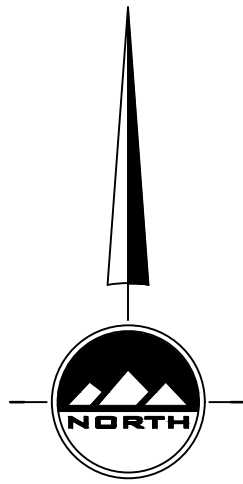
Qty	Symbol	Common Name	Botanical Name	Plant Size	Water Zone*	Light Req.
171		Coral Bells	Heuchera sanguinea	1 Gallon	3	Part to full shade
160		Wasatch Beardtongue	Penstemon cyananthus	1 Gallon	1	Full sun
235		Francee Hosta	Hosta 'Francee'	1 Gallon	2	Part to full shade
166		Karl Foerster Reedgrass	Calamagrostis arundinacea 'Karl Foerster'	1 Gallon	2	Full sun

\*Plants within these categories are sorted by the estimated number of irrigation applications (also referred to as frequency) per month, during the summer months (June, July, and August)

- 0 - No supplemental water on establishment
- 1 - One irrigation application per month
- 2 - Two irrigation applications per month
- 3 - Three irrigation applications per month
- 4 - Four irrigation applications per month

Note: watering frequency changes for Frequency 1 through 4 during the growing season, with fewer frequencies occurring in the spring and autumn.

Landscape Notes: In all planter bed areas install 4" bark mulch.



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ELEV = 4235.14'



# ATTACHMENT C: Property and Vicinity Photos



*Subject Property, northeast corner*



*Subject Property, southeast corner*





*Neighboring property to the north. Location of the easement.*



*Neighboring property to the south.*



*Neighboring properties to the east across Redwood Road.*



*Multi-family development to the southeast of subject property.*



# ATTACHMENT D: CC Zoning Standards

## 21A.26.050: CC CORRIDOR COMMERCIAL DISTRICT

Standard	Proposed	Finding
<b>Minimum lot area:</b> 10,000 SF	~134,100 SF or 3 acres	<b>Complies</b>
<b>Minimum lot width:</b> 75'	293.33'	<b>Complies</b>
<b>Front And Corner Side Yards:</b> 15'	15'	<b>Complies</b>
<b>Interior Side Yards:</b> None required	5' – 13'	<b>Complies</b>
<b>Rear Yard:</b> 10'	10'	<b>Complies</b>
<b>Buffer Yards:</b> All lots abutting property in a Residential District shall conform to the buffer yard requirement of chapter 21A.48 of this title.	Lot does not abut property in a Residential District.	<b>Complies</b>
<b>Accessory Buildings and Structures in Yards:</b> Accessory buildings and structures may be located in a required yard subject to section 21A.36.020, table 21A.36.020B of this title.	No accessory structures	<b>Complies</b>
<b>Landscape Yard Requirements:</b> A landscape yard of 15' shall be required on all front and corner side yards	15' landscape yard in front yard along Redwood Road.	<b>Complies</b>
<b>Maximum Height:</b> No building shall exceed 30'. Buildings higher than 30' may be allowed in accordance with the provisions of subsections F1 and F3 of this section.	32.5'	<b>Does not comply.</b>  Applicant is requesting additional height (2' 5" through the Planned Development process.



## OTHER APPLICABLE STANDARDS

Standard	Proposed	Finding
<p><b>21A.37.050.D – Building Entrances</b></p> <p>At least one operable building entrance on the ground floor is required for every street facing façade.</p> <p>Additional operable buildings entrances shall be required, at a minimum, at each specified length of street facing building façade according to section 21A.37.060, table 21A.37.060 of this chapter. The center of each additional entrance shall be located within 6 feet either direction of the specified location.</p>	<p>There are a total of 8 units with street facing facades.</p> <p>The 6 -plex has 4 units facing east toward Redwood Road. The 2 end units face north and south.</p> <p>The north and south perimeter buildings each have a side unit facing Redwood Road.</p>	<p>A specified length of street facing building façade is not provided for the CC zoning district. One operable building entrance is required.</p> <p><b>Complies</b></p>
<p><b>21A.36.010.B – One Principal Building Per Lot</b></p> <p>Not more than one principal build shall be located on any lot except that:</p> <ol style="list-style-type: none"> <li>1. With the exception of buildings located in the FR, R-1, SR and R-2 Districts, more than one principal building may be located on a lot subject to all principal buildings having frontage along a public street.</li> </ol>	<p>12 of the 15 buildings do not have frontage along Redwood Road.</p>	<p><b>Does not comply.</b></p> <p>Planned Development requested.</p>
<p><b>Table 21A.36.020B – Obstructions in Required Yards</b></p> <p>Awnings and canopies, extending not more than 2.5 feet into front, corner side, or side yards and not more than 5 feet into rear yards allowed in residential districts only.</p> <p>Balconies projecting not more than 5 feet permitted in the rear yard only.</p>	<p>Awnings along Redwood Road extend into the front setback by 3’.</p> <p>Balcony along Redwood Road extend into the front setback by 5’.</p>	<p><b>Does not comply.</b></p> <p>Planned Development requested.</p>
<p><b>Table 21A.44.030* – Minimum Off Street Parking Requirements</b></p> <p>Studio and 1 bedroom: 1 space per DU</p> <p>2+ bedrooms: 2 spaces per DU<sup>14</sup></p>	<p>Each 1-bedroom unit includes a 1-car garage.</p> <p>Each 2-bedroom unit includes a 2-car garage.</p> <p>19 surface parking stalls.</p>	<p><b>Complies</b></p>



<p><b>21A.44.030.H* – Maximum Off Street Parking Allowance</b></p> <p>25% greater than the minimum parking required.</p>	<p>165 stalls</p>	<p><math>146 + (146 \times .25) = 183</math> parking stall maximum</p> <p><b>Complies</b></p>
<p><b>21A.44.050.B.2* – Electric Vehicle Parking</b></p> <p>1 space for every 25 parking spaces</p>	<p>220 V outlet in each garage</p>	<p><b>Complies</b></p>
<p><b>21A.44.050.B.3* – Bicycle Parking</b></p> <p>5% of provided vehicular parking</p>	<p>46 spaces.</p> <p>Adequate space for bicycle parking provided within the garage of each 1-bedroom unit.</p>	<p><math>165 \times .05 = 8</math> spaces required.</p> <p><b>Complies</b></p>

\*Application was submitted prior to the adoption of the new parking ordinance, therefore it is vested under the old ordinance.



# ATTACHMENT E: Planned Development Standards

**21A.55.050: Standards for Planned Developments:** The Planning Commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

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.

**A. Planned Development Objectives:** The planned development shall meet the purpose statement for a planned development (section 21A.55.010 of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.

**Planned Development Purpose Statement:** A planned development is intended to encourage the efficient use of land and resources, promoting greater efficiency in public and utility services and encouraging innovation in the planning and building of all types of development. Further, a planned development implements the purpose statement of the zoning district in which the project is located, utilizing an alternative approach to the design of the property and related physical facilities. A planned development incorporates special development characteristics that help to achieve City goals identified in adopted Master Plans and that provide an overall benefit to the community as determined by the planned development objectives. A planned development will result in a more enhanced product than would be achievable through strict application of land use regulations, while enabling the development to be compatible with adjacent and nearby land developments.

**Discussion:** This project implements the purpose statement of the Corridor Commercial zoning district by providing options for housing and options for various transportation modes. It meets several of the Planned Development objectives; namely Mobility, Sustainability, and Master Plan Implementation. These objectives will be discussed below.

**Finding:**  **Meets Purpose Statement**  **Does Not Meet Purpose Statement**

A. Open Space And Natural Lands: Preserving, protecting or creating open space and natural



lands:

1. Inclusion of community gathering places or public recreational opportunities, such as new trails or trails that connect to existing or planned trail systems, playgrounds or other similar types of facilities.
2. Preservation of critical lands, watershed areas, riparian corridors and/or the urban forest.
3. Development of connected greenways and/or wildlife corridors.
4. Daylighting of creeks/water bodies.
5. Inclusion of local food production areas, such as community gardens.
6. Clustering of development to preserve open spaces.

**Discussion:** The project is not proposing open space that meets this objective. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied

**B. Historic Preservation:**

1. Preservation, restoration, or adaptive reuse of buildings or structures that contribute to the character of the City either architecturally and/or historically, and that contribute to the general welfare of the residents of the City.
2. Preservation of, or enhancement to, historically significant landscapes that contribute to the character of the City and contribute to the general welfare of the City's residents.

**Discussion:** The applicant is not proposing to meet this objective and staff finds the site does not meet the standards necessary to meet this objective. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied

**C. Housing: Providing affordable housing or types of housing that helps achieve the City's housing goals and policies:**

1. At least twenty percent (20%) of the housing must be for those with incomes that are at or below eighty percent (80%) of the area median income.
2. The proposal includes housing types that are not commonly found in the existing neighborhood but are of a scale that is typical to the neighborhood.

**Discussion:** The project includes 96 residential units in the form of 1- and 2-bedroom apartments for rent. While housing is called for in the Master Plan and supported by the base zoning standards, these housing types are regularly found in this area. This project is only required to meet one of these objectives.

**Finding:**  Objective Satisfied       Objective Not Satisfied



D. Mobility: Enhances accessibility and mobility:

1. Creating new interior block walkway connections that connect through a block or improve connectivity to transit or the bicycle network.
2. Improvements that encourage transportation options other than just the automobile.

**Discussion:** This project reduces surface parking and increases housing density in the area. Redwood Road offers a UTA bus stop within close proximity to the subject property. Existing bicycle facilities on Redwood Road and the 9-Line Trail is approximately 1/2 mile to the south from the subject property provide active transit options for the residents.

**Finding:**  Objective Satisfied       Objective Not Satisfied

E. Sustainability: Creation of a project that achieves exceptional performance with regards to resource consumption and impact on natural systems:

1. **Energy Use and Generation: Design of the building, its systems, and/or site that allow for a significant reduction in energy usage as compared with other buildings of similar type and/or the generation of energy from an on-site renewable resource.**
2. **Reuse of Priority Site: Locate on a brownfield where soil or groundwater contamination has been identified, and where the local, State, or national authority (whichever has jurisdiction) requires its remediation. Perform remediation to the satisfaction of that authority.**

**Discussion:** The applicant intends to employ a variety of systems that will work together to create a development that is highly energy efficient. Some of these systems include: 100% electric, low E windows, on demand hot water heater, smart thermostats, and several energy efficient construction methods. Details can be found in the applicant narrative in [Attachment B](#).

**Finding:**  Objective Satisfied       Objective Not Satisfied

F. Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal:

1. A project that is consistent with the guidance of the Master Plan related to building scale, building orientation, site layout, or other similar character-defining features. (Ord. 8-18, 2018)

**Discussion:** As discussed in [Consideration 1](#), the proposal is consistent goals and policies outlined in *Plan Salt Lake* and the *Westside Master Plan*.

**Finding:**  Objective Satisfied       Objective Not Satisfied



**B. Master Plan Compatibility:** The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

**Finding: Complies**

**Discussion:** As discussed in [Consideration 1](#), staff finds that the proposal is consistent with adopted policies in *Plan Salt Lake* and the *Westside Master Plan*.

**Condition(s):** none

**C. Design And Compatibility:** The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

**Finding: Complies**

**Discussion:** The proposed development will create an urban neighborhood feel that provides housing options that complement the surrounding area. While the proposal is three stories and moderately taller than other structures in the neighborhood, it is still compatible with the neighborhood mix.

The development is approximately ¼ mile from the Regional Node at 400 South and Redwood Road. Regional Nodes incorporate larger commercial developments but should also incorporate residential uses. The location of the proposed development provides the needed residential presence to help activate this area with pedestrians for the nearby existing and future commercial uses.

**Condition(s):** none

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

**Finding: Complies**

**Discussion:** The street facing facades of the buildings are oriented to the public street and there is a vehicular drive and pedestrian pathways that lead to the interior of the proposed development. Building materials are of stucco, brick and hardy board siding, the different color schemes will



add variety and distinction to the buildings creating a more visual interest.

**Condition(s):** none

3. Whether building setbacks along the perimeter of the development:

a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.

b. Provide sufficient space for private amenities.

c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.

d. Provide adequate sight lines to streets, driveways and sidewalks.

e. Provide sufficient space for maintenance.

**Finding: Complies**

**Discussion:**

a. The proposed building setbacks are compatible with the character of the neighborhood. The applic

b. The project is not proposing private amenities but the setbacks and space between buildings provi

c. Underlying zoning does not require an open space buffer because this property is not adjacent to a

d. Sight lines to streets, driveways, and sidewalks must be maintained per applicable City code requi

e. Project must meet all requirements related to access for maintenance. Applicant is not requesting

**Condition(s):** none

4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;

**Finding: Complies**

**Discussion:** Street facing units have recessed entries and canopies that add visual interest. Entrances to each unit are located on the front façade with sidewalks providing direct pedestrian access to Redwood Road and are proposed to include large sections of glass. Units also have a variety of materials and modulations that create additional visual interest.

**Condition(s):** none

5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;

**Finding: Complies**



<p><b>Discussion:</b> Minimal lighting is proposed throughout the site but buildings are proposed to have lighting on the outside along the alleyway. All lighting will be required to meet the applicable zoning standards.</p>
<p><b>Condition(s):</b> none</p>
<p>6. Whether dumpsters, loading docks and/or service areas are appropriately screened;</p>
<p><b>Finding: Complies</b></p>
<p><b>Discussion:</b> Refuse containers are proposed to be located within the garage of each unit.</p>
<p><b>Condition(s):</b> none</p>
<p>7. Whether parking areas are appropriately buffered from adjacent uses.</p>
<p><b>Finding: Complies</b></p>
<p><b>Discussion:</b> Parking areas will be contained in garages and visitor parking is located throughout the site and are not anticipated to impact adjacent uses.</p>
<p><b>Condition(s):</b> none</p>

<p><b>D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:</b></p>
<p>1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;</p>
<p><b>Finding: Complies</b></p>
<p><b>Discussion:</b> The subject property has mature trees located near the back of the property. The applicant does not intend to preserve these trees.</p>
<p><b>Condition(s):</b> none</p>
<p>2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;</p>
<p><b>Finding: Complies</b></p>



<b>Discussion:</b> There is no existing landscaping on the site.
<b>Condition(s):</b> none
3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development;
<b>Finding: Complies</b>
<b>Discussion:</b> Front yard landscaping provides a buffer between the development and sidewalk.
<b>Condition(s):</b> none
4. Whether proposed landscaping is appropriate for the scale of the development.
<b>Finding: Complies</b>
<b>Discussion:</b> Applicant is proposing trees, shrubs, and foliage that are appropriate for the scale of the development.
<b>Condition(s):</b> none

<b>E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:</b>
1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
<b>Finding: Complies</b>
<b>Discussion:</b> The proposed development would provide two access drives from Redwood Road into the development. These access points are existing on the subject property.
<b>Condition(s):</b> none
2. Whether the site design considers safe circulation for a range of transportation options including: <ul style="list-style-type: none"> <li>a. Safe and accommodating pedestrian environment and pedestrian oriented design;</li> <li>b. Bicycle facilities and connections where appropriate, and orientation to transit where</li> </ul>



available; and

- c. Minimizing conflicts between different transportation modes;

**Finding: Complies**

**Discussion:**

- a. The proposed site design is pedestrian oriented, with direct pathway access to sidewalks from each unit and onto Redwood Road where immediate access to public transit and bicycle facilities exist.
- b. The proposed site design provides direct pathway access to Redwood Road where bicycle facilities exist.
- c. The proposed development compliments existing and future transportation modes.

**Condition(s):** none

- 3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;

**Finding: Complies**

**Discussion:** As noted above, each unit has direct ground level pathway access to the sidewalk. The layout of the development includes direct access to the public sidewalk to access nearby adjacent uses and amenities.

**Condition(s):** none

- 4. Whether the proposed design provides adequate emergency vehicle access;

**Finding: Complies**

**Discussion:** The proposal is required to provide fire suppression to meet all fire code requirements.

**Condition(s):** none

- 5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.

**Finding: Complies**

**Discussion:** As this is a residential development there are no loading or major service areas.



**Condition(s):** none

**F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.**

**Finding: Complies**

**Discussion:** The existing natural and built features will not be preserved. The site is not located within a National or Local historic district. There are no natural or built features that significantly contribute to the character of the neighborhood and environment.

**Condition(s):** none

**G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.**

**Finding: Complies**

**Discussion:** The proposal will need to comply with all requirements from other divisions and departments.

**Condition(s):** none



# ATTACHMENT F: Public Process & Comments

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## 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 since the applications were submitted:

- February 24, 2023 – The Poplar Grove Community Council was sent the 45 day required notice for recognized community organizations. The council did not provide comments.
- February 24, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal. The property owner of 528 S Redwood Road alerted staff to the existing nonexclusive right-of-way easement through a phone call. No other comment was received.

Notice of the public hearing for the proposal included:

- May 10, 2023
  - Public hearing notice sign posted on the property
- May 12, 2023
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division list serve



# ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

**Engineering:** Scott Weiler ([scott.weiler@slcgov.com](mailto:scott.weiler@slcgov.com))

No objections.

**Zoning:** Liz Hart ([Elizabeth.Hart@slcgov.com](mailto:Elizabeth.Hart@slcgov.com))

Show the access easement between 528 S Redwood Road and 538 S Redwood Rd, that allows the property owner of 528 access their property, on site plan, plat and all other applicable plans. If the easement is going to change it needs to be recorded with the county and a copy provided to the city.

Electric Vehicle Parking requirements, Code Section 21A.44.040.C, requires 6 EV stations on site. The individual EV stations within garages do not meet code, the standard EV station is not the same as a 220 volt outlet. You could put this as part of the PD request.

Bicycle parking is okay to be within the garage. Update floor plans to show bicycle parking location within the garages. This does not need to be a PD request because code is not specific on the location of the bicycle parking, it can be removed from the narrative.

Narrative has conflicting numbers. It says there are 46 for 2 bedroom units and 52 for single bedroom units, but there is a total of 96 units. Please fix the narrative to show the correct number of units.

Will you provide better diagrams showing which units have awnings that encroach the front yard setback. It is hard to tell from the site plan because they aren't being shown on the buildings.

Can you provide some renderings for buildings/units that will have frontage on Redwood Rd to show what it will look like from Redwood Road?

The plat is showing multiple parcels and public roads. Do you want to make multiple parcels without street frontage? The city most likely will not approve those roads as public. When do you plan on submitting a subdivision application? Are these units going to be rentals or condos?

Are there going to be any ground mounted utility boxes? These need to be shown on the utility plan if applicable.

**Building Code:** Todd Christopher ([todd.christopher@slcgov.com](mailto:todd.christopher@slcgov.com))

No comments

**Fire:** Doug Bateman ([douglas.bateman@slcgov.com](mailto:douglas.bateman@slcgov.com))

\*Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into; and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. The buildings along the north and south property lines do not provide enough space for approved access and would need to propose alternate means and methods for additional fire protection



measures.

\*Fire apparatus access roads shall have an unobstructed width of not less than 20 feet for buildings 30-feet and less, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance of not less than 13 feet 6 inches. The island at the entrance is a problem.

\* Buildings greater than 30 feet shall have a road width of not less than 26 feet. Fire apparatus access roads with fire hydrants on them shall be 26-feet in width; at a minimum of 20-feet to each side of the hydrant in the direction of road travel.

\*Fire lane signs as specified in Section D103.6 shall be posted on both sides of fire apparatus access roads that are 20 to 26 feet wide (See Figure D103.6 for example).

\*Fire lane signs as specified in Section D103.6 shall be posted on one side of fire apparatus access roads more than 26 feet wide and less than 32 feet wide (See Figure D103.6 for example).

\*Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus (80,000 pounds) and shall be surfaced to provide all-weather driving capabilities.

\*The required turning radius of a fire apparatus access road shall be the following: Inside radius is 20 feet, outside is 45-feet

\*Dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved area for turning around fire apparatus. Turn areas for hammerhead are increased to 80-feet (160-feet total) to accommodate SLC Fire Department apparatus. See appendix D for approved turnarounds

\*Buildings or portions of buildings constructed or moved into or within the jurisdiction is more than 400 feet from a hydrant on a fire apparatus access road, as measured by an approved route around the exterior of the facility or building, on-site fire hydrants and mains shall be provided where required by the fire code official. Additional fire hydrants may be necessary dependent on total square footage and required fire flows in accordance with IFC appendix B and C

\*Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet, exclusive of shoulders.

\*Aerial fire apparatus access roads shall be provided where the highest roof surface exceeds 30 feet measured from grade plane. For purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of parapet walls, whichever is greater. Some exceptions have been added by SLC; those can be obtained from this office. **You exceed this height and would need to provide aerial access to the long side to all buildings in this proposal**

\*Aerial fire apparatus access roads shall have a minimum unobstructed width of 26 feet, exclusive of shoulders. Aerial access routes shall be located not less than 15 feet and not greater than 30 feet from the building and shall be positioned parallel to one entire side of the building. **You do not provide the appropriate proximity distances to allow for aerial access**

\*Overhead utility and power lines shall not be located over the aerial fire apparatus access road or between the aerial fire apparatus road and the building.

**Urban Forestry:** Rick Nelson ([rick.nelson@slcgov.com](mailto:rick.nelson@slcgov.com))

No comments.

**Airport:** Lisa Garmendia ([lisa.garmendia@slcgov.com](mailto:lisa.garmendia@slcgov.com))

No avigation easement is required.

**Police:** Lamar Ewell ([lamar.ewell@slcgov.com](mailto:lamar.ewell@slcgov.com))

No comments.

**Public Utilities:** Kristeen Beitel ([kristeen.beitel@slcgov.com](mailto:kristeen.beitel@slcgov.com))



***Public Utilities has the following comments regarding the exceptions proposed under this Planned Development:***

- Buildings without Frontage on a Public Road: Shared utilities will be required for this development, specifically because multiple buildings do not have frontage. CC&R's must detail shared utility ownership and maintenance responsibilities. The plat must also indicate that common areas are designated as utility easements for private utilities that provide service to more than one unit, including water, sewer, storm drain, and surface drainage. Please see additional comments regarding private v. public roadways and utilities in these roadways.
- Maximum Building Height: No issues.
- Reduced Front Yard Setback: Applicant should be aware that reducing setbacks and landscape areas may limit space/options for green infrastructure, which is required by Public Utilities. Applicant should also consider providing enough space for all required utilities with required clearances.
- Balcony Encroachment: Public Utilities requires a minimum of 15 feet vertical clearance for access to utilities in the public right of way. Please consider this requirement when locating balconies that encroach in the public way.
- Bicycle Parking in Garages: No issues.

*Additional comments have been provided to assist in the future development of the property. The following comments are provided for information only and do not provide official project review or approval.*

- Public Utility permit, connection, survey, and inspection fees will apply.
- 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.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.
- Contact SLCPU Property Agent, Karryn Greenleaf (801-483-6769), for additional information regarding SLCPU owned property and easements.
- CC&R's must address utility service ownership and maintenance responsibility from the public main to each individual unit.
- 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. Site utility plans should include all existing and proposed utilities, including water, irrigation, fire, sewer, stormwater, street lighting, power, gas, and communications. Please refer to APWA, SLCDPU Standard Practices, and the SLC Design Process Guide for utility design requirements. 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.
- Applicant must provide fire flow, culinary water, and sewer demand calculations to SLCDPU for review. The public sewer and water system will be modeled with these demands. If the demand is not adequately delivered or if one or more reaches of the sewer system reach capacity as a result of the development, a water/sewer main upsizing will be required at the



property owner's expense. Required improvements on the public water and sewer system will be determined by the Development Review Engineer and may be downstream of the project.

- Utilities in public roadways will be public utilities. Private utility services are not allowed to run in public roadways. There are several design options based on the proposed configuration of public and private roadways. It is recommended to contact SLCDPU ([kristeen.beitel@slcgov.com](mailto:kristeen.beitel@slcgov.com)) to discuss the utility plan for this development and receive specific guidance forward.
- 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 treatment is required prior to discharge to the public storm drain. Utilize stormwater Best Management Practices (BMP's) to remove solids and oils. Green Infrastructure should be used whenever possible. Green Infrastructure and LID treatment of stormwater is a design requirement and required by the Salt Lake City UPDES permit for Municipal Separate Storm Sewer System (MS4).
- 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.
- Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.

**Transportation Review:** Jena Carver ([jena.carver@slcgov.com](mailto:jena.carver@slcgov.com))

- UDOT approval required. UDOT may require a Traffic Impact Study. If a TIS is prepared for UDOT I will also need to review it. If approval was obtained with another application (e.g. Subdivision) please provide confirmation of approval and copy of any UDOT requirements. Permit for work in UDOT right of way will be required with building permit or road development. Contact Nazee Treweek at UDOT Region 2 Permits, 801-975-4810 or [ntreweek@utah.gov](mailto:ntreweek@utah.gov)
- Each garage will have a 220 V outlet for EV charging. This satisfies the EV parking stall requirement. Show and label outlets as EV charging in building permit plan
- Bicycle parking must be provided. If it is to be provided within garages there must be enough space in the garage to accommodate a vehicle stall and a parking stall. It appears that the 1BD-01 units have room for a bicycle space in the garage while the 2BD-01 units do not. Since there are 46 1 bedroom units the parking provided within the 1BD-01 units will be adequate to provide required parking.
- Accessible parking is required for guest parking. Provide 1 van accessible parking stall in the most central parking area.
- NOTE: for building permit parking calculation table must show all parking calculation including Electric Vehicle, Accessible, and Bicycle parking. Contact me if you have any questions prior to submitting building permit application.

Reviewer: Jena Carver, PE

Phone: 801-573-5058

Email: [jena.carver@slcgov.com](mailto:jena.carver@slcgov.com)