



Staff Report

PLANNING DIVISION

DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Planning Commission
From: Cassie Younger, Senior Planner
cassie.younger@slcgov.com 801-535-6211
Date: June 14, 2023
Re: PLNPCM2023-00200 Planned Development
PLNSUB2023-00254 Preliminary Subdivision

Planned Development & Preliminary Subdivision

PROPERTY ADDRESS: 720 & 724 S 300 E
PARCEL ID: 16-07-130-041-0000 & 16-07-130-040-0000
MASTER PLAN: [Central Community Plan](#)
ZONING DISTRICT: RMF-35, Moderate Density Multi-Family Residential

REQUEST: Planned Development & Preliminary Subdivision

Salt Lake City has received a request from Bogart McAvoy, the property owner, for a Planned Development and Preliminary Subdivision Plat at 720 and 724 S 300 East. The project is located in the RMF-35 zoning district and consists of seven dwelling units, each located on its own lot with shared common space. Due to the configuration of the project, all of the lots do not meet typical zoning regulations such as street frontage, width, setbacks, building coverage, and landscaping; therefore, Planned Development approval is required.

RECOMMENDATION: Approval with Conditions

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:

1. Submittal of a final plat application and recordation of the final plat.

ATTACHMENTS:

- A. [ATTACHMENT A: Vicinity Map](#)
- B. [ATTACHMENT B: Applicant's Submittal](#)
- C. [ATTACHMENT C: Property and Vicinity Photos](#)
- D. [ATTACHMENT D: RMF-35 Zoning Standards](#)
- E. [ATTACHMENT E: Subdivision Standards](#)
- F. [ATTACHMENT F: Planned Development Standards](#)

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

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

PROJECT DESCRIPTION

The proposed Mews residential project consists of seven dwelling units. The dwellings are configured in a townhouse format with three attached dwellings towards the rear of the property and two separate buildings, each containing two side-by-side units towards the front and sides of the property. The design is meant to mimic the “Mews” cottages in England, a type of close knit cottage style home with shared alleys and pathways.



The dwelling units facing 300 East have front doors and balconies that face the street, keeping eyes and activity towards the street, while garages face inward. A common court in the front yard area with benches and bike parking creates a welcoming and inviting presence along the streetscape. A “T” shaped driveway cuts through the lot that allows access to all the units. The garages face towards each other rather than towards the street.



All of the units in this development are three-bedroom, four bathroom, with two car garages on the first floor. Each unit will be on its own parcel, and will have a private backyard, patio, and second story balcony. Each unit is enclosed by a privacy/ retaining wall. A wall also encloses the development which allows screening from adjacent properties.

Existing conditions and Neighborhood context

The properties at 720 and 724 S 300 E each currently have a duplex on them, one of which is no longer habitable. These parcels are located in the RMF-35 zone, as are the surrounding properties to the north, south, and east. A vacant building that was formerly KoKo Kitchen is directly north, and Marcat townhomes are currently being constructed directly to the south. River rock apartments is directly across the street to the east. A protected bike lane runs in front of the property on 300 East, as are many other major bike routes nearby. The Library Trax Station is

also .6 miles away, which provides this development with many transportation options for tenants and owners.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Per section 21A.55.020.A of the Zoning Ordinance, the Planning Commission may approve modifications to the subdivision or zoning standards of a proposed development as part of a Planned Development. This includes the requested modifications on page 1 of this staff report. The Commission must find that the proposal meets the objectives and standards for a Planned Development as outlined in 21A.55.050 of the Zoning Ordinance.

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 (RMF-35) or is not consistent with the standards and objectives as outlined in the Planned Development chapter.

The Planning Commission may approve preliminary subdivision plats or report its actions and recommendations to the mayor, who ultimately approves or denies final subdivision plats.

KEY CONSIDERATIONS

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

1. How the proposal helps implement city goals and policies identified in adopted plans.
2. Modifications of RMF-35 development standards
3. Request to develop lots without public street frontage

Consideration 1: How the proposal helps implement city goals and policies identified in adopted plans.

Plan Salt Lake

Plan Salt Lake is Salt Lake City's guiding plan for the next 20 years of development. It outlines goals and initiatives to guide sustainable growth for our future.

The goals and initiatives outlined in this plan include:

Growth:

- ❖ *Locate new development in areas with existing infrastructure and amenities, such as transit and transportation corridors*
- ❖ *Promote infill and redevelopment of underutilized land*
- ❖ *Accommodate and promote an increase in the City's population*

Housing

- ❖ *Increase the number of medium density housing types and options*
- ❖ *Enable moderate density increases within existing neighborhoods where appropriate.*

This Planned Development provides infill development along transportation corridors and major bike routes and adds additional housing where infrastructure and amenities already exist. This development adds moderate density housing types in an appropriate zone. Therefore, this Planned Development fulfills the goals of Plan Salt Lake.

Central Community Plan

The Central Community Master Plan shows these properties are designated for medium density housing between 15-30 units per acre under the future land use map. Under typical development standards for these housing types, density would be approximately 12 units per acre on .41 acres. The proposed development provides a development at 17 units an acre, which is more in line with moderate density goals for this neighborhood.

The Central Community Plan's goals also desire development to "provide more three and four bedroom housing units" and "ensure that land-use policies reflect a respect for the eclectic architectural character so that this area does not remain as just an interim zone between Downtown and more desirable neighborhoods to the east and north."

This development creates a unique style of housing that provides three-bedroom housing for families on private lots. The majority of new development in this neighborhood has been large apartment buildings with small units. This project contributes to a diversity of housing types in this neighborhood and meets the goals of the Central Community Master Plan.

Consideration 2: Request to modify RMF-35 development standards

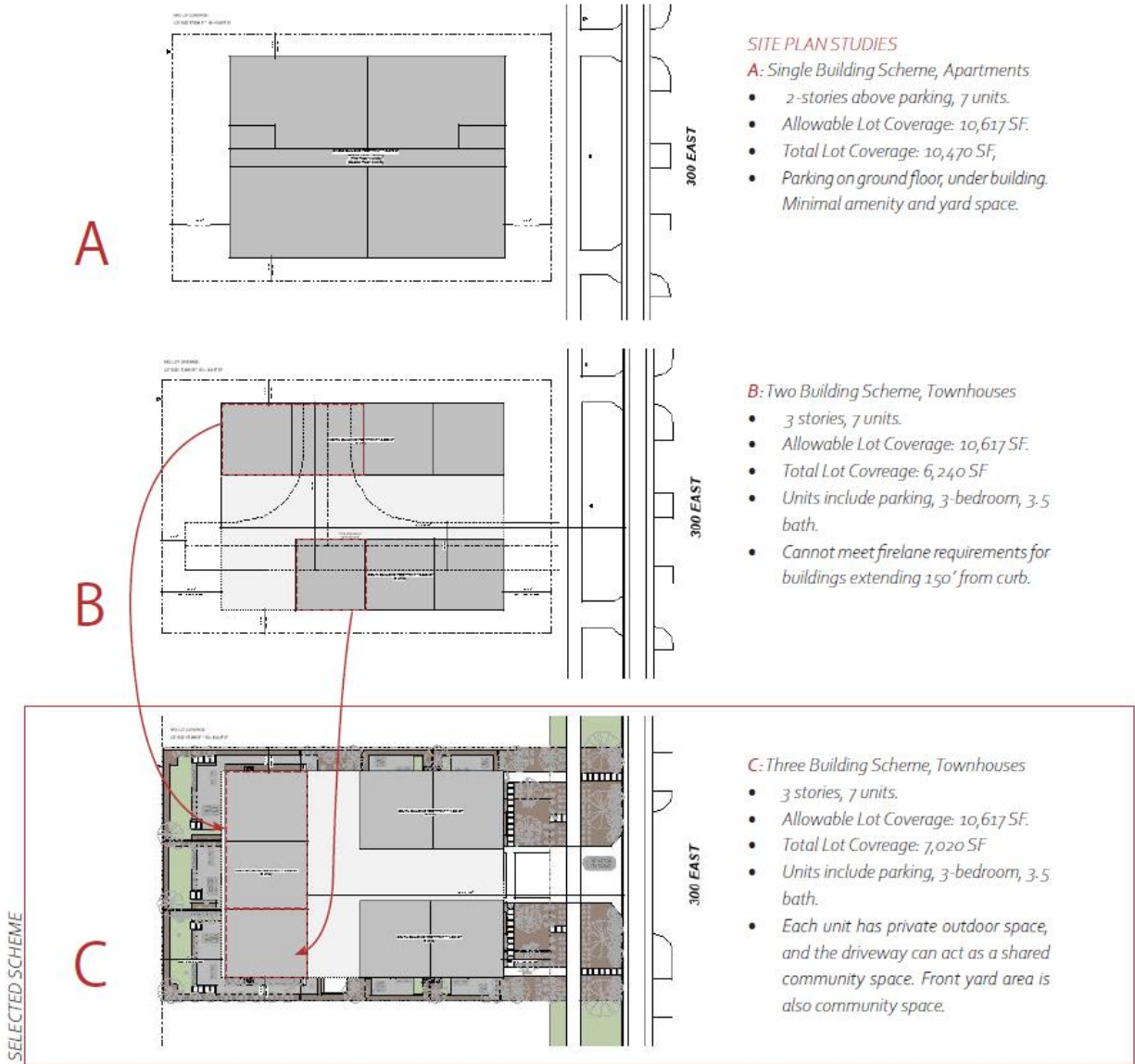
A typical lot in the RMF-35 zone would require a minimum of 4,000 SF for a twin home or 3,000 SF for single family attached, with 22-32 feet as a minimum lot width. This development's lots have a smaller lot area and minimum lot width per these development standards, therefore creating a denser development that is typical for this housing type. The Planned Development process does *not* allow projects to exceed the density of the zone. Because the zone allows for seven multi-family units, it does not exceed the density of the RMF-35 zone, but alters the lot width and minimum for single-family attached and twin home units.

The setbacks along the perimeter of the project meet the setbacks required for a multi-family project, which maintains the space, buffering, and screening towards adjacent properties. The front setback is 20 and offers a shared courtyard and inviting and attractive streetscape. Side and rear setbacks are typical of a multi-family residential development, at 20' in the rear and 10' on each side. But instead of a large, block shaped building of apartments, this project offers much needed "missing middle housing" – small townhomes that can easily house small families, but on a small private lot with shared amenities. The setbacks adjacent to the surrounding properties are the same if this building were one, large apartment building.

As seen in the visual below, the applicant shows what could be built according to the standards outlined in RMF-35. It visualizes one large multifamily building, compromised of small units, with a lot coverage of 10,470 square feet under existing setbacks and code. Other configurations shown that try to incorporate townhomes do not meet fire code, and therefore are not feasible. The proposed project meets fire code requirements and provides family-oriented housing with private outdoor space and larger units.

The purpose of the Planned Development is to provide a more *enhanced* product that would be achievable through strict application of zoning. This project meets the intent of this objective by creating an attractive and needed variety of housing within this zone.

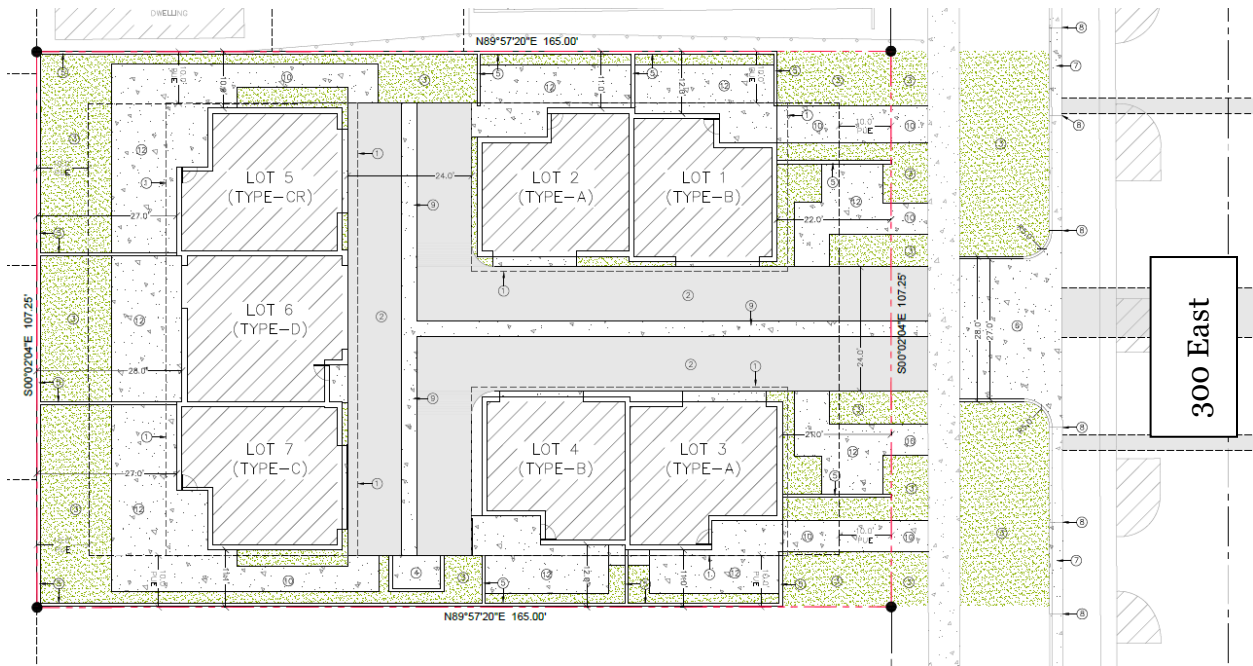
Their request to modify these standards through the Planned Development meets the purpose of the Planned Development standards, as outlined in Attachment E. This project meets the goals of the Central Community Master Plan and the objectives of the Planned Development process.



Consideration 3: Request to have lots without public street frontage

The Preliminary Plat includes seven lots with shared common space in the front yard area along 300 E and a shared private drive.

This plat configuration takes advantage of the depth of the lot to create lots and units in the back of the lot that are hidden from public view, this way providing density without affecting the view from the street. The private driveway provides adequate fire access to all units and shields the parking areas from public view. Staff is in support of this request.



STAFF RECOMMENDATION

Staff is of the opinion that the Planned Development proposal meets the intent of the RMF-35 zoning district, the Planned Development objectives and standards of review, and is compatible with the various master plans of the city. The proposal complies with the subdivision standards, except for the modifications being requested as part of the Planned Development. Staff recommends approval of the proposed project.

NEXT STEPS

Approval of the Request

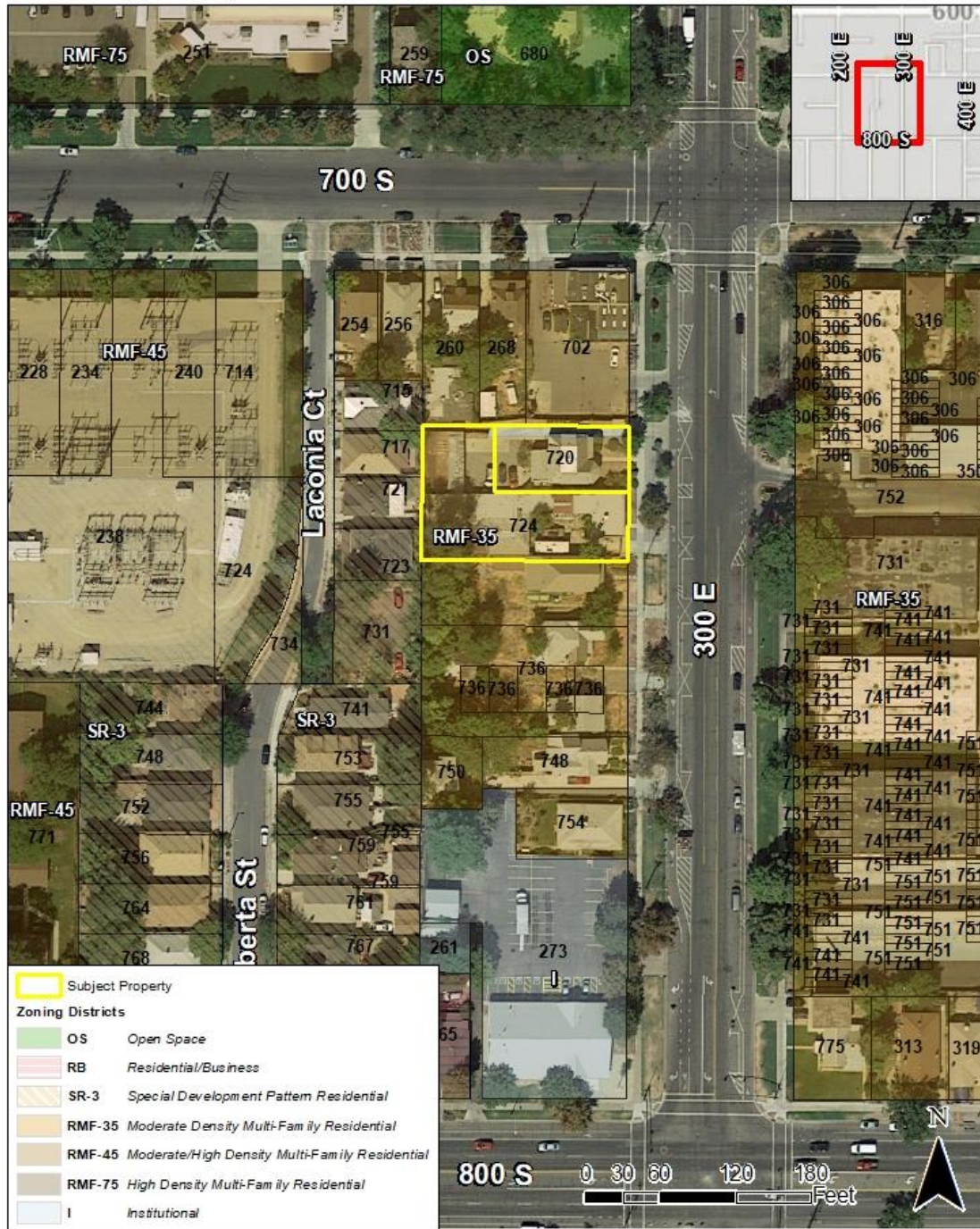
If the proposal is approved, the applicant will need to need to comply with the conditions of approval, including any of the conditions required by City departments and the Planning Commission. Final certificates of occupancy for the buildings will only be issued once all conditions of approval are met. The applicant will also need to submit a final plat.

Denial of the Planned Development Request

If denied, the applicant could develop this property to the standard development standards for RMF-35 as outlined [21A.24.130](#)

ATTACHMENT A: Vicinity Map

Vicinity Map



Salt Lake City Planning Division 4/12/2023

ATTACHMENT B: Applicant's Submittal



THE MEWS - 300 EAST MULTIFAMILY

Prepared by Process Studio PLLC

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*Cover: approaching project by sidewalk, from the south
This page: approaching project at evening, from the north*



*Clockwise, from top Left:
 Current site, with two duplex residences.
 The former Koko Kitchen located at the north of the site.
 River Rock Apartments, across the street from site.
 Condominium development to south of site.*



Select locations of nearby townhouse developments



A



B



C



D



E

Views of nearby townhouse developments. See previous page for locations.

A: Maven Townhomes. 25 units on .59 acres, or 42 units/acre (zone D-2).

B: Block 18 Green Housing. 11 units on .8 acres, or 14 units/acre (zone RMF-45).

C: Marcat Condominiums. 6 units on .53 acres, or 11 units/acre (zone RMF-35).

D: ModaSego Townhomes. 28 units on .97 acres, or 29 units/acre (zone RMF-35).

E: Liberty Court Townhouses. 9 units on .5 acre, or 18 units/acre (zone RMF-35).

are now constructed as new blocks of dwellings along a shared street, with private yards serving as an access to each unit. The shared street creates a semi-public shared space for residents which expands the sense of livable area in their housing community, while the yards adjoining each unit provide much-needed private spaces.

The Mews incorporates elements of this typology to create a grouping of townhomes which are not typical for the area, and perhaps not found in the city as a whole. The 7 townhomes are generously sized three-bedroom, four-bathroom units. And, unlike many townhomes which group 5 or even 10 units in a continuous building, these 7 townhomes are split into three buildings, making six of the townhomes a greatly-desired end unit. This design strategy increases the ability to freely place windows and balconies adjacent to interior living spaces, filling the units with natural light and allowing them to live bigger than the limited floorplate.

At the ground level, each end unit fronts onto a private, securable outdoor yard which connects either back to the shared interior street or directly to 300 East. Each unit has a two-car garage which backs onto the shared private drive. This private driveway also connects to a shared courtyard at the front of the site, which serves as an additional public space and provides seating and bicycle storage areas. The development as a whole is meant to be marketed to a family-oriented demographic, which will greatly enjoy and benefit from the dedicated yards, larger unit sizes, and shared courtyard.

DEVELOPMENT PURPOSE AND OBJECTIVES

"Demonstrate how your project meets the purpose and objectives of a planned development as stated in 21A.55.010 of the Planned Development ordinance."

Purpose

The RMF-35 Zoning District seeks to "provide an environment suitable for a variety of moderate density housing types, including single-family, two-family, and multi-family dwellings with a maximum height of thirty five feet." Our approach was to maximize the dwelling density on the property while

providing a residential environment that would appeal to a wide range of residents. Based upon the RMF-35 Zoning, we determined the maximum potential dwelling count to be 7 dwelling units, with a lot size of 17,374 sf. We then diagrammed a series of options for how 7 dwelling units might be achieved, which are included, based upon the RFM-35 required setbacks and lot coverage requirements.

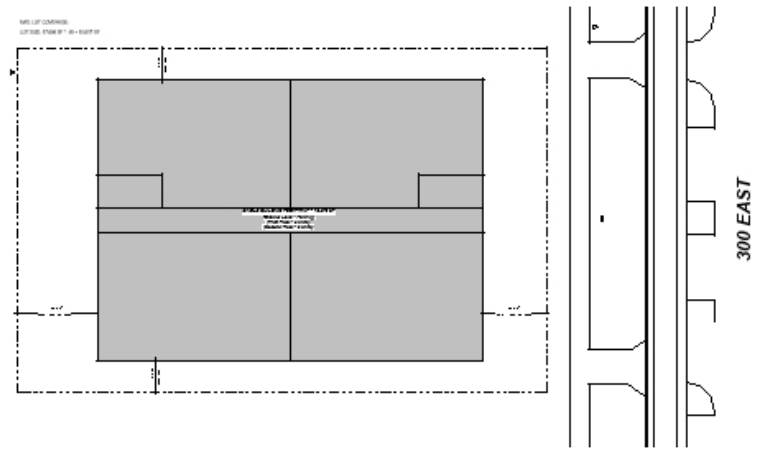
Through site sketches, we identified issues related different approaches to the building massing and its impact how the site would be used to accommodate the required access and parking. With a single, large structure, parking would either need to be situated underneath the building, on the ground floor, making the building prohibitively expensive for so few units. If we used this building typology without parking underneath the building, then the entire rear yard would be need to be paved to accommodate parking. This minimized any potential community outdoor space or amenities.

Looking at a townhouse approach, which we feel is more compatible with the neighborhood and creates a more desirable dwelling unit, we explored a simple plan to place units at the north and south ends of the site with a driveway in the middle. However, in this configuration, the length of the driveway becomes an issue related to fire lane access. Since one building would extend beyond 150' from the curb, we would be required to provide a turn around on the site, which this site cannot accommodate.

If we separate the units into a three building scheme, we are able to place 7 units on the site while creating several benefits: 1) this arrangement allows for each unit to have a private yard space along the side and rear property line, 2) the arrangement creates the greater ratio of end units, 3) the arrangement places yards adjacent to the SR-1a properties directly to the west, and 4) we do not need a fire lane turn around as the face of the rear building is closer less than 150' from the street curb. While, this new configuration yields buildings that could be considered duplexes and a triplex, the units remain a townhouse typology. For this reason, we are asking to maintain the same unit count to reach maximum dwelling density for this site.

SELECTED SCHEME

A

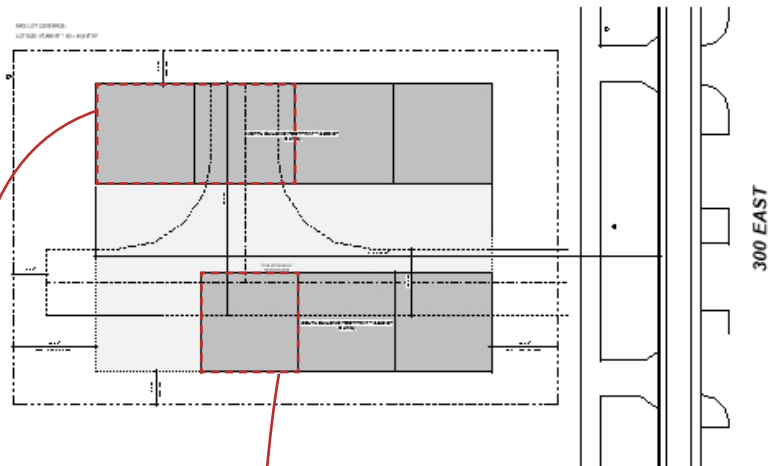


SITE PLAN STUDIES

A: Single Building Scheme, Apartments

- 2-stories above parking, 7 units.
- Allowable Lot Coverage: 10,617 SF.
- Total Lot Coverage: 10,470 SF,
- Parking on ground floor, under building. Minimal amenity and yard space.

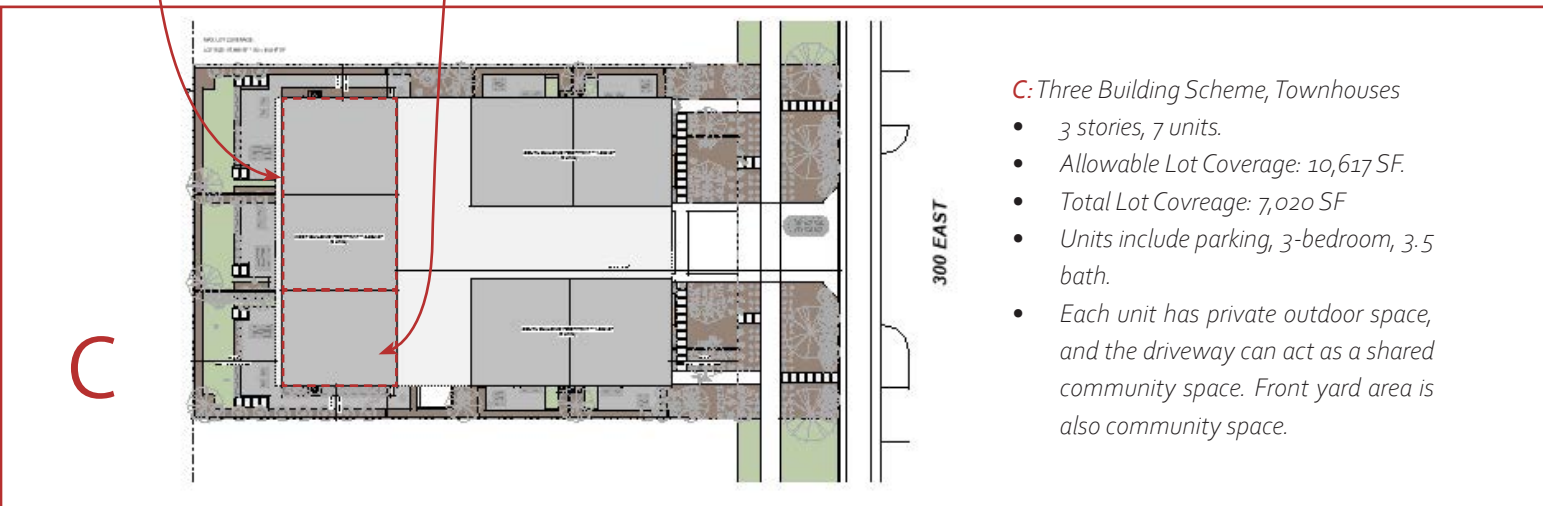
B



B: Two Building Scheme, Townhouses

- 3 stories, 7 units.
- Allowable Lot Coverage: 10,617 SF.
- Total Lot Coverage: 6,240 SF
- Units include parking, 3-bedroom, 3.5 bath.
- Cannot meet firelane requirements for buildings extending 150' from curb.

C



C: Three Building Scheme, Townhouses

- 3 stories, 7 units.
- Allowable Lot Coverage: 10,617 SF.
- Total Lot Coverage: 7,020 SF
- Units include parking, 3-bedroom, 3.5 bath.
- Each unit has private outdoor space, and the driveway can act as a shared community space. Front yard area is also community space.

The Central Community master plan for the area proposes the site have a unit density of 15-30 units per acre (Central Community Master Plan (2005), p. 2; see Central Community Future Land Use Map). With 7 townhomes placed on the combined .41 acres, The Mews achieves a moderate density of approximately 17 units per acre. A sample of five nearby townhouse developments puts this project at the lower range of local townhouse densities, which have calculated densities ranging from approximately 11 to 42 units per acre (see graphics on following pages). The Mews balances unit counts with required zoning setbacks to create a project which meets the recommendations of the local master plan while still preserving the buffers between these new buildings and any current or future uses on abutting properties.

Additionally, the splitting of the units into three buildings fits well around the required emergency access and turn-around. This emergency access and turn-around doubles as the shared drive for the development, which provides sufficient room for accessing garages and also a route for waste management collection toward the rear of the site.

Another way The Mews supports the city master plan is through its unit size. The Central City neighborhood planning area states that a goal of its residential areas is to “provide more three and four bedroom housing units” (Central Community Master Plan 2005, p. 5). The Mews will be a development of this type, with each unit having three bedrooms.

Objectives

In addition to the purposes listed above, the development seeks to specifically address the following objectives:

Objective A: Open Space and Natural Lands

The existing single-family residence at 724 S 300 E is a sprawling mass of garages and interconnected storage spaces. A bit of an eyesore, this parcel lacks open space since the building’s metal-wrapped additions abut nearly every property line around the site.

Next door, though it complies with zoning better, the residence at 720 S 300 E similarly suffers from a lack of yard space because the 724 S

property to the south also wraps around its west property line. Along this western boundary, both properties have created a large, shared concrete parking area. This greatly reduces the usable space of the smaller 720 S parcel, making it more beneficial to develop it in conjunction with a new scheme on the two parcels combined.

The new Mews development places new buildings on the site which comply with prescribed building setbacks to restore open space to the edges of the property. As previously described, the side and rear yards will provide private yard space adjoining each townhouse unit. In addition to these private yards along the side and rear property lines, the required front yard of the property is occupied by open yards and a common plaza area for seating and bicycle parking. This activates the street frontage by creating an attractive frontage for people walking and biking along the 300 East frontage.

Objective C: Housing

The Mews, with its private yards and shared central street, is a townhouse typology. This is common in the area, but the more recent developments of the same typology are much denser than this proposal, achieving densities around 30 or 40 units per acre, with 5 to 9 units in a single continuous block. The Mews proposes a modest density of approximately 17 units per acre, with either 2 or 3 units in a single building. Thus, both the scale of the individual buildings and the density of the whole development is greatly reduced from other typical townhomes, which relates better to the neighboring duplexes and single-family residences on its block. These units are also better marketed to families because of their three bedroom layouts and private yards.

Objective D: Mobility

Since The Mews will be located along a street with a well-developed biking corridor, the project dedicates space within the front yard to a shared courtyard with seating and bike racks. These amenities encourage use of the semi-public courtyard space and strengthen the connection to the walking and biking infrastructure throughout the city.

PLANNED DEVELOPMENT STANDARDS

"Demonstrate how your project meets the Standards for Planned Developments as stated in 21A.55.050 of the Planned Development ordinance"

Standard A: Planned Development Objectives

Our proposed project seeks a Planned Development approval to maximize the dwelling density for our site, which was calculated for 7 dwelling units. Though site analysis, we determined, that the best way to achieve this is to pursue a townhouse typology, split across three buildings rather than 1 single building mass. This also allows us, as described in the "Objective A: Open Space" section, to prioritize the private yards adjoining each townhouse unit. Each building fully complies with the zoning district's setback, height maximum, and lot coverage requirements.

Standard B: Master Plan Compatibility

The densities indicated in the Central City Master Plan (2005) show that this site has a target density of 15-30 units per acre. The Mews achieves 17 units per acre, which is towards the lower end of this target. This will help balance densities within the greater area, as other nearby apartment buildings and townhomes have densities exceeding 40 units per acre.

Standard C: Design And Compatibility

1. Scale, Mass, and Intensity

The cluster of buildings sits within the prescribed building envelope of the RMF-35 zoning. These buildings are similar in height to nearby townhome developments, although each building only has 2 or 3 units. This greatly enhances the product by providing 6 end-units in a 7-townhouse scheme, whereas conventional townhouse developments would only have 2 or 4 end-type units at this same density. Additionally, compliance with zoning setbacks preserves yard spaces around the site, making this development less imposing on adjacent uses and properties.

2. Building orientation and materials

Both buildings which front 300 E have units with entrances facing

the street. The rear building's center unit also faces the street and is distantly visible from the street, as the unit is centered on the shared private drive extending into the site. The remaining four units have ground-floor entrances which are accessible through their adjoining yards, which then connect back to the private street via sidewalks and gates.

Although the RMF-35 has no design treatment requirements for materials, all three buildings have a variety of materials on each facade, as well as pop-out bays to break up the building elevations. Additionally, the community entrance to the development is on 300 east, with community open space (including seating and gardens) that are meant to activate the area.

3. Building setbacks

The proposed setbacks for the development are entirely compliant with the RMF-35 zoning requirements. This creates sufficient space for private amenities on the property, a buffer between the development and adjacent properties, and ample space for maintaining the exterior finishes and servicing utilities on the property.

4. Building facades offer transparency and access and pedestrian interest

The RMF-35 zoning district does not require a minimum amount of glazing, or any architectural design features to engage the street. However, design for The Mews still activate the street facade with ground level entries, pop-out bays and glazing which orient interior living spaces to the street, courtyard spaces along the street, and generous amounts of landscaping to provide pedestrian interest.

5. Lighting design

Lighting will be placed at porch entries, along sidewalks, and along the shared driveway to provide adequate nighttime lighting on the property.

6. Dumpsters screened

Dumpsters for the site have been located behind the southern building, and have also been designed with an enclosure to provide additional screening for the property to the south.

7. Parking areas buffered

All required parking for the development is provided within the

townhome garages (2 parking spaces for each dwelling unit). All garage openings face toward the interior of the site.

Standard D: Landscaping

Mature trees only exist within the public right-of-way. As there are no existing landscape buffers between the property and any abutting properties, restoring the site's yard setbacks will greatly improve the quality of landscaping around the site.

Standard E: Mobility:

The drive access to 300 E is located at the center of the site, creating a clear view of the 300 E corridor. The site is designed with dedicated pedestrian access, and provides bike racks at the front of the development within a semi-public courtyard. The site also accommodates a hammerhead turn-around for emergency vehicle access.

Standard F Existing Site Features

The existing site hosts two structures and a large, concrete parking area, which do not significantly contribute to the character of the neighborhood.

Standard G: Utilities

The development plans for brand new utilities to site, which will be connected back to city infrastructure.

LONG TERM MAINTENANCE

"Describe the plan for long term maintenance of all private infrastructure as stated in 21A.55.110 of the Planned Development ordinance"

A: The estimated initial cost for capital improvements to sewer, water, and storm water management is \$297,520.88. The estimate for on-site paving, fencing, and vehicle driveways is \$233,182.50. The probable construction cost for landscaping is estimated at \$120,000. The total estimate for all capital improvements is \$650,703.38.

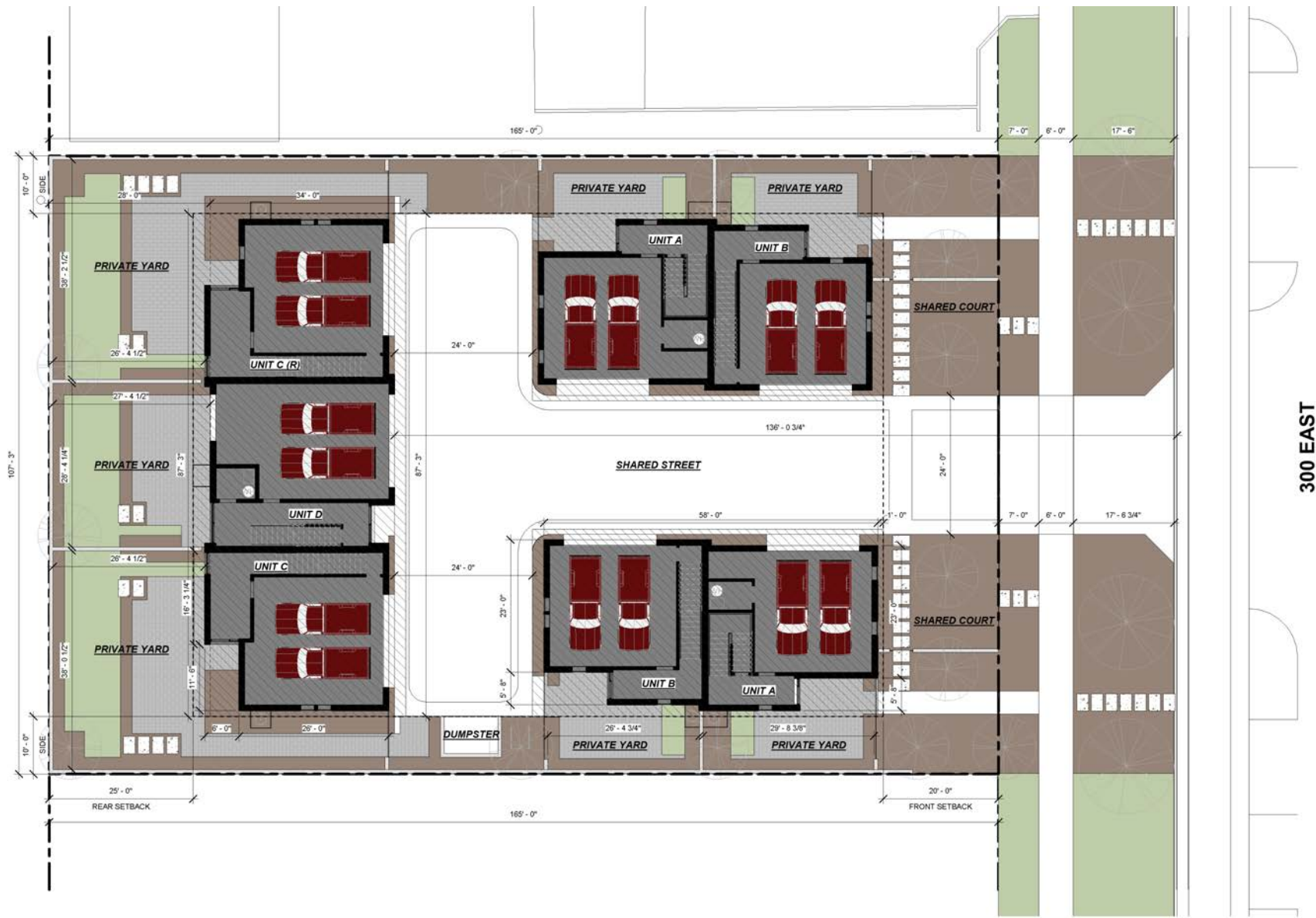
B: The properties, including the structures and the site infrastructure, will be maintained through the establishment of a non-profit HOA, which will collect funds and manage an account that will maintain all common areas and improvements.

C: The non-profit HOA will notify property owners yearly of estimated yearly expenditures for maintenance, as well as actual expenditures incurred.

D: The HOA will ensure the site remains operational and maintained such that access to the planned development is available to the City for emergency and other services, and to ensure the condition of private infrastructure does not interrupt the operation of public facilities to which the private infrastructure connects or to which it may be adjacent.



Vegetation and sidewalks cross through highly-transparent fences to visually expand the sense of public space



300 EAST

Site plan for The Mews



A courtyard off 300 East serves as a shared amenity



Vegetation and pavers activate the shared street



Up-down exterior lighting and modern landscaping create an environment that is welcoming at both day and night.

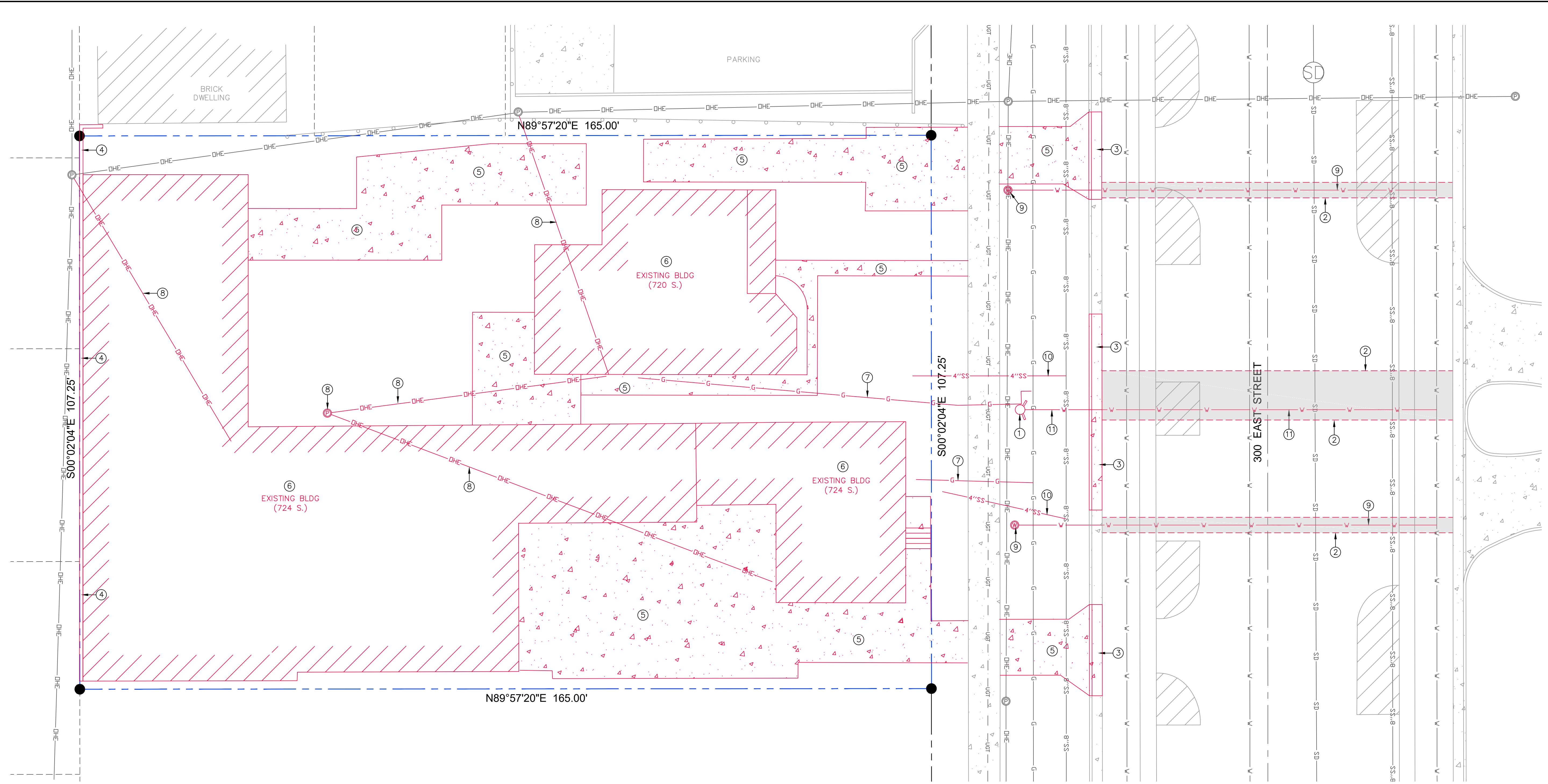


Both townhome units along the 300 East frontage have entries that directly face the public right-of-way, as well as bay pop-outs and a variety of materials to engage with the street and create visual interest.

The development's rear building takes cues from the two front buildings, with this building's center unit engaging directly with the shared driveway.



Each rear corner unit has a dedicated pathway extending from the unit's entry, through the private yard, and out to the shared street.

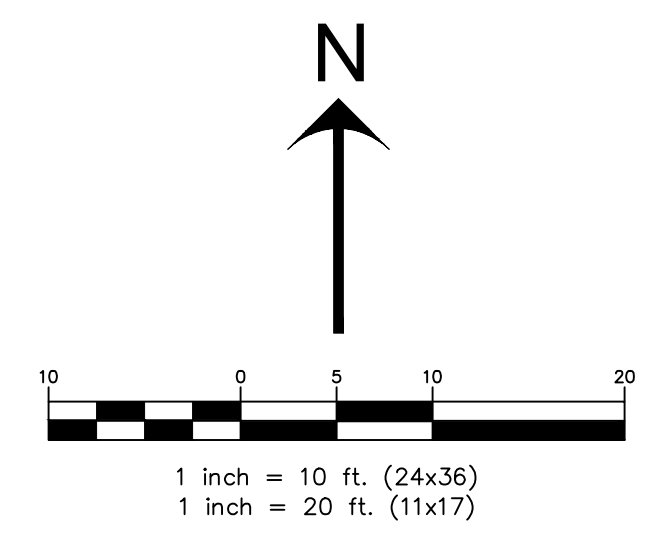


GENERAL NOTES

1. ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: SALT LAKE CITY, SALT LAKE CITY DEPARTMENT OF PUBLIC UTILITIES (SLCDPU), PRODUCT MANUFACTURER, OR AMERICAN PUBLIC WORKS ASSOCIATION (APWA). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY.
2. TRAFFIC CONTROL, STRIPING & SIGNAGE TO CONFORM TO CURRENT UDOT TRANSPORTATION ENGINEER'S MANUAL AND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
3. ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
4. WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES.
5. ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS.

KEYED NOTES

- 1 FIRE HYDRANT TO BE REMOVED AND/OR RELOCATED. CONTRACTOR TO VERIFY WITH SLCDPU ON CONDITION OF HYDRANT FOR POSSIBLE REUSE.
- 2 SAWCUT, REMOVE AND PROPERLY DISPOSE OF EXISTING ASPHALT FOR UTILITY REMOVAL OR INSTALLATION.
- 3 REMOVE AND PROPERLY DISPOSE OF EXISTING CURB/GUTTER. REPLACE AS SHOWN ON SUBSEQUENT SHEETS.
- 4 REMOVE AND PROPERLY DISPOSE OF EXISTING CONCRETE RETAINING WALL TO BE REPLACED.
- 5 REMOVE AND PROPERLY DISPOSE OF EXISTING CONCRETE FLATWORK.
- 6 DEMOLISH AND DISPOSE OF EXISTING BUILDING.
- 7 CONTRACTOR TO COORDINATE WITH DOMINION ENERGY TO CUT AND CAP EXISTING GAS SERVICE.
- 8 CONTRACTOR TO COORDINATE WITH ROCKY MOUNTAIN POWER FOR REMOVAL OF UTILITY PPOLES AND OVERHEAD LINES AND COORDINATE NEW SERVICES.
- 9 REMOVE EXISTING WATER METER AND END SERVICE AT MAIN PER SLCDPU STANDARD PRACTICE.
- 10 REMOVE EXISTING SEWER LATERAL AND END SERVICE AT MAIN PER SLCDPU STANDARD PRACTICE.
- 11 PROTECT EXISTING CURB IN PLACE.
- 12 PROTECT EXISTING SIDEWALK IN PLACE.



#	DATE	REVISIONS:

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
DEMOLITION PLAN

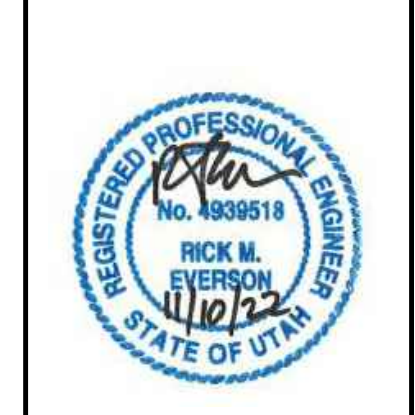
DATE SUBMITTED: 11/10/2022
 PREPARED FOR: BOGART MCAVOY

OWNER
 DIGS UTAH LLC
 BOGART MCAVOY
 PO BOX 526103
 SALT LAKE CITY, UT 84152
 (801) 865-4510

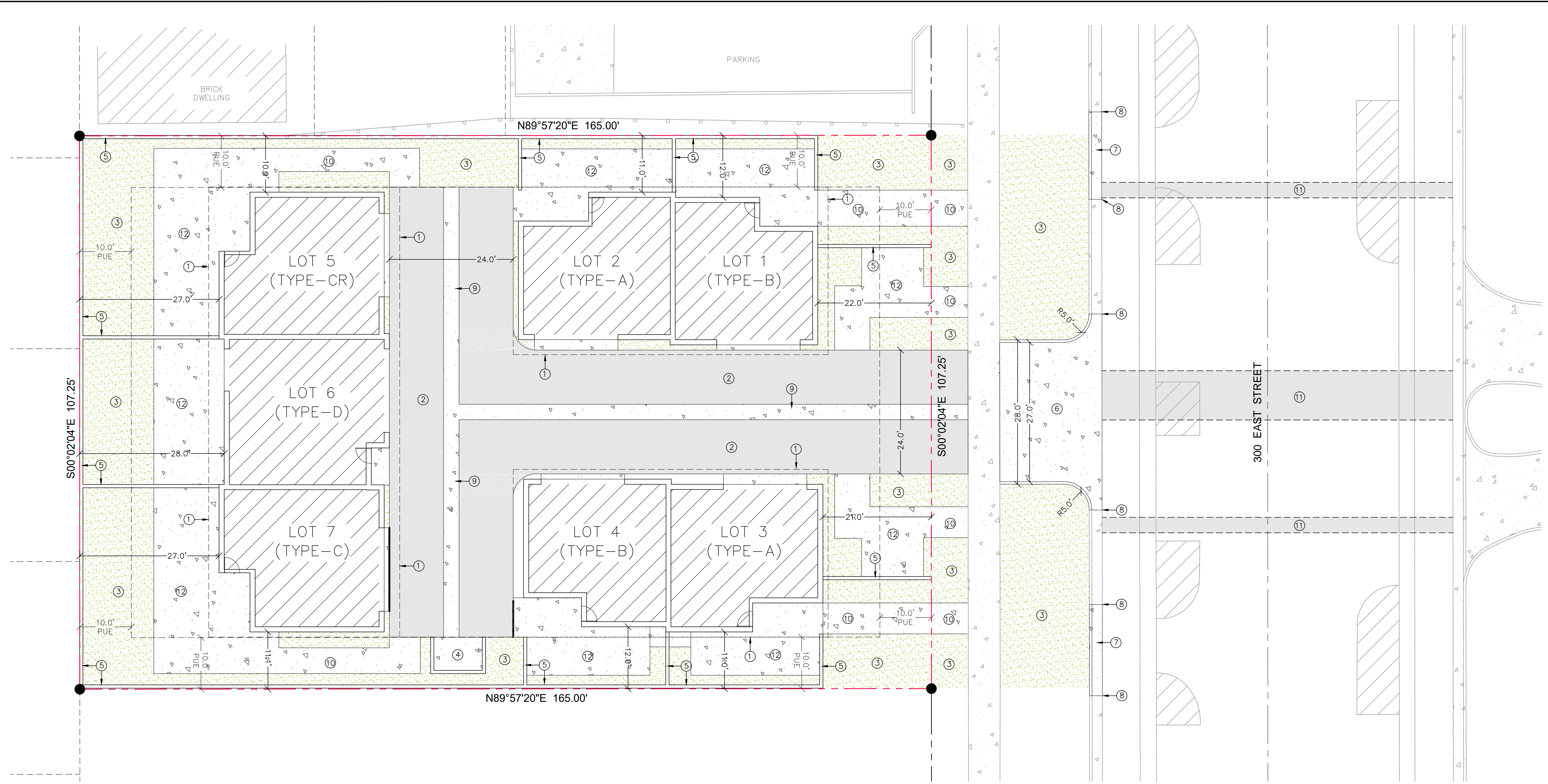
ARCHITECT
 PROCESS STUDIO
 DWIGHT YEE
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 RICK EVERSON
 2851 JENNIE LANE
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C001

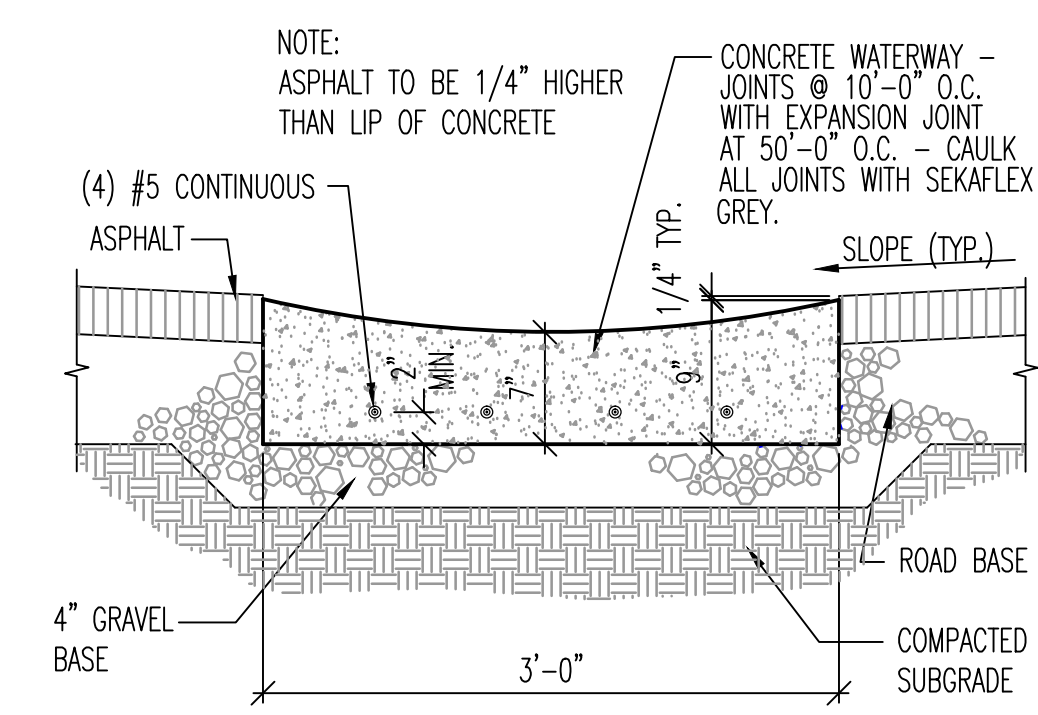


GENERAL NOTES

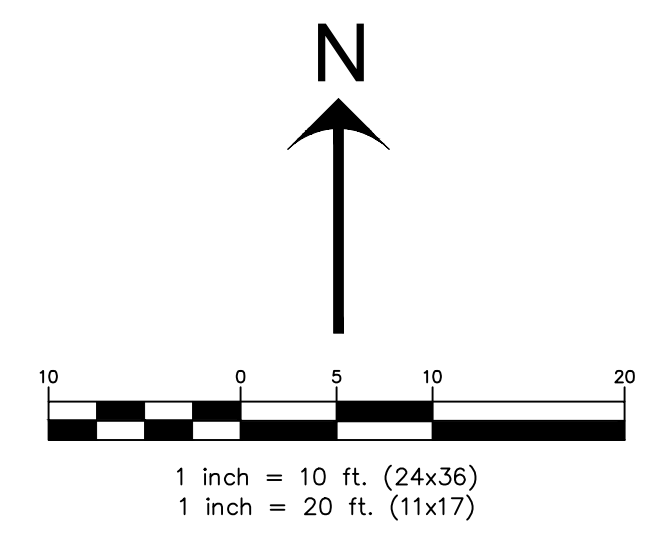
1. ALL CONSTRUCTION MUST STRICTLY FOLLOW THE STANDARDS AND SPECIFICATIONS SET FORTH BY: SALT LAKE CITY, SALT LAKE CITY DEPARTMENT OF PUBLIC UTILITIES, PRODUCT MANUFACTURERS, OR AMERICAN PUBLIC WORKS ASSOCIATION (APWA). THE ORDER LISTED ABOVE IS ARRANGED BY SENIORITY.
2. CONTRACTOR TO STRICTLY FOLLOW GEOTECHNICAL RECOMMENDATIONS FOR THIS PROJECT. ALL GRADING INCLUDING BUT NOT LIMITED TO CUT, FILL, COMPACTION, ASPHALT SECTION, SUBBASE, TRENCH EXCAVATION, BACKFILL, SITE GRUBBING, RETAINING WALLS AND FOOTINGS MUST BE COORDINATED DIRECTLY WITH THE GEOTECHNICAL ENGINEER. SEE GEOTECHNICAL STUDY BY AGECE DATED JULY 6, 2022 (PROJECT NO. 1210793)
3. TRAFFIC CONTROL, STRIPING & SIGNAGE TO CONFORM TO CURRENT UDOT TRANSPORTATION ENGINEER'S MANUAL AND MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
4. ANY AREA OUTSIDE THE LIMIT OF WORK THAT IS DISTURBED SHALL BE RESTORED TO ITS ORIGINAL CONDITION.
5. WHENEVER EXISTING FACILITIES ARE REMOVED, DAMAGED, BROKEN, OR CUT IN THE INSTALLATION OF THE WORK COVERED BY THESE PLANS OR SPECIFICATIONS, SAID FACILITIES SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE WITH MATERIALS EQUAL TO OR BETTER THAN THE MATERIALS USED IN THE ORIGINAL EXISTING FACILITIES.
6. ALL DIMENSIONS, GRADES & UTILITY DESIGNS SHOWN ON THE PLANS SHALL BE VERIFIED BY THE CONTRACTOR PRIOR TO CONSTRUCTION. CONTRACTOR SHALL NOTIFY ENGINEER OF ANY DISCREPANCIES PRIOR TO PROCEEDING WITH CONSTRUCTION FOR NECESSARY PLAN OR GRADE CHANGES.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR ADEQUATELY SCHEDULING INSPECTION AND TESTING OF ALL FACILITIES CONSTRUCTED UNDER THIS CONTRACT. ALL TESTING SHALL CONFORM TO THE REGULATORY AGENCY'S STANDARD SPECIFICATIONS.
8. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.

KEYED NOTES

- ① APPROXIMATE OUTLINE OF ROOF OVERHANG
- ② INSTALL ASPHALT PAVEMENT PER ASPHALT PAVEMENT DESIGN IN GEOTECHNICAL REPORT
- ③ LANDSCAPE AREA, SEE ARCHITECTURAL PLANS
- ④ INSTALL CONCRETE DUMPSTER PAD PER CONCRETE PAVEMENT DESIGN IN GEOTECHNICAL REPORT. ENCLOSURE PER ARCHITECTURAL PLANS.
- ⑤ INSTALL CONCRETE RETAINING WALL. SEE GRADING SHEETS FOR ELEVATIONS AND ARCHITECTURAL PLANS FOR DETAILS.
- ⑥ INSTALL OPEN DRIVEWAY APPROACH PER APWA PLAN #225
- ⑦ INSTALL TYPE A CURB AND GUTTER PER APWA PLAN #205
- ⑧ CONNECT EXISTING CURB AND GUTTER TO NEW CURB AND GUTTER PER APWA PLAN #206
- ⑨ INSTALL 3' WATERWAY PER DETAIL "A", THIS SHEET
- ⑩ INSTALL SIDEWALK PER APWA PLAN #231
- ⑪ INSTALL ASPHALT CONCRETE T-PATCH PER APWA PLAN #255. SEE DEMOLITION PLAN AND UTILITY PLAN FOR MORE INFORMATION.
- ⑫ INSTALL CONCRETE PAVEMENT PER DESIGN IN GEOTECHNICAL REPORT



DETAIL "A" (3' CONCRETE WATERWAY)



#	DATE	REVISIONS

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
CIVIL SITE PLAN

DATE SUBMITTED: 11/10/2022
 PREPARED FOR: BOGART MCAVOY

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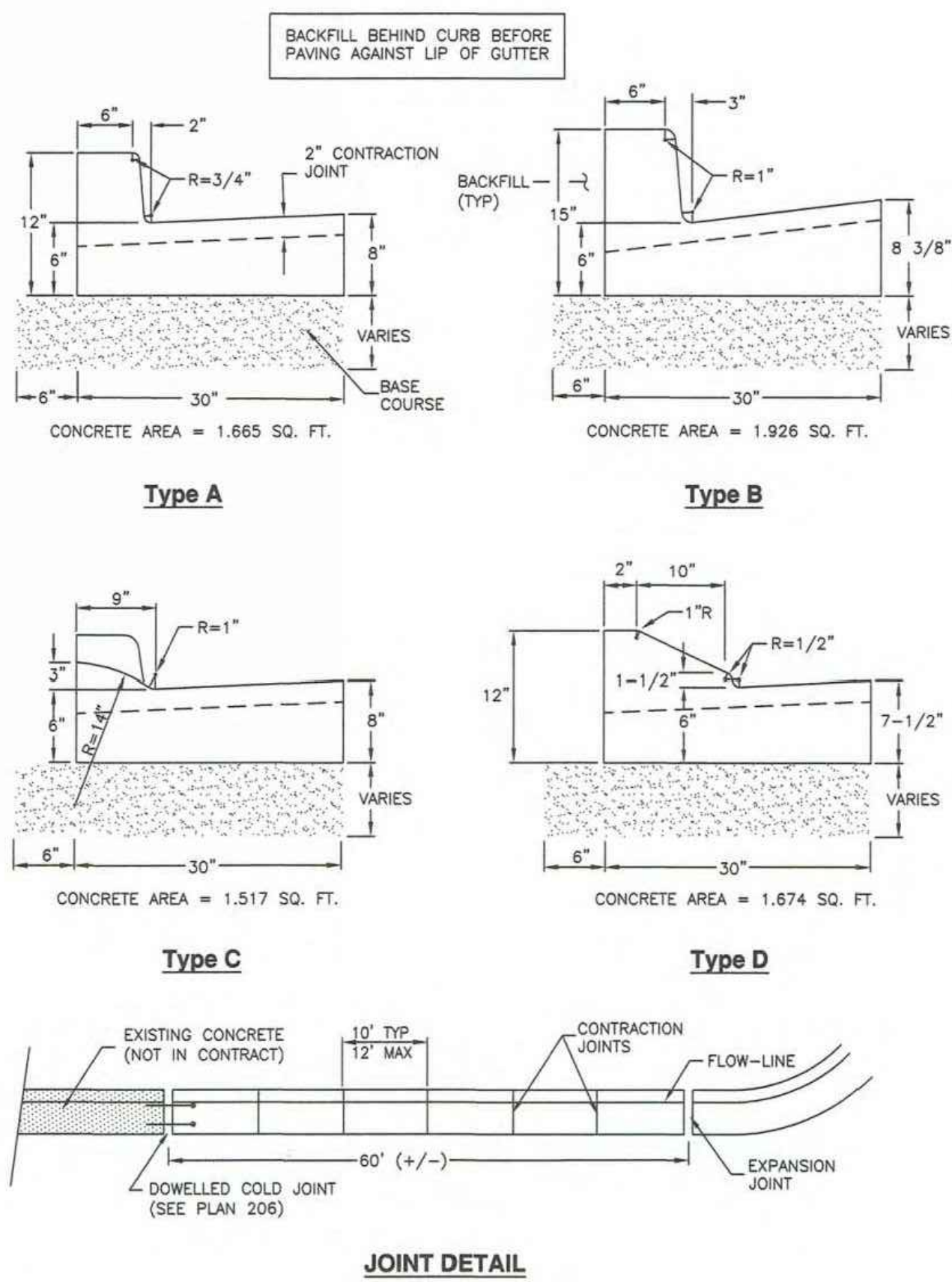


C101

Curb and gutter

- GENERAL**
 - Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
 - Additional requirements are specified in APWA Section 32 16 13.
- PRODUCTS**
 - Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
 - Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
- EXECUTION**
 - Base Course Placement: APWA Section 32 05 10. Thickness is 6-inches if flow-line grade is 0.5 percent (s=0.005) or greater. If slope is less, provide 8-inches. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - Concrete Placement: APWA Section 03 30 10.
 - Install expansion joints vertical, full depth, with top of filler set flush with concrete surface. Install at the start or end of a street intersection curb return. Expansion joints are not required in concrete placement using slip-form construction.
 - Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Match joint location in adjacent Portland-cement concrete roadway pavement.
 - Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
 - Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.

205.1



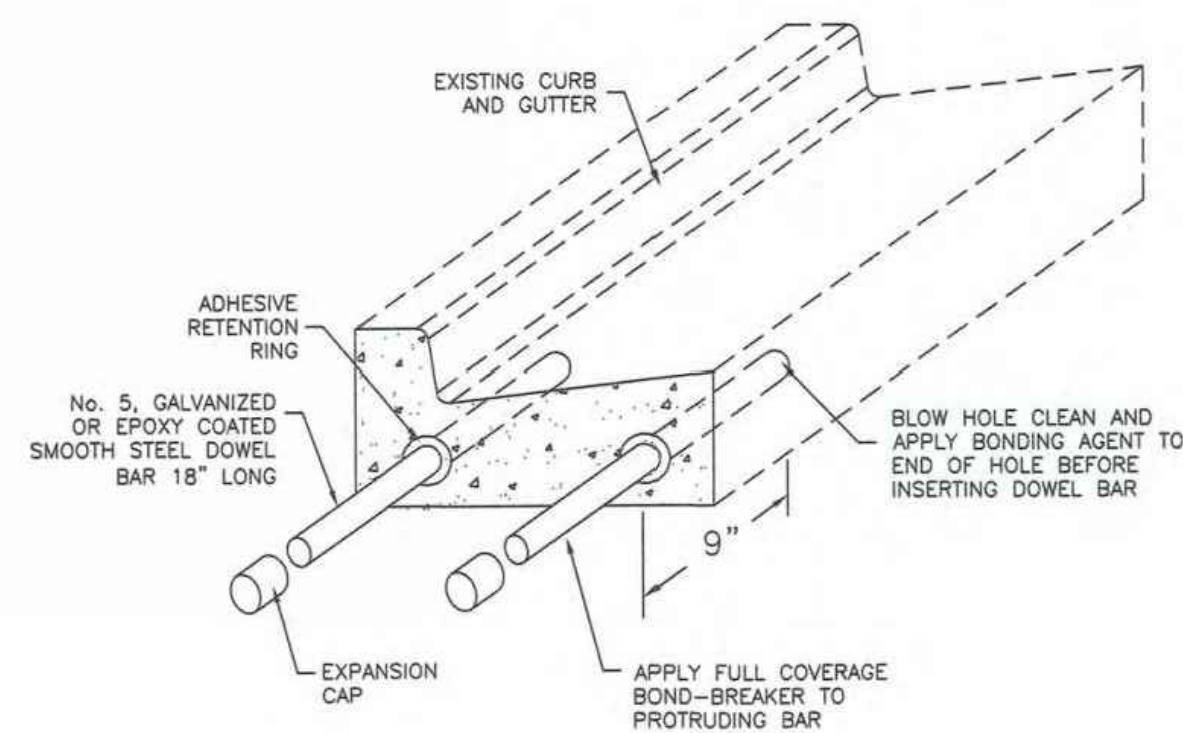
Curb and gutter

Plan 205.1
December 2008

Curb and gutter connection

- GENERAL**
 - Connect new curb and gutter to existing curb and gutter that has not been placed by CONTRACTOR.
- PRODUCTS**
 - Reinforcement: Galvanized or epoxy coated, 60 ksi yield grade steel, ASTM A615.
 - Adhesive: Epoxy adhesive grout, APWA Section 03 61 00.
 - Bond Breaker: Paraffin wax, lithium grease, or other semi-solid, inert lubricant.
 - Expansion Cap: Plastic, with bar movement allowance of 1/2-inch.
- EXECUTION**
 - Ensure drill rigs (or jigs) are set at mid-depth of the gutter and horizontal to the surface. Make hole size large enough to account for dowel bar and adhesive.
 - Clean holes and dowel bars of dirt, dust and particles. Ensure coating on bars have no surface defects.
 - Place bonding agent in the back of each hole so adhesive flows out around each bar fully encasing it. DO NOT apply adhesive to end of the bar and then insert the bar into the hole.
 - Insert dowels with at least one full turning motion and if necessary, place a groud retention disk on the dowel after insertion to contain adhesive.
 - Apply complete coverage of bond-breaker on the protruding end of each dowel.
 - Install expansion caps on protruding dowel bar ends.

206



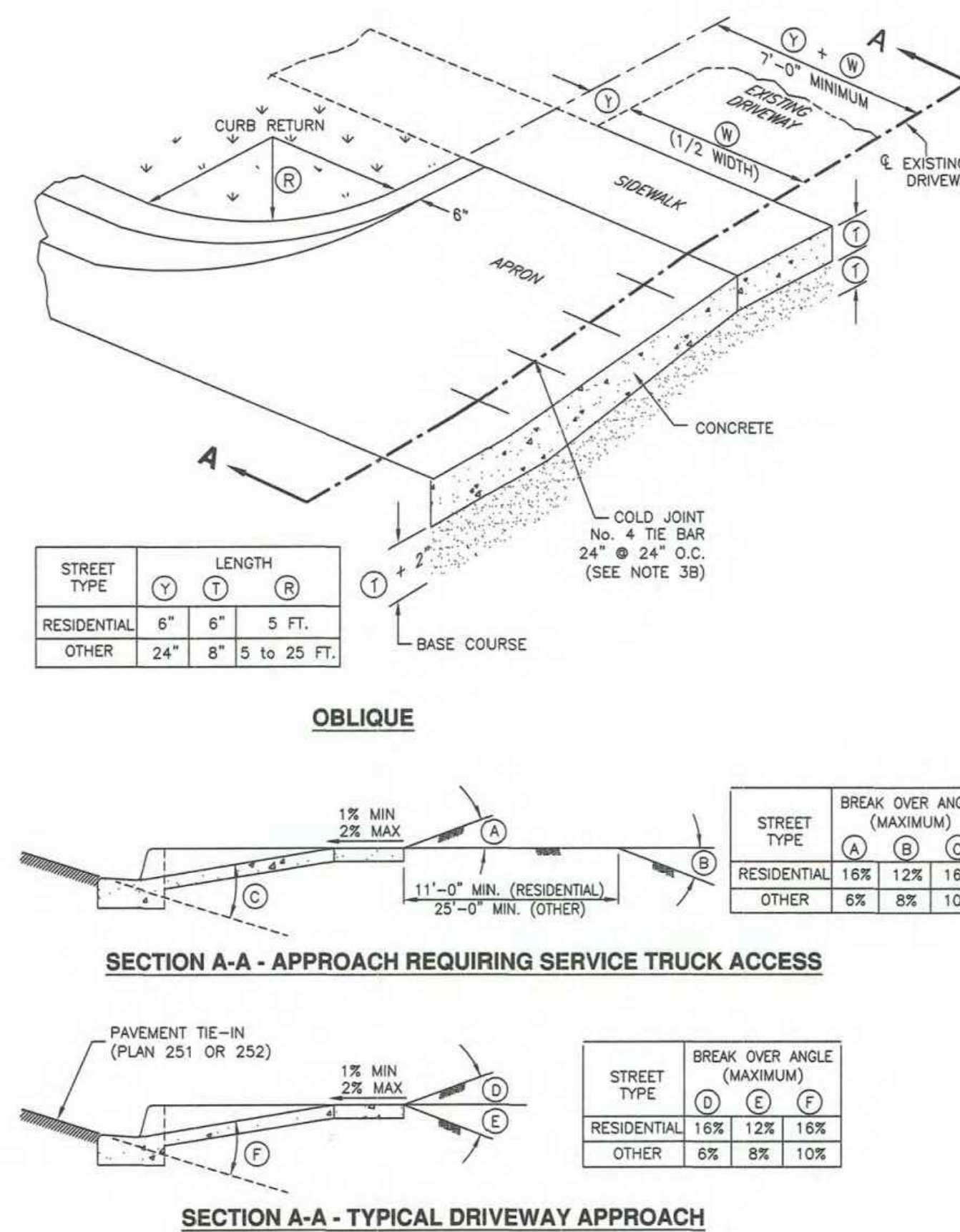
Curb and gutter connection

Plan 206
June 2009

Open driveway approach

- GENERAL**
 - Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
 - Field Changes to Slope Requirements:
 - Grades may have a 6 percent change in slope over a 11 feet wheel base run for both crest or sag vertical curves.
 - Where heavy truck use and fire truck access applies, or to improve design speed, design grades should be cut in half.
 - Specific uses or site conditions may require profile design submittal for review and acceptance.
 - Additional requirements are specified in APWA Section 32 16 13.
- PRODUCTS**
 - Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
 - Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - Reinforcement: Galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A615.
 - Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
- EXECUTION**
 - Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - Reinforcement: Not required if driveway apron is constructed without a cold joint.
 - Concrete Placement: APWA Section 03 30 10.
 - Install expansion joints vertical, full depth, with top of filler set flush with concrete surface.
 - Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
 - Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.
 - Protection and Repair: Protect concrete from deicing chemicals during cure. Repair construction that does not drain. If necessary, fill flow-line with water to verify.

225



Open driveway approach

Plan 225
December 2009

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C102

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DATE SUBMITTED: 11/10/2022

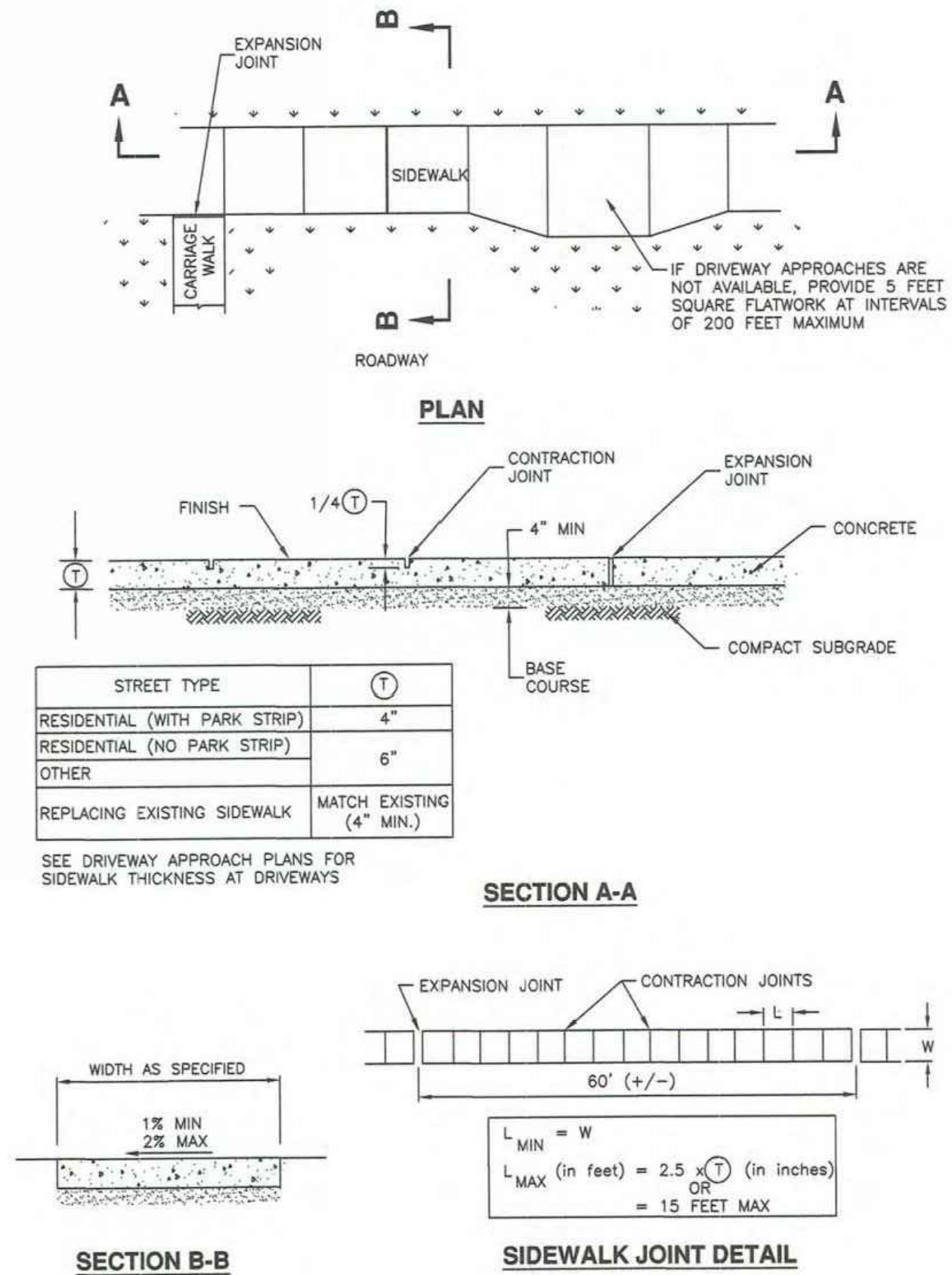
PREPARED FOR: BOGART MCAVOY

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
CIVIL SITE DETAILS

Sidewalk

1. **GENERAL**
 - A. Variance from specified dimensions and slopes must be acceptable to the ENGINEER. System configuration may be changed at ENGINEER's discretion.
 - B. Additional requirements are specified in APWA Section 32 16 13.
2. **PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Expansion Joint Filler: 1/2-inch thick type F1 full depth, APWA Section 32 13 73.
 - C. Concrete: Class 4000, APWA Section 03 30 04. If necessary, provide concrete that achieves design strength in less than 7 days. Use caution; however, as concrete crazing (spider cracks) may develop if air temperature exceeds 90 degrees F.
 - D. Concrete Curing Agent: Clear membrane forming compound with fugitive dye (Type ID Class A), APWA Section 03 39 00.
3. **EXECUTION**
 - A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - B. Concrete Placement: APWA Section 03 30 10.
 - 1) Install expansion joints vertical, full depth, with top of filler set flush with concrete surface.
 - 2) Install contraction joints vertical, 1/8-inch wide or 1/4 slab thickness if the slab is greater than 8-inches thick. Maximum length to width ratio for non-square panels is 1.5 to 1. Maximum panel length (in feet) is 1.5 times the slab thickness (in inches).
 - 3) Provide 1/2-inch radius edges. Apply a broom finish. Apply a curing agent.

231



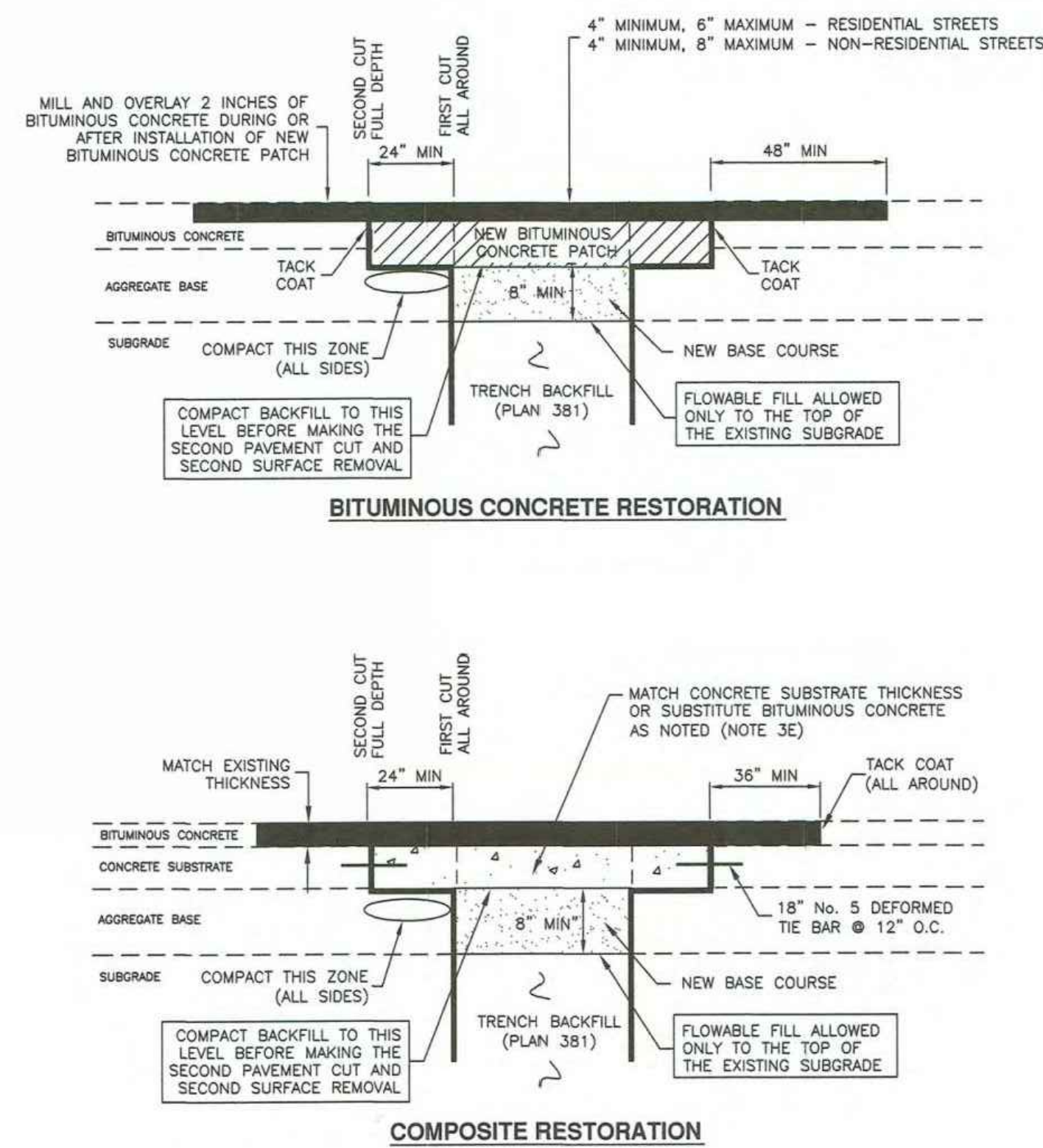
Sidewalk

Plan
231
March 2009

Bituminous pavement T-patch

1. **GENERAL**
 - A. Vertical cuts in bituminous pavement may be done by saw or pavement zipping. If cuts greater than 6 inches are necessary to prevent pavement "break off" consult ENGINEER for directions on handling additional costs.
 - B. Repair a T-patch restoration if any of the following conditions occur prior to final payment or at the end of the one year correction period.
 - 1) Pavement surface distortion exceeds 1/4-inch deviation in 10 feet. Repair option - plane off surface distortions. coat planed surface with a cationic or anionic mulsion that complies with APWA Section 32 12 03.
 - 2) Separation appears at a connection to an existing pavement or any Street Fixture. Repair option - blow separation clean and apply joint sealant, Plan 265.
 - 3) Cracks at least 1-foot long and 1/4-inch wide occur more often than 1 in 10 square feet. Repair option - blow clean and apply crack seal, Plan 265.
 - 4) Pavement ravelling is greater than 1 square foot per 100 square feet. Repair option - Mill and inlay, APWA Sections 32 01 16.71 and 32 12 05.
2. **PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Flowable Fill: Target is 60 psi in 28 days with 90 psi maximum in 28 days, APWA Section 31 05 15. It must flow easily requiring no vibration for consolidation.
 - C. Reinforcement. No. 5, galvanized or epoxy coated, deformed, 60 ksi yield grade steel, ASTM A615.
 - D. Concrete: Class 4000, APWA Section 03 30 04.
 - E. Tack Coat: APWA Section 32 12 13.13.
 - F. Bituminous Concrete. APWA Section 32 12 05.
 - 1) Warm Weather Patch: PG64-22-DM-1/2, unless indicated otherwise.
 - 2) Cold Weather Patch: Modified MC-250-FM-1 as indicated in APWA Section 33 05 25.
3. **EXECUTION**
 - A. Base Course Placement: APWA Section 32 05 10. Maximum lift thickness before compaction is 8-inches when using riding equipment or 6-inches when using hand held equipment. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - B. Flowable Fill: Cure to initial set before placing aggregate base or bituminous pavement. Use in excavations that are too narrow to receive compaction equipment.
 - C. Tack Coat: Clean all horizontal and vertical surfaces. Apply full coverage all surfaces.
 - D. Pavement Placement: Follow APWA Section 32 12 16.13. Unless indicated otherwise, lift thickness is 3-inches minimum after compaction. Compact to 94 percent of ASTM D2041 (Rice density) plus or minus 2 percent.
 - E. Bituminous Concrete Substitution: If bituminous concrete is substituted for Portland cement concrete substrate, omit rebar and provide 1.25 inches of bituminous concrete for each 1 inch of Portland cement concrete. Follow paragraph E requirements.
 - F. Reinforcement: Required if thickness of existing Portland-cement concrete substrate is 6-inches or greater. Not required if 1) less than 6-inches thick, 2) if existing concrete is deteriorating, 3) if excavation is less than 3 feet square, or 4) if bituminous pavement is substituted for Portland-cement concrete substrate.
 - G. Concrete Substrate: Cure to initial set before placing new bituminous concrete patch.

255



Bituminous pavement T-patch

Plan
255
November 2015

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
CIVIL SITE DETAILS

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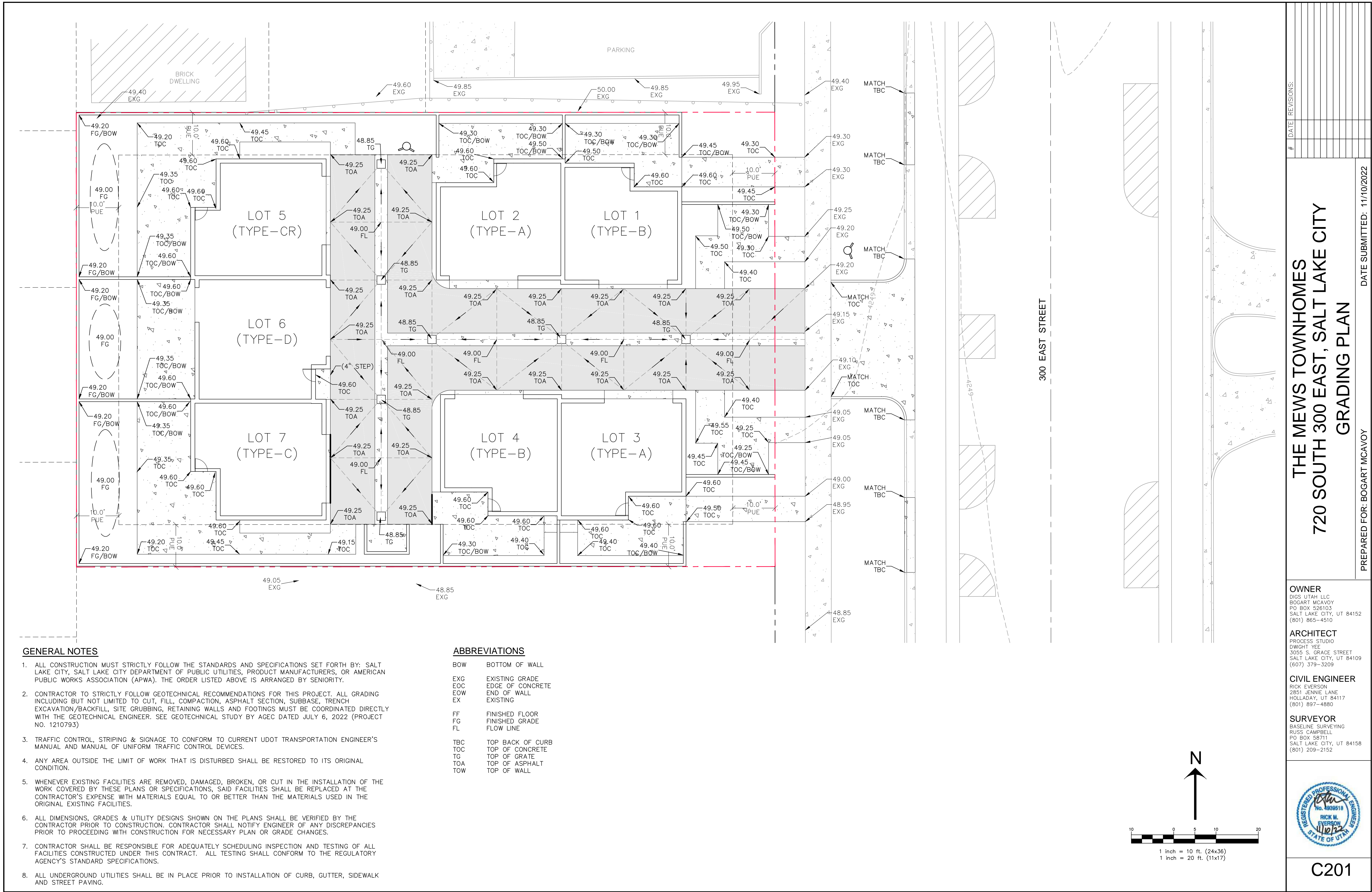


C103

REVISIONS:
DATE

DATE SUBMITTED: 11/10/2022

PREPARED FOR: BOGART MCAVOY



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8. ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.

ABBREVIATIONS

BOW	BOTTOM OF WALL
EXG	EXISTING GRADE
EOC	EDGE OF CONCRETE
EOW	END OF WALL
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
TBC	TOP BACK OF CURB
TOC	TOP OF CONCRETE
TG	TOP OF GRATE
TOA	TOP OF ASPHALT
TOW	TOP OF WALL

#	DATE	REVISIONS:

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
GRADING PLAN

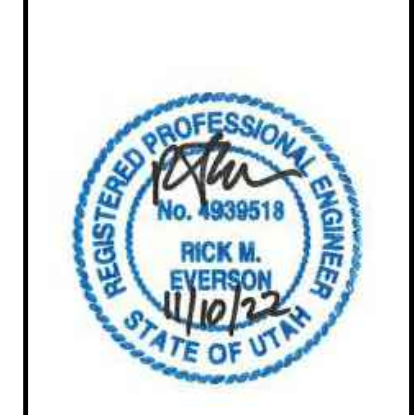
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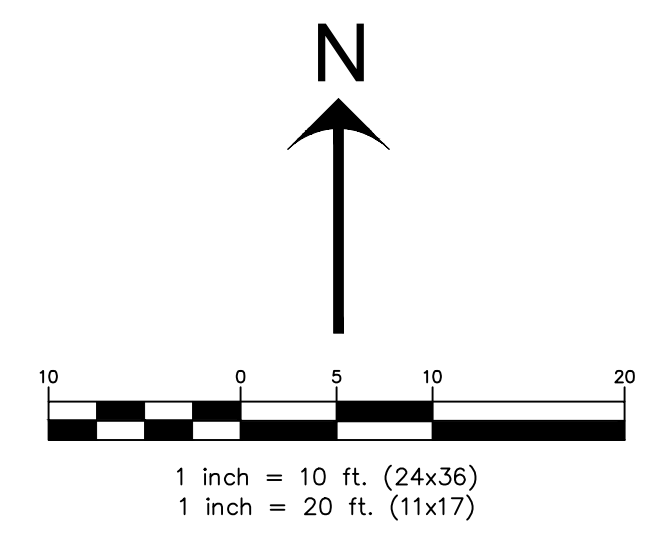
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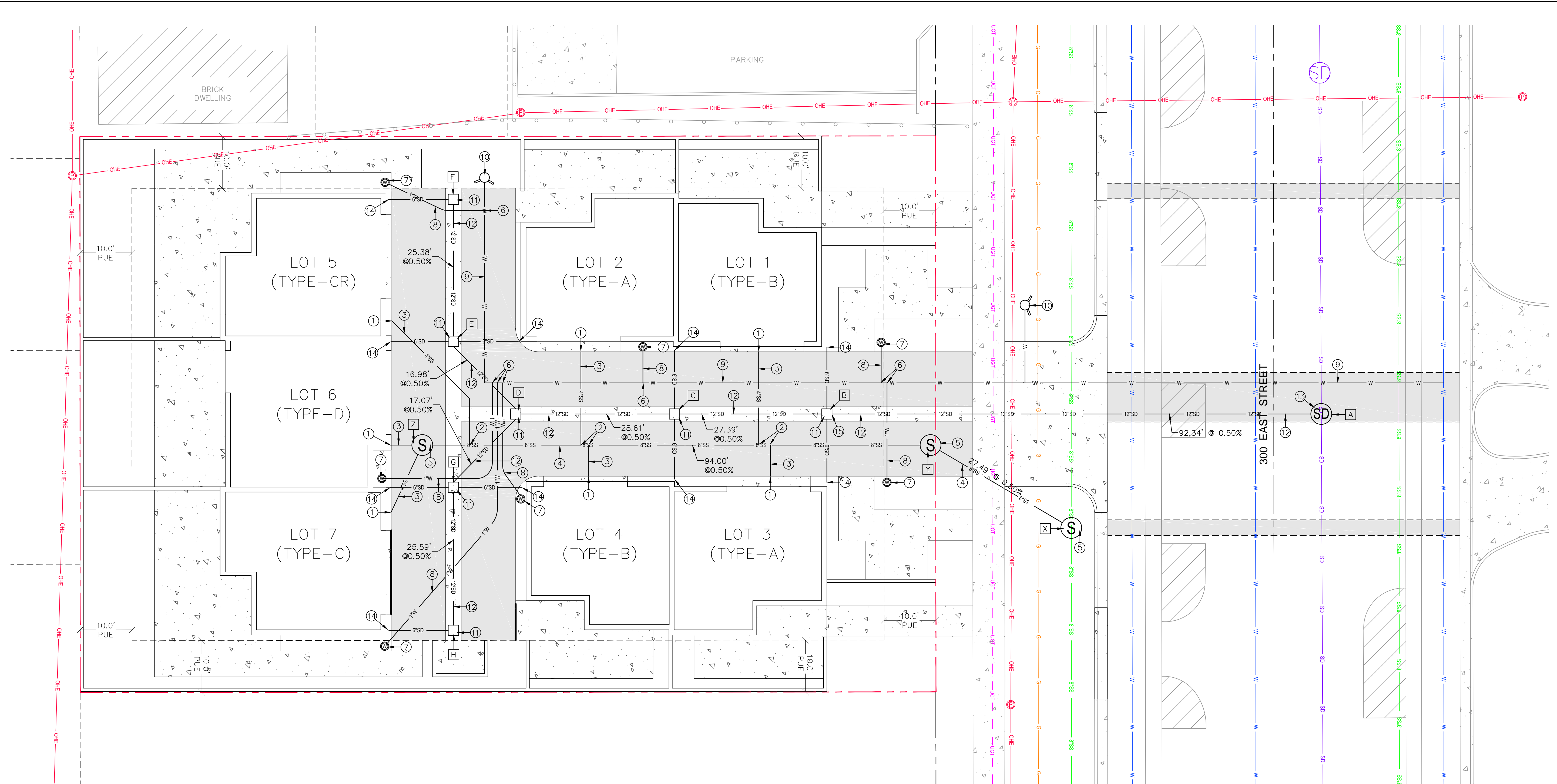
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C201





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- ALL UNDERGROUND UTILITIES SHALL BE IN PLACE PRIOR TO INSTALLATION OF CURB, GUTTER, SIDEWALK AND STREET PAVING.
- EXISTING UTILITIES HAVE BEEN SHOWN ON THE PLANS USING A COMBINATION OF ON-SITE SURVEYS (BY OTHERS). PRIOR TO COMMENCING ANY WORK, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HAVE EACH UTILITY COMPANY LOCATE, IN THE FIELD, THEIR MAIN AND SERVICE LINES.
- CONTRACTOR SHALL POT HOLE ALL UTILITIES TO DETERMINE IF CONFLICTS EXIST PRIOR TO BEGINNING ANY EXCAVATION.
- CONTRACTOR SHALL START INSTALLATION AT LOW POINT OF ALL NEW GRAVITY UTILITY LINES.
- ALL PIPE TRENCHING PER APWA STANDARD PLAN #381 & #382.

KEYED NOTES

- UTILITY CONNECTION TO BUILDING. REFERENCE PLUMBING PLANS
- INSTALL SEWER LATERAL CONNECTION PER APWA PLAN #431
- INSTALL 4" PVC SDR 35 SEWER LATERAL AT 2% MIN SLOPE
- INSTALL 8" PVC SDR 35 SEWER MAIN
- INSTALL 4' SEWER MANHOLE, LID, AND COLLAR PER APWA PLANS #411, #402, AND #413
- INSTALL 1" WATER SERVICE TAP PER APWA PLAN #551
- INSTALL 1" WATER METER PER APWA PLAN #521
- INSTALL 1" TYPE K SOFT COPPER WATER LATERAL PER APWA PLAN #541
- INSTALL 6" DUCTILE IRON CL52 WATER PIPE WITH THRUST BLOCKING PER APWA PLAN #561
- INSTALL FIRE HYDRANT PER APWA PLAN #511
- INSTALL 2'X2' PRECAST STORM DRAIN INLET PER APWA PLAN #332
- INSTALL 12" RCP STORM DRAIN PIPE
- INSTALL 4' STORM DRAIN MANHOLE WITH CAST IN PLACE BASE PER APWA PLAN #341.1
- APPROXIMATE ROOF DRAIN DOWNSPOUT CONNECTION, COORDINATE WITH FINAL BUILDING DRAWINGS FOR EXACT LOCATION. PROVIDE MINIMUM 2% SLOPE TO CATCH BASIN.
- INSTALL SNOOT OIL & DEBRIS STOP (MODEL 18F) ON OUTLET PIPE

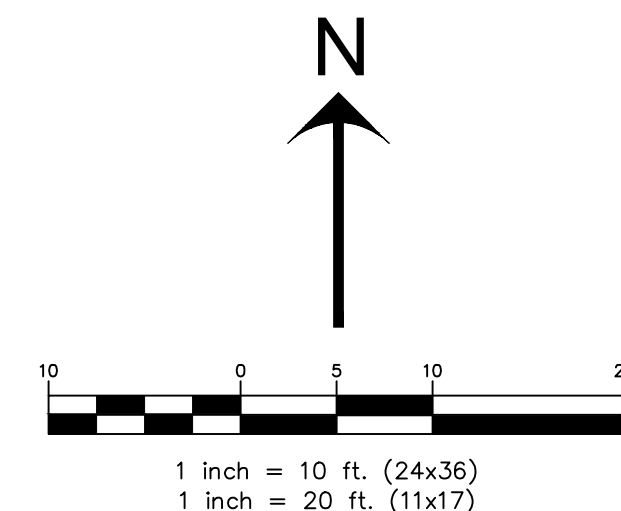
STORM DRAIN BOX DATA

BOX	GRATE/RIM	INVERT	BOTTOM/SUMP
A	49.50	45.50*	UNKNOWN
B	48.85	45.96	42.85
C	48.85	46.10	44.85
D	48.85	46.24	44.85
E	48.85	46.33	44.85
F	48.85	46.46	44.85
G	48.85	46.33	44.85
H	48.85	46.46	44.85

SEWER MANHOLE DATA

MH	GRATE/RIM	INVERT (IN)	INVERT (OUT)
X	49.00	41.86	41.66
Y	49.15	42.20	42.00
Z	49.10	42.87	42.67

*THE CITY STORM DRAIN MANHOLES UPSTREAM AND DOWNSTREAM OF THE TIE-IN POINT ARE SEALED AND INACCESSIBLE. DESIGN TEAM WAS UNABLE TO OBTAIN CITY RECORDS FOR INFORMATION ON EXACT DEPTH SO THE STORM DRAIN DESIGN IS BASED ON AN ASSUMED ELEVATION AND NEEDS TO BE VERIFIED AND POSSIBLY ADJUSTED ONCE THE EXISTING STORM DRAIN IS EXPOSED.



DATE REVISIONS:

**THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
SITE UTILITY PLAN**

DATE SUBMITTED: 11/10/2022

PREPARED FOR: BOGART MCAVOY

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C301

Precast box

1. GENERAL

- A. The drawing shows typical pipe connections. Refer to construction drawings for connection locations or refer to field location of existing piping when engineering pipe connection to the box.
- B. This drawing is acceptable where the water table elevation is less than 3 feet above the floor of the box. If elevation of water table is higher, engineering calculations and drawings must be submitted to and approved by the ENGINEER.
- C. Submit bar design detail for ENGINEER's review.

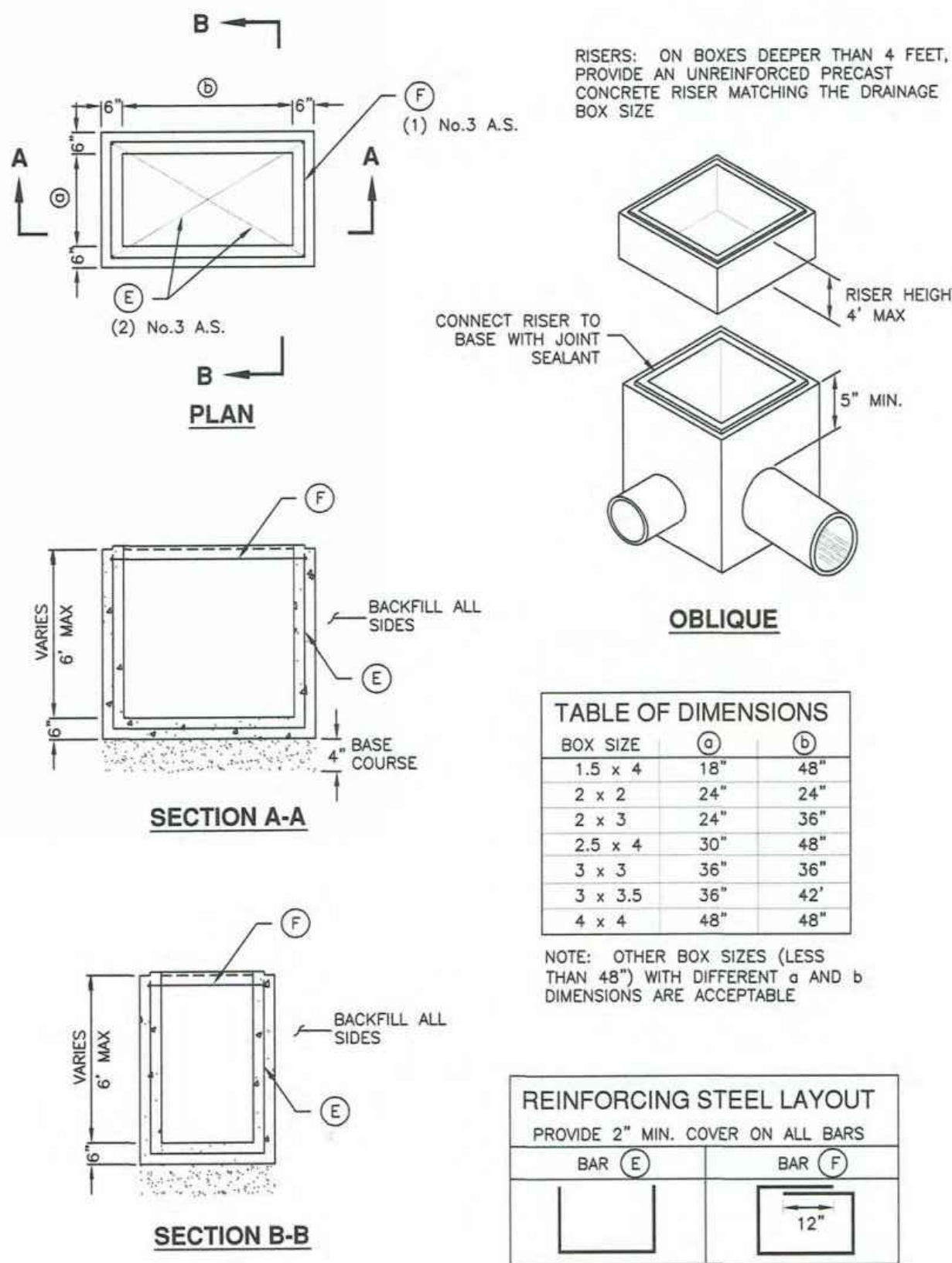
2. PRODUCTS

- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
- B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
- C. Precast Concrete: Class 4000 precast, APWA Section 03 40 00.
- D. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615. Coated steel is not required for small drainage structures shown on this drawing.
- E. Frame and Cover (or Grate): Use the appropriate unit indicated in the Contract Documents.
- F. Joint Sealant: Rubber-based, compressible.

3. EXECUTION

- A. Concrete Placement: Provide 2-inches of concrete cover over reinforcing steel.
- B. Lifting Points: Provide at least 2 lifting points per section that avoid interference with the reinforcing steel and that are designed according to PCI (Prestressed Concrete Institute) design handbook. Lift only from the engineered lifting points.
- C. Depth: Drainage boxes and riser combinations that exceed 8-feet from finished grade to the bottom of the box requires ENGINEER's approval. Submit design calculations and shop drawings.
- D. Core Holes:
 - 1) Provide core holes that are at least 4" larger than attaching outer pipe diameter. Cut core holes at the manufacturing plant unless ENGINEER permits field core holes.
 - 2) Center core holes to leave 2" of concrete measured horizontally from inside wall of the box to core hole. Locate core hole vertically so bottom of core hole will be at or above floor elevation with at least 5-inches of concrete directly above the core hole to the top of the box.
 - 3) Deviations from core hole tolerances require shop drawings. Shop drawings will identify lifting point number and location.
- E. Precast Top: Design precast top for AASHTO HL-93 live loads and submit rebar detail and stamped design drawings to ENGINEER. Show connection detail for frame and grate or cover.

332



Precast box

Plan 332
June 2010



Precast manhole

1. GENERAL

- A. The drawing shows typical pipe connections. Refer to construction drawings for connection locations or refer to field location of existing piping when engineering pipe connection to the manhole.
- B. Manhole size:
 - 1) Diameter is 4-feet: For pipe under 12" diameter.
 - 2) Diameter is 5-feet: For pipe 12" and larger, or when 3 or more drain pipes intersect the manhole.
- C. Wall thickness:
 - 1) Precast reinforced concrete walls 4 3/4" minimum.
 - 2) Cast-in-place concrete to be 8 inches thick minimum.

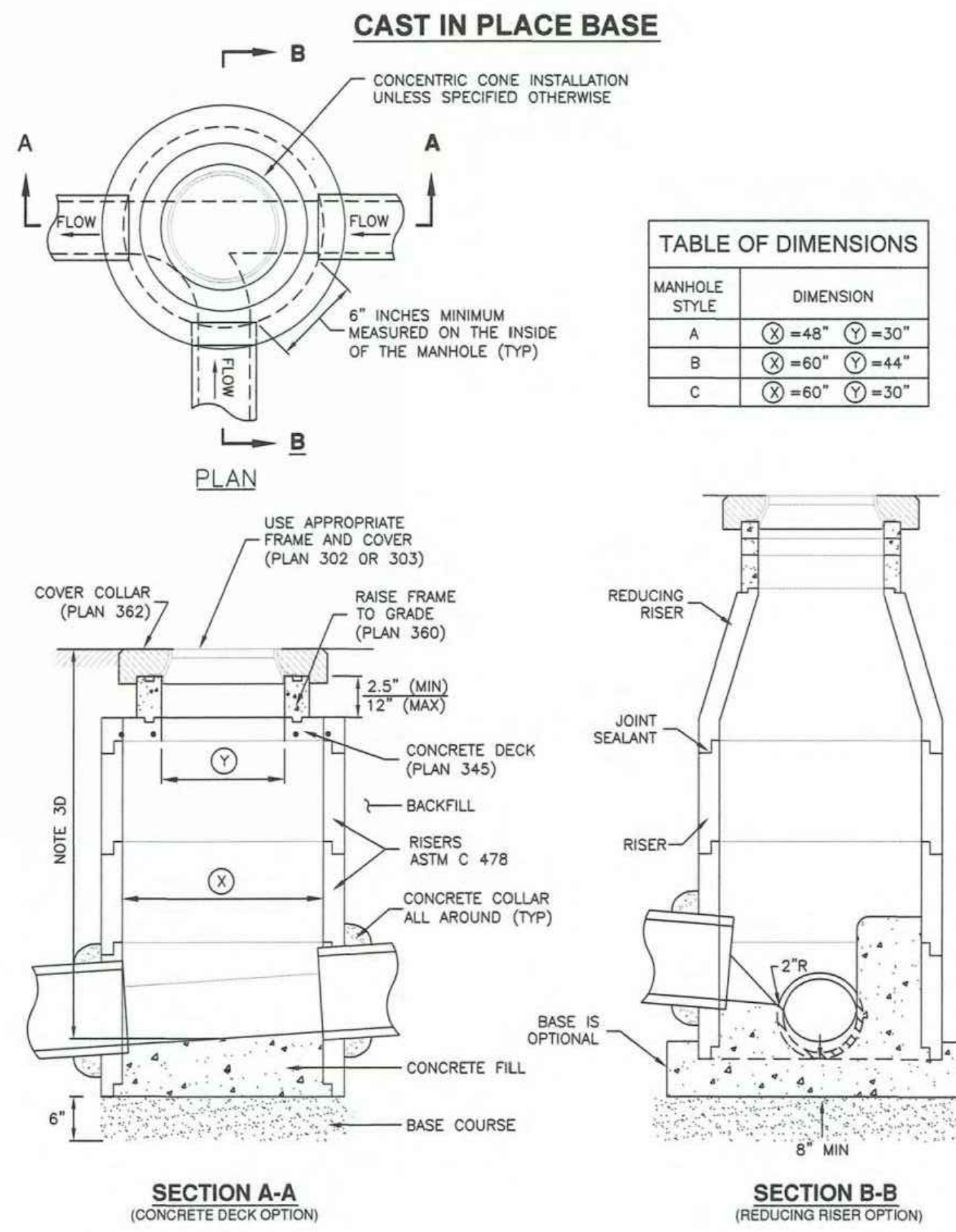
2. PRODUCTS

- A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
- B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
- C. Concrete: Class 4000, APWA Section 03 30 04.
- D. Riser and Reducing Riser: ASTM C478.
- E. Joint Sealant: Rubber based, compressible.
- F. Grout: 2 parts sand to 1 part cement mortar, ASTM C1329.
- G. Stabilization-Separation Geotextile: Moderate or high at CONTRACTOR's choice, APWA Section 31 05 19.

3. EXECUTION

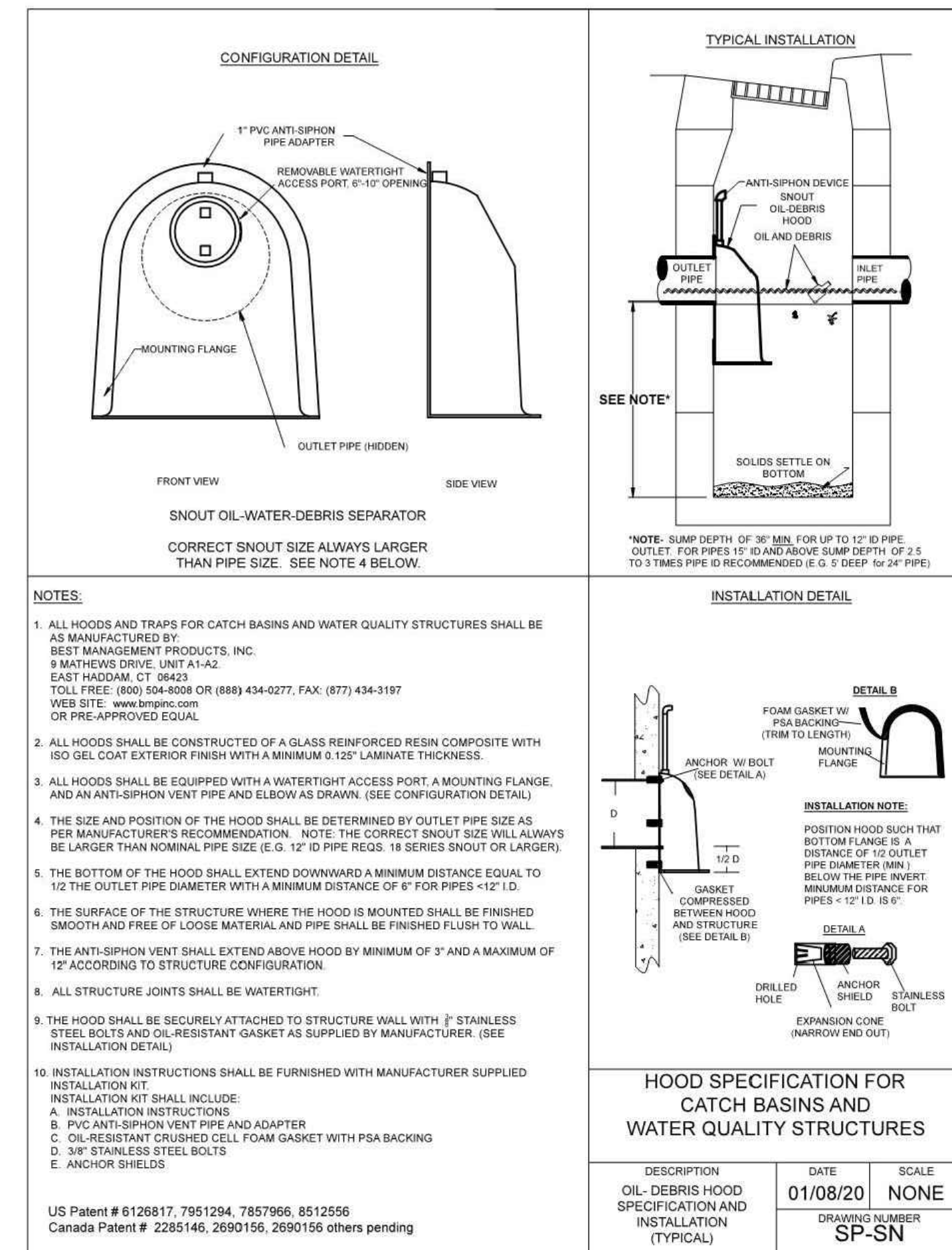
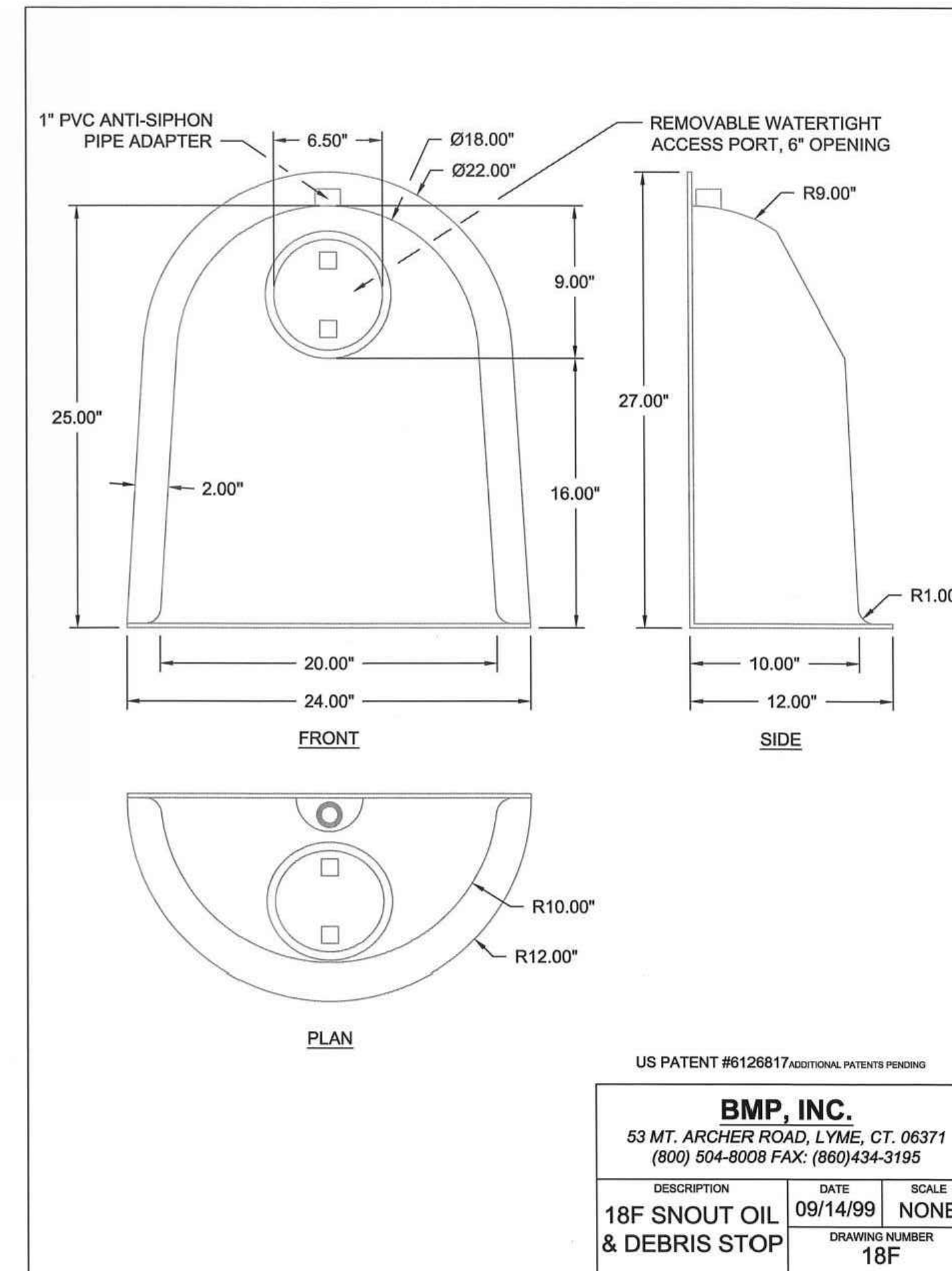
- A. Foundation Stabilization: Get ENGINEER's permission to use a sewer rock or a sewer rock in a geotextile wrap to stabilize an unstable foundation.
- B. Base Course Placement: APWA Section 32 11 23. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
- C. Invert cover: During construction, place invert covers over the top of pipe in manholes that currently convey sewerage. See Plan 412.
- D. Concrete Deck or Reducing Riser: When depth of manhole from pipe invert to finish grade exceeds 7 feet, use an ASTM C478 reducing riser.
- E. Pipe Connections: Grout around all pipe openings.
- F. Pipe Seal: Install rubber-based pipe seals on all plastic pipes when connecting plastic pipes to manholes. Hold water-stop in place with stainless steel bands.
- G. Joints: Place flexible sealant in all riser joints. Finish with grout.
- H. Adjustment: If the required manhole adjustment is more than 1'-0", remove the cone and grade rings and adjust the manhole elevation with the appropriate manhole section, the cone section, and the grade rings or plastic form to make frame and lid match finish grade.
- I. Finish: Provide smooth and neat finishes on interior of cones, shafts, and rings. Imperfect moldings or honeycombs will not be accepted.
- J. Backfill: Provide backfill against the manhole shaft. Pea gravel and recycled RAP aggregate is NOT ALLOWED. Water jetting is NOT allowed. Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.

341.1



Precast manhole

Plan 341.1
November 2010



THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
SITE UTILITY DETAILS

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C302

DATE REVISIONS:

DATE SUBMITTED: 11/10/2022

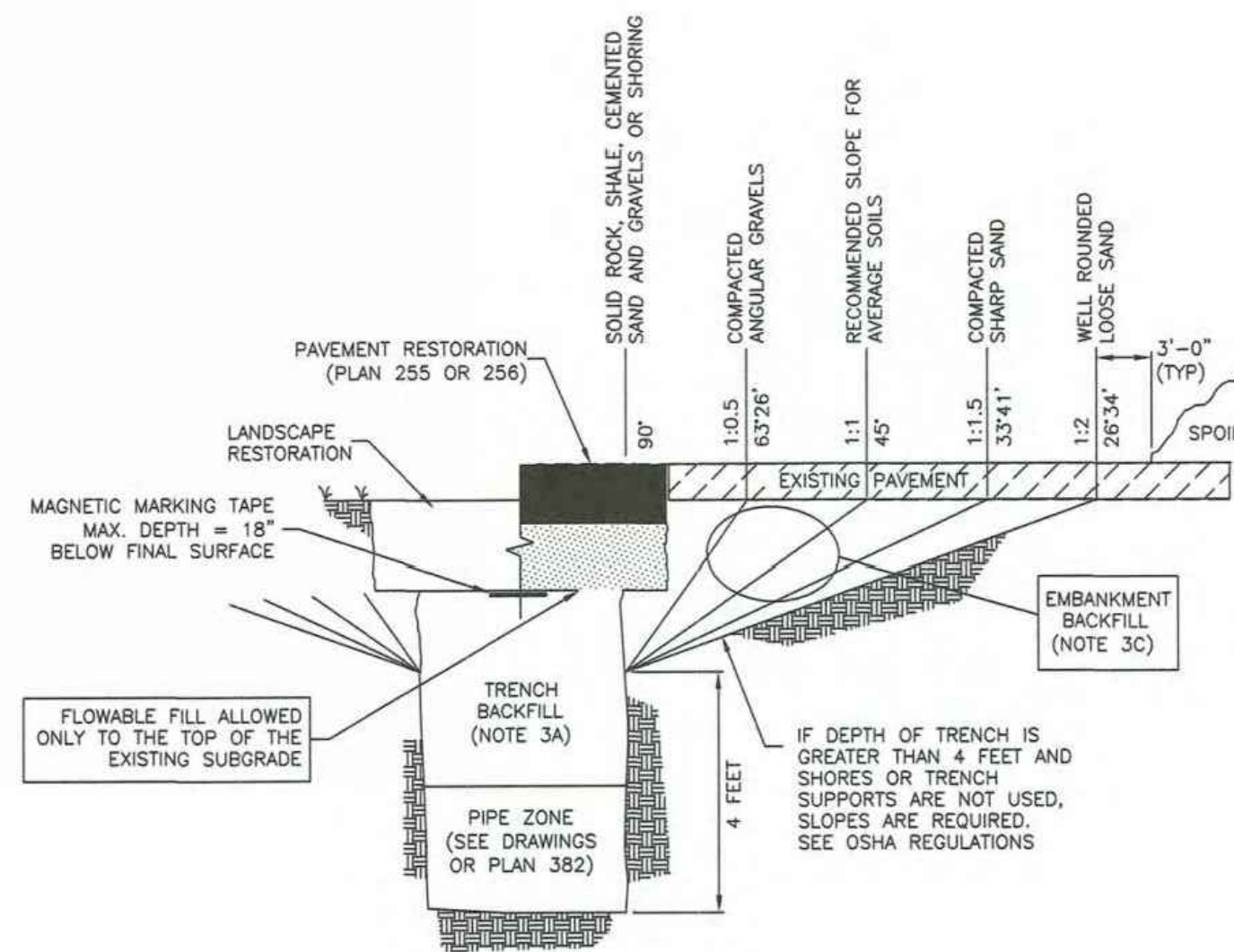
PREPARED FOR: BOGART MCAVOY

Trench backfill

- GENERAL**
 - The drawing applies to backfilling a trench (and embankment) above the pipe zone.
- PRODUCTS**
 - Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 3-inches.
 - Flowable Fill: APWA Section 31 05 15. Target is 60 psi in 28 days with 90 psi maximum in 28 days, It must flow easily requiring no vibration for consolidation.
- EXECUTION**
 - Trench Backfill Above the Pipe Zone: Follow requirement indicated in APWA Section 33 05 20 and the following provisions. See Standard Plan 382 for backfilling the pipe zone.
 - DO NOT USE sewer rock, pea gravel, or recycled RAP aggregate as trench backfill.
 - Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a standard proctor density, APWA Section 31 23 26.
 - Water jetting is NOT allowed.
 - Flowable Fill: If controlled low strength material is placed in the trench. Cure the material before placing surface restorations.
 - Embankment Backfill: When trench sides are sloped proceed as follows.
 - Maximum lift thickness is 8-inches before compaction.
 - Compact per APWA Section 31 23 26 to 95 percent or greater relative to a standard proctor density.
 - Submission of quality control compaction test result data may be requested by ENGINEER at any time. Provide results of tests immediately upon request.
 - Surface Restoration:
 - Landscaped Surface: Follow APWA Section 32 92 00 (turf or grass) or APWA Section 32 93 13 (ground cover) requirements. Rake to match existing grade. Replace vegetation to match pre-construction conditions.
 - Paved Surface: Follow APWA Section 33 05 25 (bituminous pavement surfacing), or APWA Section 33 05 25 (concrete pavement surfacing). Do not install surfacing until compaction density is acceptable to ENGINEER.

381

NARRATIVE: THIS PLAN SHOWS VARIOUS SLOPES RECOMMENDED FOR VARIOUS TYPES OF SLOPE STABILITY PROBLEMS. THE VERTICAL TEXT INDICATES VARIOUS MATERIALS THAT MAY BE ENCOUNTERED. THE SERVICES OF A PROFESSIONAL SOILS ENGINEER SHOULD BE USED TO VERIFY SLOPE STABILITY.



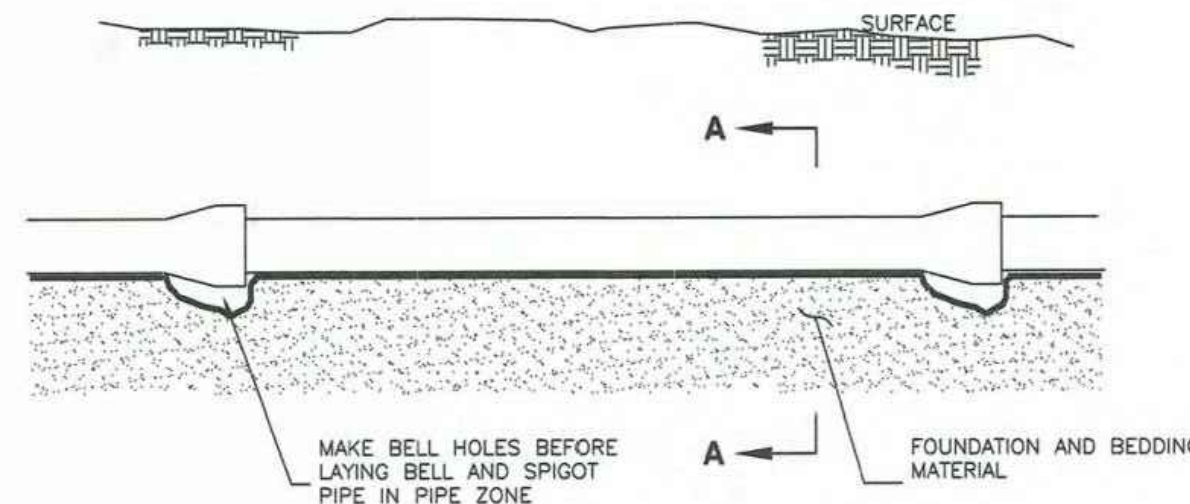
Trench backfill

Plan 381
July 2016

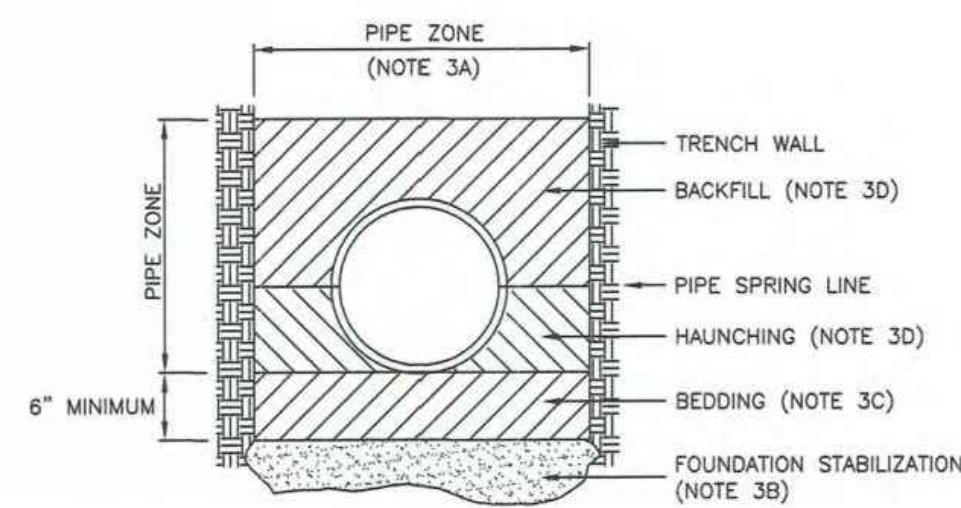
Pipe zone backfill

- GENERAL**
 - Install the pipe in the center of the trench or no closer than 6-inches from the wall of the pipe to the wall of the trench.
- PRODUCTS**
 - Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
 - Concrete: APWA Section 03 30 04.
 - Flowable Fill: Target is 60 psi in 28 days with 90 psi maximum in 28 days, APWA Section 31 05 15. It must flow easily requiring no vibration for consolidation.
 - Stabilization-Separation Geotextile: Moderate or high at CONTRACTOR's choice, APWA Section 31 05 19.
- EXECUTION**
 - Excavate the Pipe Zone: Width is measured at the pipe spring line and includes any necessary sheathing. Provide width recommended by pipe manufacturer. Follow manufacturer's recommendations when using trench boxes.
 - Foundation Stabilization: Get ENGINEER's permission before installing common fill. Vibrate to stabilize. Installation of stabilization-separation geotextile will be required to separate backfill material and native subgrade materials if common fill cannot provide a working surface or prevent soils migration.
 - Bedding: Follow APWA Section 33 05 20 requirements and the following provisions.
 - Furnish untreated base course material unless specified otherwise by pipe manufacturer.
 - Maximum lift thickness is 8-inches.
 - Bedding immediately under the pipe should not be compacted, but loosely placed.
 - Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.
 - When using concrete, provide at least Class 2,000, APWA Section 03 30 04.
 - Pipe Zone: DO NOT USE sewer rock, pea gravel, or recycled RAP aggregate in the pipe zone. Water jetting is NOT allowed.
 - Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26 unless pipe manufacturer requires more stringent installation.
 - Submission of quality control compaction test result data developed for the haunch zone may be requested by ENGINEER at any time. CONTRACTOR is to provide results of tests immediately upon request.
 - Flowable Fill (when required and if allowed by pipe manufacturer):
 - Place the controlled low strength material, APWA Section 31 05 15.
 - Prevent pipe flotation by installing in lifts and providing pipe restraints as required by pipe manufacturer.
 - Reset pipe to line and grade if pipe "floats" out of position.

382



ELEVATION VIEW



SECTION A-A

INSTALLATION

CONCRETE PIPE: FOLLOW ASTM C 1479
 "STANDARD PRACTICE FOR INSTALLATION OF PRECAST CONCRETE SEWER, STORM DRAIN, AND CULVERT PIPE USING STANDARD INSTALLATIONS."
 PLASTIC PIPE: FOLLOW ASTM D 2321
 "STANDARD PRACTICE FOR UNDERGROUND INSTALLATION OF THERMOPLASTIC PIPE FOR SEWERS AND OTHER GRAVITY-FLOW APPLICATIONS"
 CORRUGATED METAL PIPE: FOLLOW ASTM A 798
 "STANDARD PRACTICE FOR INSTALLING FACTORY-MADE CORRUGATED STEEL PIPE FOR SEWERS AND OTHER APPLICATIONS."
 VITRIFIED CLAY PIPE: FOLLOW ASTM C 12.
 "STANDARD RECOMMENDED PRACTICE FOR INSTALLING VITRIFIED CLAY PIPE LINES."



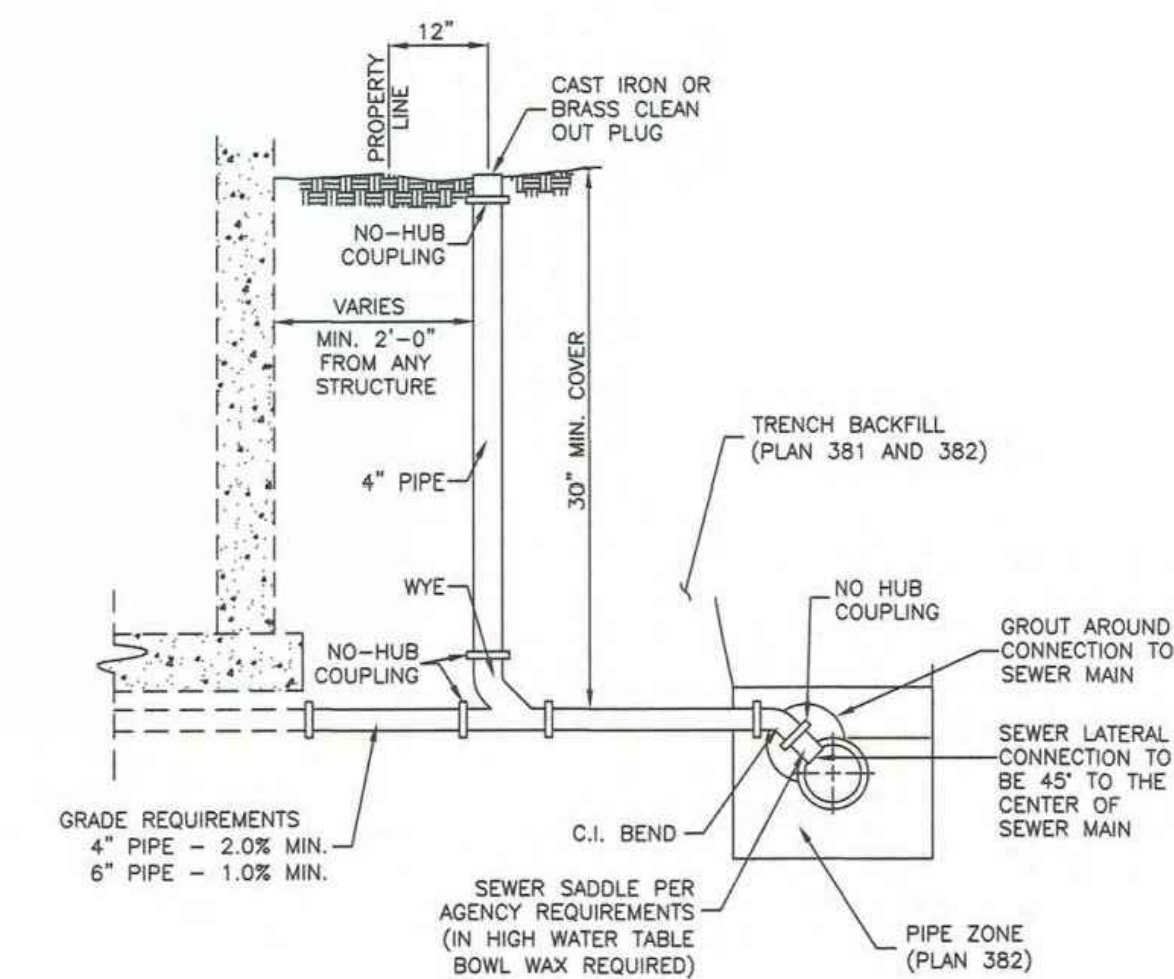
Pipe zone backfill

Plan 382
January 2011

Sewer lateral connection

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

431



Sewer lateral connection

Plan 431
January 2011

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
SITE UTILITY DETAILS

DATE SUBMITTED: 11/10/2022

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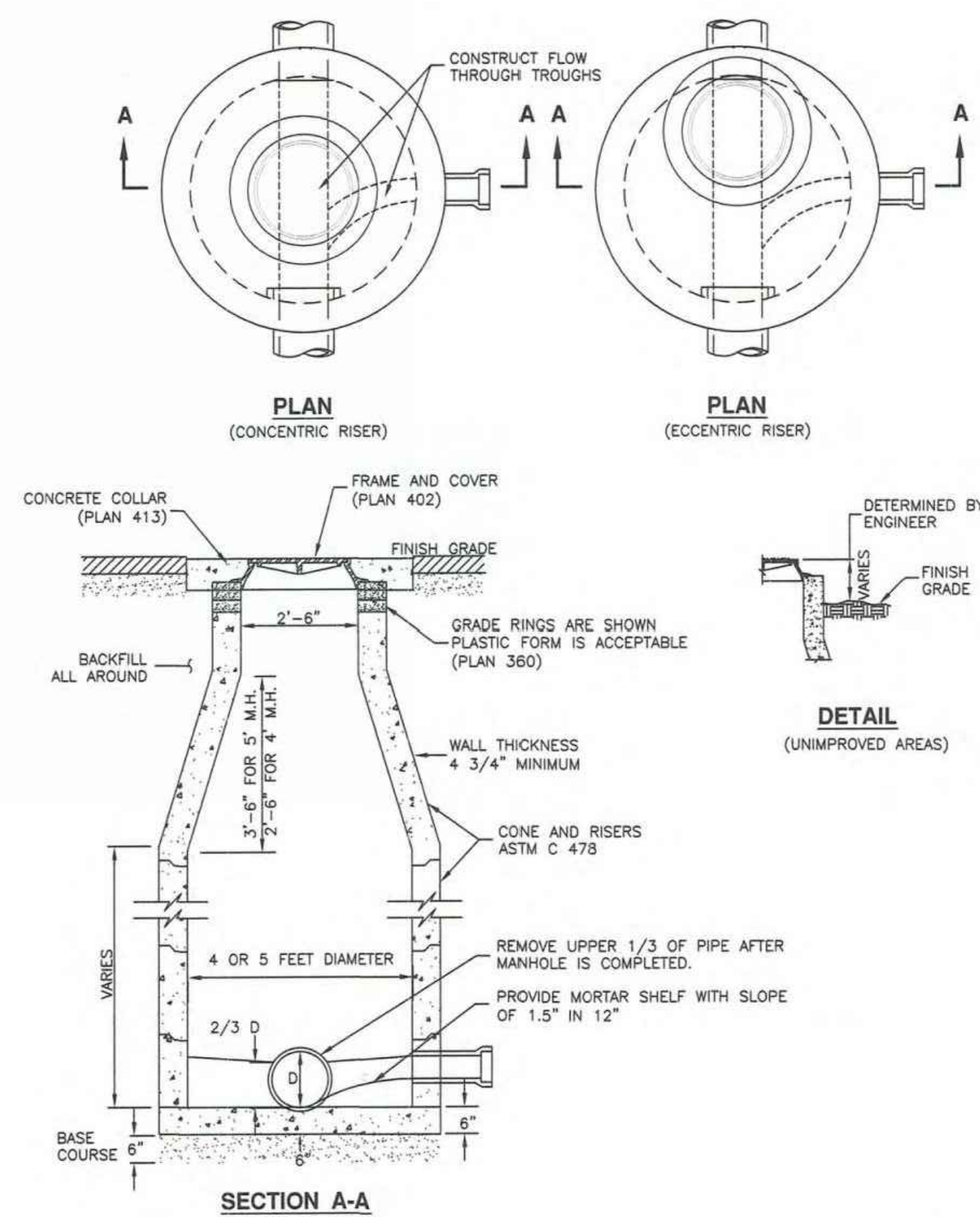


C303

Sanitary sewer manhole

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

411



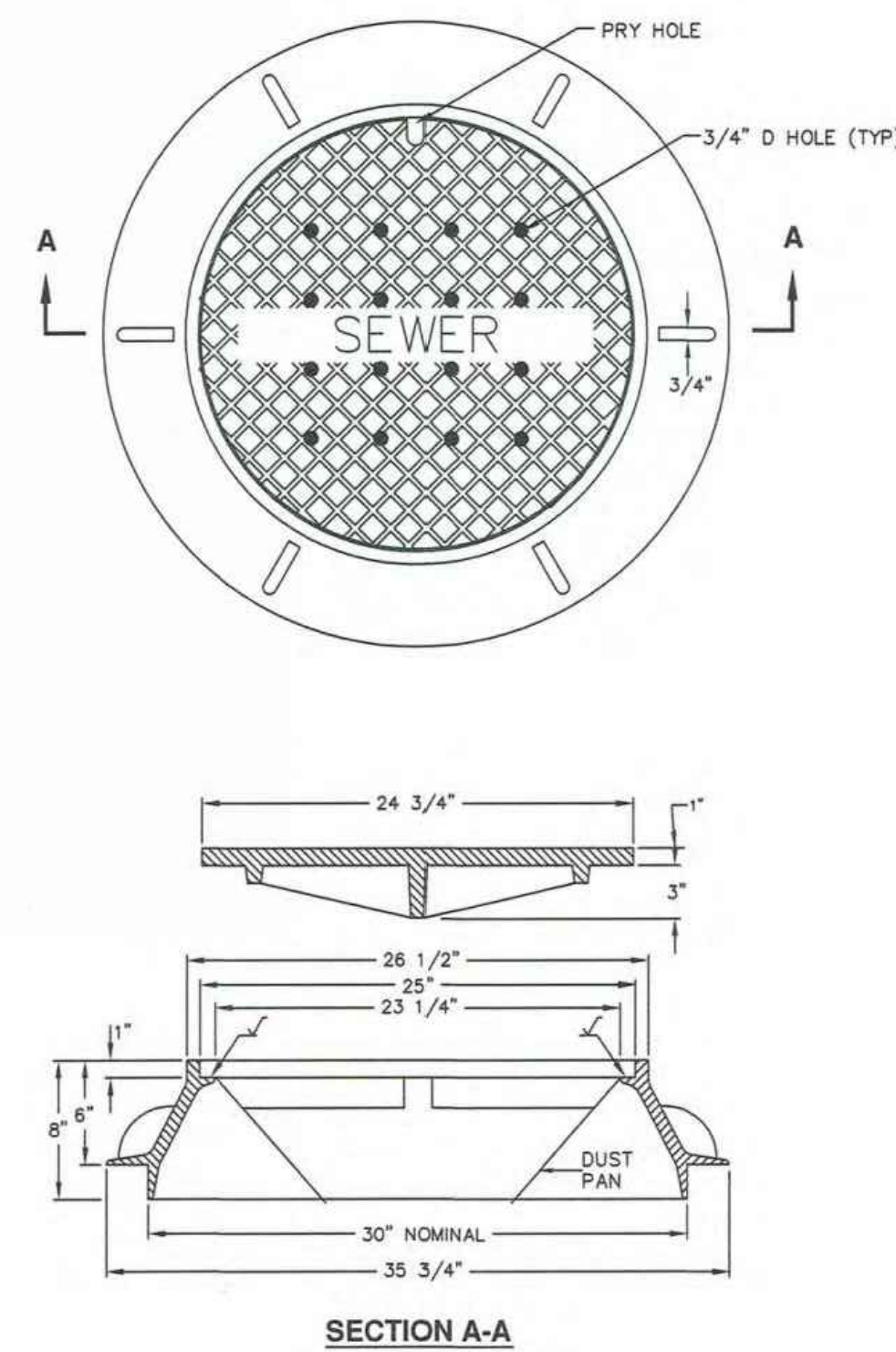
Sanitary sewer manhole

Plan
411
April 2011

30" Frame and cover

1. **GENERAL**
 - A. The frame and cover fits the manhole in Plan 411.
2. **PRODUCTS**
 - A. Castings: Grey iron class 35 minimum, ASTM A48, coated with asphalt based paint or better (except on machined surfaces).
 - 1) Cast the heat number on the frame and cover.
 - 2) Give the frame and cover a machine finish so the cover will not rock.
 - 3) √ designates machined surface.
 - 4) Cast the words "SEWER" on the cover in upper case flush with the surface finish.
3. **EXECUTION**
 - A. Except in paved streets, provide locking manhole covers in easements, alleys, parking lots, and all other places. Drill and tap two holes to a depth of 1-inch at 90 degrees to pry hole and install 3/4 x 3/4-inch allen socket set screws.

402



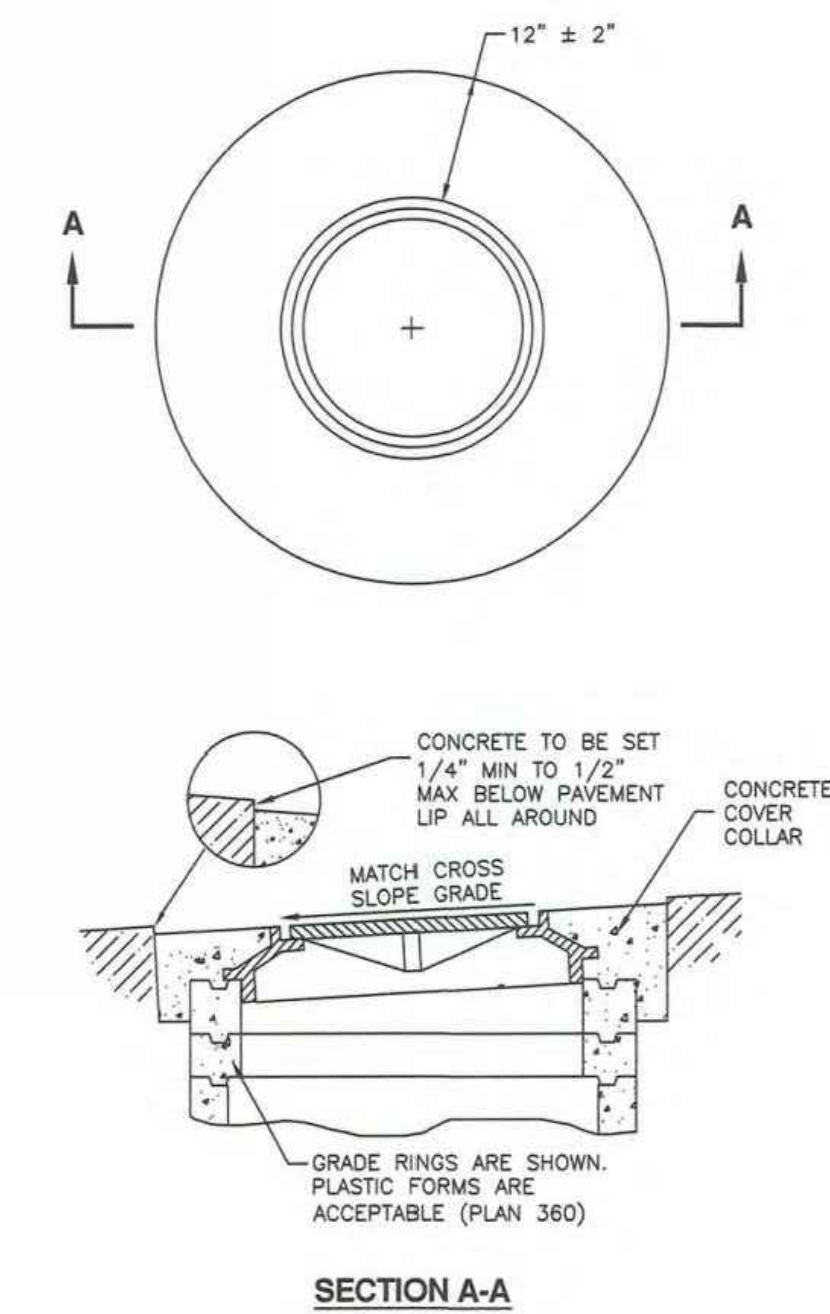
30" Frame and cover

Plan
402
April 1997

Cover collar for sanitary sewer manhole

1. **GENERAL**
 - A. In a pavement surface, the concrete will support the frame under traffic loadings.
2. **PRODUCTS**
 - A. Concrete: Class 4000, APWA Section 03 30 04.
 - B. Concrete Curing Agent: Type ID Class A (clear with fugitive dye), membrane forming compound, APWA Section 03 39 00.
3. **EXECUTION**
 - A. Pavement Preparation: Provide a neat vertical and concentric joint between the concrete collar and the bituminous pavement surface. Clean edges of all dirt, oil, and loose debris.
 - B. Concrete Placement: Fill the annular space around the frame and cover casting with concrete. Apply a broom finish. Apply a curing agent.

413



Cover collar for sanitary sewer manhole

Plan
413
September 2001

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
SITE UTILITY DETAILS

DATE SUBMITTED: 11/10/2022

PREPARED FOR: BOGART MCAVOY

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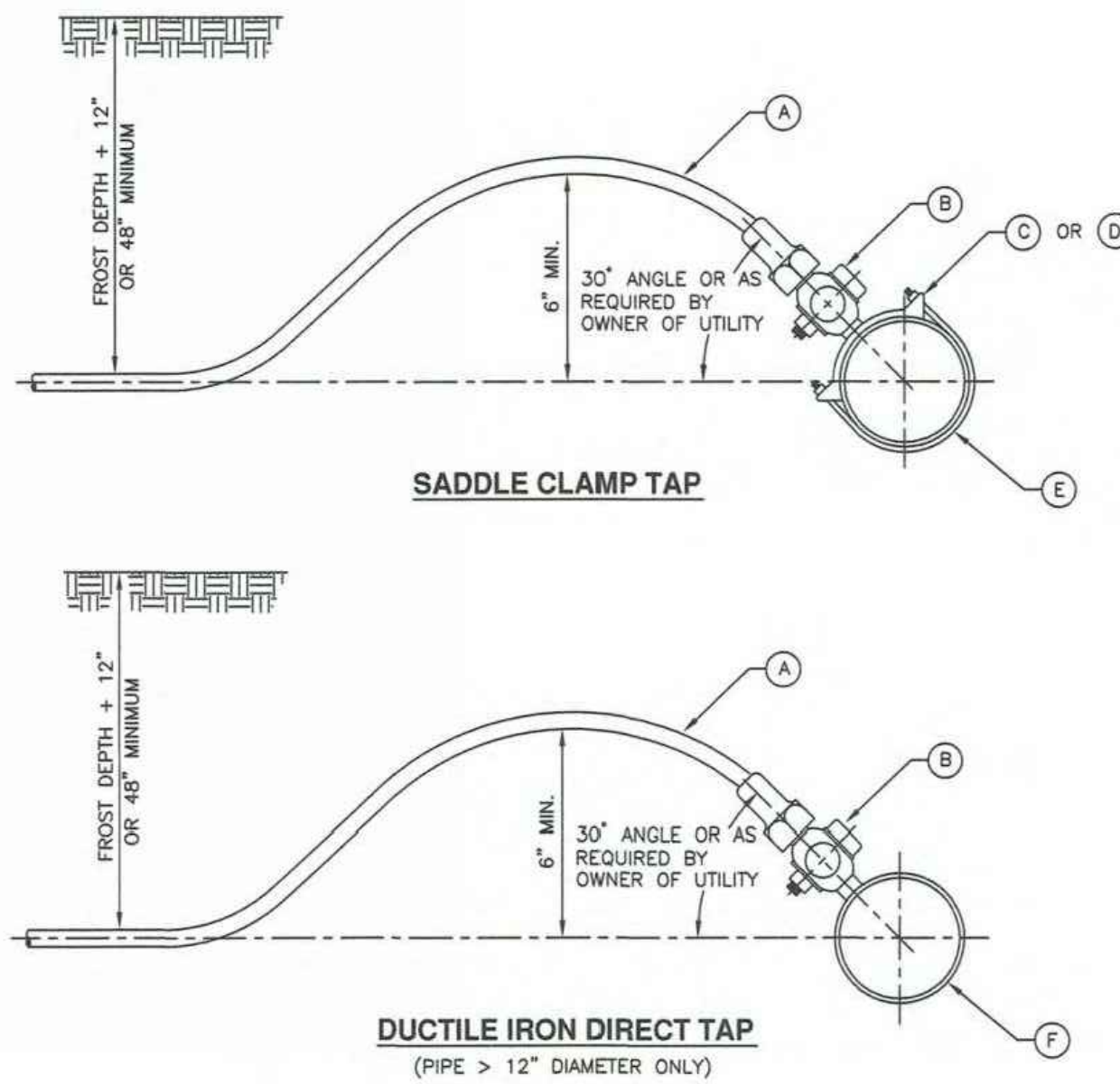


C304

3/4" and 1" Service taps

1. **GENERAL**
 - A. Before backfilling around taps, secure inspection of installation by ENGINEER.
2. **PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
 - C. Tape: Teflon tape is required on all taps.
3. **EXECUTION**
 - A. Tapping: Place taps a minimum of 36-inches apart. Use a tapping tool which is sized corresponding to the size of the service line to be installed. No taps within 36-inches of end of pipe.
 - B. PVC or AC Pipe: A service saddle clamp is required on all PVC and AC pipe taps unless specified otherwise.
 - C. Base Course and Backfill Placement: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

551



LEGEND			
No.	*	ITEM	DESCRIPTION
(A)		COPPER PIPE	TYPE K - SOFT
(B)		CORPORATION STOP	BRASS
(C)		SERVICE SADDLE CLAMP	(D.I., C.I., A.C.) **
(D)		SERVICE SADDLE CLAMP	(P.V.C.)
(E)		WATER MAIN PIPE	(D.I., C.I., A.C., P.V.C.)
(F)		WATER MAIN PIPE	(DUCTILE IRON (D.I.) ONLY)

* FURNISHED BY UTILITY AGENCY
 ** DI & CI PIPE MAY BE DIRECT TAPPED



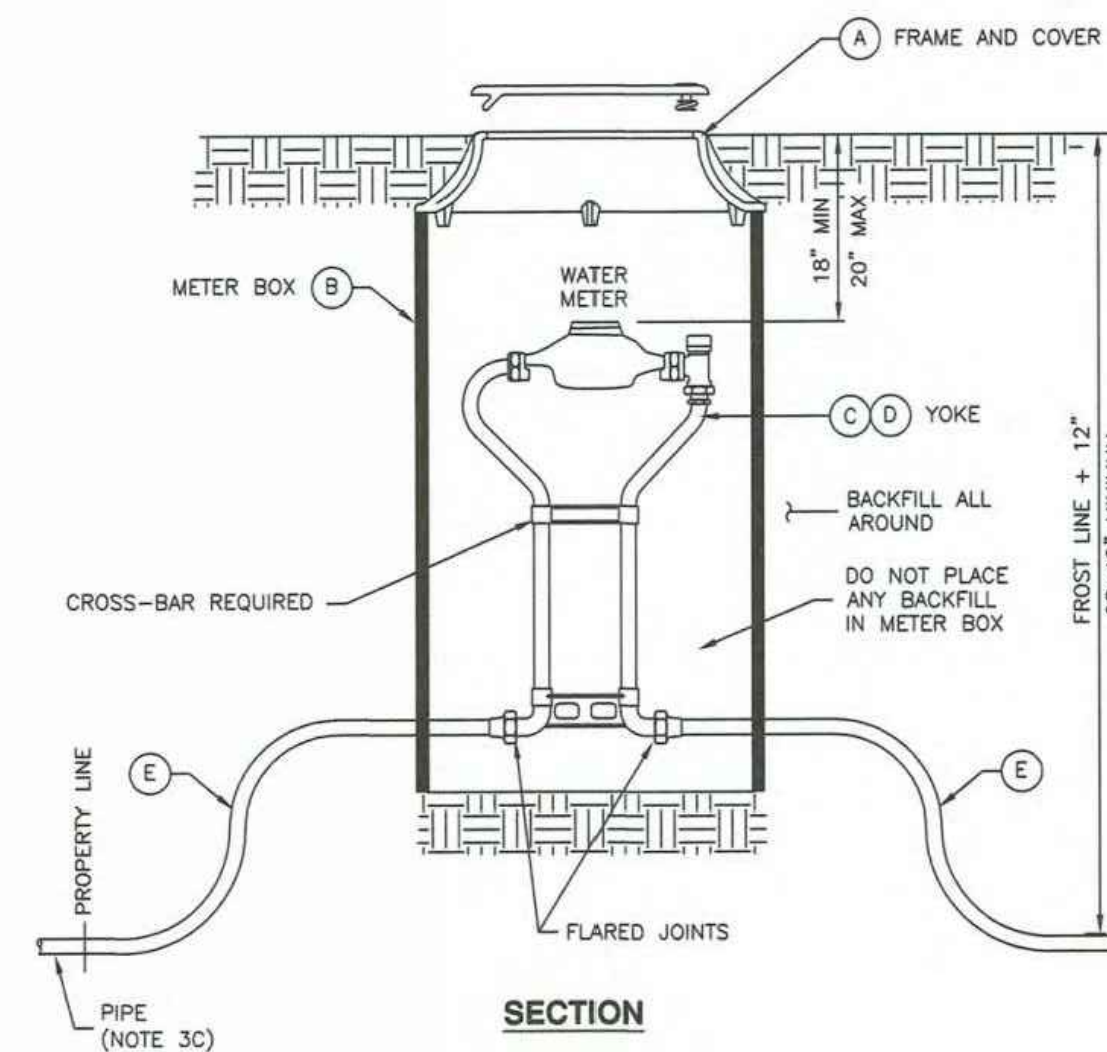
3/4" and 1" Service taps

Plan 551
February 2011

3/4" and 1" meter

1. **GENERAL**
 - A. In street surfaces or other vehicular traffic areas (like driveway approaches), install the same type of meter box as required for 1 1/2" and 2" service meters. See Plan 522.
 - B. Before backfilling, secure inspection of installation by ENGINEER.
2. **PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
 - C. Castings: Grey iron class 35 minimum per ASTM A48, coated with asphalt based paint or better.
3. **EXECUTION**
 - A. Meter Placement:
 - 1) All meters are to be installed in the park strip or within 7 feet of the property line (street side).
 - 2) Do not install meters under driveway approaches, sidewalks, or curb and gutter.
 - B. Meter Box: Set box so grade of the frame and cover matches the grade of the surrounding surface.
 - C. Pipe Outside of Right-of-Way: Coordinate with utility agency or adjacent property owner for type of pipe to be used outside of right-of-way.
 - D. Inspection: Before backfilling around meter box, secure inspection of installation by ENGINEER.
 - E. Base Course and Backfill Placement: Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26. Maximum lift thickness before compaction is 8-inches.

521



LEGEND			
No.	*	ITEM	DESCRIPTION
(A)		FRAME AND COVER	CAST IRON COVER
(B)		METER BOX (18" TO 21" DIAMETER) (30" TO 36" DEEP)	CORRUGATED PE, PVC, CMP OR MATERIAL ACCEPTABLE TO AGENCY
(C)		3/4" METER YOKE	OPTIONAL BACKFLOW PROTECTION PER AGENCY REQUIREMENTS
(D)		1" METER YOKE	OPTIONAL BACKFLOW PROTECTION PER AGENCY REQUIREMENTS
(E)		COPPER PIPE	TYPE K (SOFT)

* FURNISHED BY UTILITY AGENCY



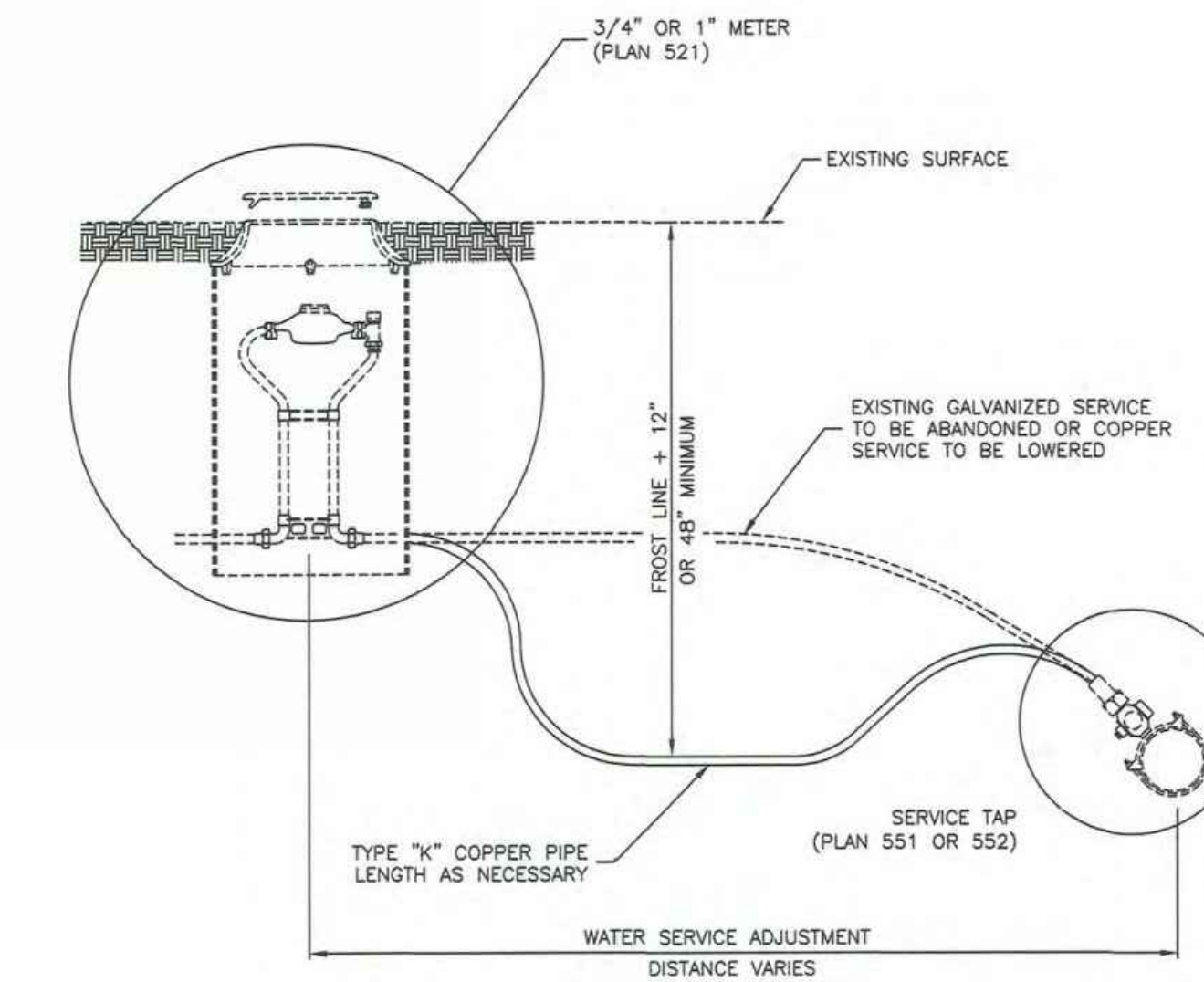
3/4" and 1" meter

Plan 521
August 2001

Water service line

1. **GENERAL**
 - A. Before backfilling, secure inspection of installation by ENGINEER.
2. **PRODUCTS**
 - A. Fittings: Provide brass fittings and nipples. Do not use galvanized materials.
 - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
3. **EXECUTION**
 - A. Backfill: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

541



Water service line

Plan 541
August 2001

THE MEWS TOWNHOMES
 720 SOUTH 300 EAST, SALT LAKE CITY
 SITE UTILITY DETAILS

DATE SUBMITTED: 11/10/2022

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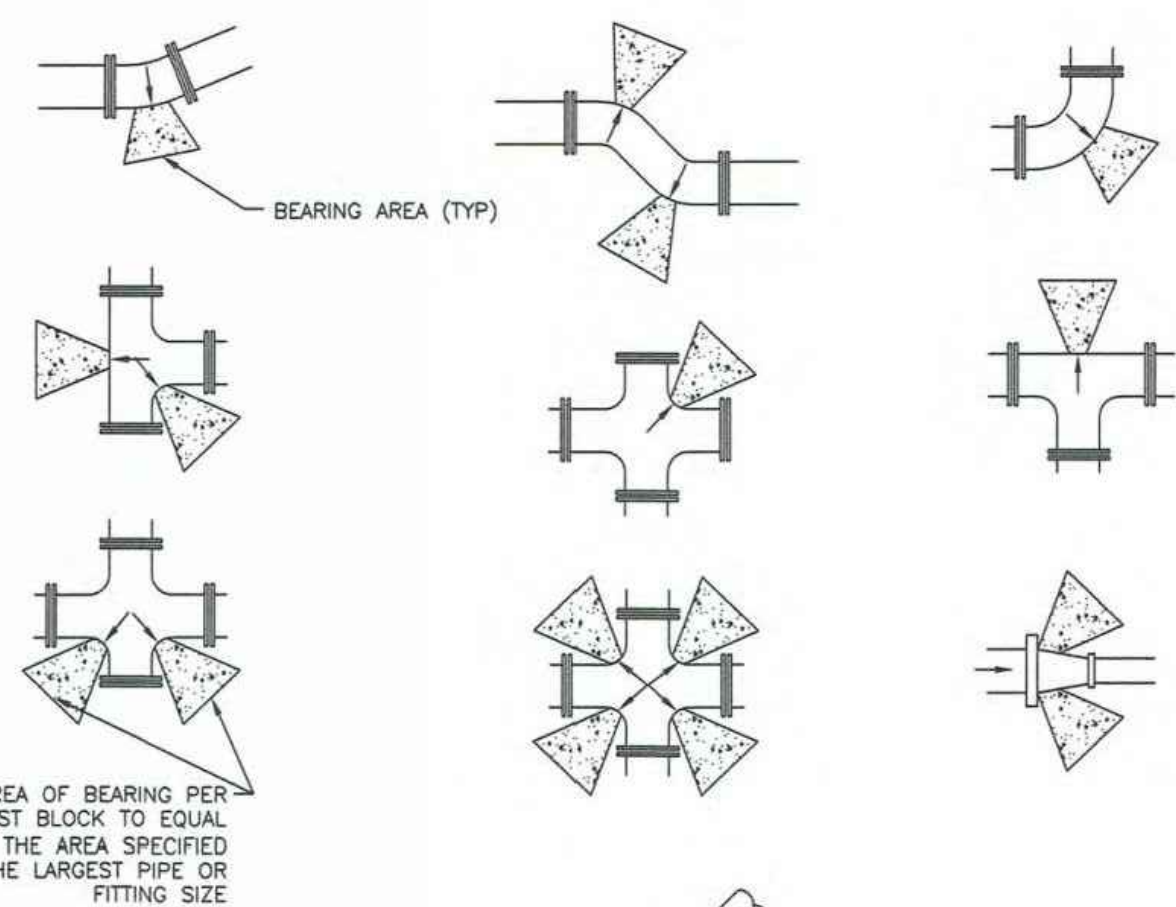


C305

Direct bearing thrust block

1. **GENERAL**
 - A. Thrust design for pipe sizes or configurations not shown require special design.
 - B. Bearing areas, volumes, and special thrust blocking details shown on Drawings take precedence over this plan.
 - C. Restraint sizing is based upon a maximum operating pressure of 150 psi and a test pressure of 200 psi, and a minimum soil bearing strength of 2,000 psf. Operating pressures in excess of 150 psi or soils with less than 2,000 pound bearing strength will require special design.
 - D. Before backfilling around thrust block, secure inspection of installation by ENGINEER.
2. **PRODUCTS**
 - A. Base Course: Untreated base course, APWA Section 32 11 23. Do not use gravel as a base course without ENGINEER's permission.
 - B. Backfill: Common fill, APWA Section 31 05 13. Maximum particle size 2-inches.
 - C. Thrust Blocks: Concrete Class 4000, APWA Section 03 30 04.
 - D. Grease: Non-oxide poly-FM.
3. **EXECUTION**
 - A. Pour concrete against undisturbed soil.
 - B. Pipe Joints: Do not cover with concrete. Leave completely accessible.
 - C. Grease: Apply grease to all buried metal surfaces. Wrap with polyethylene sheet and tape wrap.
 - D. Locking restraint devices may be used in conjunction with concrete thrust blocking (at discretion of ENGINEER).
 - E. Base Course and Backfill Placement: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

561



MINIMUM BEARING AREA IN SQ. FT.						
SIZE OF PIPE	TEES, VALVES, DEAD ENDS	90° BENDS	45° BENDS	22 1/2° BENDS	11 1/4° BENDS	
4"	2	3	2	2	2	
6"	4	5.5	3	2.5	2	
8"	6.5	9.5	5	2.75	2.5	
12"	14	20	11	5.5	3	
14"	19	26.5	14.5	7.5	4	
16"	24	34	18.5	9.5	6	
20"	27	52	28.5	14.5	9	
24"	53	74	41	21	12	
30"	81	114	62	32	16	



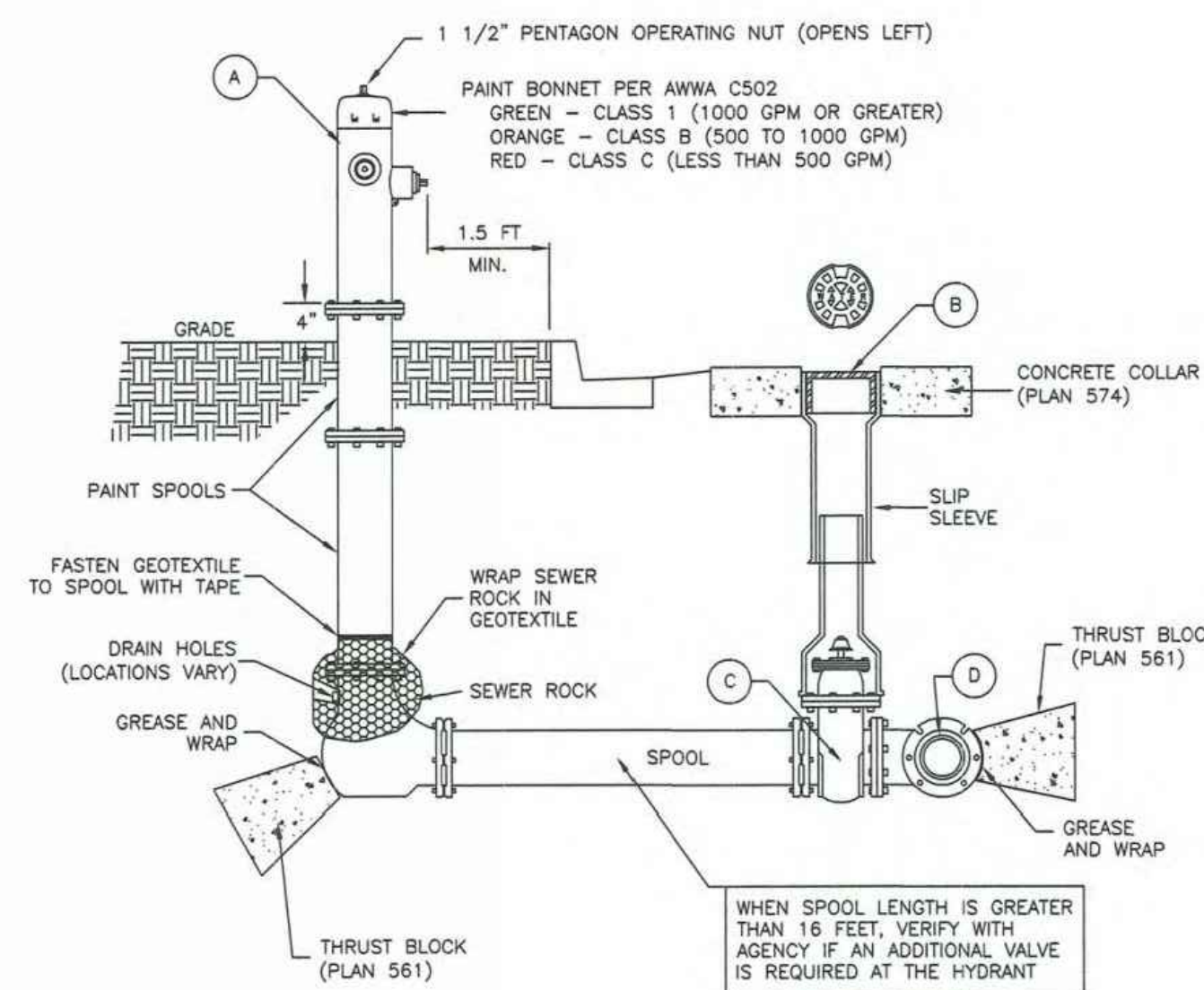
Direct bearing thrust block

Plan
561
August 2010

Fire hydrant with valve

1. **GENERAL**
 - A. Before backfilling, secure inspection of installation by ENGINEER.
 - B. Additional requirements are specified in APWA Section 33 11 00.
2. **PRODUCTS**
 - A. Hydrant: Dry barrel, AWWA C502.
 - B. Thrust Blocks: Concrete Class 4000, APWA Section 03 30 04.
 - C. Reinforcement: Deformed, 60 ksi yield grade steel, ASTM A615.
 - D. Backfill: APWA Section 31 05 13. Maximum particle size 2-inches.
 - 1) Sewer Rock: ASTM Size No. 3 (2" to 1") or larger.
 - 2) Other Type of Common Fill: CONTRACTOR'S choice.
 - E. Geotextile: Stabilization-separation fabric, APWA Section 31 05 19.
3. **EXECUTION**
 - A. Installation:
 - 1) Provide at least 1 cubic yard of sewer rock around drain hole at base of hydrant spool. Wrap geotextile around sewer rock and tape geotextile to hydrant spool to prevent silting of sewer rock.
 - 2) Paint fire hydrant to agency's fire hydrant paint code.
 - 3) Apply non-oxide grease to all buried metal surfaces. Wrap with polyethylene sheet and tape wrap.
 - 4) Notify fire department as soon as hydrant is placed in service.
 - B. Thrust Blocks:
 - 1) Before pouring concrete, wrap pipe system with polyethylene sheet to prevent bonding of concrete to pipe system.
 - 2) Not required for flange or welded pipe systems.
 - C. Backfill: Maximum lift thickness is 8-inches before compaction. Compaction is 95 percent or greater relative to a modified proctor density, APWA Section 31 23 26.

511



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

* FURNISHED BY UTILITY AGENCY

SECTION



Fire hydrant with valve

Plan
511
February 2011

DATE REVISIONS:

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
SITE UTILITY DETAILS

DATE SUBMITTED: 11/10/2022

PREPARED FOR: BOGART MCAVOY

OWNER
DIGS UTAH LLC
BOGART MCAVOY
PO BOX 526103
SALT LAKE CITY, UT 84152
(801) 865-4510

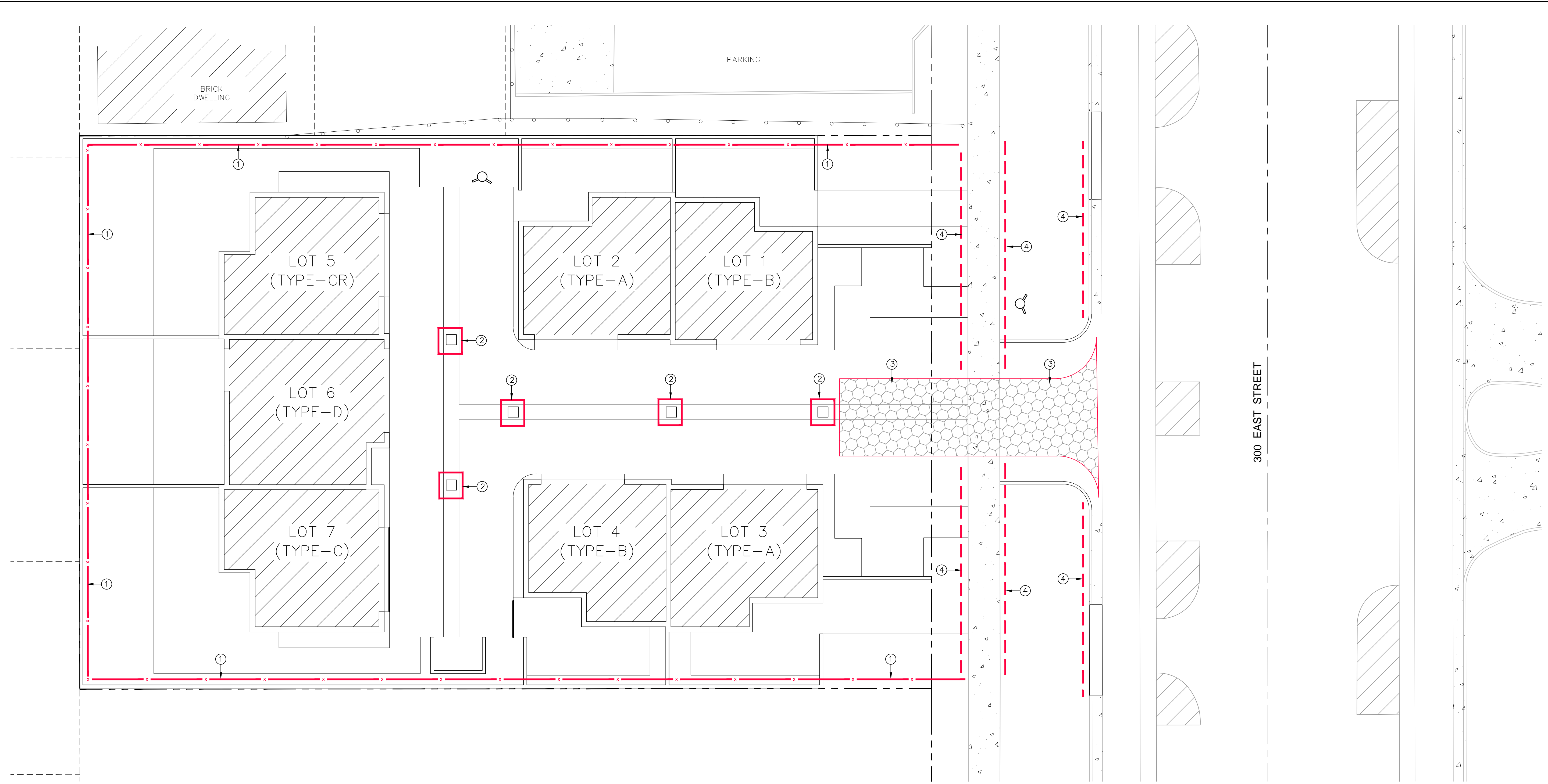
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CIVIL ENGINEER
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SURVEYOR
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RUSS CAMPBELL
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SALT LAKE CITY, UT 84158
(801) 209-2152



C306



GENERAL NOTES

1. DUST MUST BE KEPT TO A MINIMUM. CONTRACTOR SHALL KEEP THE SITE WATERED TO CONTROL DUST. CONTACT SALT LAKE CITY PUBLIC WORKS TO LOCATE A NEARBY FIRE HYDRANT FOR USE AND TO INSTALL TEMPORARY METER.
2. THE CONTRACTOR'S RESPONSIBILITY SHALL INCLUDE MAKING WEEKLY INSPECTIONS ON ALL EROSION CONTROL MEASURES TO DETERMINE IF REPAIR OR SEDIMENT REMOVAL IS NECESSARY.
3. SEDIMENT TRACKED ONTO PAVED ROADS MUST BE CLEANED UP AS SOON AS PRACTICAL, BUT IN NO CASE LATER THAN THE END OF THE NORMAL WORK DAY. THE CLEAN UP WILL INCLUDE SWEEPING OF THE TRACKED MATERIAL, PICKING IT UP, AND DEPOSITING IT TO A CONTAINED AREA.

KEYED NOTES

- ① INSTALL SILT FENCE PER APWA PLAN #122
- ② INSTALL INLET PROTECTION PER APWA PLAN #124
- ③ INSTALL STABILIZED ROADWAY ENTRANCE PER APWA PLAN #126
- ④ EXCAVATE AND MAINTAIN GRADE 4-6" BELOW EXISTING SIDEWALK AND EXISTING CURB DURING CONSTRUCTION TO CONTAIN SEDIMENT RUNOFF WITHIN SITE

#	DATE	REVISIONS:

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
EROSION CONTROL PLAN

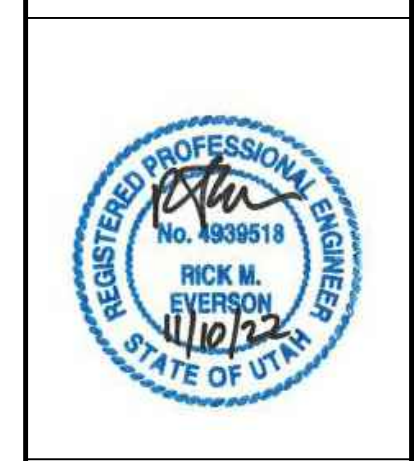
DATE SUBMITTED: 11/10/2022
 PREPARED FOR: BOGART MCAVOY

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 DIGS UTAH LLC
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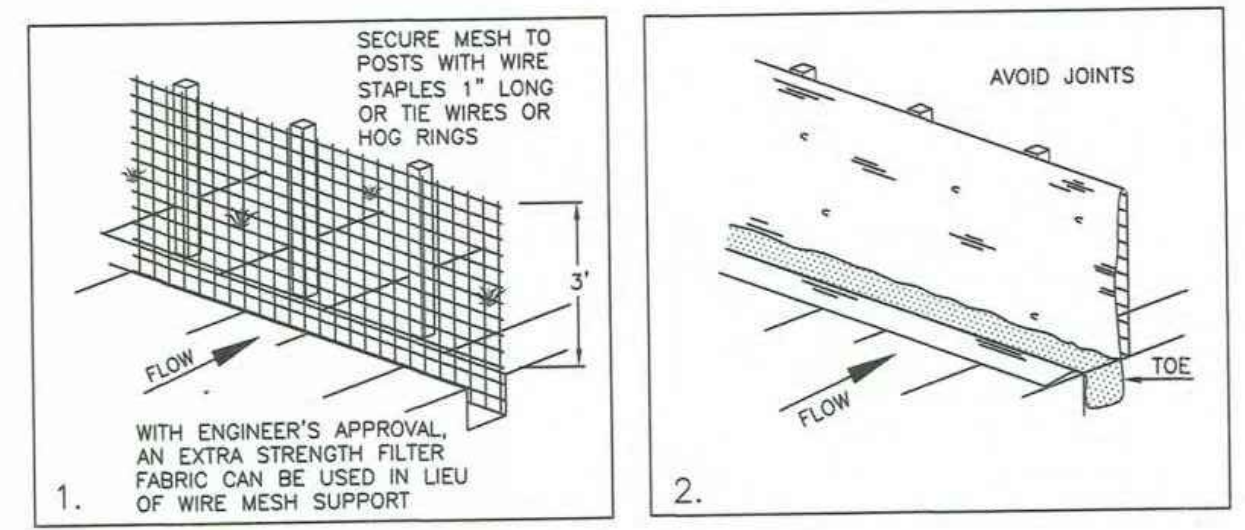
C401

Silt fence

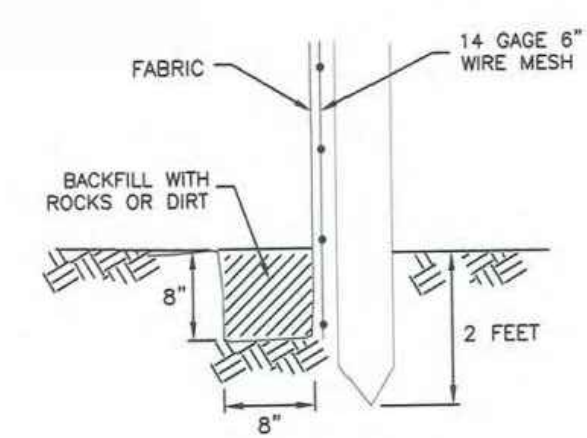
1. **GENERAL**
 - A. Description. A temporary sediment barrier consisting of a filter fabric stretched across and attached to supporting posts and entrenched.
 - B. Application. To intercept sediment from disturbed areas of limited extent.
 - C. Perimeter Control: Place barrier at down gradient limits of disturbance.
 - D. Sediment Barrier: Place barrier at toe of slope or soil stockpile.
 - E. Protection of Existing Waterways: Place barrier at top of stream bank.
 - F. Inlet Protection.
2. **PRODUCTS**
 - A. Fabric. Synthetic filter fabric shall be a pervious sheet of propylene, nylon, polyester, or polyethylene yarn. Synthetic filter fabric shall contain ultraviolet ray inhibitors and stabilizers to provide a minimum of 6 months of expected usable construction life at a temperature range of 0 deg F to 120 deg F.
 - B. Burlap. 10 ounces per square yard of fabric.
 - C. Posts. Either 2" x 4" diameter wood, or 1.33 pounds per linear foot steel with a minimum length of 5 feet, or steel posts with projections for fastening wire to them.
3. **EXECUTION**
 - A. Cut the fabric on site to desired width, unroll, and drape over the barrier. Secure the fabric toe with rocks or dirt and secure the fabric to the mesh with twin, staples or similar devices.
 - B. When attaching two silt fences together, place the end post of the second fence inside the end post of the first fence. Rotate both posts at least 180 degrees on a clockwise direction to create a tight seal with the filter fabric. Drive both posts into the ground and bury the flap.
 - C. When used to control sediments from a steep slope, place silt fences away from the toe of the slope for increased holding capacity.
 - D. Maintenance.
 - 1) Inspect immediately after each rainfall and at least daily during prolonged rainfall.
 - 2) Should the fabric on a silt fence or filter barrier decompose or become ineffective before the end of the expected usable life and the barrier still be necessary, replace the fabric promptly.
 - 3) Remove sediment deposits after each storm event. They must be removed when deposits reach approximately one-half the height of the barrier.
 - 4) Re-anchor fence as necessary to prevent shortcutting.
 - 5) Inspect for runoff bypassing ends of barriers or undercutting barriers.

122

NARRATIVE: THIS PLAN MAY BE USED FOR THE CONSTRUCTION OF A STORM WATER BEST MANAGEMENT PRACTICE (BMP). IT IS NOT INCLUSIVE OF ALL PRACTICES AVAILABLE AND IS ONLY SPECIFIC TO THE CONSTRUCTION OF THIS TYPE. MAINTENANCE OF THIS TYPE OF INSTALLATION IS IMPORTANT AND SHOULD BE CONTINUOUSLY MONITORED BY THE CONTRACTOR AND ENGINEER. DETAILS SHOWN HERE HIGHLIGHT IMPORTANT PARTS OF CONSTRUCTION, AND SHOULD BE MODIFIED AS NEEDED.



INSTALLATION SEQUENCE



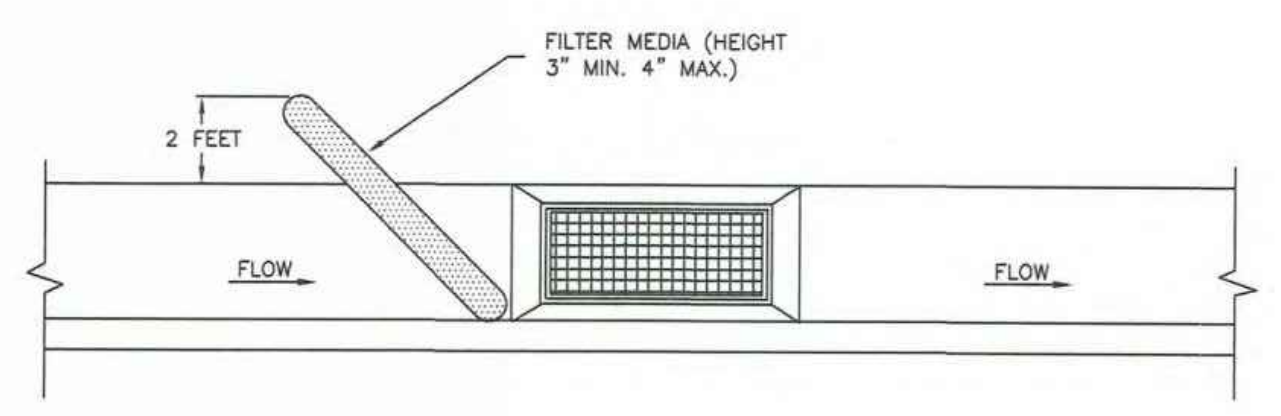
TOE DETAIL

Inlet protection - gravel sock

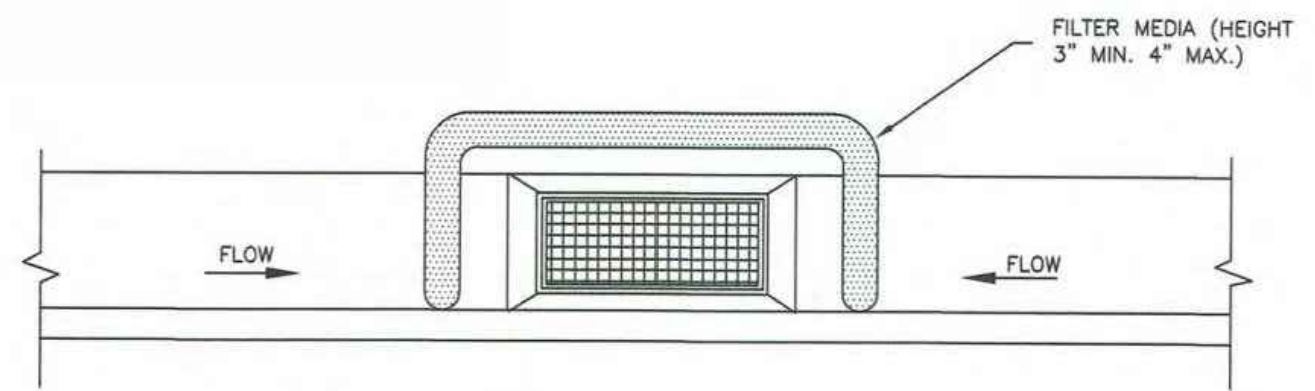
1. **GENERAL**
 - A. Description. Placement of gravel sock on grade.
 - 1) Upstream of, or in front of storm drain inlets to filter or pond water runoff.
 - 2) At inlets in paved or unpaved areas where up gradient area is to be disturbed by construction activities.
2. **PRODUCTS** (Not used)
3. **EXECUTION**
 - A. On-grade inlet protection:
 - 1) Provide on-grade inlet protection when completely blocking a storm drain inlet box would result in forcing water further downstream would cause flooding or other undesirable results.
 - 2) Prepare filter media (gravel sock, straw waddle, or other approved media) in accordance with manufacturer's recommendations.
 - 3) Install filter media just upstream of the inlet box.
 - 4) Filter media shall butt tightly against the face of the curb and angle at approximately a 45-degree angle away from the curb to trap runoff between the media and the curb.
 - 5) Excessive flows will flow either over or around the filter media and into the inlet box.
 - 6) Expect ponding behind the filter media.
 - B. Drop inlet protection:
 - 1) Use drop inlet protection at low points in the curb and when diverting flows further downstream will not cause undesirable results.
 - 2) Prepare filter media (gravel sock, straw waddle, or other approved media) in accordance with manufacturer's recommendations.
 - 3) Install filter media around the entire perimeter of the inlet grate.
 - 4) Filter media shall butt tightly against the face of the curb on both sides of the inlet grate.
 - 5) Excessive flows will either flow around the media or over the top and into the inlet box.
 - 6) Expect ponding around the inlet box.
 - C. Maintenance
 - 1) Inspect inlet protection after every large storm event and at a minimum of once monthly.
 - 2) Remove sediment accumulated when it reaches 2-inches in depth.
 - 3) Replace filter medium when damage has occurred or when medium is no longer functioning as intended.

124.1

NARRATIVE: THIS PLAN MAY BE USED FOR THE CONSTRUCTION OF A STORM WATER BEST MANAGEMENT PRACTICE (BMP). IT IS NOT INCLUSIVE OF ALL PRACTICES AVAILABLE AND IS ONLY SPECIFIC TO THE CONSTRUCTION OF THIS TYPE. MAINTENANCE OF THIS TYPE OF INSTALLATION IS IMPORTANT AND SHOULD BE CONTINUOUSLY MONITORED BY THE CONTRACTOR AND ENGINEER. DETAILS SHOWN HERE HIGHLIGHT IMPORTANT PARTS OF CONSTRUCTION, AND SHOULD BE MODIFIED AS NEEDED.



ON-GRADE INLET PROTECTION DETAIL



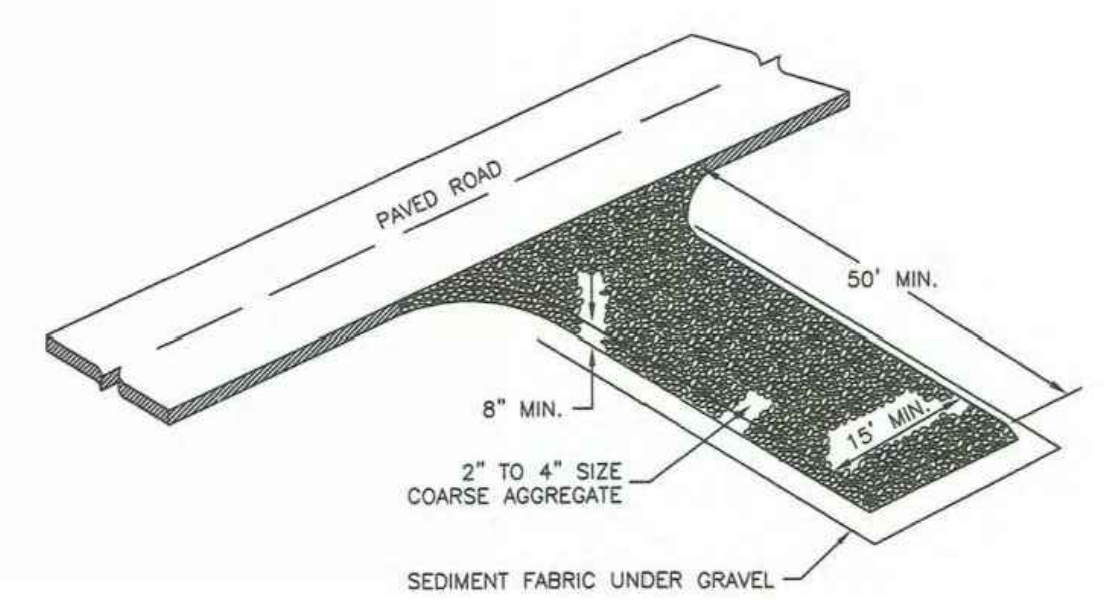
SUMP INLET PROTECTION DETAIL

Stabilized roadway entrance

1. **GENERAL**
 - A. Description. A temporary stabilized pad of gravel for controlling equipment and construction vehicle access to the site.
 - B. Application. At any site where vehicles and equipment enter the public right of way.
2. **PRODUCT** (Not used)
3. **EXECUTION**
 - A. Clear and grub area and grade to provide maximum slope of 1 percent away from paved roadway.
 - B. Compact subgrade.
 - C. Place filter fabric under stone if desired (recommended for entrance area that remains more than 3 months).
 - D. Maintenance.
 - 1) Prevent tracking or flow of mud into the public right-of-way.
 - 2) Periodic top dressing with 2-inch stone may be required, as conditions demand, and repair any structures used to trap sediments.
 - 3) Inspect daily for loss of gravel or sediment buildup.
 - 4) Inspect adjacent area for sediment deposit and install additional controls as necessary.
 - 5) Expand stabilized area as required to accommodate activities.

126

NARRATIVE: THIS PLAN MAY BE USED FOR THE CONSTRUCTION OF A STORM WATER BEST MANAGEMENT PRACTICE (BMP). IT IS NOT INCLUSIVE OF ALL PRACTICES AVAILABLE AND IS ONLY SPECIFIC TO THE CONSTRUCTION OF THIS TYPE. MAINTENANCE OF THIS TYPE OF INSTALLATION IS IMPORTANT AND SHOULD BE CONTINUOUSLY MONITORED BY THE CONTRACTOR AND ENGINEER. DETAILS SHOWN HERE HIGHLIGHT IMPORTANT PARTS OF CONSTRUCTION, AND SHOULD BE MODIFIED AS NEEDED.



#	DATE	REVISIONS:

THE MEWS TOWNHOMES
720 SOUTH 300 EAST, SALT LAKE CITY
EROSION CONTROL DETAILS
 PREPARED FOR: BOGART MCAVOY
 DATE SUBMITTED: 11/10/2022

OWNER
 DIGS UTAH LLC
 BOGART MCAVOY
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 (801) 865-4510

ARCHITECT
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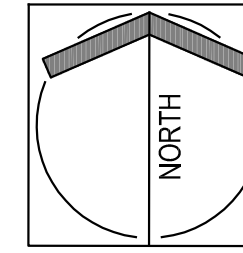
SURVEYOR
 BASELINE SURVEYING
 RUSS CAMPBELL
 PO BOX 58711
 SALT LAKE CITY, UT 84158
 (801) 209-2152



C402

THE MEWS AT 300 EAST

LOCATED IN THE NORTHEAST QUARTER OF SECTION 7,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN,
SALT LAKE COUNTY, UTAH



VICINITY MAP
NOT TO SCALE

DORKO, IAN 16-07-130-005
BETANCUR, LUIS 16-07-130-003

NELSON, SARAH E 16-07-130-006

LOT 7

LOCKWOOD, CAMILLE;
JT LOCKWOOD, ROBERT 16-07-130-007

DELANO, JACOB C 16-07-130-008

EAST SIDE RETAIL LLC
16-07-130-004

EAST SIDE RETAIL LLC
16-07-130-016

OWNERS OF MARCAT CONDOS
16-07-133-007

LEGEND

	SUBDIVISION BOUNDARY
	LOT LINE
	BLOCK LINE
	MONUMENT LINE
	ADJACENT LOT LINE
	COMMON ARE/HOA MAINTAINED

LOT 8
BLOCK 18, PLAT "A"
SALT LAKE CITY SURVEY



SURVEYOR'S CERTIFICATE:
I, RUSSELL E. CAMPBELL, DO HEREBY CERTIFY THAT I AM A LICENSE PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE No. 316833 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LICENSING 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 RETRACE OR REESTABLISH THIS PLAT; AND THAT THE INFORMATION SHOWN HEREON IS SUFFICIENT TO ACCURATELY ESTABLISH THE LATERAL BOUNDARIES OF THE HEREIN DESCRIBED TRACT OF REAL PROPERTY, AND THAT THIS PLAT OF

THE MEWS AT 300 EAST

IN SALT LAKE CITY, SALT LAKE COUNTY, UTAH HAS BEEN DRAWN CORRECTLY TO THE DESIGNATED SCALE AND IS A TRUE AND CORRECT REPRESENTATION OF THE HEREON DESCRIBED LANDS INCLUDED IN SAID SUBDIVISION, BASED UPON DATA COMPILED FROM RECORDS OF THE SALT LAKE COUNTY RECORDER'S OFFICE.

Russell E. Campbell, UTAH PLS 316833 _____ Date _____
BASELINE SURVEYING
P.O. BOX 58711
SALT LAKE CITY, UT. 84158
801-209-2152

BOUNDARY DESCRIPTION

BEGINNING 6 RODS NORTH FROM THE SOUTHEAST CORNER OF LOT 8, BLOCK 18, PLAT A, SALT LAKE CITY SURVEY, AND RUNNING THENCE WEST 10 RODS; THENCE NORTH 6 1/2 RODS; THENCE EAST 10 RODS; THENCE SOUTH 6 1/2 RODS TO THE BEGINNING.

OWNER'S DEDICATION AND/OR CONSENT TO RECORD

BOGART MCAVOY, the owner of the described tract of land to be hereafter known as "THE MEWS AT 300 EAST", does hereby dedicate for the perpetual use of the public, all streets and other property as reflected and shown on this plat to be dedicated for public use. Owner(s) hereby consent(s) and give(s) approval to the recording of this plat for all purposes shown herein.

In witness whereof, I have hereunto set my hand this ___ day of _____, 2022.

BOGART MCAVOY
By: _____
Print Name: _____

Notary Acknowledgment

STATE OF UTAH)
)ss
County of Salt Lake)
On this _____ day of _____, in the year 20____, before me _____, a notary public, personally appeared BOGART MCAVOY, HAS 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 "THE MEWS AT 300 EAST" and was signed by him/her on behalf of himself and acknowledged that he/she/they executed the same.

Commission Number _____
My Commission Expires _____
Print Name: _____
A Notary Public Commissioned in Utah

THE MEWS AT 300 EAST

LOCATED IN THE NORTHEAST QUARTER OF SECTION 7,
TOWNSHIP 1 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN,
SALT LAKE COUNTY, UTAH

NUMBER _____ ACCOUNT _____ SHEET _____ OF _____ SHEETS	CITY PUBLIC UTILITIES DEPT. APPROVED AS TO SANITARY SEWER AND WATER DETAILS THIS _____ DAY OF _____, 20____.	SALT LAKE COUNTY HEALTH DEPARTMENT APPROVED THIS _____ DAY OF _____, 20____.	CITY ENGINEERING 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 PLANNING DIRECTOR APPROVED THIS _____ DAY OF _____, 20____, BY THE SALT LAKE CITY PLANNING COMMISSION. PLANNING DIRECTOR _____ DATE _____	CITY ATTORNEY APPROVED AS TO FORM THIS _____ DAY OF _____, 20____. SALT LAKE CITY ATTORNEY _____	CITY APPROVAL PRESENTED TO SALT LAKE CITY THIS _____ DAY OF _____, 20____, AND IS HEREBY APPROVED. SALT LAKE CITY MAYOR _____ SALT LAKE CITY RECORDER _____	SALT LAKE COUNTY RECORDER STATE OF UTAH, COUNTY OF SALT LAKE, RECORDED AND FILED AT THE REQUEST OF: _____ DATE: _____ TIME: _____ BOOK: _____ PAGE: _____ FEE _____ SALT LAKE COUNTY RECORDER _____	NUMBER _____ ACCOUNT _____ SHEET 1 OF 1 SHEETS
	SALT LAKE CITY PUBLIC UTILITIES DIRECTOR	S.L. COUNTY HEALTH DEPARTMENT						

BASELINE SURVEYING, Inc

P.O. BOX 58711
Salt Lake City, UT 84158 (801) 209-2152

ATTACHMENT C: Property and Vicinity Photos



Subject Property: 720 S 300 E



Subject Property: 724 S 300 E



***Property to the north
(formerly KoKo Kitchen)***



Property to the south



Apartments across the Street to the east on 300 E



Apartments across the Street to the east on 300 E



Bike lane 300 E

ATTACHMENT D: RMF-35 Zoning Standards

The purpose of the RMF-35 Moderate Density Multi-Family Residential District is to provide an environment suitable for a variety of moderate density housing types, including single-family, two-family, and multi-family dwellings with a maximum height of thirty five feet (35'). This district is appropriate in areas where the applicable Master Plan policies recommend a density of less than thirty (30) dwelling units per acre. This district includes other uses that are typically found in a multi-family residential neighborhood of this density for the purpose of serving the neighborhood. Uses are intended to be compatible with the existing scale and intensity of the neighborhood. The standards for the district are intended to provide for safe and comfortable places to live and play, promote sustainable and compatible development patterns and to preserve the existing character of the neighborhood.

Due to the nature of this proposal, the seven proposed lots within the project area do not comply with all zoning and subdivision requirements. **The table shows that while each of the individual lots do not meet the zoning and subdivision standards, many zoning standards comply when viewing the project as a whole.** Dimensions *per lot* and for the *overall development* are provided in the table. Approval of this request by the Planning Commission would be for the submitted project configuration.

Requirement	Standard, Twin Home	Standard, Single- Family Attached	Standard, Multi- Family	Proposed, <i>Per Lot</i>	Proposed, <i>Overall Development</i>	Compliance
Land Use	Residential and other accessory uses			Residential		Complies
Maximum Density (for 17,696 SF)	4	5	7	NA	7	Complies. Planned Developments are not allowed to exceed the maximum density of the zone, which in this case is seven dwelling units.
Min Lot Width	25'	Interior: 22' Corner: 32'	80'	Varying between 29'-39'	107.25'	Development complies. PD approval required for each lot.

Max Building Height	35'			35'	35'	Complies
Front Setback	20'			Varying between 0-10'	20'	Development complies. PD approval required for each lot.
Rear Setback	Twenty five percent (25%) of the lot depth, but not less than twenty feet (20') and need not exceed twenty five feet (25').			10'-30'	20'	Development complies. PD approval required for each lot.
Side Setback	0' on one, 10' on the other	None required, but if one is provided it shall not be less than 4'	10'	0-5'	10'	Development complies. PD approval required for each lot.
Building Coverage	50%	60%	60%	50-70%	40%	Development complies. PD approval required for each lot.
Parking & Access	2 spaces per DU	2 spaces per DU	2+ bedrooms 1.25 space per DU	2 per DU	2 per DU	Complies
Landscaping	The front yard, corner side and, for interior multi-family lots, one of the interior side yards shall be maintained as landscape yards.			Only provides landscaping in rear yard	Front, side, and rear yards are landscaped	PD approval required.

ATTACHMENT E: Subdivision Standards

20.16.100: STANDARDS OF APPROVAL FOR PRELIMINARY PLATS:

All preliminary plats for subdivisions and subdivision amendments shall meet 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.

Standards of Approval	
A. The subdivision complies with the general design standards and requirements for subdivisions as established in <u>chapter 20.12</u> of this title;	
Does Not Comply	(Modification requested)
Discussion: The applicant is requesting to modify the subdivision and zoning standards through the Planned Development process. The following subdivision modification are proposed for this development: Lots without street frontage, along with the development standards per lot in the RMF-35 zone. Staff supports the request.	
Condition(s): Approval of Planned Development	
B. All buildable lots comply with all applicable zoning standards;	
Does Not Comply	(Modification requested)
Discussion: The applicant is requesting modifications of these zoning standards for their seven lots in the RMF-35 zone through the Planned Development process. Staff supports the request.	
Condition(s): Approval of Planned Development	
C. All necessary and required dedications are made;	
Not Applicable	
Discussion: Dedication of property is not required for this development.	
Condition(s): None	
D. Water supply and sewage disposal shall be satisfactory to the public utilities department director;	

Complies With Conditions

Discussion: The Department of Public Utilities has reviewed the project and provided requirements necessary to finalize the subdivision. There is no indication that the City would not be able to provide water and sewage disposal to the project.

Condition(s): Compliance with Department of Public Utilities requirements.

E. Provisions for the construction of any required public improvements, per section 20.40.010 of this title, are included;

Complies

Discussion: The removal of the existing driveways and construction of new driveway will require restriping of the parking protected bike lane and parking spaces. Restriping and road sign modifications, including green marking at driveway and removal of all existing conflicting markings, is the responsibility of the developer and will require a right of way permit. Applicant will need to include detailed signing and striping plans for final subdivision approval.

Condition(s): Repainting of the protected bike lane and on-street parking must be provided to accommodate the new driveway configuration. Other compliance with Department of Transportation is required.

F. The subdivision otherwise complies with all applicable laws and regulations;

Complies

Discussion:
The subdivision complies with all applicable laws and regulations with the exceptions that they are asking for in the Planned Development process.

Condition(s): Approval of Planned Development

G. If the proposal is an amendment to an existing subdivision and involves vacating a street, right of way, or easement, the amendment does not materially injure the public or any person who owns land within the subdivision or immediately adjacent to it and there is good cause for the amendment.

Not Applicable

Discussion: NA

Condition(s): NA

ATTACHMENT F: Planned Development Standards

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

Standard	Finding	Rationale
<p>A. 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.</p>	<p>Complies</p>	<p>This project suits objective (F) in the Planned Development Objectives: <i>Master Plan Implementation: A project that helps implement portions of an adopted Master Plan in instances where the Maser Plan specific guide on the character of the immediate vicinity of the proposal.</i></p> <p>The Central City Master Plan recommends medium density, as described in the Future Land Use Map as 15-30 units per acre. The Master Plan also recommends “provide more three and four bedroom housing units”. This project implements these housing goals for this area.</p>
<p>B. The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.</p>	<p>Complies</p>	<p>As discussed above in Key Consideration #1, this project meets the intent of the Central Community Master Plan, along with the citywide Plan Salt Lake. This project provides moderate density housing that is compatible with the surrounding housing. It is also an infill development that creates more units on existing infrastructure close to amenities.</p>
<p>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</p>	<p>Complies</p>	<p>This project provides a more enhanced product than would be achieved through zoning alone. The development provides high quality townhomes, a much-needed housing type in this neighborhood, while providing an attractive streetscape along 300 E.</p>

	determining design and compatibility, the Planning Commission should consider:		
C1	Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	At 35' high, these units are compatible with the scale of the surrounding neighborhood. Many townhomes, duplexes, and single-family homes in the neighborhood are of a similar size and proportion.
C2	Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;	Complies	The two units along 300 E face the street, have pedestrian entrances along 300 E and the garages facing the internal private drive and not towards the public right of way. Landscaping, cobblestone and a shared front courtyard about the street, creating an attractive streetscape for pedestrians in this neighborhood.
C3	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.	Complies	a. The two units along 300 E face the street, and the other units are tucked behind this streetscape disguising them from view and making density of the project blend in with the surrounding development. b. Each unit has a private yard and patio. c. A wall is provided around the perimeter of the project to buffer from surrounding uses. Trees are also provided through the project as additional screening. d. The front setback allows for adequate site lines from drive ways and sidewalks. e. There is adequate space within the private drive and PUEs on the side of the property for maintenance.
C4	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	Pedestrian interest and interaction are provided with the shared courtyard in the front of the project along 300 E. A picket fence is provided with benches for gathering. The ground floor could have more transparency, but this façade is screened by hedges. The second story also juts out beyond the first story, making the second story more visually prominent to the streetscape.
C5	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	Lighting shown on the plan adds visual interest and does not impact neighboring properties.

C6	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	Dumpsters are hidden from public view within the private drive.
C7	Whether parking areas are appropriately buffered from adjacent uses.	Complies	Parking is enclosed within the provided garages.
D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:		Complies	The development provides native landscaping that is appropriate for the development.
D1	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	There is one mature tree on the property which will be removed but many additional trees will be planted in its place. There is one existing tree in the park strip – four are proposed to be planted instead, along with shrubs and ground cover.
D2	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	The landscape plan shows trees along the perimeter of the site, along with shrubs and a retaining wall as a privacy wall.
D3	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	A variety of trees, grasses, shrubs, and flowers are provided in the front yard area and the park strip, as well as around the perimeter of the lot. This not only adds aesthetic appeal but adds screening to the adjacent property owners on all sides.
D4	Whether proposed landscaping is appropriate for the scale of the development.	Complies	The amount and quality of landscaping provided is appropriate for the scale of the development.
E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:		Complies	The project is located walking distance to a TRAX station and is located on protected bike route. The property itself is centrally located related to the city and provides many amenities nearby.
E1	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	Two existing driveways will be removed and replaced by just one driveway, so safety and access for these parcels will be improved.
E2	Whether the site design considers safe circulation for a range of transportation options including: a. Safe and accommodating pedestrian environment and pedestrian oriented design;	Complies	a. The project offers an attractive and active streetscape for pedestrians. Both units that face 300 E have pedestrian entrances and balconies, creating an engaging environment. b. This project is located on a prominent bike lane. Bike parking is provided within the common spaces of the project.

	<p>b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and</p> <p>c. Minimizing conflicts between different transportation modes;</p>		<p>c. Bikes, pedestrians, and cars of the tenants and property owners will all have to use the shared private driveway.</p>
E3	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	The site provides adequate access and mobility to other properties and amenities in the area.
E4	Whether the proposed design provides adequate emergency vehicle access; and	Complies	The design complies with fire code and provides adequate emergency access.
E5	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	Loading and service areas are adequate for the site.
F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.		Complies	There are no existing features on the site that significantly contribute to the neighborhood or the environment.
G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.		Complies	Utilities will adequately service the project. When their location is established, utility boxes shall be screened from public view as outlined in 21A.40.160

ATTACHMENT G: Public Process & Comments

Public Notice, Meetings, Comments

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

- April 11, 2023 – The Central City Community Council was sent the 45 day required notice for recognized community organizations.
- April 11, 2023 - Property owners and residents within 300 feet of the development were provided early notification of the proposal.
- May 3, 2023- Applicant presented at the Central City Community Council meeting.

- June 1, 2023
 - Public hearing notice sign posted on the property
- June 2, 2023
 - Public hearing notice mailed
 - Public notice posted on City and State websites and Planning Division list serve

Public Input:

Public Comments are attached in this packet.

From: [Kyle Deans](#)
To: [Younger, Cassie](#)
Subject: (EXTERNAL) Planning Commission
Date: Tuesday, May 16, 2023 12:15:06 PM

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

1018 E 900 S PLNPCM2022-01120

If the requested zone allows more flexibility in housing types I am in full support the zone change.

Mews Townhome PLNPCM2023-00200 & PLNSUB2023-00254

I support the zoning modifications the application is requesting.

Main St Apartments PLNPCM2023-00245

While I like the overall concept of having much more density in this neighborhood and the Main St Apartments will be a great addition. I do not support the zoning modifications. Over 200' of facade frontage is unacceptable, the PC and CC has approved these in the past, over objections, and the result has been a wall that is way to long and pedestrian unfriendly.

They need to follow design guidelines that have been set in place by the city. Again there are projects that meant well in the city that look horrible.

I DO NOT SUPPORT EITHER OF THE ZONING MODIFICATIONS.

Kyle Deans
SLC Resident

ATTACHMENT H: 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:

(See attachments for redlines.) It might be helpful to remove the curb and gutter, sidewalk and drive approaches from the plat to provide more space for the survey information, which the plat is for.

I've attached redlines for The Mews at 300 East Subdivision. I'm not sure if this is a condominium or not, but they listed a common area, so I did #COM address for the common area address. They are required to obtain a new address certificate for this project

Zoning:

Fire:

*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. You must provide a certain distance from property lines or other permanent obstructions to get approved fire access 0 height of building X.3 + 4-feet. You do not provide this and would need to modify or provide alternate means and methods

*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. 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 or road travel.

*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. Private lane would need to be designed to this is utilized for fire access.

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

*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

*Fire department connections shall be located on the street address side of buildings, fully visible and recognizable from the street, and have a fire hydrant within 100-feet on the same side of the street.

*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. With a building heights of 35-feet you will need to provide aerial access that meets road width and proximity requirements, which are not shown on your plans or reduce the height of buildings to 30-feet maximum or less.

*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.

*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:

Urban Forestry has no concerns with this proposal.

Building:

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

Existing structures on adjacent parcels shall not be made less complying to the construction codes than it was before the new construction.

Transportation:

Removing existing driveways and construction of new driveway will require restriping of the parking protected bike lane and parking spaces. Restriping and road sign modifications, including green marking at driveway and removal of all existing conflicting markings, is the responsibility of the developer and will require a right of way permit. Include detailed signing and striping plans for final subdivision approval.

Public Utilities:

Please include a note on the plat addressing that all common areas will serve as easement for shared private utilities, including water, sewer, storm drain, and surface drainage. CC&R's must also address utility service ownership and maintenance responsibility from the public main to each individual unit.

See PLNPCM2023-00200 for Planned Development comments and guidance for obtaining a building permit.

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. Comments are provided to assist in design and development by providing guidance for project requirements.

- Public Utility permit, connection, survey, and inspection fees will apply.
- 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.
- 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. Grading plans should include arrows directing stormwater away from neighboring property. 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.
- One culinary water meter is permitted per parcel and fire services, as required, will be permitted for this property. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main.
- 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). If green infrastructure is not used, then applicant must provide documentation of what green infrastructure measures were considered and why these were not deemed feasible. Please verify that plans include appropriate treatment measures.