SALT LAKE CITY FIBER CHECKLIST

SALT LAKE CITY

PARENT PERMIT

The general permitting of the infrastructure included in a single fiberhood will revolve around the creation of a Parent Permit, a repository for all submissions and correction sheets.

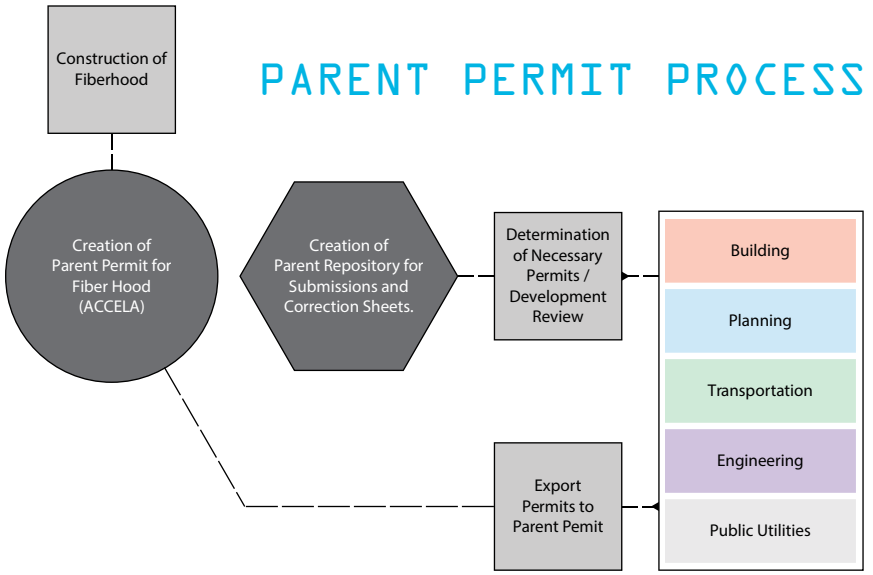
This Repository will allow for electronic submissions and resubmissions of construction documents and applications.

From this Parent Permit, it will be decided which processes will be necessary for the various infrastructural components.

PROCESSES

- Phase I: The permitting process will begin with the creation of a Parent Repository, into which all information regarding proposed construction of a Fiberhood will be uploaded by Google.
- Phase II: A Development Review Meeting will take place, allowing the various divisions to decide which processes will be necessary for the implementation of the fiberhood and permits.
- Phase III: Individual processes will be used to assess the various infrastructural components, including any structures and/or cabinets, traffic control, or work in the Right of Way.
- Phase IV: As permits are issued, they will be related back into the Parent Permit, allowing them to be used as "related permits". In doing so, the permitting processes for related construction will be expedited.
- Phase V: As individual permits are issued, construction may commence. After individual construction instances are completed, as-built drawings will be uploaded into the Parent Permit to catalog completed construction within the respective fiberhood.

PARENT PERMIT PROCESS



APPLICATIONS AND DOCUMENTATION

Building Division

- Online Plan Submission & Review Guide http://goo.gl/RLVqkO
- Design Standards Manual http://goo.gl/ENJ1PP
- Building Permit Application http://goo.gl/grQGNX
- Electrical Permit Application http://goo.gl/BrmHFu

Planning Division

- Planning Processes Guide http://goo.gl/NiSjbg
- Certificate of Appropriateness Application http://goo.gl/OHaheK
- Conditional Use Application http://goo.gl/IlQWNd

Engineering / Transportation / Public Utilities

- Traffic Control and Work in the ROW Guide http://goo.gl/BvwZ5O
- Permit to Work in the Public Way Application http://goo.gl/ulgBr2
- ADA Compliance Guide http://goo.gl/HmGyFN
- Standard Practices Manual http://goo.gl/lpMUZX

Parks and Open Space

- Line-Clearing and Tree Trimming Standards http://goo.gl/c0wjm6

BUILDING

A building and electrical permit will be required for the construction of any huts included in a fiberhood.

This process will be used to examine the relationship of the footprint of the hut structure to the parcel boundary; all electrical equipment; and any fencing proposed on site.

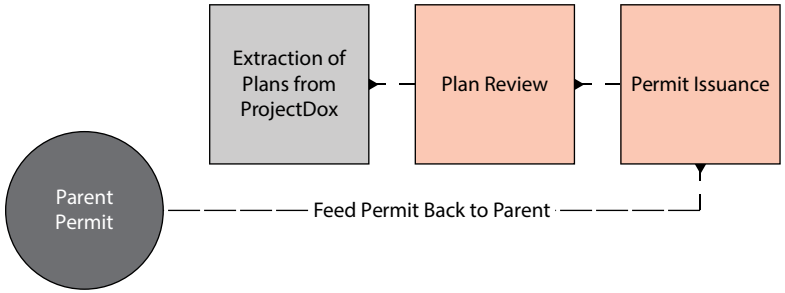
PROCESSES

Building Permit (http://goo.gl/grQGNX)

Electrical Permit (http://goo.gl/BrmHFu)

- Phase I: All construction documents specifically related to the construction instance will be extracted from the Parent Repository, from ProjectDox.
- Phase II: Standard Plan Review will be completed, ensuring that the proposed construction complies with SLC zoning standards and building code.
- Phase III: Permit will be issued and fed back into Parent Permit to be used as a "related permit". This will allow an expedited review process for other construction instances

BUILDING PERMIT



PLANNING

A Conditional Use will be required for all cabinets located in the public way. Planning Petition PLNPCM2014-00193 has been initiated to review this matter. The following link provides further information on the status of this petition http://goo.gl/Bjda76

A Certificate of Appropriateness will be required for any construction instance(s) occurring within a Historic Preservation Overlay District.

PROCESSES

Certificate of Appropriateness, Minor Alteration (http://goo.gl/OHaheK)

Phase I: Staff report will examine the scale of construction and determine if the HLC (Historic Landmark Commission) will be necessary to issue a Certificate of Appropriateness.

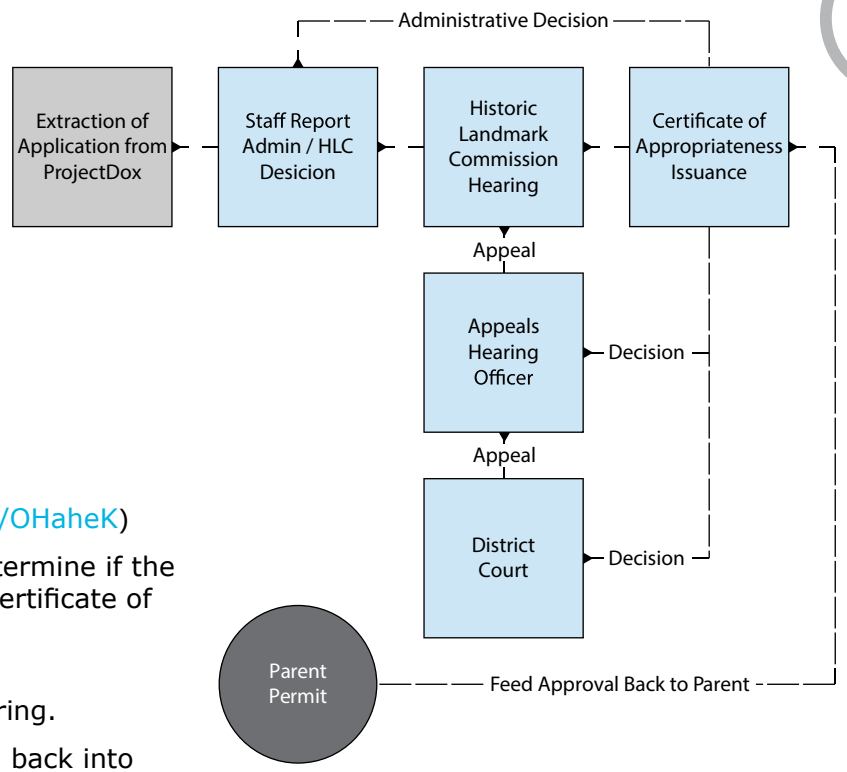
- Phase II: If the project scale is such that the Historic Landmark Commission is required, the project will be presented at a HLC Hearing.
- Phase III: A Certificate of Appropriateness will be issued and fed back into the Parent Permit.

Conditional Use (http://goo.gl/IlQWNd)

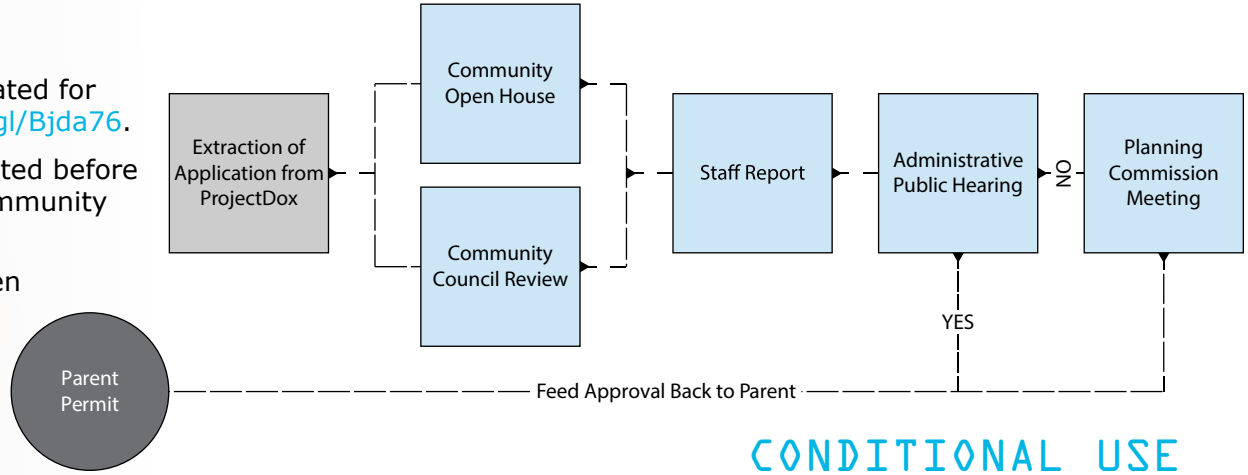
Planning Petition PLNPCM2014-00193 has been initiated for review. Click this link for further details http://goo.gl/Bjda76.

- Phase I: The Construction instance will be presented before both the respective Community Council and at a Community Open House.
- Phase II: Staff will and results of Community Open House, and proceed to generate findings of fact in staff report.
- Phase III: Staff presents findings in an Administrative Public Hearing.

CERTIFICATE OF APPROPRIATENESS



CONDITIONAL USE



A "Permit to Work in the Public Way" must be obtained prior to performing any construction, excavation, or other work in the Right of Way.

In order to obtain a permit to work in the Right of Way, it will be necessary that a Traffic Control Plan be approved by the Transportation Department.

The Engineering and Public Utilities departments will perform the review to permit work in the public way.

PROCESSES

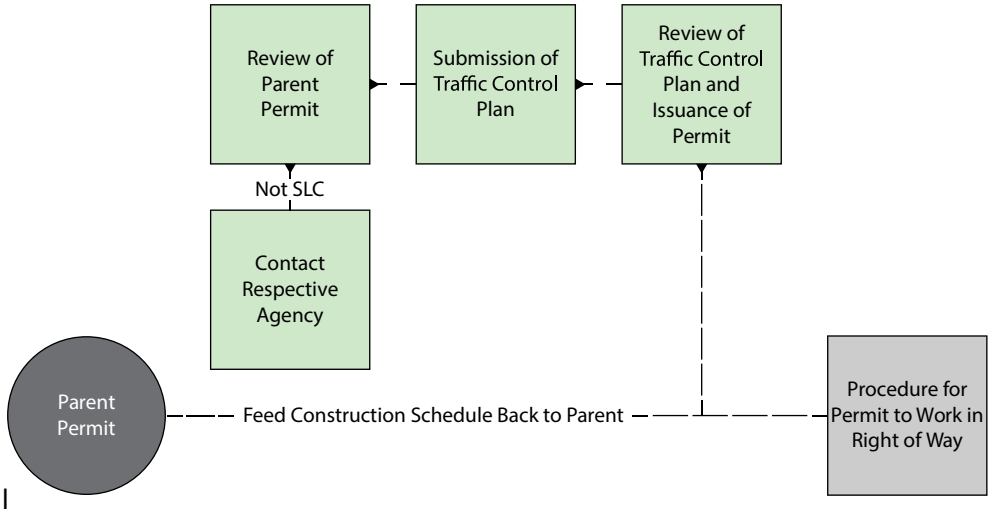
Traffic Control Plan

- Phase I: During the parent permit review the construction instance will be reviewed to determine which jurisdiction(s) will be effected by the proposed construction, and required permits will be identified.
- Phase II: Traffic Control Plan will be submitted to the Salt Lake City Transportation Dept.
- Phase III: Traffic Control plan will be reviewed and the respective permit will be issued. Schedule of approved construction will be passed to SLC Engineering Department.

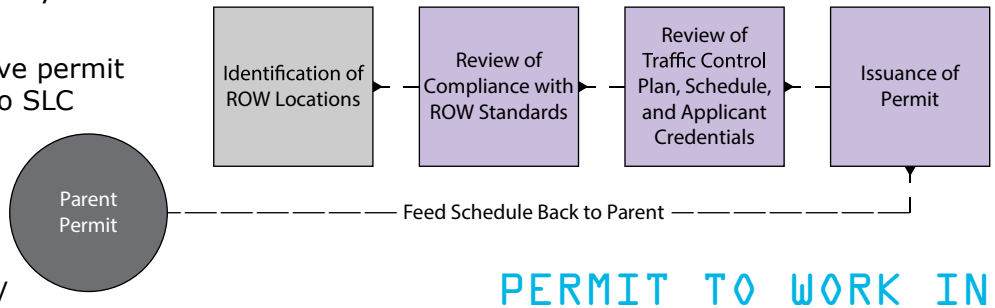
Permit to Work in The Public Way (http://goo.gl/ulgBr2)

- Phase I: Construction documents will be reviewed by the Engineering and Public Utilities departments to ensure compliance with ROW standards (it is encouraged that a .dwg and/or .shp file be submitted alongside the .pdf file to expodite review).
- Phase II: Review of Traffic Control Plan Schedule and Credentials.
- Phase III: Permit to Work in Public Way is issued and schedule of construction instances is fed back into Parent Permit.
- Phase IV: A construction schedule will be required to set up related permits.

TRAFFIC CONTROL PLAN



PERMIT TO WORK IN THE PUBLIC WAY



PERMITTING PROCESS

PROPOSED STANDARDS	SALT LAKE CITY STANDARDS
Electronic submission and/or response	Electronic submissions are managed via Accela and Project Dox. Here is a reference site http://www.slcgov.com/building/citizen-access-portal
Plan view only for underground construction	Plan view is required. Profile view is not usually needed but damage to existing utilities must be avoided.
180 day completion duration per application	Standard Building Permit validity is 180 days. Permit may be extended based upon progress and inspections.
Minimum of 20,000 households, or 300 route miles of installation per area	Process proposal based upon "Fiberhood". We feel that basing the overall review on "Fiberhoods" allows for more efficient reviews and construction management.
10 day response time	Salt Lake City offers an expedited review for 1st comments to be completed within 10 working days for building permits based upon section 18.32.035 of the Salt Lake City Code. Our proposed process to manage multiple sub-permits under a parent permit may not qualify for the expedited fees. However our typical turnaround for first review comments and sub-permit identification should be near 10 working days from the submission of a complete set of drawings. In instances where there is complex underground fiber routing this may take longer in order to identify potential conflicts. Uploads of .shp or .dwg file would expedite the review process for conflicts.
List of necessary alterations for applications not approved	For an application that is not worthy of approval, direction is given to facilitate revisions that will lead to approval.
Single point of contact for communicating permit process	Adding Development Review Coordinator position to the 2015 Budget.

CONSTRUCTION STANDARDS

PROPOSED STANDARDS	SALT LAKE CITY STANDARDS
Installation will be determined by field conditions at time of construction	Plan view is required prior to construction. If field conditions dictate that a revision is required, the inspector must judge whether to approve/disapprove the proposed revision or seek supervisor's input as to whether it should be approved.
Traffic Control Plan will be implemented at time of installation	A Traffic Control Permit must be obtained prior to commencement of work.
Construction methods will consist of: microtrench, plow, open trench, directional bore, pneumatic bore	Open trench and directional bore are acceptable methods of installing fiber conduits. Other methods would need to be defined in more detail by Google before they could be reviewed or approved.
24" horizontal and 12" vertical as standard separation from existing facilities	Minimum clearances from SLC PU owned utilities are 3' horizontal from water and storm drain, 5' horizontal from sewer. Minimum vertical clearance is 18" above and 6" below these types of utilities. For permission to install fiber conduit with less than these clearances, contact John Miller at SLC PU. Contact other utility owners for their minimum clearances.
24" depth below existing grade as standard depth of new facilities	Minimum cover in a street is 36". Minimum cover in a park strip or unpaved portion of the public way is 24".
T-cut method to be used for restoration of trench in asphalt and/or concrete	A "T" patch is required in asphalt per APWA Std. Plan 255. In a concrete street, panel replacement is required per APWA Std. Plan 256.
A full sidewalk panel will be replaced when any portion of a sidewalk panel is impacted	A full sidewalk panel must be replaced if a portion of it is removed or potholed, unless the pothole is less than 2" in diameter and the 2" diameter hole is filled with concrete.
Pothole restoration will be limited to the circular area directly impacted by potholing activity, including in sidewalk areas	Asphalt that is potholed may be restored without expanding the size of the pothole, provided flowable fill (60 psi) is used to backfill the hole, a hot mix asphalt patch is installed and the patch does not settle.
PDF version of all as-built descriptions	A PDF as-built is acceptable and will be expected on all of the work.

CONSTRUCTION CONSTRAINTS

QUESTIONS REGARDING CONSTRAINTS	SALT LAKE CITY STANDARDS
Are there any rules or regulations regarding when work can be performed throughout the year?	Based upon our elevation and climate during winter months, typically November 16 through March 31 cold temperatures may limit the availability of asphalt. We would encourage larger excavations be limited to warmer months." Snow and cold weather could also cause a contractor to temporarily stop working (up to a few weeks) and wait for better weather, thus extending the amount of time the public way is disrupted.
Please upload your tree trimming regulations and outline any other information relevant to tree trimming.	Urban Forestry http://goo.gl/J1lGlW Tree Protection Guidelines http://goo.gl/vsSN6w
Are there historical site regulations?	Yes, information included in Planning Process section and uploaded.
Are there landscaping regulations?	Yes, Park strip landscaping is required to be maintained by the abutting land owner. The affected work area would be expected to be restored in such a way that it is in compliance with these standards and consistent with the existing landscaping. Link to standards http://goo.gl/XpSefq
Are there landscaping requirements for new structures?	Yes, landscaping requirements are zoning district dependant. Link to standards http://goo.gl/XpSefq
Are there any underground constructions requirements beyond NESC standards?	No
Are there any other environmental factors?	Due to Salt Lake City's elevation and winter climate, snow and cold temperatures can impact construction schedules during winter months.
Anything else that may impede or slow construction within the City?	Salt Lake City has effectively worked with many large scale developments. We have identified a very progressive process alternative for large scale infrastructure development in our proposal. Our expectation is to provide the highest level of service available.