
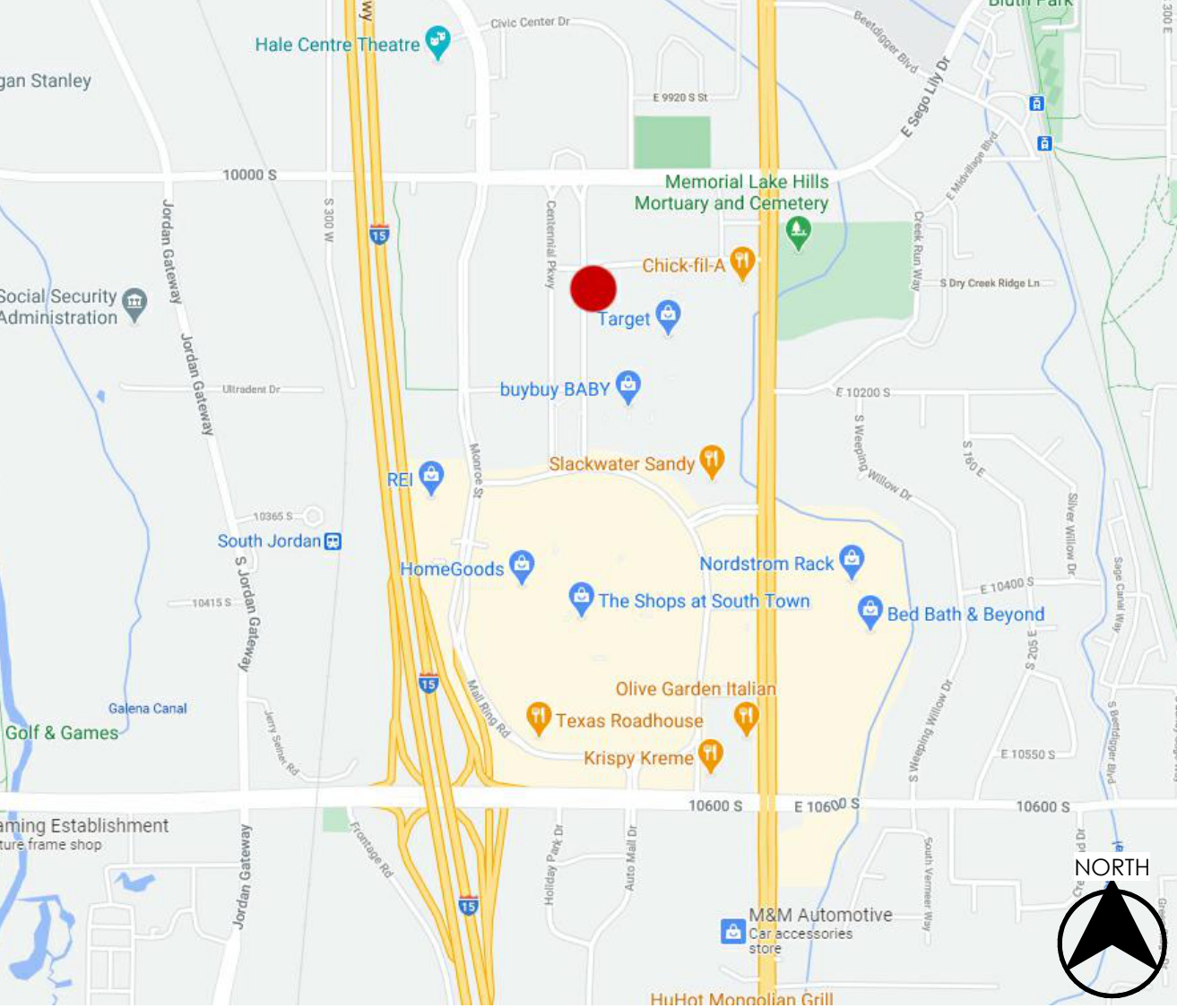




PROJECT TEAM		SEAL	GOVERNING BUILDING CODES & INFORMATION		ABBREVIATIONS		GRAPHIC SYMBOLS/ MATERIAL LEGENDS		VICINITY MAP					
	ARCHITECT:		BUILDING CODE: 2018 INTERNATIONAL BUILDING CODE (I.B.C.) WITH UTAH STATE AMENDMENTS PLUMBING CODE: 2018 INTERNATIONAL PLUMBING CODE (I.P.C.) ELECTRICAL CODE: 2017 NATIONAL ELECTRICAL CODE (N.E.C.) ACCESSIBILITY: 2017 AND 117.1 & 2015 I.B.C.		MECHANICAL CODE: 2018 INTERNATIONAL MECHANICAL CODE (I.M.C.) FIRE CODE: 2018 INTERNATIONAL FIRE CODE (I.F.C.) ENERGY CONSERVATION: 2018 INTERNATIONAL ENERGY CONSERVATION CODE (I.E.C.C.)		FLOOR OR POINT ELEVATION KEY NOTE SPECIFICATION KEY NOTE WALL TYPE DOOR NUMBER WINDOW NUMBER FIXTURE TAG REVISION TAG DETAIL INTERIOR ELEVATION BUILDING ELEVATION ROOM NAME & NUMBER BUILDING SECTION WALL SECTION CENTER LINE							
	OWNER:		OCCUPANCY GROUP: S2 & R2 FIRE SPRINKLER: YES BUILDING TYPE: TYPE I-B & V-A FIRE SPRINKLER TYPE: NFPA 13 ADDRESSABLE FIRE ALARMA: YES RISK CATEGORY (I.C. 104.5): II SITE EXPOSURE: B BASIC WIND SPEED: 90 MPH ULTIMATE WIND SPEED: 115 MPH MATERIALS: CONCRETE FOUNDATIONS, WOOD FRAME W/ BRICK MASONRY & FIBER CEMENT PANELS, & TPO. LAND USE: MIXED USE		# A.B. ABV. ADJ. A.F.F. ALUM. BD B.D.C. B.M. B.O. B.P. B.R.G. B.T.W.N. C.I. C.L.G. C.L.R. C.M.U. C.O.L. C.O.N.C. C.O.N.T. C.O.N.T.R. C.T.J. D.B.L. D.F.T./D.T.L. D.I.A. D.I.T.L. D.W.G.S. E.F. E.J. E.L.E.V. E.Q. E.S. E.W. E.X.I.T. E.X.P.A.N. E.X.T. E.W.C. F.D. F.D.N./F.D.N. F.E. F.E.C. F.F. F.I.N. F.L.R. F.T. F.T.G. G.A. G.A.L.V. G.P.M. G.N.D. G.O.V.T. G.O.V.P. H.C.		NUMBER AT ANCHOR BOLT ABOVE ADJUSTABLE ABOVE FINISHED FLOOR BOARD BUILDING BENCHMARK BOTTOM OF BOTTOM BASE PLATE BEARING BETWEEN CONSTRUCTION JOINT CEILING CLEAR CONCRETE MASONRY UNIT COLUMN CONCRETE CONTINUOUS CONSTRUCTION CONTRACTION JOINT DOUBLE DETAIL DIAMETER DETAIL DRAWINGS EACH FACE EXPANSION JOINT ELEVATION EQUAL EACH SIDE EXISTING EACH WAY EXPANSION EXTERIOR ELECTRIC WATER COOLER FLOOR DRAIN FOUNDATION FIRE EXTINGUISHER FIRE EXTINGUISHER CABINET FINISH FLOOR FINISH FLOOR FOOTING GALLONS PER MINUTE GALV. G.P.M. GROUND GOVERNMENT GYPSUM WALL BOARD HANDICAPPED				H.D.W. H.M. H.O.R.I.Z. H.T. H.V.A.C. H.Y.D. I.D. I.N.F.O. I.N.S.U.L. L.A.V. L.I.T. L.I.T. W.T. M.A.I.N.T. M.A.N.U.F. M.A.X. M.A.T. M.C.J. M.E.C.H. M.I.N. M.I.S.C. M.O. M.T.L. N.O.T. I.N. C.O.N.T.R.A.C.T. N.I.S. N.O.T. I.N. C.O.N.T.R.A.C.T. O.C. O.D. O.N. C.E.N.T.E.R. O.U.T.S.I.D.E. D.I.A.M.E.T.E.R. O.U.T.S.I.D.E. F.A.C.E. P.E.R.P. P.L. P.L.A.T.E. P.T.D. Q.T.Y. R.D. R.A.D. R.E.I.N.F.O.R.C.E.D. R.E.Q.U.I.R.E.D. R.M. R.O. R.O.U.G.H. O.P.E.N.I.N.G. S.C.H.E.D. S.H.E.E.T. S.H.I.M. S.P.E.C. S.T.C. S.T.R.U.C.T. S.U.P. T.O.P. T.O.C. T.O.F. T.O.S. T.O.W. T.Y.P. U.N.O. V.E.R.T. W. W.D. W.W.F.		HARDWARE HOLLOW METAL HORIZON HEIGHT HEATING/VENTILATION/AIR CONDITIONING HYDRANT INSIDE DIAMETER INFORMATION INSULATION LAVATORY LIGHT LIGHT WEIGHT MAINTENANCE MANUFACTURER MAXIMUM MATERIAL MASONRY CONTROL JOINT MECHANICAL MINIMUM MISCELLANEOUS MASONRY OPENING METAL NOT IN CONTRACT NOT TO SCALE ON CENTER OUTSIDE DIAMETER OUTSIDE FACE PERPENDICULAR PLATE PAINTED QUANTITY ROOF DRAIN RADIUS REINFORCED REQUIRED ROOM ROUGH OPENING SCHEDULE SHEET SIMILAR SPECIFICATION SOUND TRANSMISSION COEFFICIENT STRUCTURAL SUSPENDED TOP OF TOP OF CURB TOP OF FOOTING TOP OF SLAB OR SIDEWALK TOP OF WALL TYPICAL UNLESS NOTED OTHERWISE VERTICLE WITH WOOD WELDED WIRE FABRIC	
	MECHANICAL ENGINEER:		DEFERRED SUBMITTAL REQUIREMENTS		DEFERRED SUBMITTAL REQUIREMENTS		CONCRETE MASONRY UNIT BRICK VENEER STONE VENEER CONCRETE GYPSUM BOARD OR GROUT MORTAR BATT INSULATION RIGID INSULATION PLYWOOD ROUGH WOOD-CONTINUOUS ROUGH WOOD-BLOCKING WOOD TRIM STEEL GRAVEL EARTH							
	ELECTRICAL ENGINEER:		DEFERRED SUBMITTAL REQUIREMENTS		DEFERRED SUBMITTAL REQUIREMENTS									
	CIVIL ENGINEER:		DEFERRED SUBMITTAL REQUIREMENTS		DEFERRED SUBMITTAL REQUIREMENTS									
	LANDSCAPE ARCHITECT:		DEFERRED SUBMITTAL REQUIREMENTS		DEFERRED SUBMITTAL REQUIREMENTS									
GENERAL CONTRACTOR:		DEFERRED SUBMITTAL REQUIREMENTS		DEFERRED SUBMITTAL REQUIREMENTS										
STRUCTURAL ENGINEER:		SPECIAL INSPECTIONS REQUIREMENTS		SPECIAL INSPECTIONS REQUIREMENTS		OWNER & MUNICIPAL DRAWING APPROVALS								
			SPECIAL INSPECTIONS ARE REQUIRED IN ACCORDANCE WITH IBC 2015 CHAPTER 17, SECTION 1704. SPECIAL INSPECTORS SHALL KEEP RECORDS OF INSPECTIONS. THE SPECIAL INSPECTOR SHALL FURNISH INSPECTION REPORTS TO THE BUILDING OFFICIAL AND TO THE REGISTERED DESIGN PROFESSIONALS IN RESPONSIBLE CHARGE. (2015 IBC SECTION 1704.2.4). SEE PROJECT MANUAL, SPECIFICATIONS, STRUCTURAL, MECHANICAL, PLUMBING, AND ELECTRICAL GENERAL NOTES FOR ADDITIONAL SPECIAL INSPECTION REQUIREMENTS.		BUILDING AREAS		OWNER & MUNICIPAL DRAWING APPROVALS							
					BUILDING AREA		OWNER:							
					TYPE		DATE:							
					AREA		CITY ENGINEER:							
					6,103 SF		DATE:							
					79,843 SF		CITY FIRE DEPARTMENT:							
					1,57,945 SF		DATE:							
					1,903 SF		CITY POLICE DEPARTMENT:							
					245,793 SF		DATE:							



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Interior Design
Landscape Architecture
Land Planning
Construction Management

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RED SKY APARTMENTS
10140 S CENTENNIAL PKWY
SANDY, UTAH 84094

PROJECT NO. 19-072
DATE: 03/24/2023
REVISIONS:

SHEET TITLE:
COVER

SHEET NUMBER:
G000

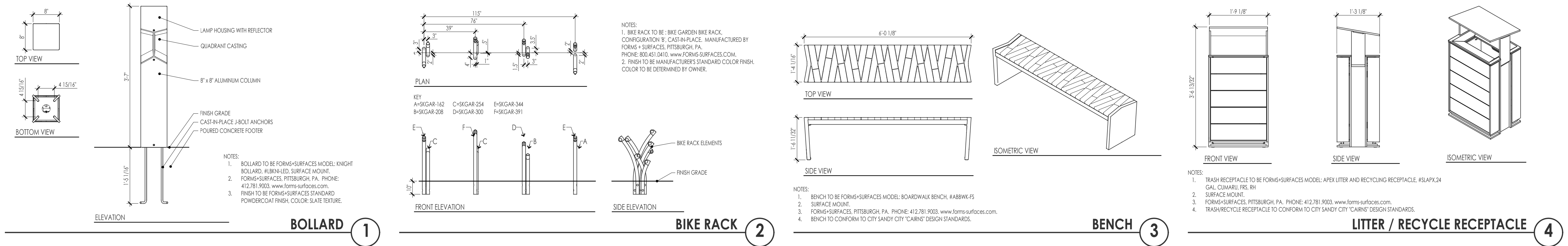
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10140 SOUTH CENTENNIAL PARKWAY SANDY UTAH

L111
LANDSCAPE

[illegible]

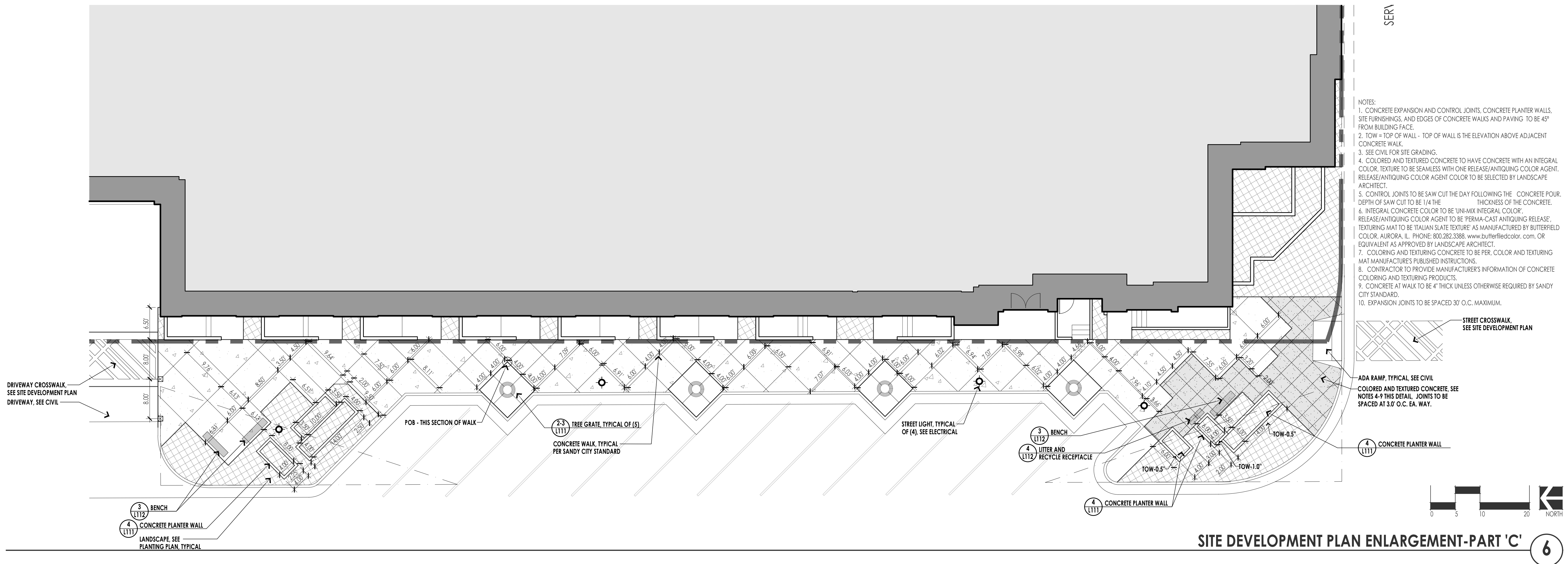
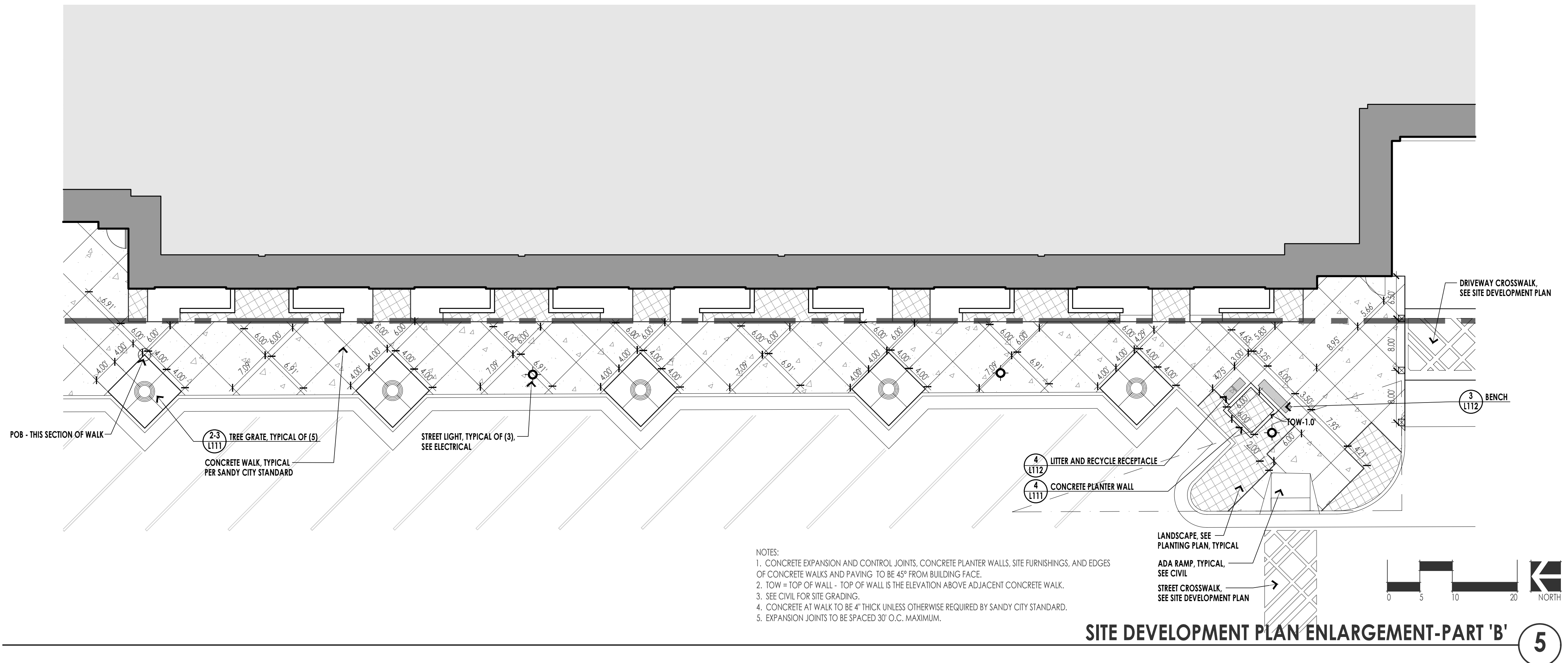


1 BOLLARD

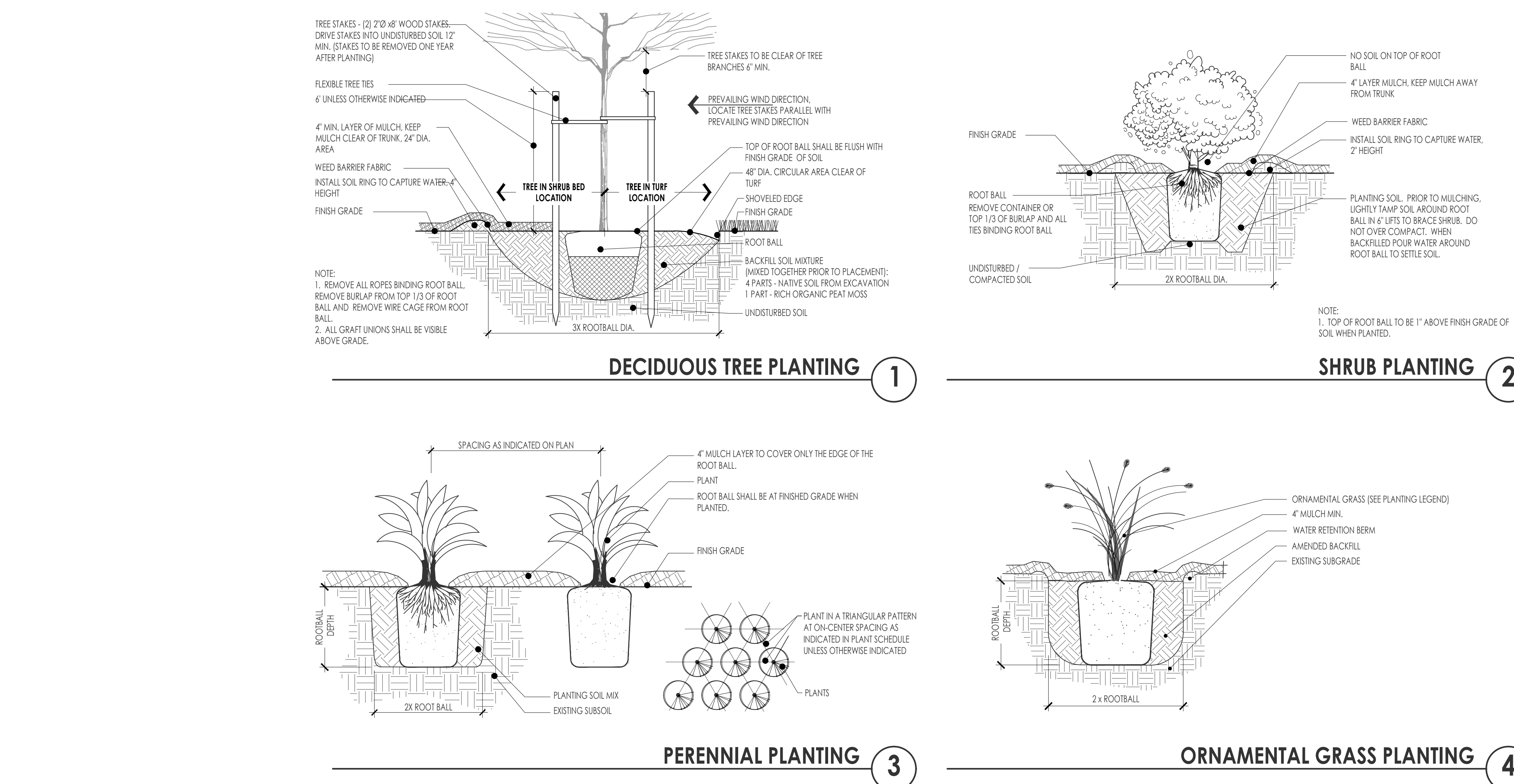
2 BIKE RACK

3 BENCH

4 LITTER / RECYCLE RECEPTACLE



PLANTING PLAN



PLANTING NOTES

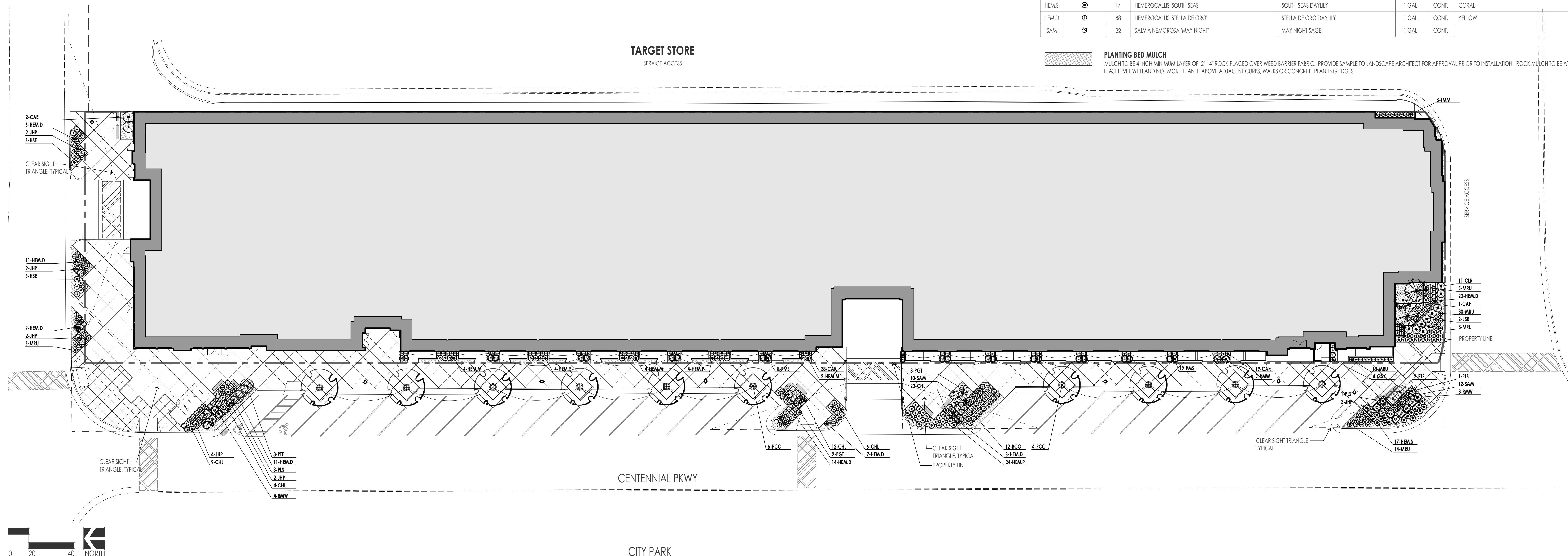
1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR IDENTIFYING ALL UTILITY COMPANIES FOR FIELD LOCATION OF ALL UNDERGROUND UTILITIES, INCLUDING UTILITY DEPT'S, PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL TAKE SOLE RESPONSIBILITY FOR ANY AND ALL COST OR OTHER LIABILITY INCURRED DUE TO DAMAGE OF UTILITIES, STRUCTURES, ETC.
2. CONTRACTOR SHALL BE RESPONSIBLE FOR BECOMING AWARE OF ALL RELATED EXISTING CONDITIONS, UTILITIES, PIPES, AND STRUCTURES, ETC. PRIOR TO BIDDING AND CONSTRUCTION.
3. IF CONFLICTS ARISE BETWEEN SITE CONDITIONS AND CONSTRUCTION DOCUMENTS, CONTRACTOR IS REQUIRED TO CONTACT OWNER'S REPRESENTATIVE FOR RESOLUTION. FAILURE TO MAKE SUCH CONTACTS KNOWN TO THE OWNER'S REPRESENTATIVE WILL BE AT THE CONTRACTOR'S RISK.
4. THE CONTRACTOR IS RESPONSIBLE TO FURNISH ALL PLANT MATERIAL FREE OF PESTS AND/OR PLANT DISEASES AND WITH FULL AND NATURAL SHAPE. ALL PLANT MATERIAL IS SUBJECT TO OWNER'S APPROVAL PRIOR TO INSTALLATION.
5. PRE-SELECTED OR "TAGGED" MATERIAL MUST BE INSPECTED BY THE CONTRACTOR AND CERTIFIED PEST AND DISEASE FREE.
6. THE CONTRACTOR IS OBLIGATED TO MAINTAIN AND WARRANT ALL PLANT MATERIALS AS SPECIFIED.
7. PROVIDE FIRMING SIZES AND FORMAS FOR EACH SPECIES OF TREES AND/OR PLANTS TO BE INSTALLED ON GRID OR SPACED IN ROWS AS INDICATED ON DRAWINGS. ALL PLANT MATERIAL TO BE PLANTED IN SUCH MANNER AS TO BE EQUALLY SPACED. PLANT LOCATIONS SUBJECT TO ACCEPTANCE BY THE OWNER'S REPRESENTATIVE.
8. THE LANDSCAPE CONTRACTOR SHALL SCHEDULE PLANTING OPERATIONS AND TAKE ALL NECESSARY PRECAUTIONS TO AVOID WINTER, CLIMATIC, WILDFIRE, OR OTHER DAMAGE TO PLANT MATERIAL.
9. CONTRACTOR SHALL PLACE A 12" DEEP LAYER MINIMUM OF TOPSOIL AND ALL SHRUB/PERENNIAL PLANTING AREAS. IMPORT TOPSOIL AS REQUIRED.
10. ALL PLANT MATERIAL SHALL BE PLANTED WITHIN THE DIAMETER OF THE ROOT BALL. DEPTH OF PLANT FITS TO BE AS INDICATED IN PLANTING DETAILS. EXCAVATED MATERIAL SHALL BE REMOVED FROM THE SITE.
11. TREES SHALL HAVE A TWO-INCH CALIPER AT TIME OF PLANTING.
12. CONTRACTOR TO PRUNE TREES AS DIRECTED BY LANDSCAPE ARCHITECT FOR PROPER TREE SHAPING.
13. CONTRACTOR TO REMOVE ALL TAGS, TIES AND FLAGGING FROM ALL PLANT MATERIAL PRIOR TO SUBSTANTIAL COMPLETION.
14. PLANT BACKFILL MIXTURE SHALL BE COMPOSED OF 3 PARTS TOPSOIL TO 1 PART HUMUS, ROTARY WIND ON-SITE PRIOR TO INSTALLATION.
15. ALL EXISTING TREES TO BE REMOVED.

PLANT SCHEDULE

KEY	SYM	QTY	BOTANICAL NAME	COMMON NAME	SIZE	COND.	REMARKS
TREES							
CAF		1	CEDRUS ATLANTICA 'FASTIGIATA'	COLUMNAR BLUE ATLAS CEDAR	8' HT.	B&B	
JSR		2	JUNIPERUS SCOPULORUM	ROCKY MOUNTAIN JUNIPER	7' HT.	B&B	
PGT		5	PICEA GLAUCOA 'PENDULA MORTON'S TOWER'	WEeping WHITE SPRUCE	8' HT.	B&B	
PLS		5	PINUS LEUCODERMIS 'SATELLITE'	COLUMNAR BOSNIAN PINE	6' HT.	B&B	
PTE		5	POPULUS TREMULA 'ERECTA'	COLUMNAR SWEDISH ASPEN	2' CAL.	B&B	
PCC		10	PYRUS CALLERYANA 'CLEVELAND SELECT'	CLEVELAND SELECT FLOWERING PEAR	2' CAL.	B&B	
SHRUBS							
CAE		2	CORNUS ALBA 'IVORY HALO'	IVORY HALO DOGWOOD	5 GAL.	CONT.	
CLR		11	CORNUS ALBA 'JEFFREY' LITTLE REBEL	LITTLE REBEL RED TWIG DOGWOOD	5 GAL.	CONT.	
JHP		15	JUNIPERUS HORIZONTALIS 'PRINCE OF WALES'	PRINCE OF WALES CREEPING JUNIPER	5 GAL.	CONT.	
PMS		20	PINUS MUGO 'SLOWMOUND'	SLOWMOUND MUGGO PINE	5 GAL.	CONT.	
RMW		14	ROSA 'MEICOURBAN' MEDICLAND WHITE	MEDLAND SHRUB ROSE	5 GAL.	CONT.	
TMM		8	TAXUS X MEDIA 'MAUREEN'	MAUREEN COLUMNAR YEW	5 GAL.	CONT.	
ORNAMENTAL GRASSES							
CAK		60	CALAMAGROSTIS X ACUTIFLOA 'KARL FOERSTER'	KARL FOERSTER GRASS	1 GAL.	CONT.	
CHL		54	CHASMANTHIUM LATIFOLIUM	NORTHERN SEA OATS	1 GAL.	CONT.	
HSE		12	HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GAL.	CONT.	
MRU		68	MUEHLENBERGIA REVERCHONII 'UNDAUNTED'	UNDAUNTED PINK MUHLY GRASS	1 GAL.	CONT.	
PERENNIALS							
BCO		12	BERGENIA CORDIFOLIA	HEARTLEAF BERGENIA	1 GAL.	CONT.	
HBM.M		10	HEMEROCALLIS 'MAJUNA LOA'	MAJUNA LOA DAYLILY	1 GAL.	CONT.	BRIGHT ORANGE
HBM.P		34	HEMEROCALLIS 'PARDON ME'	PARDON ME DAYLILY	1 GAL.	CONT.	SCARLET
HBM.S		17	HEMEROCALLIS 'SOUTH SEAS'	SOUTH SEAS DAYLILY	1 GAL.	CONT.	CORAL
HBM.D		88	HEMEROCALLIS 'STELLA DE ORO'	STELLA DE ORO DAYLILY	1 GAL.	CONT.	YELLOW
SAM		22	SALVIA NEMOROSA 'MAY NIGHT'	MAY NIGHT SAGE	1 GAL.	CONT.	

PLANTING BED MULCH

MULCH TO BE 4-INCH MINIMUM LAYER OF 2" - 4" ROCK PLACED OVER WEED BARRIER FABRIC. PROVIDE SAMPLE TO LANDSCAPE ARCHITECT FOR APPROVAL PRIOR TO INSTALLATION. ROCK MULCH TO BE AT LEAST LEVEL WITH AND NOT MORE THAN 1" ABOVE ADJACENT CURBS, WALKS OR CONCRETE PLANTING EDGES.



TARGET STORE

SERVICE ACCESS

CITY PARK

OFFICE
ZONE: CBD-O

SUBJECT PROPERTY
ZONE: CBD

TARGET
ZONE: CBD

ZONE: CBD
LAND USE: RETAIL

LAND USE AREA PLAN

1" = 100'-0"

SITE PLAN

1" = 20'-0"

True North

0' 10' 20' 40' 80'

1
A001

SITE PLAN LEGEND

SYMBOL	TYPE
	MAJOR CONTOUR
	MINOR CONTOUR
	PROPERTY LINE
	SETBACK LINE
	PERMEABLE GRANITE PAVERS
	SOFT LANDSCAPE
	ROOF TOP DECK

SITE PLAN SUMMARY

GROSS ACRES OF TOTAL BUILDING COVERAGE	68,974 SQ FT	1.58 Acres
LAND COVERAGE (SECTION 4)	58,467 SQ FT	84%
OPEN SPACE	10,507 SQ FT	16%
GROSS RESIDENTIAL AREA	123,848 SQ FT	
GROSS COMMERCIAL AREA	1,903 SQ FT	
AMENITY SPACE (7a)	14,724 SQ FT	
	25% OF FOOTPRINT	
	61.1% OF GROSS AREA	
HEIGHT	72'	
STORIES	6	

UNIT SUMMARY

RED SKY PROJECT MIX															3/29/2023	
BUILDING	FLOOR LEVEL	BLDG AREA GROSS	RESIDENTIAL AREAS													
			UNIT TYPES								TYPE A UNITS					
			UNIT T1L	UNIT T1Z	UNIT S1	UNIT A1	UNIT B1	UNIT B2	UNIT B3	TYPE B UNIT TOTAL	UNIT S1-A	UNIT A1-A	UNIT B3-A	TYPE A UNIT TOTAL	TOTAL NUMBER OF UNITS	
UNIT TYPE NET SQUARE FOOTAGE			916	1,368	548	796	1,005	930	992		548	796	992			
BUILDING	LEVEL 1	9,068	17	1	-	-	-	-	-	18	-	-	-	-	18	
	LEVEL 2	7,284	-	-	-	11	17	1	1	35	1	-	-	-	36	
	LEVEL 3	26,239	-	-	-	12	16	1	1	35	-	-	-	-	36	
	LEVEL 4	26,239	-	-	-	12	16	1	1	35	-	-	-	-	36	
	LEVEL 5	27,171	-	-	-	12	17	1	1	35	-	-	-	-	36	
	LEVEL 6	27,171	-	-	-	12	16	1	1	35	-	-	-	-	36	
	LEVEL 7	27,171	-	-	-	12	16	1	1	35	-	-	-	-	36	
DUPLICATION FACTOR X		1	17	1	47	66	4	4	19	158	1	2	1	4	162	
TOTAL GSF BUILDING		123,868	15,572	1,368	25,756	52,536	4,020	3,720	18,348	548	1,592	992			124,952	

RED SKY APARTMENT PARKING		
FLOOR LEVEL	PROVIDED PARKING STALLS	BLDG AREA GROSS
LEVEL 1	103	42,209
LEVEL 2	109	36,322
LEVEL 3	-	-
LEVEL 4	-	-
LEVEL 5	-	-
LEVEL 6	-	-
On-Site Parking	30	-
	242	78,531

REQUIRED RESIDENTIAL PARKING (SEC. 21-24-8)		
1 BED = 1.5 SPACE PER UNIT (1.5 X 133)	200	166
2 BED = 2.0 SPACE PER UNIT (2.0 X 29)	58	54
TOTAL RESIDENTIAL PARKING	258	221
REQUIRED GUEST PARKING (25X15)+5	45	82
REQUIRED COMMERCIAL PARKING (1903 X 5)/1000	9,515	9,515
REQUIRED TOTAL	303	303
20% REDUCTION / 25% REDUCTION	242	227
REQUIRED ADA PARKING (2%)	5	

AREA BREAKDOWN

FINISHED BUILDING AREA		
TYPE	AREA	PERCENT
UNFINISHED	6,103 SF	2%
FINISHED	79,843 SF	32%
COMMERCIAL	1,903 SF	64%
	245,793 SF	1%
IMPROVED SURFACE AREAS		
TYPE	AREA	PERCENT
WITHIN PROPERTY LINE		
BLD FOOTPRINT	58,899 SF	75%
HARDSCAPE	4,530 SF	6%
LANDSCAPE	2,025 SF	3%
OUTSIDE PROPERTY LINE		
HARDSCAPE	10,288 SF	13%
LANDSCAPE	2,710 SF	3%
	12,998 SF	

RED SKY APARTMENTS

101 40 S CENTENNIAL PKWY
SANDY, UTAH 84094

PROJECT NO. 19-072
DATE: 03/24/2023

REVISIONS:

SITE PLAN REVIEW UPDATE

SHEET TITLE:
ARCHITECTURAL SITE
PLAN

SHEET NUMBER:

A001

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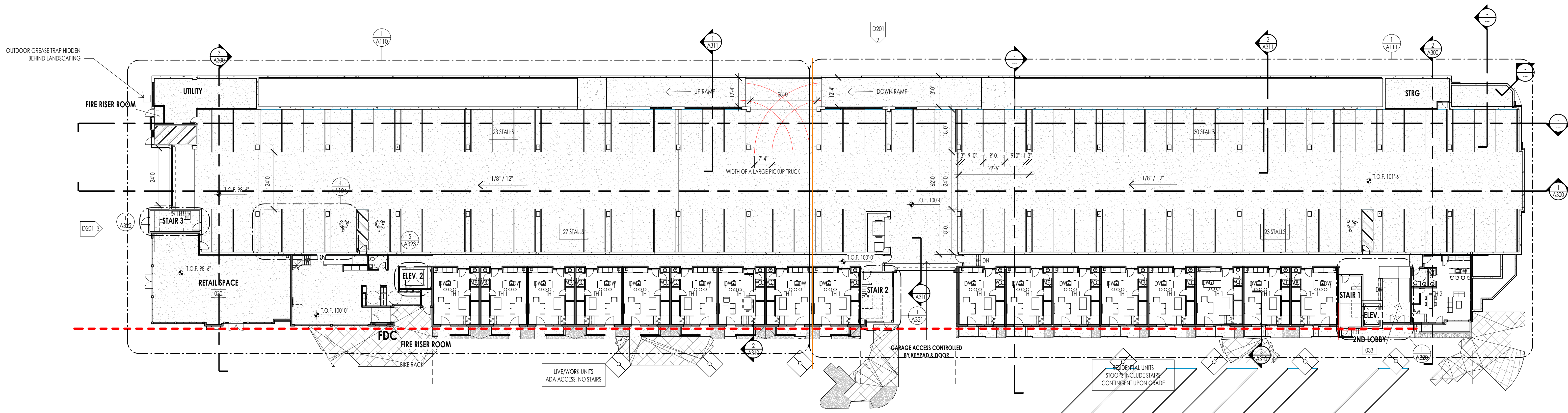
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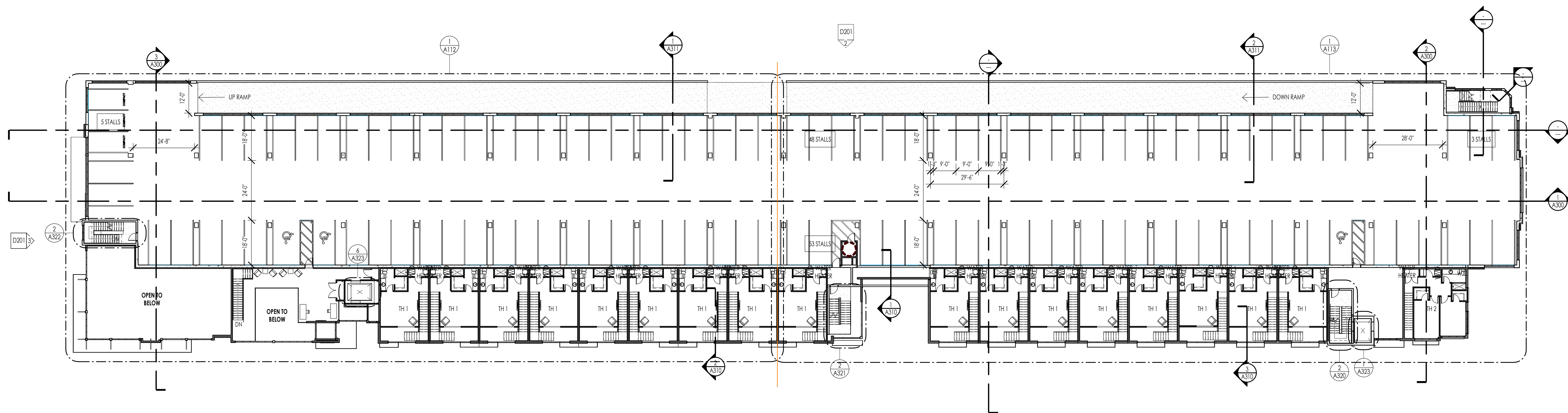
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LEVEL 1 - FLOOR PLAN
1" = 20'-0"



LEVEL 2 - FLOOR PLAN
1" = 20'-0"

FLOOR PLAN LEGEND			
HATCH PATTERN	DESCRIPTION	HATCH PATTERN	DESCRIPTION
	POURED IN PLACE CONCRETE WALL		CARPET FINISH
	CMU BLOCK WALL		TILE FINISH
	STONE VENEER		EXTERIOR CONCRETE SLABS
	METAL STUD WALL		
	WOOD STUD WALL		

- FLOOR PLAN GENERAL NOTES**
1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE.
 2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS
 3. REFER TO ENLARGED PLANS FOR ALL UNIT DIMENSIONS, WINDOW TYPES, DOORS AND WALLS.
 4. REFER TO ENLARGED PLANS FOR ALL DECKS/PATIOS.
 5. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
 6. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN.
 7. SEE SHEET A002 FOR PROJECT GENERAL NOTES AND SHEET A003 FOR PROJECT KEYNOTES. REVIEW ALL NOTES PRIOR TO CONSTRUCTION.
 8. COORDINATE WITH STRUCTURAL FRAMING PLANS AND SHEAR WALL PLANS FOR LOCATIONS OF COLUMN, BEAMS, SHEAR WALLS, ETC.
 9. COORDINATE WITH BUILDER/OWNER FOR ALL INTERIOR FINISHES
 10. COORDINATE WITH ELECTRICAL DRAWINGS FOR ALL LIGHTING, POWER AND DATA REQUIREMENTS.
 11. ALL EXTERIOR WALLS ARE ASSUMED TO BE 2X6 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
 12. ALL INTERIOR WALLS ARE ASSUMED TO BE 2X4 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
 13. ALL ROOF TRUSSES TO HAVE RAISED ENERGY HEEL CONSTRUCTION TO ALLOW FOR FULL DEPTH INSULATION OVER EXTERIOR WALLS (COORDINATE INSULATION REQUIREMENTS WITH RESCHECKS).

FLOOR PLAN KEYNOTES	
KEYNOTES	

RED SKY APARTMENTS

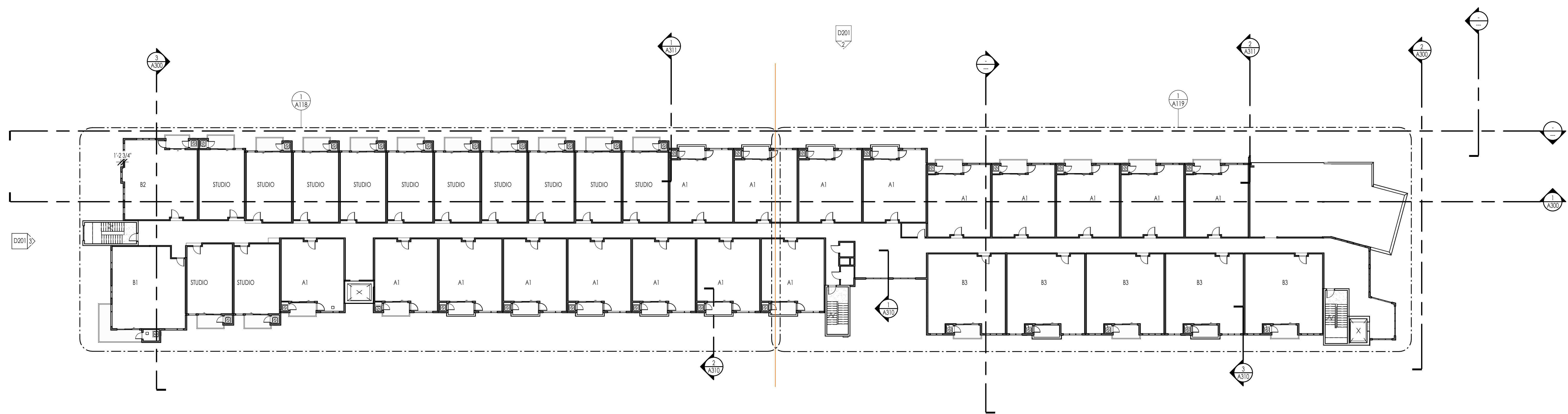
10140 S CENTENNIAL PKWY
SANDY, UTAH 84094

PROJECT NO. 19-072
DATE: 03/24/2023
REVISIONS:

SITE PLAN REVIEW UPDATE
SHEET TITLE:
FLOOR PLANS 1 & 2
SHEET NUMBER:
A101
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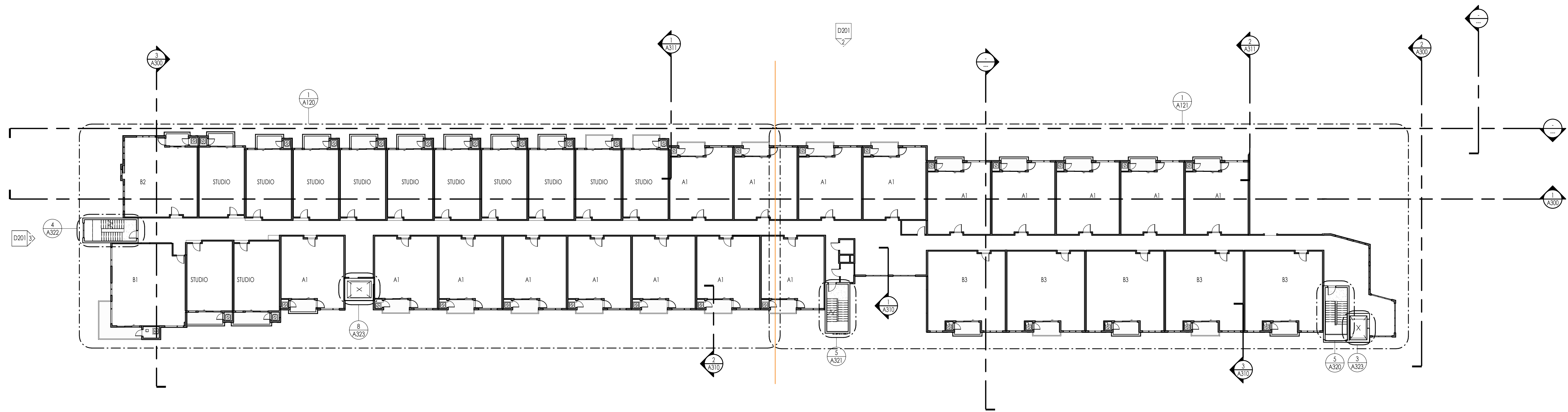
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LEVEL 5 - FLOOR PLAN
1" = 20'-0"

1
A103



LEVEL 6 - FLOOR PLAN
1" = 20'-0"

2
A103

FLOOR PLAN LEGEND			
HATCH PATTERN	DESCRIPTION	HATCH PATTERN	DESCRIPTION
	POURED IN PLACE CONCRETE WALL		CARPET FINISH
	CMU BLOCK WALL		TILE FINISH
	STONE VENEER		EXTERIOR CONCRETE SLABS
	METAL STUD WALL		
	WOOD STUD WALL		

- FLOOR PLAN GENERAL NOTES**
1. ALL DIMENSIONS ARE TO INTERIOR FACE-OF-STUD (F.O.S.) UNLESS NOTED OTHERWISE.
 2. CEILING HEIGHTS MEASURED FROM PLYWOOD OR CONCRETE - SEE SECTIONS
 3. REFER TO ENLARGED PLANS FOR ALL UNIT DIMENSIONS, WINDOW TYPES, DOORS AND WALLS.
 4. REFER TO ENLARGED PLANS FOR ALL DECKS/PATIOS.
 5. COORDINATE WITH ALL ENLARGED PLANS FOR ADDITIONAL INFORMATION AND DETAILS.
 6. ALL TOPPING SLABS MUST BE POURED AFTER ROOF IS COMPLETE AND BUILDING IS DRIED IN.
 7. SEE SHEET A002 FOR PROJECT GENERAL NOTES AND SHEET A003 FOR PROJECT KEYNOTES. REVIEW ALL NOTES PRIOR TO CONSTRUCTION.
 8. COORDINATE WITH STRUCTURAL FRAMING PLANS AND SHEAR WALL PLANS FOR LOCATIONS OF COLUMNS, BEAMS, SHEAR WALLS, ETC.
 9. COORDINATE WITH BUILDER/OWNER FOR ALL INTERIOR FINISHES
 10. COORDINATE WITH ELECTRICAL DRAWINGS FOR ALL LIGHTING, POWER AND DATA REQUIREMENTS.
 11. ALL EXTERIOR WALLS ARE ASSUMED TO BE 2X6 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
 12. ALL INTERIOR WALLS ARE ASSUMED TO BE 2X4 STUD WALLS UNLESS SHOWN/NOTED OTHERWISE.
 13. ALL ROOF TRUSSES TO HAVE RAISED ENERGY HEEL CONSTRUCTION TO ALLOW FOR FULL DEPTH INSULATION OVER EXTERIOR WALLS (COORDINATE INSULATION REQUIREMENTS WITH RESCHECKS).

FLOOR PLAN KEYNOTES	
KEYNOTES	

RED SKY APARTMENTS
10140 S CENTENNIAL PKWY
SANDY, UTAH 84094

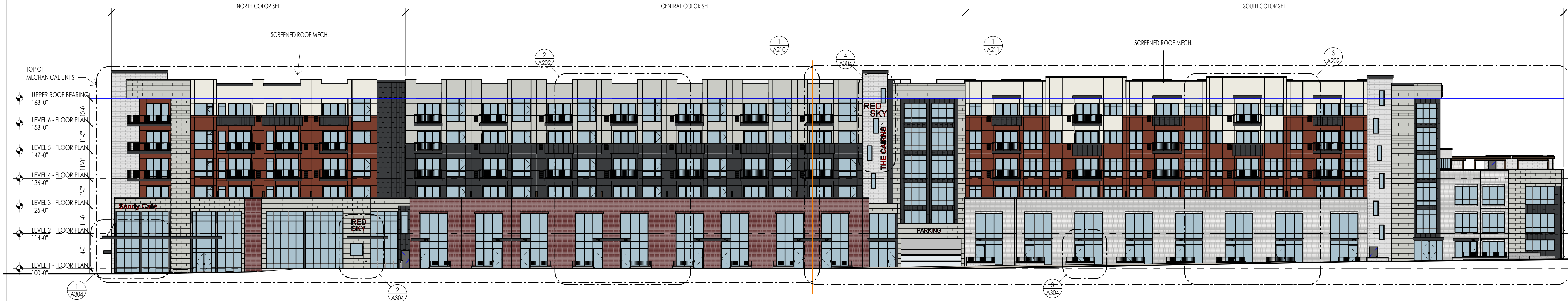
PROJECT NO. 19-072
DATE: 03/24/2023
REVISIONS:

SHEET TITLE:
FLOOR PLANS 5 & 6

SHEET NUMBER:
A103

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SITE PLAN REVIEW UPDATE



WEST ELEVATION
1" = 20'-0"

1
A201



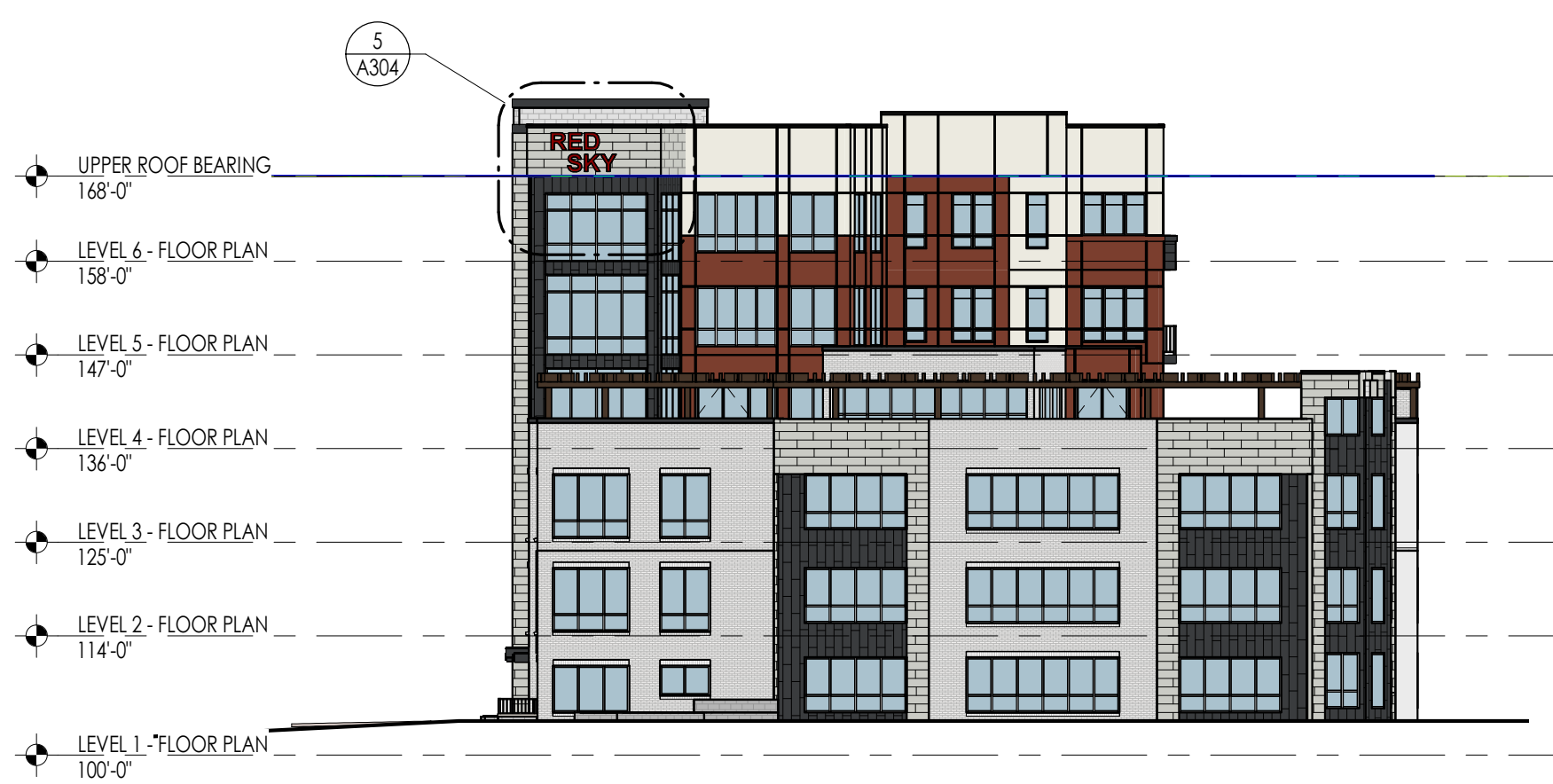
EAST ELEVATION
1" = 20'-0"

2
A201



NORTH ELEVATION
1" = 20'-0"

3
A201



SOUTH ELEVATION
1" = 20'-0"

4
A201

ELEVATION/ SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	METAL PANEL SIDING - HORIZONTAL SEE MATERIAL BOARD FOR PAINT COLOR
	METAL PANEL SIDING - VERTICAL SEE MATERIAL BOARD FOR PAINT COLOR
	HARDIE BOARD PANEL SIDING SEE MATERIAL BOARD FOR PAINT COLOR
	HARDIE BOARD PANEL SIDING SEE MATERIAL BOARD FOR PAINT COLOR
	BRICK VENEER SEE MATERIAL BOARD FOR PAINT COLOR
	EXPOSED AND SEALED CONCRETE MASONRY UNIT
	ARCHITECTURAL CONCRETE ENHANCE WITH TEXTURE

NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL

FENSTRATION REQUIREMENTS

TOTAL PERCENTAGE OF GLAZING PER FACADE			
ELEVATION	EAST	NORTH	WEST
MIDDLE & TOP	37%	34%	40%
BASE	32%	47%	47%

NORTH ELEVATION		
MATERIAL	AREA (sqft)	PERCENTAGE
GLAZING	2,492.85	37%
EXPOSED CONCRETE	454.17	7%
MASONRY- CMU	614.73	9%
MASONRY- BRICK	0	0%
SIDING- FIBER CEMENT	1,914.82	29%
SIDING- METAL PANEL	1,185.52	18%

EAST ELEVATION		
MATERIAL	AREA (sqft)	PERCENTAGE
GLAZING	12,461.39	30%
EXPOSED CONCRETE	11,342.28	28%
MASONRY- CMU	786.91	2%
MASONRY- BRICK	69.76	0%
SIDING- FIBER CEMENT	13,957.88	34%
SIDING- METAL PANEL	2,598.23	6%

SOUTH ELEVATION		
MATERIAL	AREA (sqft)	PERCENTAGE
GLAZING	2,039.33	33%
EXPOSED CONCRETE	52.33	2%
MASONRY- CMU	0	0%
MASONRY- BRICK	1421.56	23%
SIDING- FIBER CEMENT	1,204.71	20%
SIDING- METAL PANEL	1,396.60	23%

WEST ELEVATION		
MATERIAL	AREA (sqft)	PERCENTAGE
GLAZING	15,657.81	38%
EXPOSED CONCRETE	0.00	0%
MASONRY- CMU	1607.62	4%
MASONRY- BRICK	6563.67	16%
SIDING- FIBER CEMENT	11,738.39	29%
SIDING- METAL PANEL	5,411.12	13%

ELEVATION/ SECTION KEYNOTES

KEYNOTES



Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

7927 High Point Parkway, Suite 300
Sandy, Utah 84094
ph. 801.269.0555
thinkaoc.com

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RED SKY APARTMENTS

10140 S CENTENNIAL PKWY
SANDY, UTAH 84094

PROJECT NO. 19-072
DATE: 03/24/2023
REVISIONS:

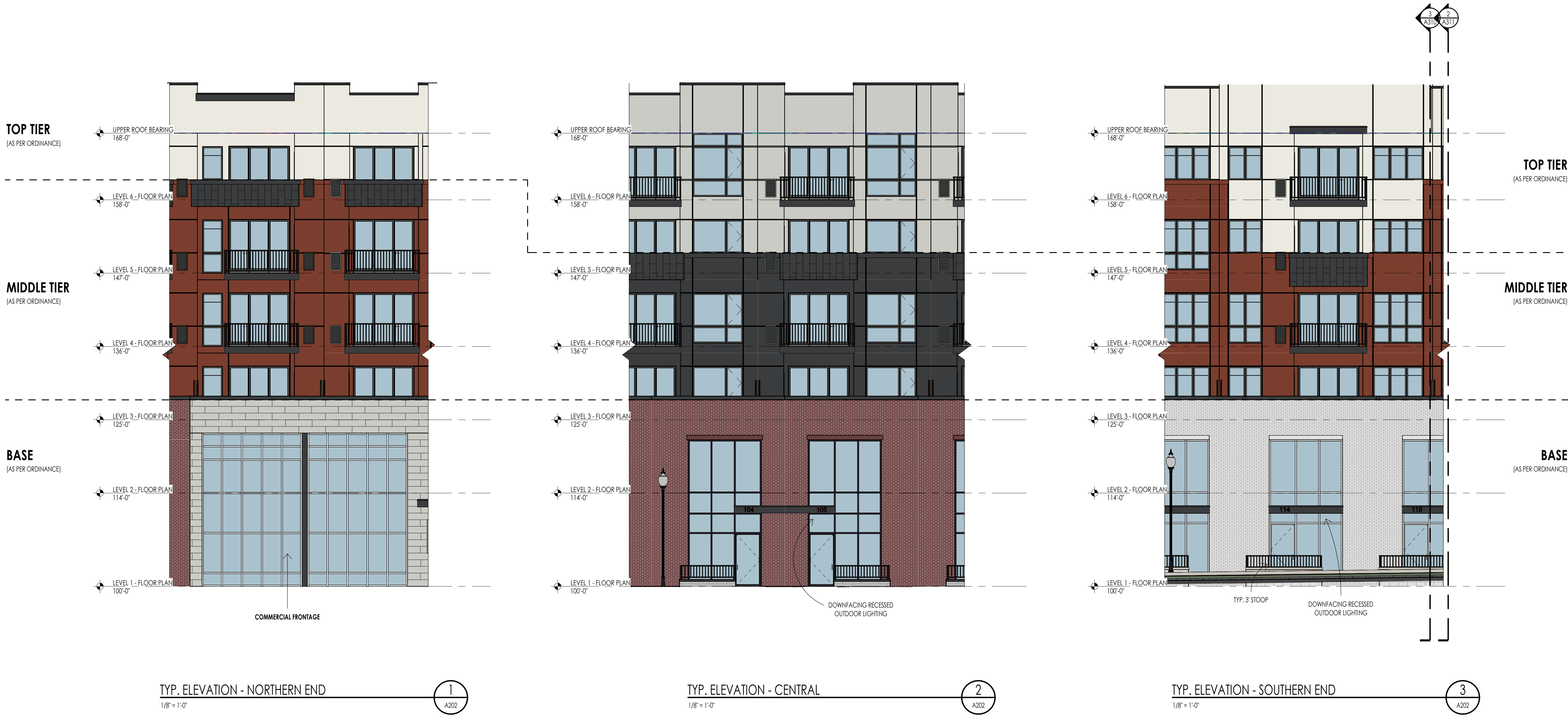
SHEET TITLE:
EXTERIOR ELEVATIONS

SHEET NUMBER:
A201

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SITE PLAN REVIEW UPDATE

Proj Date: 3/24/2023 5:08:25 PM



ELEVATION/ SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	METAL PANEL SIDING - HORIZONTAL SEE MATERIAL BOARD FOR PAINT COLOR
	METAL PANEL SIDING - VERTICAL SEE MATERIAL BOARD FOR PAINT COLOR
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	ARCHITECTURAL CONCRETE ENHANCE WITH TEXTURE

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FENSTRATION REQUIREMENTS

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SOUTH ELEVATION		
MATERIAL	AREA (sqft)	PERCENTAGE
GLAZING	2,039.33	33%
EXPOSED CONCRETE	92.33	2%
MASONRY- CMU	0	0%
MASONRY- BRICK	1421.56	23%
SIDING- FIBER CEMENT	1,204.71	20%
SIDING- METAL PANEL	1,396.60	23%

WEST ELEVATION		
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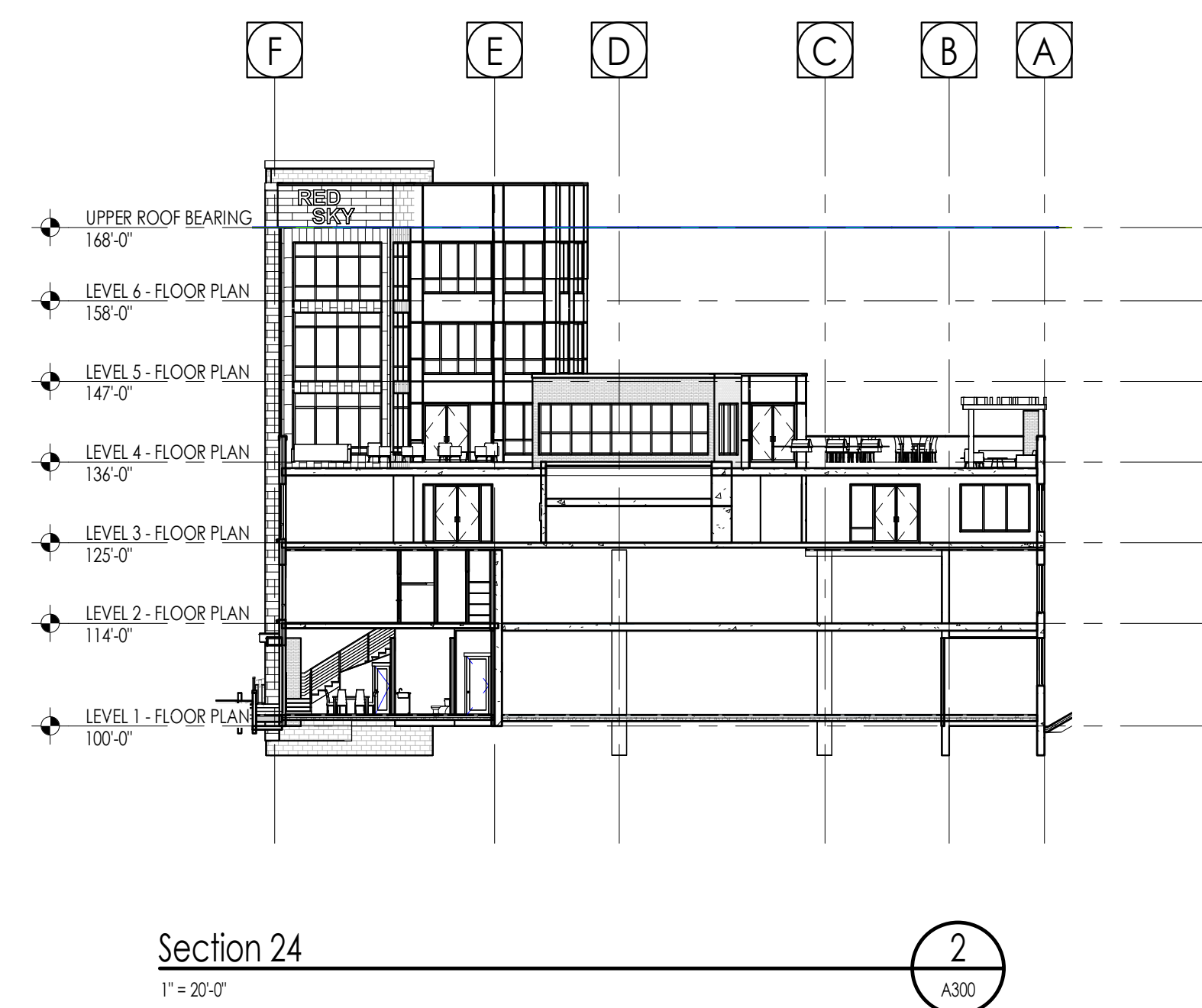
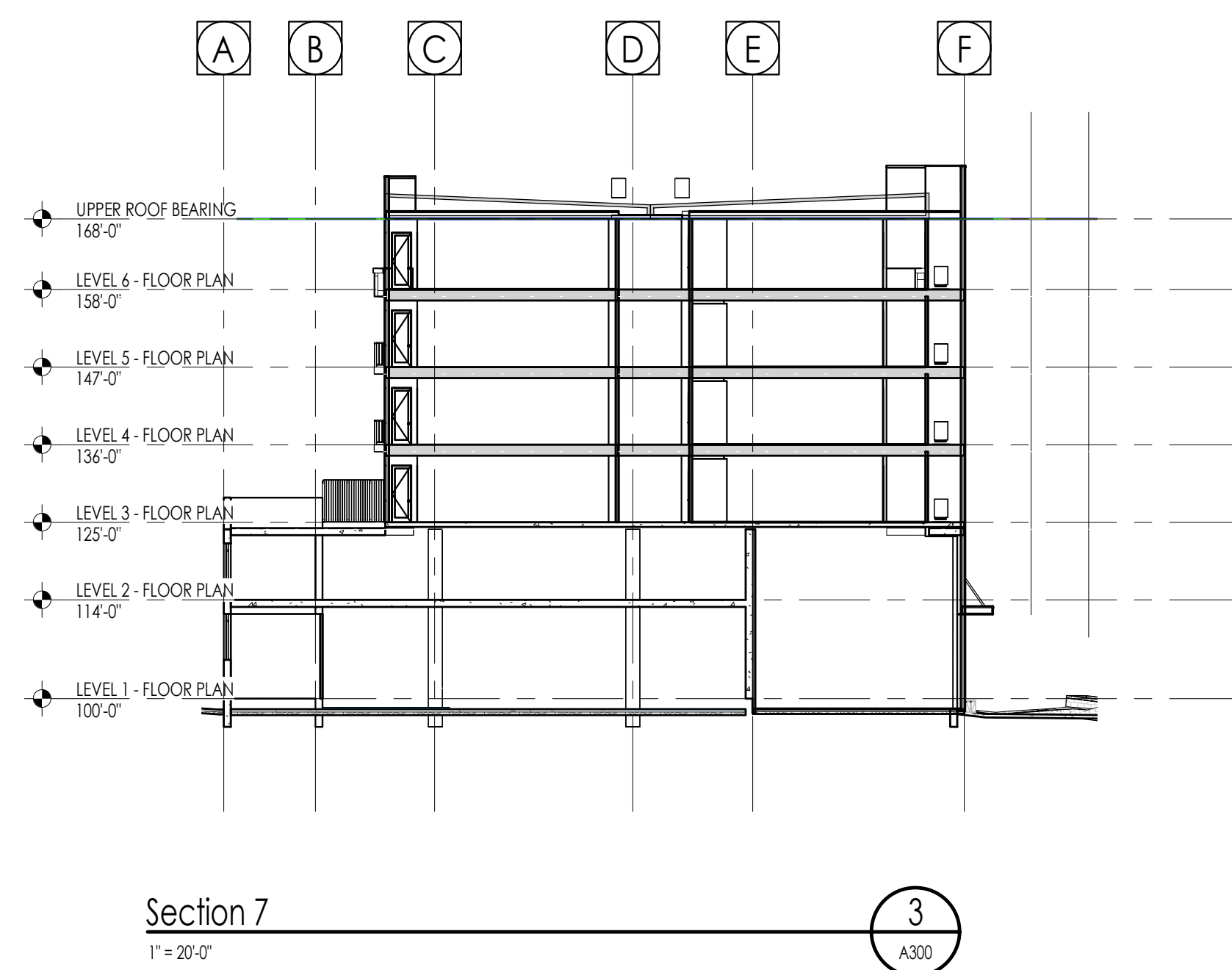
ELEVATION/ SECTION KEYNOTES

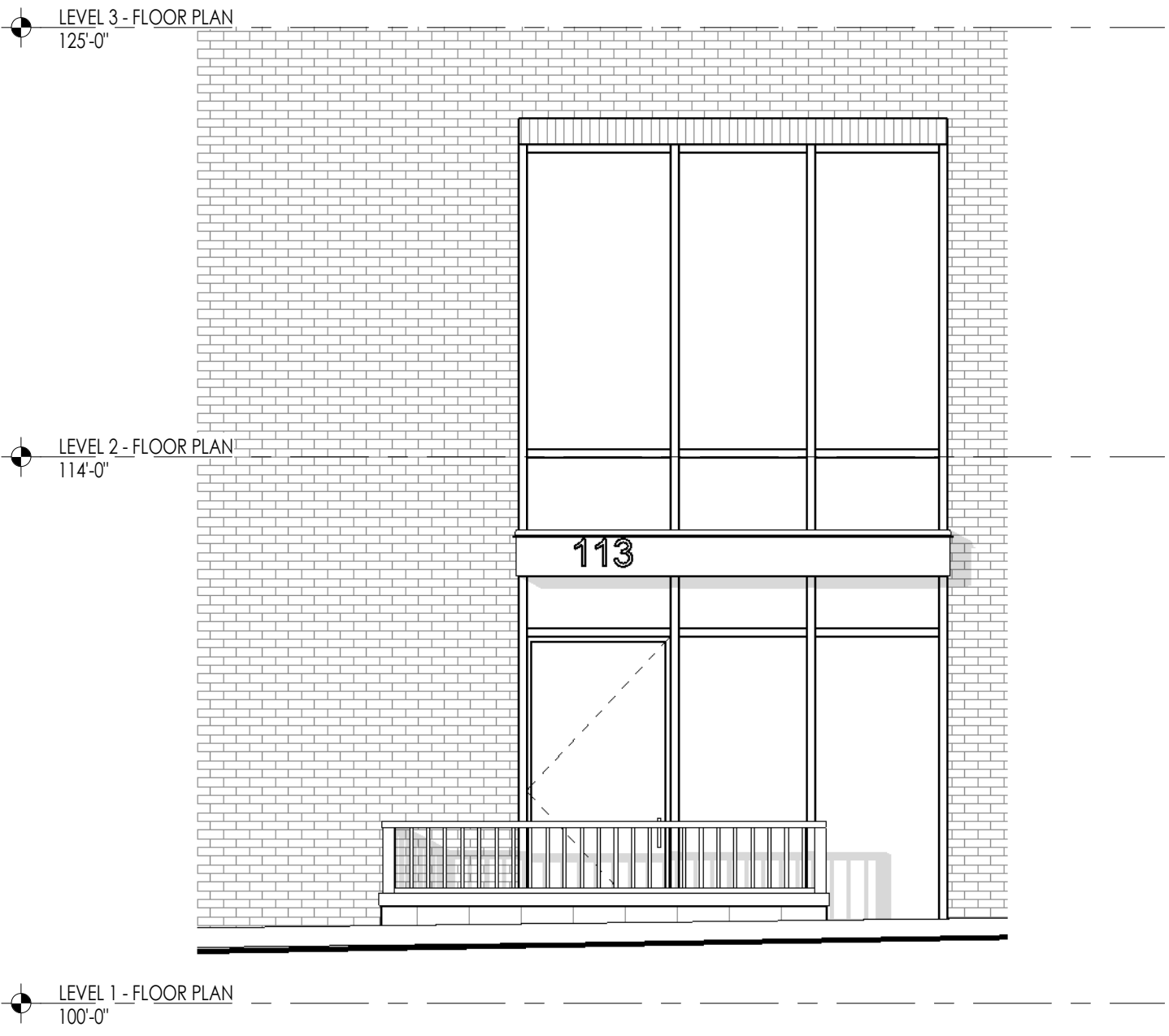


ADDITIONAL VIEW FOR REFERENCE

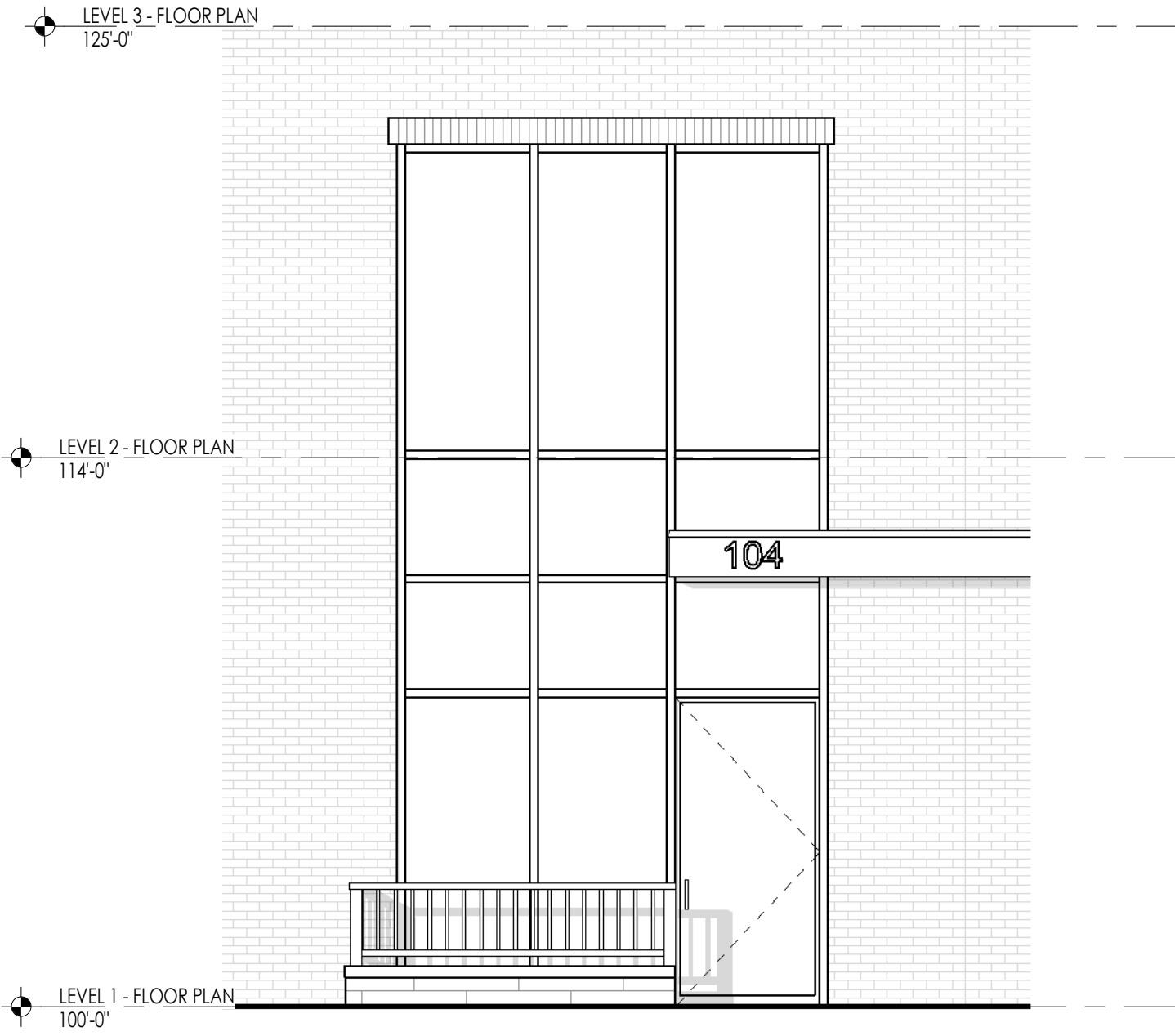


ADDITIONAL VIEW FOR REFERENCE





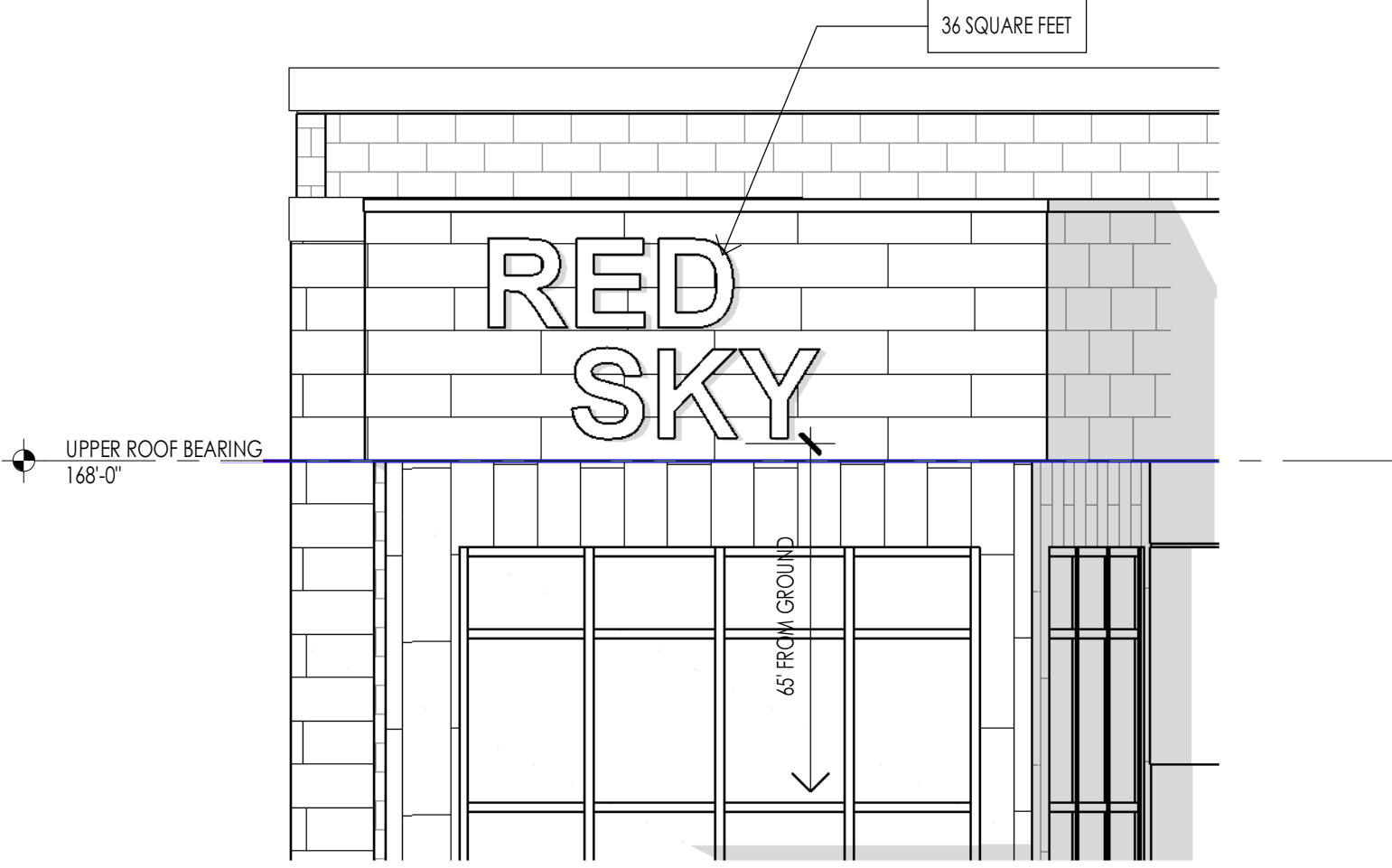
ENLARGED TOWNHOME ENTRANCE
1/4" = 1'-0" (7) A304



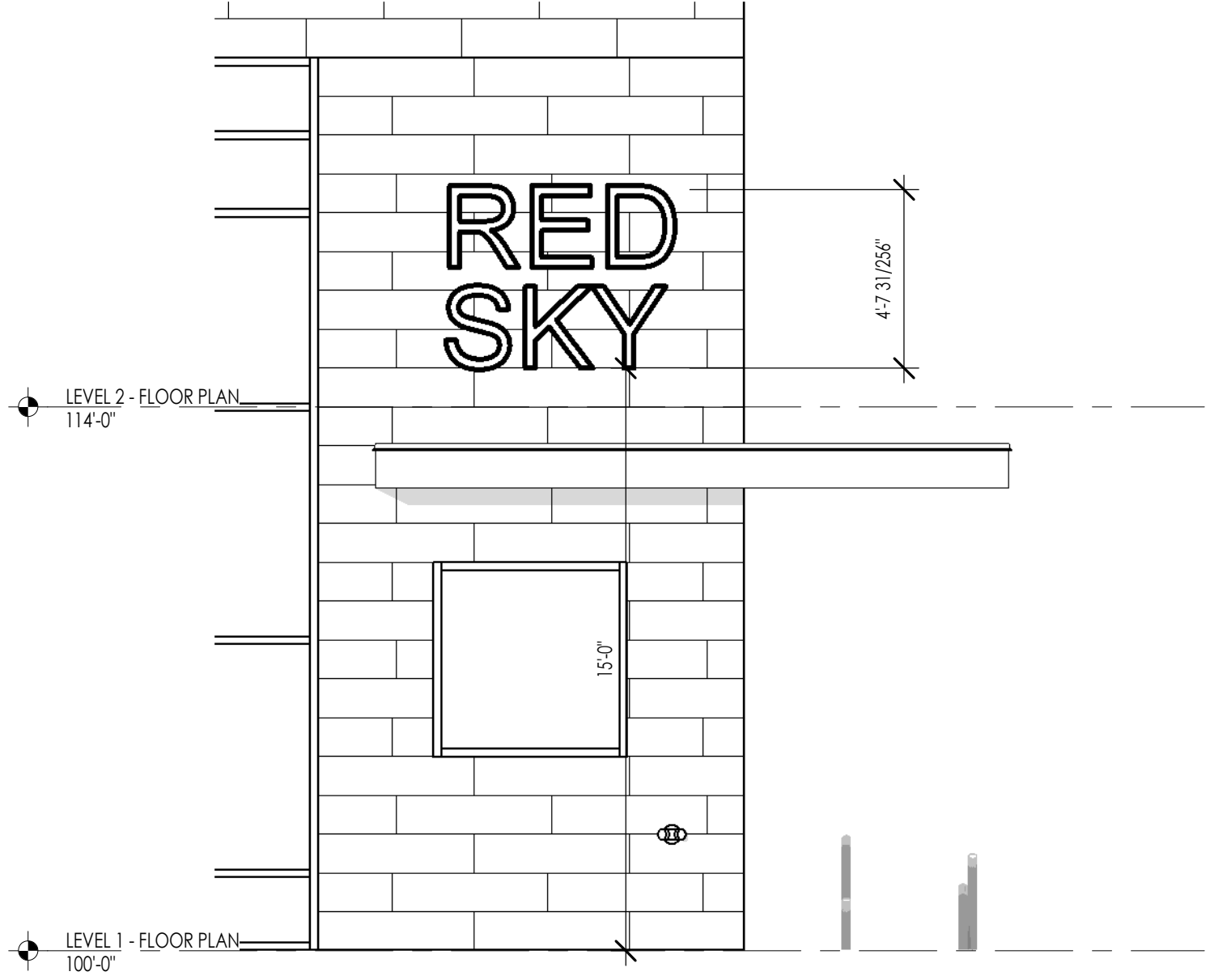
ENLARGED L/W ENTRANCE
1/4" = 1'-0" (6) A304



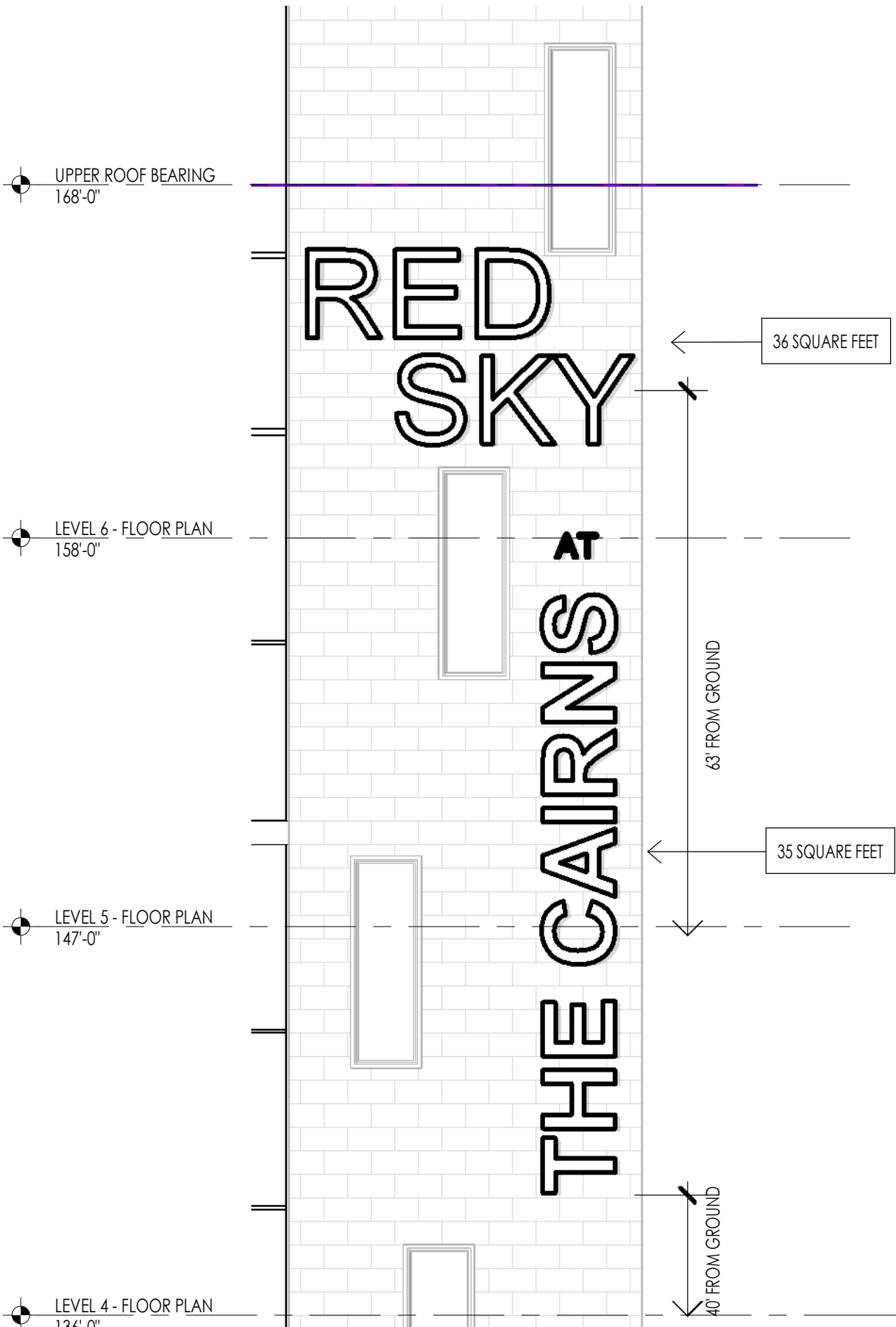
SIGN - TOWN HOMES
1/4" = 1'-0" (3) A304



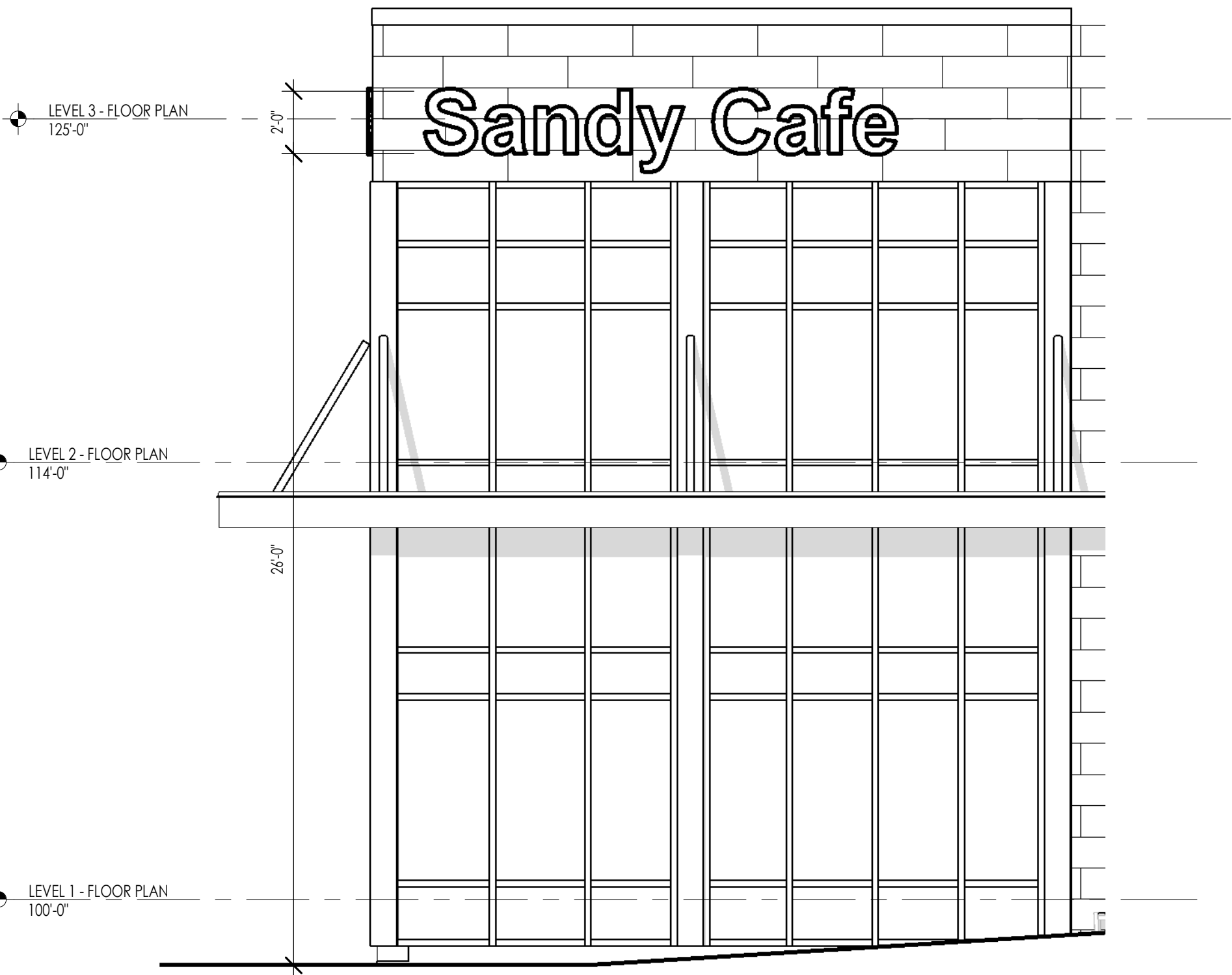
SIGN - SOOUTH CORNER
1/4" = 1'-0" (5) A304



SIGN - MAIN ENTRANCE
1/4" = 1'-0" (2) A304



SIGN - CENTRAL
1/4" = 1'-0" (4) A304



SIGN - NORTH WEST
1/4" = 1'-0" (1) A304

ELEVATION/ SECTION MATERIAL LEGEND	
HATCH PATTERN	DESCRIPTION
	METAL PANEL SIDING - HORIZONTAL SEE MATERIAL BOARD FOR PAINT COLOR
	METAL PANEL SIDING - VERTICAL SEE MATERIAL BOARD FOR PAINT COLOR
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	EXPOSED AND SEALED CONCRETE MASONRY UNIT
	ARCHITECTURAL CONCRETE ENHANCE WITH TEXTURE

NOTE: REFER TO MATERIAL SPECIFICATIONS DOCUMENT FOR DETAILED INFORMATION REGARDING EACH FINISH MATERIAL

FENSTRATION REQUIREMENTS

TOTAL PERCENTAGE OF GLAZING PER FACADE				
ELEVATION	EAST	NORTH	SOUTH	WEST
MIDDLE & TOP	31%	34%	34%	40%
BASE	32%	47%	33%	47%

KEYNOTES


ELEVATION/ SECTION KEYNOTES

CENTENNIAL PARK PARTNERS LLC
PARCEL NO. 2712476035
AREA = 1.45 ACRES

EXIST. CURB TO REMAIN
TARGET STORE
6' EAST SETBACK
EXIST. RETAINING WALL
69.7'
392.2'
24'
60'
21.6'
20' x 60' SIGHT TRIANGLE #1 SEE NOTE #1
20'
20'
21.5'
6' WEST SETBACK
49.2' PC TO PC
20' x 60' SIGHT TRIANGLE #2 SEE NOTE #2
20'
20'
20' x 60' SIGHT TRIANGLE #3 SEE NOTE #3
20'
20'
20' x 60' SIGHT TRIANGLE #4 SEE NOTE #4
20'
20'
20' x 60' SIGHT TRIANGLE #5 SEE NOTE #5
20'
20'
20' x 60' SIGHT TRIANGLE #6 SEE NOTE #6
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20' x 60' SIGHT TRIANGLE #7 SEE NOTE #7
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20' x 60' SIGHT TRIANGLE #8 SEE NOTE #8
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20' x 60' SIGHT TRIANGLE #72 SEE NOTE #72
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20' x 60' SIGHT TRIANGLE #73 SEE NOTE #73
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20' x 60' SIGHT TRIANGLE #74 SEE NOTE #74
20'
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20' x 60' SIGHT TRIANGLE #75 SEE NOTE #75
20'
20'
20' x 60' SIGHT TRIANGLE #76 SEE NOTE #76
20'
20'
20' x 60' SIGHT TRIANGLE #77 SEE NOTE #77
20'
20'
20' x 60' SIGHT TRIANGLE #78 SEE NOTE #78
20'
20'
20' x 60' SIGHT TRIANGLE #79 SEE NOTE #79
20'<

A horizontal scale bar with alternating black and white segments. It is labeled "SCALE (FEET)" in the center. Below the bar, numerical markers are placed at 0, 30, 60, 90, and 120. Above the bar, there is a decorative flourish.

_____ BOUNDARY LINE
 _____ BUILDING LINE
 - - - - - ADJOINING PROPERTY
 - - - - - RIGHT OF WAY
 — — — — — EXIST. CURB & GUTTER



BROWN
ENGINEERING, INC.

Office: (801) 377-1790 Fax: (801) 377-1789
578 East 770 North, Orem UT 84097

[illegible]

Designed _____
 Drawn _____ D.B. _____
 Checked _____
 Date _____ 3-5-21 _____

PROJECT NO. 2019.027		RED SKY APARTMENTS 10140 S. CENTENNIAL PKWY, SANDY CITY, UTAH SITE PLAN
SHEET NO. 1.00		



ENGINEER/SURVEYOR:
M.W. BROWN ENGINEERING
MATT BROWN, P.E.
578 EAST 770 NORTH
OREM, UT. 84097
801-377-1790

OWNER/DEVELOPER:
MCKAY CHRISTENSEN, MANAGER
5532 W. PARKWAY WEST DR.
HIGHLAND, UT 84003
801-318-2345

CROSS SECTION - A

EXIST. CURB WALL

24' TRAVEL LANE

EXIST. C & G TO BE REMOVED

19' PARKING

EXIST. TREES TO BE MOVED BEHIND NEW CURB

2.5' C&G

VARIES TO BLDG

PL

MATCH EXIST. CONCRETE ROAD SECTION

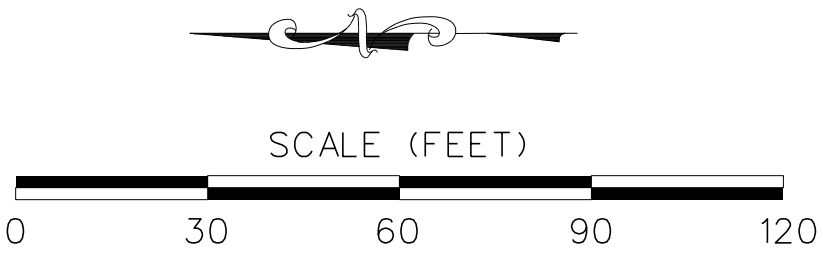
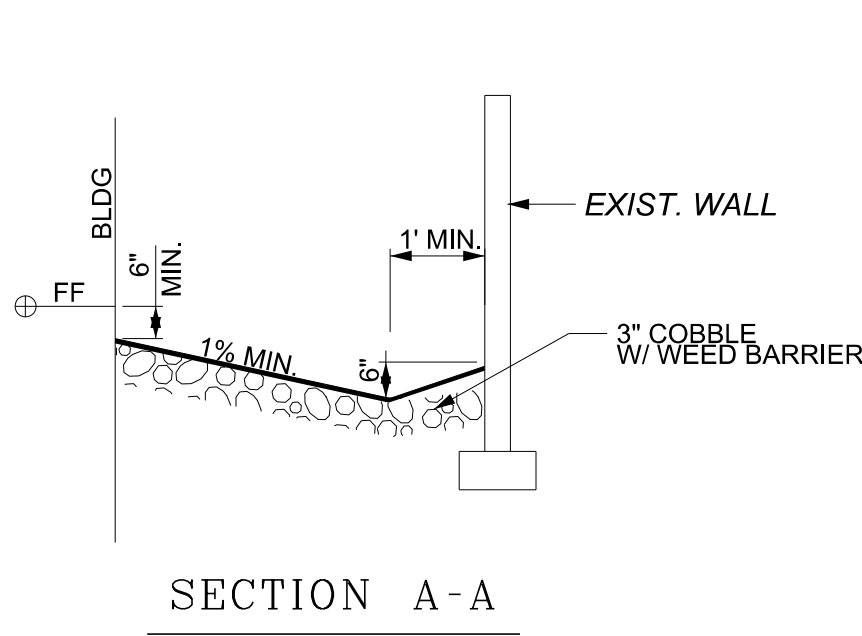
TREES OVERHANGING INTO ROAD MUST BE TRIMMED TO A HEIGHT OF 14'. TREES OVERHANGING SIDEWALK NEED TO BE TRIMMED TO 8'. NO TREES MAY BE PLANTED IN THE SIGHT TRIANGLES.

Diagram illustrating the cross-section of a concrete pavement structure. The layers are labeled as follows:

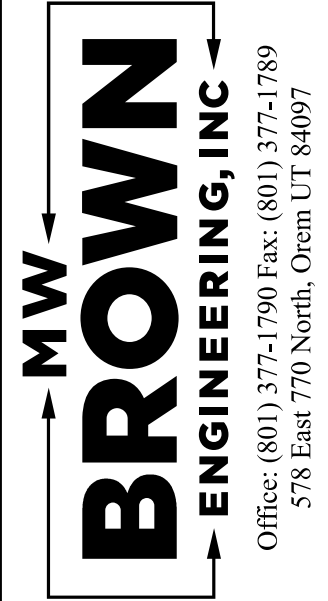
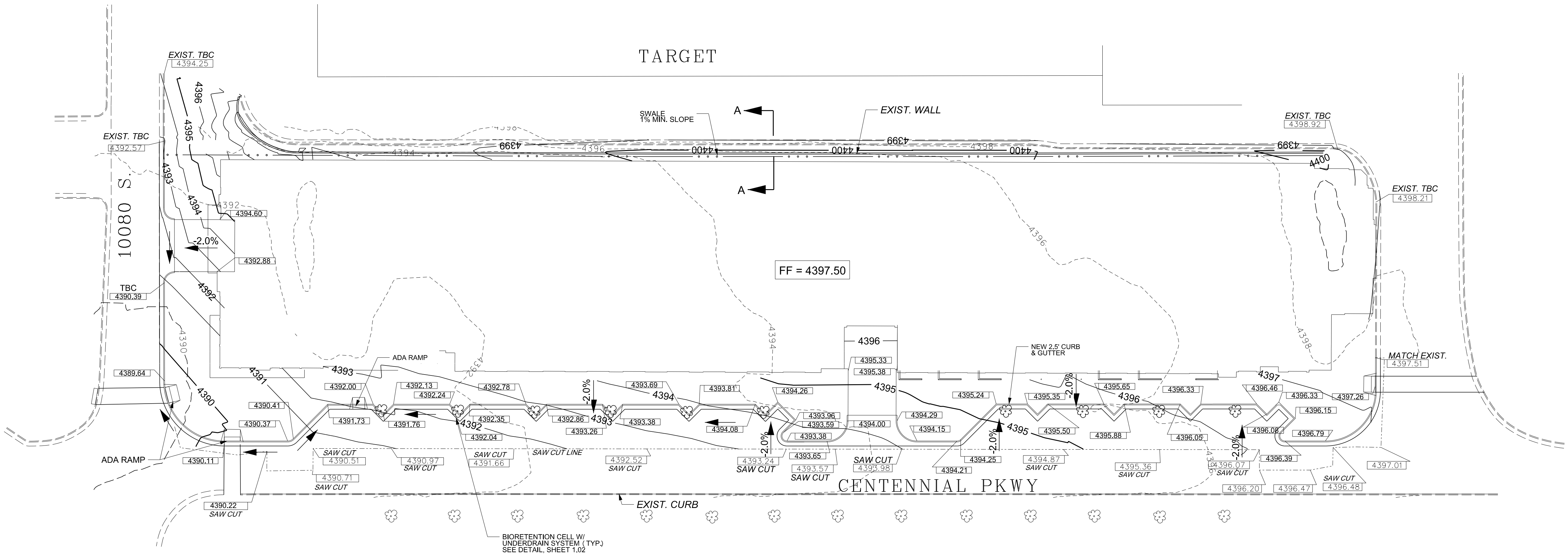
- 4" UNTREATED BASE COURSE 3/4" OR 1" MAX GRADATION
- 9.5" DOWELLED PORTLAND CEMENT CONCRETE PAVEMENT
- 10" GRANULAR BORROW 3" MAX GRADATION

The diagram shows a cross-section of the pavement structure. The top layer is a 4-inch untreated base course with a maximum gradation of 3/4 inch or 1 inch. Below this is a 9.5-inch dowelled portland cement concrete pavement layer. The bottom layer is a 10-inch granular borrow material with a maximum gradation of 3 inches. The entire structure is labeled as CONCRETE PAVEMENT.

TABULATIONS	
TOTAL ACRES:	1.64 ACRES (71319 SF)
IMPERVIOUS AREA:	68,304 SQ. FT. (95.8%)
LANDSCAPE AREA:	3,015 SQ. FT. (4.20%)



- NOTES:
- 1) ROOF DRAINS TO DISCHARGE INTO INFILTRATION TRENCH
 - 2) ELEVATIONS ARE FROM TBC UNLESS OTHERWISE NOTED.



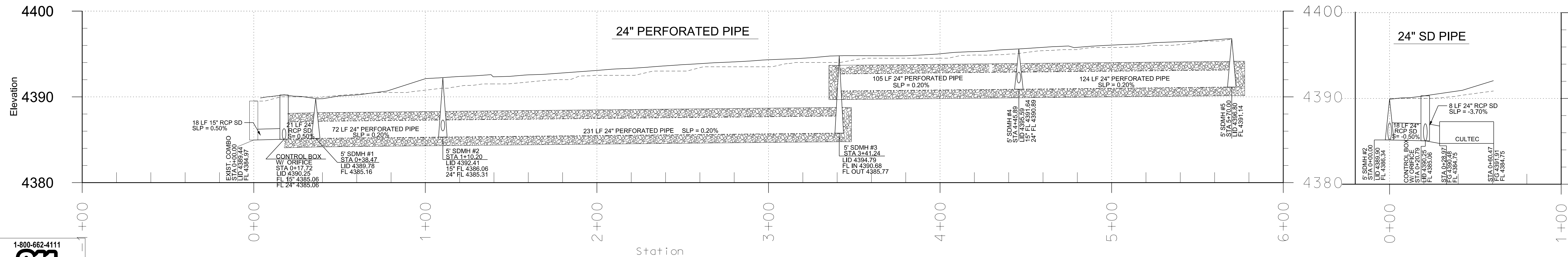
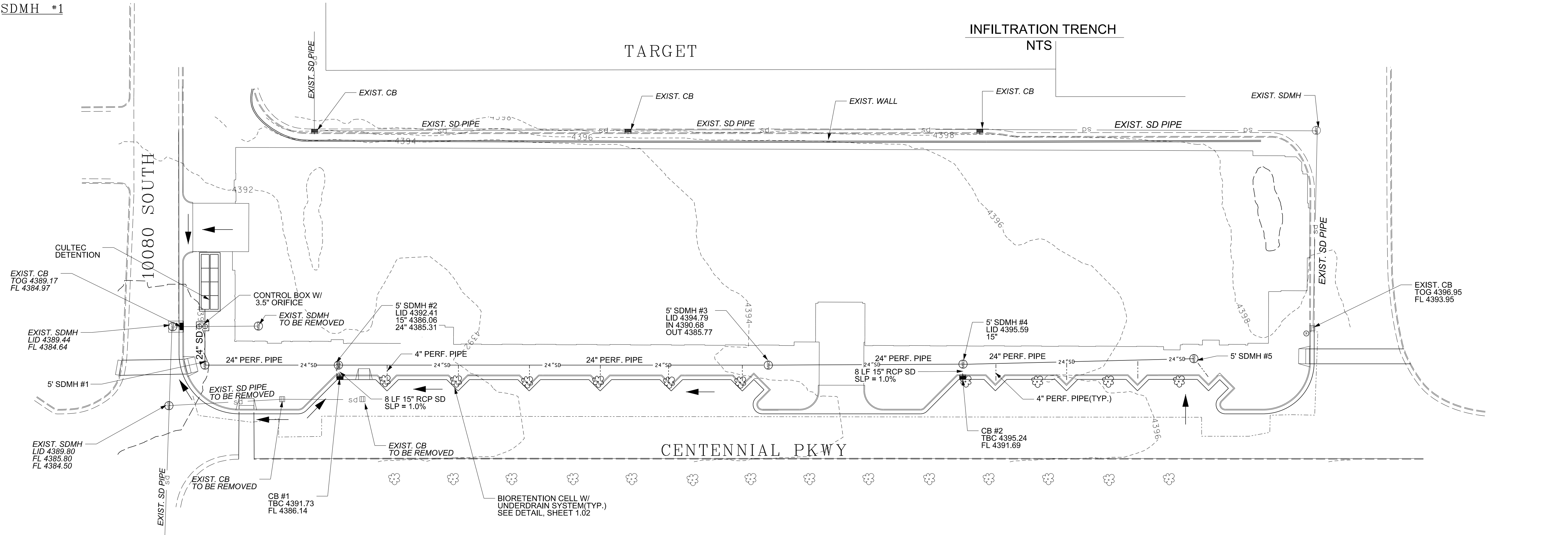
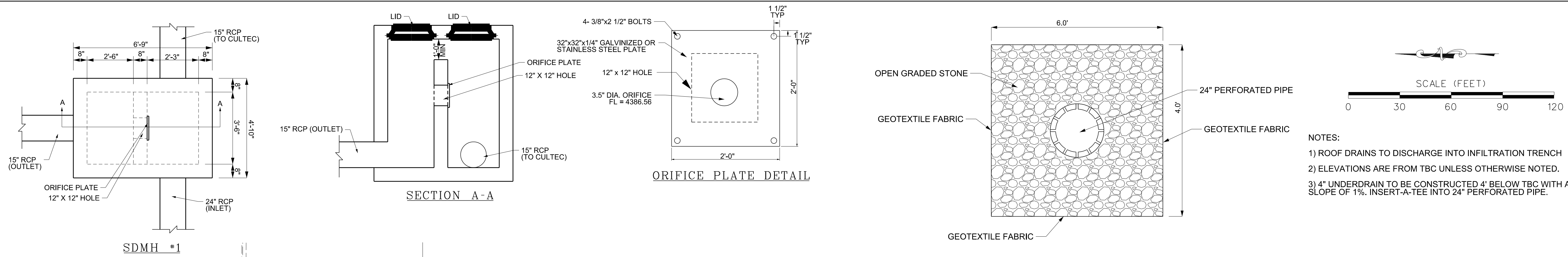
REVISIONS		Notes
No.	Date	By

Designed: D.B.
Checked: D.B.
Date: 12-1-22

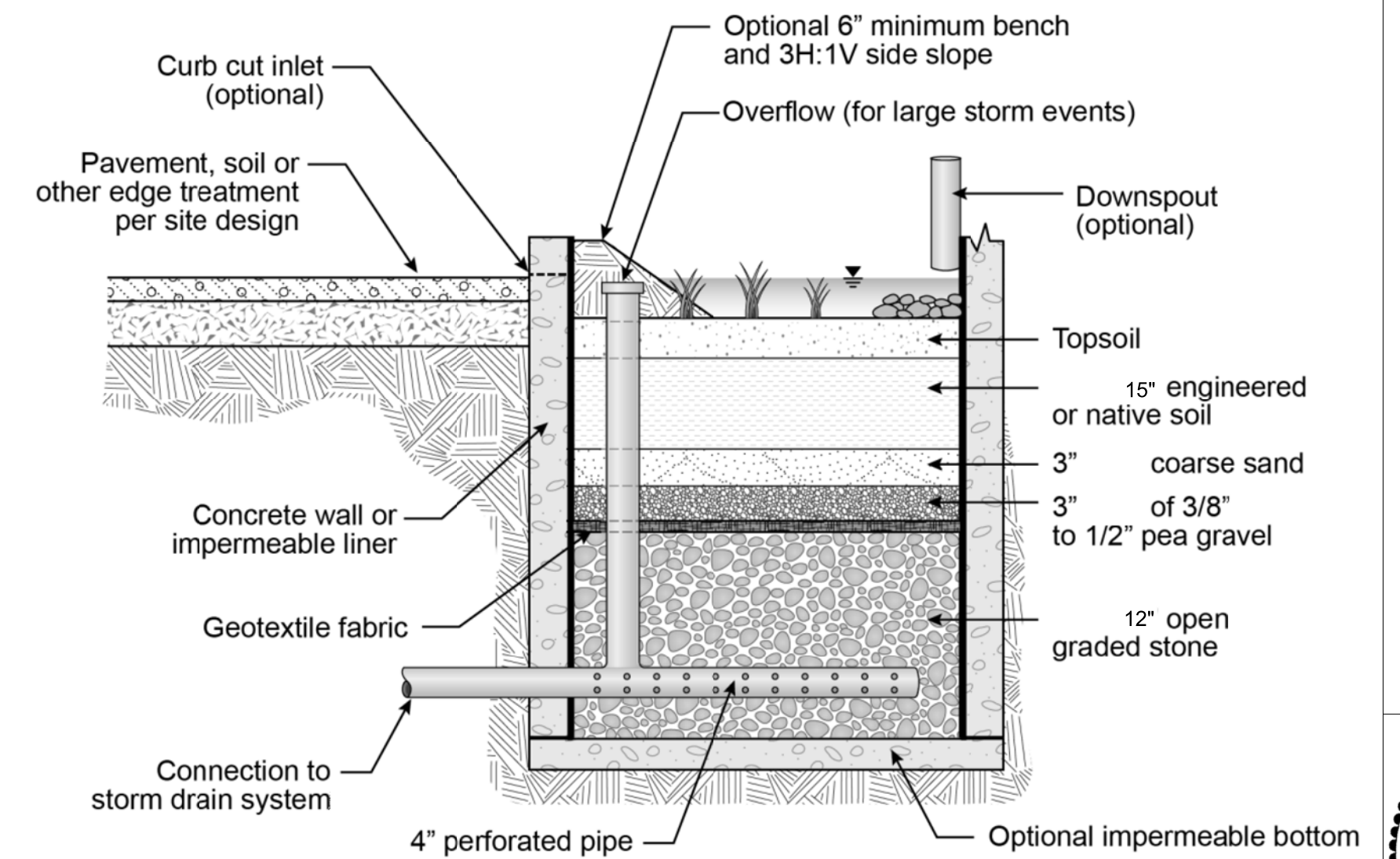
Title: RED SKY APARTMENTS
Location: 10140 S. CENTENNIAL PKWY, SANDY CITY, UTAH
Drawing Name: GRADING PLAN

PROJECT NO.
2019-027
SHEET NO.
1.01



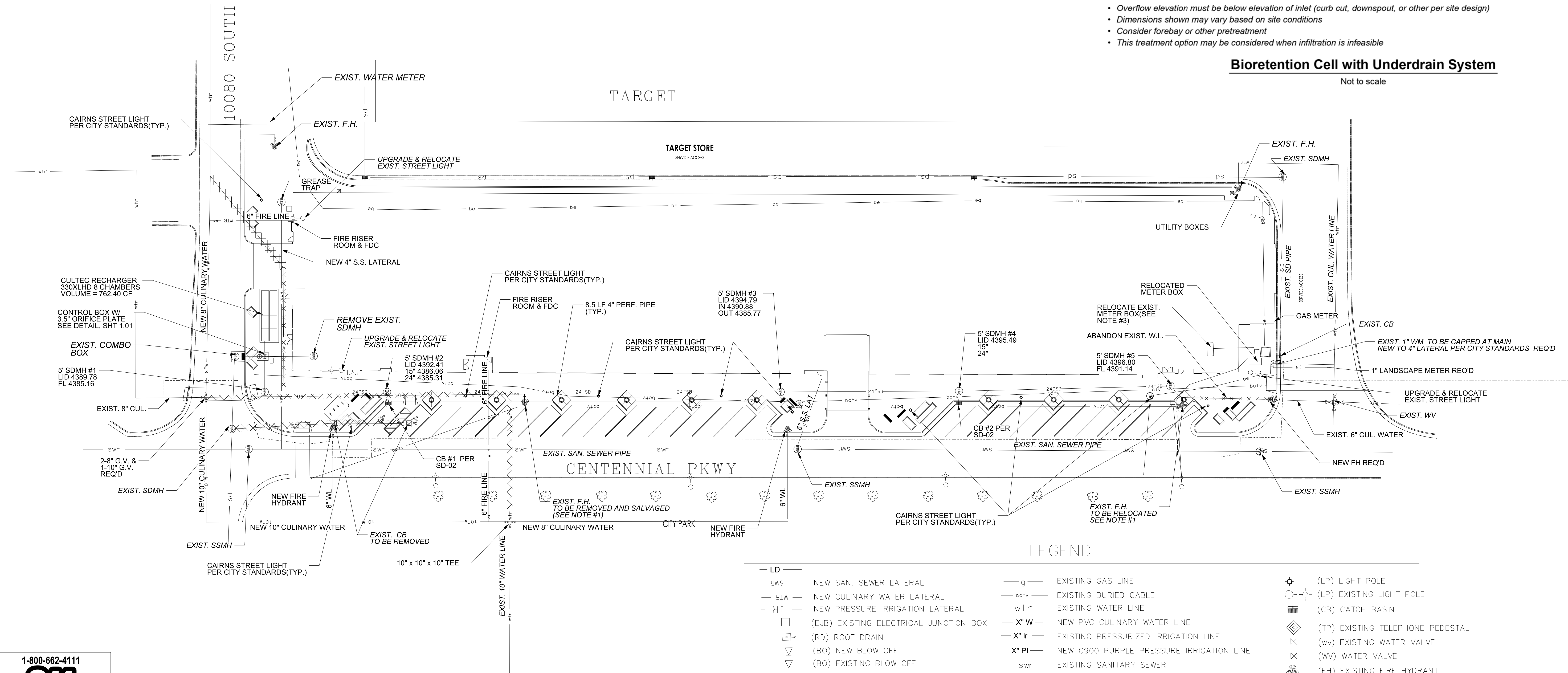


- 1) SALVAGE EXISTING FIRE HYDRANT AND ABANDON AND CAP AT MAIN. SALVAGED HYDRANT TO BE DELIVERED TO SANDY CITY.
- 2) STREET LIGHTS ARE CAIRNS STREETLIGHTS PER CITY STANDARDS.
- 3) COORDINATE W/ SANDY CITY PARKS JEFF HALL 801-243-4711










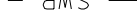






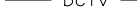





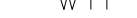










- *Overflow elevation must be below elevation of inlet (curb cut, downspout, or other per site design)*
- *Dimensions shown may vary based on site conditions*
- *Consider forebay or other pretreatment*
- *This treatment option may be considered when infiltration is infeasible*

Not to scale

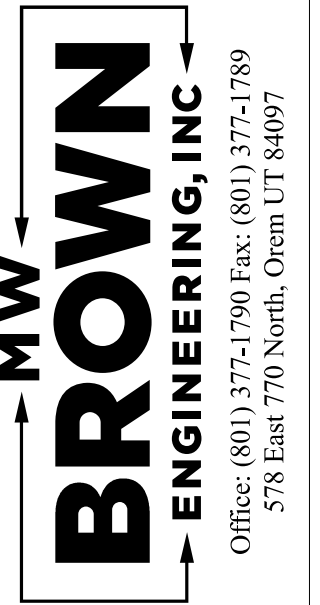


LEGEND

	NEW SAN. SEWER LATERAL		EXISTING GAS LINE		(LP) LIGHT POLE
	NEW CULINARY WATER LATERAL		EXISTING BURIED CABLE		(LP) EXISTING LIGHT POLE
	NEW PRESSURE IRRIGATION LATERAL		EXISTING WATER LINE		(CB) CATCH BASIN
	(EJB) EXISTING ELECTRICAL JUNCTION BOX		NEW PVC CULINARY WATER LINE		(TP) EXISTING TELEPHONE PEDESTAL
	(RD) ROOF DRAIN		EXISTING PRESSURIZED IRRIGATION LINE		(wv) EXISTING WATER VALVE
	(BO) NEW BLOW OFF		NEW C900 PURPLE PRESSURE IRRIGATION LINE		(WV) WATER VALVE
	(BO) EXISTING BLOW OFF		EXISTING SANITARY SEWER		(FH) EXISTING FIRE HYDRANT
	(SCB) EXISTING IRRIGATION (SPRINKLER) CONTROL VALVE BOX IN LANDSCAPED AREAS		NEW SDR-35 PVC SANITARY SEWER PIPE		(FH) NEW FIRE HYDRANT
	(SDMH) EXISTING STORM DRAIN MANHOLE		EXISTING STORM DRAIN PIPE		(WM) WATER METER
	(SDMH) NEW STORM DRAIN MANHOLE		NEW RCP STORM DRAIN PIPE		(SIGN) STREET SIGN
			NEW ROOF DRAIN LATERAL		(SCMH) EXIST. SEWER MANHOLE



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

[illegible]

Designed _____
 Drawn D.B.
 Checked _____
 Date 3-5-21

PROJECT NO. 2019.027	Location: 10140 S. CENTENNIAL PKWY, SANDY CITY, UTAH	RED SKY APARTMENTS
SHEET NO. 1.02	Drawing Name:	UTILITY PLAN



- + Architecture
- + Landscape Architecture
- + Land Planning
- + Construction Management
- + Interior Design

Parking Reduction

APPENDIX E

PROJECT: RED SKY APARTMENTS

10140 S Centennial Pkwy, Sandy, Utah 84094

Date: 03/29/2023

Reference: 19-072

Application No. SPR12062022-006452

Contact: Troy Tueller

Think AEC 7927 High Point Parkway, Suite 300

Sandy, Utah 84094

801.269.0055

The proposed project requests a parking stall reduction of 20% as per the city ordinance included below. The proposed project must meet 3 of the 5 criteria. Those 3 criteria are as follows:

e. Low to Moderate Income Housing. A housing development that is proposing to set aside at least 20 percent of their units for residents that qualify for at least 80 percent low to moderate income.

ORDINANCE

Sec. 21-24-3. - Special Access and Parking Provisions.

(c) Parking Reduction. Developments are required to provide a certain number of parking stalls, as determined by this title, based on the land uses associated with the site. In some cases, it may be appropriate to allow for less than the required amount of parking. At the time of site plan review, a Parking Plan shall be submitted showing all proposed parking spaces, the overall circulation system, and justification for requesting reductions in parking space requirements as specified below

(2) ... Upon satisfactory review of three or more of those criteria, they may approve up to a 20 percent reduction.

a. Parking Demand Analysis. A study provided by a licensed transportation engineer that demonstrates projected usage of residents, employees, and customers of the proposed land uses or similarly situated land uses in other locations.

b. Market Demand Analysis. A study provided by a qualified real estate market analyst that estimate current market demand for a particular land use. For the purpose of this section, a real estate analyst shall be defined as a real estate professional with expertise in financial analysis in support to the financing, acquisition, marketing and leasing of real property based on the study of economic conditions and market trends.

5151 South 900 East
Suite 200
Salt Lake City, Utah 84117
801-269-0055

www.thinkaec.com

Exhibit "B"

c. Walkability and Multi-Modal Design. Provide a site plan design that demonstrates walkable elements and promotes multiple modes of transportation. A study by a licensed transportation engineer shall provide a quantitative analysis of the anticipated parking demand and automobile trips based on the proposed design.

~~*d. Proximity to Transit. A site that is within a half-mile ADA route distance of existing or immediately planned local fixed mass transit station that would help reduce the number of needed parking stalls and automobile trips.*~~

e. Low to Moderate Income Housing. A housing development that is proposing to set aside at least 20 percent of their units for residents that qualify for at least 80 percent low to moderate income.



- + Architecture
- + Landscape Architecture
- + Land Planning
- + Construction Management
- + Interior Design

Shared Parking Request

APPENDIX E

PROJECT: RED SKY APARTMENTS

10140 S Centennial Pkwy, Sandy, Utah 84094

Date: 03/29/2023

Reference: 19-072

Contact: Troy Tueller
Think AEC 7927 High Point Parkway, Suite 300
Sandy, Utah 84094
801.269.0055

Requirement

Sec. 21-24-3d	Response
The location and identity of each use that will share the facility.	See A101 Residential only parking is located within parking structure. Shared use parking is located on the street.
The total parking requirement for each use.	Residential: 258 stalls Guest: 44 stalls Commercial: 10 stalls Total: 312 stalls
The projected hours of operation of each use and the hours during which the peak parking demand will be experienced.	Residential: 12:00am – 8:00am, 5:00pm – 12:00 am Commercial: 8:00am – 5:00pm
The number of existing and/or proposed parking spaces.	Off Street: 212 stalls On Street: 30 stalls Total: 242 stalls
A site plan that provides for a distance of no greater than 500 feet from the nearest entrance of each use to the nearest edge of the parking facility.	See A001
A site plan that demonstrates that the proposed shared parking facility will	See A001

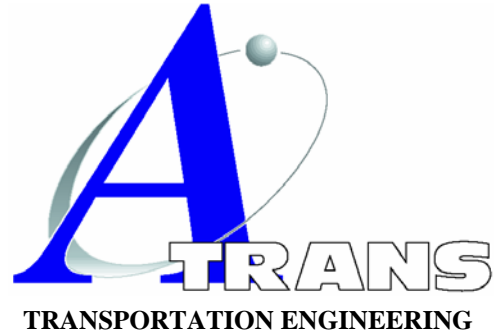
5151 South 900 East
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Salt Lake City, Utah 84117
801-269-0055

www.thinkaec.com

Exhibit "B"

comply with all standards required by this title for parking lot development.	
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April 6, 2023



RE: Red Sky Apartments Parking Discussion – Update #1

The following discusses the parking analysis for the Red Sky Apartments located at 10140 South Centennial Parkway in Sandy Utah. The following is an update to the August 2021 parking memo and addresses the comments provided by Sandy City in their Corrections Required.

The proposed site is located on the eastern side of Centennial Parkway adjacent to existing Target Retail Center. The development is proposing one bedroom and two-bedroom apartments and 1,903 sf of retail. The developer is asking for a reduction in parking requirements based on several factors including:

- The City requirements seem higher than normal suburban areas and represent conservative parking requirements for likely demand based on other locations within the area
- The development is located in a high commercial, office area and therefore should be considered part of a large mixed use area which usually allows for a reduced parking demand
- The site location is in between both Commuter Rail and Light Rail and these typically also elements which allow for parking requirement reduction
- The proposed unit-mix is comprised of a high concentration of studio and one-bedroom units and low concentration of two-bedroom units relative to comparable apartment projects in the market study.

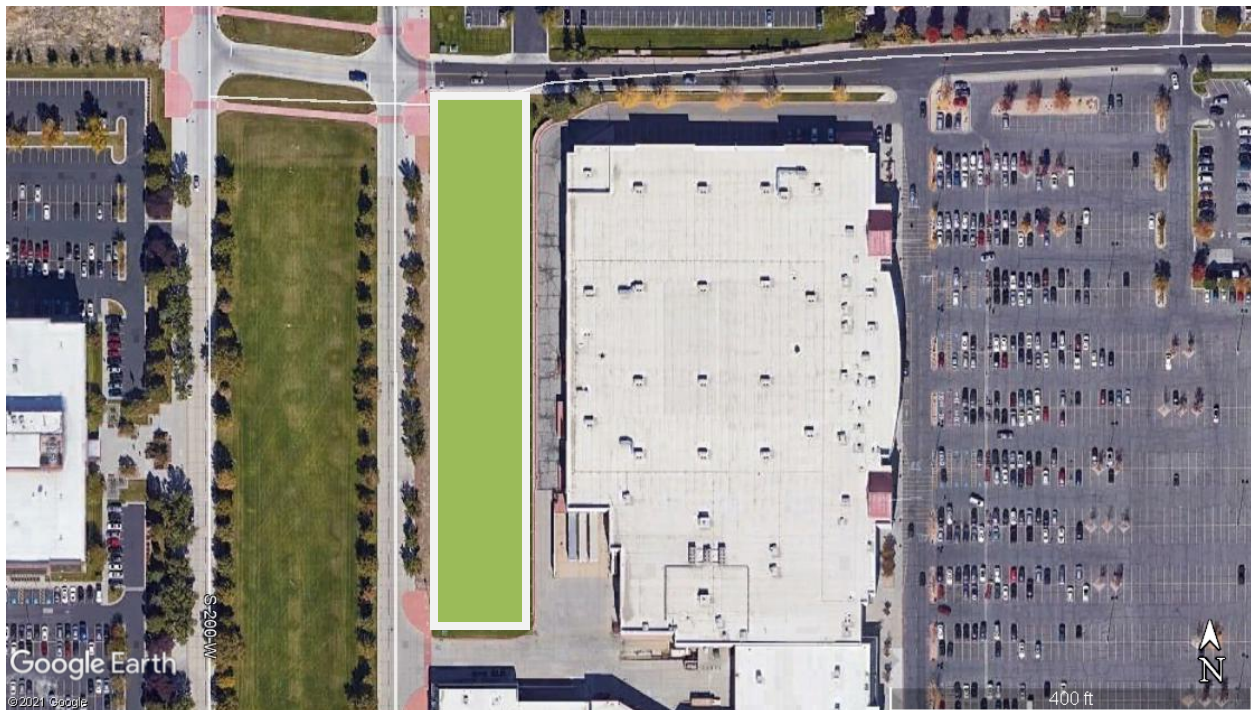


Figure 1: Proposed Red Sky Apartments Location

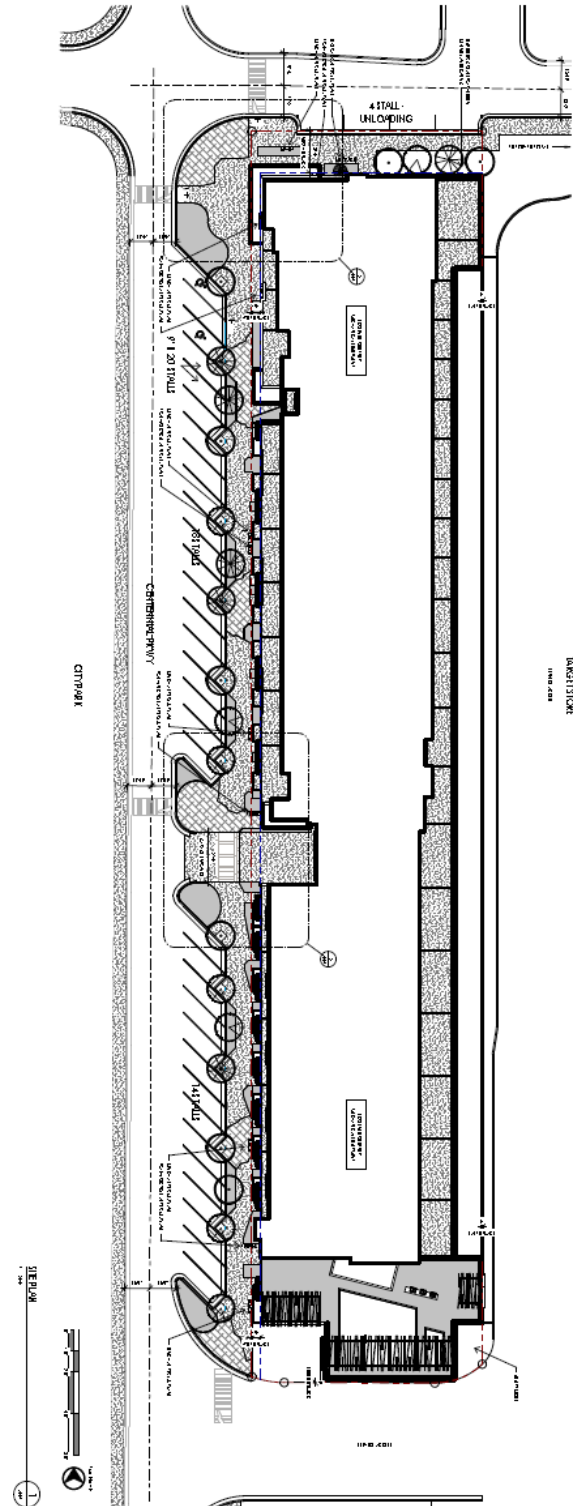


Figure 2: Proposed Red Sky Apartments Site Plan

Exhibit "B"

Land Use and Parking Demand

The proposed development includes:

- 133 One bedrooms
- 29 Two bedrooms
162 Total Units
- 1,903 square feet of commercial

Sandy City Code Section 21-24.8 requires 1.5 spaces per Studio or One bedroom and 2.0 spaces per Two bedroom unit and associated guest parking and then 5 parking spaces per 1,000 sf of retail.

Dwelling, multiple-unit (apartments or stacked condominiums)	
-one-bedroom unit	1.5 spaces per unit
-two-bedroom unit	2.0 spaces per unit
-three or more bedroom unit	2.5 spaces per unit
-guest parking	0.25 spaces per unit after a base of 1 per unit for the first 5 units in an off-street parking lot

Total Sandy City parking requirements = 303 residential parking spaces required and 10 retail spaces for a total of 313 spaces to meet current Sandy City Code.

Parking Requirement

- 1 beds: $133 \times 1.5 = 199.5$
- 2 beds: $29 \times 2 = 58$
- Guest $5 + (.25 \times 157) = 44.25$ (45)
- Total Residential Stalls Required: 302.5 (303)
- Proposed Residential Parking Reduction (20%) = 242 stalls required
- Stalls provided 242
- The commercial development at 1,903 requires 10 parking stalls. The developer is proposing that the commercial 10 stalls be shared with the visitor stalls.

From Page 8 of the Plan Set reflects this proposed parking ratio in the submitted plans.

In accordance with provisions included in the City Code, Developer has proposed a 20% parking reduction and that the guest and retail parking be shared parking spaces resulting in 212 structured residential parking spaces which is accommodated by the internal parking on two levels of structure and a planned on street parking of 30 back-in spaces for a total of 242 site related spaces. The angle of the on-street parking indicates that these will be back-in stalls since Centennial Parkway is northbound only in this section. This has been directed by City staff.

RED SKY APARTMENT PARKING		
FLOOR LEVEL	PROVIDED PARKING STALLS	BLDG AREA GROSS
LEVEL 1	103	42,209
LEVEL 2	109	36,322
LEVEL 3	-	-
LEVEL 4	-	-
LEVEL 5	-	-
LEVEL 6	-	-
On-Site Parking	30	-
	242	78,531
REQUIRED RESIDENTIAL PARKING (SEC. 21-24-8)		
1 BED = 1.5 SPACE PER UNIT (1.5 X 133)	200	166
2 BED = 2.0 SPACE PER UNIT (2.0 X 29)	58	54
TOTAL RESIDENTIAL PARKING	258	221
REQUIRED GUEST PARKING (.25X157)+5		
	45	82
REQUIRED COMMERCIAL PARKING (1903 X 5)/1000	9.515	9.515
REQUIRED TOTAL	303	303
20% REDUCTION / 25% REDUCTION	242	227
REQUIRED ADA PARKING (2%)		
	5	

PARKING (Sec. 21-24-8) - Upon unit completion of this or more of these items (Subsection 4) (1) the Planning Commission may approve up to a 20 percent reduction of the number of stalls provided for commercial and residential parking.

Discussion Point #1 – ITE Parking Demand

Typically the ITE Parking Generation Manual can be referenced for empirical data on similar land uses and the common demands. This reference provides average demand and 85th percentile demand that has been collected at similar land uses. **The 85th percentile is the maximum observed and is usually applied to determine the recommended parking demand before any reduction in other factors such as mixed use, transit or other non-private vehicular opportunities that would also be applied to reducing parking demand needs. While this is a conservative approach to ensure that there is more than sufficient parking, it usually results in excessive parking.**

Exhibit "B"

The Parking Generation Manual, 5th Edition, January 2019, apartments are ITE Land Use 221. This includes rates for nearby rail or no nearby rail. The land use type, study size and average and 85th percentile parking demand is provided on a per unit basis. If this is applied to the proposed 162 units, then the average and 85th percentile parking demand is projected.

ITE Land Use	Description	Study Size	Avg. Peak Demand per unit	85 th Percentile Demand per unit	Proposed 162 units	Project Average Space Demand	Project 85 th Percentile Demand
221 No Rail	Mid-Rise Apartments	73	1.31	1.47		212	238
221 Rail < ½ mile	Mid-Rise Apartments	18	1.19	1.30		193	211

The ITE Parking Manual indicates that Land Use 221 is average 1.31 spaces per unit and 1.47 spaces per unit at the 85th percentile (page 91) for location NOT near rail services and those values reduce to 1.19 spaces per unit on average and 1.30 for the 85th percentile (page 102). Based on the fact that this site is in-between the Commuter Rail station and a light rail station, this would indicate that this method would recommend 211 spaces for the residential portion of the development.

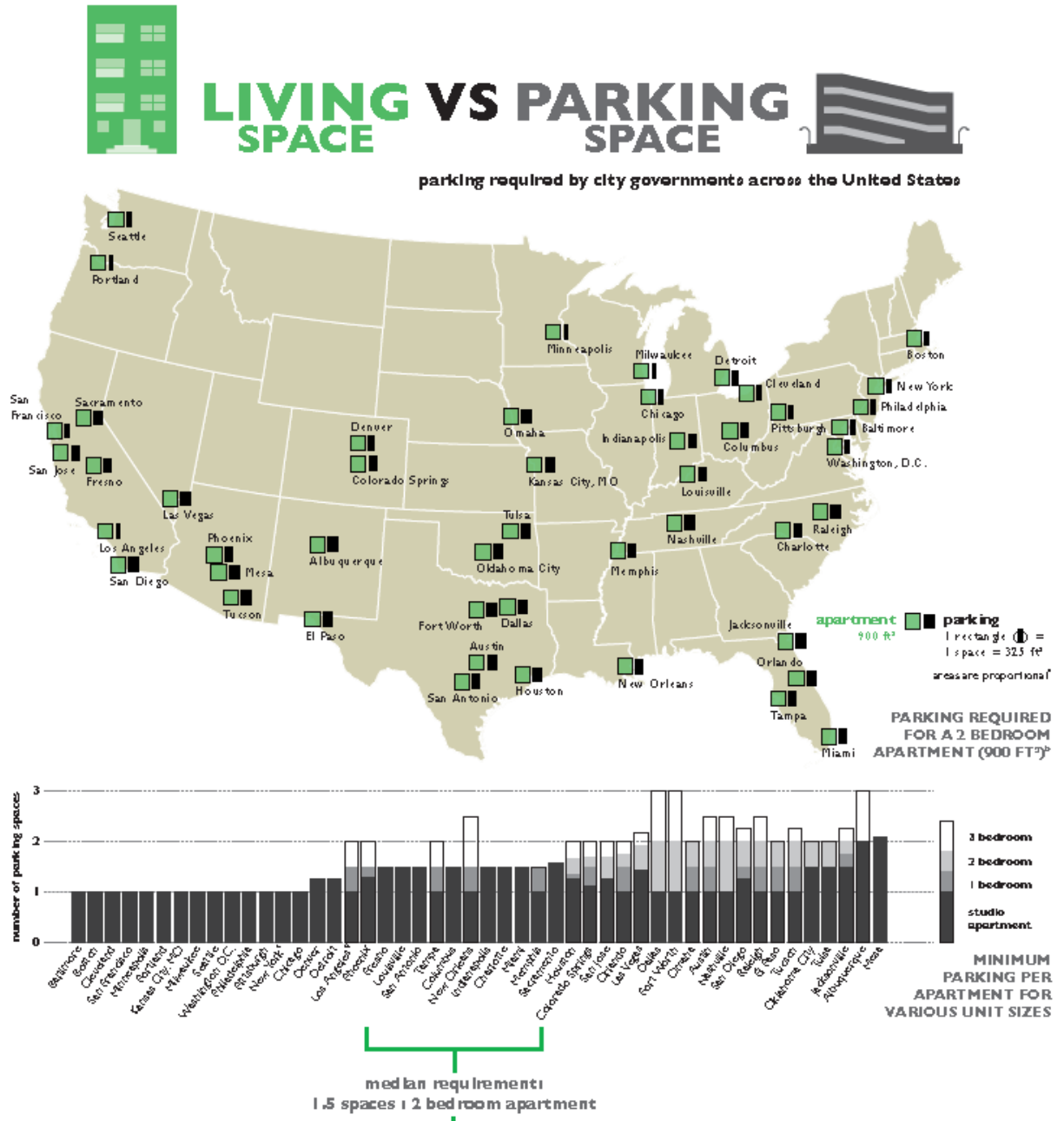
- ITE also provides a temporal usage table on page 89 for Land Use 221 and it indicates that the full usage parking demand is over night when the retail typically does not require parking. During the daytime (7 AM to 7 PM) when retail parking demand is highest, the residential demand is 70% or below. The general land use 820 for retail (p 553) has peak parking demand from 7 AM to 7 PM and then drops to below 85%. This is why the guest and retail parking are being requested to be considered accommodated by the on-street parking.

Exhibit "B"

Discussion Point #2 – National Parking Average

The following information is based on the Supply provided to Apartments throughout the US. The results taken from the national parking average shown in the map below indicate that the median for Studio and one-bedroom is closer to the following:

- 1.25 spaces per one-bedroom unit, and
- 1.5 spaces for two-bedroom units
- If these rates were applied to the proposed site, this would require $(133 \text{ units} * 1.25 \text{ spaces} + 29 * 1.5 \text{ spaces} = 210 \text{ spaces})$



<https://graphingparking.files.wordpress.com/2013/01/apartments.pdf>

Exhibit "B"

Discussion Point #3 – Regional Parking Average (Salt Lake City – Suburban Areas)

If the Salt Lake City off-street parking code is reviewed for the suburban areas, the parking rate would be 1 space per Studio, 1.25 spaces per One-bedroom and 1.5 spaces per Two-bedroom. This would equate to the following:

- 133 One bedrooms * 1.25 spaces = 166 spaces
- 29 Two bedrooms * 1.5 spaces = 44 spaces
- **Total = 210 spaces**

Table 21A.44.040-A: Minimum and Maximum Off Street Parking					
DU = dwelling unit sq. ft. = square feet					
Land Use	Minimum Parking Requirement				Maximum Parking Allowed
	General Context	Neighborhood Center Context	Urban Center Context	Transit Context	
	All zoning districts not listed in another context area	RB, SNB, CB, CN, CSHBD2, R-MU-35, R-MU-45, SR-3, FB-UN1, FB-SE	D-2, MU, R-MU, TSA-T, CSHBD1	D-1, D-3 D-4, G-MU, TSA-C, UI, FB-UN2, FB-SC	
Vehicle Stacking and Drive-Through Facilities: See 21A.44.040.A.6					
Outdoor Sales/Display/Leasing/Auction Areas: See 21A.44.040.A.7					
Residential Uses					
Household Living					
Artists' loft/studio	1.5 spaces per DU	1 space per DU	0.5 spaces per DU	No Minimum	No Maximum
Manufactured home	2 spaces per DU	1 space per DU	0.5 spaces per DU	No Minimum	All Contexts: 4 spaces, not including recreational vehicle parking spaces
Mobile home					
Single-family (attached)					
Single-family (detached)					
Single-family detached (cottage development building form only)					
Twin home					
Twin home and two-family					
Two-family					
Multi-family	Studio: 1 space per DU 1 bedroom: 1.25 spaces per DU 2+ bedrooms: 1.5 spaces per DU	Studio: 0.5 spaces per DU 1+ bedrooms: 1 space per DU	Studio: No Minimum 1 bedroom: 0.5 space per DU 2+ bedrooms: 1 space per DU	No Minimum	All Contexts: Studio & 1 Bedroom: 2 spaces per DU 2+ bedrooms: 3 spaces per DU

Discussion Point #4 – Local Market Parking Average (Western States Multifamily Market Study)

A market study and review of other locations in the immediate area was provided by Western States Multifamily. They reviewed the mix of units for various locations along the Wasatch Front and then also provided the parking ratio for those locations. The Market Study describes the range of parking stalls per unit at competing projects are 1.31 to 1.55 stalls per unit. The average stalls per unit is 1.47.

As shown in the table above, The Red Sky project proposes 242 spaces /162 units = 1.49 parking ratio, which is described as within the range of comparable projects.

The results of the Market Study also indicated that the Red Sky development has more studio and one-bedroom units and less two-bedroom units than the average development in the area. The result is that parking stalls provided "per unit" in

Exhibit "B"

the comparable projects is skewed higher because there is a higher concentration of two-bedroom units. Even with the proposed 20% parking reduction, the parking stalls "per unit" (1.49) within Red Sky is within the range of comparable projects and because of Red Sky higher concentration of one-bedroom units, the demand should be lower than the average.

Market Study 1

Market Study 2

Transit and Mixed Use

The development is located in a high commercial, office area and therefore should be considered part of a large mixed use area which usually allows for a reduced parking demand. For single developments, the square footages of commercial, office and residential are considered and both a need for reduced parking is developed using shared parking calculations AND a reduction in traffic generation. Both ITE and the Urban Land Institute's Shared Parking report have methodologies but this would be more of an area analysis and is well beyond the scope of this review and because the shared / cross parking agreements are not in place. Therefore, engineering judgement must be considered.

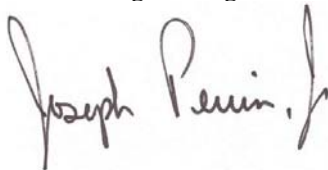
With a shopping center next door and located within a major office and civic center, what percentage of people will select this location with the intent of needing less parking? This is also combined with the location of both the Commuter Rail and Light Rail nearby. Typically, up to 25% reduction in parking or more is provided when within ¼ mile of major transit services. This tends to decrease as the distance increases.

Summary

The review of other data would indicate that as Sandy City parking requirements may be overly conservative. The combination of this empirical parking data, both nationally and locally, indicates that the proposed parking for the Red Sky development should be adequate and that the 20% available City Code parking reduction should apply, even if the other factors of adjacent retail and employment opportunities (mixed use) and two major rail transit corridors are not taken into consideration. Based on the temporal difference in peak parking demand between residential parking demand and retail parking demand would indicate that the combined use of guest and retail parking for the on-street parking stalls should be sufficient.

Sincerely,

A-Trans Engineering

A handwritten signature in dark ink, appearing to read "Joseph Perrin, Jr.", with a stylized flourish at the end.

Joseph Perrin, PhD, PE, PTOE
Principal

MARKET DEMAND ANALYSIS
(performed by Western States Multifamily)
REGARDING REQUEST FOR 20% PARKING REDUCTION

Per the City's request, we have provided a market study performed by Jeff Neese at Western State Multifamily, who is a qualified real estate market analyst that can estimate current market demand for a particular land use. Jeff is a real estate analyst and professional with expertise in financial analysis in support to the financing, acquisition, marketing and leasing of real property based on the study of economic conditions and market trends.

The following is a summary outlining the results of the a market study related to parking demand:

1. **PROXIMITY OF SITE TO SHOPPING & SERVICES (PAGE 4):** Describes RedSky's proximity to Employment, Government Services, Health and Religious Facilities, and Parks and Recreation as being good (the highest ranking in this category). Walkability of the site is very good.
2. **SUBMARKET DESCRIPTION (PAGE 6):** Describes access to public transportation as being excellent (the highest ranking in this category). Excellent proximity to public transit reduces the demand on cars and, therefore, parking.
3. **PARKING PROVIDED AT COMPETING PROJECTS (PAGE 111):** Describes the range of parking stalls per unit at competing projects are 1.31 to 1.55 stalls per unit. The average stalls per unit is 1.47. RedSky proposes 1.45 stalls per unit, which is described as within the range of comparable projects.
4. **UNIT MIX AT COMPETING PROJECTS (PAGE 115):** As shown in the table, most the comparable projects have a significantly higher concentration of two-bedroom units and three-bedroom units than RedSky (Redsky has 39 two-bedroom units and zero three-bedroom units out of 164 total units, comprising a mere 24% of the total). Most of the comparable projects have concentration of two and three-bedroom units that ranges in percentage of the total from the mid 40's to low 60's. The result is that the parking "per unit" in these comparable projects is skewed higher. Even with the proposed parking reduction, our ratio of parking stalls "per unit" (1.45) is on average higher than the comparable projects given the low percentage of one-bedroom units (24%) in RedSky.

Please see the following attachments below taken from the Market Study:

Regards,

McKay Christensen

PROXIMITY OF THE SITE TO SHOPPING & SERVICES

	Good	Avg	Fair	Poor	Comments
EMPLOYMENT CENTERS					
Employment Opportunities	X				There are many retail stores and restaurants in the immediate area, including South Town Mall and a major commercial district along State Street and 106 th South. Sandy City offices are easy walking distance from the site. major office parks located in Midvale. There is a US Post Office nearby on 10000 S, along with the University of Utah Sandy Center. There are several bank branches in the immediate area. The South Town Auto Mall is one mile south.
GOVERNMENT SERVICES					
Fire	X				There is a Sandy City Fire station are at 10765 S 700 E, 1.9 miles from the site.
Police	X				A Sandy City police station is 0.5 miles north at 10000 Centennial Parkway.
Post Office	X				The nearest post office is at 215 Sego Lily Dr, 0.4 miles northwest of the site.
Airport	X				The Salt Lake International Airport is about 19 miles northwest of the site and is easily accessible via I-15 and I-80.
HEALTH & RELIGIOUS FACILITIES					
Hospital		X			Alta View Hospital is about 3.2 miles northeast of the site. Lone Peak Hospital is 2.6 miles south.
Religious Facilities	X				A number of different churches of various denominations are located within a three-mile radius of the site.
PARKS & RECREATION					
Seniors Center		X			The Sandy Senior Citizens Center, Solstice Senior Living at Sandy, and Cedarwood at Sandy all are within about 3 miles of the site.
Parks	X				Sandy Promenade is directly across the street from the site. Dewey Bluth Park and Sandy City Dog Park are about 1 mile away. Lone Peak Park is about 1.7 miles east.
Public Recreation Center	X				The Sandy City Recreation Center is at 440 E 8680 S, 2.5 miles northeast of the site. Dimple Dell Fitness and Recreation Center is 2.1 miles southeast at 10670 S 1000 E.
Library	X				The Ruth Vine Tyler Library is at 8041 Wood Street, 2.9 miles north of the site. Sandy City Library is 2.8 miles east at 10100 Petunia Way. South Jordan Library is 3.4 miles west at 10673 S Redwood Road.

Market Study - - Red Sky Apartments
Western States Multifamily

SUB-MARKET DESCRIPTION

The neighborhood is considered to be the transit corridor in the central portion of the Salt Lake Valley, passing through the cities of Murray, Midvale and Sandy. Interstate-15, light rail lines and commuter rail lines run through this corridor.

Jurisdiction

The neighborhood falls under the jurisdiction of the cities of Murray, Midvale and Sandy.

Boundaries and Accessibility

The boundaries of the neighborhood consist of traffic arteries natural features and political boundaries. The boundaries are generally from Big Cottonwood Creek on the north to 11800 South on the south. On the west, the boundary is the Jordan River. To the east, the boundary is State Street.

Access to public transportation is excellent. The Utah Transit Authority (UTA) serves the Wasatch Front region. Both light rail and commuter rail lines run through the neighborhood. There are light rail stations are most major east / west traffic arteries. Commuter rail is accessible in Murray, near 5300 South.

Major north-south transportation routes within the neighborhood include Interstate-15, 300 West and State Street. Major east-west roadways include 4500 South, 5300 South, 7200 South, 9000 South, 10600 South and 11400 South.

Freeway access is also excellent. The junction of Interstate-15 and Interstate-215 is in Murray. There are Interstate-15 interchanges at 4500 South; 5300 South; 7200 South; 9000 South; 10600 South and 11400 South. Access is also to I-215 at State Street, or via I-15.

These traffic arteries and the public transit system provide the neighborhood with excellent accessibility.

Proximity

The neighborhood is located in the central portion of Salt Lake County. It is between 5 and 14 miles south of the central business district of Salt Lake City. Major employment centers are easily accessible via the transit corridor.

Types of Development

Residential development in the neighborhood consists primarily of modern transit-oriented apartment projects. Commercial development is typically found along major roadways and near the freeway interchanges. There is also a good deal of light industrial and distribution enterprises located in the corridor, attracted by the excellent freeway access.

Parking Provided at Competing Projects

The parking provided at competing projects is summarized as follows:

PARKING PROVIDED AT SIMILAR SUBURBAN URBAN MID-RISE PROJECTS (MARKET RENT)			
Project Name Address	Number Of Units	Parking Stalls	Parking Stalls Per Unit
The East Village, Phase 1 Sandy	271	409	1.51
Jordan Station South Jordan	302	438	1.45
Meadowbrook Station Millcreek	254	374	1.47
Hills at Sandy Station, Ph 2 Sandy	146	224	1.53
Murray Crossing Murray	293	405	1.45
ICO Vista Station North Draper	308	465	1.51
Novi at Jordan Valley Station West Jordan	267	349	1.31
Metro at Fireclay, Phase 1 Murray	175	272	1.55

The range of parking stalls per unit is 1.31 to 1.55. The average is 1.47.

The subject proposes 215 parking stalls in the parking structure and an additional 37 on street stalls, for a total of 252. This represents a parking ratio of 1.45 which is within the range of comparable projects.

Unit Mix at Competing Projects

The unit mix of the competing projects is summarized as follows:

UNIT MIX AT SIMILAR SUBURBAN URBAN MID-RISE PROJECTS (MARKET RENT)					
Project	Studio	1 Bedroom	2 Bedroom	3 Bedroom & 2B + Den	Total
Residences at Fairbourne Station West Valley City	0 (0%)	89 (40%)	121 (54%)	15 (7%)	225
The East Village, Ph. 1 Sandy	41 (15%)	171 (63%)	59 (22%)	0 (0%)	271
Jordan Station South Jordan	0 (0%)	218 (72%)	84 (28%)	0 (0%)	302
Meadowbrook Station Millcreek	0 (0%)	98 (39%)	156 (61%)	0 (0%)	254
Hills at Sandy Station, Ph 2 Sandy	0 (0%)	72 (49%)	71 (49%)	3 (2%)	146
Murray Crossing Murray	39 (13%)	120 (41%)	134 (46%)	0 (0%)	293
ICO Vista Station North Draper	22 (7%)	154 (50%)	132 (43%)	0 (0%)	308
Novi at Jordan Valley Station West Jordan	4 (1%)	132 (49%)	127 (48%)	4 (1%)	267
Metro at Fireclay, Ph. 1 Murray	0 (0%)	135 (77%)	40 (23%)	0 (0%)	175
The Ridge Sandy	0 (0%)	120 (46%)	118 (45%)	23 (9%)	261
Park at City Center Sandy	0 (0%)	210 (64%)	100 (30%)	20 (6%)	330
Total	106 (4%)	1,519 (54%)	1,142 (40%)	65 (2%)	2,832
Subject	49 (26%)	103 (55%)	116 (19%)	0 (0%)	187

Market Study - - Red Sky Apartments
Western States Multifamily

**Architectural Review Committee Meeting
October 23, 2019**

Members Present:

James Sorensen
Steve Burt
Lyle Beecher
Cheryl Bottorff
Scott Westra

Staff Present:

Mike Wilcox
Brian McCuiston
Doug Wheelwright
Jennifer Gillen

Those Absent:

Cyndi Sharkey
Kris Nichol

Applicants:

McKay Christensen
Corey Solum
Seth Shelman

Red Sky Mixed Use Development (10145 S. Centennial Parkway)

Introductions

Corey discussed the plans for their new Red Sky Apartments which include the following:

They have been working closely with Target on this project for a couple of years. Red Sky is multi-family apartments that sits over a two story parking garage, with a single entry (the parking garage is well hidden on the east side).

- Site Area sits on 1.58 acres of land directly west of Target. Foot Print – 59,033 Sq. Ft
- Land Coverage 85%
- Gross Residential Area 154,339 SQ Ft
- Amenity Space 11,959 Sq. Ft. (20% of Footprint/7.7% of Gross Area)
- Commercial Area – 1,439 Sq. Ft
- Apartment Units – 164 - Smallest unit would be about 503 Sq. Ft all the way up to their biggest unit of 1200 Sq. Ft.

Corey explained the Elevations of the building, and that there are different areas of the project to give the appearance of multiple buildings. On the west side are residential units that hide the parking structure. The elevations show that the ramps will have some kind of a canopy over it.

Exhibit "C"

Brian asked what the canopies over the ramps would be made out of.

Corey said they would most likely be made out of steel with a metal roof on top of them. This rooftop would have a layering affect to them (a more playful design). His owner is not quite sure on them yet.

McKay said this was early on in the project and that it was not set in stone. The canopies will not really be seen, because of the Target retaining wall. Because of this, McKay said this would be an area where costs could be saved.

Corey discussed the materials that would be used. Each level would use different materials to include stucco, fiber cement panels, concrete, and brick.

Scott asked what the steel slats are on the site plans.

Corey said that they were architectural steel shade structures to provide shade and bring a mountain element to the design. Trellises bring a random look to the design as well as the vertical windows (in the elevator shafts), to help comply with the Cairns Design Standards.

Scott asked about the south elevation.

Corey said that it would have some green space and be a spot for utilities (boxes). Wanted to also make it a place where there was good visibility for Target's truck drivers as they would turn corners in and out of that area. Wanted to bring the traffic from the residents to the center (front of the building on the west side). There will be three building entrances along the west side of the building

Steve voiced his concern with the green space between Target and the new apartments. Wondering what was going to happen there.

Corey said they were thinking of putting some trees, shrubs, and some rock landscaping.

Steve asked if we had to have that space there, because it is a dead zone and nobody can see it. He is also worried about people getting in trouble in that space.

Mike explained that the retaining wall is the property line, and even though there is not a lot of space, potentially the building could be moved back, or consider widening the vehicle ramp on the back.

Corey said that that the back elevation of the building is set for the minimum distance for fire, and is where it needs to be.

Scott said he would like to make that area go away.

McKay said maybe they could seal it off.

Doug suggested putting in thorny landscaping.

Steve asked about the street parking and if they are all angled back-in spaces.

Seth said that there are 4 parallel slots on the north end and the rest are back-in spaces.

Exhibit "C"

McKay praised Think Architecture for the great work they have done with the site constraints of the project.

Doug said he had three items he would like to talk about. The first one is about the RTU Screening – may need secondary screening on roof.

Corey said they are looking at V Tech units which will result in less roof top units. They are aware that this is a requirement.

Doug said his second item is about the turning radius in the parking structure. It seems too tight.

Corey said there is a one way ramp that is 14 feet wide. He will look into seeing if it can be bigger.

Doug asked if there could be more landscape islands along Centennial Parkway. To do that, they might have to lose required parking. It would be nice to use some delineation with gutter, or something to denote edge of the street.

McKay said they can't lose parking stalls.

Corey said that they would look at some alternatives.

Scott said that maybe they can add a curb line into the asphalt edge

Mike said that all the roads have to be concrete because of the soils (corrosive).

Doug suggested to do a pan gutter that would slope up to the parking stalls.

Scott commented on of the stair elevator towers look like massive concrete. Wondering what the look would be.

Corey said it would be a mix of a honed CMU block, in different colors, to help create stratification.

Lyle asked what levels of market you are chasing.

Corey explained because of the area, and where this project will be, they are hoping to attract a more sophisticated group of people.

McKay said their demographics are single working professionals and married couples. They would be between the ages of 27-30 years of age, love the benefits of being close to the park, and all amenities.

Scott asked about the lights on the buildings.

Corey said that they have not gotten to this part yet, but that they would be down facing sconces.

Mike summarized the concerns that the Architectural Committee had with this project.

- Concern over the gap between Target and the project to either close it off and expand the ramp, or to restrict access to it. Scott said if it does need to be there, not to plant anything in that space. Lyle said that it would be nice for those people that will face the back to break up the solid wall with some type of columnar trees.

Exhibit "C"

- Concern with screening the RTUs.
- Concern over the internal turning radiuses within the parking garage. Suggestion was to expand the widths on the driveway and close the gap between Target and the apartments.
- The discussion of the gap along the street edge. Possibility of adding additional planter areas to reintroduce that edge midway through, or other design elements like a gutter/different paving elements to separate the two between the street and parking.

Motion to Vote:

Lyle made a motion to forward a positive recommendation for this project to the Planning Commission. Cheryl seconded. All in favor of the motion.

It was agreed by the Architectural Review Committee members that the next meeting could be moved up to November 6, 2019 because of Thanksgiving. There is a possibility that December's meeting would have to be moved up due to Christmas.



Cairns Design Standards Review

APPENDIX D

- + Architecture
- + Landscape Architecture
- + Land Planning
- + Construction Management
- + Interior Design

PROJECT: RED SKY APARTMENTS

10140 S Centennial Pkwy, Sandy, Utah 84094

Date: 06/16/2021

Reference: 19-072

Application No. SPR04022021-000031

Contact: Jacob Shirley

Think AEC7927 High Point Parkway, Suite 300

Sandy, Utah 84094

801.269.0055

Chapter 1 – Where Mountain Meets Urban

Design Standard	Response
1.5.1 Forest	To create a forested canopy environment, a formal clustering of deciduous and evergreen trees will shade the sidewalk and street. The landscape defines a natural path along the west side of the building.
1.5.2 Meadow	The sidewalk plaza at the northwest corner of the site provides a meadow like open space edged by the translucent building walls. Indigenous grasses and flowers will enhance the meadow. An alpine meadow with pond will be created at the south end of the building. See A001
1.5.3 Stone	The building step backs are reminiscent of the foothills ascending to the craggy mountains and the jagged parapets recall the high peaks. The brick provides a solid base to the building. The recesses along the building façade provide relief like small side canyons. See A301 – A302
1.5.4 Water	The cascading light gray metal panels invoke the feeling of waterfalls and reflect the sunlight as if on a pond. The alpine meadow contains crystal blue ponds for the residents to enjoy. See A102

5151 South 900 East

Suite 200

Salt Lake City, Utah 84117

801-269-0055

www.thinkaec.com

Exhibit "D"

Chapter 2 – Streetscape Standards

Design Standard	Response
2.1 Public Realm	
2.1.2 Vehicular Realm	<p>We propose angled street parking. This will provide easy parking to the area's residents/customers and create a protective barrier between the pedestrians on the sidewalk from vehicular traffic.</p> <p>Proposed design complies. See A001.</p>
2.1.3 Pedestrian Realm	<p><u>Building Space:</u> The primary western facade is a majority of residential townhomes and a minority of commercial. We propose elevated front patios/stoops for the townhomes. This enhances entryways and stoops for residences. On the commercial frontage, the building space is used for seating/benches, trash receptacles, and temporary signage.</p> <p><u>Pedestrian Space:</u> Residents and customers will efficiently meander along the pedestrian space while landscaped surfaces break up straight lines. The user will experience surface changes and undulating walking paths.</p> <p><u>Landscape Space:</u> Our landscape space is predominantly tree grates and in-grade planters, shading the on-street angled parking and pedestrian space, rather than elevated planters. Bulb outs will be cooled by organically shaped in-grade planters. Using tree grates that protrude into the street parking, we can maximize the efficient use of the space, and reduce the visual impact of the parking.</p> <p>Proposed design complies. See A001 & L111</p>
2.2.2 Formal Treatments	
There shall be a minimum of one street tree for every 35 feet of street frontage (from the plant list in this document or as approved by the Parks and Recreation Department)	<p><i>City Comment: Not spaced at 35'. Demo Plan denotes transplanting the existing trees.</i></p> <p>Response: The trees are currently spaced at 38'-0" apart. In order to move them closer, the trees will have to be at every other parking space.</p> <p>Proposed design complies. See L121</p>
Trees shall have a two-inch caliper at the time of planting.	Proposed design complies. See Plant Schedule on L121

Exhibit "D"

There should be an organized tree planting pattern that creates a consistent tree canopy.	Proposed design complies. See Plant Schedule on L121
Tree types should alternate between two tree species	Proposed design complies. See Plant Schedule on L121
15% of the park strip should include raised planter(s)	<p><i>City Comment: Add them in the islands</i></p> <p>Response: I am not sure what the islands are referring to but the streetscape design has been modified.</p> <p>See L121</p>
2.2.3 Informal Treatment	<p><i>City Comment: This doesn't apply to any of the street frontages. Both are Formal.</i></p> <p>Response: Page 25 of the Cairns Design Standards shows that both streets adjacent to the proposed development are a Type 3.</p> <p>Page 30 of the Cairns Design Standards specifies 'Informal Parkstrip Treatments' for Type 3 streets.</p>
Street trees should be planted in clusters: four-foot minimum separation between trees	<p>On the prominent west façade, we propose to cluster the trees into groups of 3. The layout works with the proposed angled street parking while also maximizing the amount of shade it will produce. We do not meet the 4' minimum spacing requirement.</p> <p>On the secondary north façade, the trees are proposed as a 'forest' cluster that helps to hide the parking structure. Low planting is proposed elsewhere, including in front of the commercial to ensure that the storefront visible to the street.</p> <p>See L121</p>
At least 40% of parkstrip area shall include softscape treatment	<p>Softscape is included in bulb-outs, at each end of the building and organically within the spaces between the resident's stoops and street parking. We propose about 30% softscape including 20% permeable granite pavers.</p> <p>See L121</p>
Softscape areas shall be a minimum of 70% plant material	Proposed design complies. See L121
Planting areas may have an irregular shape	Proposed design complies. See L121
Parkstrips shall include at least three different trees species.	Proposed design complies. See L121

Exhibit "D"

All trees with a canopy that extends beyond the planter edge should have a minimum 25-foot mature height	Proposed design complies. See Plant Schedule on L121
Trees shall have a two-inch caliper at the time of planting	Proposed design complies. See Planting Notes on L121
Parkstrips should include storm water quality and flood control elements. Grade hard surfaces and streets to depressed medians with curb cuts for storm water quality treatment and rainwater harvesting.	Proposed design complies. See Civil Plans
2.3 Design Priority	
<p>2.3.2 Design Priority Requirements</p> <p>Each site shall comply with the requirements in chart 201 for their assigned design priority according to chapter 3 of this documents.</p>	<p>Crosswalk Treatments: We propose a material change where pedestrians cross the private drive and textured thermal plastic ADA ramps where pedestrians cross public streets.</p> <p>Crosswalk Width: Existing to be unchanged.</p> <p>New crosswalks shall be a minimum of 6'-0" wide and shall include stamped or colored concrete.</p> <p>Driveway crossing treatments: Existing</p> <p>New: Where a driveway crosses a sidewalk, the driveway shall be raised to match the adjacent sidewalk.</p> <p>Driveway crossing width: Existing</p> <p>Pedestrian Refuge Required: Not applicable for our project. If the crossing is over 38'-0"m pedestrian islands shall be provided.</p> <p>Bulb-Outs: at street corners and where on-street parking exists</p>
2.4 Traffic Calming Elements	
Crosswalks shall have a defined edge according to street code requirements. Borders may be added to designs as needed	Proposed design complies. See A001
In locations where a building is present at the corner, there shall be a specialty paver area of 500 square feet or more in size	Proposed design complies. See A001

Exhibit "D"

In locations with a monument at the corner, there shall be a specialty paver area of 200 square feet or more in size	No monuments proposed
Crosswalks shall offer a route from the intersection to either the building entrance or a point of interest	Proposed design complies. See A001
2.6 Building Frontage	
All buildings in The Cairns shall have frontage on at least one public or private ROW or mew.	Proposed design complies. See A001
<i>Primary Frontage</i>	
The primary frontage shall be the frontage of a building on the smallest numbered streetscape design-type, types 2-4, where two or more frontages exist	Proposed design complies. See A001
The primary frontage shall be the frontage that shall satisfy the ground floor commercial requirements	<p><i>City Comment: Need to make Live/Work Units accessible to allow for conversion.</i></p> <p>Response: Live/Work units are at grade and allow for ADA access.</p> <p>Proposed design complies. See A001</p>
The primary frontage shall include the primary entrance to the building.	Proposed design complies. See A001
At least 70% of either the facade of the building or a community gathering space (see Chapter 9) shall be built within five feet of the minimum setback for the applicable streetscape design-type	Proposed design complies. See A001
<i>Secondary Frontage</i>	
The secondary frontage shall be the frontage of a building on the larger numbered streetscape design-type, where the types are different	Proposed design complies. See A001
At least 70% of the facade of the building or community gathering space (see Chapter 9) shall be built at or closer than the maximum setback for the applicable streetscape design-type	Proposed design complies. See A001

Exhibit "D"

2.7 Commercial Space Provisions	The flex commercial space shall be designed with minimal elements, such as necessary venting, electrical, and plumbing for a standard restaurant user; minimum 10'-0" ceilings; and street entrances for pedestrians.
2.8 Drive Thru and Walk Up Windows	Not Applicable

Chapter 3 – Streetscape Designs

Design Standard	Response
Streetscape Design Type 2	<p><i>City Comments: Type 2 - Show chart compliance found on pg. 28</i></p> <ul style="list-style-type: none"> - <i>Alter site design to meet min. building space, pedestrian landscape, and parking space.</i> - <i>Maintain 8'min clear walkway.</i> - <i>Add pavement interruptions - place bench and receptacles near main bldg. entrances.</i> - <i>Show saw-cut concrete</i> <p>Response: Streetscape Type 2. Per the city comment's bullet points:</p> <ul style="list-style-type: none"> - Design priority shall be pedestrian. Complies - Park strip treatment shall be formal. Complies - Sidewalks shall maintain a minimum 8'-0" clear walkway. Complies - The minimum building setback shall be 10'-0. Complies - The maximum building setback for a primary frontage shall be 15'-0" and for a secondary, 20'-0". Complies - Pavement interruption shall be every 50'-0". Complies - The maximum block length shall be 400'-0" - We are seeking an exception to this requirement. We will be providing a mid-block crosswalk. A public plaza will be provided at the northwest corner of the site. Benches, trash receptacles, bike racks shall be installed. - Drive-thrus shall be prohibited. No drive-thrus are proposed in the building. - On-street parking shall be required. 30 on-street parking spaces will be provided. - There shall be a minimum of 30% ground floor commercial or flex commercial and commercial or flex commercial on all block corners. A large commercial space is provided at the primary corner of the building at the intersection of 10080 and Centennial Parkway. Live/work units are located along the northwest side of the building. - The maximum retail space for any one use shall be 8,000 sq.ft. - For preferred uses, maximum retail space is 12,000 sq.ft.

Chapter 4 – Building Massing

Design Standard	Response
4.1 Where Mountain Meets Urban Architecture	<p><u>Architectural Canyons:</u> The proposed property is very long and skinny, presenting some interesting design challenges. We have broken the proposed design into 3 visual 'massing', separated by 'canyons'. The canyons are primarily glass, which visually sets each 'massing' apart from one another.</p> <p><u>Architectural Cliffs:</u> Vertical circulation towers break the facades, creating granite-like cliffs that span the entire vertical length of the proposed building.</p> <p><u>Architectural Ledges:</u> As part of the horizontal layers specified in the Cairns district, a wrapping rooftop deck on the third level provides both group and private amenity space.</p> <p><u>Architectural Hanging Valleys:</u> The 3rd level rooftop deck on the southern end of the building provides an outdoor area and reduces the mass of the building.</p> <p><u>Architectural Peaks:</u> The vertical circulation, our 'granite' cliff-like massing, extends beyond the upper roof creating several peaks.</p> <p>Proposed design complies. See A301 – A302</p>
4.2 Base, Middle, and Top Treatments	
<p>Each building facade shall have at least one horizontal break. Horizontal breaks shall be offset at least 3 feet from the building face. This requirement may be excused if the building design meets this document's definition for iconic architecture.</p>	<p>Each building façade is broken into 3 horizontal masses and material sets. The base layer (level 1 to 2/3) is wrapped in the strong appearance of brick to create a visual foundation. This layer is broken up by glass which connects the interior and exterior spaces.</p> <p>The middle layer (level 3 to 4/5) steps back, opening the floor plan to ledges and hanging valleys.</p> <p>The top layer (level 4 to the roof) is the visually lightest material, topping the mass like snow capping Lone Peak.</p> <p>Proposed design complies. See A302</p>
<p>All buildings shall have a distinguishable base, middle, and top as defined in this document.</p>	<p>Proposed design complies. See A302</p>

Exhibit "D"

Chapter 5 – Building Architecture

Design Standard	Response
5.1.2 Commercial Use	Commercial proposed on street level at main street corner.
<u>Material Requirements</u>	
Full brick veneer, quarried stone, architectural metals, glass or pre-cast architectural concrete, or other high-quality material as recommended by The Cairns Architectural Review Committee (CARC), shall be used on at least 80% of building bases and 50% of building middles for all building facades visible from public streets	Architectural metal and glass cover 100% of commercial façade. Proposed design complies. See A301 – A302 / 1
Uninterrupted horizontal expanses of 50 feet in length of any opaque material, including opaque glass, shall be prohibited on building frontages visible from public streets	Proposed design complies. See A301 – A302
Fully transparent, clear glass shall be required on the bottom two stories or 20 feet of any building so one can see at least three feet into the building	Proposed design complies. See A301 – A302
Opaque or mirrored glass shall not be allowed on building frontage except as an articulation material	Proposed design complies. See A301 – A302
<u>Entries</u>	
Entries should be required at all block corners	Proposed design complies. See A101
All retail or restaurant entries to a building shall include a material change or different articulation of the same material in and around the entry	Proposed design complies. See A301 – A302
Each entry to a building shall be articulated with at least one of the following:	<i>City Comment: Revise Northside doors</i> Response: Proposed design includes a canopy over the primary entrances. Proposed design complies. See A301 – A302

Exhibit "D"

<p>a. A horizontal shift in the facade of the building (at least two feet in or out) where the door is located.</p> <p>b. A recessed or projecting door</p> <p>c. A canopy, overhang, or arch above the entrance</p> <p>d. Peaked roof or raised parapet structure over the door</p>	
<u>Fenestration</u>	
70% minimum fenestration shall be required for bottom story along building frontages	<p>74% of the commercial frontage on the bottom story is glass.</p> <p>Proposed design complies. See A301 – A302</p>
50% minimum fenestration shall be required for 2nd story along building frontages	Commercial only on street level
Middle and Top sections shall have between 50% and 80% glass window treatments for all facades	Commercial only on street level
<u>Articulations</u>	
Buildings shall include a clearly defined base, middle, and top	Commercial only on street level
At block corners, buildings shall include enhanced articulation that minimally includes a building protrusion or recessed treatment	A canopy over entrances in lieu of protrusion or recess.
Building Base: Horizontal building articulations shall be required at least every 50 feet to break up facades	Proposed design complies. See A301 – A302
Building base: Horizontal articulations shall minimally extend to the full height of the ground floor	Proposed design complies. See A301 – A302
5.1.3 Residential Uses	
<u>Material Requirements</u>	
Full brick veneer, quarried stone, architectural metals, glass or pre-cast architectural concrete, or other high-quality material as recommended by The Cairns	<p>Architectural metal, brick and glass covers the lower two levels.</p> <p>Proposed design complies. See A301 – A302 / 2 & 3</p>

Exhibit "D"

Architectural Review Committee (CARC), shall be used on at least 80% of building bases and 50% of building middles for all building facades visible from public streets	
Uninterrupted horizontal expanses over 25 feet in length of any opaque material shall be prohibited on all primary and secondary frontages	Proposed design complies. See A301 – A302 / 2 & 3
<u>Fenestration Requirements</u>	
Building base: Ground floor units shall include at least 40% window treatments along all building frontages	<p><u>West Façade:</u> including the commercial corner, 40% of the west ground floor façade is glass.</p> <p><u>North Façade:</u> Including the commercial corner, 47% of the north façade is glass.</p> <p><u>South Façade:</u> 35% of the south façade is glass. Most of this elevation is the parking deck.</p> <p><u>East Façade:</u> 32% of the east façade is glass. Most of this elevation is the parking deck.</p> <p>Proposed design complies. See A301 – A302</p>
Middle and top: Middle and top stories shall have between 40% and 80% glass window treatments for <u>all facades</u>	<p><i>City Comment: What about South and East???</i></p> <p>We will need to seek an exception. The middle and top of the building are residential units and each unit has 8'-0" x 9'-0" triple sliding doors and large windows. The amount of glazing fills the design of the building well.</p> <ul style="list-style-type: none"> - East: 37% - North: 34% - South: 34% - West: 40% <p>See A301 / Fenestration Requirements</p>
<u>Entry Requirements</u>	
Ground floor units along street frontages shall include a primary entrance from the street	Proposed design complies. See A301 – A302

Exhibit "D"

Ground floor unit entrances should be located at least three feet above or five feet below the grade of the adjacent sidewalk	<p><i>City Comments: Live/Work Units need accessible entrances. Staff would suggest splitting the floor plate of those units to lower them to street grade to avoid ramps.</i></p> <p>The Live/Work units are now at street grade. The entrances for the town homes vary based on the grade.</p> <p>See A301 – A302</p>
5.2 Site Grade	
Buildings should step with the natural grade of a site	<p>Natural grade does not require stepping.</p> <p>Proposed design complies. See A301 – A302</p>
The foundation of a commercial building shall not extend above four feet from the grade of the adjacent sidewalk	Proposed design complies. See A301 – A302
The foundation of a residential building shall not extend above six feet from the grade of the adjacent sidewalk	Proposed design complies. See A301 – A302
Retaining walls shall not exceed five feet tall measured from the footing - Walls that are stepped shall have a ten-foot separation between retaining walls	Proposed design complies. See A301 – A302
5.3 Roof Treatments	
All roof top mechanical or utility equipment shall be screened	<p><i>City Comment: Not demonstrated. Appears that you'll need to raise parapets.</i></p> <p>Response: Screening has been added around mechanical equipment</p> <p>Proposed design complies. See A301 – A302</p>
Roof treatments shall be designed to architecturally cap the building	<p><i>City Comment: Not seeing much of a cap to the building.</i></p> <p>Response: The proposed roof and parapet design closely matches <i>Figure 522 – Architectural Roof Capping</i> on page 48 of the Cairns Design Standards.</p> <p>See A301 – A302</p>
5.4 Lighting	
Public and private streetlights and parking lot lights shall be configured in a manner that minimizes the	<p><i>City Comment: Need to add some public lights (shown in redlines). Show all lighting (public/private) on photometric plan. Coordinate light pole locations with</i></p>

Exhibit "D"

amount of light pollution or light trespass onto adjacent properties	<p><i>tree placement. Revise secondary accent tree locations to coordinate with the light poles.</i></p> <p>Response: Street lights added</p> <p>Proposed design complies. See E100 & Lighting fixtures cut sheets</p>
Private outdoor spaces shall be lit with lighting that is shielded so it can only project downward	Proposed design complies. See E100 & Lighting fixtures cut sheets

Chapter 6 – Parking Arrangement

Design Standard	Response
6.2 Structured Parking	Streetscape design type 3
Structured parking shall comply with chart 602	<p>Location: Behind the building</p> <p>Structure screening: Proposed design complies.</p> <p>Structure height limited to primary building height: Proposed design complies.</p> <p>70% of the ground floor is commercial: 39% of the north frontage is commercial. 11% of the long west frontage is commercial.</p> <p>10-foot minimum setback for non-commercial treatment along public frontage: Proposed design complies. See A101</p>
Where shown on chart 602, parking structures should only be allowed along secondary frontages	Proposed design complies. See A101
Four-sided screening shall shade vehicles and visually screen structures from adjacent uses and streets	Proposed design complies. See A101
Leasable ground floor commercial or flex-space in parking structures is encouraged	No leasable commercial within parking structure.
Architectural screening shall minimally follow two of the articulation requirements for its associated use as outlined in Chapter 5	<p><i>City Comment: Change in materials should correlate with change of plane. This elevation needs further articulation.</i></p> <p>Response: Screening articulates no less than every 25' and uses a variety of materials.</p> <p>See A301</p>

Exhibit "D"

Architectural screening shall include full brick veneer, quarried stone, architectural metals, glass or pre-cast architectural concrete, or other high-quality material as recommended by The Cairns Architectural Review Committee (CARC)	Proposed design complies. See A301
6.3 Parking Entrances	
Parking ingress and egress for a double-lane entrance shall be a maximum of 24 feet wide	Entrance is 24' Proposed design complies. See A101
Parking ingresses and egresses shall be at least 80 feet from block corners for double lane entrance	Proposed design complies. See A101
The number of entrances should be limited to a single ingress and egress per street frontage, per parking facility	Proposed design complies. See A101

Chapter 7 – Furnishing & Landscaping

Design Standard	Response
7.1 Furnishings	
<u>Tree grates, manhole covers, and sidewalk medallions</u>	<i>City Comment: Place within building space</i> Response: '2.1.3 Pedestrian Realm' does not specify location of tree grates, manhole covers and sidewalk medallions in any of the three spaces. The proposed design offers above and at grade planter boxes in the Landscape Space. See Landscape Plans
Manhole covers shall be Cairns branded and have an additional identifying marker indicating storm water, water, etc.	<i>City Comment: You should have some new ones and replace the existing ones within the scope of the development.</i> Response: noted on Civil drawings
Tree grates shall provide at least 16 square feet of permeable surface.	Proposed design complies. See L111
Tree grates, manhole covers, and sidewalk medallions shall be crafted using high-quality materials or come	<i>City Comment: Provide detail and call-out locations.</i> Response: Added to civil drawings. See L111

Exhibit "D"

from the pre-approved list in Appendix B of this document	
<u>Trash Receptacles</u>	
Privately maintained trash receptacles should be placed in the building zone every 100 to 200 feet	<p><i>City Comment: Add one additional set (see redlines)</i></p> <p>Response: Street frontage has been redesigned. Trash receptacles have been added near every entrance, less than 200' from each other.</p> <p>See L111</p>
Recycling receptacles should be paired with at least 1/2 of all trash receptacles (also to be placed in the building zone and privately maintained)	Proposed design complies. See A001 & L111
Trash receptacles shall be crafted using high-quality materials or come from the pre-approved list in Appendix B of this document	Proposed design complies. See L111
<u>Bike Racks</u>	
Each project shall have one bike rack that can accommodate a minimum of 4 bicycles	<p><i>City Comment: Not shown on plan. Add by commercial areas and lobbies.</i></p> <p>Response: Bike rack included on north end of site, near commercial.</p> <p>Proposed design complies. See A001 & L111</p>
Bike racks should be on the primary frontage of a project in the building zone	<p>Bike rack near commercial on street corner.</p> <p>Proposed design complies. See A001 & L111</p>
Bike racks shall be crafted using high-quality materials or come from the pre-approved list in Appendix B of this document	Proposed design complies. See L111
<u>Benches</u>	
Benches shall be spaced every 200 to 300 feet	Proposed design complies. See A001 & L111
Benches should be placed near transit, public open spaces, and shopping and dining opportunities	Proposed design complies. See A001 & L111
Benches shall be crafted using high-quality materials or come from the	Proposed design complies. See L111

Exhibit "D"

pre-approved list in Appendix B of this document	
<u>Fencing</u>	No fencing proposed on public right of ways.
<u>Bollards</u>	No bollards proposed
7.2 Landscaping	
Shrubs, bushes, and grasses shall cover no less than 40% of all softscape areas	Proposed design complies. See L121
There shall be a minimum of one tree planted for every 400 square feet of landscaping	Proposed design complies. See L121
Plant materials and landscape design shall be designed to reflect the mountain elements and themes outlined in Chapter 1 of this document	Proposed design complies. See L121
Each site shall be designed with a variety of trees, shrubs, bushes, and grasses – no fewer than three species of tree and three species of shrubs, bushes, and grasses	Proposed design complies. See Planting Schedule on L121
All landscaping shall meet LID requirements	<p><i>City Comment: I'm not seeing where you are incorporating LID.</i></p> <p>Response: native and drought tolerant vegetation included in plant schedule</p> <p>See L121</p>
Up to 50% of the landscaping may be transferred to a green wall so long as the wall starts at the ground floor and is in view of the public right-of-way	NA
Up to 60% of the required landscaping may be transferred to a rooftop garden and still meet the intent of these requirements	NA
Plants shall come from the approved plant list in Appendix C of this document	Proposed design complies. See Planting Schedule on L121

Exhibit "D"

Chapter 9 – Community Spaces

Design Standard	Response
9.1 Open Space	
All residential units in The Cairns shall be within ¼ mile (1320 feet) walking distance to a publicly accessible open space from the front or primary entrance of a unit	Proposed design complies. See A001 / 4
All uses in The Cairns shall be within ½ mile (2640 feet) walking distance from a publicly accessible open space of any type	Proposed design complies. See A001 / 4

Chapter 11 – Utility & Loading Arrangement

Design Standard	Response
11.1 Loading and Utility Area	
<u>Loading Area</u>	
Loading areas shall be screened from view of the public realm with a minimum six-foot decorative stone or masonry wall and vegetation	Loading area on street. See A001 / 1 – north end
Loading areas should not be closer than 25 feet to the public realm	Loading area on street. See A001 / 1 – north end
<u>Trash and Waste Dumpsters</u>	
Trash and waste dumpsters shall be placed on a concrete pad that is enclosed on three sides with a minimum six-foot tall masonry wall	Dumpster located within parking structure, in middle of building. See A101 / 1
Trash and waste dumpsters shall be screened from view of the public realm	Proposed design complies. See A101 / 1
Outdoor grease traps shall be located behind buildings	<i>City Comment: Not shown on plans.</i> Response: grease trap on site plan and level 1 floor plan See A101 / 1 – northeast corner
11.2 Mechanical and Utility Equipment	
<u>Mechanical and utility boxes</u>	

Exhibit "D"

Mechanical and utility boxes shall be screened from view in a decorative manner from the public realm	<p><i>City Comment: HVAC should be on the roof, but what about gas, electric, cable, etc. Re HVAC units, need to show the outline of those units on the bldg elev. to show they are fully screened from the side view below the parapet wall.</i></p> <p>Response: See Civil plans</p>
Utility boxes shall not be located inside a dedicated ROW except when buried	<p><i>City Comments: Show all on the Utility plan (wet and dry utilities) and all utility meters and boxes.</i></p> <p>Response: See Civil plans</p>
Mechanical boxes shall be located on rooftops, inside a building, or behind a building where they are not visible from the public realm	<p><i>City Comment: Not seeing this noted on plans.</i></p> <p>Response: Not added</p>
Commercial mechanical units that generate noise shall not be allowed within 200 feet of any residential use unless noise can be dampened sufficient to limit noise area to a 50-foot radius from the mechanical unit	Noted
<u>Wall mounted equipment</u>	
Wall mounted equipment shall not be located on any primary or secondary building frontage	<p><i>City Comment: Where are these located?</i></p> <p>Response: Wall mounted equipment will be mounted on the rear southeastern façade.</p>
Wall mounted equipment shall be screened from view of the public realm in a decorative manner	Proposed design complies
<u>Roof mounted equipment</u>	
Roof mounted equipment shall be screened to eliminate the view of the equipment from any ground location within 350 feet	Proposed design complies. See A001 / 1
Any roof mounted equipment five feet or taller shall be screened using walls of a matching height constructed to match the finish materials of the building	<p><i>City Comment: Where are these located?</i></p> <p>Response: Screens are proposed, and noted on the plans.</p>