

# HISTORIC LANDMARK COMMISSION STAFF REPORT

McBride Twin Home  
HLC Case 470-08-12

located at approximately 74-78 East 300 North  
May 7, 2008



Planning and Zoning Division  
Department of Community  
and Economic Development

**Applicant:**

Glen Z. McBride

**Staff:**

Cheri Coffey, AICP;  
535-6188 or  
cheri.coffey@slcgov.com

**Tax ID:**

09-31-310-004

**Current Zone:** R-2

**Master Plan**

**Designation:**

Low Density Residential  
(5-15 du / acre)

**Council District:**

3- Council member  
Jergensen

**Acreage:**

9,148 sq feet (0.21 acres)

**Current Use:**

Duplex

**Applicable Land Use  
Regulations:**

- 21A.24.110; R-2 Zoning;
- 21A.34.020; Pres Overlay
- Design Guidelines for Residential Historic Districts in SLC.

**Attachments:**

- A. Site Plan & Elevations
- B. Photographs
- C. Dept. Comments
- D. Historic Site Form
- E. Product Information

**REQUEST**

Glen Z. McBride, property owner, is requesting the Historic Landmark Commission approve the request relating to the existing duplex at 74-78 East 300 North, in order to remodel the structure and convert it to a twin home. The specific request includes the following:

1. Demolish the existing non-contributing garage in the rear of the property;
2. Construct a new addition on the rear of the structure which includes attached basement garages for each of the two units;
  - The proposed addition is taller than the 28 foot maximum height regulation that the underlying zoning district allows by approximately one foot. Therefore, the applicant is requesting the Commission approve a modification to the height regulation as shown on the attached plans.
  - The proposed addition is taller than the maximum wall height allowed for this property. Due to the non-complying side yard setbacks, a maximum fifteen foot (15') wall height is allowed on the west side of the addition and a maximum seventeen foot (17') wall height is allowed on the east side of the addition. Due to topography, the wall height on the west elevation is approximately eighteen feet (18'). Therefore, the applicant is asking the Commission approve a modification to the wall height to allow a wall height of approximately eighteen feet on the west side of the addition as shown on the attached plans.

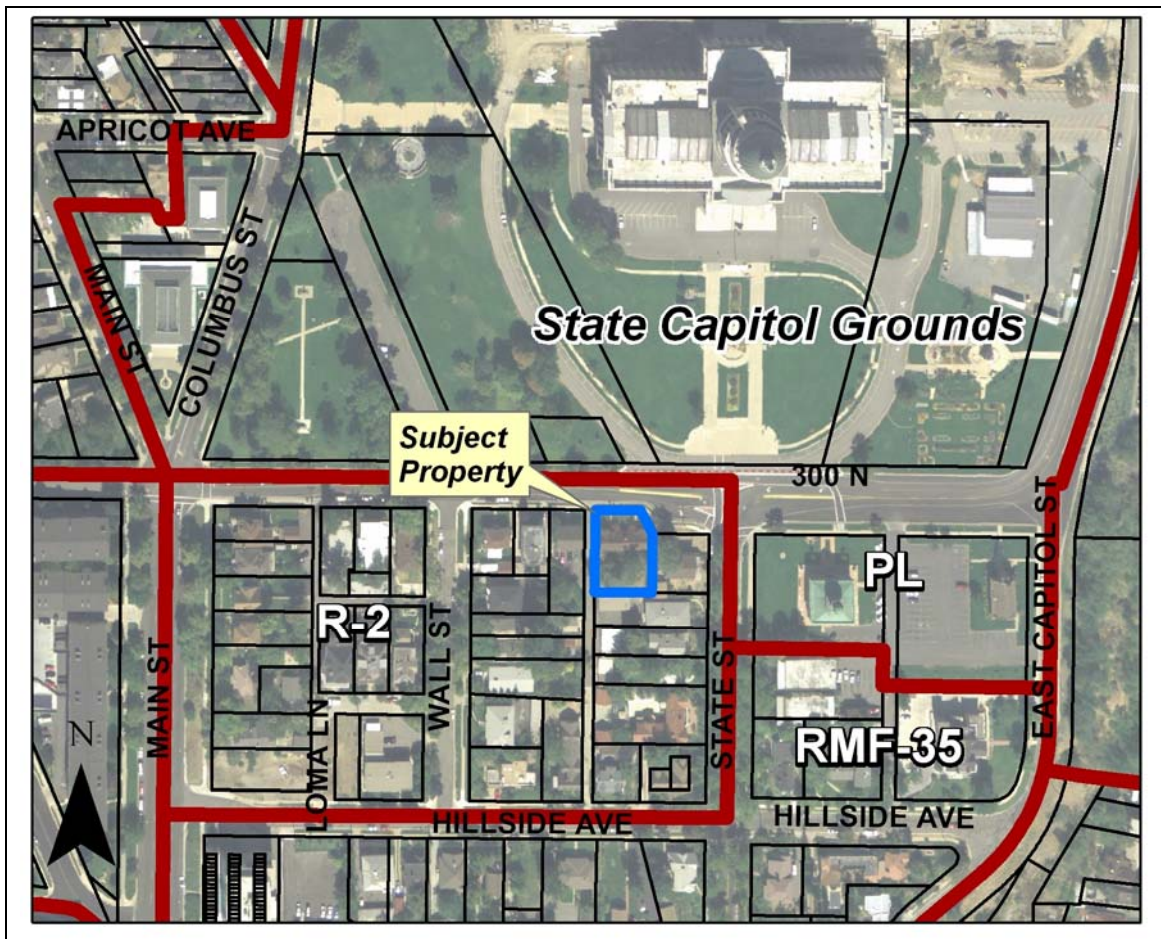
**PUBLIC NOTICE**

A notice was mailed to all property owners within 85 feet of the subject property on April 22, 2008 meeting the minimum 14 day notification requirement of the Ordinance. Community Council Chairs, Business Groups and others interested parties were also notified through the Planning Division's listserv. The agenda was also posted on the Planning Division's Website.

**STAFF RECOMMENDATION:**

Based on the findings of fact listed in the staff report, staff recommends the Historic Landmark Commission approve the project as presented with the following specifications:

1. The Commission approves a modification to the maximum height regulation to allow the rear addition to be approximately twenty-nine feet as shown on the attached plans;
2. The Commission approves a modification to the maximum wall height to allow the west wall of the proposed addition to be approximately eighteen feet (18'), as shown on the attached plans;
3. Approval of the final details of the design are delegated to Planning Staff based upon direction given during the meeting from the Historic Landmark Commission ; and
4. The project must meet all applicable City requirements, unless otherwise modified within the authority of the Historic Landmark Commission, Administrative Hearing Officer, or Board of Adjustment.



**BACKGROUND / PROPOSAL**

The structure was constructed in 1935 as a duplex and is a contributing structure in the Capitol Hill Historic District. The building is a one story English Tudor Revival style with symmetrically arranged units. The roof is gabled with a gable bay at each end. The structure is made with striated brick, has half timbered trim on the gable entrance area and Diamond Pattern Casement windows which are a character defining feature typical of this style of architecture.

The total project includes four parts:

1. Alterations to the existing basement windows including creating three new window openings for egress on the front and sides of the existing structure and replacement of the existing windows with new windows. (Staff administratively approved this part of the project on April 7, 2008 finding that the project meets the design guidelines including the fact that the basement windows are not readily visible from the street.)
2. Demolish a non-contributing detached garage on the rear of the property. Although staff was unable to find a building permit record of this garage, it appears to have been built in the past 30 years. The applicant is proposing to demolish this structure to make room for the addition and the necessary circulation needed for access.
3. Construct a rear addition including attached basement garages. The rear addition will be an in-line rear addition. Access to the addition will be through the doorways on the existing structure. The windows on the rear of the existing structure will be retained in place and covered.

The addition will have details similar to the existing structure, with similar roof pitches, on both the main roof and over the gable ends. The roof line of the addition will be placed approximately one foot (1') below the ridge of the existing structure. The exterior material of the addition will be stucco with Hardi Plank trim to provide the half-timber details and to provide a band between the addition and the foundation. The roofing material will be asphalt shingles. The windows on the addition will include Ultrex simulated divided light double hung windows and casement windows as shown on the attached drawings. The doors on the addition will be Therma Tru Fiberglass entry doors.

The applicant is proposing an eighteen foot (18') wide garage door in a design that diminishes the large width visually. The width of the garage doors is required to meet the Transportation Division's requirement for maneuvering into the garage from the alley. The door will be set in eight inches (8") from the plane of the garage. The eastern unit's garage door will be sixteen feet (16') wide.

The applicant is proposing to install retaining walls along both garages of approximately six feet (6'). The applicant has stated that he would like to construct the walls out of either concrete or stone.

The in-line addition and the grade change over two feet require approval as a Routine and Uncontested Special Exception.

4. Subdivision process to convert the structure from a duplex to a twin-home. The applicant has submitted a separate application for a subdivision to convert the duplex into a twin-home. An administrative hearing has been scheduled to hear the subdivision request.

Although the applicant has not requested approval to modify the existing windows on the main floor of the original structure, staff has talked with the applicant about the appropriateness of repairing the windows rather than replacing them. A separate Certificate of Appropriateness will be required for any modification to the existing original windows on the main floor.

## **PUBLIC COMMENTS**

As of April 29, 2008, no public comments had been submitted to the Planning Division regarding this case.

## **ANALYSIS AND FINDINGS**

### **OPTIONS TO ORIGINAL PROPOSAL**

In staff's review of the original proposal, staff raised issues relating to the following which were not in keeping with strict adherence to the adopted regulations or guidelines:

- 1. Could the garages be detached and located at the rear of the property?***

Based on the size of the principal structure, each garage would be limited to 480 square feet. The proposed development would not exceed the maximum building coverage of the lot were the applicant to build detached garages and still build the addition to the existing structure. However, building new detached garages in the rear of the property would result in the elimination of mature vegetation, would require the hard surfacing of most if not all of the rear yard, and would be difficult to provide access to the garage serving the eastern twin home. The garages as proposed will be on the rear of the structure and will not be readily visible from the street.

**2. *Could the existing rear windows be reused on the south elevation of the new addition?***

The applicant is not proposing to remove the existing windows. Instead he is proposing to leave the windows intact and cover them over in the construction of the new addition. Therefore, new windows will be used on the addition.

**3. *Could the height of the rear line of the addition be lowered to keep it in line with the maximum height limit and the maximum wall height regulation?***

The topography of the lot and the proposed basement garages are the main reason for the height of the addition exceeding the underlying zoning district height of twenty-eight feet. However, the average height, based on the front elevation, for the block face is approximately thirty-feet (30'). The layout of the proposed addition allows for the floor to be at the same level as the existing floor. In addition, the height is necessary to accommodate the attached basement garages. The overall roof line of the addition will be below the ridge line of the existing structure and the addition will not be readily visible from the street. The height of the rear addition is proposed to be twenty-nine feet (29') rather than the maximum twenty-eight feet (28').

The wall height exceeds the maximum allowed on the west elevation by three feet (3'). This is due to the sloping topography of the lot. There is a sixteen foot wide alley between this structure and the eastern property line of the property to the west. This sixteen feet added to the interior side yard setback of over five feet, equates to approximately a twenty-one foot distance between this wall and the property to the west.

**TRANSPORTATION DIVISION REVIEW**

The Transportation Division reviewed the request and has not identified any circulation issues with the project. The Transportation Division has required that the width of the garage door on the western unit be eighteen feet (18') wide to accommodate the maneuvering required to access the garage from the alley. The applicant will be required to provide a cross easement to address the vehicular access to Lot 2 from the alley and drainage issues prior to the subdivision approval and the permit being issued.

**ZONING DISTRICT CONSIDERATIONS**

The Permits Office reviewed the request and made the following comments:

- The height of the addition exceeds the maximum height of 28 feet by approximately one foot.
- The addition is in-line with the existing structure which includes non-complying side yards for both the east and west yards. This must be resolved through either the Routine and Uncontested matter process (if signatures can be obtained from abutting property owners), or the Special Exception process (if signatures cannot be obtained from abutting property owners).
- Grade Changes to driveway require approvals from Transportation. (As noted above, the Transportation Division did not raise this as an issue.)
- Grading details for required yard areas are needed, showing existing and proposed grades. This may require a Special Exception for grade changes in excess of 2 feet which may be resolved through either the Routine and Uncontested matter process (if signatures can be obtained from abutting property owners), or the Special Exception process ( if signatures cannot be obtained from abutting property owners).
- West unit driveway may not meet minimum 20 foot setback as required. Need dimensions to far side of alley to verify. (The alley is approximately sixteen feet wide added to the more than five foot side yard setback equaling a little more than twenty-one feet.)

- Proposal meets the required lot width and lot area. The proposed structure, including the addition, does not exceed the allowable 45% building coverage.

**Analysis of Lot and Bulk Regulations of the R-2 Zoning District.**

Type of Regulation	Requirement	Proposed	Whether meets Requirement
Minimum Lot Area	4,000	4,575 square feet 4,610 square feet	Yes
Minimum Lot Width	25 feet	24.51* feet 39.57 feet	Yes
Maximum Building Height	28 feet Average is 30.4 feet.	Addition will be 29 feet at highest point.	Request HLC to modify maximum height allowance.
Maximum Exterior Wall height (interior side yards)	Due to non-complying setback issues: 15 feet on west side 17 feet on east side.	18 feet on west side 12 feet on east side	Request HLC to modify maximum wall height allowance for the west wall.
Front Yard setback	Average Setback	No Change	Yes
Interior Side Yard setback	10 feet	West 5.52 feet East 7.96	No. Applicant has requested a Routine and Uncontested Special Exception to allow this encroachment.
Rear Yard Setback	25% of lot depth not to exceed 25 feet	43 feet each unit	Yes
Maximum Building Coverage	45% 2,057 sq. ft. west unit 2,075 sq. ft. east unit	1,424 sq. ft west unit 1,424 sq. ft east unit	Yes
Maximum lot size	6,000.	4,572 sq. ft west unit 4,610 sq. ft. east unit	Yes
Off-Street Parking Dimensions	22'7" inches between garage door and west line of alley.	Approximately 21 feet	Transportation Division has approved dimension, with stipulation that garage door width facing alley be 18 feet.
* Existing non-complying condition created when UDOT took portion of the property for a continuous right turn lane from 300 North to State Street.			

**Finding:** The project meets the zoning ordinance requirements for lot area, lot width, front yard setback, rear yard setback, building coverage, lot size and off-street parking dimension requirements. The applicant has requested approval for encroachment in the side-yard setback as an in-line addition and for the modification of the grade more than two feet through the Routine and Uncontested Matter process. The applicant is requesting the Historic Landmark Commission approve the modification to the ordinance standards for maximum height and maximum wall height on the west side of the proposed addition.

## OVERLAY DISTRICT AND DESIGN GUIDELINE CONSIDERATIONS

Zoning Ordinance section 21A.34.020 (G) lists the standards for alterations of a contributing structure in a local historic district. Specific adopted design guidelines, listed in the document *Design Guidelines for Residential Historic Districts in Salt Lake City (1999)* are also applicable. The Historic Landmark Commission is charged with determining if the project substantially complies the following standards and cited design guidelines and is in the best interest of the city:

- 1. A property shall be used for its historic purpose or be used for a purpose that requires minimal change to the defining characteristics of the building and its site and environment;**

**Analysis:** The original use of the property was a duplex or double house. The proposed use is a twin-home which is generally the same use as the duplex, it just has a different subdivision and ownership pattern (property line is drawn between the two units in the structure and each unit is independently owned.).

**Finding:** The proposed reuse of the property as a twin-home is generally the same as the original use of the structure. The proposal complies with this standard.

- 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided;**

**Analysis:** Although staff has not been able to find a building permit record for the garage, it appears to have been built within the last 50 years and is therefore, considered a non-contributing structure.

The existing structure will be preserved. The new addition will be placed on the rear of the property, preserving the historic character of the structure from the primary elevation.

**Finding:** The existing garage is non-contributing and the demolition of it will not eliminate an historic structure. The alterations to the rear of the property will not remove architectural details that add to the historic character of the structure. The proposed alterations are in a location that does not characterize the property. The proposal complies with this standard.

- 3. All sites, structures and objects shall be recognized as products of their own time. Alterations that have no historical basis and which seek to create a false sense of history or architecture are not allowed;**

### Design Guidelines

**8.4 Design a new addition to be recognized as a product of its own time.** An addition shall be made distinguishable from the historic building, while also remaining visually compatible with these earlier features. A change in setbacks of the addition from the historic building, a subtle change in material or a differentiation between historic and more current styles are all techniques that may be considered to help define a change from old to new construction.

Creating a jog in the foundation between the original building and the addition also may establish a more sound structural design to resist earthquake damage, while helping to define it as a later addition.

**Analysis:** The proposed addition will be differentiated from the existing contributing structure while being compatible. The addition is in keeping with the design character of the historic structure by

including traditional English Tudor details such as a similar pitch in roof for the addition and gable features, half-timbering and casement windows. The addition will be differentiated from the existing structure mainly by the materials used (stucco rather than brick.)

**Finding:** The new structure is designed to be recognized as a product of its own time. Design and details will ensure that the structure is visually compatible with the historic structure but the principal material will be changed to differentiate the historic structure from the new addition. The proposal complies with this standard.

**4. Alterations or additions that have acquired historic significance in their own right shall be retained and preserved;**

**Analysis:** Staff was unable to find a building permit record of the existing garage but it appears to have been built less than 50 years ago and is not a contributing structure. There are no other additions on the existing structure that will be removed.

**Finding:** The proposed alterations will not remove any alteration or addition that has acquired historical significance. The proposal complies with this standard.

**5. Distinctive features finishes and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved;**

**Design Guidelines**

**8.1 Design an addition to a historic structure such that it will not destroy or obscure historically important architectural features.**

**8.3 Place an addition at the rear of a building or set it back from the front to minimize the visual impact on the historic structure and to allow the original proportions and character to remain prominent.** (Locating an addition at the front of a structure is inappropriate)

**Analysis:** The main character defining features of this structure are on the front (north) elevation and they will be retained. This proposal does not involve alterations to distinctive portions of the building that characterize the property. The applicant is proposing to repair the existing, character defining windows on the main floor of the primary elevation but that project is not part of this proposal.

**Finding:** All distinctive features, finishes and construction techniques or examples of craftsmanship that characterize the property will be preserved during the construction process. The design of the rear addition will not remove or alter the character defining features of the front elevation of the structure.

**6. Deteriorated architectural features shall be repaired rather than replaced wherever feasible. In the event replacement is necessary, the new material should match the material being replaced in composition, design, texture and other visual qualities. Repair or replacement of missing architectural features should be based on accurate duplications of features, substantiated by historic, physical or pictorial evidence rather than on conjectural designs or the availability of different architectural elements from other structures or objects;**

**Analysis:** The applicant is proposing to repair the existing windows on the north (front) elevation rather than replace them, but that project is not part of this proposal. Alterations to the existing structure are primarily on the interior of the structure.

**Finding:** This proposal includes few changes to the existing structure. The main focus is the rear addition. The proposal complies with this standard.

7. **Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible;**

**Analysis:** Approval for surface cleaning of the existing structure has not been requested.

**Finding:** This proposal does not include chemical or physical treatments of historic materials. This standard is not applicable.

8. **Contemporary design for alterations and additions to existing properties shall not be discouraged when such alterations and additions do not destroy significant cultural, historical, architectural or archaeological material, and such design is compatible with the size, scale, color, material and character of the property, neighborhood or environment;**

## Design Guidelines

**8.10 Use windows in the addition that are similar in character to those of the historic building or structure.** If the historic windows are wood, double-hung, for example, new windows should appear to be similar to them. Depending on the detailing, clad wood or synthetic materials may be considered.

**8.14 Keep a new addition physically and visually subordinate to the historic building.** The addition shall be set back significantly from primary facades. A minimum setback of 10 feet is recommended. The addition should be consistent with the scale and character of the historic building or structure. Large additions should be separated from the historic building by using a smaller connecting element to link the two.

**9.2 Construct accessory buildings that are compatible with the primary structure.** In general, garages should be unobtrusive and not compete visually with the house. While the roofline does not have to match the house, it is best if it does not vary significantly. Allowable materials include horizontal siding, brick and in some cases stucco. Vinyl and aluminum siding are not allowed for the walls but are acceptable for the soffits. In the case of a two-car garage, two single doors are preferable and present a less blank look to the street; however, double doors are allowed.

**Analysis:** The proposal includes an addition that has details, including those of the windows and doors that are similar in character to the historic structure but made from a modern material. Casement windows, double hung windows and fixed windows will be used, which are similar in design with those on the historic structure. Furthermore, the addition will not be readily visible from the street. The addition will be below the ridge line of the existing structure and will be consistent in design and scale of the existing structure. The attached garages will not compete visually with the house and will not be readily visible from the street. The material proposed for the garages is consistent with materials allowed for additions.

**Finding:** The proposed addition does not destroy significant cultural, historical, architectural or archaeological material and the design is compatible with the size, scale, color, material and character of the property and neighborhood. Although the addition exceeds the maximum height allowance and the maximum wall height requirement, the additional height is necessary due to topography and to ensure that the proposed addition is compatible architecturally to the existing structure and in general to the district. The proposal complies with this standard. Staff Recommends that the Historic Landmark Commission allow the addition to exceed the maximum height and wall height as presented.



- 9. Additions or alterations to structures and objects shall be done in such a manner that if such additions or alterations were to be removed in the future, the essential form and integrity of the structure would be unimpaired. The new work shall be differentiated from the old and shall be compatible in massing, size, scale and architectural features to protect the historic integrity of the property and its environment;**

## **Design Guidelines**

- 8.1 Design an addition to a historic structure such that it will not destroy or obscure historically important architectural features.** Appropriate: Set back an addition from historically important primary facades in order to allow the original proportions and character to remain prominent, or set the addition apart from the historic building and connect it with a "link."
- 8.2 Design an addition to be compatible in size and scale with the main building.** Setback an addition from historically important primary facades in order to allow the original proportions and character to remain prominent. Keep the addition visually subordinate to the historic building. If it is necessary to design an addition that is taller than the historic building, set it back substantially from significant facades and use a "connector" to link it.
- 8.5 Design a new addition to preserve the established massing and orientation of the historic building.** For example, if the building historically had a horizontal emphasis, this orientation shall be continued in the addition.
- 8.6 Do not construct a new addition or alteration that will hinder one's ability to interpret the historic character of the building or structure.** A new addition that creates an appearance inconsistent with the historic character of the building is inappropriate. An alteration that seeks to imply an earlier period than that of the building is inappropriate. In addition, an alteration that seeks to imply an inaccurate variation on the historic style is inappropriate. An alteration that covers historically significant features is inappropriate as well.
- 8.7 When planning an addition to a building, preserve historic alignments that may exist on the street.** Some roof lines and porch eaves on historic buildings in the area may align at approximately the same height. An addition shall not be placed in a location where these relationships would be altered or obscured.
- 8.8 Use exterior materials that are similar to the historic materials of the primary building on a new addition.** Painted wood clapboard and brick are typical of many traditional additions. (See also the discussion of specific building types and styles)
- 8.9 Minimize negative technical effects to original features when designing an addition.** Avoid construction methods, for example, that would cause vibration that may damage historic foundations. New alterations also should be designed in such a way that they can be removed without destroying original materials or features.
- 8.15 Roof forms shall be similar to those of the historic building.** Typically, gable, hip and shed roofs are appropriate. Flat roofs are generally inappropriate.
- 8.16 On primary facades of an addition, use a solid-to-void ratio that is similar to that of the historic building.** The solid-to-void ratio is the relative percentage of wall to windows and doors seen on a façade.

**Analysis:** The proposed addition will be constructed in a way as to minimize the amount of the rear (south) exterior wall that will be demolished. The applicant is proposing to have an interior doorway as access from the existing to the new interior space. In addition, he is proposing to retain the existing windows on the south wall of the original structure but covering the openings with wall board as part of the addition construction. The stucco exterior wall surface will help differentiate the old from the new while the massing, size, scale and architectural features will be incorporated into the addition to protect the historic integrity of the property.

**Finding:** Although unlikely to occur, if the addition, with the attached garage, were to be removed in the future, the essential form and integrity of the structure would be unimpaired. The proposed alterations are differentiated from the old and are compatible in terms of massing, size, scale and architectural features and protect the historic integrity of the structure.

**10. Certain building materials are prohibited including the following:**

- a. Vinyl or aluminum cladding when applied directly to an original or historic material, and**
- b. Any other imitation siding material designed to look like wood siding but fabricated from an imitation material or materials;**

**Analysis:** The proposal does not include the use of prohibited building materials. The proposed building materials include stucco and Hardi-plank siding and trim, all of which have been approved as appropriate building materials in the Capitol Hill Historic district.

**Finding:** The proposal does not use any prohibited materials. The proposal complies with this standard.

**11. Any new sign and any change in the appearance of any existing sign located on a landmark site or within the H historic preservation overlay district, which is visible from any public way or open space shall be consistent with the historic character of the landmark site or H historic preservation overlay district and shall comply with the standards outlined in part IV, chapter 21A.46 of this title;**

**Analysis:** This is a residential use. Signage has not been proposed.

**Finding:** Signage is not requested with this application. This standard is not applicable.

**12. Additional design standards adopted by the Historic Landmark Commission and City Council.**

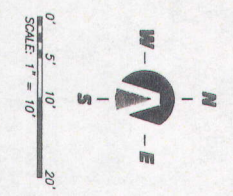
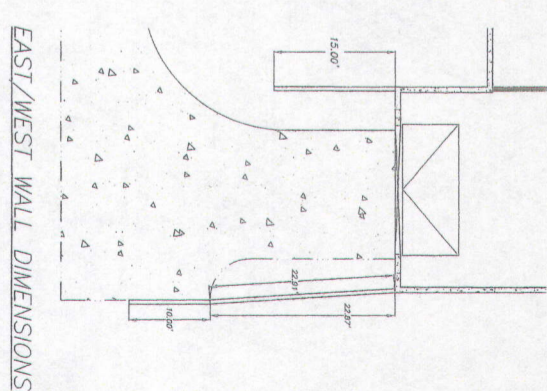
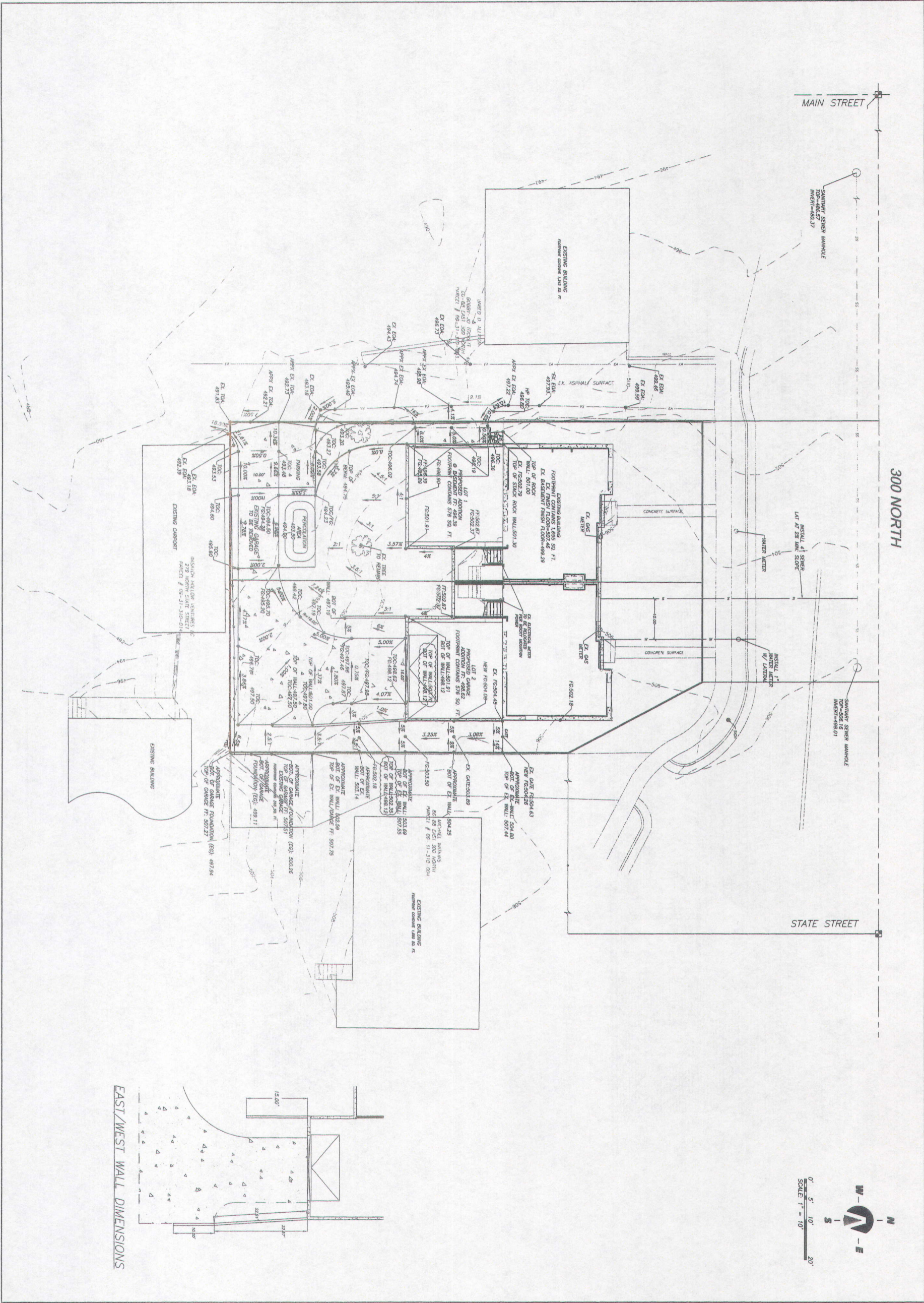
**Design Guidelines**

**9.3 Do not attach garages and carports to the primary structure.** Traditionally, garages were sited as a separate structure at the rear of the lot; this pattern should be maintained. The allowance of attached accessory structures is reviewed on a case-by-case basis.

**Analysis:** The applicant is proposing to include attached basement garages to the rear addition. The new garages will meet the off-street parking requirement for the new twin-home use. Building new detached garages in the rear of the property would result in the elimination of mature vegetation, would require the hard surfacing of most if not all of the rear yard, and would be difficult to provide access to the garage serving the eastern twin home. The garages as proposed will be on the rear of the structure and will not be readily visible from the street.

**Finding:** The proposed rear attached basement garages are appropriate in this instance because they provide for the required off street parking, will allow the retention of existing landscaping, allow for better access and circulation on the site and are not readily visible from the street.

**Attachment A**  
**Site Plan & Elevation Drawings**



**PRELIMINARY SUBDIVISION PLAT**  
 74-78 EAST 300 NORTH, SALT LAKE CITY  
 PREPARED FOR:  
 GLEN MCBRIDE  
 2417 NORTH VINE STREET #101  
 SALT LAKE CITY, UT.  
 LOCATION: BLOCK 1, PLAT E, SALT LAKE CITY SURVEY

1574 WEST 1700 SOUTH, 3D  
 SALT LAKE CITY, UT 84104  
 Phone: (801) 972-2834  
 Fax: (801) 972-2898

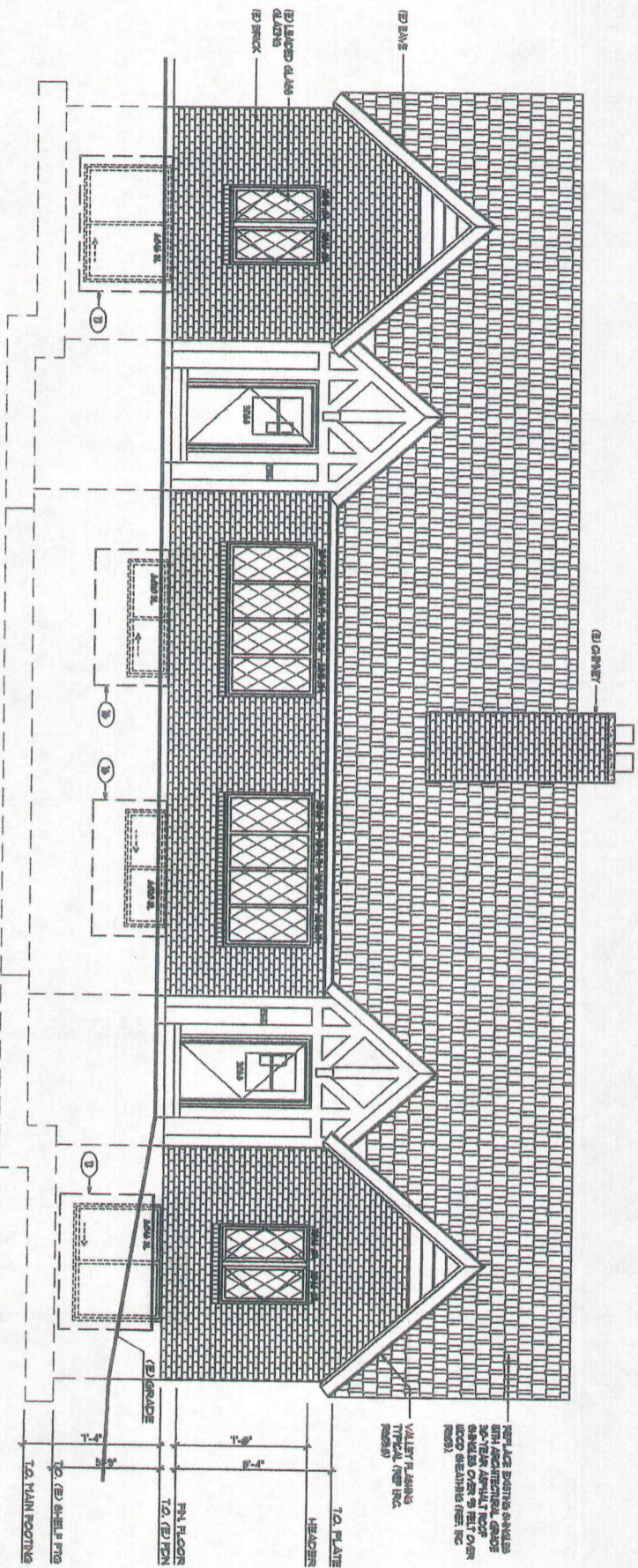


**Northern**  
**ENGINEERING INC**  
 ENGINEERING-LAND PLANNING  
 CONSTRUCTION MANAGEMENT

JOB NO.:	08185-08
DATE:	2/15/08
SCALE:	1" = 10'
DESIGNED BY:	MDH
DRAWN BY:	MDH
CHECKED BY:	ROS

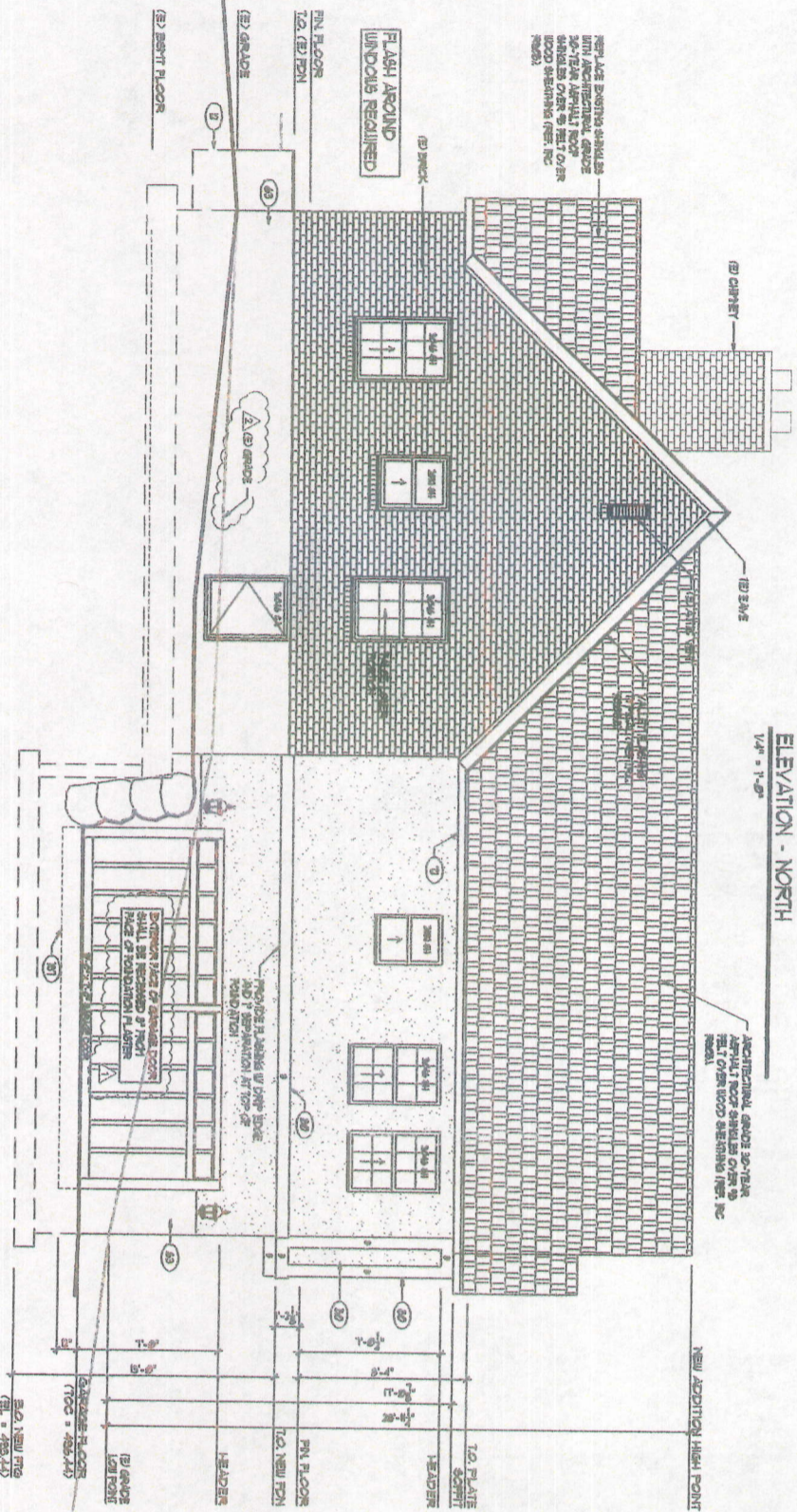
REV	DATE	DESCRIPTION

- (B) GALVANIZED METAL EGRESS WINDOW WELL WITH 36" X 36" MIN. OPENING, FILL BOTTOM TO WITHIN 6" OF OPENING AND FILL WITH 1/2" SAND. PROVIDE LADDER IF GREATER THAN 44" DEEP.
- (C) GALVANIZED METAL WINDOW WELL
- (D) LAMINATED STUCCO SYSTEM OVER (C) OVER GRADE TO FELL (2500 # 3800)
- (E) VENTED ALUMINUM SOFFIT
- (F) HAND TRAIL, SIZE AS NOTED



ELEVATION - NORTH  
1/4" = 1'-0"

INDICATES NEW OR  
REPLACEMENT WINDOWS



ELEVATION - WEST  
1/4" = 1'-0"

**MCBRIDE RESIDENCE REMODEL & ADDITION**

74 East 300 North  
Salt Lake City, Utah 84103

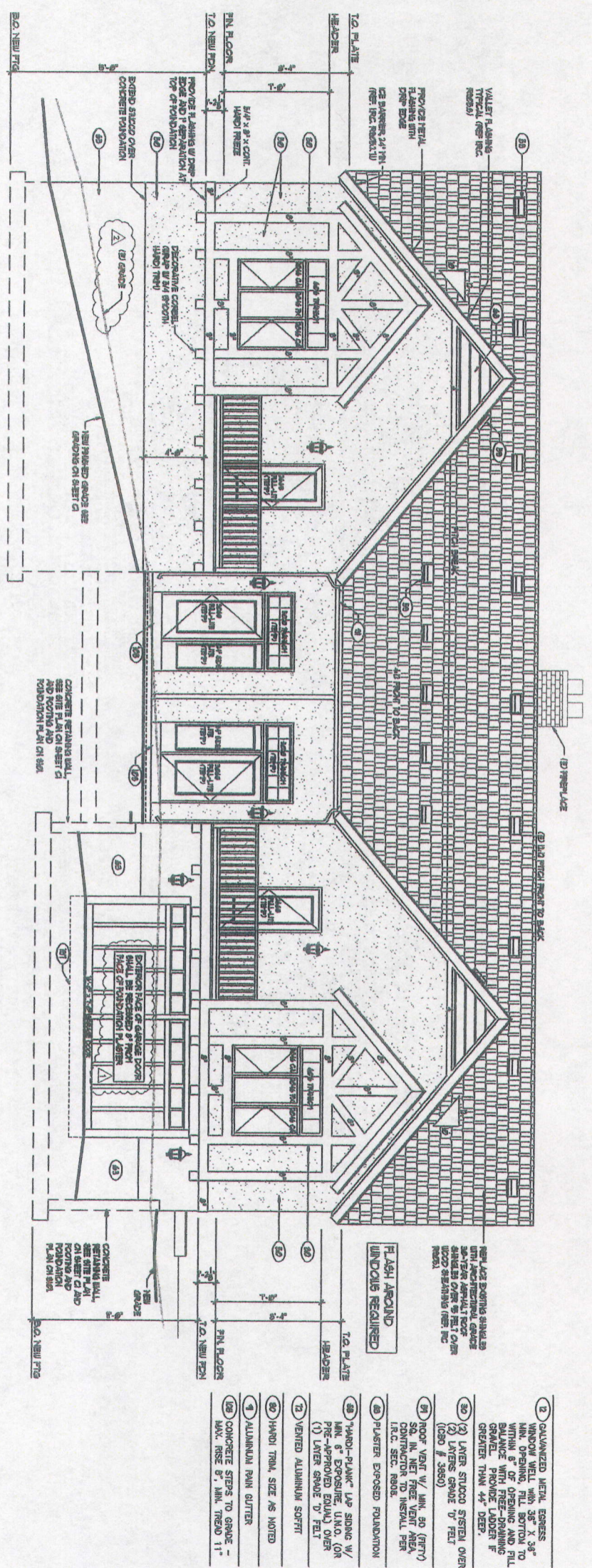
**DESIGN BUILD**

Owner:  
Glen McBride

**REVISIONS**

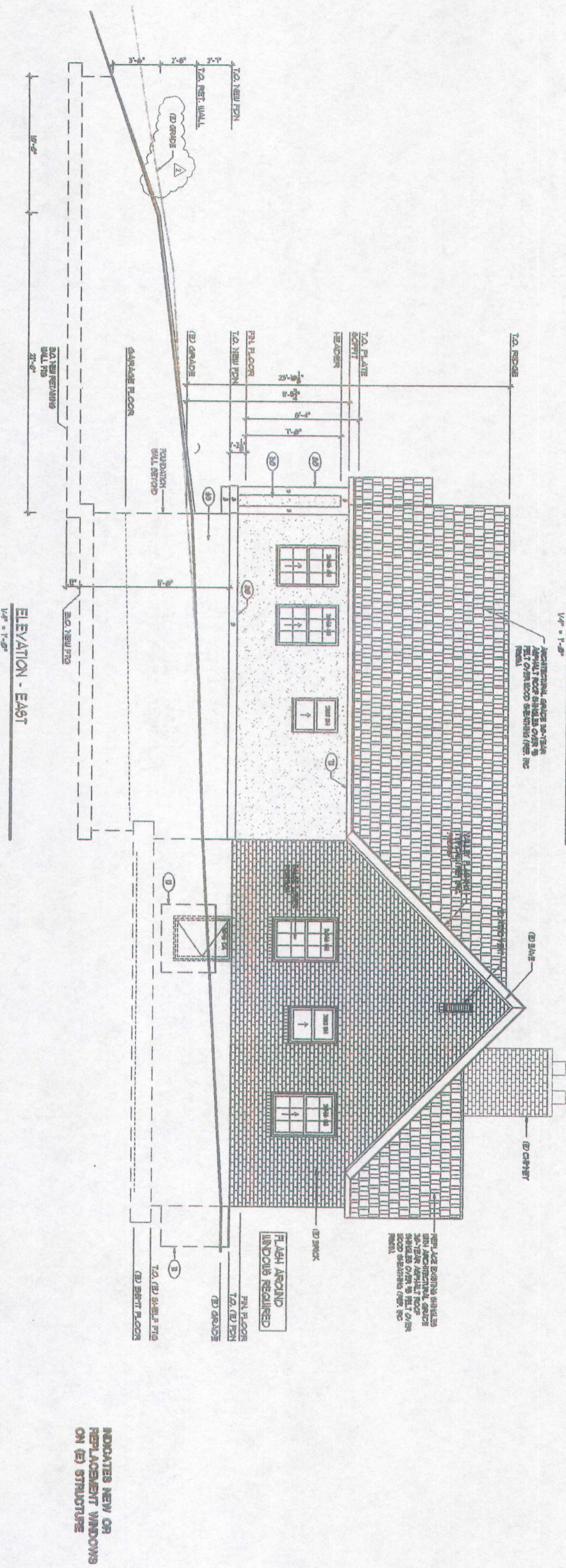
NO.	DATE	DESCRIPTION
1	3/13/2008	ISSUE FOR PERMITS
2		
3		
4		
5		
6		
7		
8		
9		
10		

PROJECT NO.	DATE	SCALE
JL.T	3/13/2008	A3.1



- ① GALVANIZED METAL EGRESS WINDOW WITH 3/8" X 3/8" WITHIN 6" OF OPENING AND FULL BALANCE WITH FREE-DRAINING GRANULE PROVIDE LADDER IF GREATER THAN 44" DEEP.
- ② 2 LAYERS STUCCO SYSTEM OVER (CSD # 3860)
- ③ ROOF VENT W/ MIN. 60 (FRTY) SQ. IN. NET FREE VENT AREA. L.R.C. SEC. 704D.
- ④ PLASTER EXPOSED FOUNDATION
- ⑤ "HAND-PLANK" LAP SIDING W/ MIN. 6" EXPOSURE, U.N.O. (OR PRE-APPROVED EQUIV.) OVER (1) LAYER GRADE "D" FELT
- ⑥ VENTED ALUMINUM SOFFIT
- ⑦ HAND TRIM, SIZE AS NOTED
- ⑧ ALUMINUM RAIN GUTTER
- ⑨ CONCRETE STEPS TO GRADE - MAX. RISE 6", MIN. TREAD 11"

ELEVATION - SOUTH  
1/8" = 1'-0"



INDICATES NEW OR REPLACEMENT WINDOWS ON (E) STRUCTURE

REVISIONS	
Δ 1-1-09	ISSUE FOR PERMITS
Δ 4/10-09	ISSUE FOR PERMITS
Δ 4/14-09	ISSUE FOR PERMITS

**MCBRIDE RESIDENCE REMODEL & ADDITION**  
 74 East 300 North  
 Salt Lake City, Utah 84103  
**DESIGN BUILD**  
 Owner:  
 Glen McBride

**RIDGESTONE DESIGN**  
 PO Box 530231  
 Salt Lake City, UT 84153  
 801-552-3535  
 E: ridgestone@ridgestone.com

DATE: 3/18/2008  
 DRAWN BY: JL-T  
 SCALE: AS SHOWN  
**A3.2**

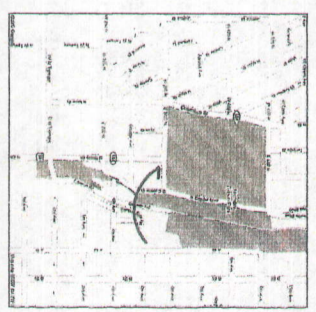
**GENERAL NOTES**

- A. GENERAL
  - 1. ALL WORK IS TO BE PERFORMED IN COMPLIANCE WITH ALL RELEVANT STATE AND LOCAL CODES. REVIEW ALL RELEVANT PERMITS AND APPROVALS PRIOR TO ANY CONSTRUCTION.
  - 2. THE OWNER AND ALL SUBCONTRACTORS ARE TO PROVIDE AND VERIFY ALL DIMENSIONS AND EXISTING CONDITIONS SHOWN ON THE PLANS AND IN THE FIELD. VERIFY THE DIMENSIONS AND DIMENSIONS ON CONSTRUCTION PRIOR TO PROCEEDING WITH CONSTRUCTION.
- B. EXCAVATION, BACKFILL, AND GRADING
  - 1. ALL EXCAVATION SHALL BE TO NATURAL UNDISTURBED SOIL.
  - 2. ALL EXCAVATION SHALL BE FILLING OR UNDISTURBED EXISTING AND BEING PROTECTED FROM THE TOP OF FOUNDATION SHALL BE A MINIMUM OF 8 INCHES ABOVE FINISHED.
  - 3. FINISH GRADING SHALL BE DONE SO AS TO PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDING FOUNDATIONS. GRADE SHALL BE AT LEAST 2 INCHES HIGHER THAN THE FINISHED FLOOR FINISH GRADE. FINISH GRADING SHALL BE AT LEAST 4 INCHES HIGHER THAN THE FINISHED FLOOR FINISH GRADE. FINISH GRADING SHALL BE AT LEAST 4 INCHES HIGHER THAN THE FINISHED FLOOR FINISH GRADE.
  - 4. ALL EXCAVATION SHALL BE FILLING OR UNDISTURBED EXISTING AND BEING PROTECTED FROM THE TOP OF FOUNDATION SHALL BE A MINIMUM OF 8 INCHES ABOVE FINISHED.
  - 5. ALL EXCAVATION SHALL BE FILLING OR UNDISTURBED EXISTING AND BEING PROTECTED FROM THE TOP OF FOUNDATION SHALL BE A MINIMUM OF 8 INCHES ABOVE FINISHED.
- C. INTERIOR FINISHES AND PARTITIONS
  - 1. INTERIOR FINISHES SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 2. INTERIOR FINISHES SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 3. INTERIOR FINISHES SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 4. INTERIOR FINISHES SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 5. INTERIOR FINISHES SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
- D. ROOFING
  - 1. ROOFING SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 2. ROOFING SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 3. ROOFING SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 4. ROOFING SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 5. ROOFING SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
- E. MECHANICAL
  - 1. MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 2. MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 3. MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 4. MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
  - 5. MECHANICAL SHALL BE IN ACCORDANCE WITH THE 2009 IRC.
- F. ELECTRICAL
  - 1. ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2009 NEC.
  - 2. ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2009 NEC.
  - 3. ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2009 NEC.
  - 4. ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2009 NEC.
  - 5. ELECTRICAL SHALL BE IN ACCORDANCE WITH THE 2009 NEC.

**PROJECT INFORMATION**

APPROX SQFT	1944 SQFT
SUB-TOTAL	3220 SQFT
TOTAL	614 SQFT
EAST UNIT	2899 SQFT
WEST UNIT	2899 SQFT
TOTAL	5718 SQFT

**VICINITY MAP**



**OWNER:**

Glen McBride  
241 N VINE STREET  
Salt Lake City, Utah 84103  
T 801-515-2500  
E glenmcbride@aol.com

**STRUCTURAL ENGINEER**

FARLEY ENGINEERING  
6425 S 1300 E  
Suite 109  
Holiday, Utah 84111  
T 801-214-3181  
E doug.farley@feg.com

**CIVIL ENGINEER**

NORTHERN ENGINEERING, INC  
5114 W 1100 S  
Suite 210  
City, UT 84104  
T 801-570-2441  
E aaron@northerneng.com

**DRAFTING & DESIGN**

RIDGESTONE DESIGN  
PO BOX 520031  
Salt Lake City, Utah 84152  
T 801-503-6539  
E ridgestone.design@gmail.com

**SHEET INDEX**

A11	COVER AND GENERAL NOTES
A12	SITE PLAN / PRELIMINARY PLAN
A13	DEMOLITION PLAN
A14	BASEMENT PLAN
A15	MAIN FLOOR PLAN
A16	ROOF PLAN
A17	ROOF FLOOR FINISH PLAN
A18	EXTERIOR ELEVATIONS (SOUTH & EAST)
A19	BASEMENT ELECTRICAL
A20	GENERAL ELECTRICAL
A21	GENERAL STRUCTURAL NOTES
A22	FOOTING AND FOUNDATION PLAN
A23	ROOF FLOOR FINISH PLAN
A24	FOUNDATION DETAIL
A25	FLOOR FINISHING DETAIL
A26	ROOF FINISHING DETAIL
A27	SCHEDULES

NOTICE TO BUILDING OFFICIAL:  
THOSE DESIGN AND SPECIFICATIONS  
SHALL BE PROVIDED AND MADE  
AVAILABLE FOR REVIEW AT 4-WAY  
INSPECTION.

DESIGN BY:  
**RIDGESTONE  
DESIGN**

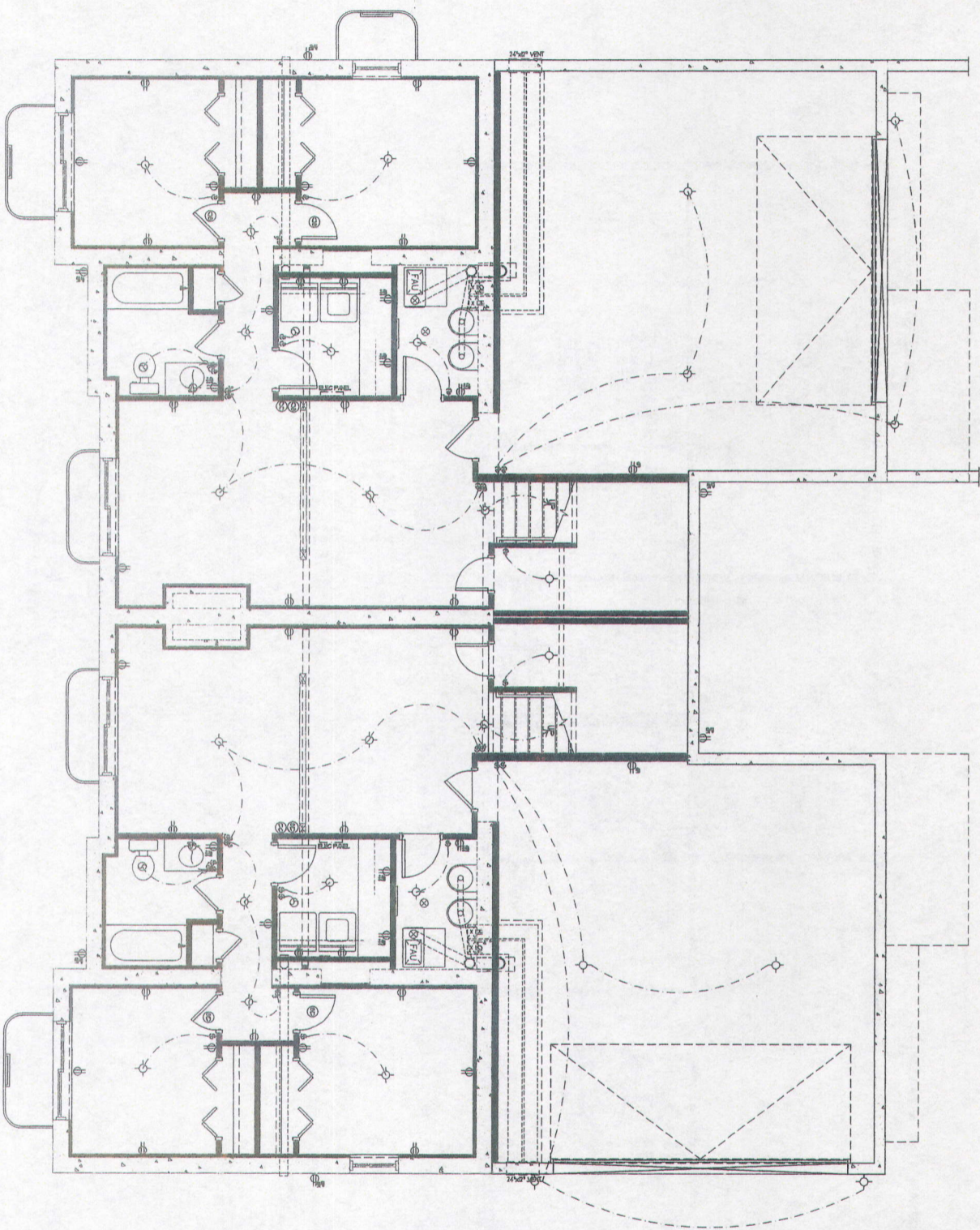
PO Box 520031  
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T 801-503-6539  
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**MCBRIDE RESIDENCE REMODEL & ADDITION**  
74 East 300 North  
Salt Lake City, Utah 84103  
**DESIGN BUILD**  
Owner:  
Glen McBride

**REVISIONS**

NO.	DATE	DESCRIPTION

DESIGN BY: J.T.  
DATE: 3/19/2008  
SHEET: **A1.1**



**BASEMENT ELECTRICAL PLAN**  
1/4" = 1'-0"

ELECTRICAL LEGEND	
⊕	110V DUPLEX OUTLET
⊕	110V GFI
⊕	110V SWITCHED OUTLET
⊕	110V 4-FLX OUTLET
⊕	220V OUTLET
⊕	110V FLOOR OUTLET
⊕	LIGHT FIXTURE
⊕	PENDANT LIGHT
⊕	RECESSED LIGHT
⊕	OPTIONAL FAN
⊕	SWITCH
⊕	3 WAY SWITCH
⊕	4 WAY SWITCH
⊕	PHONE JACK
⊕	TV OUTLET
⊕	THERMOSTAT
⊕	DOOR BELL
⊕	BROKE ALARMED N BLADUP BATTERY
⊕	CARBON MONOXIDE DETECTOR
⊕	WIRING IN SERIES WITH ALL ELECTRICAL FAN
⊕	VERTICAL FLE
⊕	GAS OUTLET
⊕	HOSE BIB
⊕	WARM AIR VENT
⊕	COLD AIR RETURN
⊕	CONDENSATION AIR
⊕	COLD OR WARM AIR VENT

**ELECTRICAL NOTES**

- A. PERMANENTLY WIRED SMOKE DETECTORS ARE REQUIRED AND MUST BE INSTALLED IN EACH SLEEPING ROOM AND AT A POINT CENTRALLY LOCATED IN THE CORRIDOR OR AREA GIVING ACCESS TO EACH SEPARATE SLEEPING ROOM. DETECTORS SHALL BE INSTALLED WITH ONE FOOT AND IN EACH SLEEPING ROOM AND IN BATHS. IN DETAILING UNITS WHERE A BROWN OR BRASS 9 FT IT INTO TWO OR MORE LEVELS, THE DETECTOR SHALL BE INSTALLED ON THE UPPER LEVEL, EXCEPT THAT UNDER LOBBY LEVELS, CONTAIN A SLEEPING ROOMS ARE ON AN UPPER LEVEL, THE DETECTOR SHALL BE INSTALLED AT THE CEILING OF THE UPPER LEVEL, IN CLOSE PROXIMITY TO THE STAIRS. IN DETAILING UNITS WHERE THE CEILING HEIGHT OF A ROOM OR BY 24" OR MORE, SMOKE DETECTORS SHALL BE INSTALLED IN THE HALLWAY AND IN THE ADJACENT ROOM DETECTORS SHALL SOUND AN ALARM INSTEAD OF A BATTERY BACK UP. DETECTORS SHALL BE INSTALLED IN THE HALLWAY AND IN THE ADJACENT ROOM DETECTORS SHALL SOUND AN ALARM INSTEAD OF A BATTERY BACK UP. DETECTORS SHALL BE INSTALLED IN THE HALLWAY AND IN THE ADJACENT ROOM DETECTORS SHALL SOUND AN ALARM INSTEAD OF A BATTERY BACK UP.
- B. BATHROOM AND UTILITY ROOM FANS SHALL BE CAPABLE OF FIVE AIR CHANGES PER HOUR.
- C. NON-DETERMINED CLOSET OR STORAGE AREA LIGHTING SHALL BE PERMANENTLY WIRED TO THE MAIN ELECTRICAL PANEL AND SHALL BE PERMITTED FOR FISHBOWL, TRACK, AND SUSPENDED FIXTURES.
- D. GROUND FAULT CIRCUIT PROTECTION REQUIRED FOR ALL 80 VOLT, SINGLE PHASE, 15 AMP, 120 VOLT, BRANCHED CIRCUITS. ALL BRANCHED CIRCUITS TO DWELLINGS AND POWER POLES, GFCI ALSO REQUIRED WITHIN 6'-6" OF KITCHEN SINK FOR COUNTER RECEPTACLES, GARAGE OUTLETS MUST BE A GFCI. ALL EXTERIOR ELECTRICAL OUTLETS 80 VOLT SHALL BE INSTALLED WITHIN 20 FEET OF A/C UNIT.
- E. GAS VENTS AND NON-COMBUSTIBLE PIPING IN WALLS SHALL BE INSTALLED WITHIN 18" OF THE CEILING. ALL PIPING SHALL BE INSTALLED WITHIN 18" OF THE CEILING OR CEILING SHALL BE INSTALLED WITHIN 18" OF THE CEILING. ALL PIPING SHALL BE INSTALLED WITHIN 18" OF THE CEILING OR CEILING SHALL BE INSTALLED WITHIN 18" OF THE CEILING.
- F. ALL NON-DETERMINED LIGHTING FIXTURES, RECESSED AND UNRECESSED, SHALL BE INSTALLED WITHIN 18" OF THE CEILING OR CEILING SHALL BE INSTALLED WITHIN 18" OF THE CEILING. ALL PIPING SHALL BE INSTALLED WITHIN 18" OF THE CEILING OR CEILING SHALL BE INSTALLED WITHIN 18" OF THE CEILING.
- G. CONDUIT FOR OTHER THAN SERVICE ENTRANCE SHALL BE ANCHORED TO FLOOR OR CEILING. ALL CONDUIT SHALL BE INSTALLED WITHIN 18" OF THE CEILING OR CEILING SHALL BE INSTALLED WITHIN 18" OF THE CEILING.
- H. PLASTIC ELECTRICAL BOXES IN GARAGE WALLS SHALL BE A MINIMUM 2 INCH DEPTH.
- I. ALL LIGHTS, SMOKE DETECTORS, BATHROOM OUTLETS & SWITCHES SHALL BE A/C FAULT PROTECTED.
- J. PERMANENTLY WIRED CARBON MONOXIDE DETECTORS ARE REQUIRED ON EACH FLOOR WIRING IN SERIES WITH SMOKE DETECTORS AND MUST HAVE BATTERY BACK UP.

**REVISIONS**

NO.	DATE	DESCRIPTION

**MCBRIDE RESIDENCE REMODEL & ADDITION**  
74 East 300 North  
Salt Lake City, Utah 84103

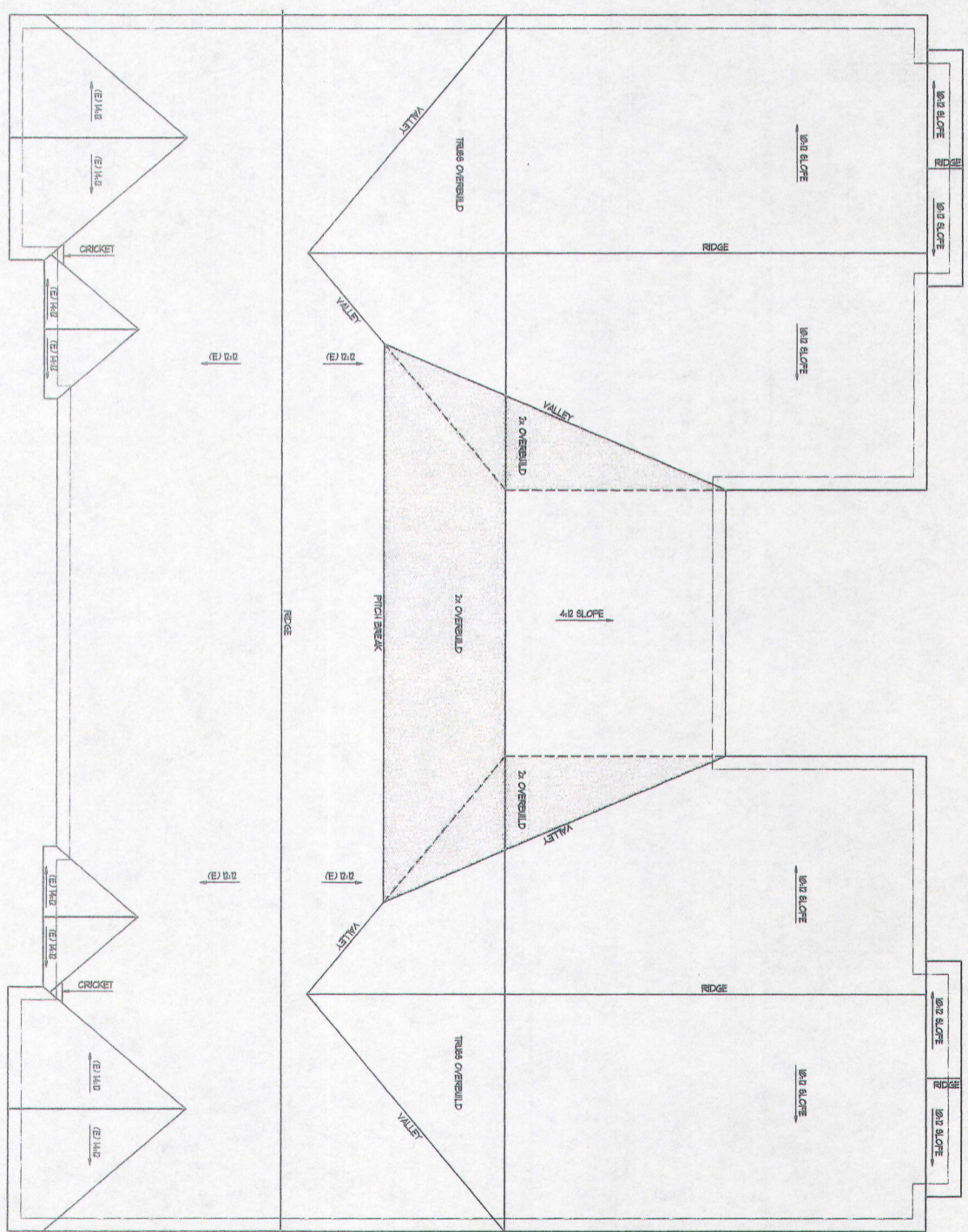
**DESIGN BUILD**

Owner:  
Glen McBride

DESIGN BY:	JLT
DATE:	3/19/2008
SHEET:	A5.1







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

- STAIR NOTES
- \* 1-3/4" MAX. RISE
  - \* 10" MIN. TREAD
  - \* 5/8" MIN. DEPTH
  - \* SEE SHEET A1001 FOR
  - \* STAIR FRAMING NOTES

**MCBRIDE RESIDENCE REMODEL & ADDITION**  
 74 East 300 North  
 Salt Lake City, Utah 84103  
**DESIGN BUILD**  
 Owner:  
 Glen McBride

REVISIONS

NO.	DATE	DESCRIPTION

DRAWN BY:	JLT	SHEET:	A2.31
DATE:	3/13/2008		

DRAWN BY:

**MCBRIDE RESIDENCE REMODEL & ADDITION**  
74 East 300 North  
Salt Lake City, Utah 84103

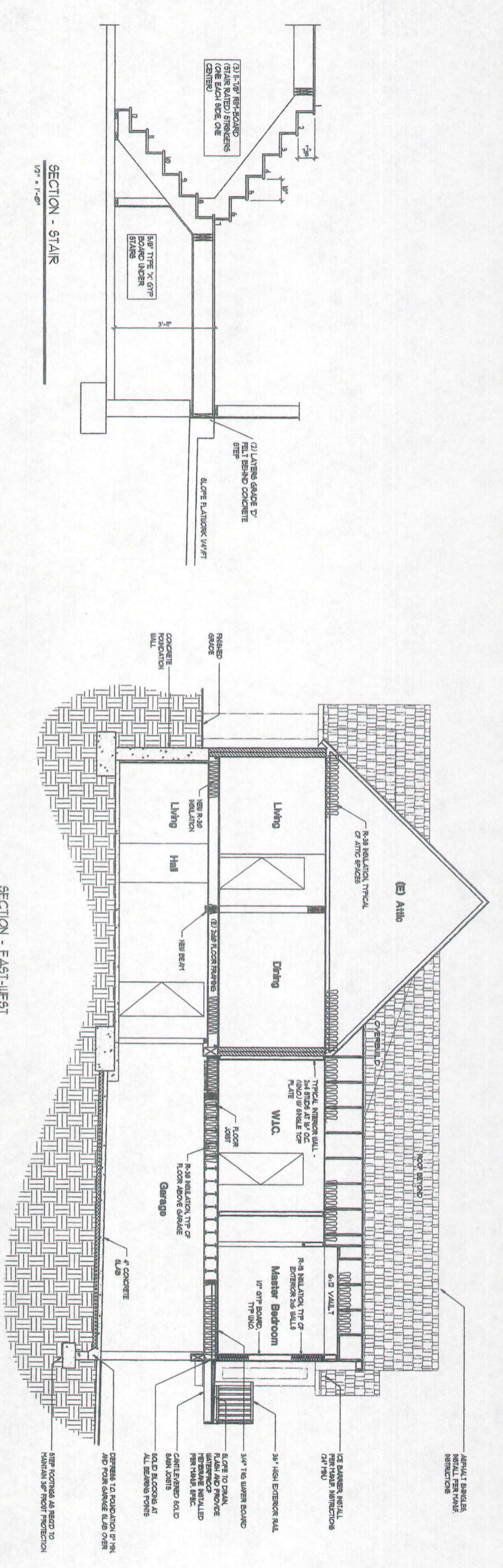
**DESIGN BUILD**

Owner:  
Glen McBride

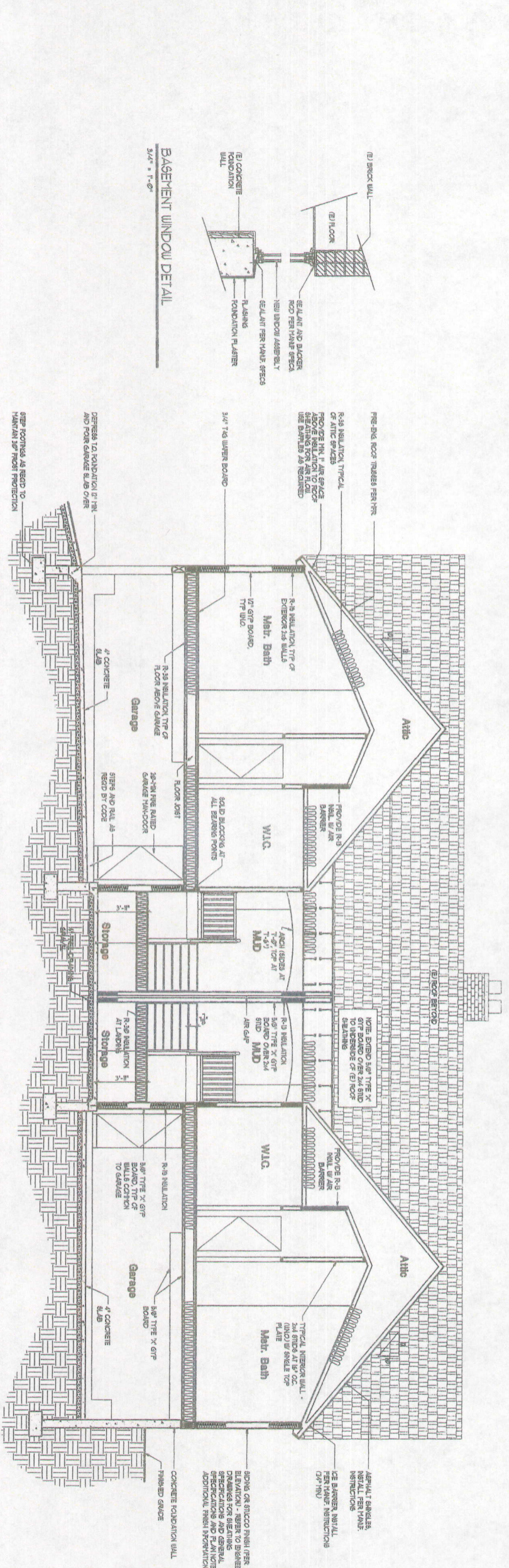
**REVISIONS**

NO.	DATE	DESCRIPTION

DESIGNED BY:	JLT
DATE:	3/13/2008
SHEET:	<b>A4.1</b>



SECTION - EAST-WEST  
1/4" = 1'-0"



SECTION - NORTH-SOUTH  
1/4" = 1'-0"

SECTION - STAIR  
1/2" = 1'-0"

BASEMENT WINDOW DETAIL  
3/4" = 1'-0"

DESIGNED BY:	JLT
DATE:	3/13/2008
SHEET:	<b>A4.1</b>

**Attachment B**  
**Photographs**

**McBride Property**  
74 & 78 East 300 North  
**Views**

**Front** (from North)



**Front** (from Northwest)



**Back** (from Southwest)



**Back** (from Southeast)



**East Side**



**Front Entry Detail**



**McBride Property**  
74 & 78 East 300 North

**Existing Garage  
To Be Demolished**

**Front / East Side** (from Southwest)



**Front and North Side** (from Northwest)



**North Side** (from North)



**Back / West Side** (from East)



**Attachment C**  
**Department Comments**

# Zoning

**Coffey, Cheri**

**From:** Walkingshaw, Nole  
**Sent:** Tuesday, April 08, 2008 7:37 AM  
**To:** Coffey, Cheri  
**Cc:** Butcher, Larry  
**Subject:** RE: 74-78 East 300 North HLC # 470-08-12 Subdivision 490-08-12  
**Categories:** Program/Policy

Cheri,

- The Buildings are required to meet the building code requirements for fire separation between the units.

**From:** Walkingshaw, Nole  
**Sent:** Tuesday, April 08, 2008 7:27 AM  
**To:** Coffey, Cheri  
**Cc:** Butcher, Larry  
**Subject:** 74-78 East 300 North HLC # 470-08-12 Subdivision 490-08-12

Cheri,

Building Services has the following comments:

- Pending special exception case for additional principle building height requires processing before building and zoning reviews can be completed on proposed addition.
- Non-complying side yards both East and West yards require a routine and uncontested application or special exception if signatures can not be obtained for an in-line addition.
- Grade changes to driveway require approvals from Transportation
- Grading details for required yard areas is needed, showing existing and proposed grades. May require special exception for grade changes in excess of 2 feet.
- West unit driveway may not meet minimum 20 foot set back as required. Need dimensions to far side of alley to verify.
- Lots meet required width, and lot area. Structures including additions do not exceed the allowed 45%.

Thank you,

Nole

Nole Walkingshaw  
Salt Lake City Planning and Zoning  
Senior Planner  
801-535-7128



# Transportation

**Coffey, Cheri**

**From:** Walsh, Barry  
**Sent:** Friday, April 04, 2008 10:44 AM  
**To:** Coffey, Cheri  
**Cc:** Young, Kevin; Drummond, Randy; Butcher, Larry  
**Subject:** Pet 470-08-12 HLC 490-08-12 Sub  
**Categories:** Program/Policy

April 4, 2008

Cheri Coffey, Planning

Re: HLC case 470-08-12 McBride Twin Home at 74-78 East 300 North & Case 490-08-12 Subdivision.

The division of transportation review comments and recommendations are as follows:

The 300 North roadway is a collector class roadway. The existing residential housing is a duplex with a single car garage in the rear yard with access from the public alley. The new proposal is for a twin home with two separate 2 car garages, both having access from the public alley.

The subdivision proposal is to divide the existing lot into two parcels. A cross easement is needed to address the vehicular access to lot 2 from the alley and drainage issues.

Sincerely,

Barry Walsh

Cc Kevin Young, P.E.  
Randy Drummond, P.E.  
Larry Butcher, Permits  
File.

# Transportation

**Coffey, Cheri**

**From:** Walsh, Barry  
**Sent:** Monday, March 31, 2008 5:40 PM  
**To:** Coffey, Cheri; Butcher, Larry  
**Cc:** Young, Kevin; Butcher, Larry  
**Subject:** RE: 74-78 East 300 North  
**Categories:** Program/Policy

March 31, 2008

Cheri Coffey, Planning

Re: 74-78 East 300 North.

The division of transportation is working with Mr. Glen McBride in his endeavors to develop this property.

On January 9, 2008 I met with Glen to discuss concepts for two new garages in the back yard, with access off the abutting alley. I gave him general information concerning city standards for vehicular maneuvering. We discussed turning geometrics', grades, elevations, etc that he would need to address. On February 19, 2008 I had a phone message from Glen (915-2500) questing information about the location of a driveway next to property line?, driveway access from an alley and spacing. I returned the call leaving him a message, that it is ok to have a driveway access from the alley and that in his location it would be ok to abut the property line to the south.

On February 25, 2008 We had a DRT review meeting with GlenM KenB BradS RandyD BDW for a proposal to develop the property & split it into a duplex or twin homes, with 2 car garages each. My comment was that site plans were need along with Civil plans for grades of the proposed driveway and their impact on the abutting alley. Also a Subdivision lot split process was need to include cross easements to access the east parcel garage. Issues were raised about side yards & height for inline addition as well as Historic Landmarks review and drainage etc.

On March 5, 2008 I had another review meting with Glen about grading and drainage concepts to discuss with his Engineer. His plan showed 8% to -.5% grade of the driveway from alley to garage, with the garage floor 2.5' below existing basement elevation, which Glen though created too many steps. We also talked about reducing slope extremes on the second driveway and a curb wall and inlet sump to control drainage. I referred Glen to Public Utilities, Jason Brown for drainage issues.

On March 11, 2008 I again discussed by phone some of the grading and geometric issues with Arturo, Glen's Civil Engineer (972-2634) about grades (10% max break over transition) & drainage referral to Jason Brown.

To date I have not received any new design data for review or comment.

Sincerely,

Barry Walsh

4/1/2008

Cc Kevin Young, P.E.  
Larry Butcher, permits  
File.

---

**From:** Coffey, Cheri  
**Sent:** Monday, March 31, 2008 4:47 PM  
**To:** Butcher, Larry; Walsh, Barry  
**Subject:** 74-78 East 300 North

Larry and Barry,

I have a project at 74-78 East 300 North that includes three approvals. In the end, the applicant is seeking approval for the existing duplex to be converted to a twin home. The required approvals include the following:

- The renovation of an existing duplex at the above referenced address.
- Construction of an addition (with attached garages) to the rear of the existing structure
- Subdivision / Condominium process to create a twin home.

The project is within the Capitol Hill Historic District and therefore, will have to be reviewed and approved by the Historic Landmark Commission. I will be seeking a zoning review (by Permits) and review of the garage circulation aspects of the project (by Transportation), prior to scheduling it with the HLC. However, the applicant has stated that the plans are in the Permits Office already for the plans review. The project went to DRT on February 25, 2008.

I am assuming that the plans review is only for the renovation of the existing structure, but will you please let me know whether you have reviewed the addition portion of the project? If you have not, I will send you the information. If you have, please send me your comments by this Friday (April 4, 2008)

Thanks

DRT

5012219

McBride, Glen

74 East 300 South

Contact Person Glen McBride

Contact Email glenzmcbride@aol.com

Contact Phone 801 915-2500

Project Description "New Twin Home Proposal"-Convert a duplex into twin homes.

Project Notes 2/25/2008

Ken Brown Zoning

Will need to discuss subdivision process with the Planning Dept. (4,000 s/f minimum lot area, 25' minimum lot width). Side yards are 10' for twin home dwellings or will need to apply for a Special Exception for an in-line addition. Need to address maximum building coverage. Maximum building height is 28' in this zone and interior side yard exterior wall height needs to be addressed with the Special Exception request (wall height is to be reduced per 21A.24.110D3. Historical Landmarks approval required.

2/25/2008

Brad Stewart Public Utilities

Each unit needs own water & sewer connections. Not to cross property lines. Must disconnect connections between units inside existing duplex. Control drainage-no impact to neighboring properties or alley. May have sewer elevation problem with plumbing in basement. Check sewer elevation. Get Public Utilities "sewer card". Subdivision will trigger sewer impact/connection fees.

2/25/2008

Barry Walsh Transportation

New 2 car garage for each lot. Need plat with cross easements. Civil for grades and access gear.

2/25/2008

Randy Drummond Engineering

Plat required for lot split, permitting 2 units. All improvements done via Public Way Permit. Letter required guaranteeing improvements prior to Occupancy Permit being issued. Site plan/improvement plan submitted and approved prior to construction beginning, including new water/sewer services, driveways, and proposed alley re-construct. Inventory of existing street improvements will occur at time of application. Any deficiencies to be replaced at applicants expense or condition of approval. This includes the alley surface condition.

Glen McBride

Coffey, Cheri

Permits

**From:** Brown, Ken  
**Sent:** Friday, April 25, 2008 6:59 AM  
**To:** glenzmcbride@aol.com  
**Cc:** Coffey, Cheri; Drummond, Randy; Smith, Craig; Walsh, Barry  
**Subject:** McBride Property 74 E. & 78 E. 300 N. - Log #226814  
**Categories:** Program/Policy

## SALT LAKE CITY BUILDING SERVICES AND LICENSING

### Zoning Review Issues

Log Number: 226814

Date: April 24, 2008

Project Name: McBride Property

Project Address: 74 and 78 East 300 North

Contact Person: Glen McBride

Telephone: 801-915-2500

Fax: 801-521-4379

E-Mail: glenzmcbride@aol.com

Zoning District: R-2

Reviewer: Ken Brown

Phone #: 801-535-6179

### Comments

A zoning review of the above listed location has been completed. The following issues need further clarification or correction. Please call me if you have questions or concerns with this review.

Please **respond in writing** to each of the items listed below and be prepared to insert all revisions into all sets of plans.

- 1) This proposal is being reviewed as a Twin Home project at 74 East 300 North and 78 East 300 North pursuant to the Subdivision application #490-08-12. Although these two sites can be reviewed together on one set of plans, there will be a need for a separate Building Permit Application, for each address, which identifies the valuation of the work and the use for each address. Please be prepared to submit a new application and modify the current Building Permit Application, which is in the file. Also, provide the valuation of the work being done at each address and the "Use of premise" information for each address to show one unit of a Twin Home.
- 2) This proposal is being reviewed in its entirety (Phase I through Phase III). Please be prepared to respond accordingly.
- 3) This development proposal requires that each sheet of the plans specify the Certified Address for each site and, on the site plan, the address of each lot needs to be identified

4/25/2008

- for the purpose of notifying the contractor and sub contractors as to the address to use in obtaining their permits and calling for inspections. Please be prepared to correct each sheet to reflect the address of 74 & 78 East 300 North and identify the address for each lot on the site plan.
- 4) All Preliminary Subdivision issues (Subdivision application #490-08-12) must be addressed and a Final Subdivision Plat application must be submitted to the Planning Dept. prior to permit issuance.
  - 5) This development requires a complete and accurate architectural site plan, or other supporting documentation, which includes the following;
    - The address and legal description of each lot,
    - The property lines for each lot as determined by Subdivision application #490-08-12 along with the dimensions of each,
    - Side yard and rear yard setback dimensions for each lot,
    - The identification of all easements on each lot, including a cross access and cross drainage easement for each property to address movement of vehicles, maintenance responsibilities and responsibilities in regards to surface drainage,
    - Width of the alley and the distance between the face of the garage on the 74 East property to the west side of the alley,
    - Modifications of the alley, resurfacing and repair of the existing retaining wall as required by the Transportation and Engineering Depts.,
    - The width of each driveway,
    - Existing grades on each lot, at 2 ft. intervals, extended through the building for the purpose of determining building height, along with spot elevations for existing and proposed grades at each corner of the building to verify compliance to roof, wall height and grade change regulations (further review required to determine whether any special exceptions are required),
    - The outline of all proposed cantilevers for each lot,
    - Documentation of ridgeline elevations on each lot, and
    - The percentage of building coverage for each lot (40% maximum), etc.
  - 6) On the elevation drawings, grades (existing & proposed) shall be shown where they strike the foundation walls. Spot elevations for existing and proposed grades shall also be shown at each corner of the building to verify compliance to roof, wall height and grade change regulations. Further review required.
  - 7) Central air conditioning systems shall be located not less than 4' from a side or rear lot line.
  - 12) Historic Landmark approval required for all modifications to each of these sites (new additions, new windows, retaining walls, etc.). The Certificate of Appropriateness within this file deals only with the basement windows. Please submit a Certificate of Appropriateness that deals with all of the modifications to each site.
  - 13) Public way improvements such as existing curb, gutter and sidewalks require inspection to determine replacement requirements of defective concrete. Please make this note on the plans and contact the Engineering Dept. at 535-7995 toward the end of the project.
  - 14) Public Utilities approval of this proposal to be submitted to this office. For information on obtaining a review, submit plans to Peggy Garcia at 1530 South West Temple or phone 483-6727.
  - 15) Retaining walls shall be engineered. Plans and calculations are required.

**NOTE: After the building permit is issued, a public way permit will be required from the Engineering Department prior to commencing any work in the public way.**

**Attachment D**  
**Site Form information**



Architectural Survey Data for SALT LAKE CITY  
Utah State Historic Preservation Office

Address/ Property Name	Eval/ Ht	OutB N/C	Yr.(s) Built	Materials	Styles	Plan (Type)/ Orig. Use	Survey Year RLS/VLS/Gen	Comments/ NR Status
34 E 300 NORTH	B	0/0	1935	REGULAR BRICK	ENGLISH COTTAGE	DOUBLE HOUSE / MULTIPLE DWELLING	06 05	PERIOD COTTAGE DOUBLE HOUSE; aka 287 N WALL ST N05
52 E 300 NORTH	B	0/1 2	1940	CLAPBOARD SIDING	FEDERAL COLONIAL REVIVAL	DOUBLE PILE SINGLE DWELLING	06 05	N05
58 E 300 NORTH	B	1/0 2	1961	REGULAR BRICK	MODERN; OTHER	DOUBLE HOUSE / MULTIPLE DWELLING	06 05	DOUBLE HOUSE B; 58-60 E N05
66 E 300 NORTH	B	1/0 2	1937	REGULAR BRICK	COLONIAL REVIVAL	DOUBLE HOUSE / MULTIPLE DWELLING	06 05	N05
74 E 300 NORTH	A	0/1	1935	STRIATED BRICK HALF-TIMBERING	ENGLISH TUDOR	DOUBLE HOUSE /	06	PERIOD COTTAGE DOUBLE HOUSE; 74-78 E N05
86 E 300 NORTH	B	0/1 2	1937	REGULAR BRICK	COLONIAL REVIVAL	MULTIPLE DWELLING	05	N05
100 E 300 NORTH COUNCIL HALL	A	0/0 2	1864	SANDSTONE	GEORGIAN	OTHER CITY HALL	06	NATIONAL HISTORIC LANDMARK; RECONSTRUCTED NR05
150 E 300 NORTH LDS CHURCH, 18TH WARD	D	0/0 1	1979	REGULAR BRICK	VICTORIAN GOTHIC	CHURCH/MEETINGHOUSE RELIGIOUS FACILITY	06	1883 BLDG DEMOLISHED IN 1975, REBUILT N05
10 W 300 NORTH ELIAS L. T. HARRISON HOUSE	B	0/ 2	1870	REGULAR BRICK	VICTORIAN ECLECTIC ITALIANATE	OTHER RESIDENTIAL SINGLE DWELLING	06	c. 1960 ADDITION N05
22 W 300 NORTH	B	0/0	1915	REGULAR BRICK	20TH C.; OTHER GEORGIAN	FOURSQUARE (BOX)	06	
44 W 300 NORTH	A	0/0 1.5	c. 1891	DROP/NOVELTY SIDING	VICTORIAN ECLECTIC	SINGLE DWELLING CROSSING - HALF SINGLE DWELLING	05 06 05	N05 PORCH RECONSTRUCTED 1991 N05

?=approximate address

Evaluation Codes: A=eligible/architecturally significant B=eligible C=ineligible/alttered D=ineligible/out of period U=undetermined/lack of info X=demolished

Utah State Historical Society

Property Type: 112

Historic Preservation Research Office

Site No. \_\_\_\_\_

BATCH KEY  
1004 041040

Structure/Site Information Form

IDENTIFICATION 1

Street Address: 00074 E 300

UTM: 11288 11289

Name of Structure:

T. 01.0 N R. 01.0 E. S. 31

Present Owner: WANBERG, RAYMOND J. & THELMA W. & WATERS, GOLDA  
74 E 2ND N

Owner Address: SLC, UTAH 84103

Year Built (Tax Record): 1937

Effective Age: 1937

Tax #: 04 2341003

Legal Description

01 Kind of Building: DUPLEX

COM 76.13 FT S & 30.95 FT W & S 89-59\*13" W 79.89 FT FR CITY MON AT INTERSEC  
TION OF STATE ST & 2ND NO S 0-06\*30" W 83.59 FT S 89-59\*13" W 81.05 FT TO ALLEY  
N 0-02\*13" W 116.59 FT TO S LINE OF 2ND NO ST N 89-59\*13" E 64.08 FT S 27-25\*58"  
E 37.18 FT TO REG

STATUS/USE 2

Original Owner: ?

Construction Date: 1938

Demolition Date:

Original Use: duplex

Present Use: multi family

Building Condition:

Integrity:

Preliminary Evaluation:

Final Register Status:

- Excellent
- Good
- Deteriorated

- Site
- Ruins

- Unaltered
- Minor Alterations
- Major Alterations

- Significant
- Contributory
- Not Contributory

- Not of the  
Historic Period

- National Landmark
- National Register
- State Register
- District
- Multi-Resource
- Thematic

DOCUMENTATION 3

Photography:

Date of Slides:

Slide No.:

Date of Photographs: 1980

Photo No.:

Views:  Front  Side  Rear  Other

Views:  Front  Side  Rear  Other

Research Sources:

- Abstract of Title
- Plat Records/Map
- Tax Card & Photo
- Building Permit
- Sewer Permit
- Sanborn Maps
- City Directories
- Biographical Encyclopedias
- Obituary Index
- County & City Histories
- Newspapers
- Utah State Historical Society
- Personal Interviews
- LDS Church Archives
- LDS Genealogical Society
- U of U Library
- BYU Library
- USU Library
- SLC Library
- Other

Bibliographical References (books, articles, records, interviews, old photographs and maps, etc.):

Salt Lake County Plat Records, 1860-1940  
Sanborn Maps, SLC, 1898, 1911, 1930, 1969  
Polk, SLC Directory, 1930-40

Street Address: 74 East 300 North

Site No:

ARCHITECTURE 4

Architect/Builder:

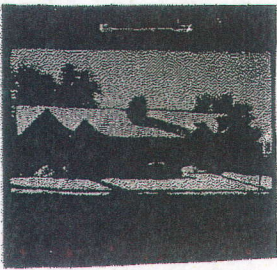
Building Materials:

Building Type/Style: Tudor Revival

Description of physical appearance & significant architectural features:  
(Include additions, alterations, ancillary structures, and landscaping if applicable)

This one story Tudor Revival duplex has symmetrically arranged units. The roof is gabled with a gable bay at each end. There is a half-timbered trim on the gable entrance area. The duplex has casement windows.

--Diana Johnson



HISTORY 5

Statement of Historical Significance:

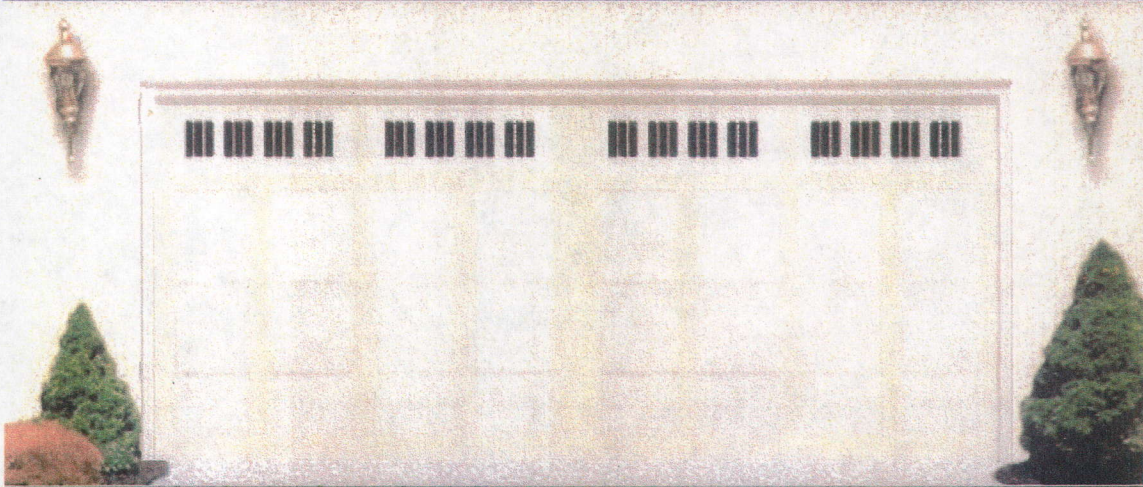
Construction Date:

**Attachment E**  
**Product Information**

# WR WINDSOR REPUBLIC DOORS

[Click Here To Reset](#)

[Façade](#) [Door Const.](#) [Door Model](#) [Panel Style](#) [Door Size](#) [Color](#) [Window Design](#) [Decorative Hardware](#)



**Turn Windows Off**

Somerton

Stockbridge

Stockton

Wyndbridge

### Current Specifications

Door Model: **770**  
 Window Style: **Stockbridge**  
 Door Color: **Almond/Almond**

Door Construction: **Insulated**  
 Panel Style: **Hacienda**

[Print The Current Door](#)

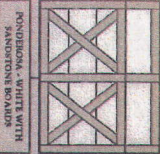
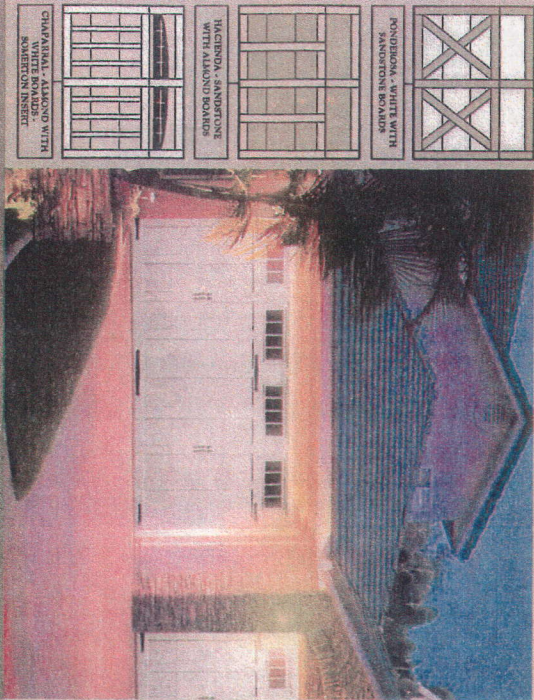
[Locate A Dealer](#)

[About Us](#) | [Contact Us](#)

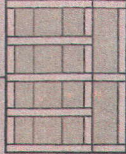
**WINDSOR**  
**REPUBLIC**  
**DOORS**

→ THE MODEL 770 STEEL CARRIAGE DOOR ←

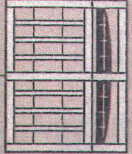
SADDLE CREEK



ROBSON - WHITE WITH ANTISSON BRASS



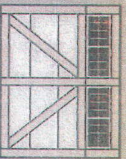
MACHONA - ANTISSON WITH ALMOND SQUARE



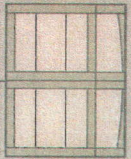
CHARAZEL - ALMOND WITH WHITE BONDAGE ROBERTON INSERT

**OF THE LATEST CLASSIC DESIGN**  
Add beauty and style to any home design with Windsor Republic's Model 770 from the Saddle Creek Collection. These doors operate like all modern garage doors while giving the appearance of the classic wood doors.

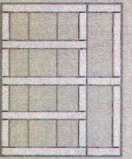
The attention we pay to the details ensures you will be pleased with your decision for years to come. Every Windsor Republic door incorporates the most current safety features and is built to operate rain, snow or shine.



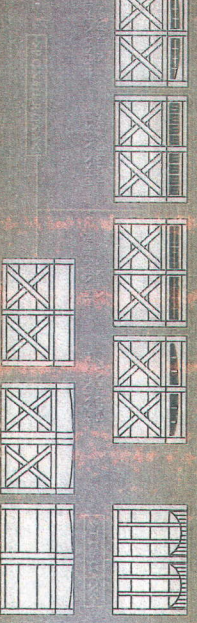
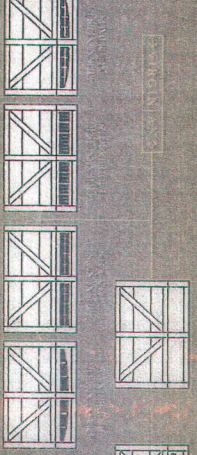
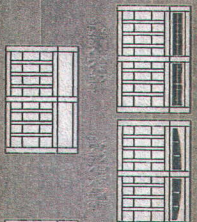
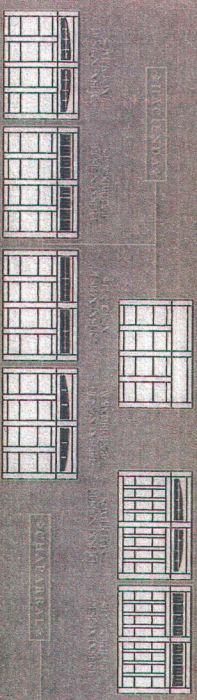
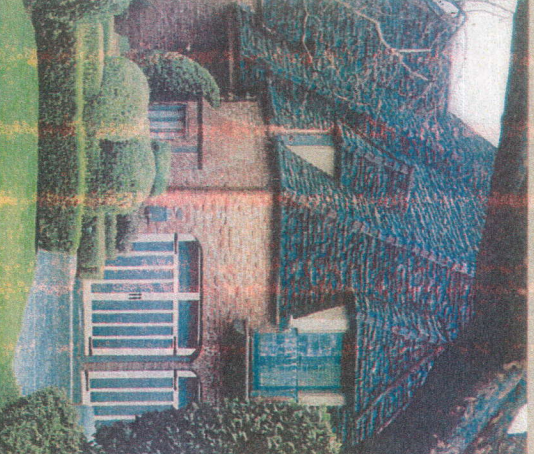
VIRGINIAN - WHITE WITH STONETON INSERT



SONORA - ALMOND WITH ANTISSON BRASS



MACHONA - ANTISSON WITH WHITE BONDAGE



→ CUSTOM DESIGNS AVAILABLE. CONSULT FACTORY ←

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## Classic-Craft

[American Style Collection](#)[Mahogany Collection](#)[Rustic Collection](#)[Oak Collection](#)

## Fiber-Classic

### Smooth-Star

### ProEdge & Profiles

### Traditions

### Fire Doors

### Impact Rated Doors

### Tru-Defense System

## Smooth-Star<sup>®</sup>

Get the look of fine painted wood and the strength of steel with a front door from our Smooth-Star Entry Door Collection. An excellent value in a fiberglass entry door, made of rugged compression-molded fiberglass with deep detailed panels that create beautiful shadows and contours on your door's surface.

This perfectly stylish yet rugged fiberglass front door resists the dents and dings from day-to-day traffic, and will never rust or corrode.

20-Year  
Warranty



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[Start a project.](#)

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## Product Testing

Therma-Tru Doors believes in innovation. It's the foundation of our business, and what drives us to be a leader in the competitive home improvement industry. Innovation is in our culture, in our facilities, and ultimately in our products and services. You can't help but experience it every time you walk through the door of one of our customers' homes.

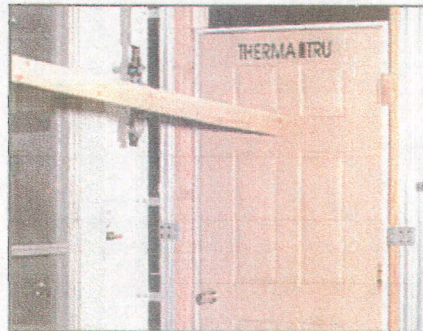
At our Advanced Technology Center, we are developing new products, new high-performance materials, and new style breakthroughs everyday. Our 38,000-square-foot facility houses scientists, engineers, technicians, operations managers, and venture managers all dedicated to revolutionizing the entry and patio door market.

It's out of this facility that we created our new AccuGrain™ technology, a patented approach to real wood grain appearance in a fiberglass door. Our Classic-Craft® doors made with AccuGrain are made to look just like a real wood door - with solid wood square edges, architecturally correct stiles, rails and panels. But it won't split, crack or rot like wood.

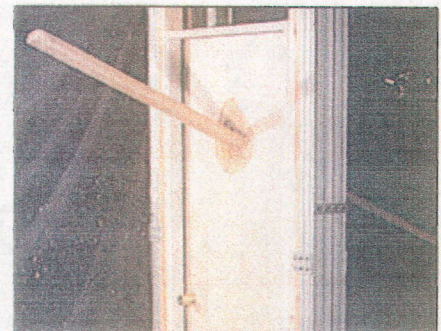
What else would you expect from the creator of the fiberglass entry door industry over 20 years ago?

### Impact Testing

To test door strength, Therma-Tru engineers use an air cannon to fire an 8-foot long 2x4 stud traveling about 35 miles an hour toward doors made of varying materials. First, a competitor's wood door is tested followed by a prototype Therma-Tru fiberglass door. Watch the dramatic difference in performance.



Therma-Tru Fiberglass Doors



The Competition's Wood Door

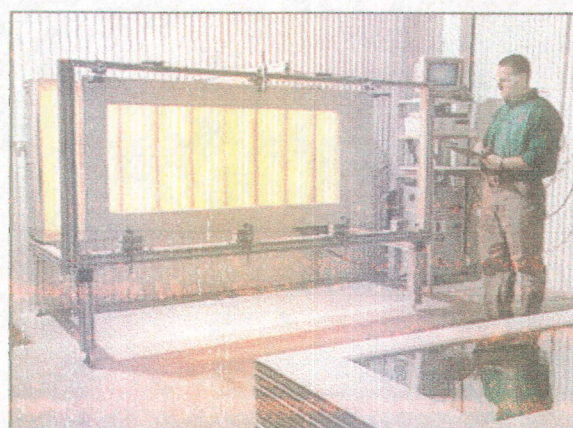
### Water Infiltration Test

Complete Therma-Tru door systems - including the door, frame, sill, weather stripping, hardware, etc. - are tested for water leakage during a simulated rainstorm.



### Thermal Deflection Test



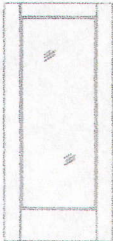

Severe temperatures can eventually lead to compromised performance including air infiltration, cracking, swelling or warping. Therma-Tru uses high-powered heat lamps to measure the effects of extreme conditions.





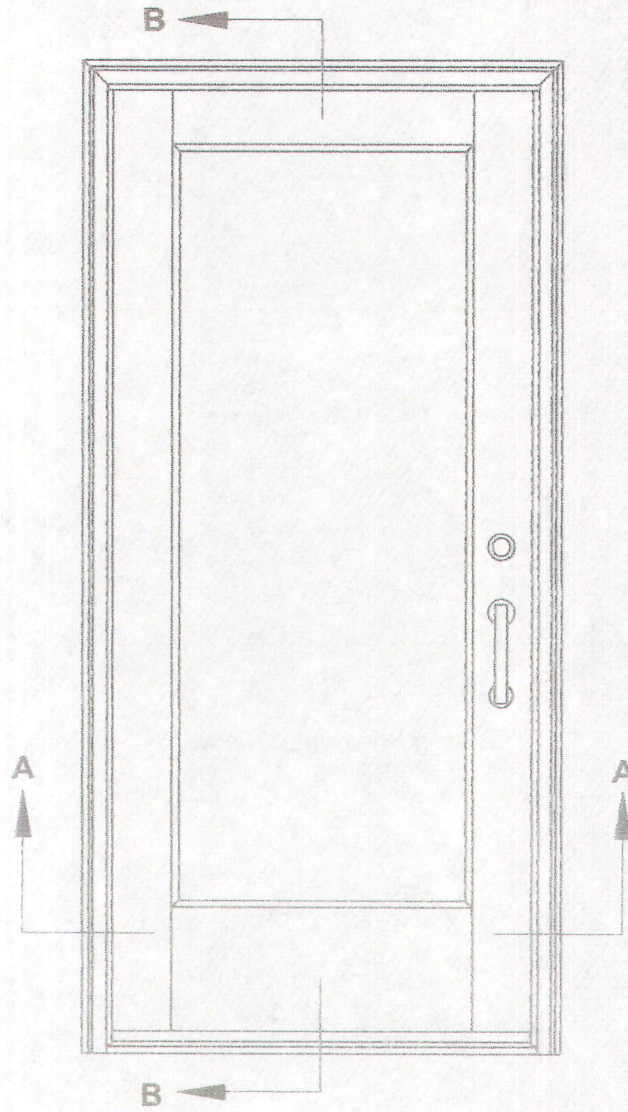
# Smooth-Star Flush-Glazed Doors & Sidelites

**THERMA TRU**  
DOORS

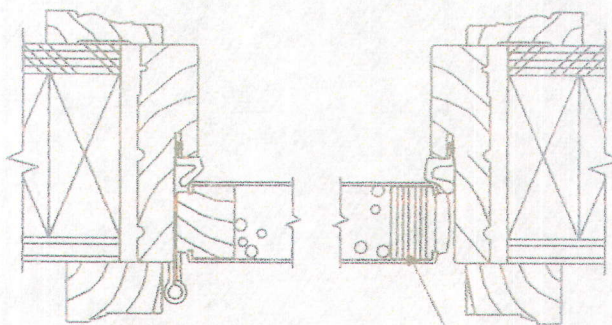
STYLES	SIZES	SLABS	GRILLES	REMARKS
 S97SL	12" 14"	Brushed Nickel: 12" - S12S847CN1C 14" - S14S847CN1C		
 S99SL	12" 14"	Brass: 12" - S12S847AL1A 14" - S14S847AL1A		
 S2000	2/0 2/6 2/8 2/10 3/0	Clear: 2/0 - SS201464 2/6 - SS262064 2/8 - SS282064 2/10 - SS212564 3/0 - SS302564  Low-E: 2/0 - SS201464E-L(R) 2/6 - SS262064E-L(R) 2/8 - SS282064E-L(R) 2/10 - SS212564E-L(R) 3/0 - SS302564E-L(R)		Doors with Low-E glass are handed. -L (left hand) -R (right hand)
 S2000B	2/6 2/8 2/10 3/0	Bevelline: 2/6 - SS262064B-L(R) 2/8 - SS282064B-L(R) 2/10 - SS212564B-L(R) 3/0 - SS302564B-L(R)		Doors are handed. -L (left hand) -R (right hand)

SMOOTH  
STAR

# Smooth-Star Flush-Glazed Door



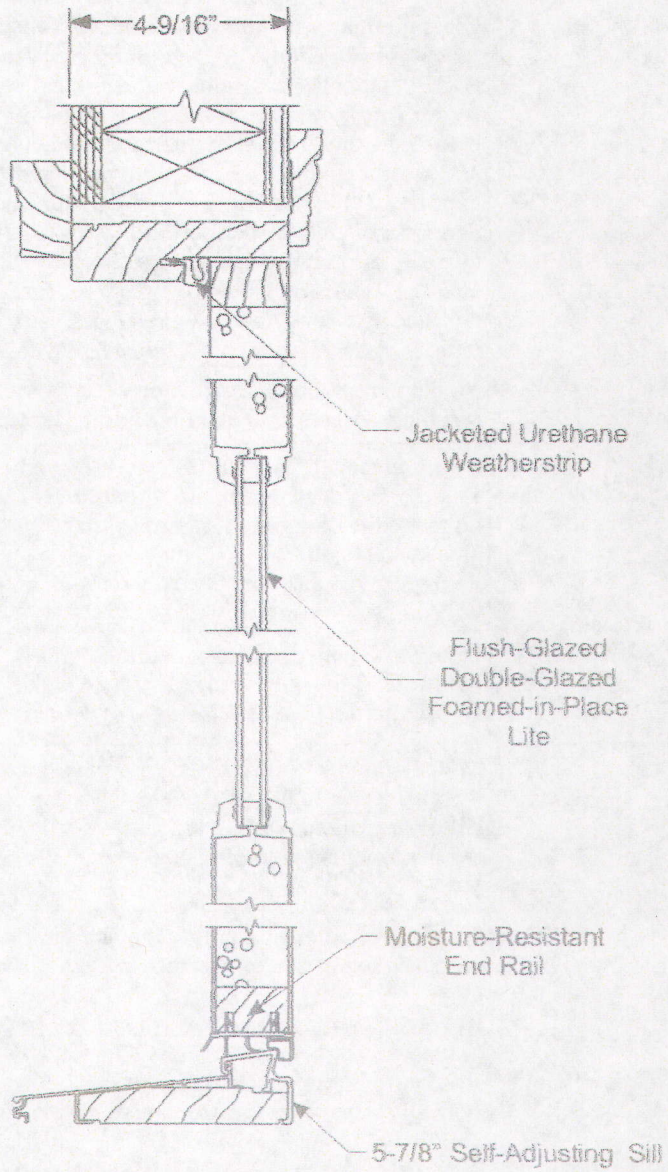
Scale: 3/4" = 1'-0"



**SECTION A-A**

Scale: 3" = 1'-0"

Engineered Lumber Lock Stile Core



SECTION B-B

Scale: 3" = 1'-0"

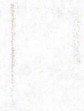
## Smooth-Star Door System Specifications

DOOR PANELS	<p><u>Faces:</u> 1/16-inch minimum thickness, fiberglass-reinforced thermoset composite, surface lightly textured with 80-grit brushing, accepts most exterior and interior paints. Color: white. Door edges: machinable kiln-dried pine, primed to match color of faces, lock edge reinforced with laminated veneer lumber core, lockset area reinforced with solid blocking for hardware backup. Door bottom edge: moisture-proof and decay-proof composite. Core: foamed-in-place polyurethane, CFC-free, density 2.0 pcf minimum, K-factor of 0.14 for minimum thermal transmittance. Standard factory sizes may be edge trimmed or end trimmed in shop or field to suit replacement door size requirements.</p>
OPTIONAL FACTORY-GLAZED GLASS OR GLASS INSERTS	<p><u>Factory-glazed:</u> perimeter moldings flush with skin and made as integral part of skin. Glass minimum 1/8-inch tempered, two thicknesses with sealed airspace between, airspace typically 3/8-inch. Options for grooved Bevelline, Low-E, or grille between glass (GBG). Optional removable wood grilles.</p> <p><u>Inserts (lites):</u> perimeter frames in raised-molding patterns, frame moldings molded or extruded from proprietary thermoplastic compounds formulated for exterior exposure and weatherability. Certified to withstand high service temperatures resulting from exposure behind storm doors or dark finishes. Frames paintable, screw-fastened to doors, screw holes concealed with grain-matched plugs in matching material and finish. Glass minimum 1/8-inch tempered, two thicknesses with sealed airspace between, airspace typically 1/4-inch. Options for leaded decorative glass, triple-glazed in airspace between tempered glass faces, with solid brass or zinc caming. Etched glass options. Low-E Options. Optional removable wood grilles.</p>
OPTIONAL DECORATIVE PANELS	<p>Molded from fiberglass-reinforced composite, surface lightly textured with 80-grit brushing, accepts most exterior and interior paints, fastened with very high bond tape.</p>
GASKETING WEATHERSTRIPPING	<p><u>Swing-in models:</u> jacketed thermoset closed-cell foam, press-fit in kerfs at jamb stops in frames. Extruded thermoplastic elastomer, finned and chambered design, press-fit into bottom edge of doors. Corner pads at bottom margin corners from jacketed thermoset closed-cell foam.</p> <p><u>Swing-out models:</u> same weatherstrip as swing-in models, bottom gaskets integral with sills.</p>
HINGES, STRIKES	<p>Steel, zinc-plated, brass or chrome finish. Screws plated and finished to match hardware. Min-imum hinge size 4 x 4 x .098 inches. Strikes are proprietary adjustable type, permitting in-out adjustment of door in frame, up to 3/16 inch.</p>
FRAMES	<p>Milled from 5/4 kiln-dried white pine, profiled with 1/2-inch stop, minimum depth 4-9/16-inches. Other frame depths available to match wall constructions. Exterior casing brickmould in WM180 pattern available. Optional maintenance-free clad frames and brickmoulds are prefinished white.</p>
SILL, SWING-IN, SWING OUT, SIDELITE OPTIONS	<p><u>Wide range of sill options:</u> thermally-broken fixed, adjustable with oak threshold, swing-in, swing-out, public-access, aluminum brass or bronze anodized finish.</p> <p><u>Double-door and hinged patio door models:</u> double door ion 6/8 height and 8/0 height available with both leaves active and locking astragal available, hinged patio doors in standard 6/8 height, replacement 6/6 height, and 8/0 height available, patio models available in two-panel and three-panel options (one door active, others stationary).</p> <p><u>Sidelite options:</u> raised molding models, and raised panel models with glass moldings to match doors, in 12-inch and 14-inch widths. Sidelite systems available with mullions separating doors from sidelites, and continuous sills and frame head, or as separately framed and cased units, joined together.</p>
TRANSOM OPTIONS	<p>Transom frames, either rectangular or elliptical, match door frames and have matching exterior brickmould. Clear insulated glass or with decorative leaded glass detailed with solid brass or zinc caming. Optional removable muntins for divided-lite look in rectangular transoms.</p>

All Ultrex

# DOUBLE HUNG WINDOWS

Home > Double Hung



Integrity All Ultrex Double Hung windows have beautiful, virtually indestructible interiors and exteriors made of Ultrex, meaning almost no maintenance for a homeowner. The Ultrex finish resists scratching and fading and will never flake; elegant traditional double hung styling with 21st-century technology.

## FEATURES

Traditional style details including an 11° sloped sill that provides superior water management

Low rate of thermal expansion and contraction prevents seal failures and maintains performance over a lifetime

Designed to match sight lines of Integrity Picture, Transom and Polygon units for beautiful assemblies

High design pressure (DP) ratings ensure superior performance, while both sash tilt and remove easily without tools

BUILT TO PERFORM

©2008 Marvin Windows & Doors

# ULTREX VS. VINYL

[Home](#) ▶ [The Ultrex Advantage](#) ▶ [Ultrex vs. Vinyl](#)

Ultrex vastly outperforms vinyl as a window material. Just take a look at Ultrex's list of characteristics, and see for yourself why.

## STRENGTH.

Ultrex is eight times stronger than vinyl and twice as strong as steel and is used in bridge construction as well as a replacement for steel rebar. Since it's strong yet light, it's ideal for windows and doors, since even the largest units get strong, reliable support from top to bottom, end to end.

## RIGIDITY.

Ultrex is twelve times as rigid as vinyl, so windows stay square during installation and through a lifetime in a home. Vinyl windows can rack or get out of square even before installation, ultimately impacting the units' performance and longevity.

## EXPANSION/CONTRACTION.

Ultrex expands and contracts 833% less than vinyl, so stress cracks and seal failures common to vinyl windows are unheard of in Integrity units. And since glass is an essential component in Ultrex, Ultrex components expand and contract at the virtually same minute rate as glass, so units remain tightly sealed with no leaks, that can compromise performance and energy efficiency.

## DURABILITY.

A mechanically bonded acrylic finish is up to three times thicker than competitive finishes. So your window will not get scratched, dinged or marred as easily as vinyl.

## UV RESISTANCE.

Our superior thick finish resists UV degradation up to five times longer than vinyl, even in dark colors. So you won't notice the fading, chalking or streaking over time that is typical with vinyl windows.

## NON-CORROSIVE.

Ultrex is ideal in coastal regions where heat, moisture and salt wreak havoc on units with more vulnerable components.

## NON-CONDUCTIVE.

Roll-form aluminum windows or windows with aluminum substrates transfer heat and cold into a home. Not so with Ultrex, which is 500 times less conductive than aluminum. In addition, the Ultrex on Integrity windows forms natural air pockets within the window frames to offer further insulation against outdoor temperatures.

BUILT TO PERFORM

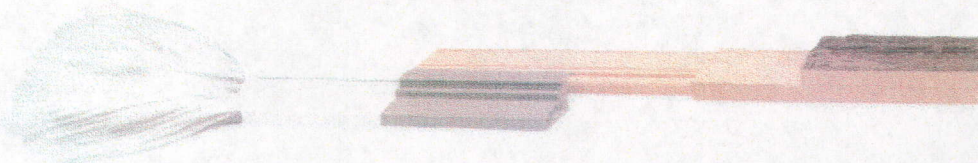
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# WHAT IS ULTREX?

[Home](#) ▶ [The Ultrex Advantage](#) ▶ [What is Ultrex?](#)

Durable, low-maintenance, strong, stable and tough: Everything you want your home to be, and everything that Ultrex delivers. Ultrex is our patented creation made of pultruded fiberglass. Thin, strong cables of glass are saturated with special resin compounds, creating a remarkably durable material that vastly outperforms vinyl and roll-form aluminum. Because of its glass components, Ultrex has an extremely low thermal expansion rate; what little effect heat and cold has on it is actually matched by the glass in your window. So your double hung, glider or other Integrity unit remains tightly sealed with no leaks, seal failures or stress cracks.

Our patented finishing process bonds an impermeable acrylic finish onto the already virtually indestructible surface. Available in Stone White, Pebble Gray, Bronze or Evergreen, this finish is up to three times thicker than our competitors' and resists scratches, marring and dings. Fading is prevented thanks to superior UV resistance, with five times more UV resistance than vinyl, meaning no fading, chalking or streaking...



BUILT TO PERFORM

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# THE ULTREX ADVANTAGE

[Home](#) ▶ [The Ultrex Advantage](#)

## THE ULTREX ADVANTAGE

Strong, stable, durable and virtually indestructible, Ultrex is possibly the perfect building material, creating windows and doors that leave other materials in the dust. If you've ever encountered a dented or corroded roll-form aluminum window or a faded, cracked vinyl window, the advantages of Ultrex are obvious. Ultrex's specially compounded resins and thin strands of strong glass are combined to create a material so strong, it's used in bridge construction, so stable, it remains virtually unchanged even when it's subjected to extremes such as temperatures ranging from -30°F to 350°F.

Windows made with Ultrex components expand and contract at the virtually same minute rate as glass, so each window remains tightly sealed with no leaks, seal failures or stress cracks. It's so strong, we have to use diamond-edge blades to cut the pieces to size. Imagine what that level of durability can endure in your home.

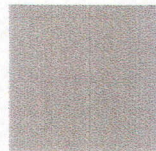
## FINISH OPTIONS

Patented finishing process yields a finish 3 times thicker than competitive finishes to resist scratching and marring, while 5 times the UV resistance protects against the fading, chalking, streaking and cracking common to vinyl windows.

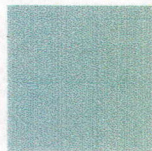
## STANDARD FINISHES



Stone White



Bronze



Evergreen



What is Ultrex?  
Ultrex vs. Vinyl

BUILT TO PERFORM

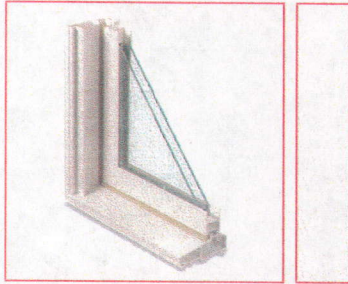
©2008 Marvin Windows & Doors



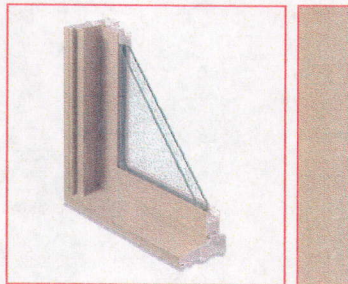
# Built to please.

Options for Integrity® All Ultrex® Windows and Doors

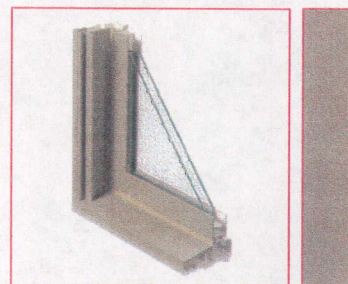
## Finishes



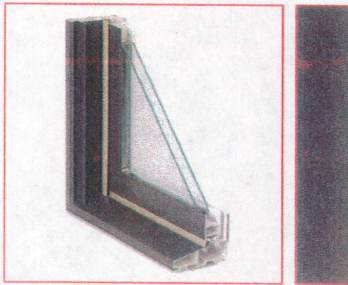
Stone White (exterior)



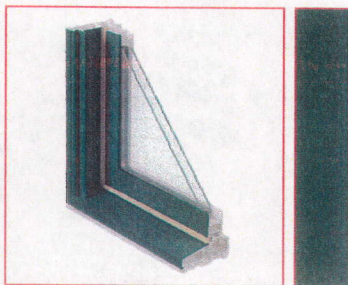
Cashmere (exterior)



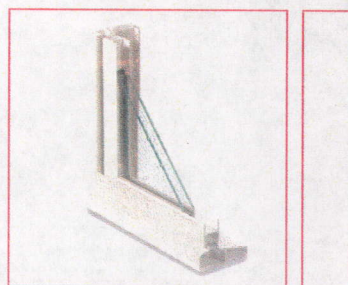
Pebble Gray (exterior)



Bronze (exterior)

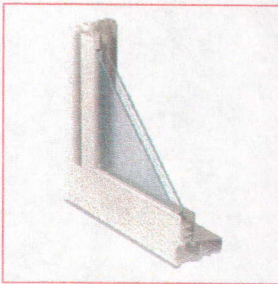


Evergreen (exterior)



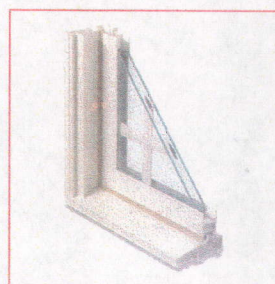
Stone White (interior)

## Glazing



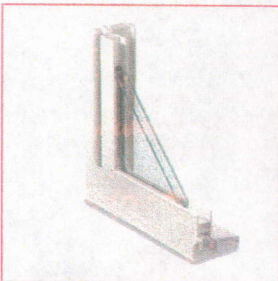
Tempered obscure glass provides privacy and safety. Secure a modicum of privacy without sacrificing the performance of Integrity's standard Low E II insulating glass with Argon gas. Available on select products and sizes.

## Grilles



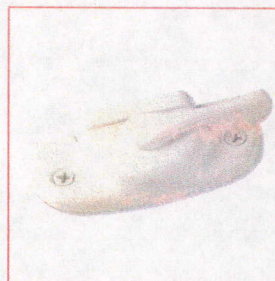
Profiled Grilles-Between-the-Glass\*\* are available in several popular lite cut options (see page 19) for a classic divided lite look and easy glass cleaning.

Available in a Stone White interior with a Stone White, Pebble Gray, Cashmere, Bronze and Evergreen exterior to match the exterior finish.



Every window and door comes standard with Low E II insulating glass with Argon gas for superior performance and long-term energy costs savings.\* Tempered Low E II insulating glass with Argon gas is standard on larger sized units (can be ordered as an option on most other units).

## Hardware

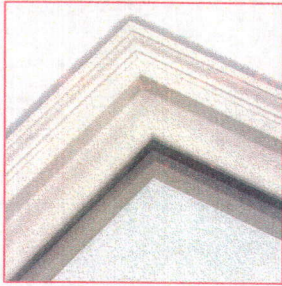


All interior hardware comes in a standard White finish.

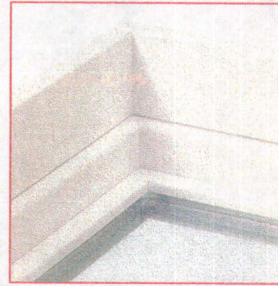
\*Argon gas not available in high elevations where capillary tubes are required. \*\*Not available in polygons except direct-glaze rectangles.

## Built for ease.

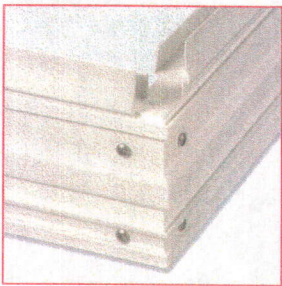
Installation accessories that make the difference.



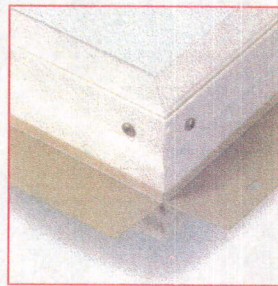
*Universal J-Channel easily installs for use with various installation applications, while the detailed profile appearance complements sight lines and provides a more dramatic finished appearance.*



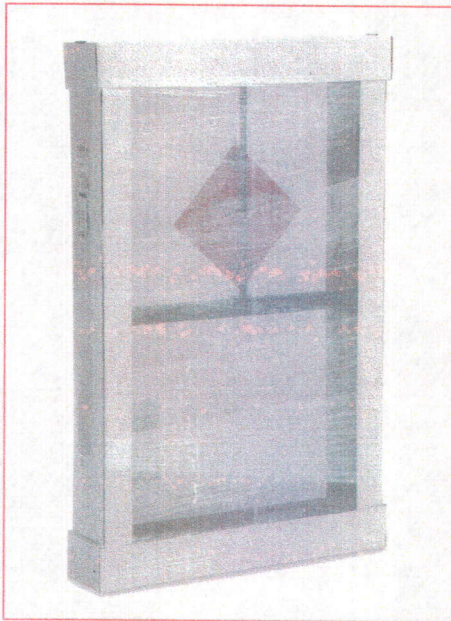
*A 2" window jamb depth is standard, but factory-applied 4 9/16" or 6 9/16" white non-wood jamb extensions are available.*



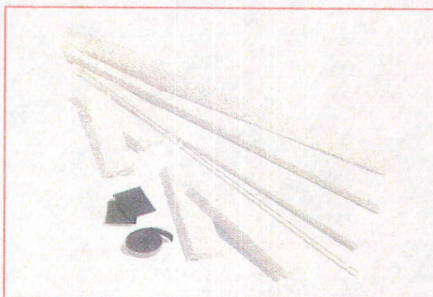
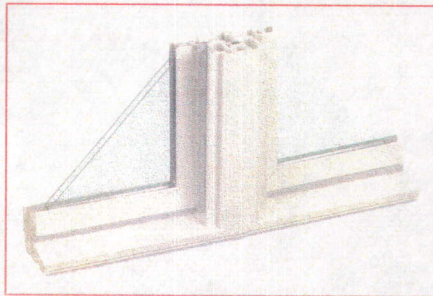
*Factory-applied Sheetrock return offers easy installation and job site savings.*



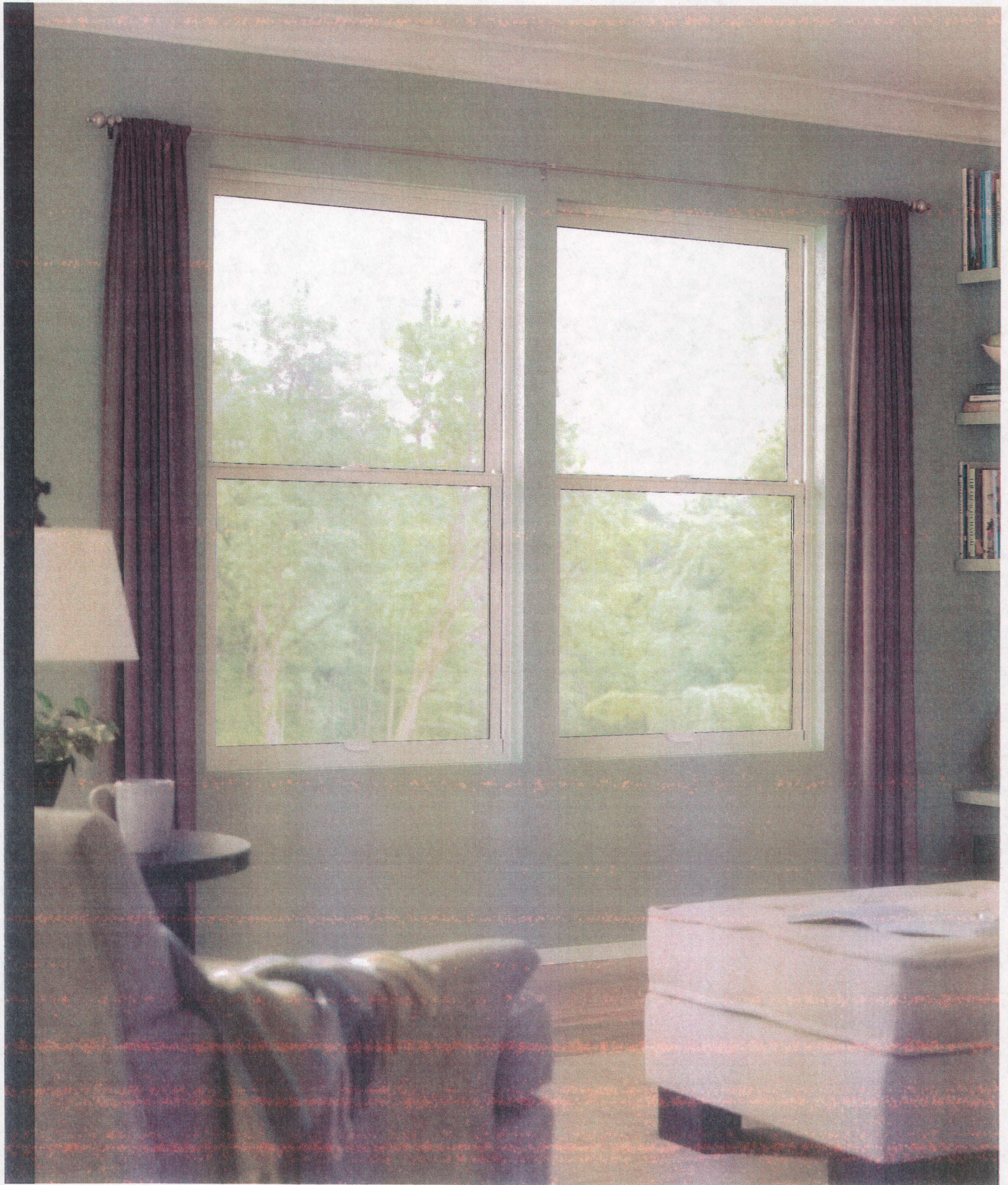
*Pre-attached folding nailing fin neatly stows until needed to prevent job site damage, and quickly snaps into place to allow for easy installation from either the interior or exterior.*

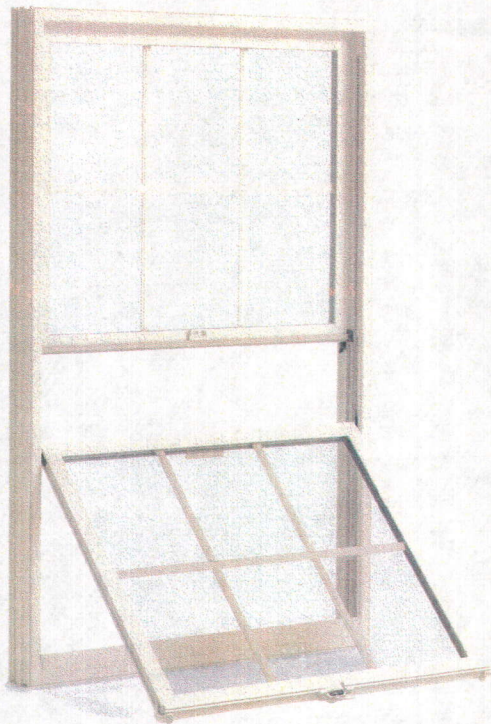


*Fast, on-time, complete and defect-free delivery and standard factory installed screens make Integrity All Ultrex® Series easy to use on any project.*



*Factory mulling is available and provides on-site time savings and convenience. Field mulling kits are also available and allow for design flexibility and unique custom configurations.*



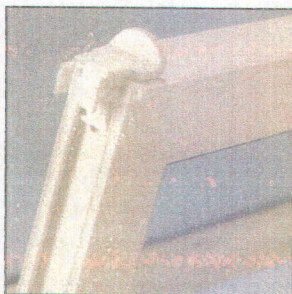


**Removable lower sash**  
Easily removes with no tools  
and no strings or cords to detach.

## Single Hung

There is more than a single reason to like this beauty. The All Ultrex® Single Hung offers DP50 performance on a majority of sizes. Innovative tilt latches, robust low profile sash lock, factory-applied installation accessories, and superior delivery combine with Ultrex construction, Low E II glass and ENERGY STAR qualified performance to make the Single Hung a superior product in both looks and performance. Mull with picture units, transoms, other Single Hung or Polygon units to create unique multiple assemblies. Factory mulling and field mulling kits are available.

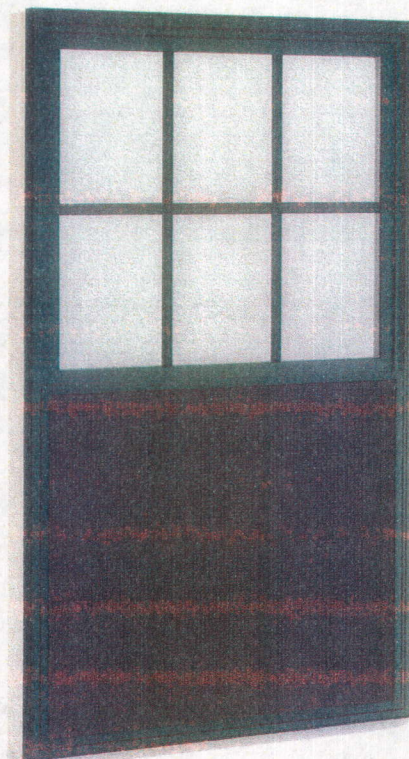
**Tilt latches**  
Ergonomically designed  
and easy to operate  
making tilting and  
cleaning this window  
even easier.



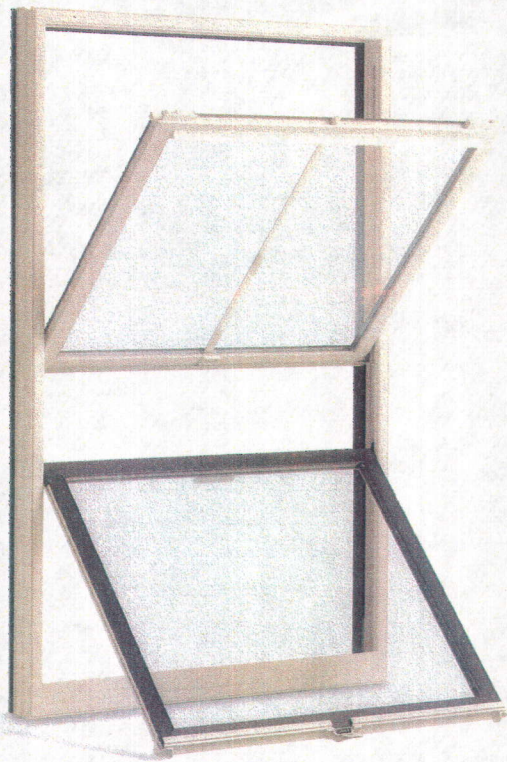
**Positive locking sash**  
Sash lock provides  
a positive detent,  
reassuring user that  
the window is either  
locked or unlocked.



**Screen**  
The All Ultrex Single Hung  
comes with a standard  
aluminum half screen;  
optional full screen is  
available.







**Removable sash**

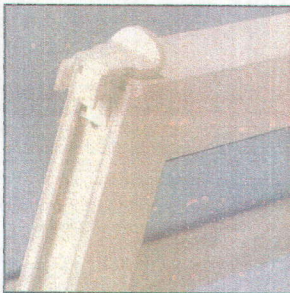
The Double Hung features dual operating sash that both tilt and remove with no tool and no cords or strings to detach.

# Double Hung

Bring traditional beauty where it hasn't been traditional. The All Ultrex® Double Hung window offers clean, even and measured sight lines that provide significant depth where historically only a flat vinyl facade has been present. Add superior DP50 performance on a majority of sizes, factory applied installation accessories and unparalleled delivery and this window not only looks great it performs great. Mull with picture units, transoms, other Double Hungs or Polygon units to create a myriad of assemblies. Factory Mulling and Field Mulling Kits are available.

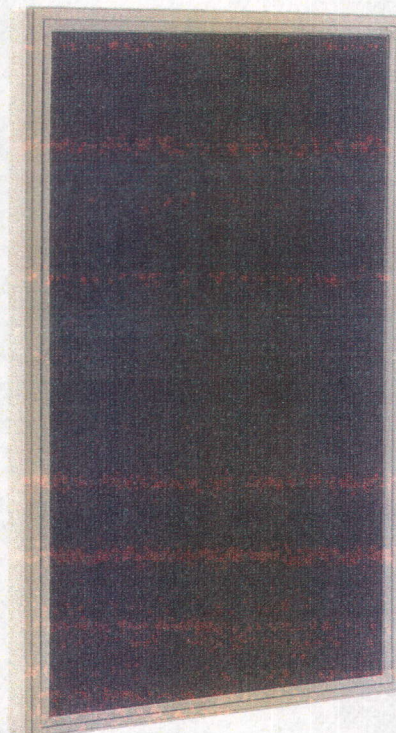
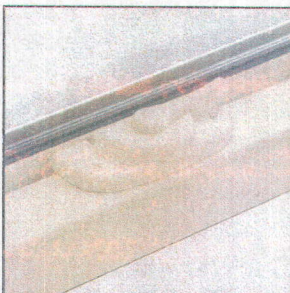
**Tilt latches**

Ergonomically designed and easy to operate making tilting and cleaning this window even easier.



**Positive locking sash**

Sash lock provides a positive detent, reassuring user that the window is either locked or unlocked.



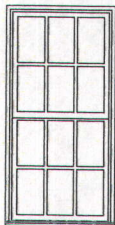
**Screen**

The Double Hung is equipped with a standard full screen; optional half screen is available.

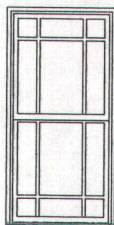


## Integrity Lite Cuts

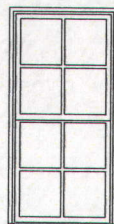
### Windows



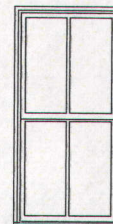
Rectangular  
(Available as GBG)



Prairie  
(Available as GBG)

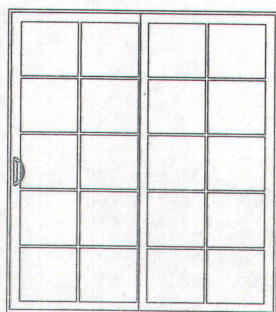


2w2h  
(Available as GBG)

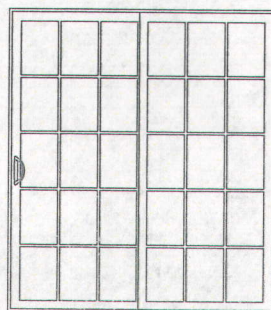


2w1h  
(Available as GBG)

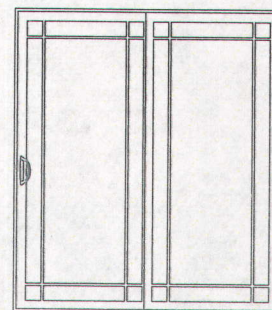
### Doors



10/12 Lite  
(one vertical bar per panel  
available as GBG)



15/18 Lite  
(two vertical bars per panel  
available as GBG)



Prairie  
(Available as GBG)

Lite cuts are dependent on product type and size. Please consult your local Integrity from Marvin representative for details and availability.



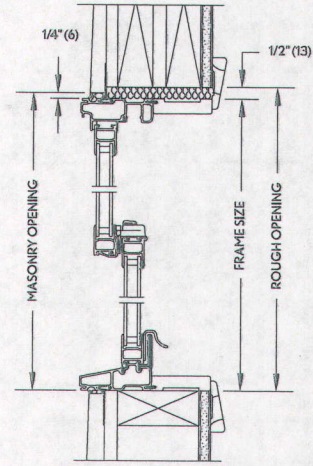
# Single Hung

## Operating Units – 18", 24", 30", 36", 42", 48" Widths

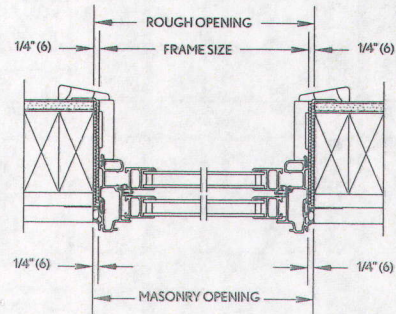
Masonry Opening	1'-6" (457)	2'-0" (610)	2'-6" (762)	3'-0" (914)	3'-6" (1067)	4'-0" (1219)
Rough Opening	1'-6" (457)	2'-0" (610)	2'-6" (762)	3'-0" (914)	3'-6" (1067)	4'-0" (1219)
Frame Size	1'-5 1/2" (445)	1'-11 1/2" (597)	2'-5 1/2" (749)	2'-11 1/2" (902)	3'-5 1/2" (1054)	3'-11 1/2" (1207)
Glass Size	13 17/32" (344)	19 17/32" (496)	25 17/32" (649)	31 17/32" (801)	37 17/32" (953)	43 17/32" (1106)

1'-11 3/4" (603)						
2'-5 3/4" (756)						
2'-11 3/4" (908)						
3'-5 3/4" (1060)						
3'-11 3/4" (1213)						
4'-5 3/4" (1365)						
4'-11 3/4" (1518)						
5'-5 3/4" (1670)						
5'-11 3/4" (1822)						
6'-5 3/4" (1975)						

### Construction Details



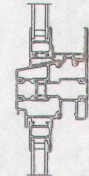
Head Jamb & Sill



Jamb



Vertical Mullion



Horizontal Mullion Transom/Operator

GBG available in standard Rectangular lite cut shown. Other GBG lite cuts shown on page 19.

\* These windows meet National Egress Codes for fire evacuation. Local codes may differ.

Details and Elevations not to scale.

■ / C = Cottage Style

□ = Obscure Glass

See page 39 for specific DP ratings.

## 2 Wide Operating Units – 18", 24", 30", 36", 42", 48" Widths

Masonry Opening	3'-0" (914)	4'-0" (1219)	5'-0" (1524)	6'-0" (1829)	7'-0" (2134)	8'-0" (2438)
Rough Opening	3'-0" (914)	4'-0" (1219)	5'-0" (1524)	6'-0" (1829)	7'-0" (2134)	8'-0" (2438)
Frame Size	2'-11 1/2" (902)	3'-11 1/2" (1207)	4'-11 1/2" (1511)	5'-11 1/2" (1816)	6'-11 1/2" (2121)	7'-11 1/2" (2426)


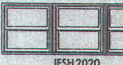
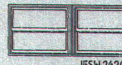



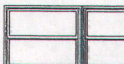




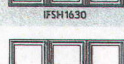
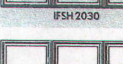
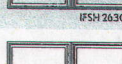










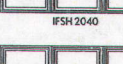







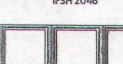







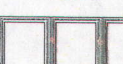
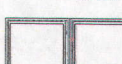
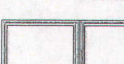
1'-11 3/4" (603) 2'-0" (601) 2'-11 1/2" (597)						
2'-5 3/4" (756) 2'-6" (662) 2'-5 1/2" (749)						
2'-11 3/4" (908) 3'-0" (914) 2'-11 1/2" (902)						
3'-5 3/4" (1060) 3'-6" (1067) 3'-5 1/2" (1054)						
3'-11 3/4" (1213) 4'-0" (1219) 3'-11 1/2" (1207)						
4'-5 3/4" (1365) 4'-6" (1372) 4'-5 1/2" (1359)						
4'-11 3/4" (1518) 5'-0" (1524) 4'-11 1/2" (1510)						
5'-5 3/4" (1670) 5'-6" (1676) 5'-5 1/2" (1664)						
5'-11 3/4" (1822) 5'-6" (1676) 5'-5 1/2" (1664)						
5'-11 3/4" (1822) 6'-0" (1829) 5'-11 1/2" (1816)						
6'-5 3/4" (1975) 6'-6" (1981) 6'-5 1/2" (1969)						

**MULTIPLE ASSEMBLIES:**  
Multiple assemblies can be factory mulled up to 4 units wide by 1 unit high.  
**Maximum Rough Opening:**  
not to exceed 114" x 78" or up to 2 units wide by 2 units high.  
**Maximum Rough Opening:**  
not to exceed 96" x 96". Field mull kits are available. Structural mullion reinforcement is required for some assemblies.  
Please consult your local Integrity from Marvin representative for more information.

\* These windows meet National Egress Codes for fire evacuation. Local codes may differ.  
Details and Elevations not to scale.  
□ / C = Cottage Style  
□ = Obscure Glass  
See page 39 for specific DP ratings.

# Single Hung

## 3 Wide Operating Units – 18", 24", 30", 36" Widths

Masonry Opening	4'-6" (1372)	6'-0" (1829)	7'-6" (2286)	9'-0" (2743)
Rough Opening	4'-6" (1372)	6'-0" (1829)	7'-6" (2286)	9'-0" (2743)
Frame Size	4'-5 1/2" (1359)	5'-11 1/2" (1816)	7'-5 1/2" (2273)	8'-11 1/2" (2730)
1'-11 3/4" (603) 2'-0" (609) 1'-11 1/2" (597)	 IFSH1620	 IFSH2020	 IFSH2620	
2'-5 3/4" (756) 2'-6" (762) 2'-5 1/2" (749)	 IFSH1626	 IFSH2026	 IFSH2626	 IFSH3026
2'-11 3/4" (908) 3'-0" (914) 2'-11 1/2" (902)	 IFSH1630	 IFSH2030	 IFSH2630	 IFSH3030
3'-5 3/4" (1060) 3'-6" (1067) 3'-5 1/2" (1054)	 IFSH1636	 IFSH2036	 IFSH2636	 IFSH3036
3'-11 3/4" (1213) 4'-0" (1219) 3'-11 1/2" (1207)	 IFSH1640	 IFSH2040	 IFSH2640	 IFSH3040
4'-5 3/4" (1365) 4'-6" (1372) 4'-5 1/2" (1359)	 IFSH1646	 IFSH2046	 IFSH2646	 IFSH3046
4'-11 3/4" (1518) 5'-0" (1524) 4'-11 1/2" (1510)	 IFSH1650	 IFSH2050	 IFSH2650	 IFSH3050*
5'-5 3/4" (1670) 5'-6" (1676) 5'-5 1/2" (1654)	 IFSH1656	 IFSH2056	 IFSH2656	 IFSH3056*
5'-5 3/4" (1670) 5'-6" (1676) 5'-5 1/2" (1654)	 IFSH1656C	 IFSH2056C	 IFSH2656C	 IFSH3056C
5'-11 3/4" (1822) 6'-0" (1829) 5'-11 1/2" (1816)	 IFSH1660	 IFSH2060	 IFSH2660*	 IFSH3060*
6'-5 3/4" (1975) 6'-6" (1980) 6'-5 1/2" (1962)	 IFSH1666	 IFSH2066	 IFSH2666*	 IFSH3066*

**MULTIPLE ASSEMBLIES:**  
Multiple assemblies can be factory milled up to 4 units wide by 1 unit high.

**Maximum Rough Opening:**  
not to exceed 114" x 78" or up to 2 units wide by 2 units high.

**Maximum Rough Opening:**  
not to exceed 96" x 96". Field mull kits are available. Structural mullion reinforcement is required for some assemblies.

Please consult your local Integrity from Marvin representative for more information.

\* These windows meet National Egress Codes for fire evacuation. Local codes may differ.

\*\*This product is only available field milled.

Details and Elevations not to scale.

□ / C = Cottage Style  
□ = Obscure Glass

See page 39 for specific DP ratings.

## 4 Wide Operating Units – 72", 96" Widths

Masonry Opening	6'-0" (1829)	8'-0" (2438)
Rough Opening	6'-0" (1829)	8'-0" (2438)
Frame Size	5'-11 1/2" (1816)	7'-11 1/2" (2426)

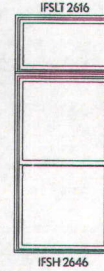
1'-11 3/4" (603)	IFSH 1620	IFSH 1620	IFSH 2020	IFSH 1620
2'-0" (610)	IFSH 1626	IFSH 1626	IFSH 2026	IFSH 1626
2'-5 3/4" (756)	IFSH 1630	IFSH 1630	IFSH 2030	IFSH 1630
2'-6" (762)	IFSH 1636	IFSH 1636	IFSH 2036	IFSH 1636
2'-5 1/2" (749)	IFSH 1640	IFSH 1640	IFSH 2040	IFSH 1640
2'-11 3/4" (908)	IFSH 1646	IFSH 1646	IFSH 2046	IFSH 1646
3'-0" (914)	IFSH 1650	IFSH 1650	IFSH 2050	IFSH 1650
2'-11 1/2" (902)	IFSH 1656	IFSH 1656	IFSH 2056	IFSH 1656
3'-5 3/4" (1060)	IFSH 1660	IFSH 1660	IFSH 2060	IFSH 1660
3'-6" (1067)	IFSH 1666	IFSH 1666	IFSH 2066	IFSH 1666
3'-5 1/2" (1054)				
3'-11 3/4" (1213)				
4'-0" (1219)				
3'-11 1/2" (1207)				
4'-5 3/4" (1365)				
4'-6" (1372)				
4'-5 1/2" (1359)				
4'-11 3/4" (1518)				
5'-0" (1524)				
4'-11 1/2" (1511)				
5'-5 3/4" (1670)				
5'-6" (1676)				
5'-5 1/2" (1664)				
5'-11 3/4" (1822)				
6'-0" (1829)				
5'-11 1/2" (1816)				
6'-5 3/4" (1975)				
6'-6" (1981)				
6'-5 1/2" (1969)				

## Single Hung – Transoms & Multiple Assemblies

### In-Sash Transom Muller Over Single Hung – Operating Unit

Masonry Opening	2'-6" (762)
Rough Opening	2'-6" (762)
Frame Size	2'-5 1/2" (749)
Glass Size	25 17/32" (649)

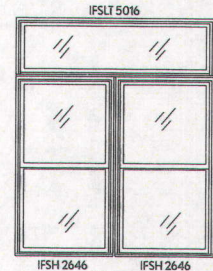
1'-5 3/4" (451)	IFSLT 2616
1'-6" (457)	IFSLT 2616
1'-5 1/2" (445)	IFSLT 2616
13 17/32" (344)	IFSLT 2616
4'-5 3/4" (1365)	IFSH 2646
4'-6" (1372)	IFSH 2646
4'-5 1/2" (1359)	IFSH 2646
24 9/32" (617)	IFSH 2646



### In-Sash Transom Muller Over Single Hung – 2 wide Operating Unit

Masonry Opening	5'-0" (1524)	2'-6" (762)
Rough Opening	5'-0" (1524)	2'-6" (762)
Frame Size	4'-11 1/2" (1511)	2'-5 1/2" (749)

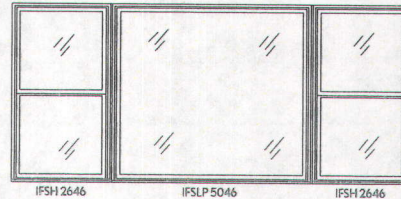
1'-5 3/4" (451)	IFSLT 5016
1'-6" (457)	IFSLT 5016
1'-5 1/2" (445)	IFSLT 5016
4'-5 3/4" (1365)	IFSH 2646
4'-6" (1372)	IFSH 2646
4'-5 1/2" (1359)	IFSH 2646



### 120" Flankers with Picture Unit Center\*\*

Masonry Opening	2'-6" (762)	5'-0" (1524)	2'-6" (762)
Rough Opening	2'-6" (762)	5'-0" (1524)	2'-6" (762)
Frame Size	2'-5 1/2" (749)	4'-11 1/2" (1511)	2'-5 1/2" (749)

4'-5 3/4" (1365)	IFSH 2646
4'-6" (1372)	IFSH 2646
4'-5 1/2" (1359)	IFSH 2646



### 90" Flankers with Operator Unit Center

Masonry Opening	2'-6" (762)	2'-6" (762)	2'-6" (762)
Rough Opening	2'-6" (762)	2'-6" (762)	2'-6" (762)
Frame Size	2'-5 1/2" (749)	2'-5 1/2" (749)	2'-5 1/2" (749)
Glass Size	25 17/32" (649)	25 17/32" (649)	25 17/32" (649)

4'-5 3/4" (1365)	IFSH 2646
4'-6" (1372)	IFSH 2646
4'-5 1/2" (1359)	IFSH 2646
24 9/32" (617)	IFSH 2646

