

# HISTORIC LANDMARK COMMISSION STAFF REPORT



Planning and Zoning  
Division  
Department of Community  
and Economic  
Development

## Trolley Square New Construction Petition 470-07-21: Amending the previously approved design of Building C 602 East 500 South November 5, 2008

**Applicant:** Trolley Square Associates, LLC. Represented by Mulvanny G2 Architects  
**Staff:** Nick Norris 535-6173 email: nick.norris@slcgov.com  
**Tax ID:** 16-06-478-007; 16-060478-008; 16-06-478-010; 16-06-478-011; 16-06-478-012; 16-06-478-013

**Current Zone:** CS Community Shopping

**Master Plan Designation:** Community Commercial

**Council District:** District 4: Luke Garrott

**Acreage:** 10.3 acres

**Current Use:** Retail Shopping Center

**Applicable Zoning Regulations:**

- 21A.34.020

**Public Notice:** Public notice was mailed to all property owners within 450 feet and posted on the City and State websites as well as emailed to the Division's list serve.

**Attachments:**

- A. Applicable Design Guidelines
- B. Applicant narrative on proposed changes
- C. Approved site plan and elevations from 9/5/07
- D. Proposed site plan and elevations

### Request

Trolley Square Associates, LLC is requesting an amendment to the HLC approval of Building C (Whole Foods building) located at Trolley Square. The proposed amendment includes increasing the footprint of the building, increasing the height of the building, and changes to the design of each side of the building.

### Staff Recommendation

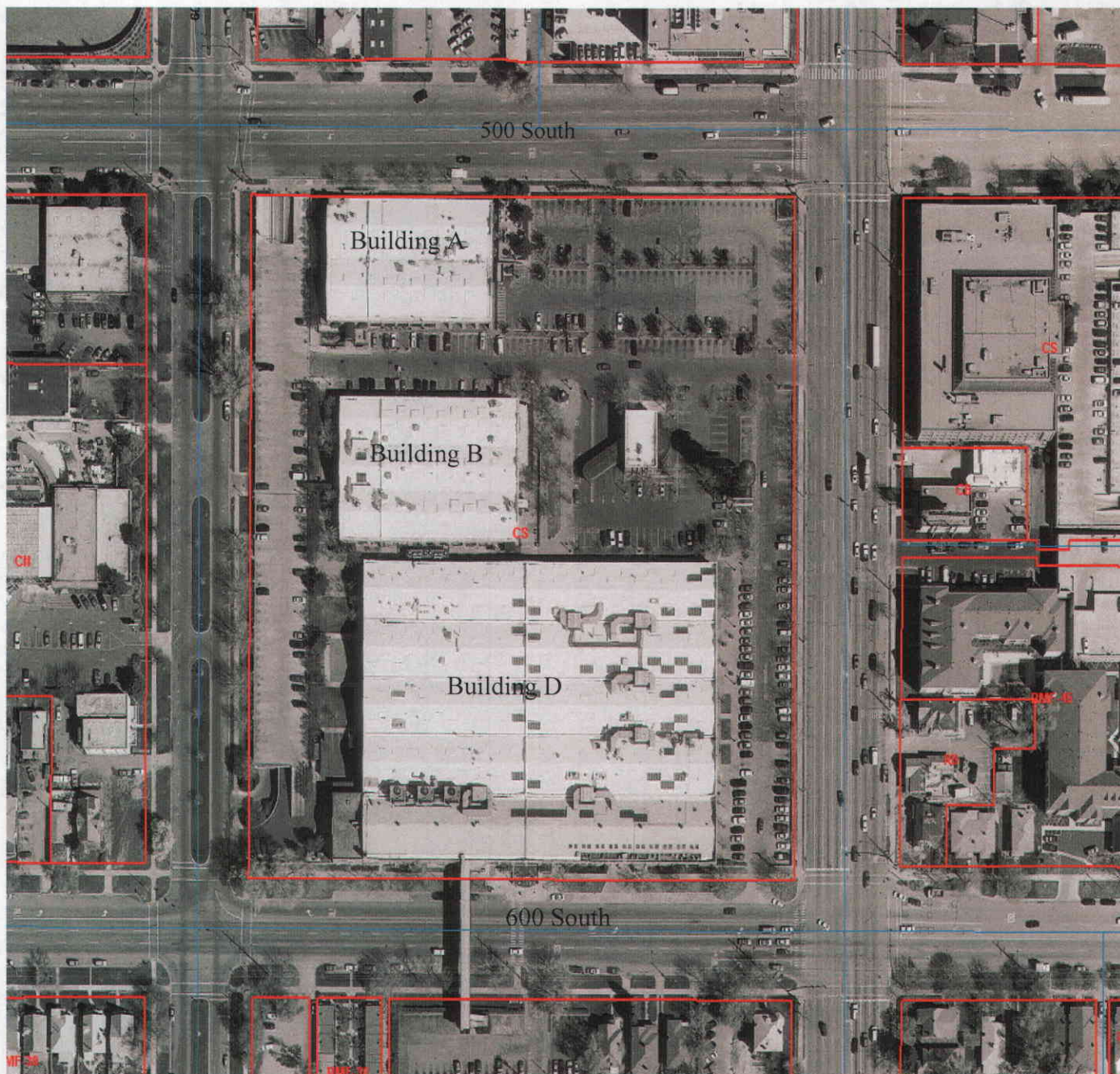
Staff recommends that the Historic Landmark Commission approve the proposed alterations to petition 470-07-21 based on the analysis and findings of this staff report with the following conditions:

1. That the blank wall section of the east elevation includes second level cutouts and that the banding above the storefronts is connected to the storefront on the north side of the stair well.
2. That the southern wall section on the west elevation include a store front that matches the adjacent store front to the north.

### Options

1. The HLC may approve the proposed alterations by adopting staffs findings and recommendation.
2. The HLC may deny the proposed alterations upon finding that the proposed changes do not comply with the applicable standards and design guidelines and is not in the best interest of the City. Denying the proposal would keep the original approval in place.;
3. The HLC may table the item and request additional information from the applicant and/or staff.

# VICINITY MAP



**Trolley Square (602 East 500 South)**

## **Background:**

### **Project History**

The proposed development was reviewed by the Planning Commission as a Planned Development. On July 11, 2007, the Planning Commission approved the Planned Development and the site plan with the following conditions:

1. That the project comply with all City Department and Division comments, requirements, and regulations;
2. That final architecture and building materials approval be delegated to the Planning Director and shall be consistent with the approval of the Historic Landmark Commission;
3. That the applicants submit a plan that shows how the public trees are to be protected during the construction process;
4. That the Urban Forester approve all proposed tree removals, transplants and tree plantings on public property;
5. That the Utah Department of Transportation approve upgrading the signal on 700 East and 600 South to add a dedicated/protected left turn for north and south bound traffic;
6. That signs be posted in all service areas instructing drivers to turn off their engines while waiting and actively loading or unloading their vehicles. The design of the signs must be approved by the Historic Landmark Commission or designee;
7. That the final landscaping plan approval be delegated to the Planning Director;
8. That the Planning Commission modify the building setbacks so that they are consistent with setbacks indicated on the submitted site plan;
9. That the applicant provide off street parking for scooters based on the recommendation of the Transportation Division;
10. That the applicant endeavor to meet the goals of Leadership in Energy and Environmental Design (LEED) certification standards adopted by the United States Green Building Council;
11. That all existing heating and air conditioning units be upgraded with energy star rated units when the time comes to replace the units and that all new heating and air conditioning units be energy star rated; and
12. That all mechanical equipment is properly screened so that it is not visible and to reduce noise generated by the equipment.

On September 5, 2007 the Historic Landmark Commission approved the project with the following conditions:

1. That the ground level windows on the east elevation of Building C be extended closer to the ground or closer to the top of the elevated planter to create a knee wall that is consistent with the store fronts of the existing buildings at Trolley Square.
2. That the parking level of Building C have cutouts that are similar in dimension to the Utah Light and Rail emblem found on the east and west elevations of the historic buildings at Trolley Square;
3. That the section of wall on the west elevation of Building C includes some design feature or artwork that creates a visually interesting terminus to Trolley Lane.
4. That the applicant includes a historical walking tour that explains the history of the site with final details of that tour be based on input from the State Historic Preservation Office, the Utah Heritage Foundation and City staff with final approval of the tour being reviewed by the Historic Landmark Commission;
5. That any damage that was done to the west façade of Building A by the 1970's addition be repaired.
6. That all deteriorating design features on the existing structures be repaired based on historical photographs, existing features, etc.

7. That all major modifications be approved by the Historic Landmark Commission.

## Project Description

The applicant is proposing multiple changes to Building C at Trolley Square. Building C is a new structure that was originally approved by the Historic Landmark Commission on September 5, 2007. The modifications include a change in building height, increased square footage, alterations to the approved building elevations, relocating stair towers and other changes necessitated by building codes and to address operational challenges.

The following chart describes the width, length and height of the existing buildings:

	Square Footage (footprint)	Building Width along street	Height
Building A (existing)	24,110	205 feet	36 feet 8 inches
Building B (existing)	30,410	No street frontage	29 feet
Building D (existing)	96,198	305 feet	39 feet

### Building C

	Approved Height (above grade)	Proposed Height
East Elevation	40 feet 4 inches	33 feet 10 inches to 41 feet 4 inches
West Elevation	40 feet 4 inches	40 feet 10 to 42 feet 10 inches
South Elevation	40 feet 4 inches	41 feet 4 inches to 41 feet 9 inches
North Elevation	40 feet 4 inches	33 feet 10 inches to 40 feet 11 inches

The increased height is being driven by the construction method, the internal height requirements, building codes and grade elevations. The roof top parking deck is sloped for drainage. In order to provide a level appearance of the roof line, the parapet varies in height. The property slopes from the north to the south and from the east to the west. The highest portions of Building C, excluding stair and elevator towers, will be along the western elevation where the height varies between forty feet ten inches and forty two feet ten inches. The height of existing building C increases as you travel from east to west within the site due to the same grade change. Overall, the change in height varies between five inches and two feet six inches. The average change in height is approximately 2.5% or 1.2 feet. On the east elevation, a stair tower and canopy over escalators extend approximately four feet above the top of the parapet.

The plans submitted for a building permit indicate an increased foot print. The Building C footprint shown on the plans approved by the HLC on September 5, 2007 is 53,987 square feet. The footprint of Building C shown on the plans submitted for a building permit is 62,916 square feet. The approved square footage did not include the south porch, the western ramp up to the parking area and the enclosed loading dock area, which accounts for approximately 7,670 square feet. The actual difference between the approved footprint and the proposed footprint is approximately 1,258 square feet, or 2%. The increase in square footage is found along the east elevation north of the primary entrance. The approved building shows an internal staircase adjacent to the primary entrance and a landscaped area north of the staircase. The proposed alteration extends the east wall of the staircase approximately 80 feet further north and reduces the amount of landscaped area.

The proposed east elevation of Building C includes reducing the amount of window bays. The approved elevations show 4 window bays on the north side of the primary entrance. The proposed design includes two

window bays and adds an internal staircase. One window bay was removed to accommodate a shear wall, which is required to insure structural integrity. The staircase does include glass that extends up to the second level and glass doors at the ground level. The primary entrance has a different design. The approved design included a flat canopy over the entrance, while the proposed design includes an arched canopy that appears to extend further from the building. The number of square cut-outs on the second parking level has increased on the proposed drawings. The east elevation contains three sections with 4 cut-outs per section and one section with one cut-out due to the location of the stair. The cutouts contain a wire grill to improve safety.

The south elevation was approved with a series of six storefronts, four of which contained overhead glass doors that opened up to a covered patio that provided outdoor seating. The proposed elevations include three overhead glass doors with an enclosed porch and two glass storefronts. The sixth storefront has been replaced with a stair tower. The stair tower was shown on the southwest corner of the approved plans. The applicants are proposing to relocate the stair tower to the east along the south elevation. The south elevation includes six wall sections with two cut-outs per section for ventilation to the second level parking. The cut-outs include a metal grill to improve safety.

The west elevation was approved with a glass entrance to a stair tower and a glass storefront on the southern corner. The proposed elevation alters this elevation by relocating the stair tower and curving the wall. The glass storefront is still located in approximately the same location, with the corner glass area now bricked in with an arched window band above it. Further to the north, the entrance to the parking has been widened to allow for a proper turning radius to the parking ramp. The arched windows above the parking entrance have been changed to a rectangular band. The entrance to the loading area has been altered by eliminating the arched windows above the overhead doors. The west elevation includes five wall sections that each contains a series of 4 cut-outs for the second level parking area. The cut-outs include a metal grill to improve safety.

The proposed north elevation was divided into 6 sections, with four of the sections containing ground level storefronts. The proposed elevations have eliminated the storefronts that were located in the loading dock area and replaced them with a screen opening in one of the sections. Ventilation grills have been added for the second level parking area. The number of cut-outs to the second level parking area has been increased to two per wall section. One wall section has been reduced in width due to the required length of the loading dock. This section contains one cut-out. All cut-outs contain a metal grill for safety.

## ***Comments***

### **Public Comments**

The Trolley Square Redevelopment Project was initially approved by the Historic Landmark Commission on September 5, 2007. As part of the approval process, public comment was submitted to the Historic Landmark Commission. The public comment relative to the Building C included the massing and scale of the building, location of the loading dock, and the change of views into the site from 700 East and 500 South, the rooftop parking, and the relation of the building to the historic buildings on the site. At the time of publication, staff has not received any new public comment.

### ***Staff Analysis and Findings***

Zoning Ordinance section 21A.34.020 (H) lists the standards for certificate of appropriateness for new construction. The standards are as follows:

#### **1. Scale And Form:**

- a. Height And Width:** The proposed height and width shall be visually compatible with surrounding structures and streetscape;
- b. Proportion Of Principal Facades:** The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape;
- c. Roof Shape:** The roof shape of a structure shall be visually compatible with the surrounding structures and streetscape; and
- d. Scale Of A Structure:** The size and mass of the structures shall be visually compatible with the size and mass of surrounding structure and streetscape.

**DISCUSSION:** The proposed alterations increase the overall height of the structure by an average of 2.5% with a maximum increase of two feet six inches. While the proposed height will be taller than Building D, the increase in height will remain visually compatible. Along 500 South, the increase in height is seven inches (approximately 1% of the approved height). The increase in height is due to the applicants desire to have a minimum retail floor height of 21 feet, a change in structural materials to pre-cast concrete and the required separation from the retail area and parking area. The overall increase in height does not negatively change the visual compatibility between the new structure and the historic structures and would be visually compatible with the September 5, 2007 HLC approval.

The proportion of the principal facades in terms of width and height has changed due to the increase in height. However, the increase in height is small in terms of the overall height of the existing structures and Building D. The greatest overall change in terms of the relationship between width and height occurs at the southwest corner of the building. The change is approximately two feet six inches, however one foot six inches of that is due to grade change from the east to the west.

The overall roof shape of Building C is consistent with the September 5, 2007 approved roof shape. Taken individually, the increase in height is not likely to create a noticeable increase in scale. The added square footage is approximately 2% greater than what was approved. The increase in square footage does not noticeably increase in the overall scale of the structure.

**FINDING:** The proposed changes to Building C are visually compatible in terms of scale because the additional height and square footage amount to a relative minor increase in the scale and mass of the structure that would not be visually noticeable.

## **2. Composition Of Principal Facades:**

- a. Proportion Of Openings:** The relationship of the width to the height of windows and doors of the structure shall be visually compatible with surrounding structures and streetscape;
- b. Rhythm Of Solids To Voids In Facades:** The relationship of solids to voids in the facade of the structure shall be visually compatible with surrounding structures and streetscape;
- c. Rhythm Of Entrance Porch And Other Projections:** The relationship of entrances and other projections to sidewalks shall be visually compatible with surrounding structures and streetscape; and
- d. Relationship Of Materials:** The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in surrounding structures and streetscape.

**DISCUSSION:** The east elevation of Building D has a number of openings that were designed to allow trolley cars to enter the building. Those openings have been converted to store fronts. The existing store fronts typically contain a knee wall and a display window. This basic storefront design is similar to other commercial buildings in the Central City Historic District. The proposed alterations to Building C reduce the amount of glass storefronts on the northern half of the east elevation. The result is that the northern half

of the building appears to be the “back of house” operations for the structure and there is a noticeable bisecting of the east elevation. However, the structural design of the building requires a support wall to comply with building codes.

The north elevation of Building C is the “back of house” for the building and is readily visible from the street. The intent of the approved design of this elevation was to make the building more visually compatible to Building A and reduce the visual impact of the north elevation by making it appear to be more than simply the back of the building. To do this, the HLC required the applicant to include store fronts, cutouts, and other design features to break up the visual appearance of the building. Due to structural requirements, the second opening from the west corner (located in the loading dock area) has been shortened. The wall section where this opening is located is also shorter due to structural requirements and the length required for the loading area.

The west elevation includes a reduction in the number of openings. The applicants are proposing to eliminate the window opening above the loading dock doors and changing the shape of the windows above the parking ramp entrance. The approved elevations included two bays of arched windows, one directly above the parking entrance and one directly south of the parking entrance. The proposed windows are rectangular and extend above the opening and continue across the wall section. The southern portion of the west elevation has been redesigned by relocating the stair well and altering the design of the openings. The corner area includes an arched opening above an area that could be storefront. In order to maintain the rhythm of grouping two arched storefronts together, the bricked in area below the arched opening should be converted to storefront.

The approved design of the South elevation contains six wall sections with each section containing a glass store front. The middle section of the approved south elevation contains a covered patio. The proposed changes enclose the patio area with glass as the primary material and include three overhead doors to open the patio in good weather. The changes reduce the number of storefronts from six to five. This is to accommodate the stair well, which is being relocated from the west elevation to the south elevation. The changes to the south elevation do not negatively impact the composition of the façade.

The cutouts into the second level (parking level) have been increased. The increase breaks up the amount of blank wall on the upper portion of the building. The cut-outs are designed to match the dimensions of the concrete emblems found on the historic structures at Trolley Square.

**FINDING:** The composition of the principal facades of the proposed changes to Building C are not visually compatible with the adjacent buildings or the streetscape. Specifically, the east elevation reduces the number of openings on the ground level in a manner that is not compatible with the design of Building D. This results in the building not being visually compatible with the streetscape. By placing the cutouts in the second level of the blank wall sections and continuing the banding above the store fronts, the rhythm of the east elevation is improved.

### 3. Relationship To Street:

**a. Walls Of Continuity:** Facades and site structures, such as walls, fences and landscape masses, shall, when it is characteristic of the area, form continuity along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related;

**b. Rhythm Of Spacing And Structures On Streets:** The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related;

**c. Directional Expression Of Principal Elevation:** A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its orientation toward the street; and

**d. Streetscape Pedestrian Improvements:** Streetscape and pedestrian improvements and any change in its appearance shall be compatible to the historic character of the landmark site or H historic preservation overlay district.

**DISCUSSION:** The additional square footage along the east elevation of the building pushes the building closer to the street than Building D. While this changes the relationship of the building and the street, it does not negatively impact the other buildings on the street. The approved site plan and building elevations include a store front that extended closer to the street than the rest of Building C and all of Building D. The additional square footage is located to the north of the entrance and therefore would not further reduce the views or the relationship between Building C and Building D. The overall spacing of structures or the relationship to the pedestrian ways along 700 East and 500 South would not change as part of this proposal.

The changes to the south area of the building do not impact the manner in which Building C relates to Buildings B or D. The outdoor plaza area outside of the three buildings will increase by shifting the enclosed patio on the south side of Building C further to the east. The size of the outdoor dining area will be increased by the addition of a patio on the southwest corner.

**FINDING:** The proposed alterations to Building C comply with this standards because the manner in which the structure addresses the street and it's relationship to the other buildings is not negatively altered due to the increase in square footage or the decrease in building setback.

**4. Subdivision Of Lots:** The planning director shall review subdivision plats proposed for property within an H historic preservation overlay district or of a landmark site and may require changes to ensure the proposed subdivision will be compatible with the historic character of the district and/or site(s).

**FINDING:** This proposal does not include the subdivision or joining of any parcels. In the future the property owners may go through a subdivision process that places the proposed buildings on separate lots and eliminate lot lines that go through the middle of the existing structures. The proposed buildings do not straddle any existing property lines.



**Attachment A**  
Applicable Design Guidelines

## New Construction

### Design Guideline

Number	Design Guideline	Applicable to Standard
11.1	<b>11.1 Respect historic settlement patterns.</b> Site new buildings such that they are arranged on their sites in ways similar to historic buildings in the area. This includes consideration of building setbacks, orientation and open space, all of which are addressed in more detail in the individual district standards.	1, 3
11.2	<b>11.2 Preserve the historic district's street plan.</b> Most historic parts of the city developed in traditional grid patterns, with the exception of Capitol Hill. In this neighborhood the street system initially followed the steep topography and later a grid system was overlaid with little regard for the slope. Historic street patterns should be maintained. See specific district standards for more detail. The overall shape of a building can influence one's ability to interpret the town grid. Oddly shaped structures, as opposed to linear forms, would diminish one's perception of the grid, for example. In a similar manner, buildings that are sited at eccentric angles could also weaken the perception of the grid, even if the building itself is rectangular in shape. Closing streets or alleys and aggregating lots into larger properties would also diminish the perception of the grid.	
11.3	<b>11.3 Orient the front of a primary structure to the street.</b> The building should be oriented parallel to the lot lines, maintaining the traditional grid pattern of the block. An exception is where early developments have introduced curvilinear streets, like Capitol Hill.	1, 3
11.4	<b>11.4 Construct a new building to reinforce a sense of human scale.</b> A new building may convey a sense of human scale by employing techniques such as these: building materials that are of traditional dimensions. Providing a one-story porch that is similar to that seen traditionally. Using a building mass that is similar in size to those seen traditionally. Using a solid-to-void that is similar to that seen traditionally, and using window openings that are similar in size to those seen traditionally.	1, 2
11.5	<b>11.5 Construct a new building to appear similar in scale to the scale that is established in the block.</b> Subdivide larger masses into smaller "modules" that are similar in size to buildings seen traditionally.	1, 2
11.6	<b>11.6 Design a front elevation to be similar in scale to those seen traditionally in the block.</b> The front shall include a one-story element, such as a porch. The primary plane of the front should not appear taller than those of typical historic structures in the block. A single wall plane should not exceed the typical maximum facade width in the district.	1, 2
11.7	<b>11.7 Build to heights that appear similar to those found historically in the district.</b> This is an important standard which should be met in all projects.	1
11.8	<b>11.8 The back side of a building may be taller than the established norm if the change in scale will not be perceived from public ways.</b>	1
11.9	<b>11.9 Design a new building to appear similar in width to that of nearby historic buildings.</b> If a building would be wider overall than structures seen historically, the facade should be divided into subordinate planes that are similar in width to those of the context.	1
11.10	<b>11.10 Use a ratio of wall-to-window (solid to void) that is similar to that found on historic structures in the district.</b> Large surfaces of glass are inappropriate in residential structures. Divide large glass surfaces into smaller windows.	2
11.11	<b>11.11 Use building forms that are similar to those seen traditionally on the block.</b> Simple rectangular solids are typically appropriate.	1
11.12	<b>11.12 Use roof forms that are similar to those seen traditionally in the block.</b> Visually, the roof is the single most important element in an overall building form. Gable and hip roofs are appropriate for primary roof forms in most residential areas. Shed roofs are appropriate for some additions. Roof pitches should be 6:12 or greater. Flat roofs should be used only in areas where it is appropriate to the context. They are appropriate for multiple apartment buildings, duplexes, and fourplexes. In commercial areas, a wider variety of roof forms may occur.	1

<b>11.13</b>	<b>Design overall facade proportions to be similar to those of historic buildings in the neighborhood.</b> The “overall proportion” is the ratio of the width to height of the building, especially the front facade. See the discussions of individual districts and of typical historic building styles for more details about facade proportions.	1
<b>11.14</b>	<b>Keep the proportions of window and door openings similar to those of historic buildings in the area.</b> This is an important design standard because these details strongly influence the compatibility of a building within its context. Large expanses of glass, either vertical or horizontal, are generally inappropriate on new buildings in the historic districts.	2
<b>11.15</b>	<b>Use building materials that contribute to the traditional sense of scale of the block.</b> This will reinforce the sense of visual continuity in the district.	2, 3
<b>11.16</b>	<b>New materials that are similar in character to traditional materials may be acceptable with appropriate detailing.</b> Alternative materials should appear similar in scale, proportion, texture and finish to those used historically. They also must have a proven durability in similar locations in this climate. Metal products are allowed for soffits and eaves only.	2
<b>11.17</b>	<b>Use building components that are similar in size and shape to those found historically along the street.</b> These include windows, doors, and porches.	2
<b>11.18</b>	<b>If they are to be used, design ornamental elements, such as brackets and porches to be in scale with similar historic features.</b> Thin, fake brackets and strap work applied to the surface of a building are inappropriate uses of these traditional details.	
<b>11.19</b>	<b>Contemporary interpretations of traditional details are encouraged.</b> New designs for window moldings and door surrounds, for example, can provide visual interest while helping to convey the fact that the building is new. Contemporary details for porch railings and columns are other examples. New soffit details and dormer designs also could be used to create interest while expressing a new, compatible style.	2
<b>11.20</b>	<b>The imitation of older historic styles is discouraged.</b> One should not replicate historic styles, because this blurs the distinction between old and new buildings, as well as making it more difficult to visually interpret the architectural evolution of the district. Interpretations of historic styles may be considered if they are subtly distinguishable as new.	
<b>11.21</b>	<b>Windows with vertical emphasis are encouraged.</b> A general rule is that the height of the window should be twice the dimension of the width in most residential contexts. See also the discussions of the character of the relevant historic district and architectural styles.	2
<b>11.22</b>	<b>Frame windows and doors in materials that appear similar in scale, proportion and character to those used traditionally in the neighborhood.</b> Double-hung windows with traditional depth and trim are preferred in most districts. (See also the rehabilitation section on windows as well as the discussions of specific historic districts and relevant architectural styles.)	2
<b>11.23</b>	<b>Windows shall be simple in shape.</b> Odd window shapes such as octagons, circles, diamonds, etc. are discouraged.	2

## Central City Historic District Design Guideline

Number		Applicable to Standard
13.21	13.21 <b>Maintain the character and scale of the side streets in the district.</b> Many side streets, particularly the lanes, have a distinct character and scale that should be preserved.	
13.22	13.22 <b>Maintain alleys where they exist.</b> Their modest character should be preserved.	
13.23	13.23 <b>Maintain the established alignment of building fronts in the block.</b> In general, larger, taller masses should be set back farther from the front than smaller structures. In some cases, therefore, a setback that is greater than the median setback may be appropriate.	1, 3
13.24	13.24 <b>Maintain the rhythm established by uniform setbacks in the block.</b> It is particularly important that the traditional spacing pattern be maintained as seen from the street. Follow the traditional building pattern in order to maintain the historic character of the street. Consider the visual impact of new construction and additions on neighbors along side yards. Consider varying the height and setback of the structure along the side yard.	
13.25	13.25 <b>Clearly define the primary entrance to the house.</b> Use a porch, stoop, portico or similar one-story feature to indicate the entry. Orienting the entry to the street is preferred. Establishing a “progression” of entry elements, including walkway, landscape elements and porch also is encouraged.	
13.26	13.26 <b>Plan an addition to be in character with the main building, in terms of its size, scale and appearance.</b> This is especially important in portions of the district where buildings are modest in size and scale and have limited architectural detailing. Greater flexibility is appropriate, in terms of size of additions, on the northern edge of the district near South Temple Street, where many of the historic buildings are quite large.	
13.27	13.27 <b>Design new buildings to appear similar in mass to those that were typical historically in the district.</b> If a building would be larger than those seen on the block, subdivide larger masses of the building into smaller “modules” that are similar in size to buildings seen traditionally.	1
13.28	13.28 <b>Design new buildings so that they appear similar in scale to those seen traditionally on the block.</b> Historically, most houses appeared to have a height of one, one-and-one half or two stories. A new front facade should appear similar in height to those seen historically in the block. Taller portions should be set back farther on the lot. Story heights should appear similar to those seen historically. Also, consider using architectural details to give a sense of the traditional scale of the block.	1
13.29	13.29 <b>Design a new building to have a form similar to those seen historically.</b> In most cases, the primary form of the house was a simple rectangle. In some styles, smaller, subordinate masses were then attached to this primary form.	1
13.30	13.30 <b>Use primary building materials that will appear similar to those used historically.</b> Appropriate building materials include: brick, stucco, and painted wood. Substitute materials may be considered under some circumstances. See Sections 2.0 and 6.0 and page 126.	
13.31	13.31 <b>Minimize the visual impacts of automobiles as seen from the sidewalk by pedestrians.</b> Provide landscaped buffer areas to screen and separate the sidewalk from parking and drive lanes within individual commercial sites.	
13.32	13.32 <b>Screen service areas from the residential portions of the historic district.</b> Use fences, walls and planting materials to screen service areas. When feasible, locate service areas away from residential portions of the historic district.	
13.33	13.33 <b>Minimize the visual impacts of signs.</b> This is particularly important as seen from within the residential portions of the historic district. Smaller signs are preferred. Monument signs and low pole-mounted signs are appropriate.	
13.34	13.34 <b>Shield all site lighting such that it does not spill over into residential portions of the historic district.</b>	

## **Attachment B**

### **Applicant narrative on proposed changes**

Trolley Square Permit Plan Review: Building C Whole Foods  
October 15, 2008

Below are review comments for Building C "Whole Foods" located at Trolley Square.  
Sheet A1.1.0:

1. The approved square footage of the footprint of the building was 52,293 and included a mezzanine for an approximate square footage of 56,293. The permit plan set shows a building footprint of 60,438.  
**The 52,293 SF area referenced the gross leasable area and not the building footprint. Excluded from that area were the loading dock, west ramp and enclosed South Terrace. A more accurate footprint was shown on the parking level (P-1) plan at 60,577 SF gross area. That area should have been shown on the store level plan.**  
**A composite store level plan has been developed referencing all changes from the Landmark approved plan.**
2. The Planning Commission required, as a condition of approval, scooter parking to be included within the parking structure. There are no parking stalls for scooters indicated or reflected in the parking table.  
**Scooter parking will be added to the construction documents. Exhibit drawings indicate locations.**
3. The approved project indicated a total of 885 stalls for the entire project, with 280 in building C. The permit set indicates a total of 1,041 stalls for the project, with 260 in Building C. The approved plans show a total of 283 stalls on the south lot, while the permit set shows 439. If the south lot has been altered, it must be reviewed by the City for compliance. If not, the correct number needs to be verified.  
**The numbers for the south lot were increased by using valet parking. These numbers were reviewed with the Site development permit. The 280 stalls in Building C were reduced to 265 due to mechanical equipment and chase requirements.**
4. The approved plans indicate a different building footprint than the permit set. It appears as though the footprint along the east elevation has changed.  
**The footprint changed to accommodate tenant requirements for escalators and a grocery parcel lift at the east elevation. This moved the solid element (an elevator at the time) to the north. The two northerly arched window openings were eliminated and a smaller flat lintel window and exit door inserted. Planting along this elevation has been intensified to mitigate the change in window exposure. The entry to the store visually and experientially has been improved with the addition of a larger column supported entry canopy extending closer to the curb and intended to display produce and flowers outside the store.**

A4.1.0 East Elevation:

1. North of the main entry, the approved plan shows 4 arched window bays. Permit set shows 2 arched window bays and a staircase with glass storefront.  
**See item 4 above.**

2. On approved plans, the canopy is a flat, horizontal canopy. The canopy on the permit set is arched.

**The approved canopy was a flat awning attached to the pavilion wall affording adequate but minimal protection while entering the store. The entry to the store visually and experientially has been intensified with the addition of a larger entry canopy extending closer to the curb and intended to display produce and flowers outside the store.**

3. Approved drawings show a building height (to top of parapet) on the north corner of 39 feet. Permit shows a building height of 41'4".

**The approved height of 39' was taken from a finish floor level of 305' to give an elevation above grade of 344'-0". We reduced the floor elevation by one foot to 304' and increased the top of parapet by 1'-4" for an elevation above grade of 345'-4". This is a net gain of 16".**

**The vertical height increased due to a combination of technical and program realities. The finished floor elevation for the building was lowered to 304' to meet the requirements of existing grade at the east store entrance. The store requires a minimum 21' vertical clear height. The P1 parking floor required additional depth for weather insulation and it slopes to drain. Finally a structural shift to pre-cast concrete which required deeper support beams all contributed to the increase at top of parapet.**

**The intent of the team was to keep the top of parapet as low as possible. The code requires 42" high parapet for fall protection. The parapet height varies between 4'-2" and 5'-8" due to deck drainage and to effectively screen automobiles from view from the street. This height can be reduced by 8" and still maintain fall protection.**

**When seen from the north the building height is approximately 11' lower in the permit drawings than the approved elevations due to higher grades at this end of the building.**

4. Approved plans indicate planter boxes along the store fronts to the north of the main entry. The permit set does not include the planters.

**Planters along the east elevation were never intended nor indicated on the approved drawings. What may be confusing is that we illustrated screening shrubs as a green colored block which could be perceived possibly as a planter form.**

5. The parking ramp on the approved set included a brick veneer on the ramp to the parking structure. On the site plan it is shown as a concrete wall with no veneer.

**Brick veneer has been reinstated.**

#### South Elevation

1. Approved elevations show brick columns between overhead garage doors. Permit set indicates a metal panel.

**The south elevation has been designed with an enclosed terrace with garage doors. This has been inconsistently shown on the approved drawings but is indicated best on the east and west elevations. The approach was to make this terrace delicate in scale and of lighter materials to provide the appropriate texture in the environment of the central plaza. The metal cladding is suggested but not labeled on the elevations. The approved brick columns are**

still part of the full brick wall of the south elevation, but they are obscured in this elevation by the terrace itself.

2. Approved at 39 feet, permit shows height at 41 feet above parapet.  
**See item 3 in section immediately above.**
3. Approved elevation indicated 4 bays of overhead doors. Permit set shows 3 with a stair tower.  
**The approved drawing showed only 3 doors, one in each of the three bays of the South Terrace. The elevation bay spacing has been adjusted which may account for a perceived discrepancy.**

#### West Elevation

1. On north side, arched windows above loading dock area are shown on approved plans. Not included on permit set.

**The three following items are interrelated. The arched openings depend visually on being symmetrical within the major bay. At the loading dock, the dimensional requirement for the two loading bays at 25'-8" was greater than that possible within the half bay symmetry. The adjacent opening just to the south measures 22'-2".**

**Similarly, the turning requirements for entering and exiting the parking ramp pushed the entry width beyond that possible within the symmetrical condition to 33'-4". The arched openings would therefore have been odd-sized and out of character and dimension with the others on the building. This logic applies to the half-bay immediately south of the auto entry as well.**

**We elected to use a simple horizontal lintel, as we did on the north elevation, to bring visual harmony to this northwest corner of the building which can be seen when viewed obliquely. Storefront still is provided over the auto ramp entry, but not over the loading due to vertical height relationships to the horizontal lintel which wraps the entire building at the same height.**

2. Arched storefront above entrance to parking on approved drawings, not indicated on permit set.  
**See item 1 above.**
3. Arched storefront indicated beyond parking ramp screen wall on approved drawings, not indicated on permit set.  
**See item 1 above.**
4. Section of wall that terminates Trolley Lane was approved to include visual interest. Not indicated on permit set.  
**We will install an applied piece to provide the approved visual interest. The field for locating the applied piece will be indicated on the drawings.**
5. Storefront on south corner approved to include glass to grade. Not reflected on permit set.  
**The southwest corner of the building was changed to respond to comments given by HLC regarding opening the space at the intersection of the two public pedestrian ways. In addition, the entry door was shifted to the east at the request of the tenant. We believe this is a better solution for what can be a**



**very active corner. The terrace at the southwest corner will be populated by customers of the store and others at key times during the day and evening and provides a larger, more inviting space at this key intersection.**

6. Details for signage prohibiting idling trucks while parked in the loading area are not included.  
**Signage details will be provided.**

#### North Elevation

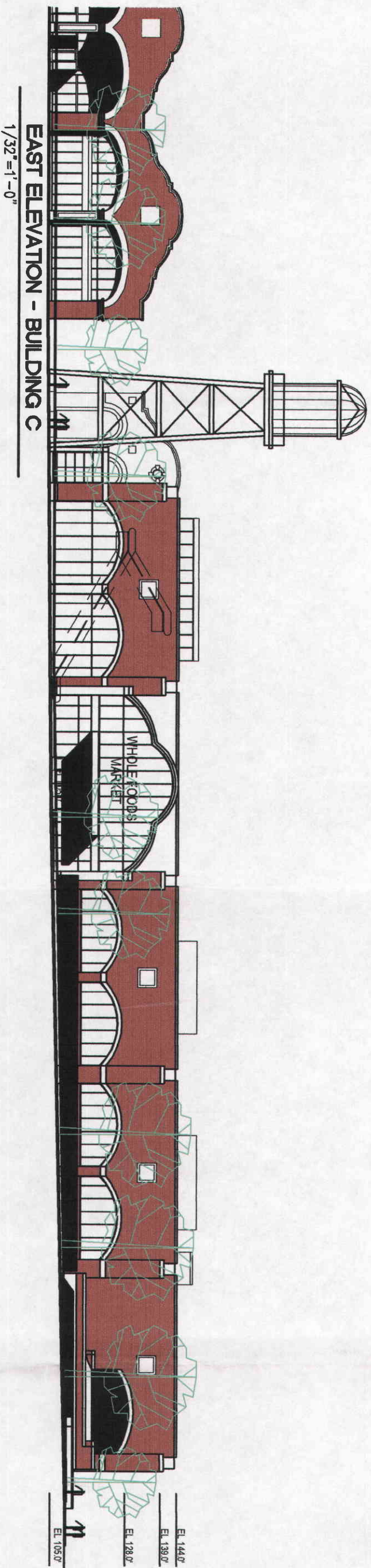
1. Two storefronts shown at loading dock on approved drawings; only open grille indicated on permit set.  
**The tenant required open-air and less visibility into the loading bay. The storefront has been replaced with a light metal screen infill to partially obscure the interior of the dock space. The design team elected to eliminate one opening, but the openings and grille in the adjacent bay can be added back in.**
2. Height to top of parapet approved at 39 feet, shown at 40 feet.  
**See item 3 under East Elevation section.**
3. Parking ramp wall approved to be clad with a brick veneer, concrete indicated.  
**Brick veneer has been reinstated.**
4. Parking ramp wall approved to be stepped and parallel to grade. The ramp screen wall slopes on the permit set.  
**Ramp screen wall will be stepped parallel to grade.**

#### All elevations:

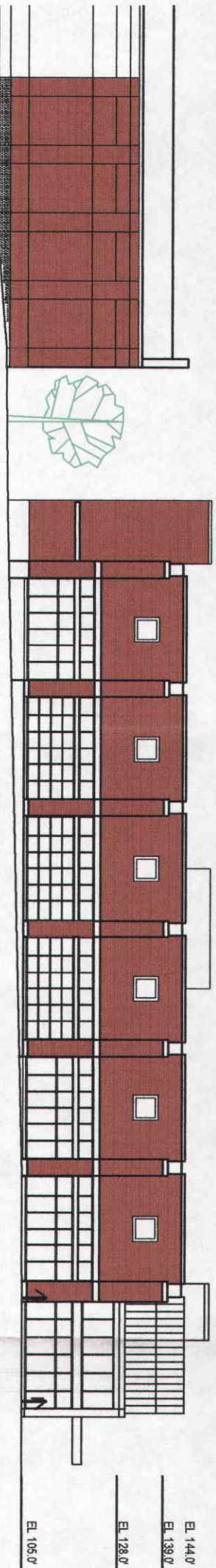
1. Openings for parking ventilations approved to be squared and not filled in. The permit set shows a metal grid with 4" spacing on all openings.  
**The design team has provided light metal screens in all parking ventilation openings. The purpose is to provide visual screening from much of the parking garage interior view but to not defeat the intent of HLC to keep these openings open. The intent was to recall the window shapes and spacing of older contributing neighborhood structures.**
2. Snow gate not shown on approved elevations, but indicated on permit set.  
**The snow gate is required for safe and effective snow removal from the open upper parking deck. Snow removal had not been considered by the team at the time of original submittal. We intend the gate to be opaque visually and painted to be similar in color to the brick.**

## **Attachment C**

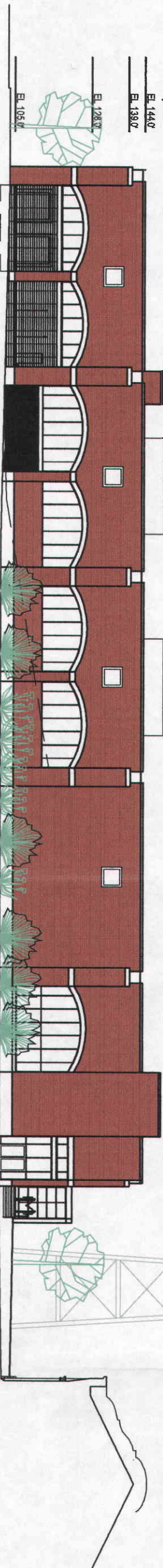
Approved site plan and elevations from 9/5/07



EAST ELEVATION - BUILDING C  
1/32" = 1'-0"



SOUTH ELEVATION - BUILDING C  
1/32" = 1'-0"



WEST ELEVATION - BUILDING C  
1/32" = 1'-0"



NORTH ELEVATION - BUILDING C  
1/32" = 1'-0"

# TROLLEY SQUARE - Building C Elevations

SALLT LAKE CITY, UTAH

## TROLLEY SQUARE LANDMARK REVIEW

**SKB**  
SCANLANKENBERG COMPANIES  
REAL ESTATE SERVICES

**BLAKE HUNT**  
ARCHITECTS

**MULVANNY G2**

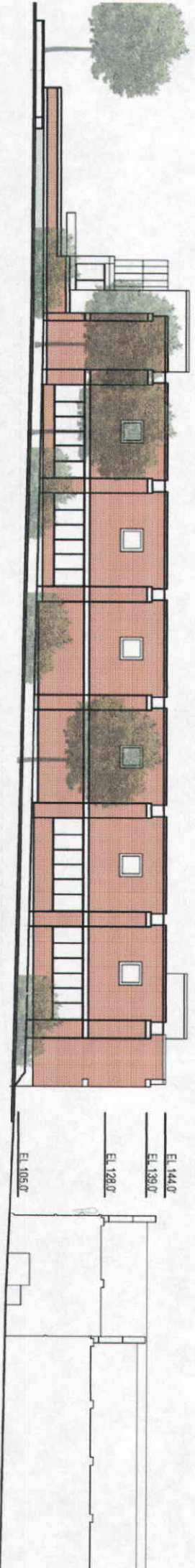
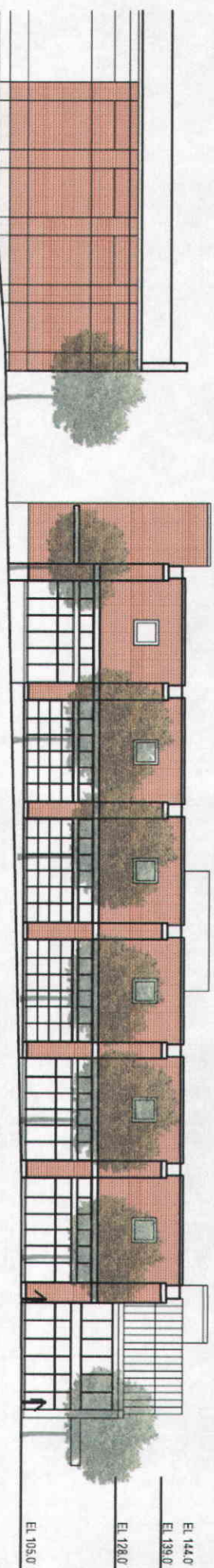
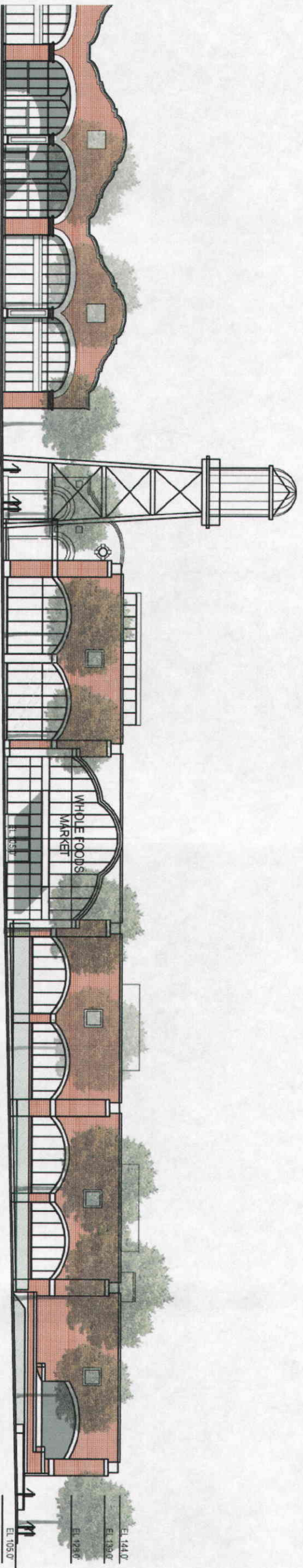
601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8100 | 1.503.223.8991

MulvannyG2.com

06-0029-06

**BUILDING C**

SEPTEMBER 05, 2007



**TROLLEY SQUARE - Building C ELEVATIONS**  
SALT LAKE CITY, UTAH

**TROLLEY SQUARE**  
LANDMARK REVIEW

SEPTEMBER 05, 2007

**SKB**  
SCANLANKEMPERBARBARD COMPANIES  
REAL ESTATE MERCHANT BANKING

**BLAKE HUNT**  
ARCHITECTS

**MULVANNY G2**

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1 503.223.8050 | 1 503.223.8381

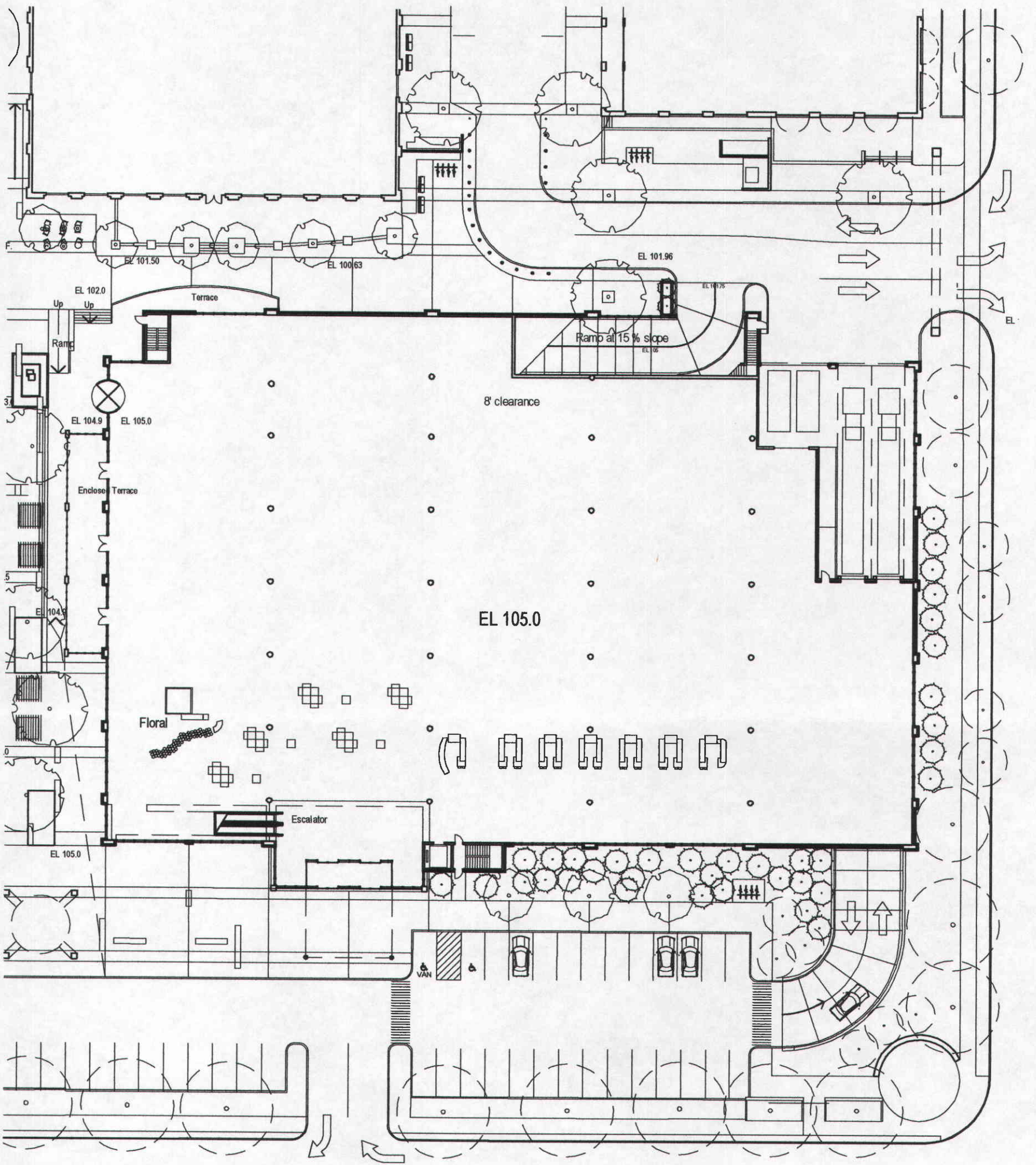
MulvannyG2.com

06-0322-05

**Whole Foods**

SALLAKE CITY, UTAH

# TROLLEY SQUARE - Building C Floor Plan



SEPTEMBER 05, 2007



BUILDING C

MULVANNY | G2  
 601 SW 2ND AVE. | SUITE 1200  
 PORTLAND, OR | 97204  
 1 503 233 8000 | 1 503 233 8881  
 MulvannyG2.com



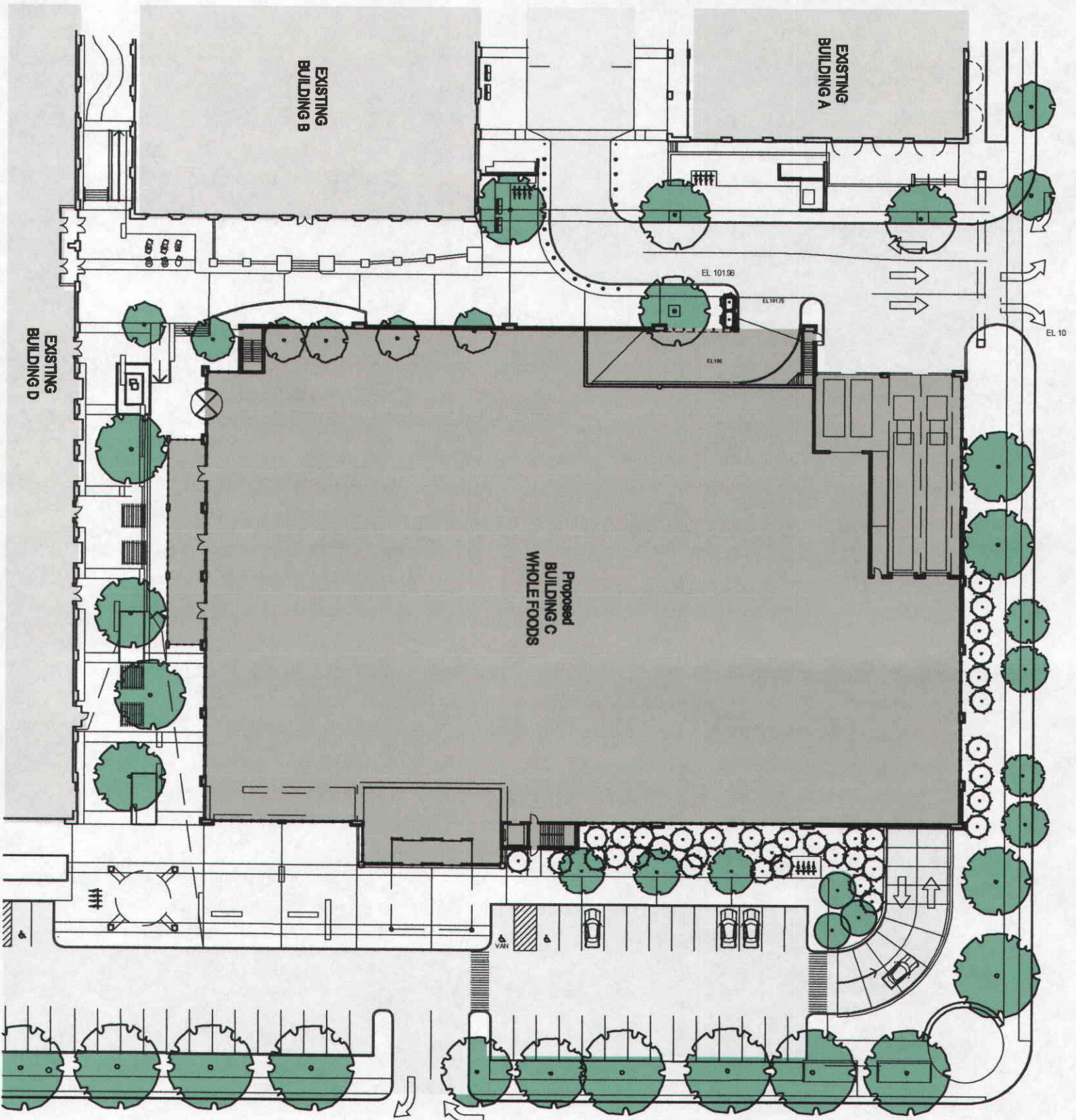
SKB  
 SCANLANKEMPERBARD COMPANIES  
 REAL ESTATE MERCHANT BANKING

# TROLLEY SQUARE

LANDMARK REVIEW

SALT LAKE CITY, UTAH

# TROLLEY SQUARE - Building C Site Plan



## TROLLEY SQUARE

LANDMARK REVIEW

**SKB**  
SCANLANKENBERG COMPANIES  
REAL ESTATE/MERCANTILE BANKING

**BLAKE HUNT**  
VENTURES

**MULVANNY** G2

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1.503.233.8030 | 1.503.233.8351

MulvannyG2.com

06-0322-05

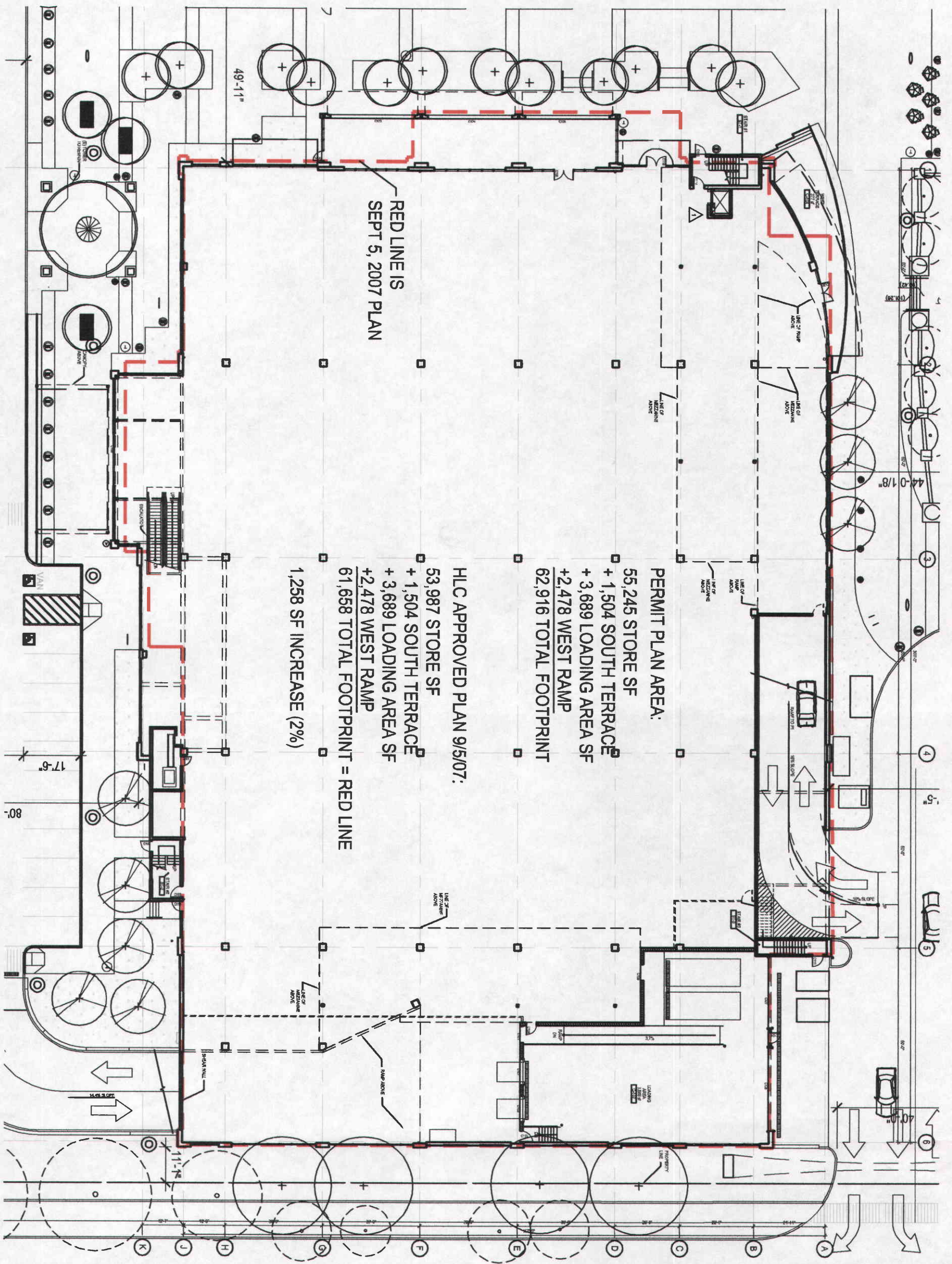
**BUILDING C**

SEPTEMBER 05, 2007



## **Attachment D**

### **Proposed site plan and elevations**



RED LINE IS  
SEPT 5, 2007 PLAN

**PERMIT PLAN AREA:**  
 55,245 STORE SF  
 + 1,504 SOUTH TERRACE  
 + 3,689 LOADING AREA SF  
 + 2,478 WEST RAMP  
 62,916 TOTAL FOOTPRINT

**HLC APPROVED PLAN 9/5/07:**  
 53,987 STORE SF  
 + 1,504 SOUTH TERRACE  
 + 3,689 LOADING AREA SF  
 + 2,478 WEST RAMP  
 61,658 TOTAL FOOTPRINT = RED LINE

1,258 SF INCREASE (2%)

**WHOLE FOODS OVERLAY**  
 SALT LAKE CITY, UTAH

NOVEMBER 5, 2008

**TROLLEY SQUARE**  
 LANDMARK REVIEW

**SKB**  
 SCANLANKEMPLEBARO COMPANIES  
 REAL ESTATE | MERCHANDISE | BANKING

**BLAKE HUNT**  
 VENTURES

**MULVANNY G2**

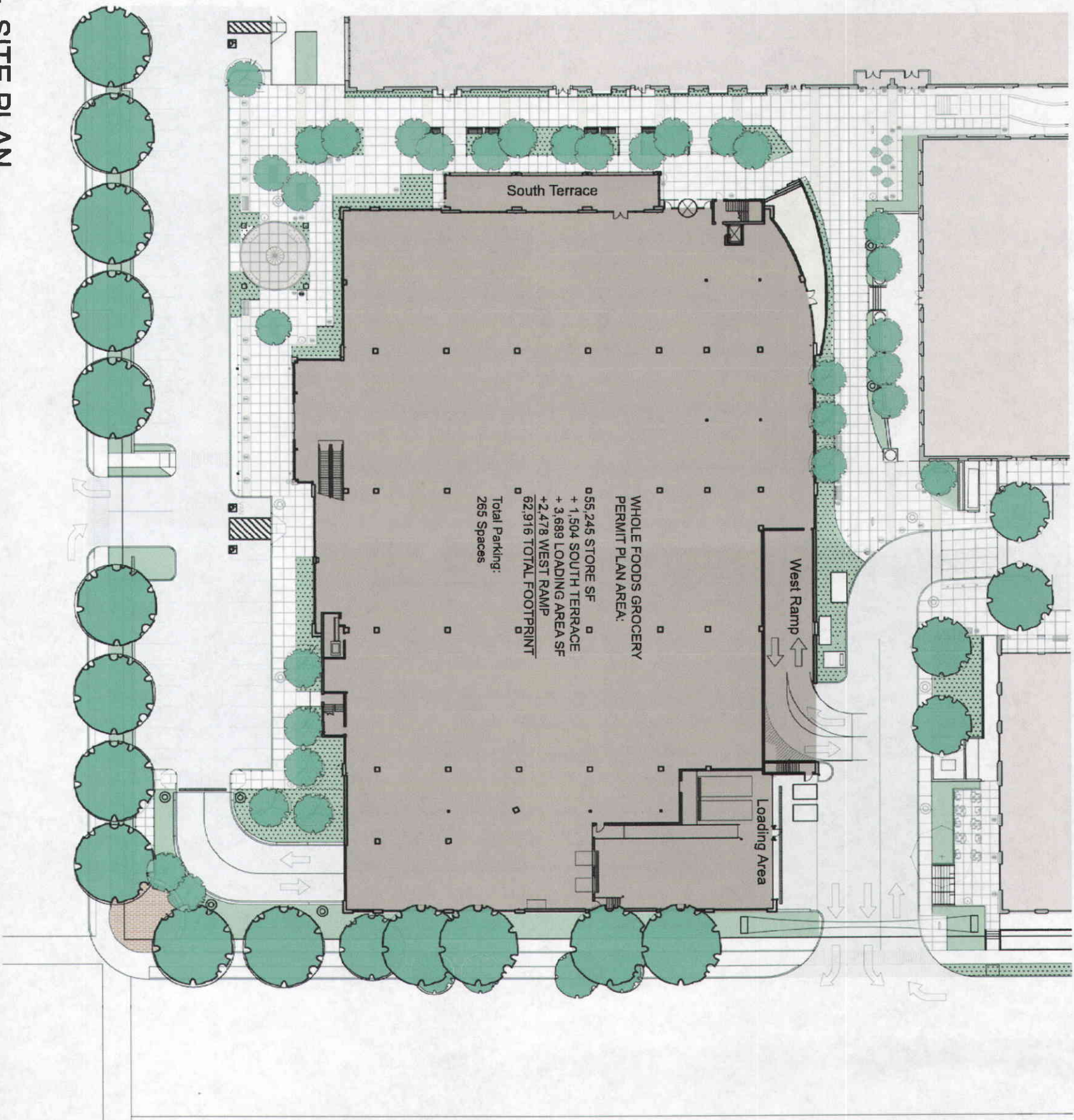
801 SW 2ND AVE | SUITE 1200  
 PORTLAND, OR | 97204  
 1 503 223 8300 | 1 503 223 8381

MulvannyG2.com

06-0222-03



**WHOLE FOODS - SITE PLAN**  
SALT LAKE CITY, UTAH



**TROLLEY SQUARE**  
LANDMARK REVIEW

**SKB**  
SCANLAN KAPPELBERG COMPANY  
REAL ESTATE BROKER | BIRMINGHAM



**MULVANNY**  
G2

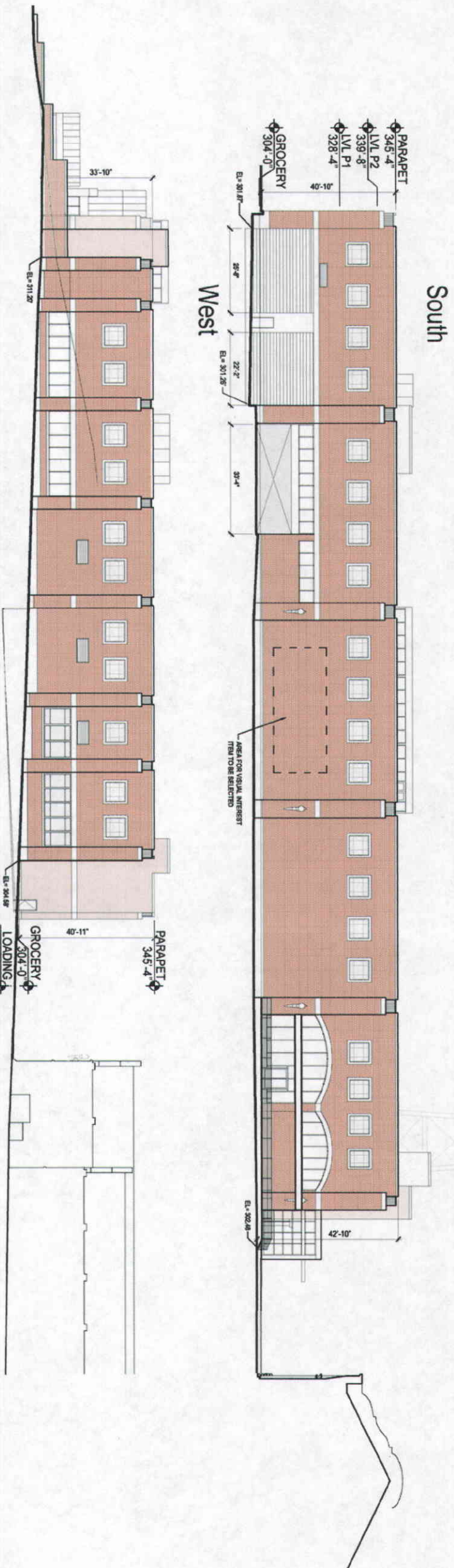
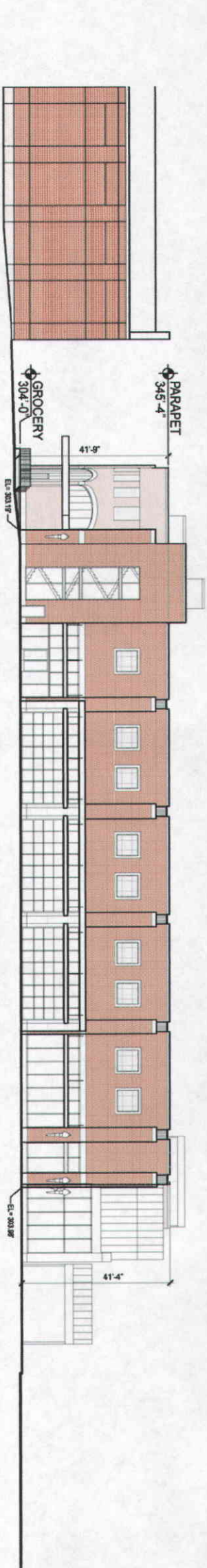
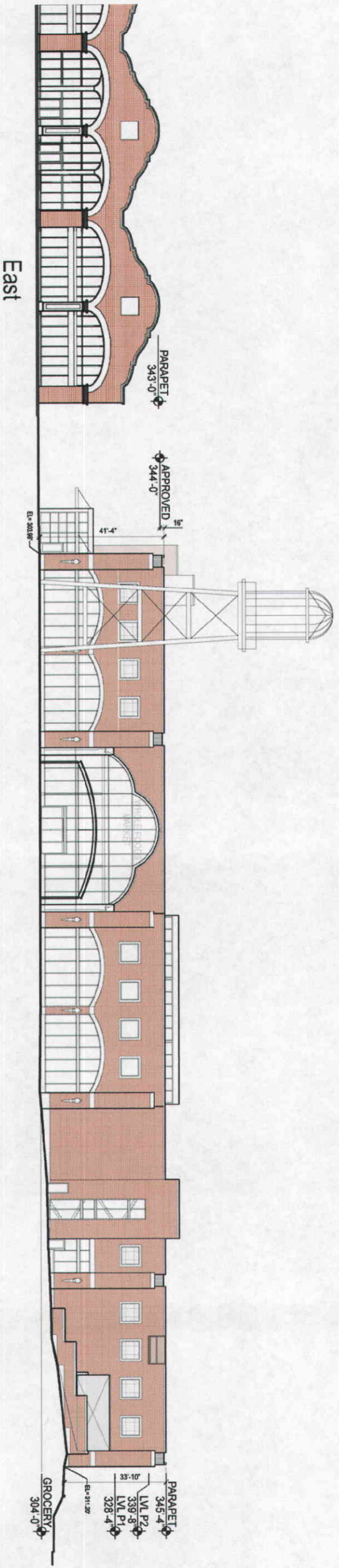
601 SW 2ND AVE | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8000 | 1.503.223.8381

MulvannyG2.com

06-0322-03



**BUILDING C**



# TROLLEY SQUARE

LANDMARK REVIEW

SKB  
SCANLANK/PERINI/ARCO COMPANIES  
REAL ESTATE/RECREATION/DEVELOPMENT

BLAKE HUNT  
VENTURES

MULVANNY G2

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8030 | 1.503.223.8361

MulvannyG2.com

08-0322-03

Whole Foods

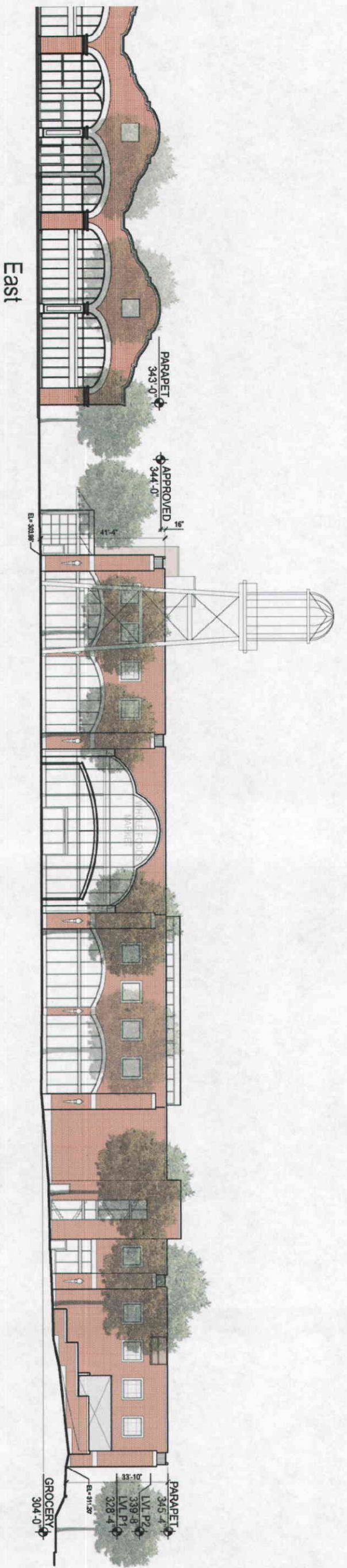
NOVEMBER 5, 2008

# WHOLE FOODS - ELEVATIONS

SALT LAKE CITY, UTAH

# TROLLEY SQUARE

## LANDMARK REVIEW



# WHOLE FOODS- ELEVATIONS

## SALT LAKE CITY, UTAH

NOVEMBER 5, 2008

SKB  
SCANLANKEMPER/RIARD COMPANIES  
REAL ESTATE SERVICES

BLAKE HUNT  
VENTURES

MULVANNY G2

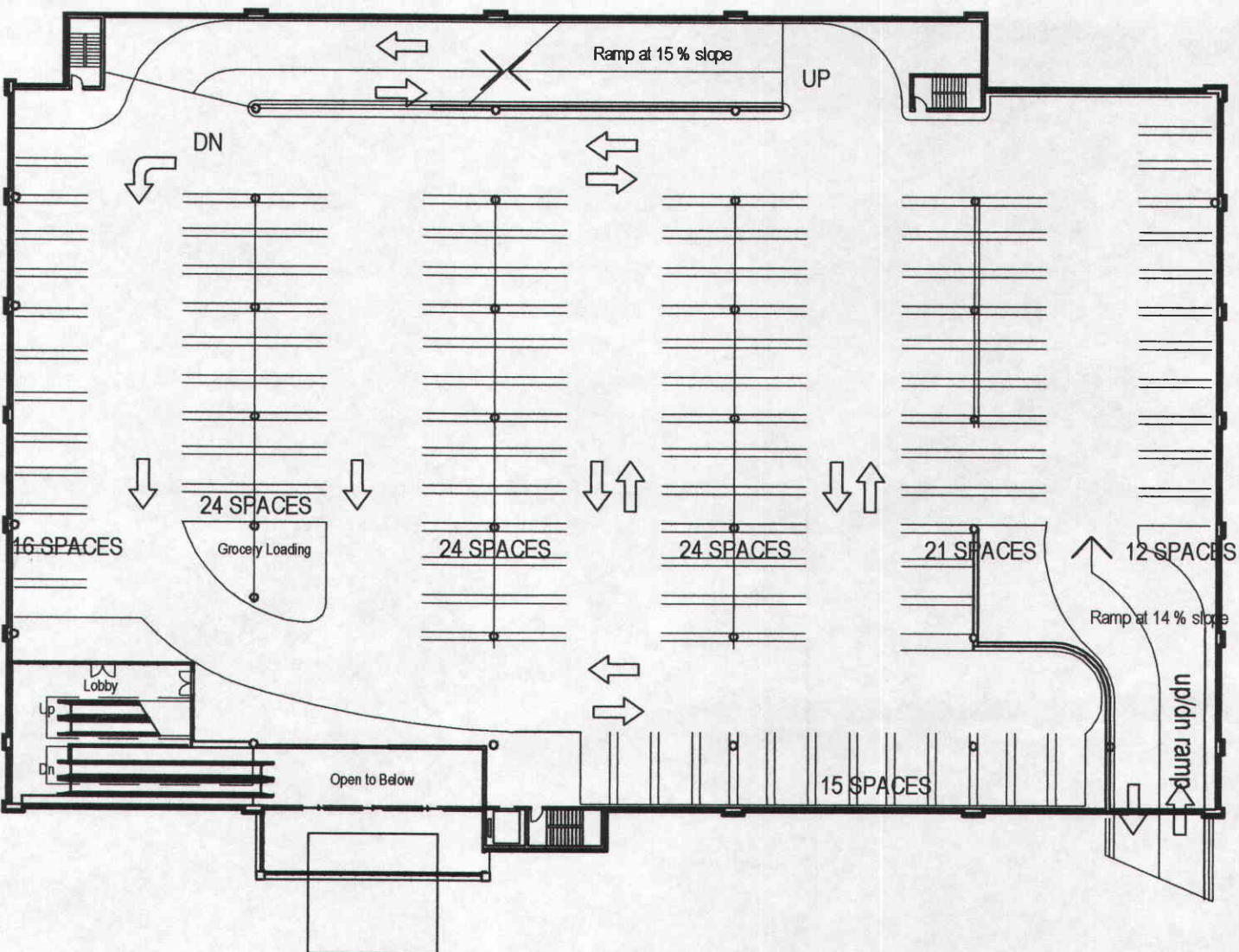
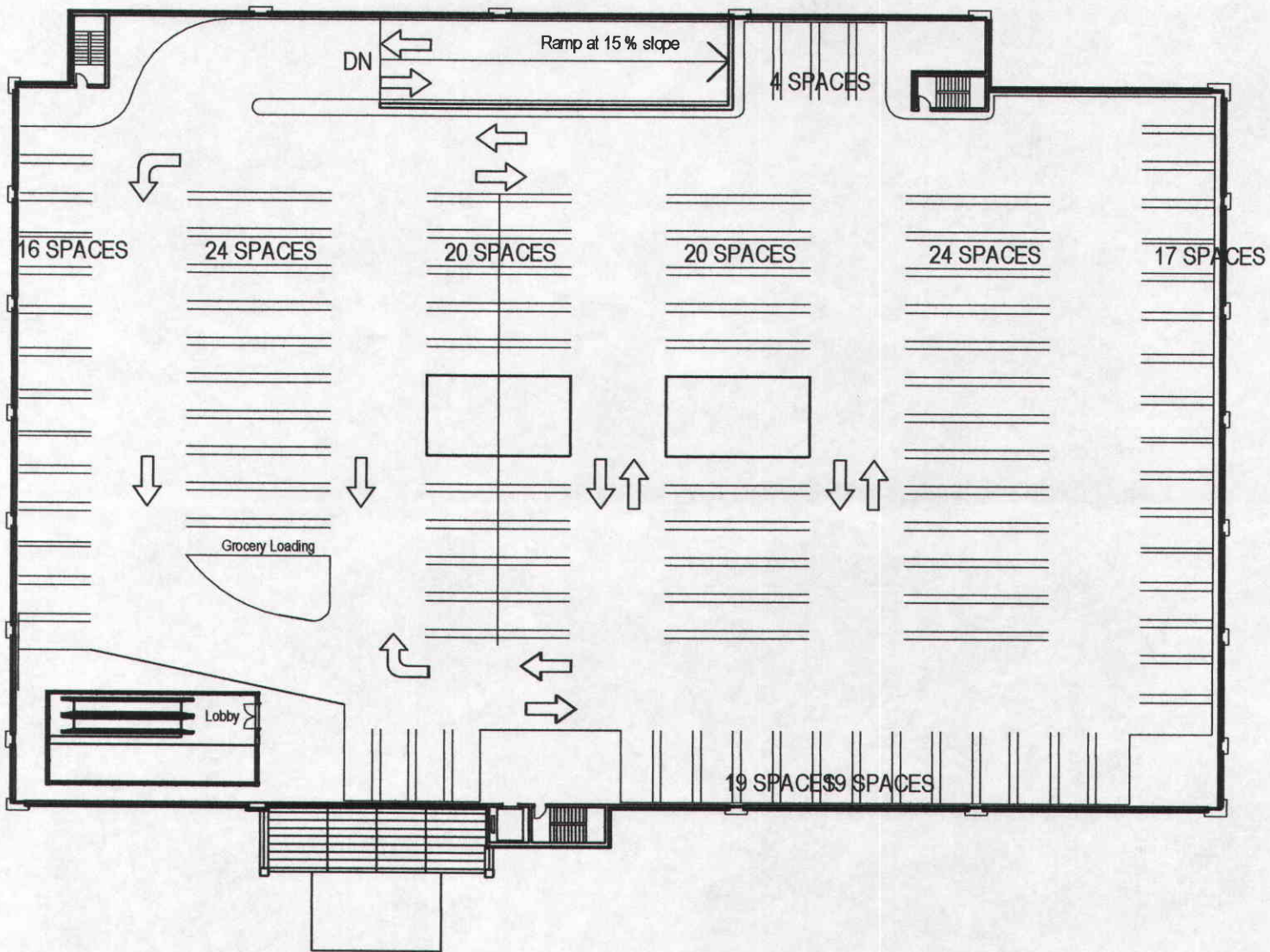
601 SW 2ND AVE. | SUITE 1000  
PORTLAND, OR | 97204  
1.503.223.8030 | 1.503.223.8381

MulvannyG2.com

08-0322-03

Whole Foods

# TROLLEY SQUARE - Building C Floor Plans



SEPTEMBER 05, 2007



**BUILDING C**

06-0029-08

MulvaneyG2.com

801 SW 2ND AVE. | SUITE 1200  
 PORTLAND, OR | 97204  
 1.800.223.8000 | 503.223.8881

**MULVANNY G2**

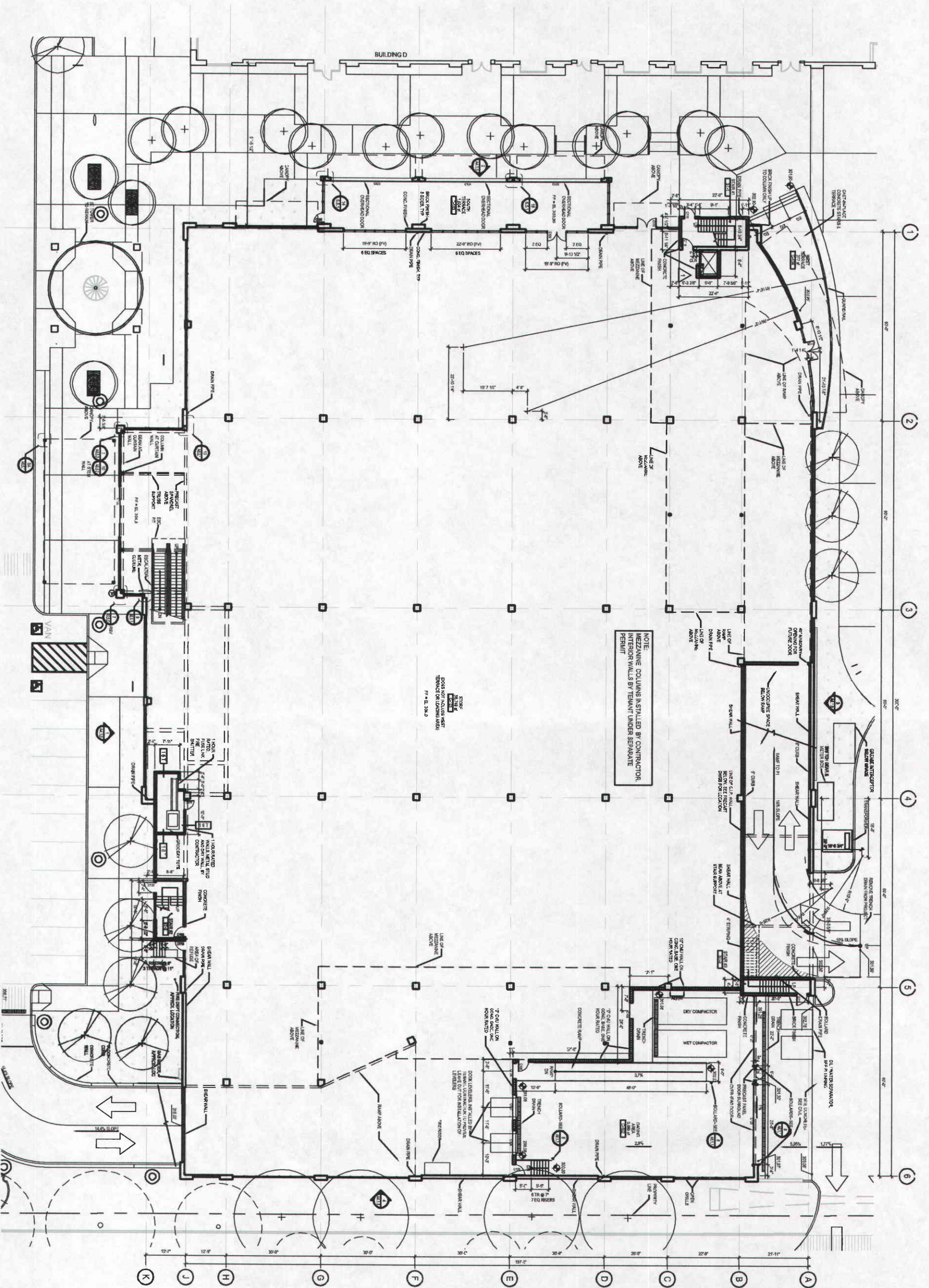


**SKB**  
 SCANLANKRENDARD COMPANIES  
 REAL ESTATE | MERCHANT BANKING

**TROLLEY SQUARE**  
 LANDMARK REI EW

# WHOLE FOODS LEVEL ONE

SALT LAKE CITY, UTAH



NOVEMBER 5, 2008

## TROLLEY SQUARE

LANDMARK REVIEW

SKB  
SCANLANT/EMPERBARO COMPANIES  
REAL ESTATE SERVICES AND FINANCING

BLAKE HUNT  
VENTURE

MULVANNY G2

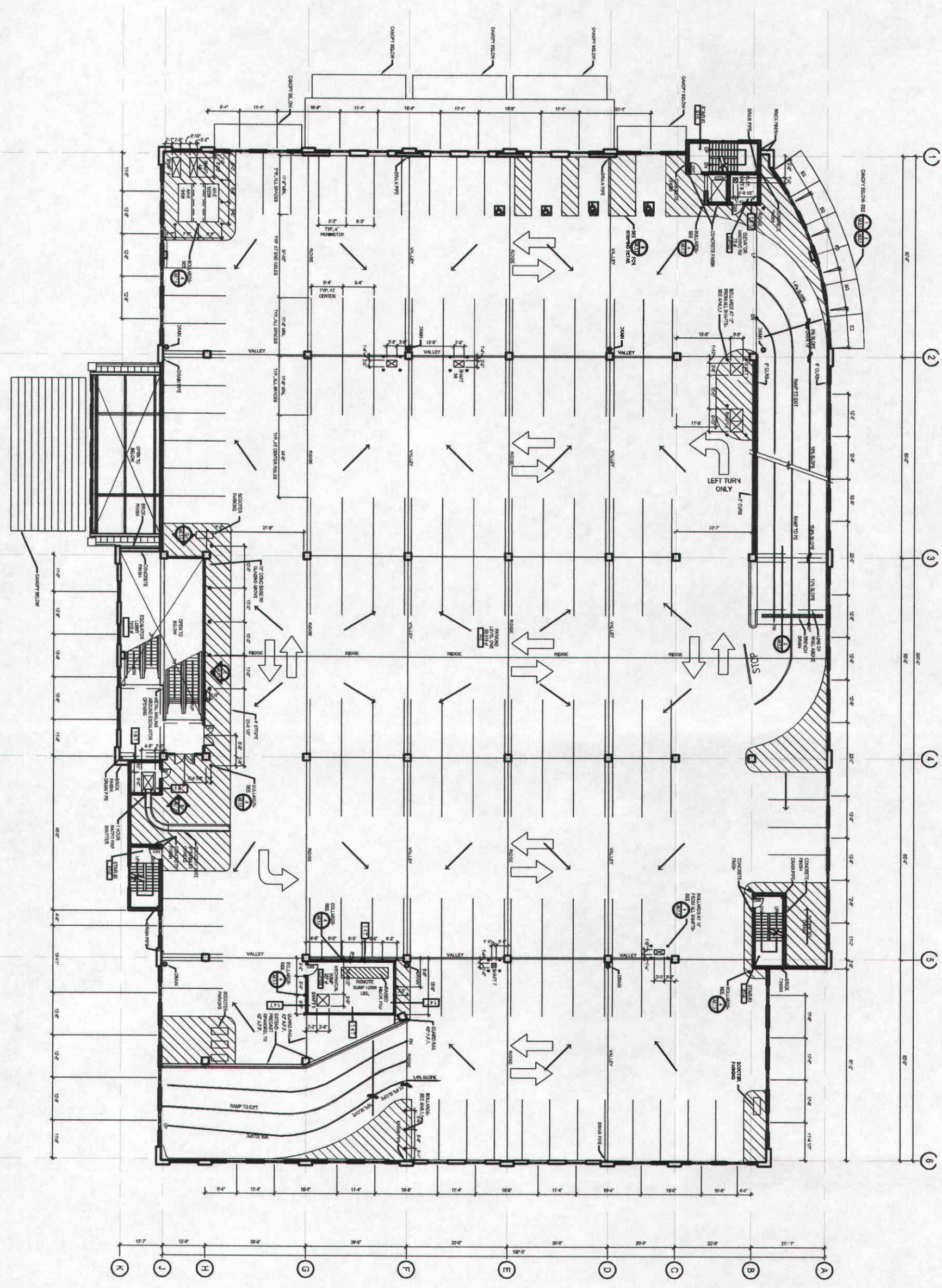
801 SW 2ND AVE | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8000 | 1.503.223.8881

MulvannyG2.com

08-0022-03

# WHOLE FOODS LEVEL P-1

SALT LAKE CITY, UTAH



NOVEMBER 5, 2008

## TROLLEY SQUARE

LANDMARK REVIEW

SKB  
SCANLANKREIBERBARD COMPANIES  
REAL ESTATE MARKETING & FINANCING



MULVANNY G2

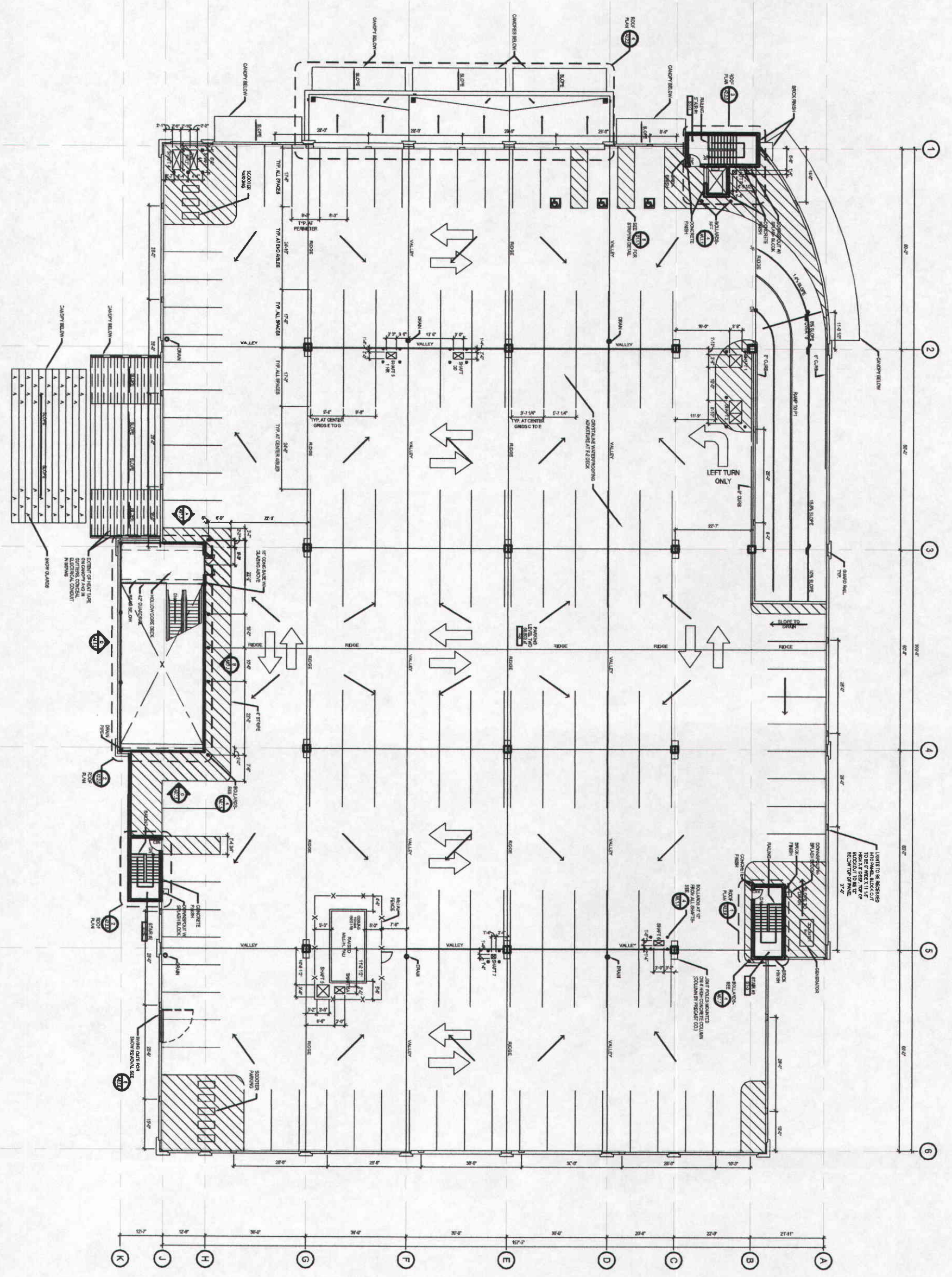
601 SW 2ND AVE | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8300 | 1.503.223.8381

MulvannyG2.com

06-0022-03

# WHOLE FOODS LEVEL P-2

SALT LAKE CITY, UTAH



NOVEMBER 5, 2008

## TROLLEY SQUARE

LANDMARK REVIEW

SKB  
SCANLANK/BERNARD COMPANIES  
REAL ESTATE/MERCHANT BANKING

BLAKE HUNT  
VENTURES

MULVANNY G2

801 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1.503.223.8100 | 1.503.223.8881

MulvannyG2.com

06-0322-08