



# Memorandum

Planning Division  
Community & Economic Development Department

**To:** Historic Landmark Commission

**From:** Janice Lew, Principal Planner

**Date:** October 1, 2009

**Re:** **PLNPCM2009-00628 Commercial Design Guidelines – Additions and New Construction**

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On September 18th, the Commission was emailed a copy of the addition and new construction sections of the working document which will be discussed during the October meeting. The attached staff report for the Trolley Square project is provided as a resource for the Commission to assist in your review of these items.





# MEMORANDUM

451 South State Street, Room 406  
Salt Lake City, Utah 84111  
(801) 535-7757

Planning and Zoning Division  
Department of Community Development

**TO: Historic Landmark Commission**

**FROM: Nick Norris, Principal Planner**

**DATE: August 30, 2007**

**SUBJECT: Trolley Square Development**

On August 1, 2007 the Historic Landmark Commission (HLC) remanded the proposed new construction at Trolley Square back to the established Trolley Square subcommittee. The subcommittee met on August 15. Esther Hunter, Warren Lloyd, Noreen Heid (original members of the joint subcommittee) and Creed Hammond, who requested to be on the subcommittee at the August 1<sup>st</sup> meeting, were in attendance. The motion to remand the item listed the following topics for further discussion and analysis:

1. That the applicant investigate options to reduce the mass of Building C by either reducing the size of the building or redesigning the roof structure to allow the south elevation to be terraced to improve sight lines into the site;
2. Investigate redesigning of Building P Central to increase sight lines to Building B from 600 East;
3. Provide updated drawings;
4. Provide some sort of commitment to an outdoor historical walking tour (working with the State Historical Preservation Office and the Utah Heritage Foundation) to tell the history of Trolley Square;
5. Provide a three dimensional model or perspective drawings of the proposed plan that reflect changes requested by the HLC; and
6. Provide a list of issues raised at the Issues Only Hearing.

The motion also stated that the item was to be placed on the September 5, 2007 Historic Landmark Commission agenda. It was the desire of the Commission at that time to have the applicant address the above list prior to coming back to the full HLC.

The applicants provided a three dimensional digital model of the development and provided specific perspectives into the site. The subcommittee addressed each of the above items. In terms of Building C, the subcommittee recommended pushing back the south elevation of Building C "just a bit" or cutting back the southeast corner of the building to widen the view from 700 East.

The subcommittee discussed options for Building P Central. The general idea was to improve the site lines to Building B. The model provided by the applicants showed how much of Building B would be visible from Trolley Lane. Further decreasing the height of Building P Central was mentioned as a potential solution to increasing the views.

The applicants did submit updated elevations of Building C prior to the subcommittee meeting. The elevations were distributed to the members of the subcommittee. A complete set of updated drawings has been attached to this memo.

The applicant met with staff and a representative from the Utah Heritage Foundation to discuss the walking tour. At that meeting, a dozen or so potential sites for historical markers, pictures and a description of the picture were discussed. One of the concepts discussed was to bring some of the history of the historical structures back to the public realm by placing markers at the main pedestrian entrances. The markers would contain a picture taken from a similar location and a brief description that explains the history of the original use of the site and how it has evolved over time. The walking tour is being used to help offset the impacts of the new construction on the historical nature of the site.

Staff has created a table that lists the core issues raised since the first open house on the proposed changes to Trolley Square and what has been done to date to address those issues. Some of the issues have been addressed by the Planning Commission's approval of the Planned Development. The list contains categories of issues and some issues that have not had a lot of discussion are included in the categories. The table of issues is attached to the memo.

On Wednesday August 29, staff received word from the Urban Forestry Department that the Urban Forester performed an analysis on the health of the two Fremont Poplars on 600 East. The report indicated that the trees are not healthy and are recommended for removal. An additional analysis was done by an arborist hired by the applicant that made the same recommendation. I have attached a copy of both reports. It may be possible to transplant the two plane trees that are between the Fremont Poplars to a location near where the poplars are currently planted. The plane trees would be consistent with the existing planting pattern in terms of species and spacing and be of a large enough size to make an immediate impact.

For a complete analysis of the proposal and the specific findings, please refer to the August 1, 2007 staff report for petition 410-07-21. A review of the updated drawings did not result in substantive changes to staff's original analysis findings, but staff has made modifications to the conditions of approval.

Condition number 1 has been altered based on the revised drawings. The original condition required the windows on the east elevation of Building C to be lowered so that they were similar to the store fronts on the historic buildings. Due to a grade change, an elevated planter has been added in front of one panel of the wall. Windows will be above the planter.

Condition 2 has been changed based on discussions at the subcommittee meeting. The second level openings shown on the elevations are similar in dimensions to the Utah Light and Railway logos that are found on the east and west facades of the historic buildings. The condition was modified because this is an acceptable form to base the openings off of.

Staff added a condition requiring the historical walking tour be added to the site. The walking tour will consist of a plaque with a picture and a brief description of the picture. Staff will work with the applicant and representatives from the State Historical Preservation Office and the Utah Heritage Foundation in developing the final details of the walking tour.

## Recommendation

Staff recommends that the Historic Landmark Commission approves petition 470-07-21 including the revised drawings based on the analysis and findings in the August 1, 2007 staff report and information presented during the August 1, 2007 public hearing 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 delegated to the Planning Director based on input from the State Historic Preservation Office and the Utah Heritage Foundation.
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.

### Attachments:

- A. Summary of Issues
- B. Summary of August 15 subcommittee meeting
- C. August 1 HLC Staff Report
- D. July 11, 2007 Planning Commission minutes
- E. Tree Analysis
- F. Site plans and building elevations

**Attachment A**  
**Summary of Issues**

**SUMMARY OF HLC ISSUES REGARDING TROLLEY SQUARE PROJECT**

Items 1-5 were items that the full HLC remanded to the subcommittee; items 6-11 was the additional item the full HLC wanted to insure was given to the applicant.

ISSUE	APPLICANT RESPONSE
1. That the applicant investigate options to reduce the mass of Building C by either reducing the size of the building or redesigning the roof structure to allow the south elevation to be terraced to improve sight lines into the site;	At the subcommittee meeting on August 15, 2007 the applicant showed a digital model of the proposal. The three dimensional model will be available at the HLC meeting on September 5..
2. Investigate redesigning of Building P Central to increase sight lines to Building B from 600 East;	The applicants used the three dimensional model to show where the site lines have been improved without having to redesign the building.
3. Provide updated drawings;	Updated drawings have been submitted.
4. Provide some sort of commitment to an outdoor historical walking tour (working with the State Historical Preservation Office and the Utah Heritage Foundation) to tell the history of Trolley Square;	Applicant committed to doing this at 8/1/07 HLC meeting. Staff has met with the applicant and a representative from Utah Heritage Foundation to discuss conceptual ideas.
5. Provide a three dimensional model or perspective drawings of the proposed plan that reflect changes requested by the HLC;	The applicants will have a digital model of the site for the Sept. 5 meeting.
6. Views into the site from public ways, Particularly Building A and B from 600 East, Building A from the corner of 500 South and 600 East and Building B facing 700 East	Applicant has provided new access points and view corridors from 600 East along proposed Trolley Lane and in front of west entrance to Building D. The corridor between building C and Building D is approximately 45 feet wide and a portion of the east façade of Building B would be visible from 700 East. The view corridor to Building B from 500 South is approximately 60 feet wide
7. The rhythm and shape of the exiting buildings in terms of how they relate to each other and the role the mission style arch plays in creating the rhythm between the buildings.	In reviewing the minutes, there is not specific direction on this item. The HLC should clarify if this was a comment on the defining characteristics of the historic buildings or if new construction would alter this rhythm.
8. The slope of Trolley Lane and how the grade change impacts the views of the trolley barns, particularly with Building P in front of Building B. Adding the outlines of the existing buildings would help demonstrate how much of the existing buildings will be visible.	The outlines of the existing buildings were added to all elevations. In addition, the building heights along 600 East were lowered.
9. Shape of the roof line of the addition to Building A and the modified arch on Building C overwhelms the defining characteristics of the existing buildings, particularly the mission style arch.	The arch on Building A addition was removed. The roof line is now flat. The arch above the entrance to Building C has been modified so that it does not rise above the roof line.

<p>10. Concerned over the street trees, particularly the Fremont Poplars on 600 East. Commissioner Hunter requested a tree protection plan from the developer that showed how the trees would be protected during the construction process. Also listed as a concern was the historical planting pattern</p>	<p>The number of proposed street tree removals was decreased. A total of 7 trees will be removed: 3 Austrian Pines (on 500 South), 1 plane tree on 700 East; 1 Norway Maple and 2 plane trees on 600 East. A tree protection plan reviewed and approved by the Urban Forester was a required condition of approval by the Planning Commission. Staff feels that the professional expertise of the Urban Forester should be used in determining an appropriate tree protection plan.</p>
<p>11. Commissioner Hunter specifically discussed providing the developer with a list of concerns raised to avoid the problem of the developer receiving different opinions from different people.</p>	<p>The applicant has been working with staff on receiving a list of issues. The applicant has received copies of all staff reports, memos, etc. This document has been provided to the applicant as well.</p>
<p>12. Parking has been discussed on a number of occasions. Comments were received that there was too much parking and that the new proposal added too much parking to the site, that the parking added to the mass and scale of the building, etc.</p>	<p>The parking numbers are compliant with City Code. 2 stalls for every 1,000 square feet of space are required. Staff compared the parking numbers to other commercial shopping centers in Salt Lake County. The numbers were typically 4-5 stalls per 1,000. Foothill village had a ratio of approximately 3.3 stalls per thousand. Trolley square would be approximately 2.7 stalls per thousand. Ground water varying in depth from 6.6 feet to 14 feet throughout the block requires different construction methods and a need to pump water out of the underground structure.</p>
<p>13. Screening of the parking ramp to Building C</p>	<p>The applicants have altered the design of the ramp and increased the amount of landscaping in front of the proposed ramp. In addition, the applicant has redesigned their plans in a manner that does not require the removal of 2 street tree on the northeast corner. Keeping the large tree will help screen the ramp.</p>
<p>14. The impact of the service area to Building C.</p>	<p>The service area has been entirely enclosed behind roll up doors. The landscaping has been increased along the north side of the ramp. Openings have been added to the service area to break up the vast expanse of the service area walls.</p>
<p>15. The HLC noted a lack of pedestrian connectivity at the northeast and northwest corners of the site.</p>	<p>The applicant added a pedestrian entrance near the northwest corner of proposed addition to Building A. A new pedestrian entrance was added to the northeast corner. The entrance includes a crosswalk through the 700 East parking lot that would be a contrasting material from asphalt. A new pedestrian access was added to the 600 East frontage in front of Building D and a new pedestrian and vehicular access through proposed trolley lane.</p>



**Attachment B**  
**Summary of August 15**  
**Subcommittee Meeting**

**Attachment C**  
**August 1 HLC staff report**

# HISTORIC LANDMARK COMMISSION STAFF REPORT

Trolley Square Planned Development  
Petition 470-07-21: Certificate of Appropriateness for  
new construction and major modification located at  
approximately 602 East 500 South  
August 1, 2007



Planning and Zoning  
Division  
Department of Community  
Development

**Applicant:** Trolley Square Associates, LLC. Represented by Mark Blancarte (Blake Hunt Ventures, development partner)

**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:  
Nancy Saxton

**Acreage:** 10.3 acres

**Current Use:** Retail Shopping Center

**Applicable Zoning Regulations:**

- 21A.34.020

**Attachments:**

- July 11 Planning Commission meeting minutes
- Public Comment
- Site plans and building elevations

**REQUEST**

Trolley Square Associates, LLC is proposing to construct multiple new buildings and an addition to an existing building at Trolley Square. Proposed Building C (proposed Whole Foods) is approximately 52,293 square feet. Proposed Building P (along 600 East) would consist of two levels of underground or partially underground parking and one level of retail space. The total retail space of Building P is approximately 23,000 square feet. An addition to existing Building A (along 500 South) is proposed on the west side of the structure. The addition would be approximately 10,382 square feet.

**PUBLIC NOTICE**

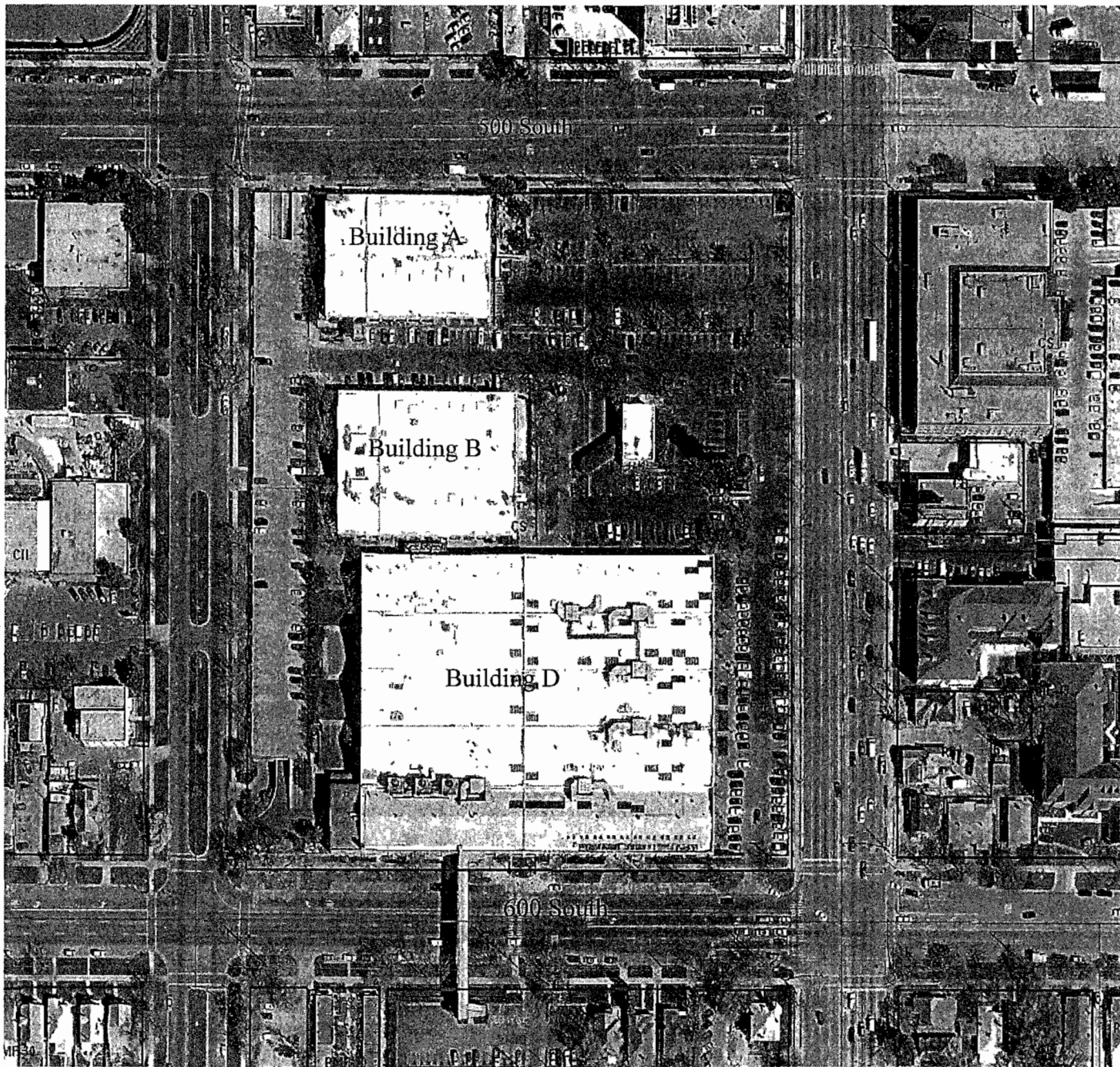
An open house on the proposed project was held on April 3, 2007. The Historic Landmark Commission and Planning Commission held Issues Only hearings in June to take public comment. The Planning Commission held a public hearing on July 11, 2007 for the planned development. A notice was mailed to all property owners within 450 feet of the site for each of the meetings. In addition, the site was posted with 2 signs on each frontage advertising the Planning Commission public hearing.

**STAFF RECOMMENDATION:**

Staff recommends that the Historic Landmark Commission approves petition 470-07-21 based on the analysis and findings in the staff report and discussed in the public hearing with the following conditions:

1. That the ground level windows on the east elevation of Building C be extended closer to the ground 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 two cutouts per wall section and that the cutouts are similar in dimension to existing second story windows on the historic buildings at Trolley Square;
3. That the section of wall on the west elevation of Building C include some design feature or artwork that creates a visually interesting terminus to Trolley Lane.
4. That any damage that was done to the west façade of Building A by the 1970's addition be repaired.
5. That all deteriorating design features on the existing structures be repaired based on historical photographs, existing features, etc.

VICINITY MAP



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

## COMMENTS

### **PUBLIC COMMENTS**

An open house for the proposed development was held on April 2, 2007. The open house was held because the proposed project is located within 600 feet of a border between the Central City Community Council and East Central Community Council. Approximately 10 people signed the roll for the open house and no written public comments were received.

In addition to the open house, the Historic Landmark Commission and the Planning Commission held issues only hearings where public comment was received. At the Historic Landmark Commission Hearing held on June 6, 2007 the public raised several concerns with the project, including the protection of the existing street trees, the historical planting patterns and the view of the existing structures, particularly from the north, east and west. The public felt that the proposed new buildings would block the views of the existing structures, particularly building B, which is located in the middle of the block. The views into the site from 600 East were also a concern.

At the Planning Commission Hearing held on June 13, 2007, the public raised similar concerns to those raised at the Historic Landmark Commission Hearing. The overall impact of proposed Building C, including the size of the building, the height, parking, the north elevation, and the location of the service/loading area, were the primary areas of focus. Pedestrian connectivity, particularly along 500 South at 600 East and 700 East, was also discussed at both public hearings. The visual impact of proposed Building P and the addition to Building A were listed as concerns. The importance of the existing street trees was also discussed by the Planning Commission and the public. In terms of parking, the public comment was directed towards the idea that parking is driving the development.

In response to the public comments that have been received, the petitioner modified their plans. The modifications include:

- The secondary access onto 700 East was abandoned which will preserve two of the street trees along 700 East. The parking ramp on the east side of Building C was modified with the addition of a screen wall and increased landscaping.
- A pedestrian access was added to the northeast corner. The entry feature at the corner was modified so that the two existing trees could be preserved.
- The entrance to Building C was modified so that it is not as wide as originally presented.
- The service area for Building C has been fully enclosed with roll up screen doors.
- The north elevation of Building C was modified to include cut outs and windows.
- Landscaping was increased around the service area. A total of 46 trees were added to the north elevation and around the service area.
- The height of the addition onto Building A was lowered so that more of the defining features of the west façade are visible.
- The roofline of the addition was modified by removing the swooping arch to make the addition less imposing on the existing structures.
- A direct pedestrian access to the Building A addition was added.
- The height of Building P was lowered to make the existing structures more visible.

## **BACKGROUND, ANALYSIS AND FINDINGS:**

### **BACKGROUND**

Trolley Square is deeply rooted in the history of Salt Lake City. The site was originally designated as the 10<sup>th</sup> Ward by Brigham Young in the original grid of the City. It was used as the site of the territorial and state fair until 1908, when it was converted to a trolley yard. Richard Herriman, who was the controlling stakeholder in the Utah Light and Railway Company, designed and built the trolley barns to house the trolleys that were part of the mass transit system in Salt Lake City. The site contained three main buildings that were designed with a mission style arch on the east and west facades. The site contained several out buildings and structures. The generator building and the main office were located on the northeast corner of the block that is now a surface parking lot.

The site was used by the Utah Light and Railway Company as the main Trolley yard for the City until 1945, when trolley service in Salt Lake City stopped. The site was used as a garage for the City's public buses and Utah Power's maintenance vehicles. The northeast corner of the site was used as a storage yard for junk vehicles, old tires, etc. (source: Utah State Historical Society) During this time, the main office and the generator building were demolished. In 1972, the site was redeveloped into a shopping center. the remaining buildings were sandblasted to remove yellow paint. The sandblasting resulted in significant damage to the masonry. Since the 1970's the site has been altered multiple times and has had multiple structures added, including the western parking structure and a sky bridge that connects to a surface parking lot to the south. The structures that have been removed include an old gas station and video store that were once located on the northeast corner of the block where the existing surface parking lot is.

### **MASTER PLAN DISCUSSION**

The subject property is located in the areas covered by the Central Community Master Plan. The Future Land Use Map designates the property as Community Commercial. The Community Commercial designation is discussed on page 39. The Plan states that:

The Community Commercial designation provides for the close integration of moderately sized commercial area with adjacent residential neighborhoods. Examples include, but are not limited to grocery stores, hardware stores and garden centers. The Community Commercial land use designation also supports businesses with drive through facilities, professional offices, automobile services, small retail sales and services, small scale assembly and distribution, and repair services.

The land use goals associated with commercial uses include improving the current economic diversity, reduce the encroachment of commercial uses into residential neighborhoods, promote pedestrian oriented business, etc. The plan lists minimizing the negative impacts of Trolley Square as a main issue in the discussion of the Central City Neighborhood Planning Area (pg. 14). Parking and congestion are two main concerns with Trolley Square as identified in the Central Community Master Plan.

**Policy CLU-1.0 Provide a range of commercial land uses in the Central Community.**

**CLU-1.1 Neighborhood Commercial:** Encourage neighborhood-friendly commercial land use areas in the Central Community that are compatible with the residential neighborhood character, scale, and service needs and support the neighborhood in which they are located.

**CLU-1.2 Community Commercial:** Locate community level retail sales and services on appropriate arterials and do not encroach upon residential neighborhoods or generate community-wide parking and traffic issues.

The Central Community Master Plan devotes a chapter to historic preservation. The goals of the historic preservation chapter include:

- Preserve the community's architectural heritage, historically significant sites and historic neighborhoods;
- Ensure that development is compatible with the existing architectural character and scale of surrounding properties in historic districts;

The Master Plan references *Design Guidelines for Residential Historic districts in Salt Lake City, Central City Historic District* for a complete list of goals and design guidelines for historic preservation.

## **ZONING CONSIDERATIONS**

*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.

Items nine through 12 were added by the Planning Commission. During the public hearing, the Planning Commission felt that the Historic Landmark Commission (HLC) should receive copies of the draft minutes of the Planning Commission meeting so that the HLC could review the concerns related to the architecture of the proposed buildings.

**STAFF ANALYSIS AND FINDINGS**

The proposed project includes the construction of new buildings, a major addition to an existing building and exterior alterations to the existing buildings. The staff analysis will analyze the new buildings first, then the addition onto Building A.

Zoning Ordinance section 21A.34.020 (H) lists the standards for certificate of appropriateness for new construction. The standards relate to Building s C, P Central and P south. 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 following chart describes the width, length and height of the existing buildings an the proposed 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	45 feet
Building C (proposed)	52,293	313 feet along 700 East; 184 feet along 500 South	38 feet 8 inches; entrance feature is 45 feet
Building P Central (proposed)	15,287	220 feet	24 feet 4 inches
Building C South (proposed)	7,721	75 feet	24 feet 4 inches

Proposed Building C would have frontage on 500 South and 700 East. Therefore, in determining if the structure is visually compatible with the surrounding structures and streetscape, Building C should be compared to Building A on 500 South and Building D on 700 East. Along 500 South, proposed Building C is approximately two feet taller than Building A. The north elevation of Building C is approximately twenty one (21) feet shorter in length than Building A. Along 700 East, proposed Building C is approximately 8 feet longer than Building D. Proposed Building C is shorter in height than Building D, with the exception of the entrance feature which reaches approximately the same height as the mission style arches on Building C.

In terms of proportion of principal facades, proposed Building C is similar in width and height to Buildings A and D. Existing Building B is located in the middle of the block. The views of the structure are currently



blocked by the parking structure and tall trees to the west, Building A to the north, and Building D to the south. The building is visible from portions of 700 East and 500 South. The views from 700 East are currently impeded by the water tower, sand house, street trees and parking lot trees. The view from 500 South is more open, with the street trees and parking lot trees blocking the view. The majority of the view of the building from 700 East would be blocked by proposed Building C. The corridor between proposed Building C and Building D is wide enough to allow some views into the middle of the block. This view will be partially blocked by the water tower and street trees. On 500 South, Building B would be visible through the sixty six (66) foot wide corridor that contains the drive aisle from 500 South. Building B is approximately 29 feet in height along the east elevation and is approximately one hundred and forty three (143) feet wide. Building B is similar in dimensions to Building A.

The defining architectural feature of the buildings at Trolley Square is the roof form. The proposed roof line of Building C is primarily flat. The entrance feature to the building does modify the mission style arch by shortening the span, simplifying the outline and using different materials. The design of the entrance feature is a modern interpretation of the historic architecture. It does not make an attempt to exactly mimic the historic architecture.

The size and mass of Building C has been one of the core issues of the proposed development. The east elevation is similar in length to the east elevation of Building D. With the exception of the entry feature, the proposed structure is lower in height to Building C. The setback from 700 East is the same as Building D, with the exception of the ramp to the parking located in Building C. At the closest point, the ramp is approximately twenty one (21) feet from the 700 East property line. The dimension of the north elevation of Building A is longer than the dimension of Building C. Building C is taller than Building A. The setback from the north property line is the same for both buildings. Based on the dimensions and setbacks of proposed Building C compared to the dimensions of the adjacent structures that have the same street frontages, the mass and scale of the proposed building is similar to the existing structures.

Along 600 East, the existing parking structure defines the streetscape. Proposed Building P would replace the existing parking structure. Proposed Building P would contain two levels of underground parking. Due to the grade change along 600 East, approximately eight (8) feet of one level of parking would be above grade at the south end of 600 East. On top of the parking structure, there would be two building pads, Building P Central and Building P South. In addition, the relocated Sand House (identified as bank building on the site plan) would sit on top of the parking structure. Building P Central would be approximately twenty four (24) feet four (4) inches in height above the finished grade within the site. The sidewalk is lower than the finished grade of the site. Building P Central would be approximately two hundred and twenty (220) feet long along 600 East. The west elevation of Building P South would be approximately seventy five (75) feet long. The sand house would be connected to Building P South by a glass vestibule. The sand house is approximately forty one (41) feet long. Building B and D are approximately fifteen (15) feet taller than proposed Building P. Building B is approximately one hundred and fourteen (114) feet from the 600 East property line. Building D is approximately one hundred and forty two (142) feet from the 600 East property line. Proposed Building P would be approximately six (6) feet from the property line. The existing parking structure and drive ramps extend along the entire 600 East Frontage. Proposed Building P and the sand house would redefine the 600 East streetscape.

Proposed Building P would be lower in height than the existing historic structures. This allows for portions of the historic structures to be visible from outside of the property. Building P Central is wider than the west elevation of Building B. Building P South and the Sand House are relatively square in nature and much smaller than the west elevation of Building D.

The roof shape of Building P is simple in design and does not make an attempt to compete with the characteristic mission style arch of the historic structures. The arch is higher than Building P and would be visible above the roofline of Building P.

Proposed Building P is smaller in height and square footage of the existing buildings. The scale of Building P allows the historic buildings to overshadow it. Based on the spacing of the Building P Central and Building P South and the Sand House, views of the historic structures are improved over the current condition.

### **Standards for New Construction**

**11.4 Construct a new building to reinforce a sense of human scale.** A new building may convey a sense of human scale by employing techniques such as these:

- Using 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.

**11.5 Construct a new building to appear similar in scale to the scale that is established in the block.** Subdivide larger masses into smaller “modules” that are similar in size to buildings seen traditionally.

**11.6 Design a front elevation to be similar in scale to those seen traditionally in the block.** 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.

**11.7 Build to heights that appear similar to those found historically in the district.** This is an important standard which should be met in all projects.

**11.9 Design a new building to appear similar in width to that of nearby historic buildings.** 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.

**11.11 Use building forms that are similar to those seen traditionally on the block.** Simple rectangular solids are typically appropriate.

**11.12 Use roof forms that are similar to those seen traditionally in the block.** 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.

**11.13 Design overall facade proportions to be similar to those of historic buildings in the neighborhood.** 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.

## Central City Design Guidelines

### **13.23 Maintain the established alignment of building fronts in the block.**

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.

**13.24 Maintain the rhythm established by uniform setbacks in the block.** 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.

**13.28 Design new buildings so that they appear similar in scale to those seen traditionally on the block.** 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.

**FINDING:** Proposed Building C and Building P are compatible in scale and form to the existing structures along 700 East, 500 South and 600 East because they are similar in width and height to the existing structures that are adjacent and located on the same street frontage, the proposed structures maintain or improve the overall streetscape, the roof lines are subordinate to the rooflines of the historic structures, and the scale and mass of the proposed structures is compatible with the adjacent structures.

## **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 tall display window. This is similar of other commercial buildings in the Central City Historic District. The east elevation of Building C contains a number of openings with an arch. The opening are similar in width to those on Building C. The windows are approximately six (6) feet above grade. Extending the windows closer to the ground would make the windows more compatible with the east elevation of Building D.

The cutouts into the second level (parking level) are square. The purpose of the cutouts is to break up the expanse of the upper half of the building. The openings on the historic buildings at Trolley Square have a vertical emphasis to them. The openings on the second level of the structure should have similar dimensions. Narrowing the openings and adding an additional opening in each wall section would be more

representative of the upper level opening found on the historic buildings. The second level openings on Building A should serve as an example.

Proposed Building C has a main entrance on the east elevation. The site plan includes direct pedestrian connections to the corner of 700 East and 500 South. There is currently no dedicated pedestrian access in this area of the site. The proposed development would improve the pedestrian connectivity. The proposed building materials consist of materials that are consistent with what was historically used on the site. The main façade material consists of brick and glass with metal frames.

The north elevation of Building C is the “back of house” for the proposed use. This makes it difficult to have the building address 500 South in a manner that the street warrants. The second level openings should be similar to those described in this paragraph for the east elevation, a more vertical emphasis and additional opening per wall section. At the ground level, the proposed glass on the eastern half of the wall are consistent in terms of width to the openings on Building A. The service area on the western half of the north elevation makes it difficult to design a wall that screens the service area and is consistent in terms of openings and rhythm of solids and voids to the existing structures. Maintaining the second story opening pattern and increased landscaping is essential to break up the expanse of the western half of the northern elevation.

The western elevation consists of the entrance to the service area and the parking garage. The southern portion of this elevation has two openings that are similar to those on the east elevation. The west elevation serves as a visual terminus of Trolley Lane when looking east from 600 East. The portion of the wall that creates this terminus is the screen wall for the ramp into the parking garage. Good urban design would create some visual interest for this particular section of the west façade. The same concept was used when the neon trolley was attached to the sky bridge on the south side of Building D. Some sort of architectural detail in this location.

The south elevation faces Building D. The north elevation of Building D does have some doorways and openings that provide direct access to retail stores. There are also some display windows on the north side of Building D. The south elevation of Building C would be primarily glass at the ground level with metal canopies. The openings would be similar in width to the openings of the north elevation of Building D. The second level does not include any openings. Providing openings similar to those on the east elevation of Building C would help to break up the expanse of the upper level.

Building P includes primarily glass on all elevations. The opening are similar in width to the openings found on the east and west elevations of the historic buildings. The building materials are brick and glass with metal frames. The western elevation would provide a streetscape that is framed by permeable buildings versus a parking structure. Overall, the composition of the principal facades is compatible with the existing structures and the streetscape.

### **Standards for New Construction**

**11.10 Use a ratio of wall-to-window (solid to void) that is similar to that found on historic structures in the district.** Large surfaces of glass are inappropriate in residential structures. Divide large glass surfaces into smaller windows.

**11.14 Keep the proportions of window and door openings similar to those of historic buildings in the area.** 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.

**11.15 Use building materials that contribute to the traditional sense of scale of the block.** This will reinforce the sense of visual continuity in the district.

**11.16 New materials that are similar in character to traditional materials may be acceptable with appropriate detailing.** 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.

**11.21 Windows with vertical emphasis are encouraged.** 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.

### Central City Design Guidelines

**13.30 Use primary building materials that will appear similar to those used historically.** 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.

**FINDING:** The composition of the principal facades of the proposed buildings will be visually compatible if some modifications are made to Building D. The second level parking area should contain openings on each elevation that are twice as tall as wide. The windows on the ground level of the east elevation should be extended closer to the ground so that they are more similar to the opening found on the existing structures.

### 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:** Building C would continue the streetscape along 700 East that has been established by Building D and along 500 South that has been established by Building A. The façade of the building is similar to that of Building A and D in terms of length, height and setback along the respective streets. The street trees along 700 East add to the streetscape and provide a buffer between the site and the traffic of 700 East. The trees improve the pedestrian experience along the public sidewalk despite the narrow park strip.

The spacing pattern of buildings on the block has been established by the historical structures on the street. The spacing was dictated by the historical use of the buildings. Between building A and B there was a large space so that trolley cars could travel between them. Between Building B and D a narrow passage was used because no trolley travel was needed. The corridors have been converted to outdoor walkways and plazas that add to the ambience of the site. The approved site plan maintains and improves on the outdoor circulation patterns on the interior and exterior of the site.

The northeast quarter of the block was not occupied by buildings. The area was primarily used for outdoor storage until the site was renovated into a shopping center and this area was paved over. The placement of Building C does cover up an area that has historically been vacant. Due to the historical and current use of the area, it is difficult to consider the surface parking lot as open space or a space that contributes to the historical nature of the site. In terms of spacing from the existing structure, Building C would be approximately sixty six (66) feet from Building A. In the space between the structures, there would be a drive aisle, a walkway, landscaping and an outdoor patio. Building C would be approximately forty two (42) feet from Building B. This area currently has a plaza with outdoor seating and a water feature. There is some mature landscaping in the area. The plaza would be redeveloped. The water feature would be replaced with a new water feature between Building C and Building D. The area would contain landscaping, outdoor seating and landscaping. If possible the mature trees that are in this area should be preserved during the construction process. The area between Buildings C and D is approximately forty two (42) feet wide and will consist of a linear plaza lined with trees, the water feature, outdoor seating and a terrace for the proposed Whole Foods. This area currently contains a twenty foot walkway, landscaping and parking.

On the west side of Building B a pedestrian corridor is formed by Building B and the existing parking structure. The corridor would be enhanced by replacing the parking structure with store fronts and generating more foot traffic in the area. A plaza on the west side of Building D would provide direct pedestrian access to 600 East. The space created by the existing buildings, the relocated Sand House and trolley car, and Building P would contain outdoor seating, landscaping, outdoor fireplaces, etc. The relocated patio for the Desert Edge Pub and Brewery will add life to the area.

The directional orientation of Building C is similar to that of Building D. The building will face 700 East. New pedestrian connections would be added so that pedestrians would no longer have to walk through a parking lot to get into the site. The building also addresses the existing structures by including plazas and spaces between the structures that provide internal circulation patterns. Building P is primarily inward oriented in terms of access, but does have design elements that add to the streetscape along 600 East, primarily glass that provides some permeability to the proposed structure. The new entrance at the proposed Trolley Lane and the pedestrian access in front of Building D improves access to the site. The slope of 600 East makes it difficult to provide direct access to the building along the street and from the space between Building B and Building P.

The overall improvements to the streetscape and pedestrian improvements include new access points with dedicated pathways and the removal of structures that made it difficult for pedestrians to access the site from 700 East and 600 East. New pedestrian access points will be added at the corner of 700 East and 500 South and to building D from 700 East. 600 East will have a wide pedestrian access that increases the view of the main entrance to Building D. Trolley Way adds new access to the northern half of the 600 East blockface.

## **Standard for New Construction**

**11.1 Respect historic settlement patterns.** 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.

**11.2 Preserve the historic district's street plan.** 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 rectilinear in shape. Closing streets or alleys and aggregating lots into larger properties would also diminish the perception of the grid.

**11.3 Orient the front of a primary structure to the street.** 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.

### Central City Design Guidelines

**13.23 Maintain the established alignment of building fronts in the block.** 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.

**13.24 Maintain the rhythm established by uniform setbacks in the block.** 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.

**13.31 Minimize the visual impacts of automobiles as seen from the sidewalk by pedestrians.** Provide landscaped buffer areas to screen and separate the sidewalk from parking and drive lanes within individual commercial sites.

**FINDING:** The proposed new construction adds to the streetscape along 700 East, 500 South and 600 East by continuing the pattern of development in terms of front setback, building height and width, and the use of consistent materials. The proposed buildings continue the historical pattern of building spacing in terms of how the buildings relate to the street. The proposed buildings address the respective frontage that they are located on. Pedestrian connectivity is improved by adding direct pedestrian connections to 700 East, 500 South and 600 East.

**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.

Zoning ordinance section 21A.34.030 (G) states the standards for alterations of a landmark site or contributing structure. The following section applies to the proposed addition to Building A and other exterior modifications to existing buildings. The standards and analysis are as follows:

**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:** Building A was originally used as a service building to provide support to the trolley system. In the early 1970's the trolley barns of the Utah Light and Traction Company were converted to a commercial shopping center. At that time, an addition was added to the west façade. The addition covered up a portion of the western façade. Since that time, the building has had a number of different uses, including movie theaters, restaurant and retail spaces. Restaurants have been the primary use in the western side of the building. The western pad is currently vacant. As part of the proposed redevelopment, a 10,372 square foot addition is planned on the west side of Building A. A glass vestibule between the existing structure and the proposed building.. Doors on the north and south ends of the building would allow views of the lower portion of the façade, which according to the developer is still in tact under the 1970's addition. The vestibule creates a separation between the west façade of Building A and the proposed addition. The addition would be twelve (12) feet eight (8) inches lower than the top of the northern arch on Building A and eight (8) feet four (4) inches lower than the southern arch on Building A. The height of the building allows for the defining characteristic of Building A to remain visible. The glass vestibule allows for the entire western façade to be visible and creates a unique space that blends the historic architecture with the new at close proximity.

The proposed modifications to Buildings B and D require some minor modifications. The proposed modification to Building B include restoring the windows in the east elevation. The proposed modifications to Building D include new ADA compliant ramps on the south entrance, converting an existing service area to store front, relocating a staircase on the west side of the building, and relocating a second story patio.

**Finding:** The proposed addition is designed in such a manner that uses a glass vestibule to separate the existing building from the proposed addition and allows for the easy removal of the addition in the future. The design of the building preserves the defining characteristics of the western façade. The exterior modifications on the other structures are minor alterations and do not impact the historical characteristics of the historic buildings.

**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:** The proposed addition maintains some view of the defining characteristics of the western façade of Building A. The glass vestibule creates a physical separation between the addition and the existing building. No removal of historic materials is planned. The space to the west of Building A is currently occupied by a parking structure, mature plum trees, and a brick paver walkway. These items will be removed as part of the overall development. The addition and vestibule would address both 500 South and 600 East, would provide multiple points of access to the addition and the site and improve the overall streetscape in the area.

The other exterior modifications do not include the removal of historic materials or features.



**Finding:** The proposed addition retains and preserve the original architecture of the west façade of Building A. No historic materials are planned to be removed from Building A or the spaces around Building A, or the other historic buildings on the site.

**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;**

**Analysis:** The design of the proposed addition is a simple box shape that is lower in height and smaller in square footage than Building A is. The addition uses modern materials and does not make an attempt to mimic or overshadow the defining characteristics of Building A. The openings, rhythm of solids to voids, and other design elements are compatible with historic buildings on the site and the design standards for the Central City Historic District.

**Finding:** The proposed addition and alterations are a product of their own time and do not seek to create a false sense of history or architecture.

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

**Analysis:** The 1970's addition to Building A has not acquired historic significance and covers historical elements of the original structure. In June, staff approved a demolition of the proposed addition. The other proposed modifications will not remove any alteration or addition that has acquired historical significance.

**Finding:** The proposed addition and alterations do not require the removal of previous additions that have acquired historical significance.

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

**Analysis:** The western façade of Building A will be preserved as discussed previously. There are no other distinctive features, finishes or construction techniques or craftsmanship that characterize Trolley Square in the area where the addition is planned. The other modifications will not impact elements of the existing buildings that are historically significant.

**Finding:** The proposed addition and modifications do not destroy or impact distinctive features, finishes and construction techniques or examples of craftsmanship that characterize the building or the site.

**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 west façade may have some damage due to the addition done in the 1970's. All damage done to the building as part of the addition will be repaired. The original façade is well documented in historical photographs. The emblem of the Utah Light and Rail Company is visible on some of the structures. The emblem was placed on the upper portions of the east and west facades of each building.

The applicant has indicated that they do plan on restoring the emblems. The existing emblems on Building A are fairly well preserved and can serve as a template for the restoration on the other buildings.

**Finding:** All deteriorated or damaged features on the west façade or where any external work is done shall be repaired according to the Design Guidelines for Residential Historical Districts in Salt Lake City and all applicable city ordinances.

**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:** After the addition is removed, the area impacted shall only be cleaned using appropriate methods that will not damage Building A.

**Finding:** Although the exterior of the building was damaged in the early 1970's due to sandblasting, and new surface cleaning of the structure shall be done by the gentlest means necessary.

**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;**

**Analysis:** The design of the addition is a simple box. The structure is smaller than the historical structures on the site. The materials are compatible with the historical materials used on the site and in the Central City Historic District. The glass vestibule adds a modern touch to the addition and does not damage significant cultural, historical, architectural, or archaeological material. The other exterior modifications should be consistent with the design of similar elements found on the structures at Trolley Square.

**Finding:** The proposed addition does not damage significant cultural, historical, architectural, or archaeological material. The proposed addition is compatible in size, scale, color, materials and character of the property, neighborhood and environment.

**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;**

**Analysis:** The glass vestibule creates a separation between the addition and Building A. The vestibule and the addition could be removed without damaging any portion of Building A. The essential form and defining characteristics of the west façade of Building A will be preserved. The addition is smaller and shorter than Building A.

**Finding:** The addition and exterior modification could be removed in the future without being detrimental to the defining characteristics of Building A.

**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 use inappropriate materials and does not include applying inappropriate materials to existing historic surfaces. Appropriate glazing and metal should be used for the replacement of all glass and window frames in the other historic structures on the site.

**Finding:** The proposed building materials are appropriate for the site.

**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:** The proposal does indicate some signage on Building A and the proposed addition. A signage policy adopted by the Historic Landmark Commission does exist for Trolley Square. All signs should be consistent with the signage policy. At this time, no specific signage details have been provided.

**Finding:** The proposal does not include specific information on signage. All signage must be consistent with the Trolley Square signage policy adopted by the Historic Landmark Commission and receive a certificate of appropriateness prior to issuing a sign permit.

**12. Additional design standards adopted by the historic landmark commission and city council.**

**Analysis:** This report has included an analysis of the proposed addition and demonstrated that the addition is consistent with the adopted design standards.

**Finding:** The proposal is consistent with the document Design Guidelines for Residential Historic Districts in Salt Lake City.

**Attachment D**  
**July 11, 2007**  
**Planning Commission**  
**Meeting Minutes**

**SALT LAKE CITY  
PLANNING COMMISSION MEETING  
In Room 326 of the City & County Building  
451 South State Street, Salt Lake City, Utah  
Wednesday, July 11, 2007**

Present for the Planning Commission meeting were Vice Chair Matthew Wirthlin (Acting chairperson for the meeting); Commissioners Babs De Lay, Tim Chambless, Susie McHugh, Prescott Muir, Kathy Scott, and Mary Woodhead. Chairperson McDonough and Commissioner Frank Algarin were not able to attend the meeting. Commissioner Robert Forbis was previously excused for an extended leave of absence.

Present from the Planning Division were George Shaw, Planning Director; Douglas Wheelwright Deputy Planning Director; Cheri Coffey, Deputy Planning Director; Nick Norris, Principal Planner, Katia Pace, Associate Planner; Ray McCandless, Senior Planner, and Tami Hansen Senior Secretary. Also present were: City Staff members John Naser, Engineering Division Director; Kevin Young, Transportation Planning Engineer, and D.J. Baxter, Redevelopment Agency Director.

A roll is being kept of all who attended the Planning Commission Meeting. Chairperson Wirthlin called the meeting to order at 5:49 p.m. Audio recordings of Planning Commission meetings are retained in the Planning Office for an indefinite period of time.

A field trip was held prior to the meeting. Planning Commissioners present were: Tim Chambless, Kathy Scott, Susie McHugh, Prescott Muir, Matthew Wirthlin and Mary Woodhead. Planning Staff present were: Doug Wheelwright, Nick Norris, and Katia Pace.

*(This item was heard at 7:34 p.m.)*

**Petition 410-07-04**—a request by Trolley Square Associates, LLC, for a planned development at Trolley Square located at approximately 602 E. 500 South, in the Central City Historic District. The property is located in the CS Community Shopping Zoning District. The proposed planned development includes adding multiple new buildings totaling approximately 90,000 square feet of commercial space

Chairperson Chambless recognized Nick Norris as staff representative.

Mr. Norris noted that there would be two new structures and a major addition occurring on the Trolley Square block. Building C at the north east corner of the lot, would be an approximately 53, 000 foot building and would contain two levels of podium parking above the retail space and contain 700 stalls. Building P along 600 East would contain approximately 23,000 square/feet of retail and there would also be a small addition to Building A, which is a little under 10,000 square/feet.

A pedestrian connection on 600 East and 500 South was added to the sight and the whole structure was also lowered to maintain the view of the mission style arches of Trolley Square. Also, the architecture of Building A changed from a swooping arch to just being squared off and there were no changes to Building B or Building D.

Changes to Building C include: elevations and pedestrian connectivity on 700 East and 600 South. On the north side there are plans for increased tree landscaping, and a screen wall to screen the parking ramp on the east side, which has also been squared off to more adequately blend in with the building. Mr. Norris noted that the overall height was lowered and there are still

mission-style arches on the building that reach to 45 feet and 38.8 feet on the wall. The height of Building P was also lowered to 24.4 feet below the finished grade within the site.

Commissioner De Lay inquired if Mr. Norris had a rendering of the main entrance change.

Mr. Norris noted that the applicant would show that in their presentation.

Commissioner Scott inquired about the height of existing Building D.

Mr. Norris noted that it would vary, but that along 700 East it would be approximately 45 feet where the distinctive features are located.

Commissioner Scott inquired if that would be approximately the height for Building C.

Mr. Norris noted that was correct.

Chairperson Chambless invited the applicant to the table.

Mr. Mark Blancarte (Developer/Partner) noted that there are currently approximately 918 parking stalls throughout Trolley Square, and 885 parking stalls would exist at completion. He noted that the developers would be comfortable with reducing the amount of parking, as per the community's inquiry, but felt that the parking was important to the retail within Trolley Square.

The northwest corner would contain decorative paving and a proposed entrance from 600 East for pedestrians to enter into the Trolley Lane area. There would be a grand plaza placed at the north east corner, and pedestrians would have access to Trolley Square and Whole foods from that location.

He noted that one concern was raised about how the developers would screen the loading dock for the Whole Foods store. He noted that a decision was made to enclose the area by bringing out the architectural masonry walls further toward the west, and these would contain an overhead roll up door system for the trucks to park inside, from the outside all of the building services would be invisible.

Mr. Blancarte noted that though the developers felt Trolley Square was predominantly accessed by automobile, there would be seven bike parking areas throughout the project.

Commissioner De Lay inquired about scooter parking.

Mr. Blancarte noted that there was not scooter or motorcycle parking at this time, but the developers would be willing to work with staff to dedicate whatever they felt would be appropriate to this type of parking.

He noted that trees were another point of concern so an arborist was independently hired to ascertain the condition of the trees, which was given to the Department of Urban Forestry for their review. There are a number of trees along the perimeter of the property that are diseased either due to age, or a sidewalk condition that is causing stress. If the trees do need to be replaced, they would be willing to comply with the suggestions of the City arborist; however, three trees would be permanently removed because of entrances and parking structure placement. There would be a few trees that would need to be removed and replanted that are currently where the Whole Foods building will be located. He noted that any trees that cannot be used will be happily donated to the community.

Mr. Blancarte noted that members of the community suggested a larger view corridor into the existing trolley structures, so the developers decided to reduce the elevation of the buildings on the west by approximately 10 feet by reconstructing the arches on the west corridor to be flat, to allow for more of a view into that corridor and the Whole Foods building would not exceed the height of Building D (the main mall building), and the architecture would tie in with that building as well.

Commissioner Muir inquired if at the top of the building section there was enough space to build a pedestrian access along the front of the store that went straight out to 500 South.

Mr. Blancarte noted that his guess was that there probably would not be enough room, but they would consult with an architect to discuss that.

Commissioner Muir noted that it would tie in the pedestrian feel that the developers would like Trolley Square to have.

Commissioner Scott inquired about the slope in the loading dock on Building C, and its effect on the masonry wall and if the screening would have a ceiling or be open above.

Mr. Blancarte noted it was only about a two foot differential and the wall would be enclosed.

Commissioner Scott inquired if the drive-through for the Wells Fargo bank would still exist.

Mr. Blancarte noted that it would not; however, the developers were currently working with Wells Fargo to relocate them within the project.

Commissioner Scott inquired about the Transportation Departments comments regarding having a 45 foot trailer backing in from the street.

Mr. Blancarte noted that the dock was designed with the commercial truck templates in mind and the Whole Foods dock was designed even larger to fit a 55 foot truck trailer, so though it is a busy street, it would be an efficient movement.

Commissioner De Lay noted that the tenant signage was being moved from the Trolley Square water tower and she had not seen any diagram where that signage would be replaced within the project.

Mr. Blancarte noted that it would be cluttering to have a monument sign that might list six or seven tenants; so they propose that when the leases are up to remove the theater and the Hard Rock Café signs from the water tower. He noted that at a number of spots throughout the project there will be key directional signs.

Ms. Cheri Coffey noted that signage was an issue that the Historic Landmarks Commission deals with.

Mr. Norris noted that Trolley Square had its own Sign Master Plan.

Commissioner Scott inquired if the archway at 500 South would be relocated to the west side of the project and if there would be a defining entrance overhead that would replace that.

Mr. Blancarte noted that it was proposed to use the existing one, but just shift it to the west.

Commissioner Scott noted that in the staff report on page 16 it stated that, *The defining characteristics of the mission-style arch on the east and west facades are being repeated.* She inquired why this would not be on the north as well.

Mr. Blancarte noted that he was not sure if that was addressing the architecture on the north or a specific entry arch on the north side.

Commissioner Muir added that the functional nature of the building being a trolley storage facility that contains barrel vaults indicates that those archways should be on the east and west and not on the north and south.

Mr. Blancarte noted that he agreed that the arches should be continued in the new buildings.

Commissioner Scott inquired if the parking on the roof of Building C was podium because underground parking was not an option and the basis of that decision, were engineering studies, or core samples done.

Mr. Blancarte noted that there were major aquifers running under Salt Lake City, and a rather shallow level water table in the building, so the decision was to make underground parking on the western portion of the project, but to have podium parking on the eastern portion of the project due to that water, contamination from a prior use, and cost of each individual stall underground which is \$50,000 versus \$20,000 a piece. Podium parking is also much quicker and efficient, which would be a benefit for the community and customers like the podium parking because it is lighter, brighter, and airier.

Commissioner De Lay inquired if the developer was sure there was definitely a water table on the site that absolutely prohibited underground parking.

Mr. Blancarte noted it was not absolutely prohibited, but influenced as well by a finite budget.

Commissioner McHugh noted that she thought it would be less disturbing to the historical buildings if the developers did not have to dig down for underground parking.

Mr. Blancarte noted that for two levels of underground parking it would require approximately 35 feet of excavation, so podium parking would be less invasive.

Commissioner Woodhead inquired about the 600 East and 500 South pedestrian accesses into the property because it looked like there were two backsides to the project.

Mr. Blancarte noted that 600 East is the backside of the project, and the challenge was the difference in grade. The developers decided to work on the connectivity within the project, but did create a sort of grand entrance from 600 East for pedestrians.

Chairperson Chambless opened the public portion of the hearing.

Joel Briscoe (Chair of the East Central Community Council) noted he had submitted a letter to the Planning Commission. He noted that he was concerned about the mature trees that currently line 600 East, and that Mr. Blancarte was willing to relocate the trees throughout the project or donated to be used in the City. He also stated that the façade of the new buildings were very important and noted that Mr. Blancarte was willing to include the Utah Heritage Foundation, the Utah Historical Society, and other Utah architectural historians to be added to the committee.



Mr. Briscoe stated that he did not agree with the size and the scope of Building C (Whole Foods), but appreciated the developers lowering the elevation of Building P to allow a view of the mission arches on the west side; however, he felt that view would be blocked by the podium parking, but did understand that it would cost more money and inquired if the developers had looked into historic credits. He encouraged the Commission to give intent language of recommendation regarding final architecture and building materials to the Historic Landmark Commission. He noted that on recommendations 3 and 4 he would like them to be a little more detailed.

John Prince (11788 South Silver Spur Lane, Draper Utah) noted that he was the owner of Green Street private club and that the manager of Trolley Square came over to tell them that in the next three weeks a tractor was coming through the patio of Green Street and the implications for the club were frightening. He noted that 5,700 people were members of the club would be affected. A petition was started that had 1,300 plus signature to save the patio and the six Norwegian Maple trees that he would like to see saved.

Commissioner De Lay inquired if the patio was part of the clubs lease.

Mr. Prince noted that it was not, but they have used and paid percentage rent for the patio plus a fee for the clean-up.

Commissioner De Lay noted that what the developer was advocating was beautiful interior walkways and lots of patios.

Mr. Prince noted that Mr. Blancarte had been very nice to work with, and that they would be able to keep the patio, but that the managers of Trolley Square were not representing him well.

Commissioner McHugh inquired if the entrance to the club was on the patio.

Mr. Prince noted it was right next to the patio, but the legal entrance was to the west of the patio.

Jeff Meyer (11788 South Silver Spur Lane, Draper, Utah/ co-owner of Green Street) noted that the patio at Green Street is used for seven months out of the year and that it generates twenty-five percent of the clubs revenue. He would like to have a distinctive timeframe of when construction will be taking place so he can go in front of the Liquor Commission and get the front door approved or take a look at staffing levels during the change.

Chairperson Chambless inquired how much warning he would like before these changes take place.

Mr. Meyer noted atleast 30 days to be able to petition the Liquor Commission.

Commissioner De Lay noted that the developers had to give all of the neighbor's notice of these events by law, but it seemed as if they were not communicating. She noted that the Commission would require the developer to communicate with the tenants within Trolley Square, as well as working with Green Street to get any approvals or re-approvals for the Liquor Commission requirements.

Jason LeCates (15129 Eagle Crest, Draper Utah 84020) noted he was the manager of Green Street and there were also issues that needed to be addressed with the fire department for instance three of the six emergency exits would be lost and would the club still be ADA compatible.

Commissioner Muir clarified that the role of the Planning Commission was not to get into code issues or disputes between tenants and landlords, but the appropriate land use of the project.

Jeff Ward (740 South 300 West #301) noted that he was the Executive Director for Tree Utah, which is a statewide non-profit organization dedicated to tree planting, care, stewardship, and education. He noted that he had driven around Trolley Square and realized approximately 40 trees would be lost where the new buildings would be built. He noted he was not opposing the development, but the trees were invaluable because of the financial and social benefits they provide.

Commissioner De Lay noted that she has rarely seen adult trees relocated and planted and wondered if this practice was common.

Mr. Ward noted that this was not a common practice because it was hard to do.

Commissioner De Lay inquired if the odds of replanting the trees were basically non-existent.

Mr. Ward noted that it could be done if done correctly, however, it is very expensive, which might be part of the reason it is not done that often.

Chairperson Chambless inquired about saving the two large trees on 600 East.

Mr. Ward noted that he had not looked closely at the site plan, but all of the trees were struggling and the more root system that is lost the less chance there is to save them.

Cindy Cromer (816 East 100 South) noted she was pleased to see the reduced height proposition for the new buildings. She noted that her concern was conditional uses, and how the developer will be able to administratively change the project after it passes through the various city boards. She noted that the Commission should ask the developers for what they want now, because they are willing to cooperate.

Bill Hedgepath (1539 South 2300 East) noted that he was a member of Green Street and suggested that the construction of the patio take place during the colder months.

Kirk Huffaker (representing the Utah Heritage Foundation) noted that they were in favor of the Trolley Square project, but he would like to see the project become better integrated into the visual nature of the site including: the mass of the buildings, height, and rhythm. He also noted that he felt it was important for the design team to integrate urban design elements into the project to provide focus and whimsy.

Chairperson Chambless asked for specific examples of urban design.

Mr. Huffaker noted that he would like to see fountains and architectural features such as iron work.

Commissioner De Lay inquired if historic site lines were currently protected.

Mr. Huffaker noted that adding new buildings is very tricky and one of the biggest design challenges, which is why there has been an evolution of the design site as the community has given input, and while there are no specific rules regarding development, hopefully there is some sensitivity to the historic elements.

Ms. Coffey noted that the structures on the site are all protected and Building C (Whole Foods) will not be added onto the historic structures, which will be preserved as they are now. She noted that the developers were making the Trolley Square site more viable as an adaptive reuse, by adding commercial development.

Mr. Huffaker noted that he was also in support of Commissioner De Lay's suggestion for scooter and motorcycle parking.

Luke Garrott (634 South 500 East) noted that he did not agree with the mass of Building C, because Whole Foods has 196 stores that average 32,000 square/feet and this is a 53,000 foot structure.

Commissioner Woodhead noted that Building C was the largest building on the site; she inquired about what Mr. Garrott felt was an appropriate mass of the building and his basis for it.

Mr. Garrott noted that Building C would not be taking up the current surface lot space, but also where the trolley car is currently located and pressing up about Building D. He felt that the entire site would be radically altered and he did not know why the building needed to be so massive. He noted that he felt there should have been a subcommittee held before this meeting involving the Planning Commission, Historic Landmark Commission, Tree Utah, and the Utah Heritage foundation.

Commissioner Woodhead noted that there was a subcommittee involving the Planning Commission and Historic Landmarks Commission that did meet and discuss this project with the developer.

Otto Guedelhiefer (566 East 600 South) commented that he walked passed Trolley Square every morning to get to Trax and was concerned about the rather loud noises of the heating and cooling systems of Trolley Square. He noted that he was concerned that with the buildings getting bigger, now was the time to consider this. He inquired if these systems would be replaced with efficient, quiet, and environmentally sound alternatives.

Commissioner De Lay noted she fully agreed with Otto's suggestions and had a list for the developers to consider.

James McAndrew (Business owner in Trolley Square) noted that he felt he believes in the Trolley Square and believes the developers are trying to improve its economic viability. He noted that he was very happy about Whole Foods being the tenant because it will really enrich the area.

Chairperson Chambless closed the public portion of the meeting.

Mr. Blancarte noted that Whole Foods store has been in business for over 20 years and has evolved over time, which is why they are interested in a 53,000 square foot building to introduce themselves to the Utah market, and have determined that this will be their flagship store for Utah.

Commissioner De Lay commented that Whole Foods was supposedly an environmentally friendly business, but she had not heard any information on the green building that is supposed to take place at Trolley Square and inquired if the developer was looking at making the rest of the project comply with LEED certifications.

Mr. Blancarte commented that the developers would be providing new heating and air-conditioning equipment that would be energy conscious and efficient and are exploring the LEED suggestions.

Commissioner Muir noted that he would like to encourage an appropriate percentage of locally owned businesses throughout the project.

Mr. Blancarte noted that from the onset of the project the developers had believed that local retailers are a big part of the success of Trolley Square and provide something unique. He also noted that regarding Green Street, construction is challenging and issues do arise and the developers are solution oriented to make it as seamless as possible.

Commissioner De Lay suggested a condition 9 for, *Dedicated parking for scooters and Motorcycles with in the project*. She noted that she would suggest one fifth of the parking be dedicated to this type of parking. She noted that she would also like to suggest a tenth recommendation to have Building C meet minimum LEEDS certification.

Commissioner Muir inquired if that was mitigation for the scale of Building C.

Commissioner De Lay said yes, due to the largeness of the building.

Ms. Coffey noted that the size and scale of the building was up to the Historic Landmarks Commission, and the Planning Commission could make a recommendation to that Commission.

Mr. Shaw noted that the planned development process focused more on site plan issues and the Commissions concerns should be sent to the HLC to address those.

Commissioner De Lay suggested a recommendation 11 would be to reconsider the size of Building C.

Commissioner Muir noted that a reasonable condition would be to state that all the mechanical equipment should be attenuated to avoid noise pollution, but could be left up to the Planning Director. He noted that he did not have a problem with the size of the building because most grocery stores required a critical mass of atleast 45, 000 square feet, so 53, 000 square feet is not unreasonable.

Commissioner Scott noted that she was still struggling with the size of the building, and that there should be more communication with HLC, the developer, and the Utah Heritage Foundation to mitigate the size of the building, not only the footprint but the height as well. She suggested that the Commission table the petition so that it could be further reviewed. She also expressed concern about the loading area on Building C and how it would look.

Commissioner Woodhead noted that she did not have a problem with the size of Building C, when she looks at Building D; Building C seems to be reasonable in size in comparison. She also noted that Whole Foods is a real grocery store and if this is the tenant that is expected to come in there needs to be some respect regarding the type of business they are, and it is not a small store, but a competitor with the big grocery store we have in Salt Lake City.

Commissioner De Lay noted Commissioner Woodhead brought up a good point because there was a large Smith's a block away, and therefore wondered why this store needed to be so big.

Commissioner McHugh stated that they are not alike.

Commissioner Woodhead noted that there would be some value in tabling the petition to clarify some of the issues that Commissioner Scott stated, but there would not be any point to having another joint meeting with HLC because it would unnecessarily slow the process down for the

developer. She noted that to some extent she would agree with tabling the petition, but also that conditions could be made to let HLC know the Commissions wishes.

Chairperson Chambless was concerned that there were not a sufficient number of Commissioners to vote on this matter.

Commissioner McHugh wondered what tabling the petition would clarify.

**Commissioner De Lay moved to table the petition.**

**Commissioner McHugh seconded the motion.**

Ms. Coffey wanted clarification for Staff and the applicant as to the reason behind the motion to table.

Commissioner Scott suggested that the Planning Staff and the Commission subcommittee discuss with the developers further, the mass of Building C and the possibility again of underground parking. She would also like more discussion on the parking ramp that seemed to not be visibly appealing.

Commissioner De Lay inquired if all that could be suggested through an additional recommendation stating that HLC should specifically review those items.

Ms. Coffey stated yes.

**Commissioner McHugh withdrew her second of the motion.**

**Commissioner Scott seconded the motion to table.**

Commissioner Scott stated that she wanted to have some input on that decision.

Commissioner De Lay noted that could be done through additional recommendations.

Commissioner Muir stated that he would argue against tabling because he was part of the subcommittee and had seen the process of the developers, which have been positive and cooperative.

Commissioner Scott withdrew her second of the motion.

Commissioner De Lay withdrew her motion.

**Commissioner De Lay made a motion regarding Petition 410-07-04 based on comments, analysis, findings, staff recommendation, and public testimony, the Planning Commission approve a conditional use for a Planned Development located at Trolley Square 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 approved 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 approves 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 modifies the building setbacks so that they are consistent with setbacks indicated on the submitted site plan.
9. Dedicated parking for scooters and motorcycles as recommended by the Transportation Division.
10. That the developer endeavor to meet the goals of LEED Certification
11. that at the point of replacement the rest of the development contain HVAC systems and;
12. Noises from the HVAC units are mitigated for the surrounding neighborhood.
13. That the Historic Landmark Commission pay particular attention to the screening of the area for Building C and for the ramp located on the northeast corner of the development.

Commissioner Woodhead seconded the motion.

Commissioner Scott suggested that condition 13 be amended into to motion.

Commissioner De Lay accepted that amendment to the motion.

All in favor of the motion voted, "Aye", the decision passed unanimously.

Commissioner Scott noted that she would like to pass on suggestions to the Historic Landmarks Commission so they would be aware of the preferences of the Planning Commission.

Commissioner De Lay noted that only the minority of the Commissioners had a problem with the mass of Building C, so a recommendation could not be recommended on.

Commissioner Muir noted all of that was in the minutes.

Mr. Norris suggested that staff provided the Historic Landmarks Commission with a copy of the meetings minutes.

The Commissioners agreed to this.

There was no unfinished business.

The meeting adjourned at 9:40 p.m.

**Attachment E**  
**Tree Analysis**

# Trolley Square Trees

The Trees at Trolley Square are described individually and also in Area groups. Generally the trees at the shopping center are older than five years with two cottonwoods that are pioneer trees. You could actually make the case that the cottonwoods are historic trees, however, most of the trees have been planted within the last 30 years.

When I examined the trees I looked at their diameter at breast height ( DBH ), the base of the tree for girdling roots which is expressed by either root flaring or no root flaring. A good root system is essential for the future health and growth of the tree. I also looked at the tree's crown structure to find possible hazards and defects that could affect health and safety. There is mention of included bark, which can lead to branch splitting usually during storms. And finally I made recommendations as to pruning, cabling, and removal. I believe that trees that have greater than 80% girdling roots are generally doomed. These trees will eventually die a slow death and are not valuable in the long run. But you may want to wait till the tree starts to decline and looks bad before removing it.

It was alarming to me how many trees have girdling roots. Girdling roots are important because they restrict the flow of nutrients from the leaves to the roots, ultimately killing the tree. There are usually two main causes of girdling roots: one is poor tree stock or improper planting or both.

## Discussions of Trees and Area Groups

### London Plane Trees along 700 East

London Plane (*Plantanus x.hybrida*) trees along 700 east are growing in a 5.5-foot strip on the west side of the sidewalk. Plane trees do grow very large and this strip will eventually be too small for their root systems. Broken concrete will be the future results. Also the sloping soil is difficult to water and the 2-foot grass strip is another example of poor planning and is wasteful. On the other hand these trees are generally in good health and do provide a lot of shade and screening from the busy street.

### City Trees along 600 South

These London Plane trees are growing in large planting strips, which is what you want for this potentially large shade tree. These are in my opinion the most valuable trees at Trolley Square. These trees could live to be hundreds of years old with just occasional crown cleaning. At the west end of the block are the 2 large Fremont Poplars it is a shame that years ago topping trees was thought to be away of making a large tree smaller and safer. This actually introduces decay and produces limbs that are weakly attached. These trees are now a hazard and should be removed. One note because these are City trees a permit is required to do any tree work on them. Contact Salt Lake City Forestry at 801-972-7818.



### **London Plane and Golden Rain Trees along 500 South**

These trees generally have girdling roots but seem to be tolerating them. The Golden Rain (*Koelreuteria paniculata*) trees are older and are well suited for that narrow planting strip.

### **West Row of Purple Leaf Plums next to the West Parking Structure.**

There are 59 Purple Leaf Plum trees (*Prunus pissardii*) east of the west parking structure, the north 12 plums range in size from 4.7 DBH to 7.8DBH. Most of have severe girdling roots and some need to be pruned away from the building to the east. They do provide a shade tunnel over a brick walkway that is quite nice. The rest of the 59 plums serve as a screen and sound barrier from the west parking structure. But these plums will decline in the near future and are not extremely valuable. If these plums are in the way of construction they can be easily replaced.

### **Courtyard Area West of the old Spaghetti Factory**

There are 9 Norway Maple trees (*Acer plantinoides*) and 4 Austrian Pines (*Pinus nigra*) some are good and some need to be removed. This is a great area for meeting and waiting.

### **Trees around Wells Fargo Bank**

This is near the center of the square and has a lot of hot pavement where trees can really reduce the heat and make it a more hospitable place.

### **Flowering Pears in the Northeast Parking Area**

The Flowering Pear Trees (*Prunus*) are growing in parking islands some are growing in lawn and are doing better compared to the pears growing in the concrete cobble stones. Generally these pears are declining or soon will be. Also the poor structure could cause a lot of storm damage and property damage. These trees are not too valuable.

### **Austrian Pines East of the Hard Rock Café**

These large pines are a great screen between the café's outdoor patio and the parking and should be preserved. The pines do need crown cleaning and corrective pruning to remove crossing limbs and deadwood.

### **Water fountain Plaza Area east of Brick Building**

There are 5 flowering pears just east of the building are all in excellent health DBH ranges from 4.3 to 3.2. Some of them may be planted too deep.

On the south end of the row of pears is a Japanese Maple it's in great condition and is a valuable small tree.

6 crabapples are in good health and are young showing vigorous growth.

7 upright hornbeams located each side of the fountain pool are a good choice but some have been planted too deep and are declining those 2 need to be replaced.

There are 2 Bectal crabs located at the NW corner of this area and are also doing fine they are both less than 15 feet tall.

The 3 large London Plane trees in this area are key for shade on this paved area but they may decline more from root problems they need crown cleaning and treat for anthracnose (fungal disease).

Row of Little Leaf Lindens North of building and south of wells Fargo.

This row of Lindens is in a great location providing excellent shade for the walkway to the south and the parking to the north. It's too bad that the root systems are so poor. These trees are stunted and some are declining.

## **Trolley Square Plan**

Salt Lake City, Utah

**Purpose:** The purpose of this evaluation of these trees is to determine which trees are worth saving during the construction at Trolley Square east of 600 East. Between 500 South and 600 South.

**Location:** The trees that were examined are located west of the Trolley Square Shopping Center parking and east of 600 East. Between 500 South and 600 South.

**Trees:** There are 2 large Cottonwoods (*Populus* sp), 9 London Plane trees (*Platanus* hybrid), 3 Mugho Pines (*Pinus mugho*), 2 Siberian Elms (*Ulmus pumila*), 2 Purple Leaf Plums (*Prunus* sp), and a Norway Maple (*Acer platanoides*).

The 2 Cottonwoods are large and are a hazard. The 2 trees were topped years ago and now the topping cuts are hollow and decayed. The subsequent growth that has occurred after that is very weakly attached and with the sidewalk and the parking, these hazard trees need to be removed.

There are 5 London Plane trees north of the middle west entrance off of 600 East. Although they look healthy from a distance they all have girdling roots. These are their own roots that wrap around the trunk of the tree. Girdling roots inhibit growth and will eventually cause the slow decline and death of the trees. I believe these 5 trees are not worth the effort to save.

The 4 London Plane trees located between the two entrances off of 600 East are in good shape and are well worth the effort to save. They are still young and their trunks are 16 to 25 inches in diameter. One tree has 2 large leaders that have a poor attachment, with included bark, and needs to be cabled.

The 14.4 DBH (diameter at breast height) Norway Maple has low vigor from the sever girdling roots and will decline and die in the near future.

The 2 purple leaf plums (*Prunus*) are beginning to be engulfed by English Ivy. This should be removed if these trees are to be saved. These trees are misshapen because of broken limbs and pruning for side clearance. I believe these plums, although they are healthy now, they are nearing the end of their life span, and are not as valuable as a younger tree.

There are also 3 Mugho Pines (*Pinus mugho*) along the southwest entrance that are multi-stem evergreens that have not seen any pruning and are somewhat gangly. Although they appear healthy, they are not extremely valuable.

2 Siberian Elms (*Ulmus pumila*) have grown from seed and are large weeds that should have been removed when they were seedlings.

Conclusion: The 4 London Plane trees between the 2 entrances are the most valuable trees that have been discussed. With proper preservation techniques they can be saved and live for more than 100 years.

Preservation: A simple preservation plan would be to fence off a 10 foot radius from the trunk. Also adding 3 inches of woodchip mulch over the grass and soil will help keep the soil cool and moist.

Watering must be done at least once a week with at least one inch of water applied to the fenced off area. For more in depth information on tree preservation, please refer to Trees and Development by Nelda Matheny and James R. Clark.

I believe the above evaluation to be honest and accurate based on my knowledge and experience with trees in Salt Lake City.

Brian Getzelman  
Arborist ISA RM-0121A  
President Arborcare/Arborscape Inc.  
05/22/2007

<b>Parking Area by water tower and trolley car Pub described NE counter clockwise to the south</b>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	Pear	8.7	no root flare	100%	good	ok	no pruning required	
2	Hackberry	13.1	no root flare	100%	good	poor	little growth	
3	Hackberry	9.3	girdling	80%	included bark	ok	slowed growth	
4	London Plane	2090%	girdling	50%	good	ok	moderate growth	
5	London Plane	16.5	girdling	40%	good	good	clear from building	
6	London Plane	18	good roots	0	good	good	treat for anthracnose	
7	Pear	4.5	no root flare	?	included bark	good	may be planted too deep	
8	Pear	4X2"	root stock	0	poor	ok	top of tree has died remove sprouted tree	
<b>East west row of little leaf Linden, North of building south of Wells Fargo - All have girdling roots and are showing poor growth</b>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	Linden	9.2	no root flare	100%	good	ok	none	
2	Linden	10.3	no root flare	100%	included bark	ok	prune or cable	
3	Linden	9.9	no root flare	100%	included bark	poor	slowed growth	
4	Linden	9.2	no root flare	100%	included bark	poor	sparse growth	
5	Linden	8.1	no root flare	100%	good	poor	sparse growth	
6	Linden	6.3	no root flare	100%	ok	poor	stunted and declining	

TREES AROUND WELLS FARGO								
<i>Northeast corner by flagpole clockwise</i>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	London Plane	21.7	good root flare	45%	good	good	crown clean	
2	Hackberry	14.1	girdling roots	>80%	good	ok	crown clean	
3	Hackberry	17.1	girdling roots	50%	good	good	clear from building	
4	London Plane	17.8	girdling roots	>80%	ok	ok	crown clean and thin	
<i>Flowering Pears in NE corner 2 rows that run east to west</i>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	Pear	8.7	girdling	80%	included bark	poor	prune to shape	
2	Pear	8.9	girdling	0	included bark	good	no pruning needed	
3	Pear	9.9	girdling	60%	included bark	good	no pruning needed	
4	Pear	8.5	girdling	70%	good	ok	no pruning needed	
5	Pear	10.1	girdling	80%	poor	ok	no pruning needed	
6	Pear	8.7	girdling	100%	included bark	poor	no pruning needed	
7	Pear	8.6	girdling	70%	poor	poor	no pruning needed	
8	Pear	8.3	girdling and cut roots	100%	included bark	poor	no pruning needed	
9	Pear	8.3	girdling and cut roots	100%	included bark	poor	no pruning needed	
10	Pear	9.8	girdling	100%	poor	ok	no pruning needed	
11	Pear	11.3	girdling	40%	poor	ok	underclearance pruning	
12	Pear	11.1	girdling	50%	poor	ok	no pruning needed	
13	Pear	11.1	no root flare	100%	poor	poor	underclearance pruning and compacted soil	
14	Pear	9.5	girdling	70%	poor	ok	underclearance pruning and compacted soil	
15	Pear	10.4	no root flare	100%	good	ok	compacted soil no pruning required	
16	Pear	8.2	good root flare	0	included bark	poor	some cut roots and slowed growth	
17	Pear	8.6	no root flare	100%	ok	ok	no pruning needed	
18	Pear	7.8	no root flare	100%	poor	ok	no pruning needed root sprouts	
<i>Austrian Pines east of Hard Rock Café clockwise from NW pine</i>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	Austrian Pine	14.7	girdling roots	>70%	2 leaders	slowed	slowed growth from poor roots	
2	Austrian Pine	12.9	girdling roots	55%	3 leaders	slowed	slowed growth from poor roots	
3	Austrian Pine	13.1	no root flare	100%	good	poor	slowed growth from poor roots	
4	Austrian Pine	16.6	girdling roots	60%	good	ok	slowed growth from poor roots	
5	Austrian Pine	17.5	girdling roots	50%	2 leaders	ok	cable 2 leaders to reduce hazard	

<b>TREES ALONG 500 SOUTH 700 EAST WEST TO WEST PARKING</b>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	London Plane	14.6"	girdling roots	25%	good	good	crown clean and thinning	
2	London Plane	16.7"	girdling roots	25%	good	good	need brick removed in crotch & crown clean and thinning	
3	London Plane	12.4"	girdling roots	>70%	good	good	crown clean and thinning	
<b>THESE NEXT TREES ARE CITY TREES IN THE 5' PARK STRIP</b>								
4	Golden Rain	11.2	no root flare	100%	good	ok	no pruning required	
5	Golden Rain	9.5	no root flare	100%	good	base injury	no pruning required	
6	Golden Rain	12.4	girdling roots	70%	included bark	ok	needs cable, no pruning required	
7	Golden Rain	11.5	girdling roots	70%	good	good	crown cleaning	
<b>TREES IN FRONT OF HARD ROCK CAFE</b>								
8	Golden Rain	9.9	girdling roots	60%	ok structure	good	no pruning required	
9	Golden Rain	15.4	girdling roots	35%	large injury 6' up	good	needs cable, no pruning required	
10	Golden Rain	14.9	girdling roots	>40%	Hazard split	good	cable asap, no pruning required	
11	Golden Rain	12.9	girdling roots	30%	good	good	no pruning required	
12	Golden Rain	13.4	girdling roots	75%	good	good	no pruning required	
13	Golden Rain	12.4	girdling roots	70%	good	good	no pruning required	
<b>Although most of the Golden rain Trees have girdling roots they seem to be tolerating it very well</b>								
<b>COURT YARD AREA WEST OF THE OLD SPAGHETTI FACTORY</b>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
<b>3 Trees next Green Street East to West</b>								
1	Norway Maple	10.5"	girdling roots	70%	ok structure	declining	inadequate water, crown cleaning	
2	Norway Maple	8.9"	girdling roots	65%	good	good	crown cleaning	
3	Norway Maple	8"			poor	canker	severe target canker - remove tree	
<b>4 Norway Maples west of Sharper Image described East to West</b>								
4	Norway Maple	7.5"	girdling roots	50%	included bark	ok	needs cable in future no pruning	
5	Norway Maple	9	girdling roots	>80%	good	ok	no pruning required	
6	Norway Maple	6.9	girdling roots	70%	dead top	declining	remove tree	
7	Norway Maple	3.9	girdling roots	70%	good	good	small tree in brick paver area	
<b>2 Austrian Pines next to parking West of Dessert Edge (east to west)</b>								
1	Austrian Pine	13.3	girdling roots	70%	2 Leaders	ok	cable and crown cleaning	
2	Austrian Pine	13.4	girdling roots	40%	good	ok	crown cleaning	
<b>2 Austrian Pines west of Trolley Square West main entrance - East of west parking (described east to west)</b>								
1	Austrian Pine	8-Nov	girdling roots	60%	good	ok	no pruning required	
2	Austrian Pine	12.6	girdling roots	60%	top has died	ok	no pruning required	
<b>The Austrian Pines are long lived tree and these seem to be tolerting the poor root systems.</b>								

LONDON PLANE TREES ALONG 700 EAST				noth to south				
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	London Plane	15"	good root flare		good	good	Needs Crown Cleaning (pruning)	
2	London Plane	13.5"	girdling roots	25%	good	good	Needs Crown Cleaning (pruning)	
3	London Plane	13.5"	girdling roots	65%	good	good	Needs Crown Cleaning (pruning)	
4	London Plane	15.4"	girdling roots	60%	good	good	Needs Crown Cleaning (pruning)	
5	London Plane	16.5"	Okay		good	good	Needs Crown Cleaning (pruning)	
6	London Plane	14.2"	girdling roots	40%	Large fork inc. bark	good	Needs Crown Cleaning and 1 cable	
7	London Plane	14.5	girdling roots	20%	Large fork inc. bark	good	Needs Crown Cleaning and 1 cable	
8	London Plane	14.3"	good root flare	none	good	good	Needs Crown Cleaning (pruning)	
9	London Plane	13.6"	good root flare	none	good	good	Needs Crown Cleaning (pruning)	
10	London Plane	13"	good root flare	none	good	good	Needs Crown Cleaning (pruning)	
11	London Plane	13.8"	girdling roots	20%	good	good	Needs Crown Cleaning (pruning)	
12	London Plane	11.9"	girdling roots	50%	good	good	Needs Crown Cleaning (pruning)	
13	London Plane	14.2"	good root flare		good	good	Needs Crown Cleaning (pruning)	
14	London Plane	14.3"	girdling roots	45%	good	good	Needs Crown Cleaning (pruning)	
15	London Plane	13.2	girdling roots	30%	good	good	Needs Crown Cleaning (pruning)	
<b>CITY TREES 600 SOUTH EAST TO WEST</b>								
Tree #	Species	DBH Diameter	Roots Root Crowns	Percentage girdling root	Branch Structure	Health	Comments	
1	London Plane	16.9"	poor root flare	50%	good	good		
2	London Plane	22.4	good root flare	none	good	good	no pruning needed	
3	London Plane	19.9	girdling roots	20%	included bark	good	needs cable but no pruning	
4	London Plane	19.1	excellent root flare	none	good structure	good	crown thinning	
5	London Plane	10.7	girdling roots	60%	good structure	good	crown thinning	
6	London Plane	17	girdling roots	80%	good structure	good	crown thinning	
7	London Plane	12.1	girdling roots	12%	ok structure	good	corrective pruning	
8	London Plane	21.8	girdling roots	50%	poor structure	good	needs 2 cables and crown clean	
9	London Plane	17.9	girdling roots	30%	bad crotch	good	needs a cable crown clean and thin	
10	London Plane	15.7	girdling roots	20%	good structure	good	crown clean and thinning	
11	London Plane	12.5	good root flare	none	ok structure	good	crown clean and thinning	
12	London Plane	16.2	girdling roots	40%	ok structure	good	cown clean and thinning	
13	Freemont poplar	47.7	root decay	0	branch decay	good	remove hazard tree	
14	Freemont poplar	42	ok roots	0	branch decay	good	remove hazard tree	



**Norris, Nick**

---

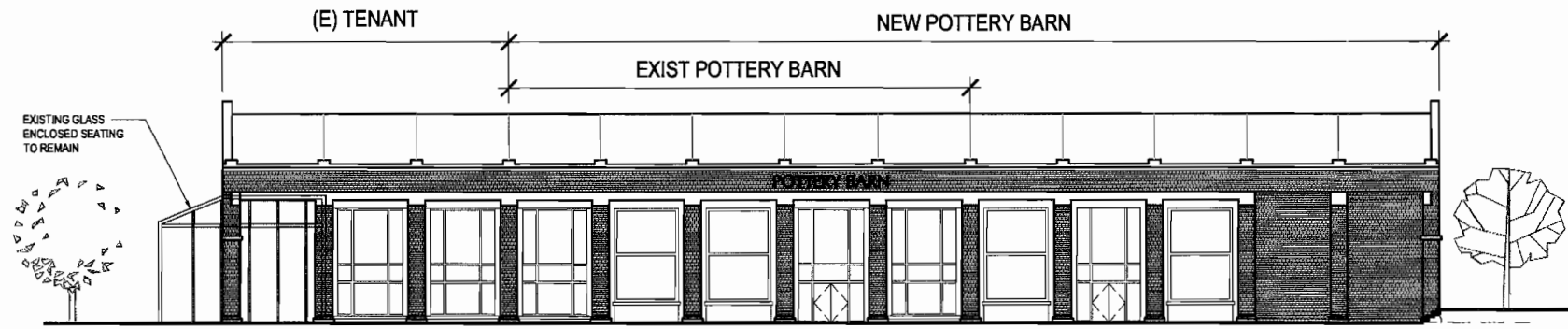
**From:** Rutherford, Bill  
**Sent:** Wednesday, August 29, 2007 3:52 PM  
**To:** Norris, Nick  
**Subject:** Trolley Square Tree Removal Recommendation

Nick,

This message is provided to confirm our telephone conversation regarding my recommendation to remove two large poplars on the 600 East side of Trolley Square. Following an onsite meeting and tree inspection with the developer's consulting arborist I had the trees inspected by a senior city arborist with the aid of an aerial tower truck. I recommend the trees be removed due to their structural condition and the trees proximity to the proposed 600 East access to the square. I am available to answer questions about this recommendation.

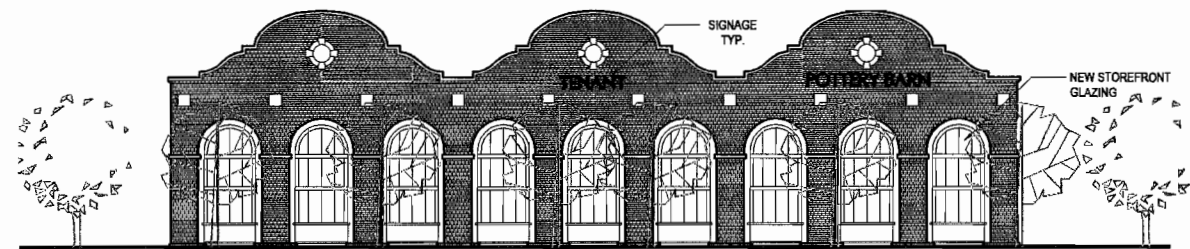
Bill

8/30/2007



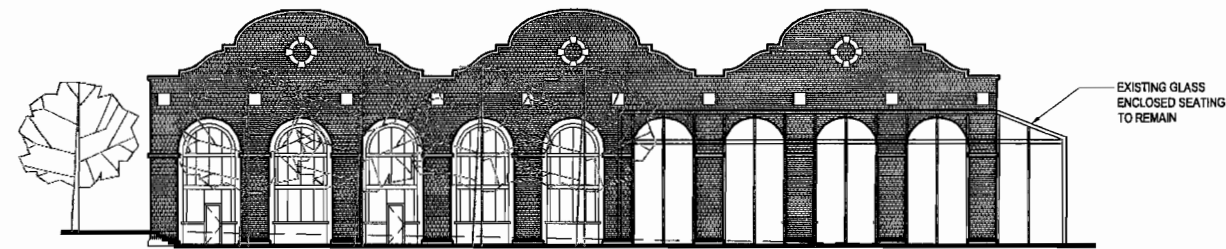
**SOUTH ELEVATION - BUILDING B**

1/32"=1'-0"



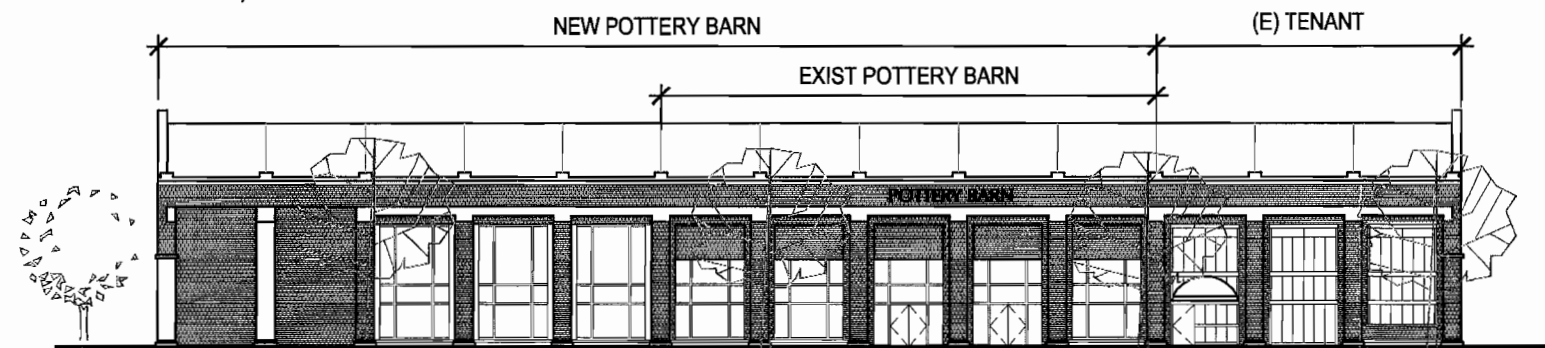
**EAST ELEVATION - BUILDING B**

1/32"=1'-0"



**WEST ELEVATION - BUILDING B**

1/32"=1'-0"



**NORTH ELEVATION - BUILDING B**

1/32"=1'-0"

# TROLLEY SQUARE - Building B Elevations

SALT LAKE CITY, UTAH

JUNE 29, 2007

**TROLLEY SQUARE**  
PLAN DEVELOPMENT

**SKB**  
SCANLANKEMPERBARD COMPANY  
REAL ESTATE MERCHANT BANK

**BHV**  
**BLAKE HUNT**  
VENTURES

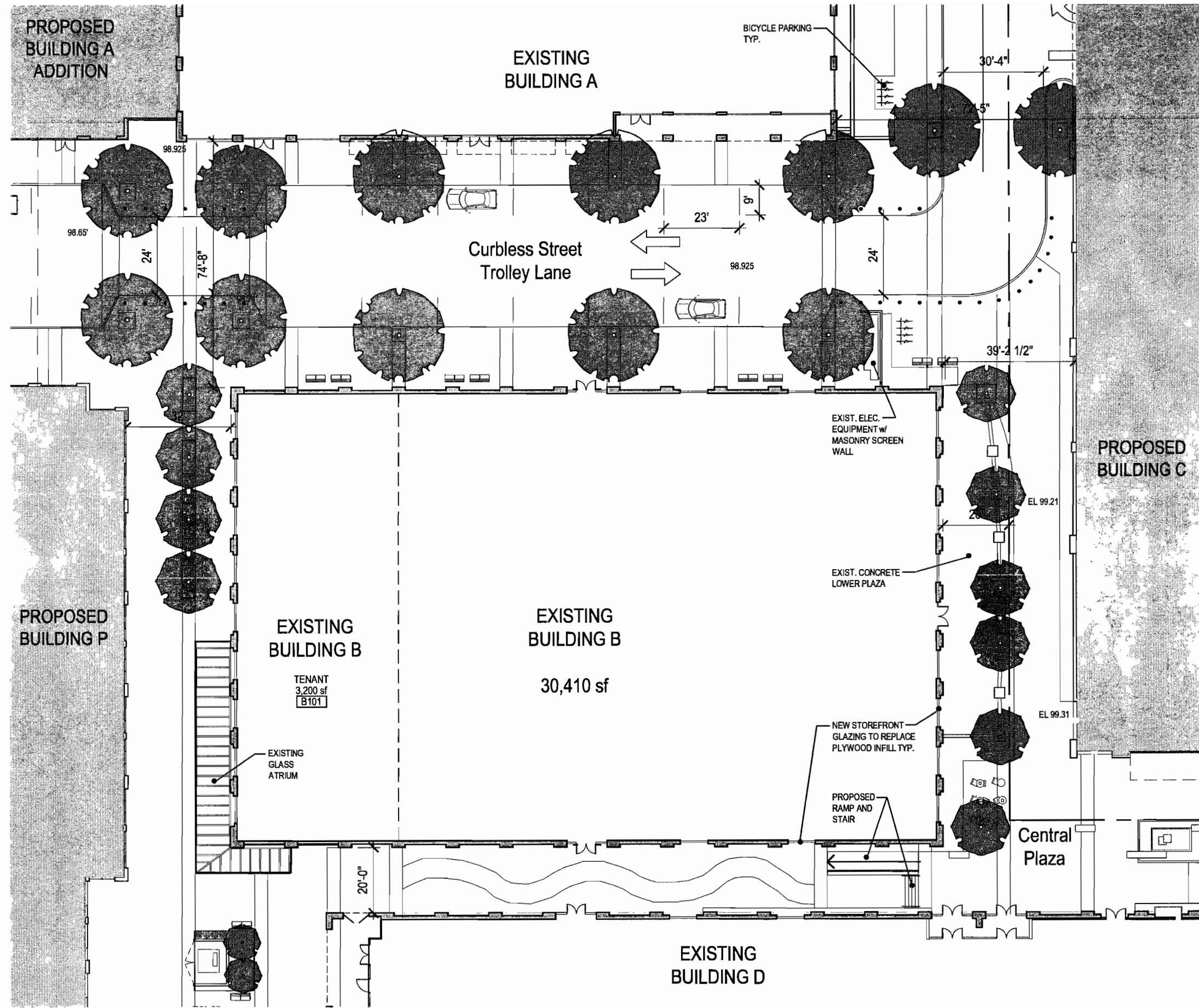
**MULVANNY G2**

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
t 503.223.8030 | f 503.223.8381

MulvannyG2.com

06-0322-05

**BUILDING B**



# TROLLEY SQUARE - Building B Site Plan

SALT LAKE CITY, UTAH

JUNE 29, 2007

TROLLEY SQUARE  
PLAN DEVELOPMENT

SKB  
SCANLANKEMPERBARD COMPANY  
REAL ESTATE MERCHANT BANK

BH  
BLAKE HUNT  
VENTURES

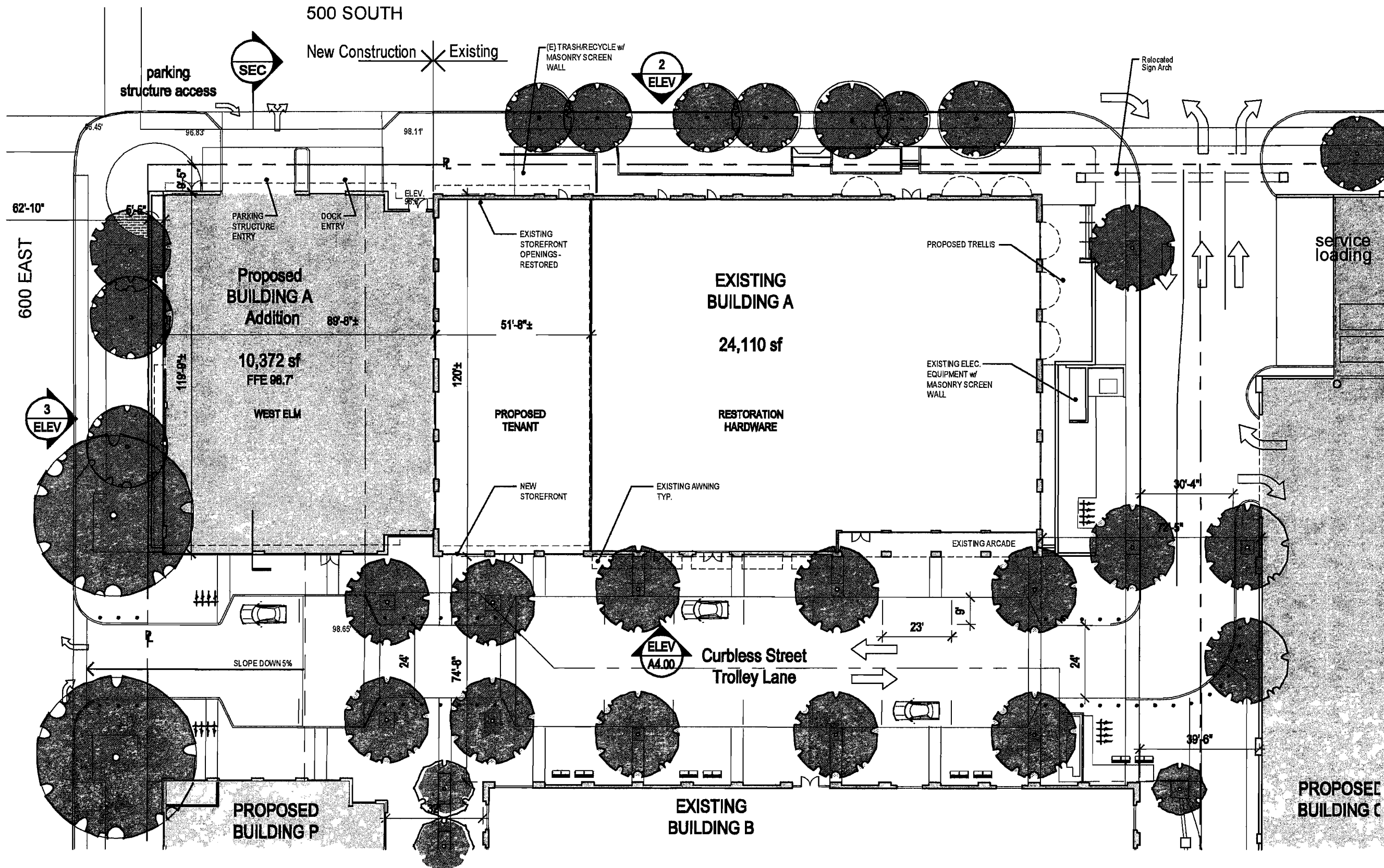
MULVANNY G2

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1 503.223.8030 | 1 503.223.8381

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06-0322-05

BUILDING B



**TROLLEY SQUARE**  
PLAN DEVELOPMENT

**SKB**  
SCANLAN KEMPER BARD COMPANIES  
REAL ESTATE MERCHANT BANKING

**BLAKE HUNT**  
VENTURES

**MULVANNY G2**

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1 503 223.8030 | 1 503 223.8361

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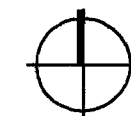
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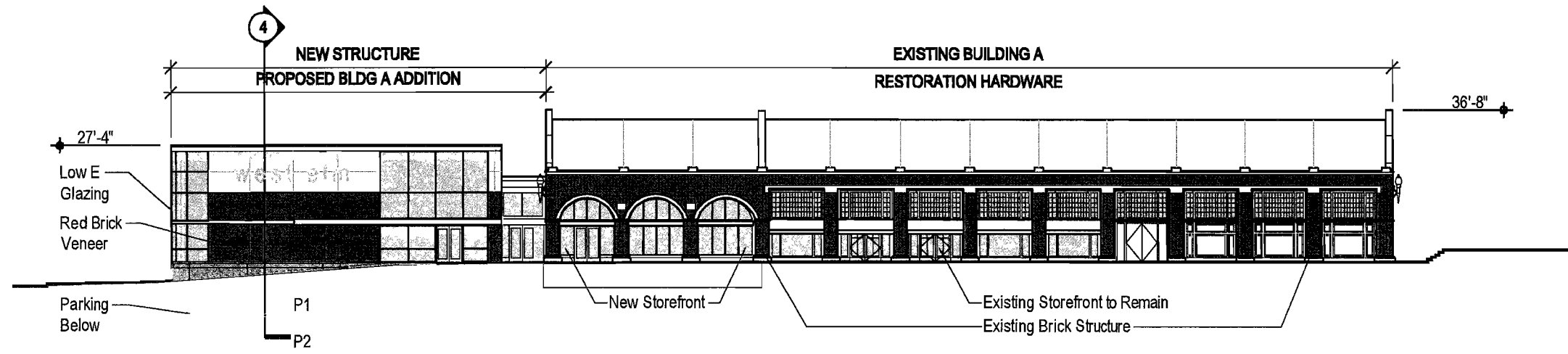
**BUILDING A**

**TROLLEY SQUARE - Building A Site Plan**

SALT LAKE CITY, UTAH

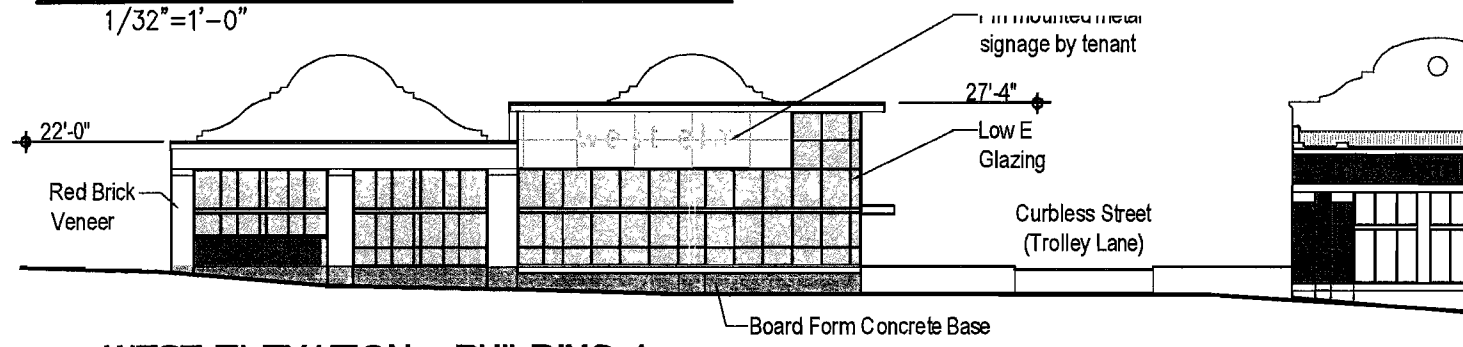
JUNE 29, 2007





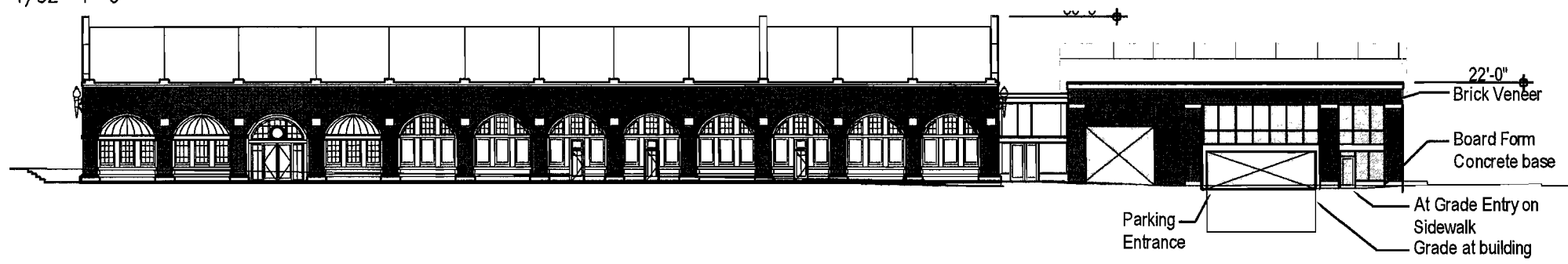
**SOUTH ELEVATION - BUILDING A**

1/32" = 1'-0"



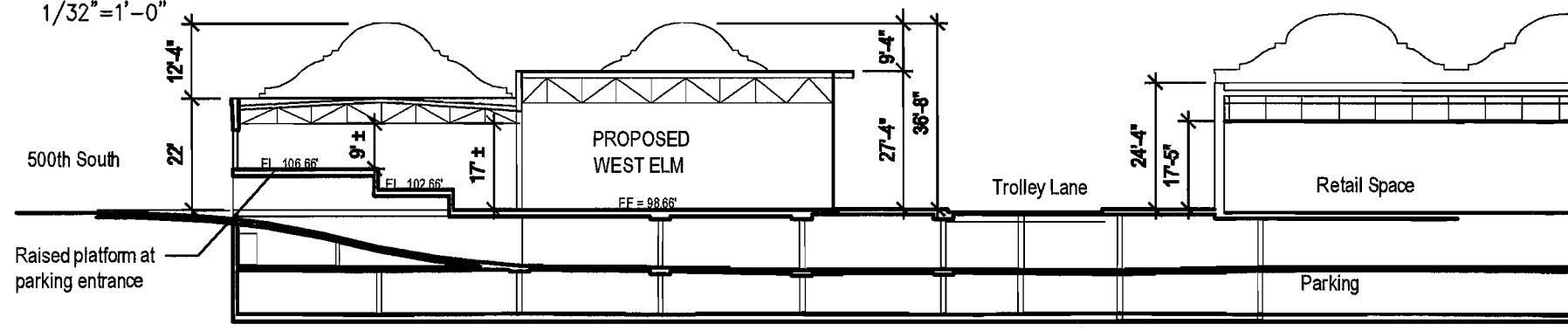
**WEST ELEVATION - BUILDING A**

1/32" = 1'-0"



**NORTH ELEVATION - BUILDING A**

1/32" = 1'-0"



**SECTION LOOKING EAST - BUILDING A**

1/32" = 1'-0"

**TROLLEY SQUARE - Building A Elevations/ Section**

SALT LAKE CITY, UTAH

TROLLEY SQUARE  
LANDMARK R E I E W

**SKB**  
SCANLANKEMPERBARD COMPANIES  
REAL ESTATE MERCHANT BANKING

**BLAKE HUNT**  
VENTURES

**MULVANNY G2**

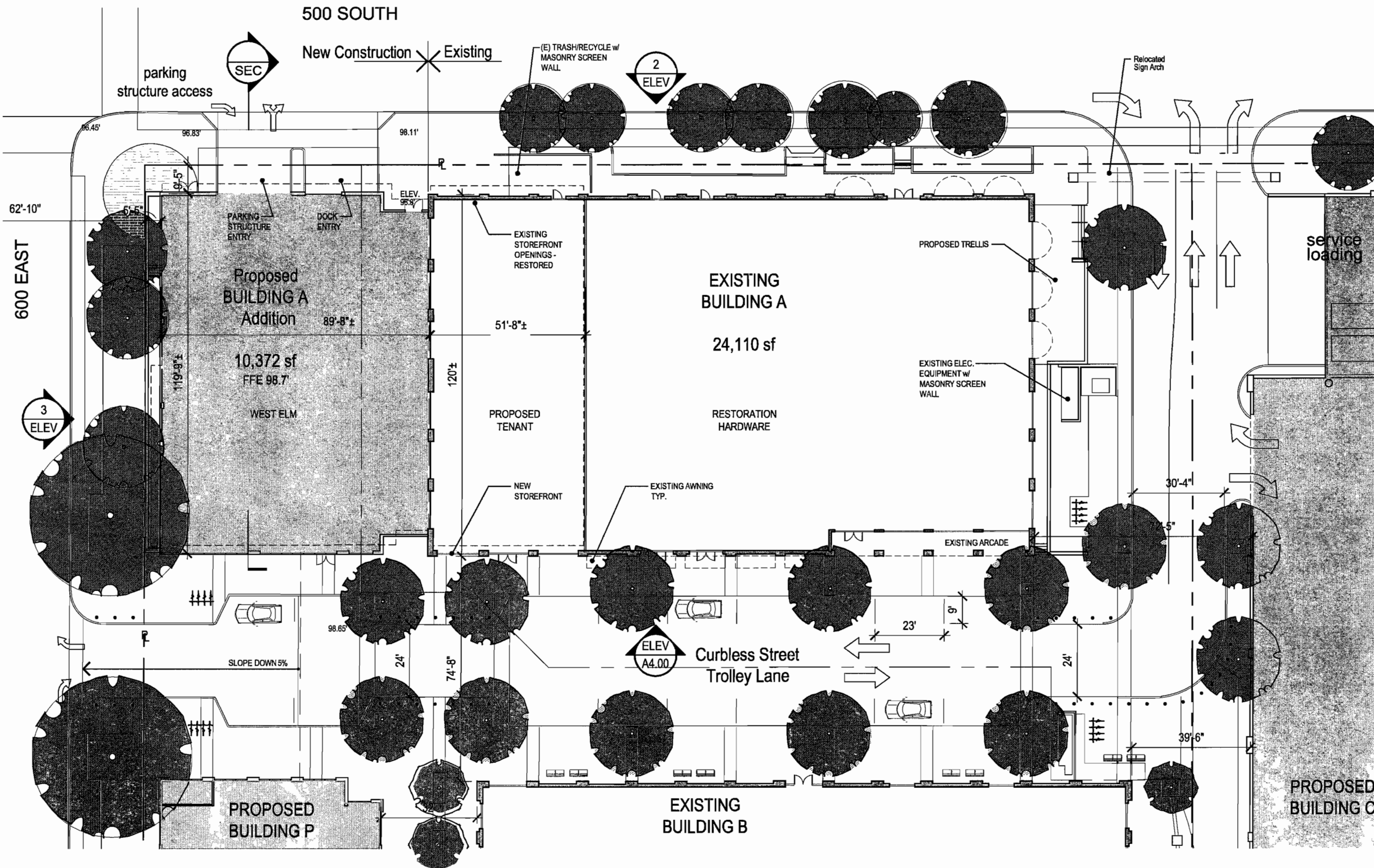
601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1 503.223.8030 | 1 503.223.8381

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08-0822-08

**BUILDING A**

SEPTEMBER 05, 2007



**TROLLEY SQUARE**  
PLAN DEVELOPMENT

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REAL ESTATE MERCHANT BANK

**BH**  
**BLAKE HUNT**  
VENTURES

**MULVANNY G**

801 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
t 503.223.8030 | f 503.223.8381

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06-0322-05

**BUILDING A**

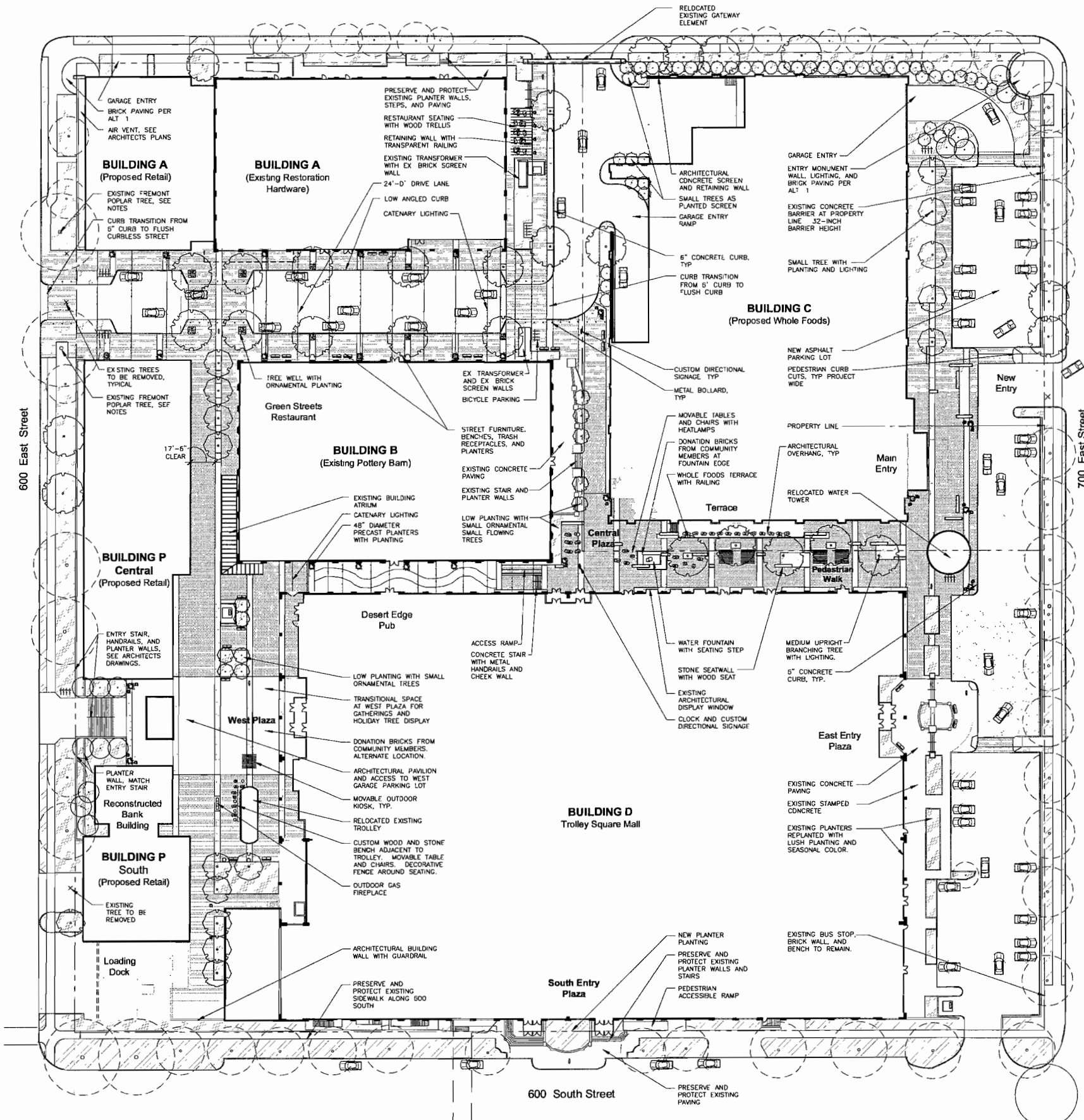
**TROLLEY SQUARE - Building A Site Plan**

SALT LAKE CITY, UTAH

JUNE 29, 2007



500 South Street



LEGEND

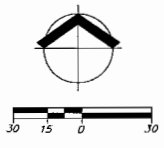
- SITE PAVING AND ELEMENTS**
- PEDESTRIAN PAVING TYPE A - PLAZAS  
COLORED CONCRETE WITH SPECIAL SCORING  
ALT 1 SAND SET BRICK / CONCRETE PAVERS TO MATCH INTERIOR MALL PAVING
  - PEDESTRIAN PAVING TYPE B - BANDS  
COLORED CONCRETE WITH SAND BLAST FINISH  
ALT 1 SAND SET BRICK / CONCRETE PAVERS
  - PEDESTRIAN PAVING TYPE C - PEDESTRIAN WALKS  
COLORED CONCRETE, SAW CUT JOINTS, BROOM FINISH  
ALT 1 CONCRETE PAVERS
  - PEDESTRIAN PAVING TYPE D - PUBLIC SIDEWALK  
PER CITY STANDARD STANDARD GRAY CONCRETE,  
EXPANSION JOINTS 20' O.C., TROWEL JOINTS 4' O.C.,  
BROOM FINISH EXCEPT WHERE NOTED ALONG 600 SOUTH
  - PEDESTRIAN PAVING TYPE E - WARNING STRIP  
PROVIDE PRECAST WARNING STRIP OF CONTRASTING  
COLOR AT PEDESTRIAN CURB CUTS
  - VEHICULAR PAVING TYPE F - PARKING LOTS AND DRIVEWAYS  
VEHICULAR ASPHALT WITH SUB BASE  
CONCRETE STRIPING
  - STAIR WITH METAL HANDRAIL AND CHEEK WALLS  
COLORED CONCRETE, SANDBLAST FINISH
  - SEATWALLS WITH CUSTOM WOOD SEAT  
BRICK VENEER WITH EPA WOOD SEAT  
ALT 1 STONE VENEER AND WOOD SEAT  
ALT 2 COLDRED CONCRETE WITH SANDBLAST FINISH
  - PLANTER WALL AND STAIR CHEEK WALLS  
BRICK VENEER WITH PRECAST CAP TO MATCH BUILDING  
AND EXISTING WALL CAPS  
ALT 1 COLORED CONCRETE WITH SANDBLAST FINISH
  - PRECAST CONCRETE PLANTERS  
DECORATIVE 30" AND 48" DIAMETER POTS, COLOR TO  
MATCH BUILDING ACCENTS. PROVIDE IRRIGATION SYSTEM,  
SEASONAL PLANTING, PLASTIC LINER, AND DRAINAGE
- SITE FURNISHING AND LIGHTING**
- FIXED AND MOVABLE TABLES AND CHAIRS PLAZA TABLE  
EQUIPPED WITH UMBRELLAS COLOR BLACK.
  - METAL BENCH WITH WOOD SEATING SLATS AND ARM RESTS  
COLOR BLACK
  - TRASH RECEPTACLES PROVIDE 18 TRASH RECEPTACLES,  
ASH URNS PROVIDE 8 ASH URNS PROJECT WIDE
  - ALT STONE FIREPLACE RECTANGULAR TWO SIDED GAS  
FIREPLACE STONE HEARTH WITH STAINLESS STEEL HOOD
  - ALT FOUNTAIN WITH SEATING STEPS 8" SEATING STEPS  
INLAY WITH DONATION BRICK OR COBBLES CENTER  
STONE SCULPTURE HAS LOW WATER VOLUME JET
  - DECORATIVE FENCING 36" HT PROVIDE AT PERIMETER OF  
SEATING AREAS PROVIDE SLEEVES IN PAVING TO  
ACCOMMODATE REMOVABLE POSTS NOT SHOWN
  - CUSTOM DIRECTIONAL SIGNAGE WITH LIGHTING (8 TOTAL)  
CATENARY LIGHTING WHITE BULBS SPACED 24" APART,  
SEE PLAN FOR WIRE SPACING
  - MOVABLE OUTDOOR KIOSKS WITH METAL CART AND WOOD  
TRELLECE
  - METAL BOLLARD
- PLANTING AND IRRIGATION**
- EXISTING TREES TO BE PRESERVED, PROVIDE TRIMMING  
PRIOR TO CONSTRUCTION AND TREE PRESERVATION  
FENCING.
  - EXISTING TREES ON CITY PROPERTY TO BE REMOVED
  - PROPOSED TREES  
PROVIDE 36" BOX MATCHED SPECIMENS.
  - SHRUB AND GROUND COVER WITH AUTOMATIC  
IRRIGATION SYSTEM.  
PROVIDE 5 GALLON FOR SHRUB AREAS  
PROVIDE 1 GALLON FOR GROUND COVER AREAS
  - EXISTING LAWN AND PLANTING TO REMAIN

ABBREVIATIONS

- ALT ADD ALTERNATIVE BID ITEMS
- EX EXISTING
- HT HEIGHT
- MANUF MANUFACTURER
- TYP. TYPICAL

NOTES

- SURVEY INFORMATION PROVIDED BY MULVANNY G2 ARCHITECTURE
- EXISTING TREES TO BE REMOVED ON CITY PROPERTY ARE ILLUSTRATED 6 TREES ARE PROPOSED TO BE REMOVED AND 9 REPLACEMENT TREES ARE PROVIDED REPLACEMENT TREES TO MATCH ADJACENT STREET TREE SPECIES.
- WE HAVE CONTACTED THE URBAN FORESTRY DEPARTMENT REGARDING THE EXISTING TREES ON CITY PROPERTY AS SUGGESTED, THE INTENT IS TO HIRE A LOCAL ARBORIST TO DETERMINE THE AGE AND HEALTH OF THE TREES
- TREES TO BE SELECTED AS APPROPRIATE TO THE SALT LAKE CITY ENVIRONMENT OR AS APPROVED BY THE SALT LAKE CITY URBAN FORESTRY DEPARTMENT
- PLANT SPECIES TO BE SELECTED TO ADHERE TO CITY CODE, CHAPTER 21A.48 LANDSCAPE AND BUFFERS
- LOCATION AND TYPE OF DRAINS TO BE DETERMINED BASED ON THE TOPOGRAPHIC SURVEY DECORATIVE TRENCH DRAINS AND CATCH BASINS ARE PROPOSED IN PLAZAS AND PEDESTRIAN WALKS AS MANUFACTURED BY URBAN ACCESSORIES OR APPROVED EQUAL CATCH BASINS AND TRENCH DRAINS WILL ADHERE TO ADA STANDARDS SEE CIVIL DRAWING FOR MORE INFORMATION
- OUTDOOR LIGHTING CONCEPT MAST LIGHTS IN CENTRAL PLAZA AND WEST PLAZA PEDESTRIAN SCALE LUMINARIES IN ALL PEDESTRIAN AREAS CATENARY LIGHTING AS SHOWN ON PLAN SEE LIGHTING PLAN FOR MORE INFORMATION
- OUTDOOR SPEAKERS MOUNTED ON LIGHT STANDARDS THOUGH-OUT PEDESTRIAN AREAS, PROJECT WIDE
- PROVIDE ALLOWANCE FOR CLEANING, REPAIR AND SEALING OF EXISTING BRICK FACED WALLS EAST SIDE OF BUILDING D, SCREEN WALLS AROUND EXISTING TRANSFORMERS, AND AT THE CORNER OF 600 SOUTH AND 700 EAST
- PROVIDE ONE YEAR MAINTENANCE PERIOD FOR LANDSCAPE PLANTINGS, HARDSCAPE, PLANTER WALLS AND ASSOCIATED LANDSCAPE WORK
- PROVIDE CONCRETE AND PAVING SEALER ON ALL NEW PEDESTRIAN PAVEMENT SURFACES
- AUTOMATIC WATER EFFICIENT IRRIGATION SYSTEM TO BE INSTALLED IN PLANTING AREAS



# TROLLEY SQUARE

SALT LAKE CITY, UTAH

JUNE 28, 2007

# TROLLEY SQUARE

PLAN DEVELOPMENT REVIEW

SKB  
SCANLANKEMPERBARD COMPANIES  
REAL ESTATE MERCHANT BANKING

BLAKE HUNT  
VENTURES

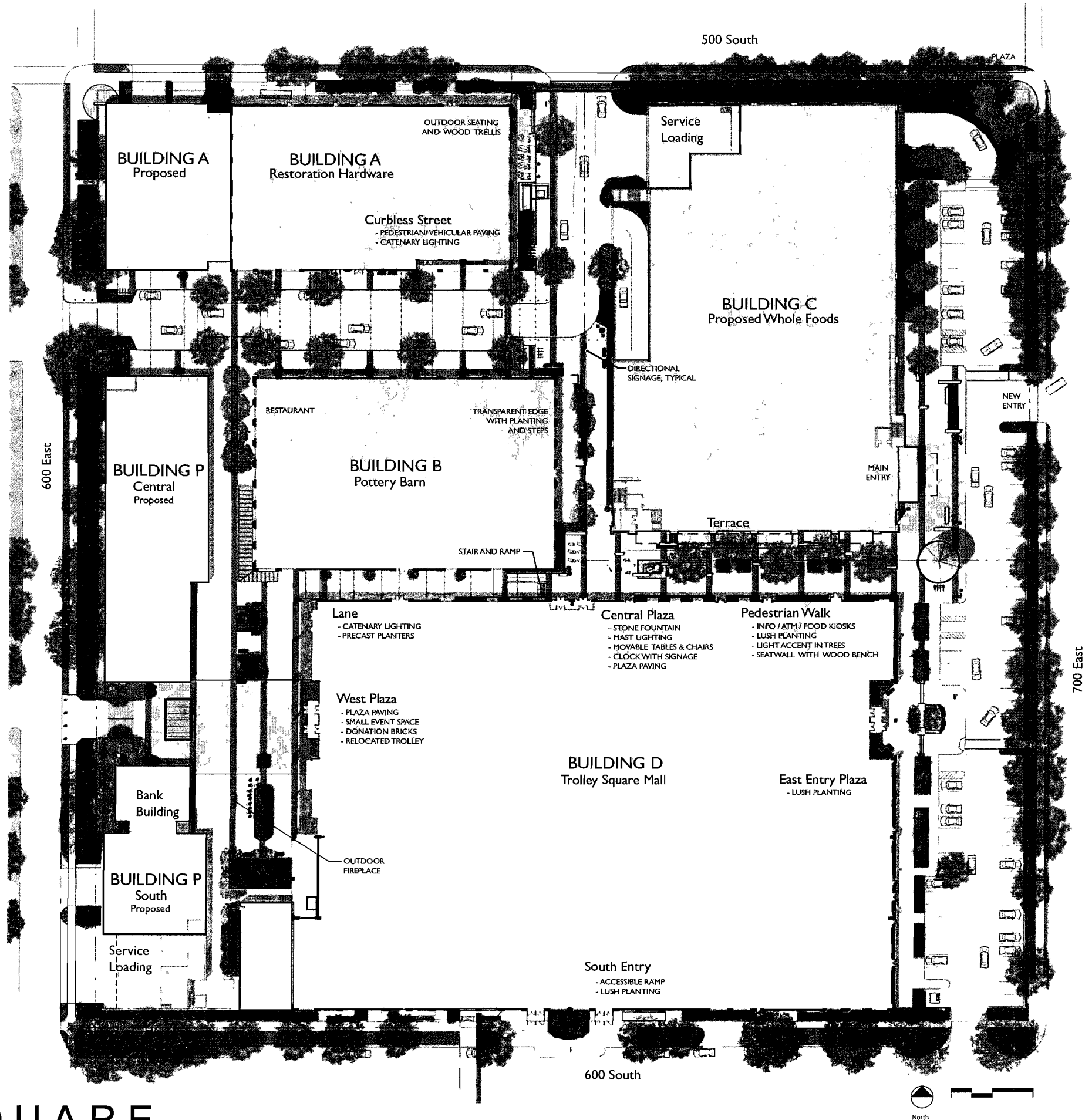
WALKER MACY  
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 228-5122

601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
t 503.223.8030 | f 503.223.8381

MulvannyG2.com

06-0322-05

SITE PLAN  
LANDSCAPE  
L1.00



# TROLLEY SQUARE

SALT LAKE CITY, UTAH

JUNE 29, 2007

## TROLLEY SQUARE PLAN DEVELOPMENT REVIEW

**SKB**  
SCANLAN KEMPER BARD COMPANIES  
REAL ESTATE MERCHANT BANKING

**BH**  
**BLAKE HUNT**  
VENTURES

**WALKER MACY**  
111 Southwest Oak Street, Suite 200, Portland, OR, (503) 221-3122

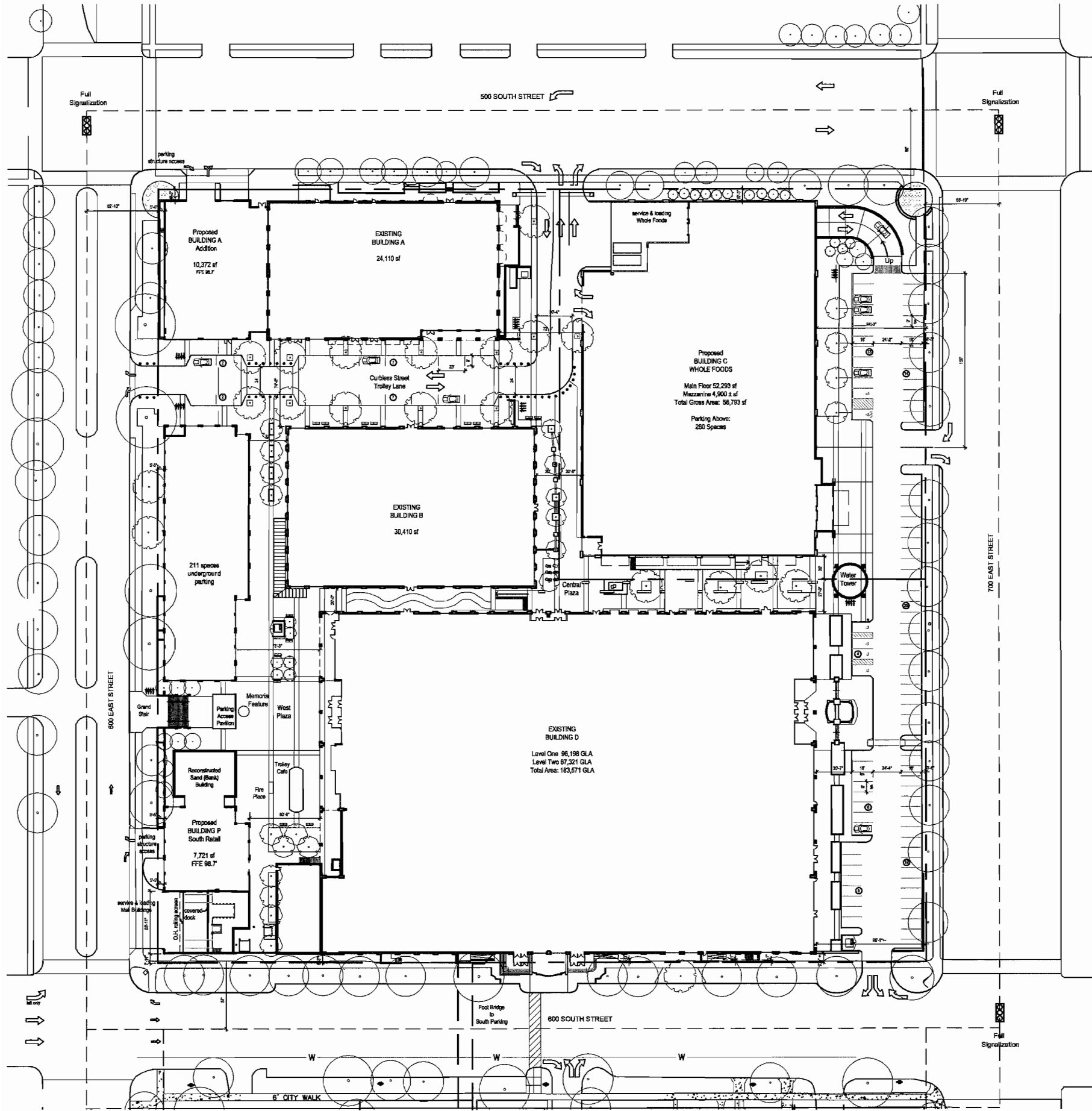
601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
1 503.223.8030 | 1 503.223.8381

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06-0322-05

COLORED LANDSCAPE  
SITE PLAN  
L2.00





### LEGEND

- EXISTING BUILDING
- PROPOSED NEW BUILDING

### BUILDING SUMMARY

GLA	
Building A	24,110 SF
Building A - Add'n	10,372 SF
Building B	30,410 SF
Building C	56,793 SF
Building D	183,571 SF
Building P	23,008 SF
<b>TOTAL</b>	<b>328,264 SF</b>

### PARKING SUMMARY

LOCATION	PROPOSED PARKING			
	Standard	HC	Van	Total
East Surface Lot	87	5	1	91
Building C Parking Structure	274	6	0	280
Trolley Lane	18	0	0	18
Building P Parking Structure	204	5	2	211
<b>Total Block 25</b>				<b>602</b>
South Parking Block 18	276	6	1	283
<b>TOTAL parking build-out</b>	<b>861</b>	<b>22</b>	<b>4</b>	<b>885</b>
EXISTING PARKING				
<b>TOTAL</b>				<b>918</b>
	Spaces	GLA	PARKING RATIO	
Proposed	885	328,264 sf	2.7 / 1000	
Existing	918	205,367 sf	4.5 / 1000	

# TROLLEY SQUARE

## PLAN DEVELOPMENT

**SKB**  
SCANLANKEMPERBARD COMPANY  
REAL ESTATE MERCHANT BANK

**BH**  
**BLAKE HUNT**  
VENTURES

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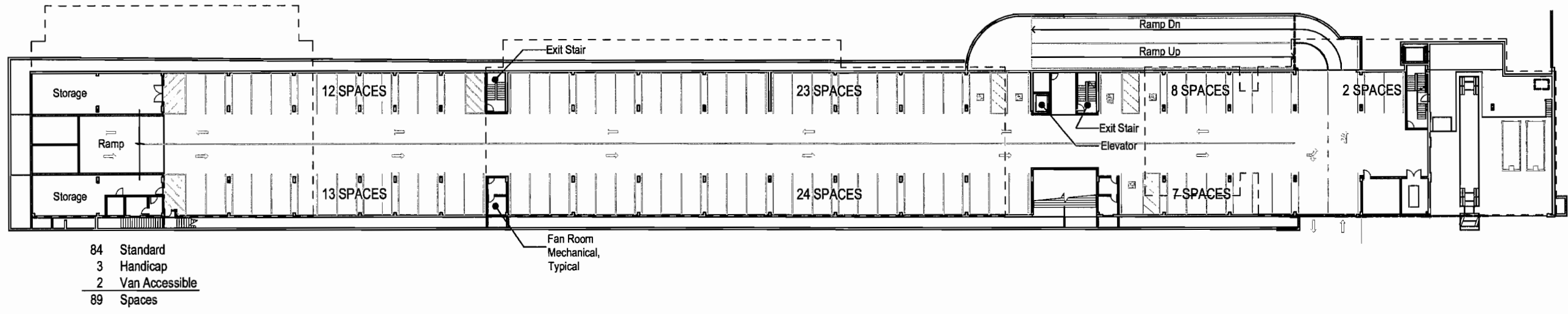
06-0322-05

# TROLLEY SQUARE Overall Site Plan

SALT LAKE CITY, UTAH

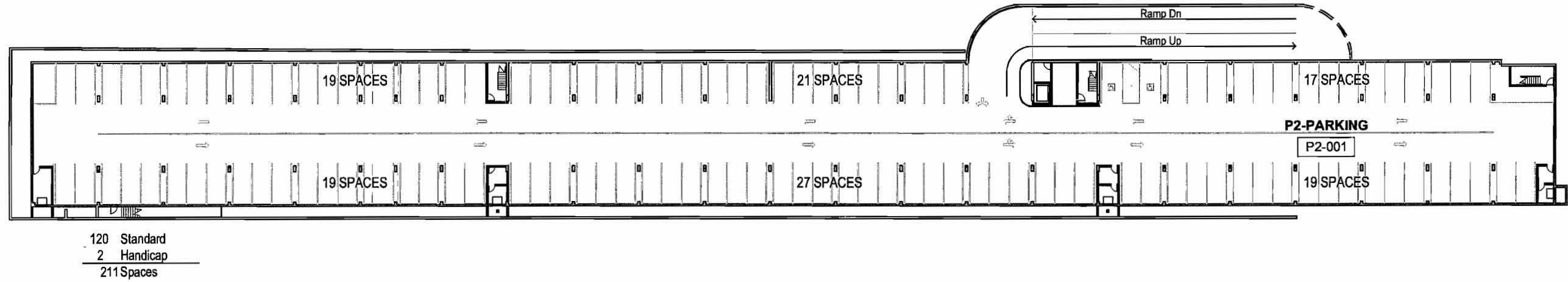
JUNE 29, 2007

A01.01



**SITE PLAN - BUILDING P - LEVEL P1**

1" = 50'-0"



**SITE PLAN - BUILDING P - LEVEL P2**

1" = 50'-0"

Total Parking: 204 Standard  
5 Handicap  
2 Van Accessible  
211 Total

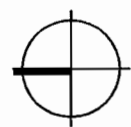


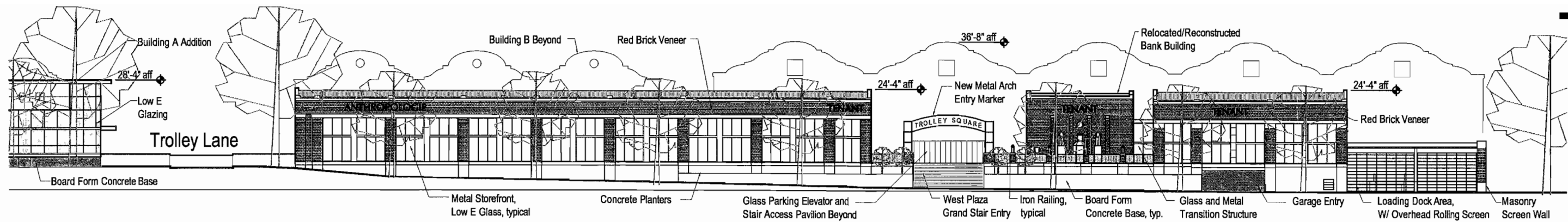
601 SW 2ND AVE. | SUITE 1200  
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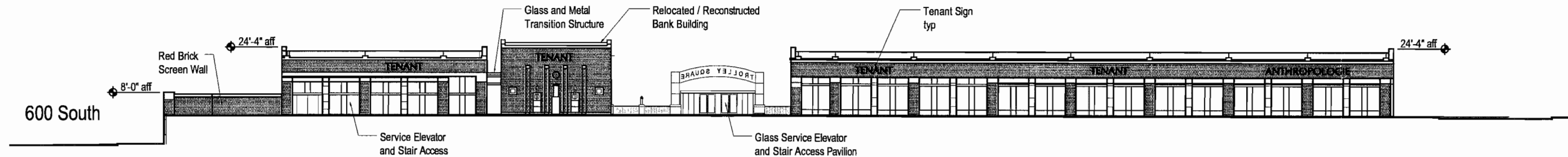
**BUILDING P**





**WEST ELEVATION - BUILDING P**

1/40"=1'-0"



**EAST ELEVATION - BUILDING P**

1/40"=1'-0"



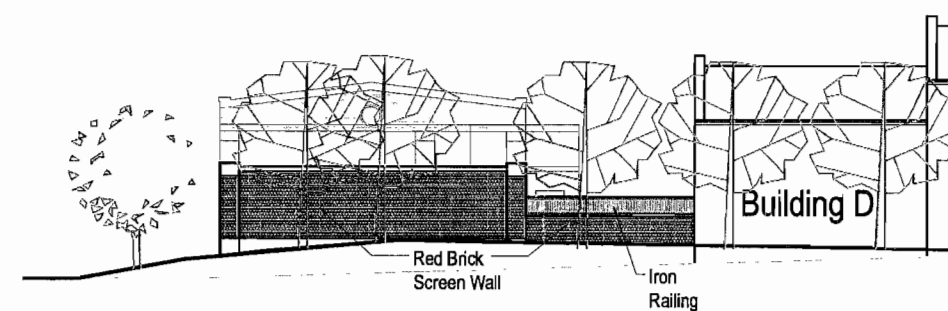
**SECTION LOOKING NORTH - BUILDING P**

1/40"=1'-0"



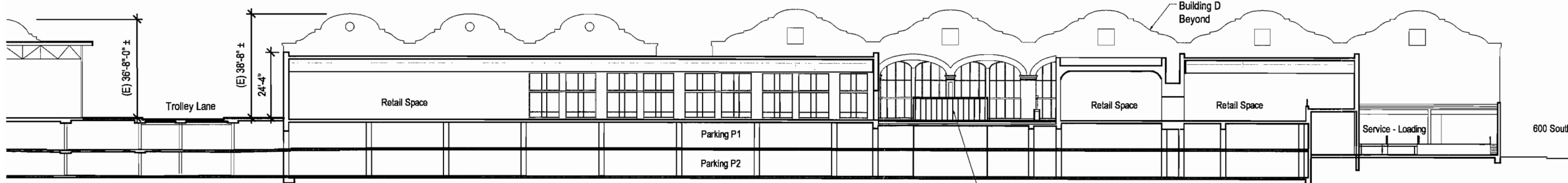
**SECTION LOOKING SOUTH - BUILDING P**

1/40"=1'-0"



**SOUTH ELEVATION - BUILDING P**

1/40"=1'-0"



**SECTION LOOKING EAST - BUILDING P**

1/40"=1'-0"

# TROLLEY SQUARE - Building P Elevations/ Section

SALT LAKE CITY, UTAH

**TROLLEY SQUARE**  
PLAN DEVELOPMENT

**SKB**  
SCANLANKEMPERBARD COMPAN  
REAL ESTATE MERCHANT BANK

**BH**  
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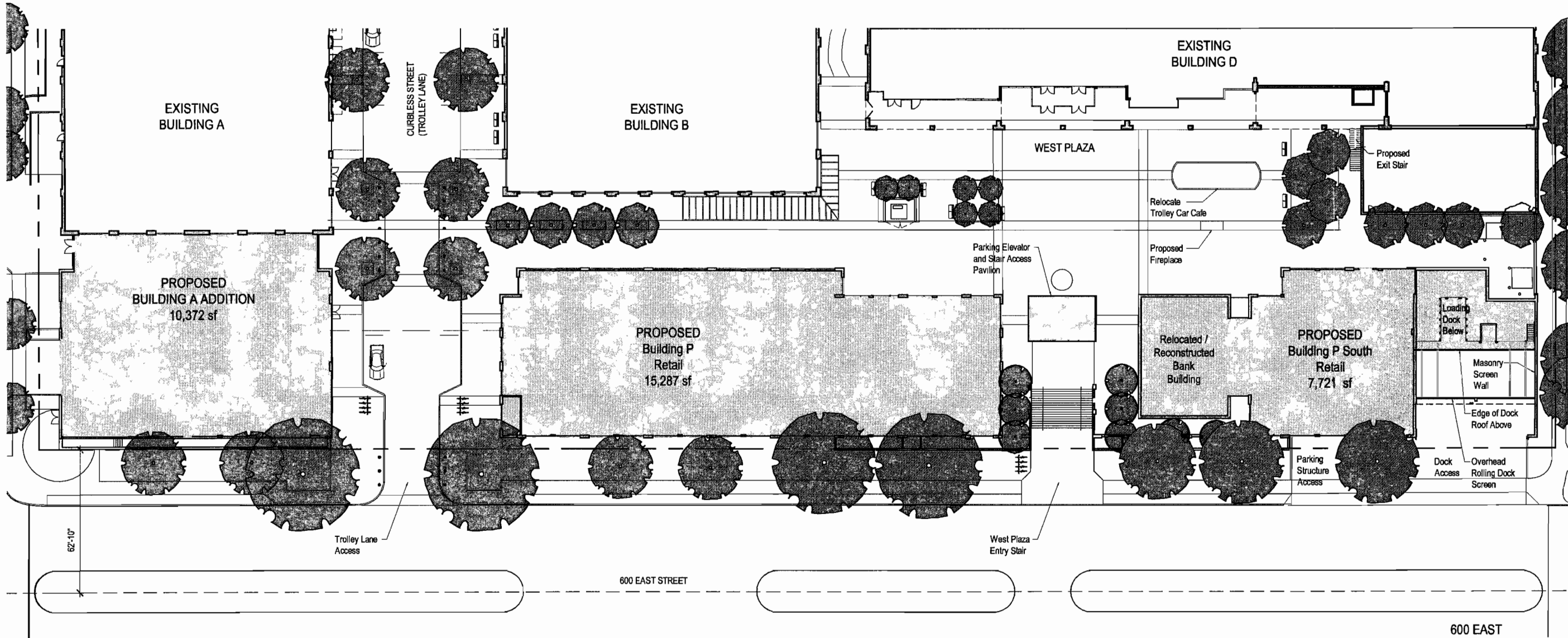
601 SW 2ND AVE. | SUITE 1200  
PORTLAND, OR | 97204  
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**BUILDING P**

JUNE 29, 2007



**SITE PLAN - BUILDING P**

1" = 40'-0"

**TROLLEY SQUARE**  
PLAN DEVELOPMENT

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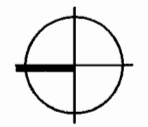
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**BUILDING P**

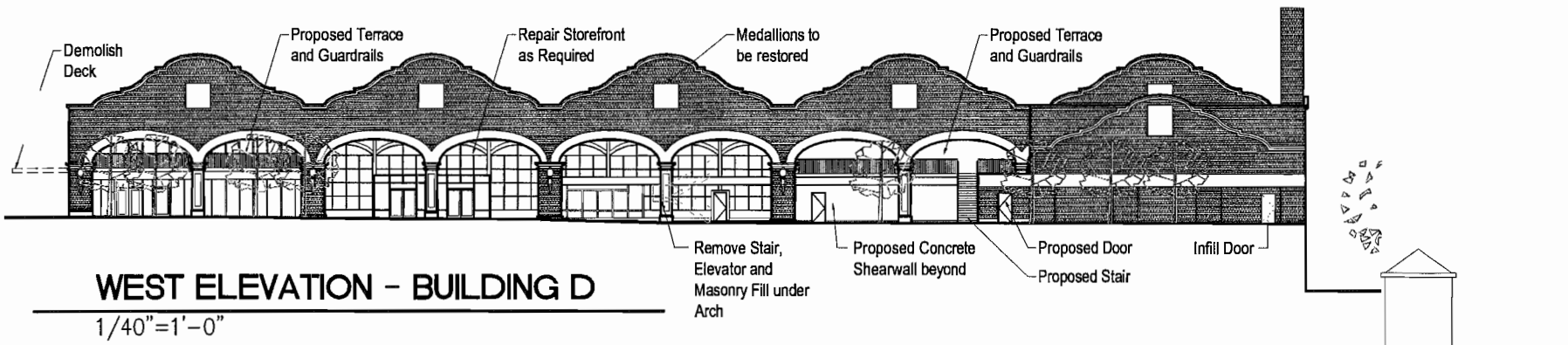
**TROLLEY SQUARE - Building P Site Plan**

SALT LAKE CITY, UTAH

JUNE 29, 2007

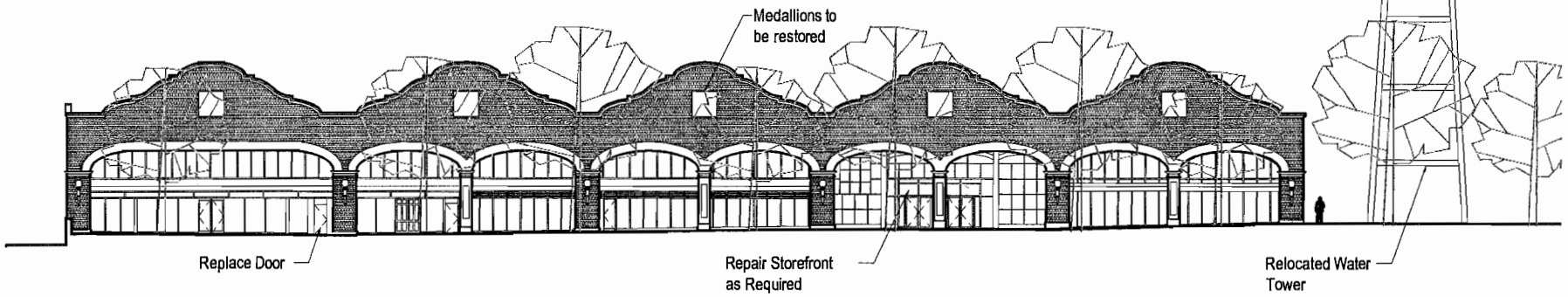


TROLLEY SQUARE  
PLAN DEVELOPMENT



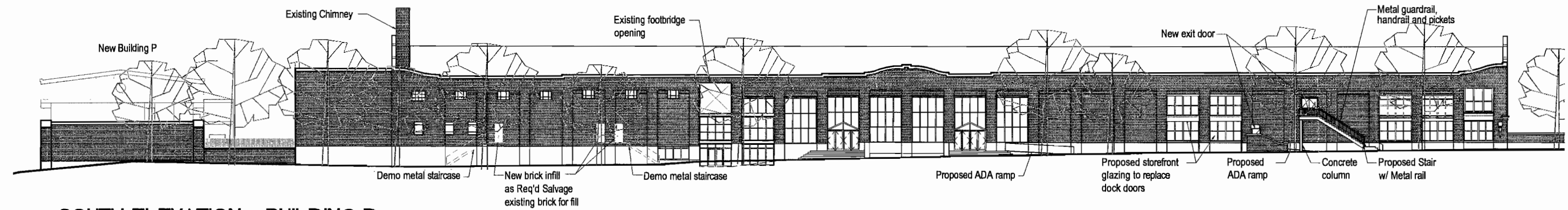
WEST ELEVATION - BUILDING D

1/40"=1'-0"



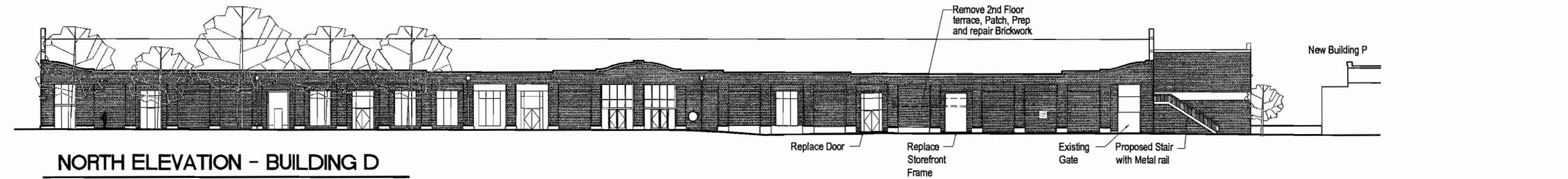
EAST ELEVATION - BUILDING D

1/40"=1'-0"



SOUTH ELEVATION - BUILDING D

1/40"=1'-0"



NORTH ELEVATION - BUILDING D

1/40"=1'-0"

TROLLEY SQUARE - Building D Elevations

SALT LAKE CITY, UTAH

JUNE 29, 2007

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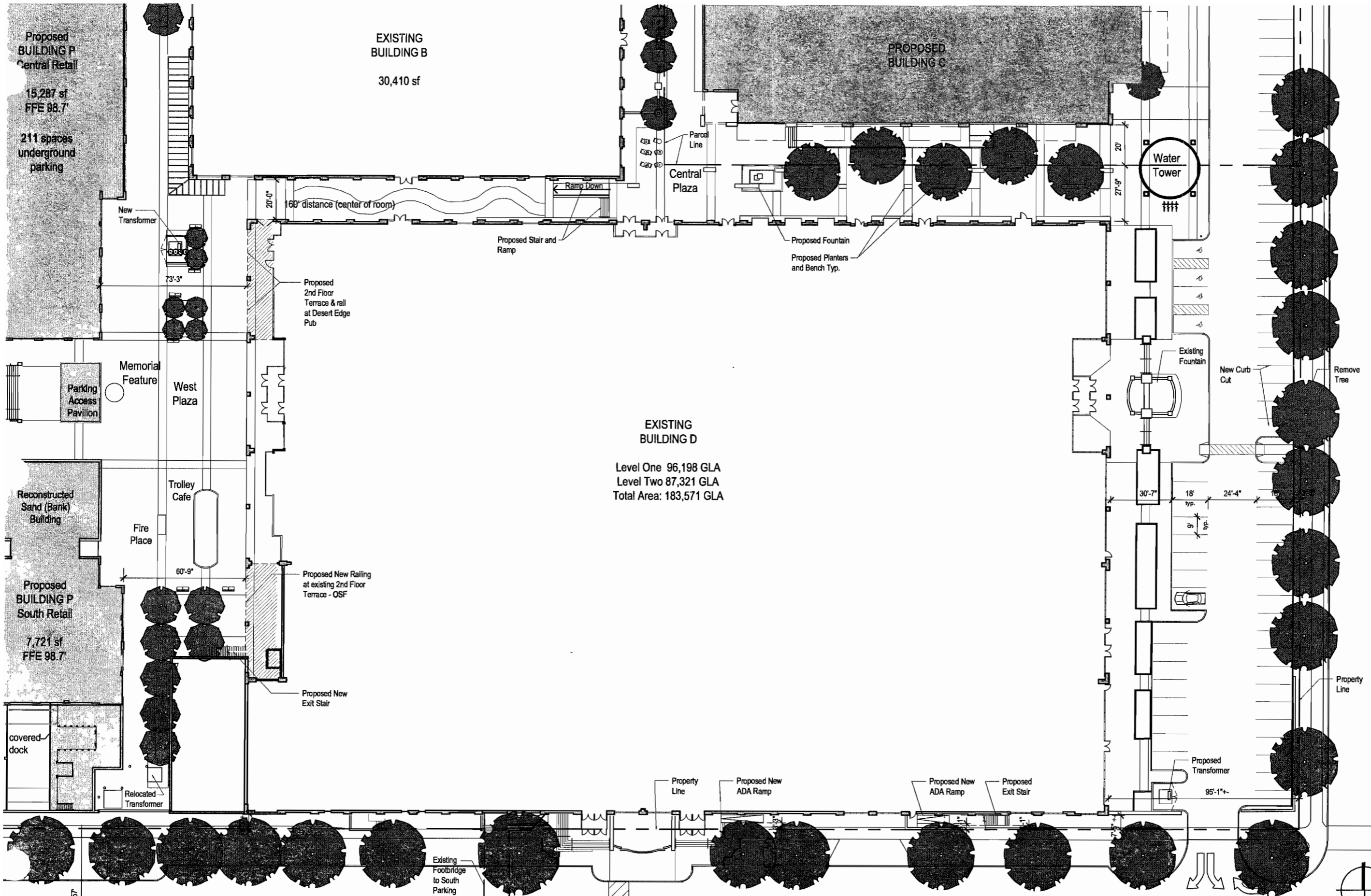
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BUILDING D



**TROLLEY SQUARE**  
PLAN DEVELOPMENT

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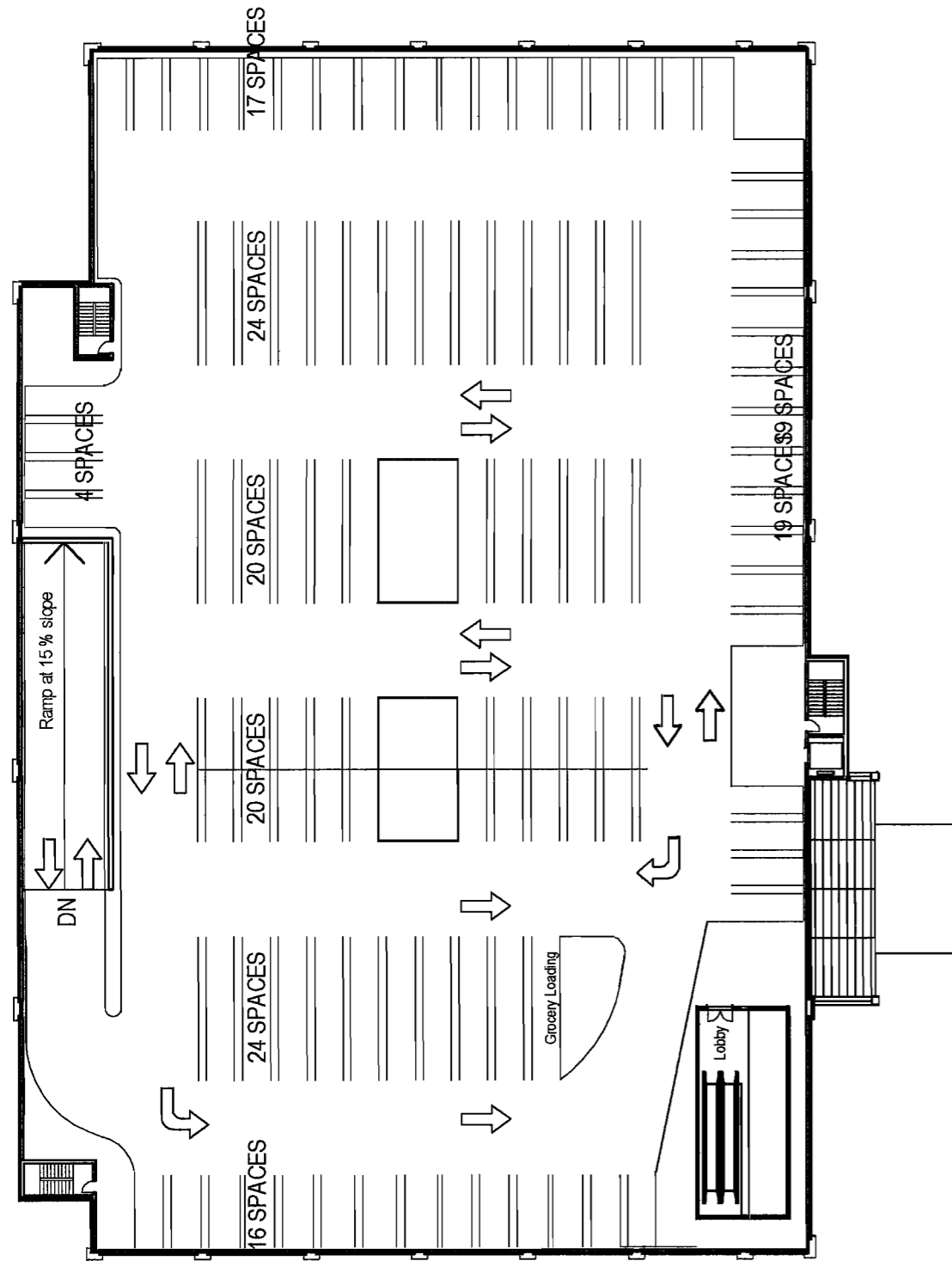
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**BUILDING D**

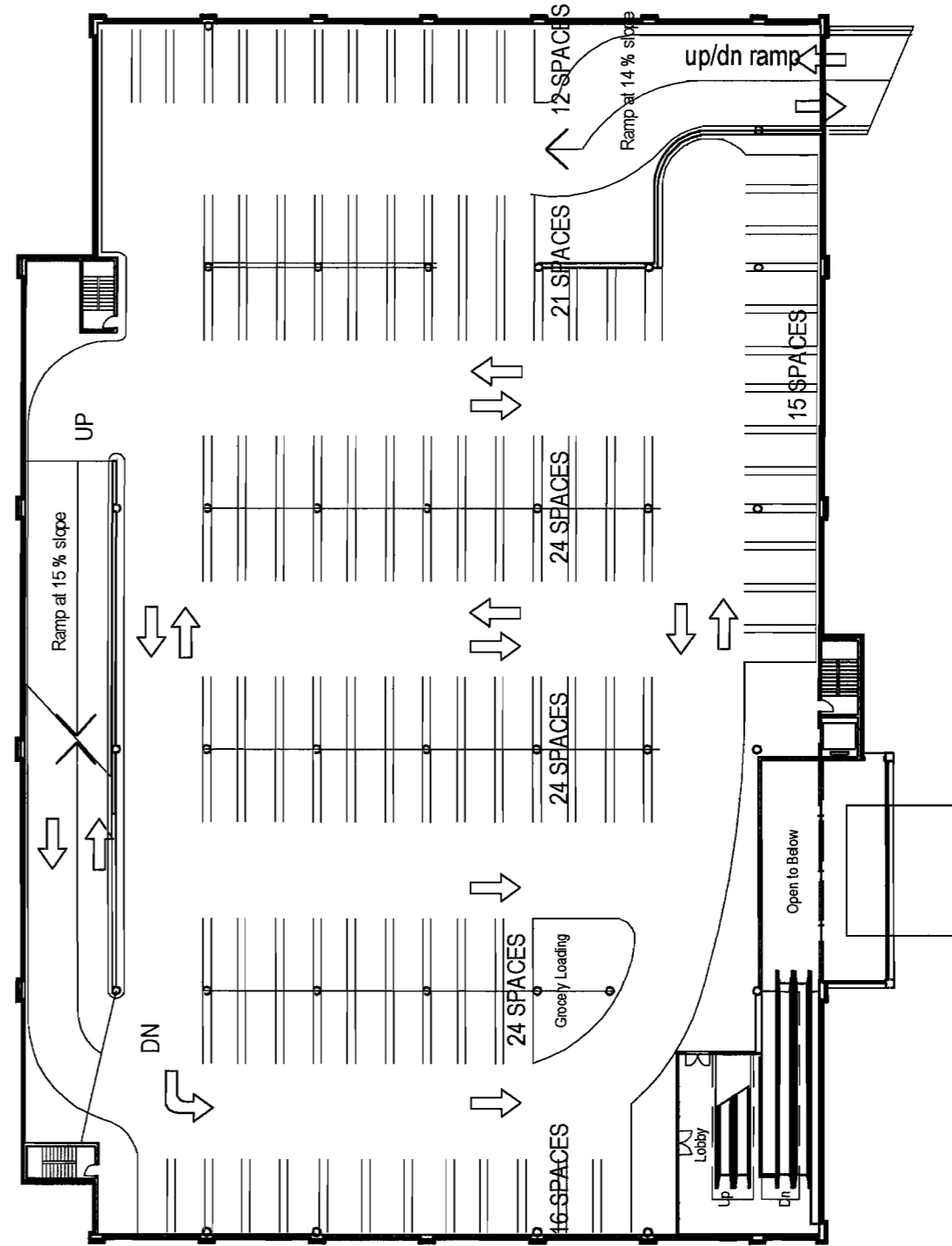
**TROLLEY SQUARE - Building D Site Plan**

JUNE 29, 2007

SALT LAKE CITY, UTAH



**P2 LEVEL**  
 144 Spaces  
 60,577 SF Gross Area  
 407 SF/Space  
 280 TOTAL SPACES



**P1 LEVEL**  
 136 Spaces  
 60,577 SF Gross Area  
 436 SF/Space  
 280 TOTAL SPACES

# TROLLEY SQUARE - Building C Floor Plans

SALT LAKE CITY, UTAH



SEPTEMBER 05, 2007

**TROLLEY SQUARE**  
 LANDMARK REIEW

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 VENTURES

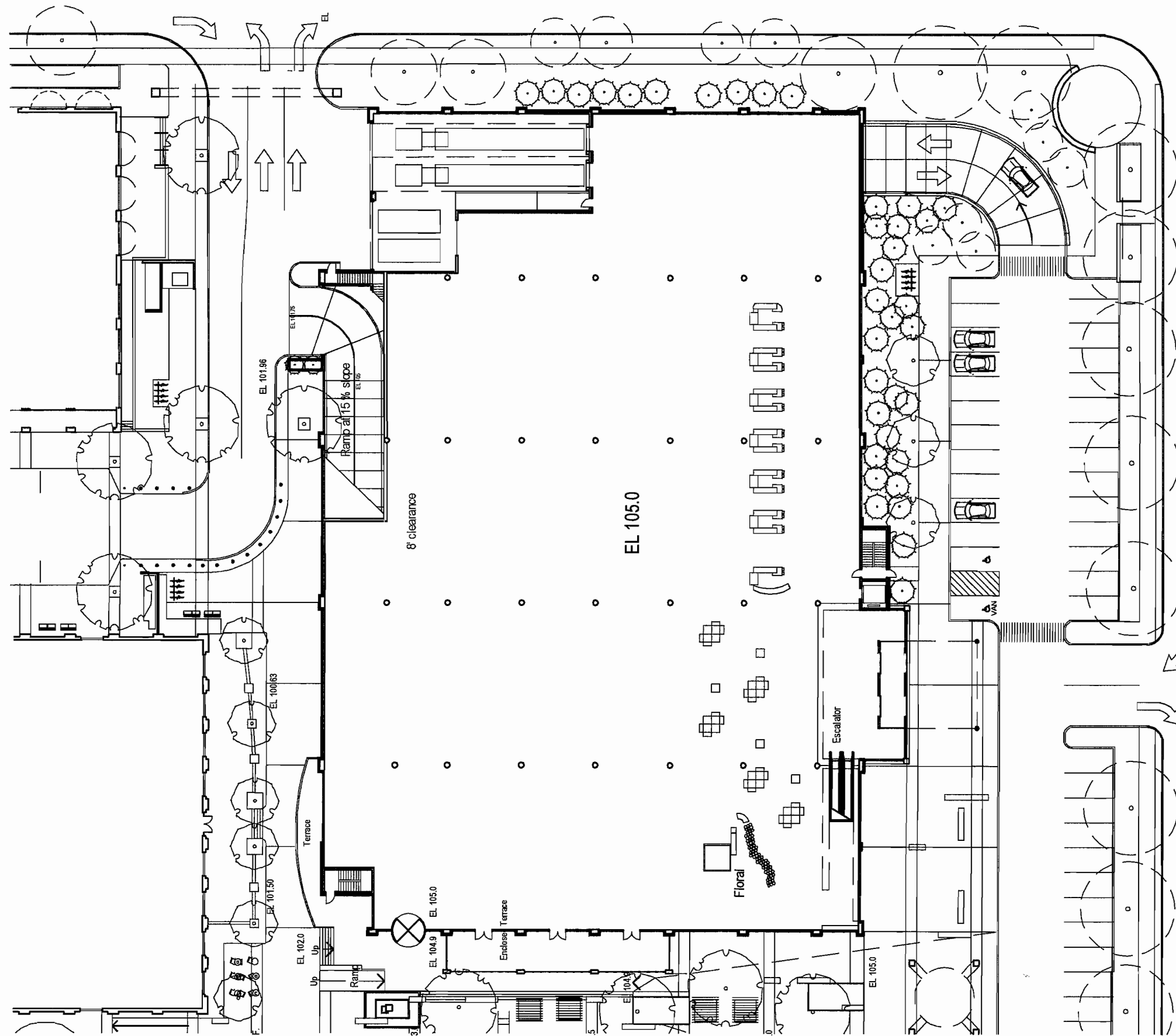
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**BUILDING C**



# TROLLEY SQUARE - Building C Floor Plan

SALT LAKE CITY, UTAH

SEPTEMBER 05, 2007



TROLLEY SQUARE  
LANDMARK REIEW

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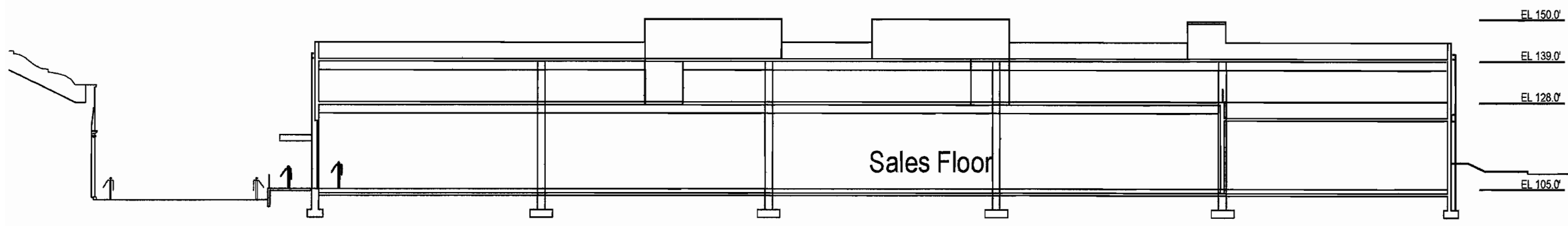
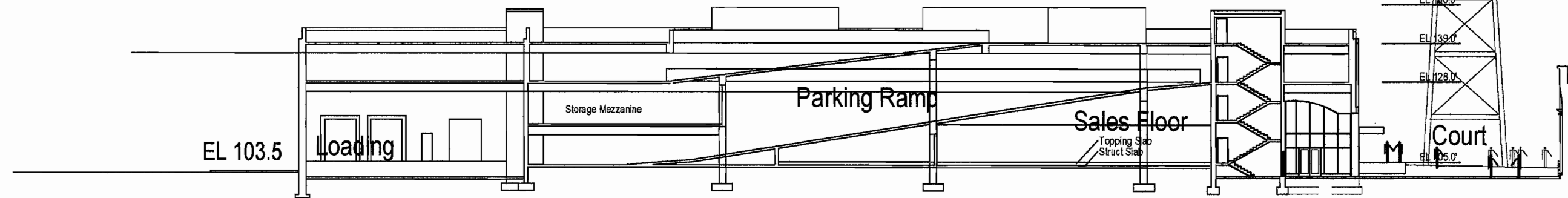
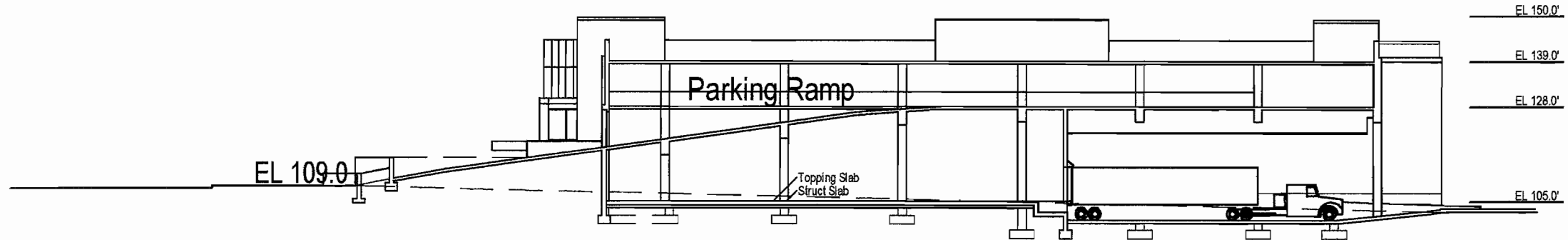
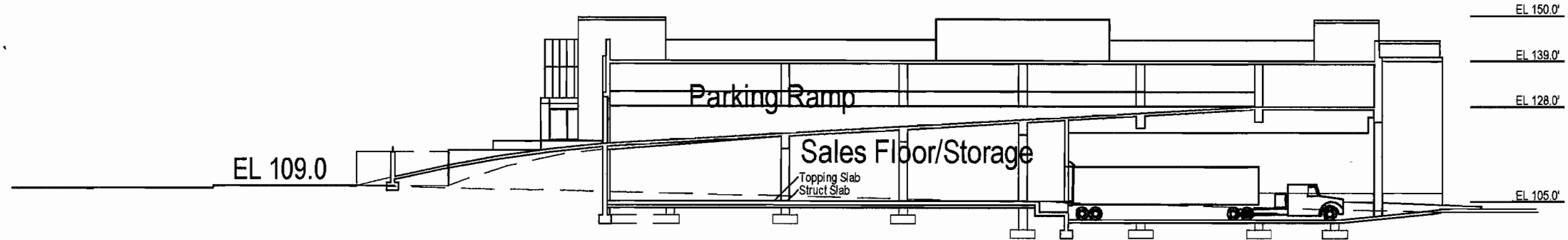
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**BUILDING C**





**TROLLEY SQUARE**  
 LANDMARK REIT

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**BLAKE HUNT**  
 VENTURES

**MULVANNY G2**

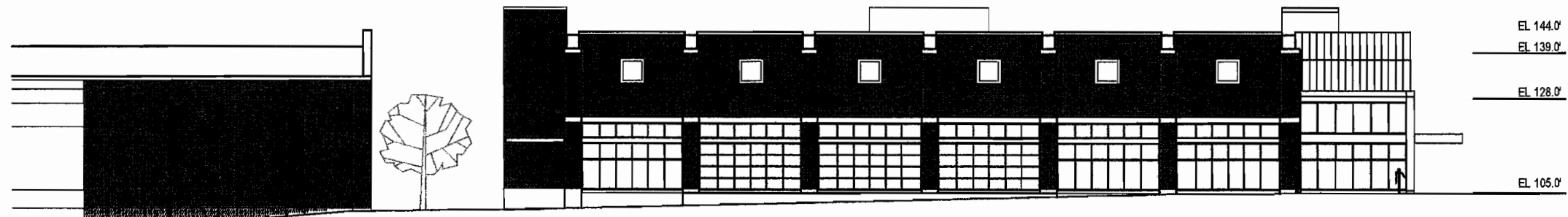
601 SW 2ND AVE. | SUITE 1200  
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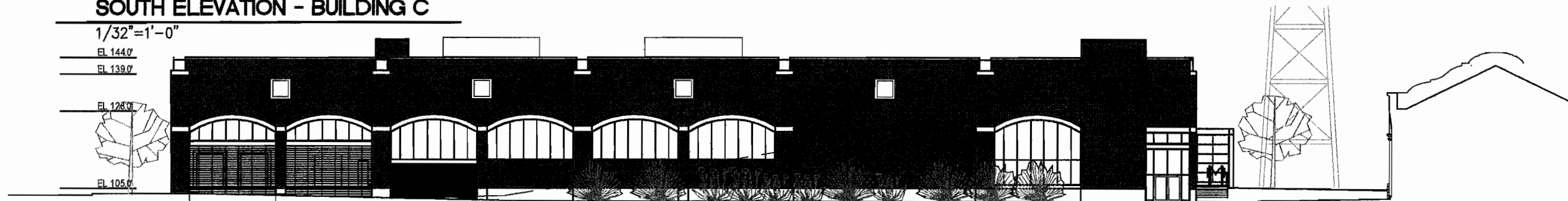
**EAST ELEVATION - BUILDING C**

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**  
 LANDMARK RIEW

  
 SCANLANKEMPERBARD COMPANIES  
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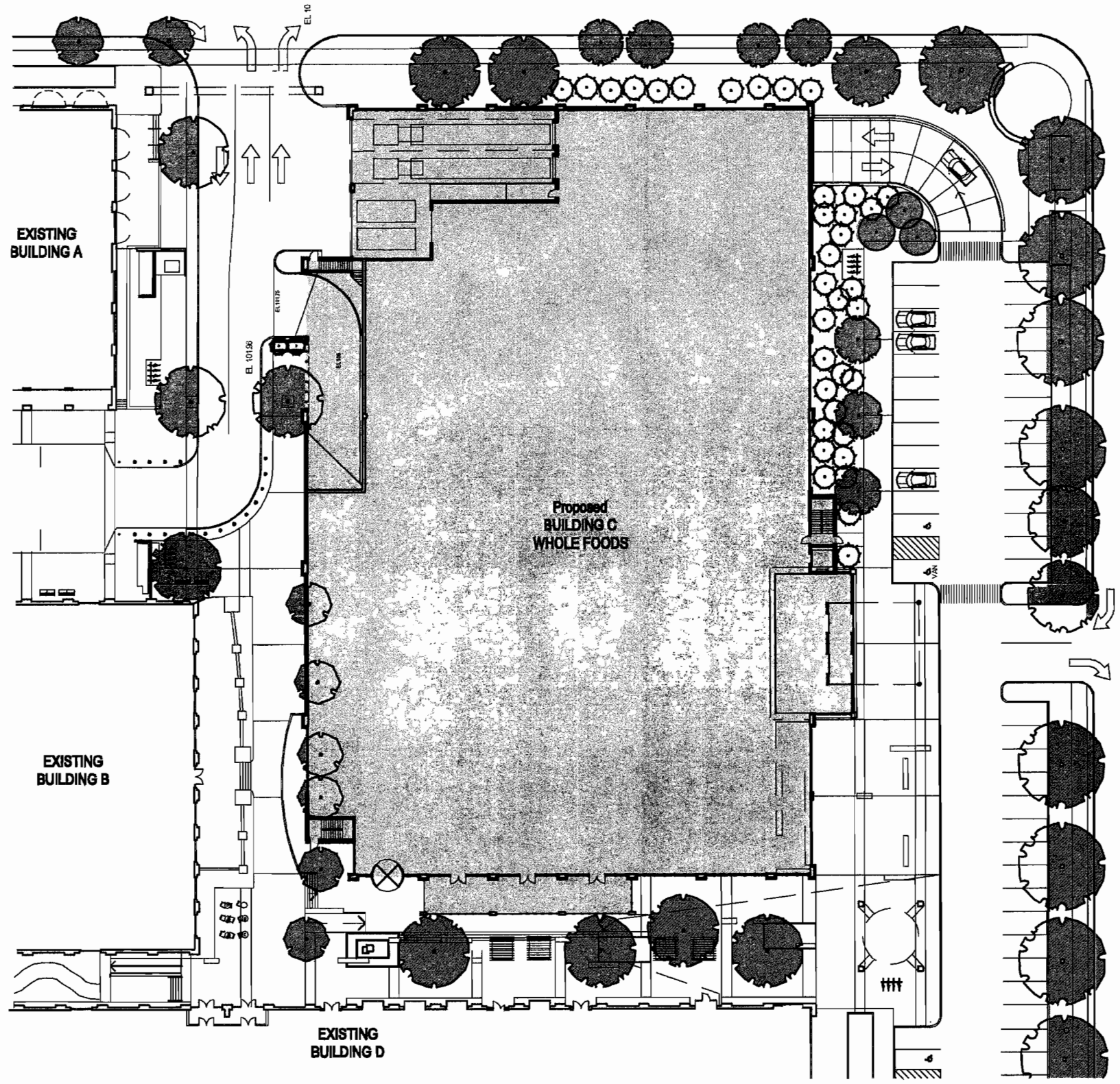
08-0322-08

**BUILDING C**

**TROLLEY SQUARE - Building C Elevations**

SEPTEMBER 05, 2007

SALT LAKE CITY, UTAH



TROLLEY SQUARE  
LANDMARK RETIEW

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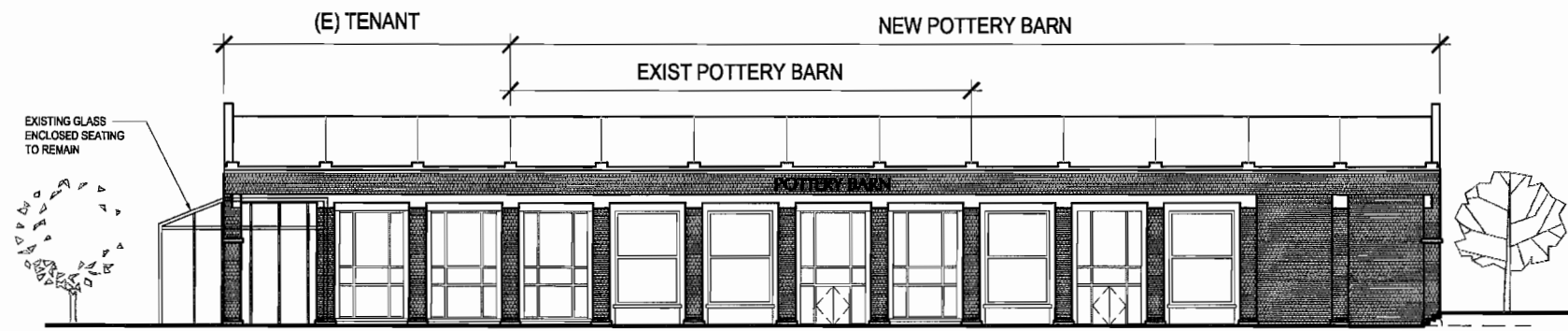
**BUILDING C**

TROLLEY SQUARE - Building C Site Plan

SALT LAKE CITY, UTAH

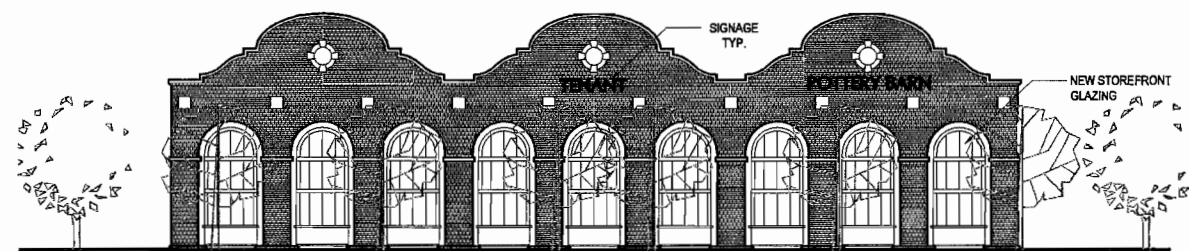
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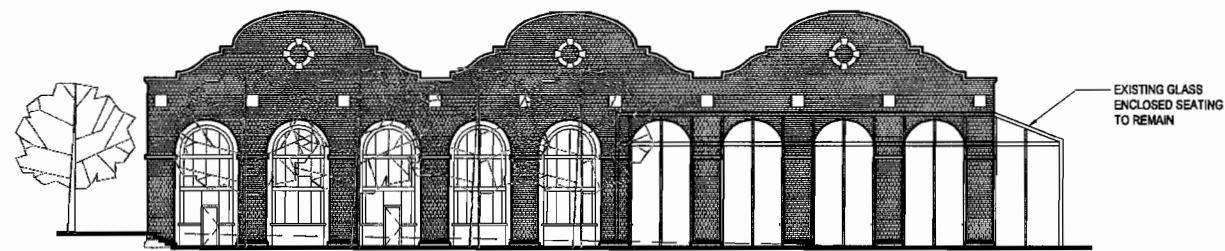
**SOUTH ELEVATION - BUILDING B**

1/32"=1'-0"



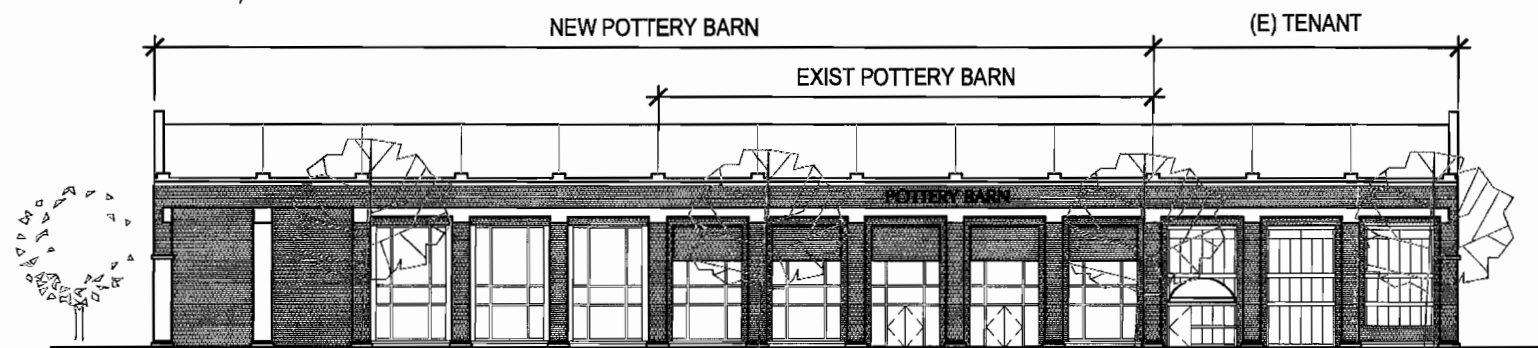
**EAST ELEVATION - BUILDING B**

1/32"=1'-0"



**WEST ELEVATION - BUILDING B**

1/32"=1'-0"



**NORTH ELEVATION - BUILDING B**

1/32"=1'-0"

# TROLLEY SQUARE - Building B Elevations

SALT LAKE CITY, UTAH

JUNE 29, 2007

**TROLLEY SQUARE**  
PLAN DEVELOPMENT

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**BLAKE HUNT**  
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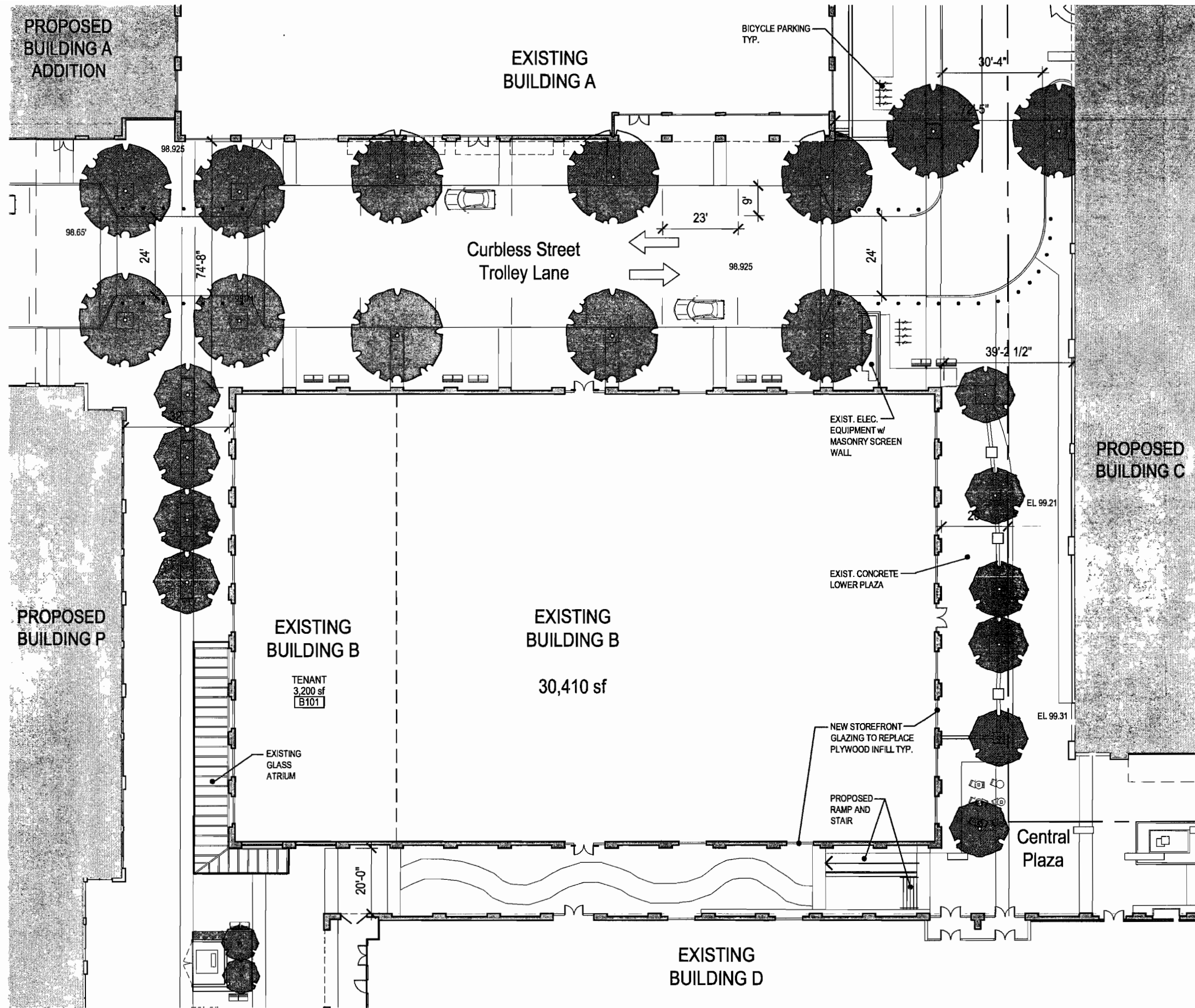
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**BUILDING B**



**TROLLEY SQUARE**  
PLAN DEVELOPMENT

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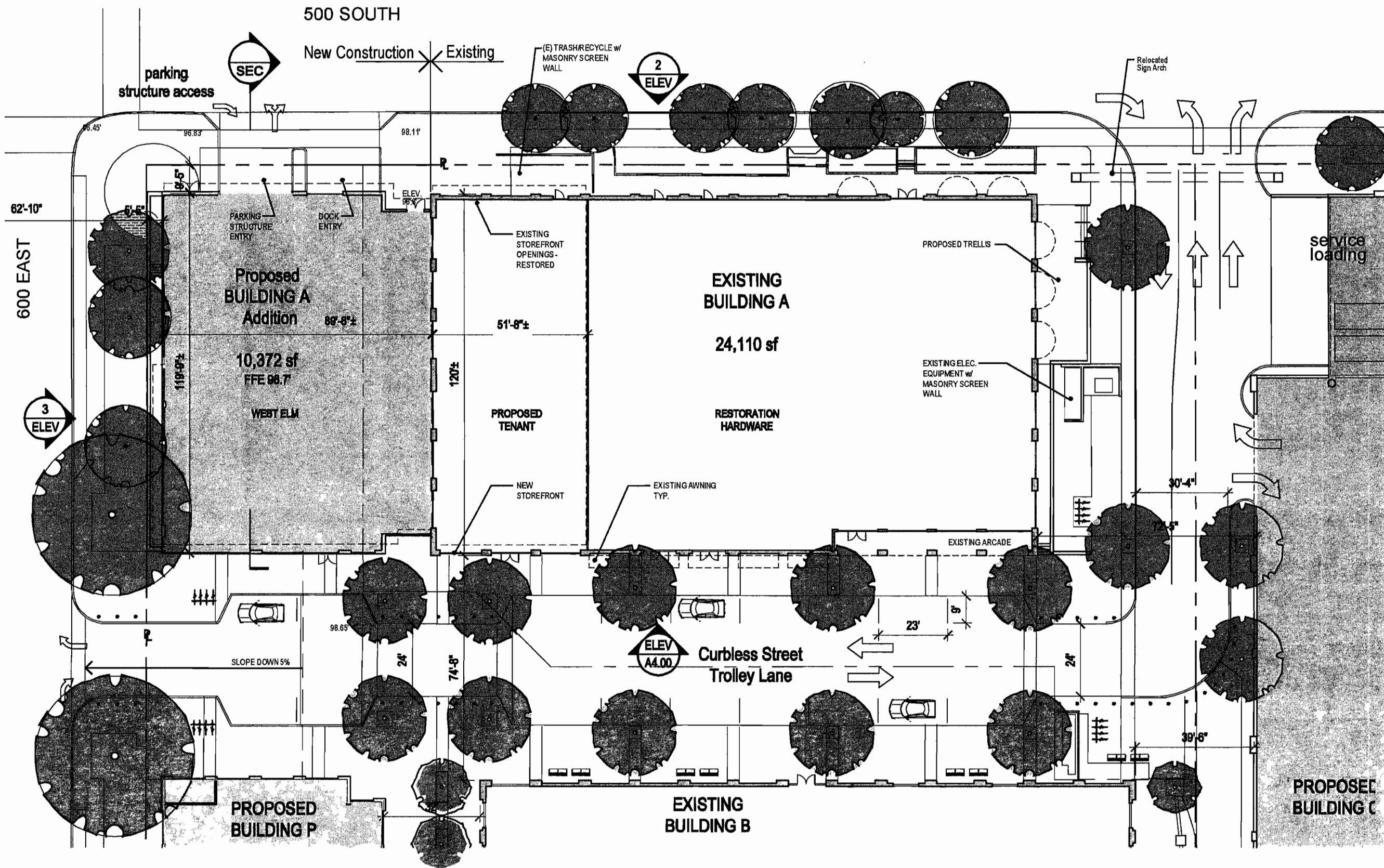
**BUILDING B**

**TROLLEY SQUARE - Building B Site Plan**

SALT LAKE CITY, UTAH

JUNE 29, 2007





TROLLEY SQUARE  
PLAN DEVELOPMENT

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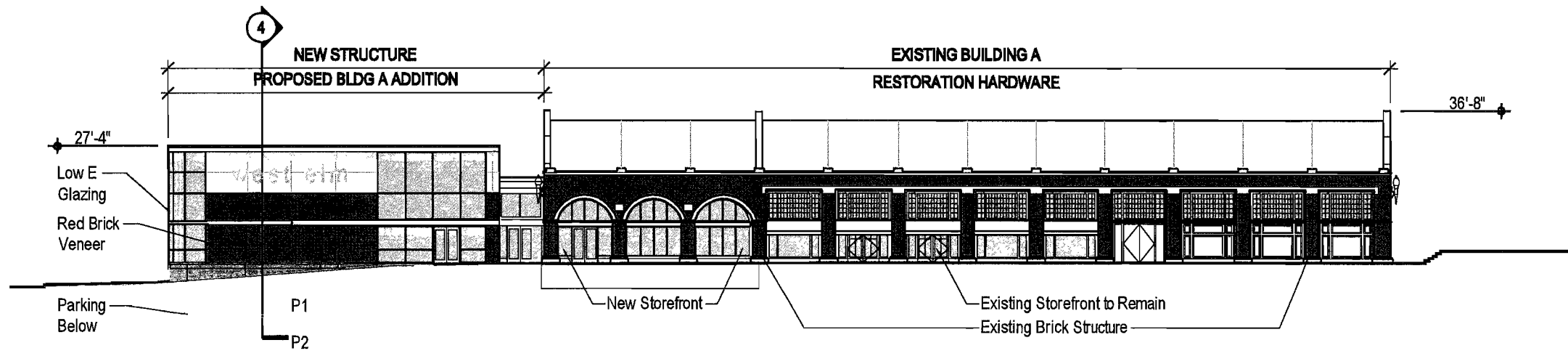
BUILDING A

TROLLEY SQUARE - Building A Site Plan

JUNE 29, 2007

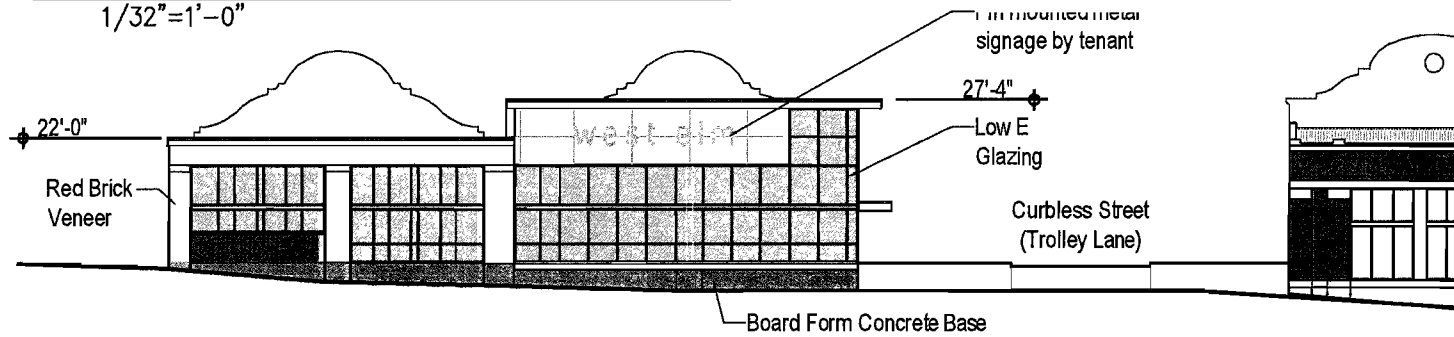
SALT LAKE CITY, UTAH





**SOUTH ELEVATION - BUILDING A**

1/32" = 1'-0"



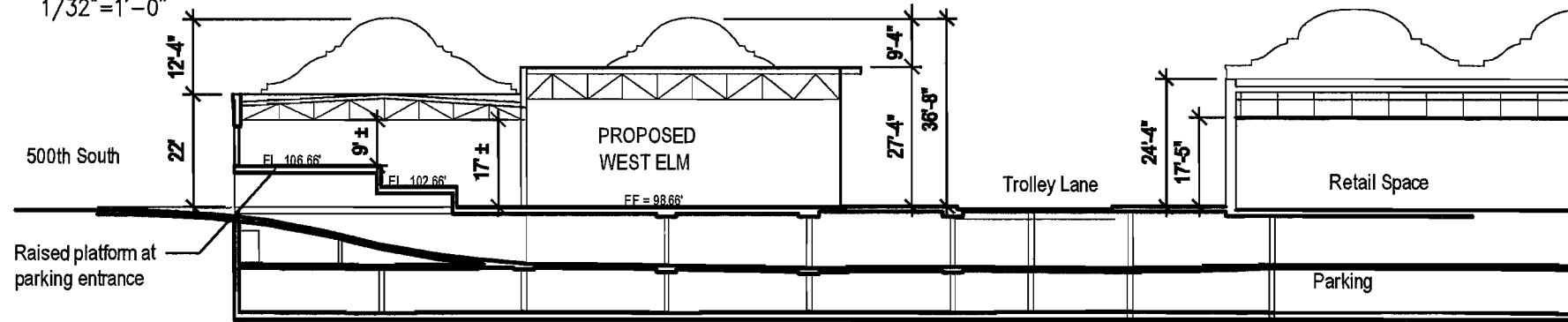
**WEST ELEVATION - BUILDING A**

1/32" = 1'-0"



**NORTH ELEVATION - BUILDING A**

1/32" = 1'-0"



**SECTION LOOKING EAST - BUILDING A**

1/32" = 1'-0"

# TROLLEY SQUARE - Building A Elevations/ Section

SALT LAKE CITY, UTAH

SEPTEMBER 05, 2007

**TROLLEY SQUARE**  
 LANDMARK  
 WEST  
 SIDE

  
 SCANLAN KEMPER BARD COMPANIES  
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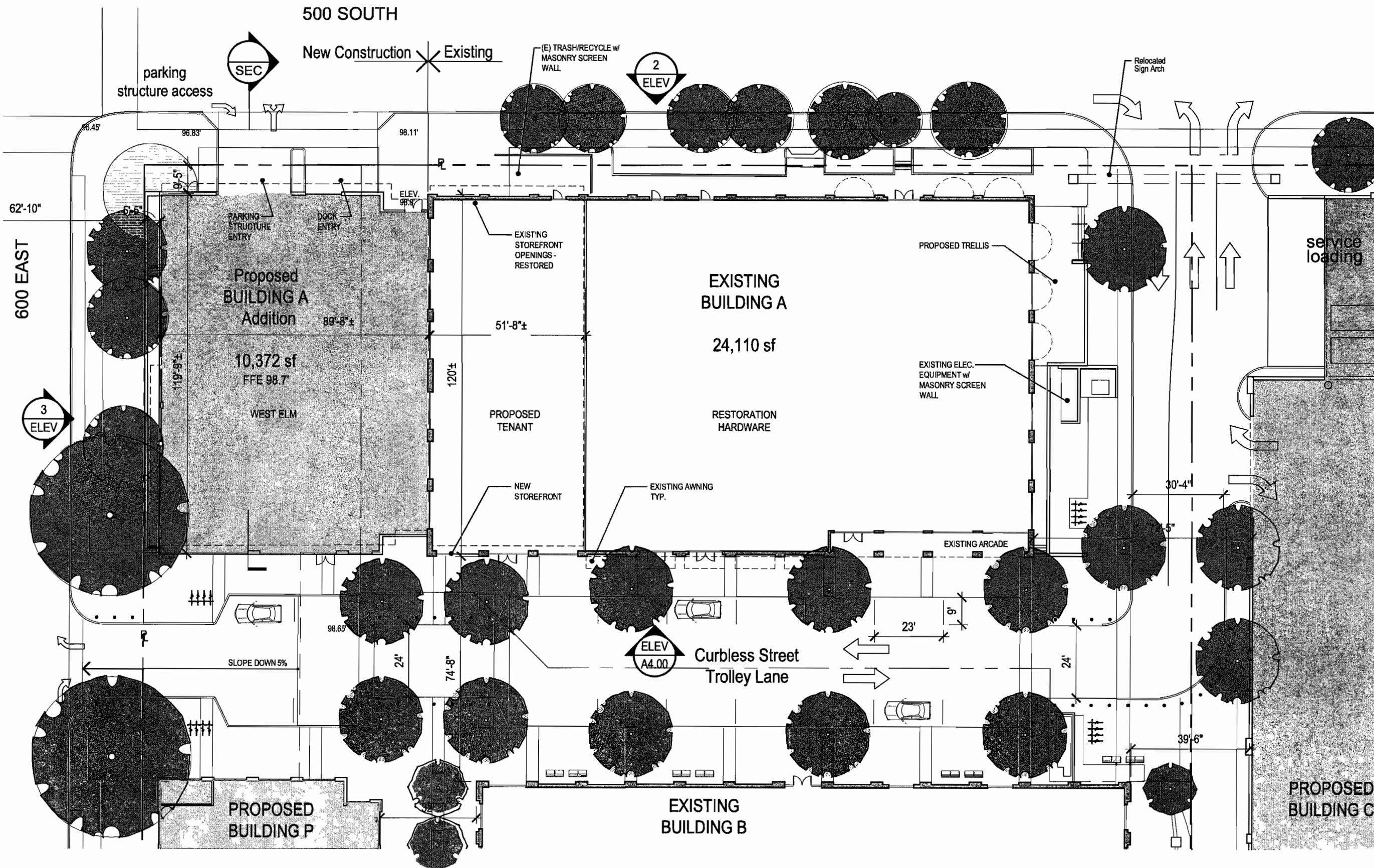


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**BUILDING A**



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PLAN DEVELOPMENT

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**TROLLEY SQUARE - Building A Site Plan**

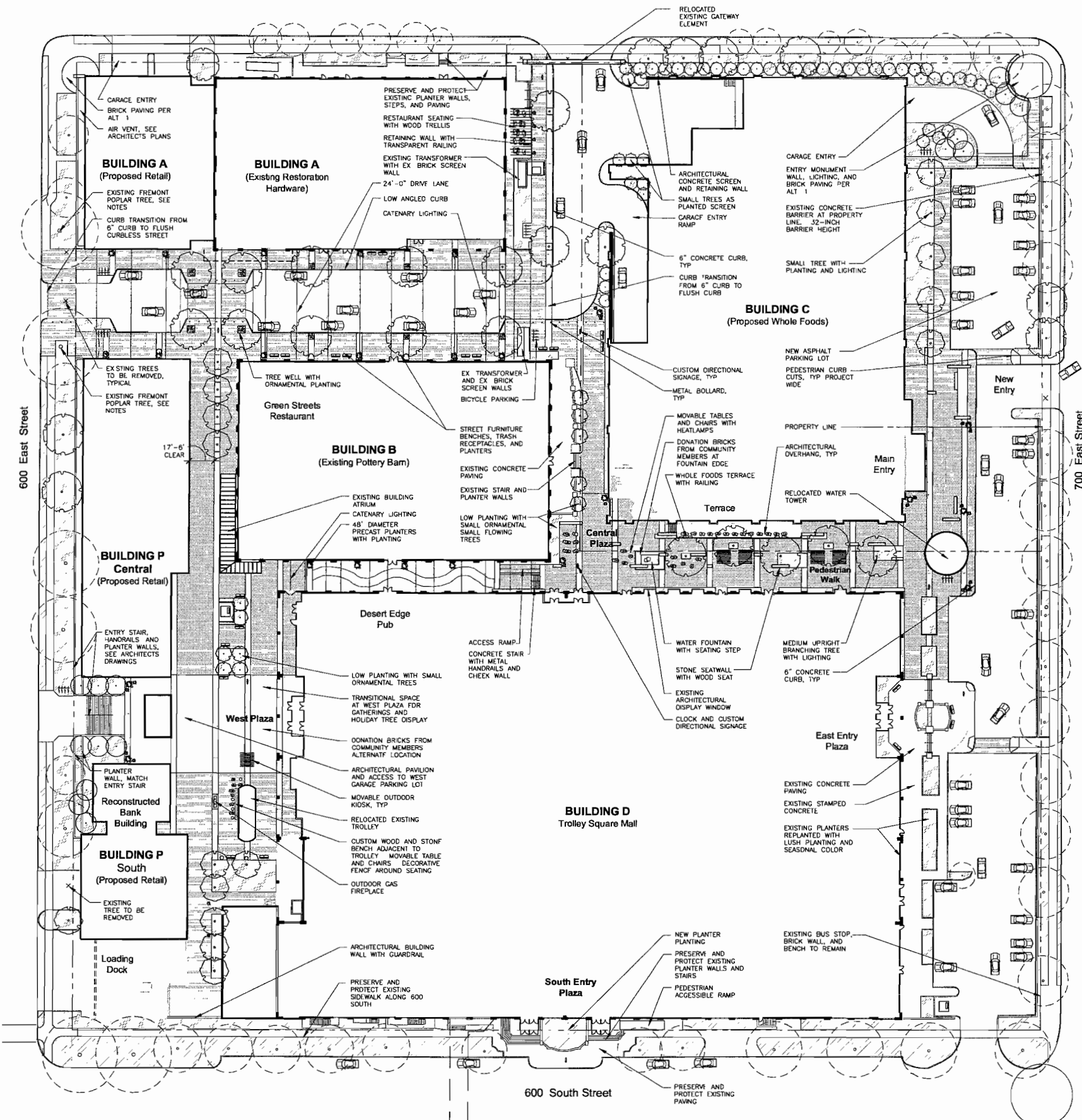
SALT LAKE CITY, UTAH

JUNE 29, 2007

06-0322-05  
**BUILDING A**



500 South Street



**LEGEND**

- SITE PAVING AND ELEMENTS**
- PEDESTRIAN PAVING TYPE A - PLAZAS  
COLORED CONCRETE WITH SPECIAL SCORING  
ALT 1 SAND SET BRICK / CONCRETE PAVERS TO MATCH INTERIOR MALL PAVING
  - PEDESTRIAN PAVING TYPE B - BANDS  
COLORED CONCRETE WITH SAND BLAST FINISH  
ALT 1 SAND SET BRICK / CONCRETE PAVERS
  - PEDESTRIAN PAVING TYPE C - PEDESTRIAN WALKS  
COLORED CONCRETE SAW CUT JOINTS, BROOM FINISH  
ALT 1 CONCRETE PAVERS
  - PEDESTRIAN PAVING TYPE D - PUBLIC SIDEWALK  
PER CITY STANDARD STANDARD GRAY CONCRETE, EXPANSION JOINTS 20' O.C., TROWEL JOINTS 4' O.C., BROOM FINISH EXCEPT WHERE NOTED ALONG 600 SOUTH
  - PEDESTRIAN PAVING TYPE E - WARNING STRIP  
PROVIDE PRECAST WARNING STRIP OF CONTRASTING COLOR AT PEDESTRIAN CURB CUTS
  - VEHICULAR PAVING TYPE F - PARKING LOTS AND DRIVEWAYS  
VEHICULAR ASPHALT WITH SUB BASE  
PROVIDE STRIPING
  - STAIR WITH METAL HANDRAIL AND CHEEK WALLS  
COLORED CONCRETE SANDBLAST FINISH
  - SEATWALLS WITH CUSTOM WOOD SEAT  
BRICK VENEER WITH EPA WOOD SEAT  
ALT 1 STONE VENEER AND WOOD SEAT  
ALT 2 COLORED CONCRETE WITH SANDBLAST FINISH
  - PLANTER WALL AND STAIR CHEEK WALLS  
BRICK VENEER WITH PRECAST CAP TO MATCH BUILDING AND EXISTING WALL CAPS  
ALT 1 COLORED CONCRETE WITH SANDBLAST FINISH
  - PRECAST CONCRETE PLANTERS  
DECORATIVE 30" AND 48" DIAMETER POTS COLOR TO MATCH BUILDING ACCENTS PROVIDE IRRIGATION SYSTEM, SEASONAL PLANTING, PLASTIC LINER, AND DRAINAGE
- SITE FURNISHING AND LIGHTING**
- FIXED AND MOVABLE TABLES AND CHAIRS PLAZA TABLE EQUIPPED WITH UMBRELLAS COLOR BLACK
  - METAL BENCH WITH WOOD SEATING SLATS AND ARM RESTS COLOR BLACK
  - TRASH RECEPTACLES PROVIDE 18 TRASH RECEPTACLES
  - ASH URNS PROVIDE 8 ASH URNS PROJECT WIDE
  - ALT. STONE FIREPLACE RECTANGULAR TWO SIDED GAS FIREPLACE STONE HEARTH WITH STAINLESS STEEL HOOD
  - ALT FOUNTAIN WITH SEATING STEPS 8" SEATING STEPS INLAY WITH DONATION BRICK OR COBBLES CENTER STONE SCULPTURE HAS LOW WATER VOLUME JET.
  - DECORATIVE FENCING 36" HT PROVIDE AT PERIMETER OF SEATING AREAS PROVIDE SLEEVES IN PAVING TO ACCOMMODATE REMOVABLE POSTS NOT SHOWN
  - CUSTOM DIRECTIONAL SIGNAGE WITH LIGHTING (8 TOTAL)
  - CATENARY LIGHTING WHITE BULBS SPACED 24" APART. SEE PLAN FOR WIRE SPACING
  - MOVABLE OUTDOOR KIOSKS WITH METAL CART AND WOOD TRELLIS
  - METAL BOLLARD
- PLANTING AND IRRIGATION**
- EXISTING TREES TO BE PRESERVED PROVIDE TRIMMING PRIOR TO CONSTRUCTION AND TREE PRESERVATION FENCING
  - EXISTING TREES ON CITY PROPERTY TO BE REMOVED
  - PROPOSED TREES  
PROVIDE 36" BOX MATCHED SPECIMENS
  - SHRUB AND GROUNDCOVER WITH AUTOMATIC IRRIGATION SYSTEM  
PROVIDE 5 GALLON FOR SHRUB AREAS  
PROVIDE 1 GALLON FOR GROUNDCOVER AREAS
  - EXISTING LAWN AND PLANTING TO REMAIN

**ABBREVIATIONS**

- ALT ADD ALTERNATIVE BID ITEMS
- EX EXISTING
- HT HEIGHT
- MANUF MANUFACTURER
- TYP. TYPICAL

**NOTES**

- 1 SURVEY INFORMATION PROVIDED BY MULVANNY C2 ARCHITECTURE
- 2 EXISTING TREES TO BE REMOVED ON CITY PROPERTY ARE ILLUSTRATED & TREES ARE PROPOSED TO BE REMOVED AND 5 REPLACEMENT TREES ARE PROVIDED. REPLACEMENT TREES TO MATCH ADJACENT STREET TREE SPECIES
- 3 WE HAVE CONTACTED THE URBAN FORESTRY DEPARTMENT REGARDING THE EXISTING TREES ON CITY PROPERTY. AS SUGGESTED, THE INTENT IS TO HIRE A LOCAL ARBORIST TO DETERMINE THE AGE AND HEALTH OF THE TREES
- 4 TREES TO BE SELECTED AS APPROPRIATE TO THE SALT LAKE CITY ENVIRONMENT OR AS APPROVED BY THE SALT LAKE CITY URBAN FORESTRY DEPARTMENT
- 5 PLANT SPECIES TO BE SELECTED TO ADHERE TO CITY CODE, CHAPTER 21A.48 LANDSCAPE AND BUFFERS
- 6 LOCATION AND TYPE OF DRAINS TO BE DETERMINED BASED ON THE TOPOGRAPHIC SURVEY DECORATIVE TRENCH DRAINS AND CATCH BASINS ARE PROPOSED IN PLAZAS AND PEDESTRIAN WALKS AS MANUFACTURED BY URBAN ACCESSORIES OR APPROVED EQUAL CATCH BASINS AND TRENCH DRAINS WILL ADHERE TO ADA STANDARDS SEE CIVIL DRAWING FOR MORE INFORMATION
- 7 OUTDOOR LIGHTING CONCEPT MAST LIGHTS IN CENTRAL PLAZA AND WEST PLAZA PEDESTRIAN SCALE LUMINAIRES IN ALL PEDESTRIAN AREAS CATENARY LIGHTING AS SHOWN ON PLAN SEE LIGHTING PLAN FOR MORE INFORMATION
- 8 OUTDOOR SPEAKERS MOUNTED ON LIGHT STANDARDS THROUGHOUT PEDESTRIAN AREAS, PROJECT WIDE
- 9 PROVIDE ALLOWANCE FOR CLEANING, REPAIR AND SEALING OF EXISTING BRICK FACED WALLS EAST SIDE OF BUILDING D, SCREEN WALLS AROUND EXISTING TRANSFORMERS, AND AT THE CORNER OF 600 SOUTH AND 700 EAST
- 10 PROVIDE ONE YEAR MAINTENANCE PERIOD FOR LANDSCAPE PLANTINGS, HARDSCAPE PLANTER WALLS AND ASSOCIATED LANDSCAPE WORK
- 11 PROVIDE CONCRETE AND PAVING SEALER ON ALL NEW PEDESTRIAN PAVEMENT SURFACES
- 12 AUTOMATIC, WATER EFFICIENT IRRIGATION SYSTEM TO BE INSTALLED IN PLANTING AREAS

**TROLLEY SQUARE**  
 PLAN DEVELOPMENT REVIEW

**WALKER MACY**  
 111 Southeast Oak Street, Suite 200, Portland, OR, (503) 228-3122

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 PORTLAND, OR | 97204  
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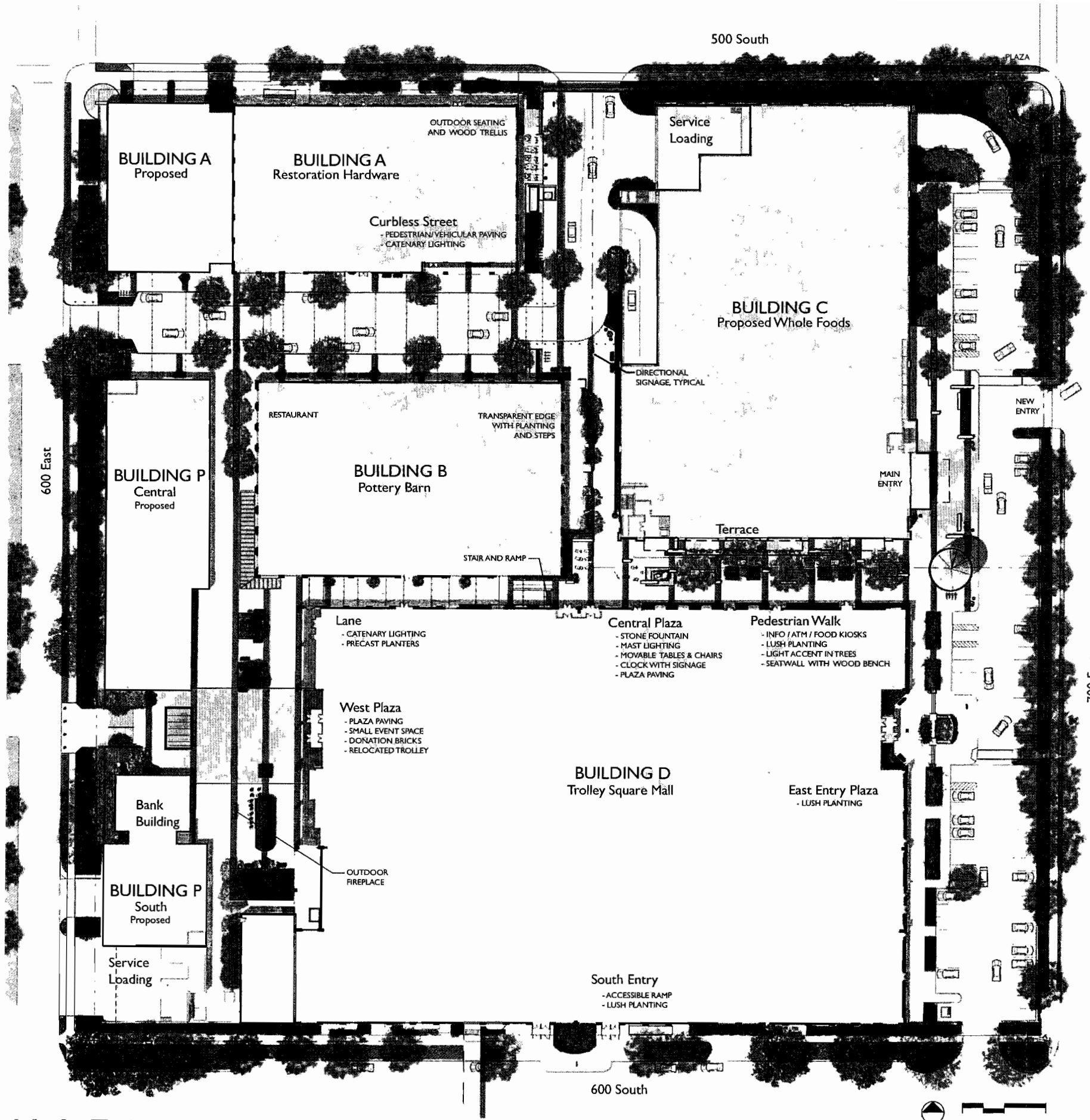
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06-0322-05

SITE PLAN  
 LANDSCAPE  
 L1.00

JUNE 28, 2007

**TROLLEY SQUARE**  
 SALT LAKE CITY, UTAH



TROLLEY SQUARE  
PLAN DEVELOPMENT REVIEW

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**BH**  
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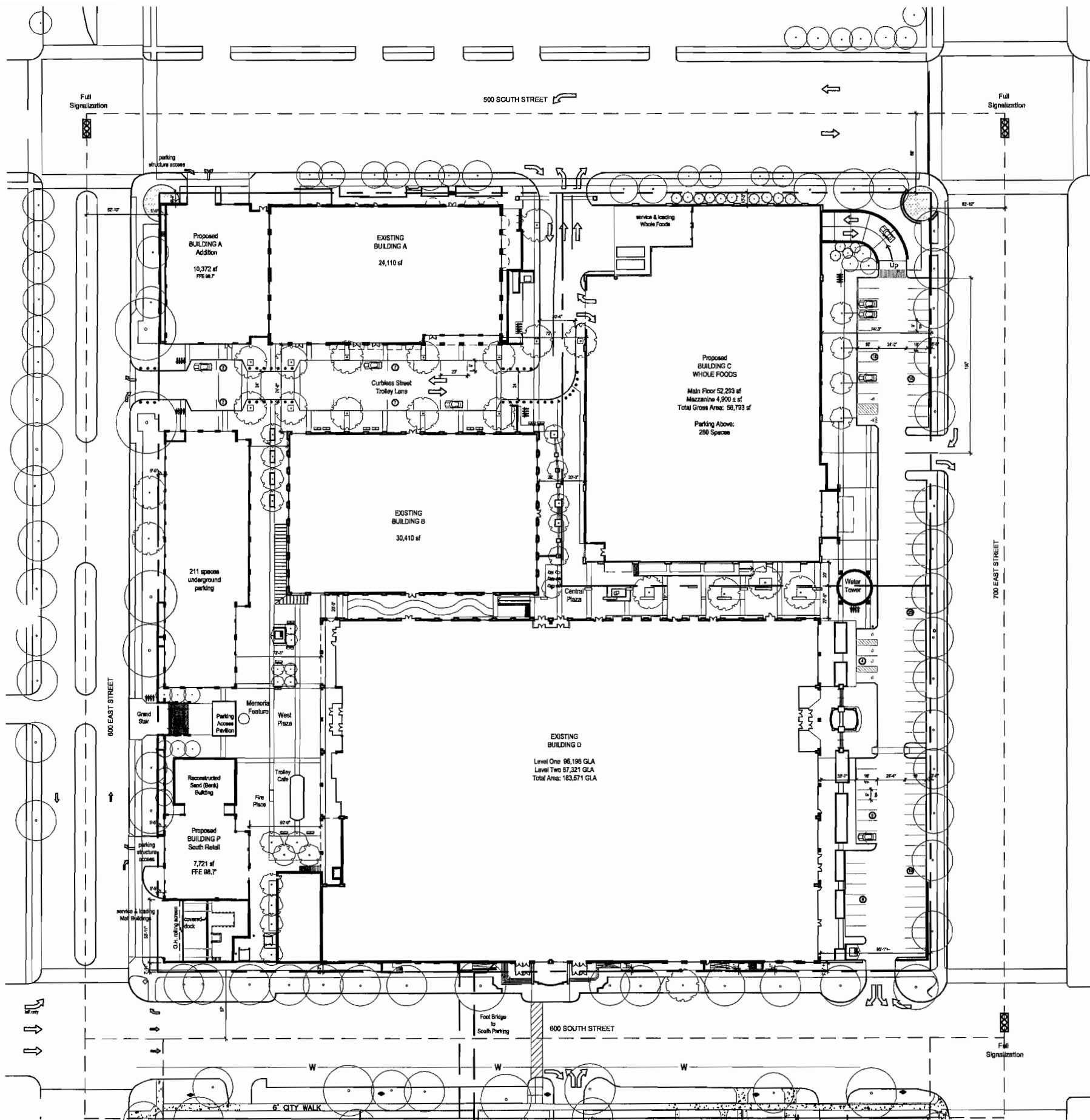
COLORED LANDSCAPE  
SITE PLAN

L2.00

TROLLEY SQUARE

SALT LAKE CITY, UTAH

JUNE 29, 2007



### LEGEND

- EXISTING BUILDING
- PROPOSED NEW BUILDING

### BUILDING SUMMARY

GLA	
Building A	24,110 SF
Building A - Add'n	10,372 SF
Building B	30,410 SF
Building C	56,793 SF
Building D	183,571 SF
Building P	23,008 SF
<b>TOTAL</b>	<b>328,264 SF</b>

### PARKING SUMMARY

LOCATION	PROPOSED PARKING			
	Standard	HC	Van	Total
East Surface Lot	87	5	1	91
Building C Parking Structure	274	6	0	280
Trolley Lane	18	0	0	18
Building P Parking Structure	204	5	2	211
<b>Total Block 25</b>				<b>602</b>
South Parking Block 18	276	6	1	283
<b>TOTAL parking build-out</b>	<b>861</b>	<b>22</b>	<b>4</b>	<b>885</b>

### EXISTING PARKING

<b>TOTAL</b>				<b>918</b>
--------------	--	--	--	------------

	Spaces	GLA	PARKING RATIO
Proposed	885	328,264 sf	2.7 / 1000
Existing	918	205,367 sf	4.5 / 1000

# TROLLEY SQUARE

## PLAN DEVELOPMENT

**SKB**  
SCANLANKEMPERBARD COMPANY  
REAL ESTATE MERCHANT BANK

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# TROLLEY SQUARE Overall Site Plan

SALT LAKE CITY, UTAH

JUNE 29, 2007

A01.01

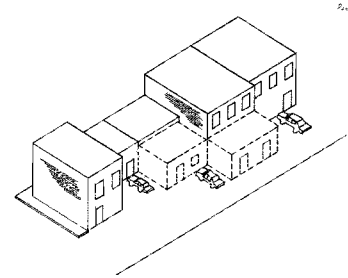
## G. ADDITIONS

### Policy:

Additions should use design, materials, and placement that minimize their affect on the historic appearance and character of the building and district. Additions should be compatible in size, scale, and design with the historic building.

### Background

Additions provide owners with flexibility in their building use. As businesses grow and change, they often require more space, and additions fill this need. When adding to historic commercial buildings, the most important consideration is to maintain the building's historic character and appearance. Additions should be compatible with the historic building's style, scale, and form. For more information on additions, please refer to *Design Guidelines for Residential Historic Districts in Salt Lake City*, page 105 .



### Rear Additions

Rear elevations are the most favorable locations for additions on historic commercial properties. Rear additions are less visually obtrusive and allow the historic primary façade to remain intact. Size and scale of rear additions should not overwhelm the original building and not damage historic architectural features.

*Shown is appropriate placement for ground level additions.*

*Rear elevations are best for additions to commercial properties.*

### Lateral Additions

Lateral additions are less preferable than rear additions, but may be considered. It is important that the size and scale of new lateral additions be smaller than the original building, and that such additions not detract from the historic form and character of the original building. Construction of lateral additions should not obscure or damage significant architectural features of the building.

### Roofline Additions

Often the only option to expand usable interior space in a building is to go up. If this is the case for an historic building, it is important that the rooftop addition be recessed sufficiently from the primary façade so that the addition is not readily visible from the street.

***ADDITIONS, continued...***

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**Decks**

Decks are modern additions to buildings, and their addition to commercial buildings is rare. However, should a property owner choose to construct a deck on his or her historic property, it is important that its addition not damage or conceal significant historic architectural features, and that the deck does not adversely impact the historic appearance or character of the building. If added to historic buildings, decks should be constructed on a building's rear elevation or another location that is not visible from the street.

**Conversion of Residential Properties to Commercial Use**

Often properties originally constructed as residential buildings are converted for commercial purposes. Residential design guidelines will apply to the majority of these properties. If the historic use of the building is as a residence, the building will be reviewed under the current *Design Guidelines for Residential Historic Districts in Salt Lake City*. This includes residential buildings that have been remodeled into offices or other commercial use. However, if a building historically used as a residence undergoes a major exterior conversion, such as the addition of a storefront to the main façade, and its appearance is more in line with that of a commercial property, then the building will be reviewed under the city's commercial design guidelines.

*A number of neighborhood commercial buildings were converted into residences in late 20th century. This building at 479 North 200 West lost its original storefront and entrance when it was redesigned for residential use.*



## ***DESIGN STANDARDS FOR ADDITIONS***

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### *Rear Additions*

**Additions should be compatible with the original building in scale, proportion, rhythm, and materials.**

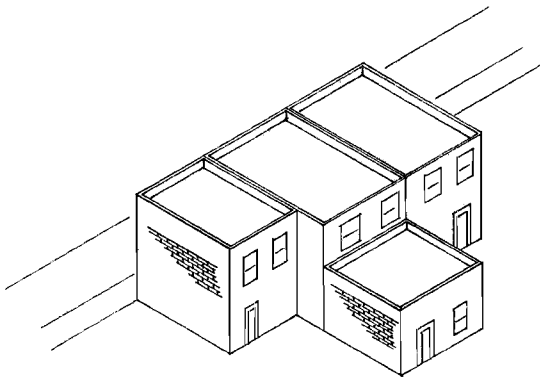
Overall design of the addition should be in keeping with the character of the historic building and not detract from its historic character. Elements such as roof pitch, materials, window design, and general form of the addition should be compatible with those of the original building.

**Rear additions should be smaller and simpler in design than the historic building.**

The addition needs to be visually compatible but also distinguishable from the historic building. Subtle differences in materials or styles can help clarify new from original portions of the structure. The addition should be subordinate to the overall building. Size and design should compliment and not overwhelm the building. Rear additions should not be readily visible from the street.

**Rear additions should not obscure or damage significant architectural features.**

Avoid loss or alteration of cornices, architectural details, and other important features. Additions should cause minimal damage or removal of historic walls or roofs. Existing openings should be used to connect the building and the addition.



*The location, scale, proportion, rhythm, materials, and size of this addition are all appropriate.*

## ***DESIGN STANDARDS FOR ADDITIONS, Continued...***

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### ***Lateral Additions***

**Lateral additions should be compatible with the original building in scale, proportion, rhythm, and materials.**

Overall design of the addition should be in keeping with the character of the historic building and not detract from its historic character. Elements such as roof pitch, materials, window design, and general form of the addition should be compatible with those of the original building.

**Mass and scale of lateral additions should be subordinate to that of the historic building.**

Lateral additions should be as visually unobtrusive as possible and not detract from the historic form and character of the original building.

**Design lateral additions so that they will not obscure or damage significant architectural features.**

Avoid loss or alteration of cornices, architectural details, and other important features. Additions should cause minimal damage or removal of historic walls or roofs. Existing openings should be used to connect the building and the addition.

**Additions should be distinguishable from the historic building: they should be smaller and simpler in design.**

While additions need to be visually compatible with the historic building, they also need to be distinguishable as a product of their own time. Subtle differences in materials or styles can help clarify new from original portions of the structure. Additions should be subordinate to the overall building. Size and design should compliment and not overwhelm the building.

***DESIGN STANDARDS FOR ADDITIONS, continued...***

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***Roofline Additions***

**Mass and scale of rooftop additions should be subordinate to that of the historic building.**

Rooftop additions should be smaller and simpler in design than the historic building. Upper story additions should not overhang the lower floors.

**Rooftop additions should use similar roof forms to the buildings to which they are attached.**

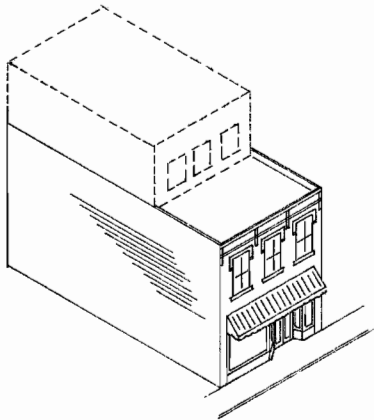
The roof form of the addition should mimic that of the original building. For example, if the original building has a flat roof, then the addition should have a flat roof as well.

**Additions should not cause the removal of character-defining materials and features.**

Addition design and placement should not obscure or damage significant architectural features including cornices and parapets.

**Rooftop additions should be recessed.**

The original profile of the historic building should be maintained. The mass and scale of the original façade should be preserved and not be overwhelmed by a rooftop addition.



*Rooftop additions should be recessed so that they are not visible from the street. Roof forms of the additions should mimic that of the main building.*



***DESIGN STANDARDS FOR ADDITIONS, continued...***

***Decks***

**Locate decks where they are not visible from the street.**

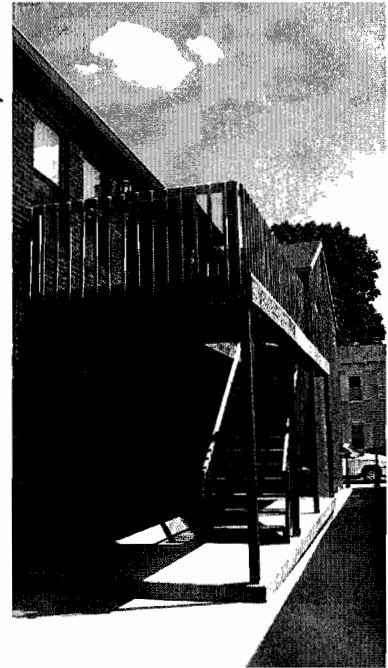
Locate decks on the rear elevations of buildings. They may also be located on a side elevation if screened from view from the street via fencing or plants. They may also be located on the roof if screened from view through either placement or roof parapets.

**Decks should be simple in design.**

In order not to detract from the historic architecture, decks should be simple in design. Wood balusters should be less than three inches apart.

**Decks should be constructed of wood or metal.**

**Stain or paint decks in colors that are compatible with those of the building.**



*Rear decks of wood construction are appropriate at rear facades not readily visible from the street. .*



*Decks such as this second floor addition at 68 North K Street are appropriate as long as they are not readily visible from the street and are located at rear facades.*

## ***H. ACCESSIBILITY***

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**Policy:**

Primary entrances to commercial buildings should be accessible to meet ADA requirements. If this is not possible, alternative entrances should be available, clearly marked, and maintained to the same standards as the primary entrance. If access ramps are needed, simple concrete ramps are recommended for main entrances. Wood ramps may be used on rear elevations.

### **Background**

The Americans with Disabilities Act (ADA) was passed in 1990 and requires that all places of public accommodation be accessible to everyone. Historic commercial buildings must meet ADA requirements. Local and state codes apply as well. Property owners should also consult the Americans with Disability Act Accessibility Guidelines (ADAAG) when complying with ADA requirements. State and local requirements, however, may differ from the ADA requirements, and property owners need to be aware of all applicable accessibility requirements before making any modifications to their buildings.

Compliance with ADA, however, does not mean that the historic integrity of a building has to be compromised. Property owners can reach the goal of providing a high level of accessibility without compromising significant features or overall character of their historic property. Creative solutions include regarding, incorporating ramps, installing wheelchair lifts, creating new entrances, and modifying doors, hardware, and thresholds. In addition, alternative measures can be considered if there is a threat to the historic resource.

If at all possible, access to historic buildings should be through a primary public entrance. If this cannot be done without causing permanent damage to significant features of the building, then a secondary public entrance should be made accessible. In these instances, owners should provide directional signs to the accessible entrance. Rear or service entrances should be avoided as the only accessible entrance.



*An appropriate access ramp at 569 2nd Avenue North.*

## ***ACCESSIBILITY, continued...***

Installation of permanent ramps is one of the most common solution to accessibility issues. The design and location of ramps should be such that they do not compromise a building's historic character. Simple designs are best with railings distinguishable from historic features. A variety of materials, including wood, brick, and stone, can be used to face the ramps. Unpainted pressure-treated wood, which has a temporary appearance and is not visually compatible with most historic properties, should not be used for ramp construction. Temporary or portable ramps of lightweight materials are often unsafe and are not visually compatible with historic buildings. While not recommended as a permanent element, temporary ramps may be used as an interim solution until a permanent solution is achieved.

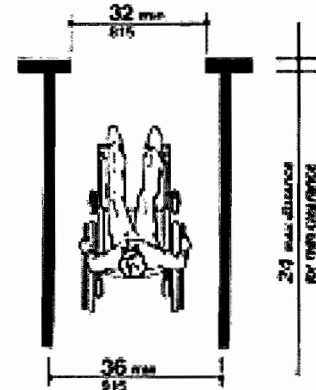
The steepest allowable slope for a ramp is usually 1:12 (8%), but gentler slopes should be used when possible. Most codes will allow a slightly steeper ramp for historic buildings to overcome one step. Ramp landings need to be large enough to accommodate wheelchairs, typically a minimum of 5' x 5'.

When retrofitting doors to allow accessibility, historic doors should be maintained and door frames on primary facades should not be widened. If historic doors are missing, widening the entrance is a possibility. Typical standards require a minimum of a 32" clear opening with manageable door opening pressures. Ideally, historic doors can be retained and upgraded with a device to reduce door pressure.

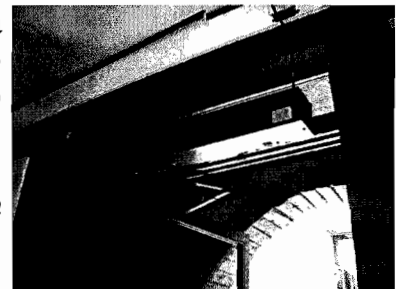
For more information on accessibility, please refer to *Design Guidelines for Residential Historic Districts in Salt Lake City*, page 135.

### **Fire Escapes**

Multi-story buildings used for commercial and/or residential purposes often require exterior fire escapes to meet fire and safety codes. Fire escapes traditionally are sited on the rear or side elevations of buildings. Construction of fire escapes should not damage historic features of the building.



*New entrances or retrofitted doors should be a minimum of 32 inches in width to meet ADA standards. .*



*Doors can also be modified with pressurized door openers to allow for ease of access.*

## **DESIGN STANDARDS FOR ACCESSIBILITY**

**Accessibility solutions must meet all state and local accessibility requirements as well as ADA mandates.**

Consult local and state officials as well as the ADAAG.

**Accessibility solutions should provide the highest level of access and the least impact on the building's historic character.**

Identify and evaluate accessibility options within a preservation context. Avoid damage to significant features and materials .

**Locate access ramps where they will have the least visual impact on the building's historic character.**

**Access ramps should be simple in design.**

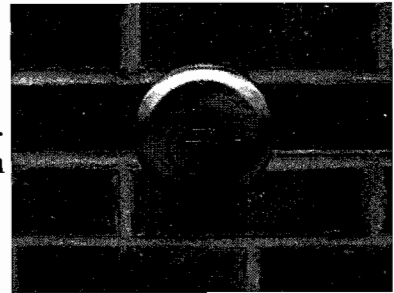
Simple designs will be more compatible with historic buildings. Ramps should be constructed of concrete or wood and painted in colors that are compatible with those of the building..

**Avoid use of temporary ramps.**

These ramps may be used as an interim solution to provide access until a more permanent solution is created.

**If historic doors do not allow for universal access, they should be retrofitted to meet standards.**

The use of automatic door openers with push plates is also an alternative to meet ADA door requirements on commercial buildings.



*Push plates for ADA access are appropriate solutions for access into commercial buildings.*



*New storefronts should be designed with lever door handles and appropriate entrance widths.*

***DESIGN STANDARDS FOR ACCESSIBILITY, continued...***

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***Fire Escapes***

**Retain original fire escapes when possible.**

Original fire escapes should be retained and kept in good working order.

**Fire escapes should be located on rear elevations or otherwise located so they are not visible from the street.**

Fire escapes are important safety features as a means of escape from upper floors. Fire escapes traditionally are located on the rear or side elevations of buildings, and fire escapes that are added to historic buildings should be sited in these locations where they will not be readily visible.

**The addition of fire escapes should not damage historic architectural features.**

**Fire escapes may be either open or enclosed.**

If enclosed, fire escape surfaces should be of wood siding, brick veneer, or stucco. If open, fire escape surfaces should be of metal or wood.



*Proper fire escape placement  
at 379 South Main Street.*

## I. SEISMIC DESIGN

### Policy:

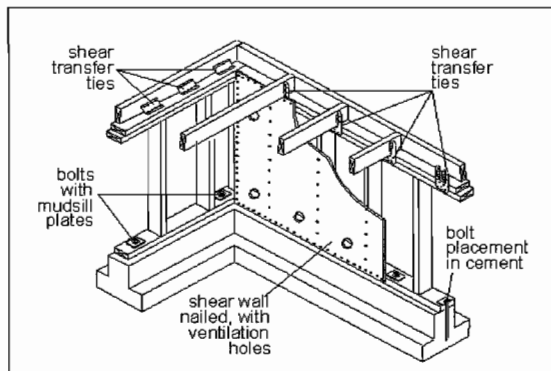
Methods of reducing the risk of earthquake damage have improved in recent decades, and owners of historic properties may elect to retrofit their buildings to better withstand seismic activity. Such upgrading should be sensitive to historic features and materials and minimize any negative impact to the building's historic architecture and appearance.

### Background

Most historic buildings were constructed when little was known about seismic design thus increasing their vulnerability in the event of an earthquake. Modern technologies, however, have made it possible to retrofit historic buildings to improve their ability to withstand such an event. Upgrades to foundations, floors, ceilings, walls, columns, and roofs, can greatly improve a building's resistance to seismic activity.

Seismic strength within a building is achieved through the reinforcement of structural elements. Traditional methods of strengthening include anchored ties, reinforced mortar joints, braced frames, bond beams, moment-resisting frames, shear walls, and horizontal diaphragms. Historic buildings can use these methods successfully, if they are designed to conform to the historic character of the building.

For more information on seismic design, please refer to *Design Guidelines for Residential Historic Districts in Salt Lake City*, page 117.



*Typical seismic retrofitting includes reinforcing the foundation through added ties, bolts and plates.*

## ***DESIGN STANDARDS FOR SEISMIC DESIGN***

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**Seismic retrofitting of an historic building should be undertaken in a manner that will have the least impact on the building's historic architectural appearance.**

To minimize impact on the historic architecture of a building, materials used in seismic retrofitting should be located on the interior and/or blended with existing architectural features.

**Preserve and retain historic materials to the greatest extent possible.**

Seismic retrofitting methods should have minimal impact on historic materials. While loss of some historic material may be necessary, it should not be replaced wholesale in the process of seismic retrofitting.

**Seismic retrofitting should respect the character and integrity of the historic building and be visually compatible with it in design.**

Whether seismic retrofitting systems are hidden or exposed, they should not detract from the historic character of a building.

**Seismic work should be made "reversible" to the greatest extent possible.**

Being able to remove any seismic work will allow for traditional repair of remaining historic materials, and provide opportunity for the application of future improved systems.



*Seismic retrofitting can include adding steel frames and dampers in basement and parking areas of commercial buildings. .*

**STANDARDS FOR  
NEW COMMERCIAL CONSTRUCTION  
IN HISTORIC DISTRICTS**





## ***NEW COMMERCIAL CONSTRUCTION***

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### **Policy:**

New construction in Salt Lake City's commercial areas should be compatible with adjacent buildings in scale, height, materials, orientation, shape, placement, and rhythm and proportion of openings. The architecture of a newly constructed building should not replicate historic examples, but stand as a product of its own time while being compatible with the surrounding historic built environment.

## ***DESIGN CONSIDERATIONS***

### **Basic Approach**

Where historic buildings have been lost or where there are vacant lots, new construction is encouraged to add to the streetscape and promote economic development within historic districts. While constructing a new building within a historic district can be a challenge, careful thought and planning can result in a design that is compatible with the historic surroundings.

The fundamental underlying concept in designing new buildings for historic districts is that the new building must be both compatible with the historic character of the district and be a product of its own time, or in other words not replicate historic designs. It is a common misconception that newly constructed buildings should look "old" and should imitate historic structures. It is important to realize that while historic districts do convey a sense of time and place associated with their history, these areas are not frozen in time and continue to be dynamic evolving communities. This evolution is made discernable via building styles and methods of construction that reflect the apparent age of the buildings.

The collection of original buildings from a district's historic period conveys the district's sense of historic time and place. And, it is important that new buildings constructed within a district reflect their own time to allow the evolution of the street to be apparent. Imitation of historic architectural styles is discouraged because it makes it more difficult to distinguish older historic build-

## **NEW COMMERCIAL CONSTRUCTION, continued...**

ings from newer ones and can make interpretation of the neighborhood confusing.

At the same time, designs for new construction should not seek to heavily contrast with the existing built environment. Designs that are meant to conflict with the older buildings simply for the sake of being different are discouraged. Instead, designs for new buildings should strive to be compatible with the historic surroundings.

New construction within a historic district should reinforce the basic visual characteristics of the surrounding area. Designs for new buildings can accomplish this by incorporating the fundamental design variables of historic structures with contemporary stylistic trends. New designs should draw upon fundamental building features that define the individual character of the given district. These include how buildings are located on their sites, how buildings in the district relate to the street, and basic mass, form and materials of historic buildings within the district. If new buildings employ these design variables in a manner similar to historic buildings in the district, then the new building will be visually compatible with its surroundings.

If new designs adhere to existing basic design relationships and fundamental similarities within a district, they can be compatible with the historic context of the district while also being distinguishable as being of their own time. Modern interpretations of traditional designs are appropriate for new buildings as long as they are stylistically distinguishable from historic buildings. Keep in mind that new construction should reveal the evolution of the street and also contribute to the overall sense of cohesiveness and continuity along the street and within the district.

Following are discussions of some of the basic design features that new should be considered when designing new buildings for historic districts.

For more information on new construction, please refer to *Design Guidelines for Residential Historic Districts in Salt Lake City*, page 121.

## **NEW COMMERCIAL CONSTRUCTION, continued...**

### **SITE DESIGN**

Elements of site design impact the overall appearance and character of a property. When planning new construction, it is important to consider issues such as street patterns, building orientation, street lighting, and parking as part of the overall site plan.

#### **Street Patterns**

Street patterns or layouts, including alley development, are important elements that contribute to the overall character of a historic district. Street patterns influence how buildings are sited and lots developed. Street plans can vary for individual districts and even within districts. Traditional street patterns should be preserved when planning new construction.

#### **Building Orientation**

Salt Lake City's commercial buildings traditionally have store fronts and primary entrances oriented to the street. This pattern encourages consumer business and accessibility. Entrances are often evenly spaced along a street as well, which helps create a sense of visual continuity along the street. When constructing a new building in a historic district, this visual continuity can be maintained by locating entrances of the new building similarly to the traditional manner established along the street.

#### **Street Lighting**

New street lights should be designed to be compatible with the surrounding historic commercial area and other elements of the streetscape. Street lighting should be subtle and unobtrusive. It should not dominate the visual appearance of the site nor should it detract from the architectural character of surrounding buildings. Street lighting that invokes a false sense of history is not recommended.

**NEW COMMERCIAL CONSTRUCTION, continued...**

**Parking**

Parking facilities are important components of commercial areas to encourage and allow access to local businesses. Parking areas that are added to commercial properties should be screened with landscaping. Owners are encouraged to add appropriate landscape features to their lots. Parking garages should be sensitive to the surrounding historic neighborhood and streetscape. Mass and scale should be comparable to historic structures, and the building should not compromise the visual continuity of the street. Construction of parking garages should follow the design standards for new construction.

**BUILDING SCALE**

**Building Height**

Visual continuity is also obtained through similar building heights along a street or within a district. The height of newly constructed buildings should be within the range of heights historically found within the area. Likewise, prominent features such as cornices or parapets should be of similar height as those traditionally found in the neighborhood. In order to maintain the established visual continuity of the streetscape, it is important that new buildings not overwhelm surrounding historic structures in height, but respect the established height pattern of the vicinity.

## ***NEW COMMERCIAL CONSTRUCTION, continued...***

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### **Building Width**

Similarity in building widths along a block or within a district creates a sense of rhythm that contributes to the sense of visual continuity and cohesiveness of the streetscape. When designing new construction, it is important to reflect the established pattern of building width in the area. New buildings may be wider than existing building widths as long as they convey a perception of width similar to historic buildings. This can be achieved by incorporating vertical divisions in the building's design which create visually separate sections giving the appearance of traditional widths.

### **Mass and Scale**

Mass and scale are significant design features that contribute to the visual character and rhythm of historic districts. Commonly, historic commercial buildings along a given street were built with similar mass and scale. While the trend has been for commercial buildings to become increasingly larger over time, it is important that newly constructed buildings respect the traditional scale of buildings in the surrounding area. While new buildings may be larger than historic ones, it is important that new construction not be dramatically greater in mass and scale than that which has been established in the neighborhood. A building that is much larger than surrounding historic structures will compromise the visual continuity of the streetscape.

### **Solid to Void Ratio**

Solid to void ratio refers to the relationship between exterior solid wall space and windows and doors. Traditionally, the facades of commercial buildings have had similar amounts of openings or glass (windows and doors), and thus share a relatively uniform solid to void ratio. This includes storefronts and display windows, which commonly occupy the ground level, as well as upper story windows. When planning new construction, the facade of the new building should have a similar amount of wall space in comparison to openings as that of historic buildings in the area.

## **STANDARDS FOR NEW COMMERCIAL CONSTRUCTION**

### **SITE DESIGN STANDARDS**

#### ***Street Patterns***

##### **Respect historic patterns of building development.**

New buildings should be situated on their sites in a similar manner to surrounding historic buildings in the area. This includes building orientation and established setbacks.

##### **Preserve historic street patterns.**

Most historic areas of Salt Lake City developed in traditional grid patterns. New construction within historic districts should not interfere with historic street patterns.

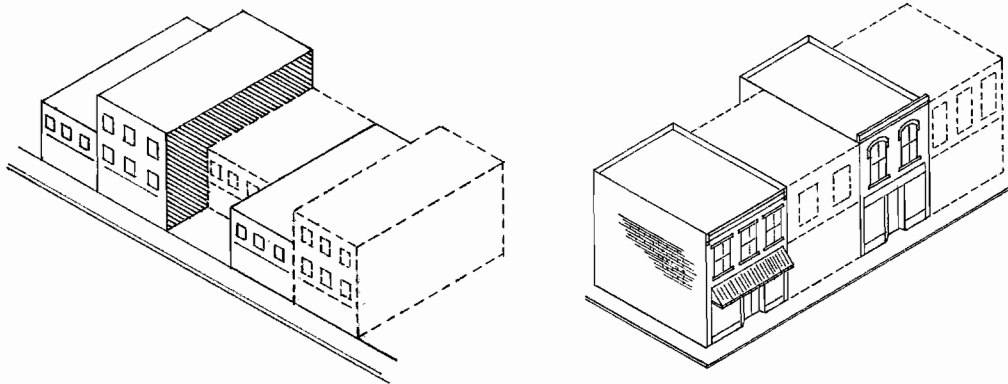
#### ***Building Orientation***

##### **New construction should be oriented toward the major street.**

Traditionally primary entrances are oriented to the street, which encourages pedestrian traffic. Orient new buildings toward the street to be consistent with the character of the streetscape.

##### **Set back of new buildings should be in line with existing buildings.**

Maintain the traditional lines that have been established along the street to create an even flow of buildings.



*On the left, inappropriate new construction. On the right is shown appropriate new construction with uniform setback to create a continuous wall of facades.*

## ***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

### ***Street Lighting***

**Street lighting should be simple in design and unobtrusive.** Lighting should not visually dominate the site or detract from the architectural character of surrounding buildings

**Street light design should be compatible with the surrounding streetscape.**

**Replicas of historic street lamp designs are not allowed.** Replicas invoke a false sense of history and should be avoided. Contemporary designs based on traditional styles may be approved.



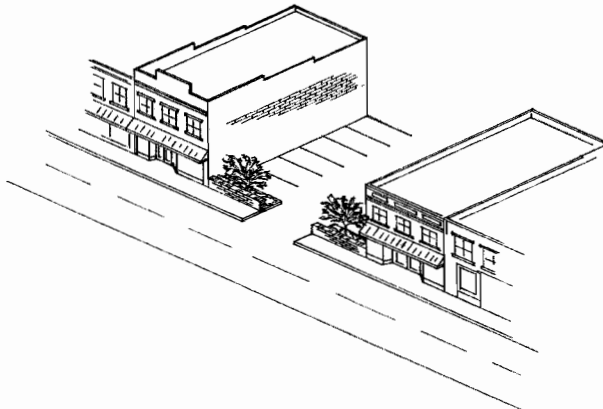
*Above is an example of an appropriate exterior pole light (1136 3rd Avenue North).*

### ***Surface Parking in Residential Districts***

**Protect historic buildings and structures when planning and constructing parking lots.**

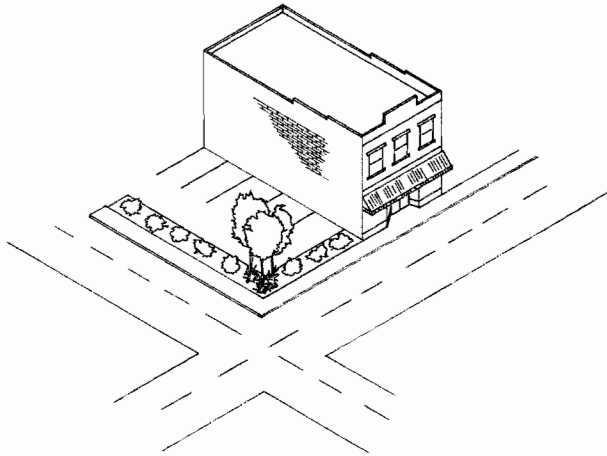
**Place parking areas where they are least visually obtrusive.** The rear of buildings is the best choice for parking areas if feasible.

**Screen new parking areas with landscape materials.** New parking areas should be screened through the use of landscape materials such as shrubs, brick walls, or trees. These landscape materials should have the same setback and location as the front walls of adjacent buildings. Large parking areas should be divided with plantings.



*Parking lots should be screened with landscaping aligned with adjacent buildings.*

**STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...**



*Corners lots in commercial areas should be screened on all sides.*

*Additional landscaping would help to screen this parking lot in the Avenues Historic District.*



*Older shade trees should be incorporated in the screening of new parking lots.*



***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

*Parking Garages in Commercial Districts*

**Parking Garages Shall Be Designed to Be Compatible With Adjacent Historic Buildings**

New parking garages should be designed to be compatible with adjacent historic buildings in materials, fenestration, massing, scale and detailing.

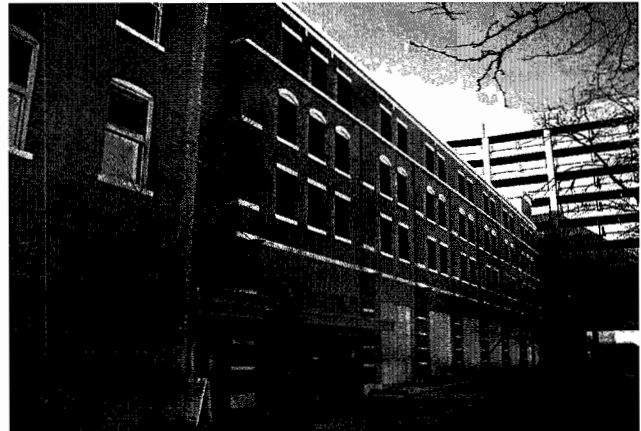
**Parking Garages Should Maintain the Pedestrian Streetscape**

Where parking structures abut streets, retail or other uses along the ground level are strongly encouraged to maintain pedestrian interest and activity.

**Parking Decks Should Be Screened**

Building materials and design should effectively and attractively obscure the view to the interior of all parking decks. Garages shall be designed such that the sloping circulation bays are internal to the building and not expressed in the exterior treatment of the building.

*Multi-story parking lots in the downtown area should be sited at interior areas of the block and the design should screen vehicles as much as possible such as this garage in the 100 block of South State Street.*



*If built directly on the street, new parking garages should be designed to compliment adjacent historic buildings in materials, fenestration and overall design..*



***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

**BUILDING SCALE STANDARDS**

***Mass and Scale***

**New buildings should be compatible with adjacent buildings in terms of scale and proportion.**

Replicating the existing pattern established along the block will provide visual continuity and uniform scale.

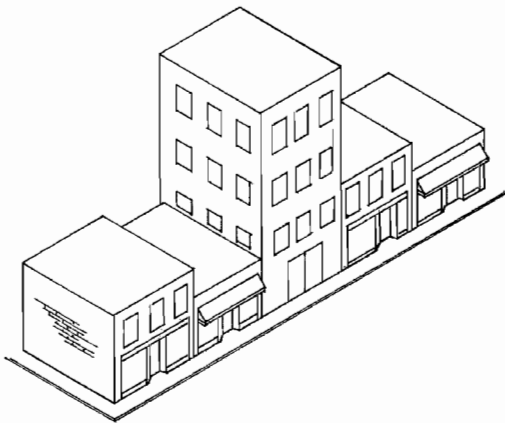
**New buildings should not be dramatically larger than historic buildings so as to overwhelm the streetscape.**

While new buildings may be larger than historic ones, they should not compromise the visual continuity of the street. New buildings of a larger mass may be subdivided into smaller visual modules that are similar in size to historic structures in the area.

***Height***

**The height of new buildings should be compatible with that of adjacent historic buildings.**

There is a wide diversity of building heights in Salt Lake City. New construction should be compatible in height with the block and general surroundings on which it is sited.



*New buildings that are not compatible in height to surrounding historic buildings, such as that shown in the image at left, disrupt the sense of visual continuity along the street, and thus compromise the character of the streetscape.*

***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

***Width***

**New buildings should be designed to appear similar in width to surrounding historic buildings.**

If new construction is filling a large footprint that is wider than traditional buildings along the block, the new construction should be divided into visually separate sections that give the appearance of traditional building widths. This can be accomplished with vertical divisions with the building design.



*Large new buildings should be designed with vertical divisions to be consistent with traditional historic building widths.*

***Solid to Void Ratio***

**Window size and proportion of openings should be consistent with adjacent historic buildings.**

New buildings should have similar amounts of wall space and openings for windows and doors as neighboring historic buildings. Rhythm, size, and spacing of window and door openings should be in patterns similar to surrounding historic buildings.

**STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...**

**BUILDING FORM**

**New buildings should possess forms that are similar to those of existing historic buildings along the block on which it is sited.**

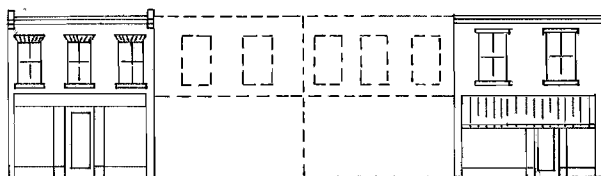
Typically, commercial buildings in Salt Lake City have been constructed in simple rectangular forms of varying heights.

**The roof form of new commercial buildings should match those of adjacent historic buildings.**

Flat roofs are most common for commercial buildings in Salt Lake City, but new construction should have roof forms consistent with surrounding buildings on the block.

**New buildings should maintain the traditional separation between storefronts and upper facades.**

Typically, ground floor storefronts are visually separated from upper floors through design patterns and window placement. This separation should be replicated in new construction, and the separation should be in alignment with adjacent buildings.



*Appropriate alignment: The top sketch at left illustrates new construction that maintains traditional storefront and upper façade alignment. The bottom sketch illustrates inappropriate alignment.*



**STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...**

***Rhythm and Spacing***

**Proportions of window and door openings should be similar to those of surrounding historic buildings.**

Similarity in rhythm and spacing of window and door openings strongly contributes to the visual appearance and character of a district. This includes the pattern of display windows along storefronts as well as upper level windows. It is important that new construction maintain a pattern similar to that already established in the district.



*New construction should be consistent with storefront and window size and spacing.*

**BUILDING DETAILS**

***Materials***

**Use of traditional building materials that are compatible with adjacent buildings is preferred.**

Common building materials such as wood help to provide a sense of visual continuity and flow to the street.

**New materials that are similar in character to traditional materials may be acceptable with appropriate detailing.**

Alternative materials may be approved if they appear similar in scale, proportion, texture and finish to materials used historically. Also, alternative materials must have a proven durability in Salt Lake City's climate. Metal products are allowed for soffits and eaves only.

## ***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

### ***Architectural Character***

**Building components of new construction should be similar in size and shape to those found historically along the street.**

Components such as windows, doors, bulkheads, and display windows of newly constructed commercial buildings should be comparable in size and shape to those of historic buildings in the area in order to maintain visual continuity in the district.

**The scale of decorative elements should be similar to that of surrounding historic examples.**

These include ornamental elements such as cornices, moldings, or other decorative elements.

**New buildings should be contemporary but compatible in design to historic buildings.**

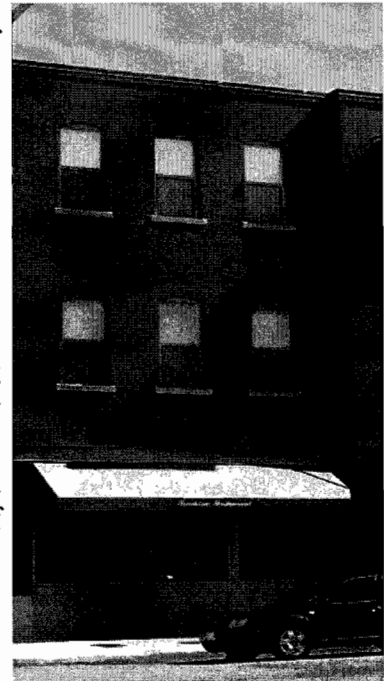
It is important to be able to distinguish new buildings from historic ones. New construction design should not seek to replicate historic styles nor should it contrast dramatically with the existing historic architectural context. New buildings need to be visually compatible with neighboring historic buildings, yet be representative of their own time. Visual compatibility is achieved through similarities in mass, scale, materials, and established patterns of features such as windows, doors, and storefronts.

**Contemporary interpretations of traditional details are encouraged.**

For example, contemporary designs for window moldings and door surrounds can provide visual interest and convey that the construction is new.

**The imitation of historic styles is discouraged.**

Replication of historic styles makes it difficult to distinguish old and new buildings, and thus interpret the evolution of architecture within the district. Contemporary interpretations of historic styles may be considered if they are subtly distinguishable as new.



*New construction such as illustrated above should have windows and storefronts in keeping with traditional designs and detailing.*

***STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...***

***Windows***

**Windows with vertical emphasis are encouraged.**

Traditionally upper story windows in Salt Lake City's historic commercial buildings are rectangular in form with a vertical emphasis. Transoms, both rectangular and arched forms, are also common.

**Storefront display windows should reflect historical examples in size, scale, and proportion.**

Display windows are important character-defining features of commercial buildings, and similarity in scale will promote visual continuity of the streetscape.

**Windows shall be simple in shape.**

Odd window shapes such as octagons, circles, diamonds, etc. are discouraged.

***Entries***

**Entries should be similar to surrounding historic examples in size, shape, and placement.**

Salt Lake City's historic commercial buildings have a wide variety of entrances, including recessed entries, central and corner examples, and both single and paired (double) doors. Similarity in entrances of new designs will promote a sense of scale and rhythm along the street.

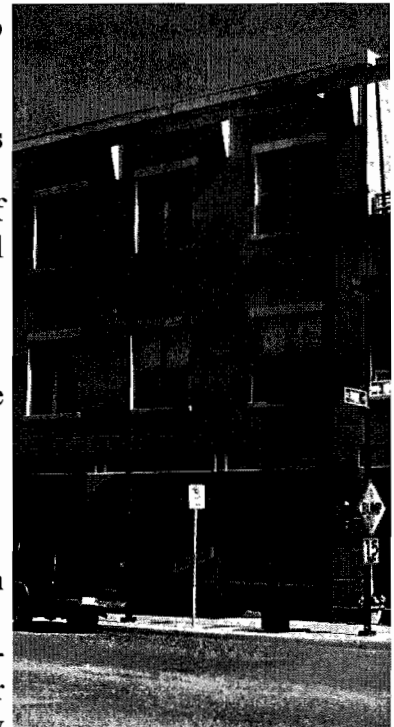
***Awnings and Canopies***

**Awnings and canopies should be of traditional materials.**

Cloth, canvas, or metal awnings or canopies are best for Salt Lake City's commercial buildings. Vinyl or other synthetic materials are not allowed.

**Awnings should fit the opening(s) to which they are attached.**

Use rectangular awnings for rectangular openings, and curved awnings for arched openings.



*New construction should be designed with appropriately sized windows, storefronts and awnings as shown above.*

**STANDARDS FOR NEW COMMERCIAL CONSTRUCTION, continued...**

***Lighting***

**Exterior lighting should be subtle and unobtrusive.**

Light fixtures should be unobtrusive in design, materials, and placement.

**Lighting should be compatible with the building and the streetscape and not be visually dominant or intrusive.**

Light design should compliment the new building's style and not detract from the surrounding historic setting. Lighting should be a subtle addition to the property and not dominate the overall site or intrude on adjacent properties.

**Light fixtures should not suggest a false sense of history.**

Contemporary interpretations of historic light fixture designs are appropriate, but fixtures should not be direct replicas of earlier architectural periods.



## ***STREETSCAPE ELEMENTS***

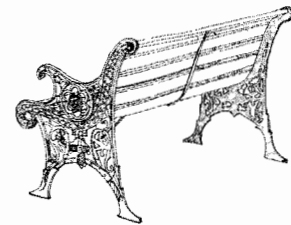
### **Policy:**

Streetscape elements include lighting, planter boxes, street furniture, and sidewalks. Enhancement of the streetscape through the addition of these elements is encouraged.

### **Background**

Salt Lake City has invested in streetscape improvements in the commercial areas and should continue to enhance through streetscape elements such as benches and planters. Major streetscape improvements considered in the future should be consistent with the historic character of the area and follow traditional designs.

For additional information on streetscape elements, please refer to *Design Guidelines for Residential Historic Districts in Salt Lake City*.



*The addition of streetscape elements such as benches is encouraged.*

## ***STANDARDS FOR STREETSCAPE ELEMENTS***

### **Commercial areas should be enhanced through streetscape elements.**

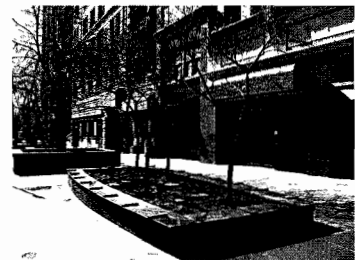
Elements such as benches and planters make commercial areas more attractive and enjoyable.

### **Major streetscape improvements considered in the future should be consistent with the historic character of the commercial area.**

Streetscape element designs should be compatible in design and appearance with the surrounding streetscape and built environment.

### **Landscaping should not damage historic buildings or conceal historic elements.**

**Outdoor furniture should be of uniform appearance and historically appropriate materials, such as wrought iron, and not impede pedestrian flow.**



*Investments such as this streetscape planter on the 200 block of South Main Street enhance commercial areas and are encouraged.*

## **MECHANICAL EQUIPMENT and SERVICE UTILITIES**

### **Policy:**

Mechanical equipment and service utility devices should be sited where they are not readily visible. They should be placed in inconspicuous areas and be as unobtrusive as possible and screened with landscaping or fencing. If affixed to a building, devices should be installed to avoid damaging the property. Conduits should be painted to blend with the color of the building.

### **Background**

Modern developments in communication and energy have resulted in the increase use of devices such as satellite dishes and solar panels. Commercial buildings also require trash and recycling storage areas and other equipment. These elements can be effectively integrated into historic properties without detracting from their historic character as long as property owners are conscientious about their placement and installment.

Mechanical systems, utility boxes, trash receptacles, and other service elements should be placed in inconspicuous areas where they are not readily visible from the street. Satellite dishes, solar panels, and other communication or energy devices should be located as unobtrusively as possible. Rear wall or rear roof slopes are the best locations for these devices.



*Heating and cooling units should be located at rear elevations such as shown here or on rooftop areas not visible from the street.*



*This HVAC system at 271 Center Street is situated in an inconspicuous area on the rear elevation.*

## ***DESIGN STANDARDS FOR MECHANICAL EQUIPMENT***

### ***Satellite Dishes***

**Satellite dishes should be placed in inconspicuous areas where they are not readily visible from the street.**

They should be located on the rear elevation or rear roof slopes. They should not be mounted on primary elevations of a building.

**Satellite dishes that are small in size are more appropriate than larger ones**

### ***Solar Devices and Systems***

**Solar devices and systems should be located where they are least visible and obtrusive and cause the least impact to the integrity of the historic building.**

Rooftops, rear lots or rear accessory buildings that are not readily visible from public right-of-ways (except alleys), if available, are the preferred locations for solar devices. Side lots in a location that is not readily visible from the primary street are also options.

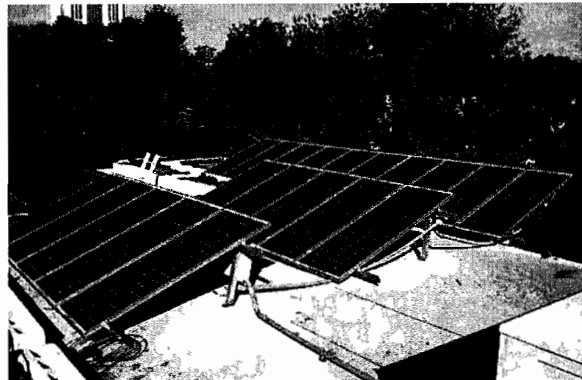
**Solar panels installed on historic buildings should be located where they are the least visible from the street.**

Rear elevations or rear roof slopes are the best location for solar devices mounted on historic buildings. Solar panels should not be mounted on the main facade of a building.

**Solar panels that are attached to a buildings should be flush with the roofline.**

If not attached to the building, solar panels should be located in side or rear yards. Exposed hardware, frames, and piping should have a non-reflective finish.

*Solar panels may be installed at rooftop locations as long as they are not readily visible from the street.*



***DESIGN STANDARDS FOR MECHANICAL EQUIPMENT, continued...***

***Utilities***

**Ground-mounted mechanical systems should be located behind or on top of buildings.**

If on the ground, they should be screened from view using fencing or plants. If on top of buildings, they should be set back or behind a parapet, not visible from the street.

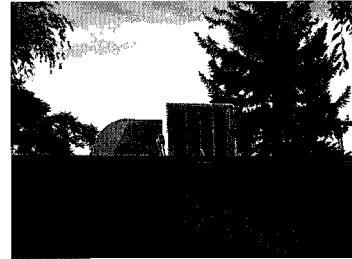
**Window mechanical systems should be located on the side or rear elevations; their visibility should be as minimal as possible.**

**Meters, conduits, and other equipment should be located on rear elevations.**

***Trash and Recycling Storage Areas***

**Place garbage containers behind buildings and screen them from view.**

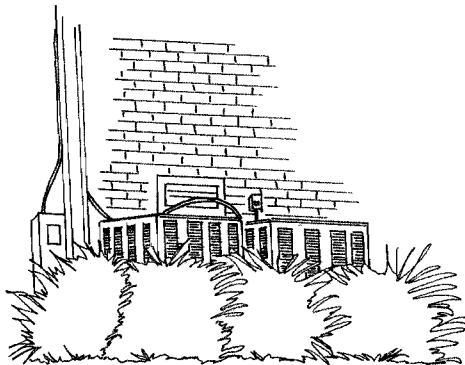
Dumpsters and other garbage containers can be concealed with fencing or plants.



*This roof mechanical system at 442 North 300 Street is set back so that it is not readily visible from the street.*



*Meters at 39 North I Street are correctly placed on a non-primary elevation.*



*Conceal mechanical systems with landscaping.*