



# Memorandum

**Planning Division  
Community & Economic Development Department**

To: Historic Landmark Commission

From: Maryann Pickering

Date: November 3, 2011

Re: Smith's Fuel Center Follow Up (PLNHLC2011-00417)

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## ***Background***

On October 6, 2011, the Historic Landmark Commission voted to continue PLNHLC2011-00417, a request for a Certificate of Appropriateness by Jeff Randall of Great Basin Engineering South for construction of a new Smith's fuel center located at approximately 479 South 600 East. The subject property is located in a CS (Community Shopping District) zoning district and the Central City Historic District.

At the last meeting, several questions were raised by the members of the Historic Landmark Commission regarding the design of the canopy. The Historic Landmark Commission decided to set up an architectural subcommittee to discuss potential design changes with the applicant.

## ***Staff Recommendation***

Based on the analysis and findings of the attached staff report, it is the Planning Staff's opinion that the project meets the applicable ordinance standards and recommends that the Commission approve this request.

If the Commission finds that the proposal does not meet the objectives of the ordinance standards, then staff recommends that the Commission deny the request, or approve it with modifications.

## ***Issues***

At the October 6 Historic Landmark Commission meeting, concerns were raised that the proposed design of the fuel center was an attempt to recreate history and that the design of the canopy or the materials may not be appropriate. There was also discussion regarding the size and mass of the canopy and some members questioned if it needed to be that large.

In addition, there was discussion between some of the commissioners if the canopy and kiosk building should be oriented at an angle on the site or if it should be rotated to be parallel to one of the two streets. In the end, it was determined that the applicant should bring different layouts to the architectural subcommittee meeting to show what options and circulation patterns had been considered in the past.

## ***Historic Landmark Commission Architectural Subcommittee***

The subcommittee met on October 17 with the applicant and staff to discuss a revised design. Also in attendance at the subcommittee meeting were two members of the Planning Commission. Staff felt that it was appropriate to ask them to attend so they could hear the discussion that took place since the item needs approval from the Planning Commission in addition to the Historic Landmark Commission.

At the meeting, representatives from Smith's showed some of the prior site configurations that had been looked at including placing the canopy and kiosk building parallel to the street. The applicant also showed a configuration of having one way circulation on the site. The subcommittee recognized the positives and negatives of each design and on the end agreed that the current configuration was the best option.

The design and size of the canopy was also discussed by the subcommittee. Several different ideas were discussed, but no set design was agreed to at the meeting. Instead, the subcommittee offered suggestions for a redesigned canopy and allowed the applicant to propose something based on those suggestions. Some of the suggestions made by the subcommittee included:

- breaking up the canopy into different sections,
- stepping the canopy up from the southwest corner of the site,
- streamlining the fascia of the canopy to make it more streamlined, and
- use the recycled brick material on the building, but making the building look more modern.

## ***October 26, 2011 Planning Commission Meeting***

At their meeting on October 26, 2011, the Planning Commission voted 3-2 to approve the Planned Development request for the proposed fuel center, subject to obtaining approval from the Historic Landmark Commission. The Planning Commission suggested that the wall at the hard corner is reduced in height, but did not add that as a condition.

Because of the redesign of the canopy, the setback modification requested was less than originally proposed. Previously the canopy was proposed to be two feet back from the property line and it is now approximately 15 feet from the property line. In addition, the canopy has been broken up into two sections and is stepped back from the hard corner of the site. The area at the intersection has also been designed as a pedestrian/bicyclist plaza. Within this plaza area is a bench along with an air pump for bicycles and a set of bicycle tools that can be used by the public.

## ***Attachments***

- A. Revised Elevations/Renderings
- B. Excerpt of Draft Minutes of the October 6, 2011 Historic Landmark Commission meeting
- C. October 6, 2011 PLNHLC2011-00417 Staff Report (without attachments)

**Attachment A**  
Revised Elevations/Renderings

# Smith's Fueling Center

SALT LAKE CITY, UT #S094



SITE PLAN: 1" = 20'



VIEW FROM OPPOSITE CORNER



VIEW SOUTH 600 EAST STREET



VIEW FROM 500 SOUTH STREET

**Attachment B**

Excerpt of Draft Minutes of the October 6, 2011 Historic Landmark Commission meeting

**EXCERPT OF  
SALT LAKE CITY  
HISTORIC LANDMARK COMMISSION**

**Minutes of the Meeting  
Room 326, 451 South State Street  
October 6, 2011**

*This document along with the digital recording constitute the official minutes of the Historic Landmark Commission regular session meeting held on October 6, 2011.*

*Historic Landmark Commission Meetings are televised on SLCTV 17. Archived video of this meeting can be found at the following link under, "Historic Landmark Commission and RDA": [http://www.slctv.com/vid\\_demand.htm](http://www.slctv.com/vid_demand.htm),*

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**PLNHLC2011-00417 Smith's #94 Fuel Center – A request by Jeff Randall of Great Basin Engineering South for construction of a new Smith's fuel center located at approximately 479 South 600 East.**

Ms. Maryann Pickering, Principal Planner, reviewed the application as presented in the Staff Report. She explained the proposal needed a Certificate of Appropriateness because it was new construction in a historic district. She reviewed the plans, purpose of the layout and operation of the site as stated in the Staff Report. Ms. Pickering stated a Community Council meeting and an Open House had been held regarding the petition. She stated two emails had been received and passed on to the Commission, opposing the project. She stated a hearing with the Planning Commission was also required due to the requirement of a planning development permit. Ms. Pickering reviewed the three standards that had not been met for the planning development permit which were setbacks on the corner, the fifteen foot landscaping setback and the awning encroachment. She explained the standards could be modified by the Planning Commission. Ms. Pickering stated it was Staff's recommendation to forward the petition to the Planning Commission with a favorable vote.

Commissioner Hart asked about the location of the pedestrian walkways on the site.

Ms. Pickering reviewed the path at the corner of the lot.

Commissioner Hart asked if the one car stall on the north east corner was all that was required.

Ms. Pickering stated yes, it was the required one stall.

Commissioner Hart stated Commissioner Funk had expressed some concern over only having the one stall, but it looked like there was plenty of parking and the Applicant was just not planning to paint the lines.

Ms. Pickering stated that was correct and in the Zoning Ordinance parking was not required for gasoline stations unless there was a convenience store.

Commissioner Funk asked about the entrance to the restroom from the public right of way.

Ms. Pickering explained the restroom had a screen wall that blocked it from the sidewalk.

Commissioner James asked how a standard was applied to something that was not fundamentally a building.

Ms. Pickering stated it was difficult because it was not a typical building. She explained the way service stations had evolved over the years and why it was determined that putting it on an angle was the best way to meet the standards and needs on the property.

Commissioner James stated it seemed like the angle was directly counter to the standard because the standard stated buildings should have the same side orientation.

Ms. Pickering stated yes that was the standard but what was proposed was the best design in order to make the circulation on site work, because if it were straight with the sidewalk it would be difficult for fuel trucks to enter, unload the fuel safely and exit the property.

Commissioner Davis asked if other service stations on the block had a difficulty with delivery trucks. He stated he was trying to understand the layout of the site and wondered if there was an outcome the Applicant was looking for that would not occur otherwise.

Ms. Pickering stated the Applicant had been working on the project for several years and in previous meetings with the City there was discussion about putting the building back further to allow for setbacks but the current plan was the best way to accommodate internal circulation.

Ms. Lesa Bridge, Director of Real-estate for Smith's, reviewed the layout and reasons for the present configuration. She explained it was for the best use of the property and to get the best financial results. Ms. Bridge explained Smith's did not own the property where the Smith's Marketplace store was located. She explained it was owned by another entity and therefore it was not available for Smith's to have a fuel center on the property.

Ms. Nikki Anderson, Great Basin Engineering, explained the reason for the layout was mainly for truck circulation and trying to make sure activities on the site were safe. She presented samples of the materials that would be used on the building and drawings of the layout of the facility.

Commissioner James asked if any consideration had been given to alternative fuel being sold at the location in the future. He said it would be in the City's best interest when looking at fuel centers to look at more than just diesel and gasoline.

Ms. Bridge explained Smith's intentions was to have those type of fuels available but it would require a contract with Questar Gas, who did not have the budget for a station at the proposed location.

Chairperson Oliver stated there had been public comment regarding why the proposed location was chosen over other possible locations.

Ms. Bridge explained Smith's did not own the property where the food center was located and had looked at the opportunity to locate a fuel center on site but there was not space to do so. She explained the property owner did not want the fuel center on site because it would take up parking. Ms. Bridge explained Kroger would like to see a fuel station at every store regardless if it was within a short distance from others to keep the one stop shopping experience.

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Chairperson Oliver opened the Public Hearing.

Ms. Cindy Cromer, resident, stated she was delighted to hear Smith's was making a commitment to negotiate a charging station on the site of the Smith's Marketplace and to engineer the canopy to allow the placement of solar energy collectors in the future. She explained Smith's had done similar things in other locations as well and she felt it was a move in the right direction. Ms. Cromer stated she did not see how the Commission could guarantee this would happen and that they didn't have the authority to make it a condition of approval.

Mr. Spencer Vriens, Ensign Wholesale Floral and Modern Display, stated the sidewalk on the corner not being accessible to pedestrian traffic was a concern. He said he felt this was a flaw in the area and explained the public transportation routes along the street would lead people to walk that section of sidewalk, but if a sidewalk along the fuel center was not available people would have to cross the street and then cross back to get to Trolley Square which was not good for pedestrian traffic flow. Mr. Vriens stated there were other gas stations on the block and he didn't understand why another gas station was needed. He stated the companies he was representing opposed the gas station but if it were approved he would recommend the reconfiguration of the sidewalk along the area to allow direct access to Trolley Square.

Chairperson Oliver stated Mr. Joel Paterson, Planning Manager, pointed out that the sidewalk did run all the way through along the street frontage of the proposed gas station.

Mr. Vriens stated he felt the gas station accommodated cars in the area and not pedestrians. He reiterated there are other gas stations in the area, another one was not needed.

Chairperson Oliver closed the Public Hearing

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Commissioner Funk stated she was concerned about the way the facility was proposed to be built and it did not meet the setback or landscaping standards. She said it was in a historic district and the gas station should fit with the rest of the block. Commissioner Funk stated she agreed with Commissioner James regarding the alignment of the station being parallel to the street and not on an angle. She said if it did not work for the Applicant to make the change then the Commission did not necessarily need to accommodate it if it didn't fit in with the neighborhood. Commissioner Funk said the canopy also reached almost to the street and she felt it was undesirable for a pedestrian walkway.

Commissioner James stated the petition showed a specific reference to try to fit in. He said he felt the addition of the wall along the right-of-way made a direct reference to Trolley Square with the



use of brick and metal diagonal lines along the posts. He stated that the design was awkward at best, in terms of how it works architecturally. Commissioner James said it was a challenge because it was not a real building and was not addressed in the standards. He stated that applying the standards fundamentally would be a challenge and fairly compromising. Commissioner James reviewed the architectural aspects of the project and asked if the canopy could be oriented in combination with the wall to reinforce the existing pattern.

Ms. Bridge asked for clarification regarding what was meant by reinforcing the existing pattern.

Commissioner James stated it was the buildings relationship to the street. He said the proposed building was fundamentally a non-building, trying to be built based on truck transportation and as a result created awkward conditions. He said constructing the fuel center with the small kiosk located diagonally at the corner and wrapped by a stone wall, had no relationship with the existing neighborhood. Commissioner James read the standards required for the building and stated none of them were being met.

Chairperson Oliver stated she agreed and felt it could be an interesting building. She suggested instead of referencing the domestic part of Trolley Square the canopy could reference the engineering aspect. Chairperson Oliver gave examples of how the canopy could be more of a factory looking canopy or another theme other than the domestic architecture. She stated the orientation was not a problem in her opinion. She said she liked the way the solid building mass was placed at the corner and therefore, anchored the corner. Chairperson Oliver said if the building was placed any other way the corner orientation would be lost. She said her issues with the design were the use of the weathered brick, the attempt to make it look like a un-gas station when it was a gas station and it was an engineering facility rather than a house or a apartment building.

Commissioner James questioned if the landscape contributed to the issues. He explained many urban gas stations had hardscape corners. He said with the landscaping it made it seem as though the gas station was not on a busy intersection.

Ms. Bridge stated they were not married to the design of the building and would be willing to work with the Commission to make any needed adjustments.

Commissioner Davis stated there are other gas stations in the area and asked if it was appropriate to add another one.

Commissioner James stated that was part of the question he had as well as how it worked in the context of the historic district.

Commissioner Davis stated it was interesting how the block worked in the historic district. It was his opinion that it was another building and it matched what was all ready in place.

Commissioner James stated it was not whether or not it was a new or old building, it was the point that there are places people feel comfortable circulating through on foot and places they don't. He said, on a significant corner it was important to keep the character of the district, make sure plans supported the area and do not erode it.

Chairperson Oliver stated it was important to keep in mind that the Commission could not change the use.

Commissioner James stated he knew it was irrelevant and a separate subject but how was it relevant to apply the traditional historic preservation standard to something that was not of historic value.

Chairperson Oliver stated she thought anything could be designed within the historic preservation standards. She said a project could focus on the idea that the building should be a product of its own time. Chairperson Oliver said it was not a brick house or Trolley Square it was a modern gas station.

Commissioner James stated it was in contest that it should be sensitive.

Chairperson Oliver stated yes but context was not using brick to make the building fit in, it was that the mass and scale should be as sensitive as possible. She said the canopy could be diminished to make it exciting and fit in better.

Commissioner James stated with the rotated setback the landscaping intuitively felt like the wrong response.

Chairperson Oliver said another thing to keep in mind, as far as the landscaping, was that 600 East was somewhat of a park street so there was some general softening.

Commissioner Harding stated she agreed that the canopy was the major issue and wondered if it would be something good for an Architectural Subcommittee to address.

Commissioner Funk asked why the landscape requirements in the front were being ignored, to make the gas station work. She said she felt the fifteen foot setback on the corner was a critical issue.

Mr. Paterson stated the Applicant was trying to address the other buildings on the block, all of which come out to the side walk. He explained the Applicant was trying to respond to other development in the area, particularly this block, by providing a presence along the property line and to anchor the corner with a building instead of pushing the structures back away from the property line.

Commissioner Funk stated because the development was so different from anything else on the block, she felt the landscape requirements were necessary.

Mr. Paterson stated the application was subject to the planned development process and the landscaping modification would be one of the requests the Planning Commission would consider.

Commissioner Davis asked how the Commission felt about the facility putting its back to the corner where urban design logic would say to face the corner.

Chairperson Oliver stated she was fine with it because of what as she said before that the solid mass was on the corner where it should be. She said if the little kiosk was on the back side of the

lot there would be an open pavilion and, in a sense, another empty corner. She gave the examples of the parking garage on the Southeast corner and the parking lot on the Northwest corner and stated changing the building location would cause a vacant intersection with no buildings. Chairperson Oliver said it may not be much of a building but she was in favor of it.

Commissioner Davis stated the observation of trying to apply the standards to a structure that the standards were never intended to apply to was interesting. He asked would it disqualify the structure or should the standards be applied to something that they weren't designed for.

Commissioner Davis stated the role of the Commission was to apply the standards and if the building functionally couldn't meet the standard the project would not be approved.

Chairperson Oliver stated it would be more appropriately addressed under commercial design guidelines. She asked if gas stations were address in the up and coming design guidelines.

Mr. Paterson stated the new guidelines did not specifically address gas stations.

Chairperson Oliver stated it may be something to add due to issues such as the one being discussed, that was why the process for the guidelines started.

Mr. Paterson stated that even if the commercial guidelines were adopted and contained such information, the Commission would have to make a decision based on the standards in the Zoning Ordinance. Mr. Paterson said the project was subject to the new construction standards and any new construction of a principal use on the site would be subject to those standards regardless of the type of business.

Commissioner Davis stated the question was very good but was just a little awkward.

Commissioner James stated he didn't think the proposed design met any of the standards. He stated that it is not the role of the Commission to make exceptions but to actually interpret the standards. Commissioner James stated again that he did not think the proposed structure could be classified as a building.

Commissioner Davis stated if it was not a building then it did not have hope of ever being approved because every standard referenced a building.

Commissioner James stated that that was the dilemma; the standards didn't apply and the Commission shouldn't make an exception or ignore the standards because the project didn't fit in them.

Commissioner Bevins stated by definition a gas station was allowed in under the Zoning Ordinance. He asked what kind of gas station could be there under the standards.

Commissioner James stated one that met the standards.

Commissioner Bevins asked if there was one that would.

Commissioner Funk stated yes, one with a building.

Commissioner James stated it would have to be innovating, a new gas station prototype.

Commissioner Bevin asked what if it was not called a gas station but a fueling center.

Commissioner James stated fueling stations are evolving to be non-convenient stores so maybe there was a different model.

Ms. Coffey read the language in the ordinance regarding structures and buildings. She said it was the Commission's purview to determine whether the proposal met the standards in the ordinance. Ms. Coffey stated it had been said that there are no guidelines yet, but if the project was found to meet the ordinance standards a decision based on those standards could be made whether it was all the standards of just some of them. She stated it was not a question of not taking action, the action could be to approve, approve with conditions, deny or table it and ask the applicant to make changes addressing certain issues but a decision can be made.

Commissioner Harding said that brought her back to having an Architectural Subcommittee because it sounded to her that a lot of problems were with the angle of the fuel station and how close it was to the sidewalk. She said the applicant had stated they were not married to the particular design, so perhaps it would be helpful to meet with them and to consider other acceptable designs.

Commissioner James stated he agreed with having a subcommittee meeting as well as with Chairperson Oliver about the design because part of the design guideline was to make the gas station a product of its own time and making it look like Trolley Square seemed to be the wrong direction.

Commissioner Funk stated most of Trolley Square was from this time era.

Commissioner James stated something very unique and interesting could be done with the project.

Commissioner Hart said the question was whether it was the Commission's job to do something unique and interesting or was it the Commission's job to try and evaluate the project and see if it met the criteria.

Chairperson Oliver stated before the Applicant was asked if they were willing to work with the Commission on a redesign, the Commission needed to decide if an Architectural Subcommittee would be a useful thing.

Commissioner James stated he thought it would be useful because with Staff involved, it would help the Commission understand the path the project had all ready traveled and the important outcomes. He said he also knew that it was probably hard for someone to anticipate what the feedback would be; a subcommittee would allow for feedback in real time, and therefore, it would be useful.

Chairperson Oliver asked who would like to be on the Architectural Subcommittee.

Commissioner Hart stated she felt a subcommittee was not necessary.

Chairperson Oliver invited the Applicant forward and asked if they were willing to entertain such a notion. She said the debate was how to make the design coincide best with the design guidelines and be a product of its own time. She asked the Applicant if they would be willing to participate.

Ms. Bridge stated they were willing to work with the Commission. She explained that Smith's has a contract to purchase the site that includes a timeline for project approval that she was concerned about.

Chairperson Oliver stated normally the Subcommittee would meet within the next several weeks and the project would then be addressed at the November 3<sup>rd</sup> meeting.

Ms. Bridge stated they were willing to work with the Commission.

Ms. Anderson stated they would bring in the different site plans for the fuel center that may help with making a decision.

Chairperson Oliver asked the Applicant to bring past history as well as any thoughts they had after hearing the Commission's discussion and concerns.

Ms. Bridge stated that Smith's developed the site plan using input from the City Staff.

Chairperson Oliver stated the Commission was aware of that and Staff would also come to the subcommittee meeting.

Ms. Anderson asked for clarification that there would be a work session and then it would come back to another Historic Landmark Commission meeting and then on to the Planning Commission.

Chairperson Oliver stated yes that was correct.

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Commissioner Funk asked if the Applicant was trying to put too much on a lot of this size. She said she understood the Applicant wanted to get the most out of the property but she wondered if it would be an improvement to decrease the size of the station.

Commissioner Davis stated that was something that could be addressed at the Architectural Subcommittee meeting. He said it would also be critical to have turning radius information for the supply trucks in order to help understand circulation needs, as well as any engineering and economic data.

#### **MOTION [7:11:28 PM](#)**

**Commissioner Harding stated in the case of PLNHLC2011-00417 she moved to table the matter until the November 3, 2011 Historic Landmark Commission meeting to allow the Commission to conduct an Architectural Subcommittee meeting. Commissioner Davis seconded the motion. Commissioners Harding, Davis Funk, Hart, James and Bevins voted Aye. The motion passed with a 6-0 vote. Chairperson, Anne Oliver did not vote.**

Ms. Coffey asked which Commissioner would make up the subcommittee.

Chairperson Oliver stated Commissioners James, Davis, Oliver and Bevins would make up the subcommittee and the meeting would need to be held in the next couple of weeks. She stated they would work with Ms. Pickering on a date and time for the meeting.

DRAFT

**Attachment C**

October 6, 2011 PLNHLC2011-00417 Staff Report (without attachments)

# HISTORIC LANDMARK COMMISSION STAFF REPORT



Planning and Zoning Division  
Department of Community and  
Economic Development

## Smith's #94 Fuel Center New Construction – PLNHLC2011-00417 479 South 600 East October 6, 2011

**Applicant:** Smith's Food and Drug Centers, represented by Jeff Randall

**Staff:** Maryann Pickering  
(801) 535-7660  
[maryann.pickering@slcgov.com](mailto:maryann.pickering@slcgov.com)

**Tax ID:** 16-06-434-009

**Current Zone:** CS  
(Community Shopping District)

**Master Plan Designation:**  
High Density Transit Oriented Development (50 or more dwelling units per acre)

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

**Lot Size:** Approximately 13,984 square feet

**Current Use:** Vacant

**Applicable Land Use Regulations:**

- 21.34.020(F)(2)(a)
- 21.34.020(H)

**Attachments:**

- A. Site Plan and Elevations
- B. Public Comments

### ***Request***

A request by Jeff Randall of Great Basin Engineering South for construction of a new Smith's fuel center located at approximately 479 South 600 East. The subject property is located in a CS (Community Shopping District) zoning district and the Central City Historic District.

### ***Staff Recommendation***

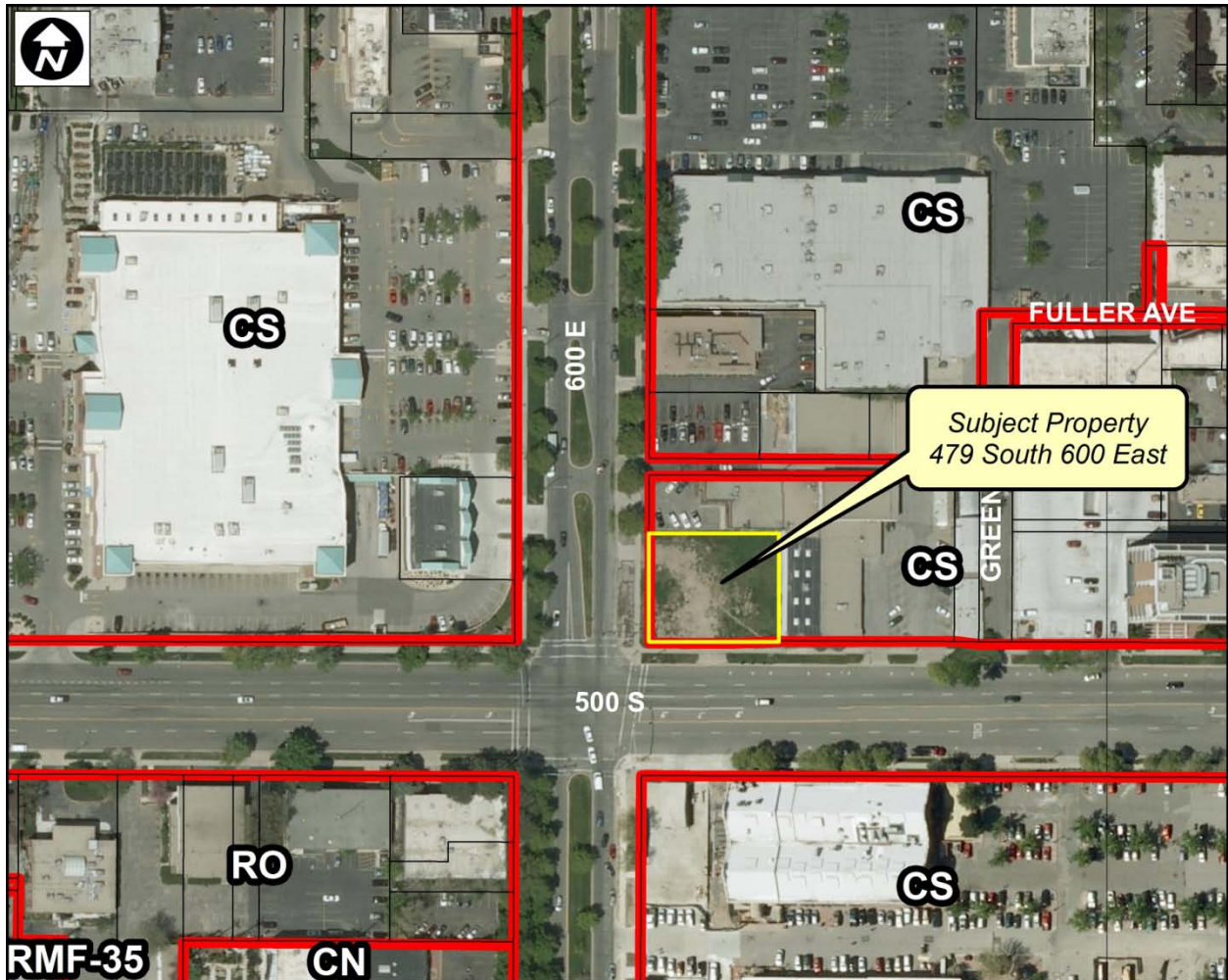
Based on the analysis and findings of this staff report, it is the Planning Staff's opinion that the project meets the applicable ordinance standards and recommends that the Commission approve this request subject to the following condition:

1. The applicant shall work with staff to develop and alternative to the proposed pylon sign. The revised sign shall be a monument sign and the final height of the sign shall be determined as part of the Planned Development application.

If the Commission finds that the proposal does not meet the objectives of the ordinance standards, then staff recommends that the Commission deny the request, or approve it with modifications.



## VICINITY MAP



### **Background**

#### **Project Description**

The applicant proposes to construct a new Smith's Fuel Center. The proposed fuel center will have a canopy that is 43 feet by 76 feet or 3,268 square feet. Under the canopy will be four multiproduct fuel dispensers with a total of eight fueling stations. There will also be a kiosk that is approximately 176 square feet in size and will accommodate one employee and one restroom. The attendant in the kiosk will be available during regular operating hours from 6 am to 10 pm. Customers who prepay with a credit or debit card will be able to access the fuel pumps 24 hours a day.

The building will be situated on the site so that the canopy is angled and the larger side of the canopy faces the two streets. The kiosk building and restroom will be located at the southwest corner of the site with the canopy located near the middle of the site. By placing the building

and canopy at an angle to the streets, it will allow for easier access by vehicles to the fuel pumps. There will be no hard turns required on the interior of the site.

The kiosk building will be finished with a brick veneer. The proposed veneer has a weathered look to it so it will look like brick that has been exposed to the elements for some time. The screen wall will have a similar brick veneer. Both the kiosk and the screen wall will be finished with a cast stone cap. The canopy top will be finished with stucco and the color will match the cast stone cap of the kiosk and screen wall. The columns supporting the canopy will be a metal lattice pattern that is painted a dark bronze. All decorative bollards and doors on the site will also be painted the dark bronze color to match the canopy support columns.

A majority of the landscaping proposed will be located in the public right of way. The site is somewhat unique as there is a large right of way on both the streets that abut the project. There is approximately 25 feet of right of way from the back of the curb to the property line. In addition, there is a park strip that is approximately eight feet wide between the detached sidewalk and the property line. The applicant is proposing to landscape this area with trees and shrubs.

Delivery of the fuel products will occur during non-peak traffic hours. There will be one parking stall provided onsite. Signs will consist of a canopy price sign as well as a freestanding price sign at the intersection of 500 South and 600 East. Lighting will be located under the canopy and will be recessed to avoid glare and light pollution.

## **Comments**

### **Public Comments**

Public comments were received at the Central City Community Council meeting on September 7, 2011. There was also one comment received at the Open House held on September 12, 2011. Those comments are all attached to this report as Attachment B and are summarized below:

#### Central City Community Council

- Several gas stations are already located within this area.
- Proposed lattice supports are not an accurate historic reference to the area.
- How to access to the site from the two streets and also from the Smith's across the street. Potential traffic pattern conflicts.
- Partial wall height (screen wall) may alienate pedestrians.
- City supports alternate forms of transportation and this would be located within a block of a TRAX station.
- Site should be landscaped.

#### Open House Meeting

- Consider installation of an alternative fuel charging station across the street at Smith's Marketplace.
- Canopy should be designed to hold the weight of solar panels so they can be installed on top in the future.

There have been no other comments received regarding the proposed project.

## Zoning Considerations

The subject property is located in the Central City Historic District. The base zoning of the property is CS (Community Shopping District), the purpose of which is

*“to provide an environment for vibrant, efficient and attractive shopping center development at a community level scale while promoting compatibility with adjacent neighborhoods through design standards. This district provides economic development opportunities through a mix of land uses, including retail sales and services, entertainment, office and residential. This district is appropriate in areas where supported master plans, along city and state arterial streets and where the mass and scale of development is compatible with adjacent land uses. Development is intended to be oriented towards the pedestrian while accommodating other transportation modes.”*

The development requirements for new construction of structures and their compliance with the zoning ordinance are listed below.

Requirement	Standard	Proposed	Met
Front and Corner Side Yards	30 feet	0 feet	No*
Interior Side Yard	15 feet	18 feet (to edge of canopy)	Yes
Rear Yard	30 feet	34 (to edge of canopy)	Yes
Buffer Yards	Lots abutting residential districts require a buffer.	The project does not abut any residential districts.	N/A
Landscape Yard Requirements	15 feet for front and corner side yards	0 feet on site, eight feet adjacent to the site in the public right of way.	No*
Maximum Height	45 feet	19 feet	Yes
Access Restrictions	One driveway per 150 feet of frontage on arterial or major collector streets.	Each frontage on an arterial or major collector street is less than 150 feet. One driveway is proposed per frontage.	Yes
Accessory Buildings and Structures	Awnings and canopies may extend up to 2½ feet into any required yard.	The canopy extends approximately two feet into a required yard.	No*

\* Can be modified as part of the Planned Development Review process by Planning Commission.

In addition to the above standards, the project will also need to go through the Planned Development Review process with the Planning Commission. The applicant has submitted for this review and it will be scheduled for a Planning Commission meeting in the future. The Planning Commission has the authority in 21A.55.030 to modify these standards.

Per Section 21A.34.020, the Historic Landmark Commission is required to review all applications for new construction for properties located within a designated historic district. Because this request is development on a vacant lot, it is considered to be new construction/ major alteration and therefore, cannot be approved administratively.

## ***Analysis and Findings***

The Historic Landmark Commission has the following options regarding this proposal:

- Approval: If the Commission finds that the proposed project meets the standards of the ordinance, the application should be approved provided the structure conforms to the requirements of the International Building Code and all other applicable City ordinances. This option would require the Commission to state alternative findings to support the motion to approve the fence.
- Denial: If the Commission finds that the proposed project does not meet the standards of the ordinance the application should be denied.
- Continuation: If the Commission finds that additional information is needed to make a decision, then a final decision may be postponed with specific direction to the applicant or Planning Staff regarding the additional information required for the Commission to take further action.

## **Standards of Review**

The standards of review for a certificate of appropriateness are set forth in Section 21A.34.020 of the Salt Lake City Zoning Ordinance. The standards are as follows:

**H. Standards for Certificate of Appropriateness Involving New Construction or Alteration Of A Noncontributing Structure.** In considering an application for a certificate of appropriateness involving new construction, or alteration of noncontributing structure, the Historic Landmark Commission, or Planning Director when the application involves the alteration of a noncontributing structure, shall determine whether the project substantially complies with all of the following standards that pertain to the application, is visually compatible with surrounding structures and streetscape as illustrated in any design standards adopted by the Historic Landmark Commission and City Council and is in the best interest of the City:

### **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.

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**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 ratio 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 those buildings seen traditionally.

**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 façade should be divided into subordinate plans 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.

**Analysis:** The proposed fuel center will be located along a block face where very few historic structures remain. Most of the development along 600 East between 400 and 500 South are not historically significant structures. The largest historic structure near the proposed fuel center is Trolley Square which is located across 500 South.

The applicant is proposing a new kiosk and canopy that is smaller in size and scale to other commercial properties in the area. The flat roof form of both the kiosk and canopy are compatible to other structures in the area. The design complements but does not replicate the historic character of the area except for the canopy support posts. Design of the posts is similar to the posts found throughout Trolley Square. Staff does not feel that this is an attempt to recreate history and is complimentary to the area.

In recent years, the form and function of fuel stations have evolved from a service orientation to strictly fuel supply and the building space needed is very minimal. Because of this change in the

nature of the business, it is not possible to be compatible with the width and height proportion of the principal façade.

**Finding:** The scale and form of the proposed fuel center is compatible with other commercial structures in the Central City Historic District. Staff finds that the proposed commercial structure will not be out of scale and form for the historic district.

## **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.

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#### **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.

**Analysis:** The proposed fuel center is compatible with other materials and forms in the surrounding commercial area. The materials of the canopy and kiosk are compatible with the area, but do not match exactly, which is appropriate. The brick veneer will have a weathered appearance to it so that it will appear to be an older material than it really is. The color of the capstones and the stucco will be complimentary to one another. The dark bronze color of the support columns and decorative bollards will give the fuel center a more antiquated look than other modern fuel centers.

As stated previously, the form and function of fuel stations in recent years has evolved from a service orientation to fuel supply only and the building space needed is very minimal. Therefore, the visual impact of the new fuel center will be minimal when compared to other commercial buildings in the vicinity.

**Finding:** The relationship of materials is visually compatible with the materials found in the neighborhood. The project meets the intent of this standard.

### **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.

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##### **12.1 Keep color schemes simple.**

Using one base color for the building is preferred. Muted colors are appropriate for the base color. Using only one or two accent colors is also encouraged, except where precedent exists for using more than two colors with some architectural styles. See also the discussion of specific architectural styles.

##### **12.2 Coordinating the entire building in one color scheme is usually more successful than working with a variety of palettes.**

Using one color scheme to establish a sense of overall composition for the building is strongly encouraged.

**12.10 Large parking areas, especially those for commercial and multifamily uses, shall not be visually obtrusive.**

Locate parking areas to the rear of the property, when physical conditions permit. An alley should serve as the primary access to parking, when physical conditions permit. Parking should not be located in the front yard, except in the driveway, if it exists.

**12.12 Screen parking areas from view of the street.**

Automobile headlight illumination from parking areas shall be screened from adjacent lots and the street. Fences, walls, and plantings, or a combination of these, should be used to screen parking.

**13.31 Minimize the visual impacts of automobiles as seen from the sidewalk by pedestrians.**

Provide landscaping buffer areas to screen and separate the sidewalk from parking and drive lanes within individual commercial sites.

**13.34 Shield all site lighting such that it does not spill over into residential portions of the historic district.**

**Analysis:** The proposal contains various design elements that work well in the relationship of the building to the two streets that border the project. The single parking stall for the project is located away from the streets so there will be no visual impact to having cars parked adjacent to the street. The applicant has also proposed a parking screen wall along the two streets to minimize the impact of headlights from vehicles on neighboring properties and vehicles traveling on the adjacent streets. Landscaping provided along the perimeter of the project within the public right of way will enhance the streetscape and pedestrian environment along both of streets. The applicant has also designed the canopy in such a way that light will not spill out from the project onto adjoining properties.

The proposed building is built at the property line, but as stated previously, there is a large right of way in this area so it does not appear that the building will be built along the property line. If the building was to comply with setbacks, it would be setback quite far from the street. The proposed design brings the building closer to the street and allows for a building that is compatible with other development along the same streets and in the area.

**Finding:** The proposed project complies with the intent of these standards.

**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 application has no subdivision issues.



## Signs

As part of the project, the applicant is proposing two signs to identify the fuel center and the price of fuel. Along 500 South, a 25 foot tall pylon price sign is proposed near the eastern edge of the driveway. This is the only freestanding sign proposed.

Along the face of the canopy, logo and price signs are proposed. The side of the canopy that faces northwest and is directed towards 600 East has three price signs proposed that display the current price of the fuel. On the canopies that face southeast and southwest, there are two Smith's logos proposed. No prices are proposed on these other elevations.

Standards for signs are included the *Design Guidelines for Residential Historic Districts in Salt Lake City* in the commercial standards section for Central City. It states as follows:

### **13.33 Minimize the visual impacts of signs.**

This is particularly important as seen from within the residential portion of the historic district. Smaller signs are preferred. Monument signs or low pole-mounted signs are appropriate.

**Analysis:** Staff concurs that the signs on the canopy have been minimized and are smaller in order to have less of an impact on the residential portions of the historic district. Staff would recommend that the pylon sign be changed to a monument sign.

In addition to the *Design Guidelines for Residential Historic Districts in Salt Lake City*, signs are addressed in the *Policy Document – Salt Lake City Historic Landmark Commission*. The policy is as follows:

“A sign is an integral part of a building façade in both design and function and should complement the building in terms of location, size, illumination, materials, style and color. The Historic Landmark Commission considers the entire principal façade as the “sign” (i.e., in context). Signs should relate to the architecture of the building and not have a negative impact on neighboring properties and the streetscape.

In commercial areas of historic districts (such as South Temple), the Historic Landmark Commission encourages the use of low-key, sophisticated signage such as brass lettering, painted signs in a historical character, etc. The Historic Landmark Commission encourages the spot-lighting of buildings rather than illumined signs in most cases. Back-lit plastic and animated signs are discouraged. Indirect lighting is preferred.

The Historic Landmark Commission considers the request for a sign in the context of the owner's comprehensive (total) signage for the building. For office/commercial uses, only one building identification sign will be approved by the Historic Landmark Commission. Tenants should be identified in an interior building directory.”

**Analysis:** Staff believes that the signs are designed to be in integral part of the proposed fuel center. It is recommended that the two logo signs on the canopy allow to be internally illuminated, but with a halo effect to soften the light source that is emitted.

**Findings:** With some modifications, signs for the proposed fuel center can be made to fit the character of the historic district and comply with the *Design Standards for Residential Historic Districts in Salt Lake City* and the *Policy Document – Salt Lake City Historic Landmark Commission*.