



Memorandum

Planning Division
Community & Economic Development Department

To: The Historic Landmark Commission

From: Katia Pace, Principal Planner

Date: September 25, 2014

Re: **Replacement of Limestone Curbs along South Temple**
Between approximately 700 East and 200 East

The Salt Lake City Engineering Division and affected property owners would like direction from the Historic Landmark Commission about the appropriate replacement material to be used in instances where limestone curbs are failing along South Temple. Staff will take the direction into account when reviewing current and future applications.

The purpose of this memorandum is to provide background information of the South Temple reconstruction project and information about the existing conditions along South Temple.

Historically South Temple had sandstone and concrete curbs, any existing limestone curbs are not original to South Temple. Limestone curbs were installed on portions of South Temple in 2003 and are showing signs of deterioration. This issue was prompted by a property owner investigating replacement of their deteriorated limestone curb and requesting that it be replaced with concrete to ensure better durability. The project is located in the South Temple Historic District.

Background Information

Historic Materials used on South Temple

According to a 1997 Historic Report of South Temple, sandstone and concrete were historically used along South Temple as street curbing materials. Sandstone was found along the north side of the street in the following locations: 125 E. to 139 E., 239 E. to 757 E., 807 E. to 850 E., and 900 E. to N St. Sandstone was found along the south side of the street from 150 E. to 370 E., 430 E. to 610 E., 650 E. to the front of the Masonic Temple, 700 E. to 850 E., and 900 E. to N St. (See Attachment A)

South Temple Street Reconstruction Project

In 2003, South Temple went through major reconstruction from Main Street to Virginia Street. It involved complete replacement of the existing pavement with new concrete pavement, replacement of the curb and gutter, and the restoration and refurbishment of historic streetscape elements such as lattice light poles, stone hitching posts and carriage steps. (See Attachment B)

Prior to the City initiated reconstruction project, a Citizen Advisory Committee, the Historic Landmark Commission, and the State Historic Preservation Office provided recommendation and guidance about materials to be used along South Temple.

The Citizen Advisory Committee recommendation, December 1997 (See Attachment D)

- Historic sandstone curb should be installed on the north side of 'B' Street to 'C' Street; 'C' Street to 'D' Street; 'E' Street to 'F' Street; and 'F' Street to 'G'-Street.
- Contemporary sandstone curb should be installed in all remaining block faces (north and south sides) from 'A' Street to 'I' Street on the north side and from 200 East to a location just west of 700 East on the south side.
- Concrete curb and gutter should be installed on both sides of the street from 700 East to the east limits of the project at Virginia Street.

Historic Landmark Commission decision, February 1998 (See Attachment E)

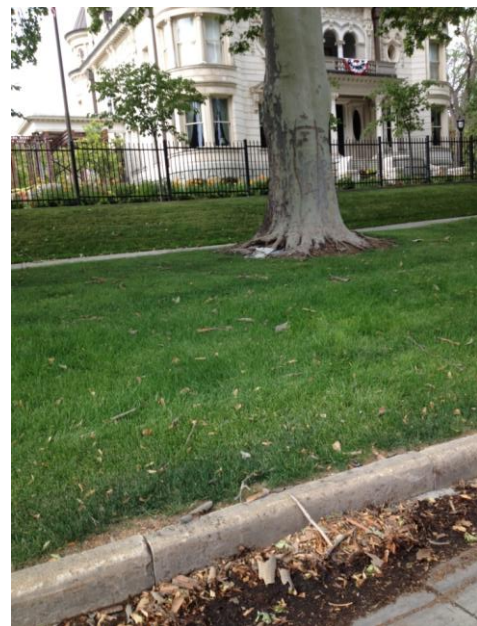
- The Historic Landmark Commission decided that the salvageable historical sandstone should be reused along South Temple, where possible.
- The Commission gave preliminary approval for the South Temple reconstruction project.

SLC Engineering Pre-Construction Meeting with SHPO, May 2002 (See Attachment F)

Engineering pre-construction minutes with SHPO seem to suggest that the reasoning behind using limestone as an acceptable curb replacement material was so to not replicate the historic sandstone. As stated in the minutes: "Historic elements can be restored and refurbished, but not replicated. It must be clear at the end of the project which elements are historical and which are new".

Existing Conditions

Currently, the curbing used on the north side of South Temple is a combination of three materials: concrete, sandstone and limestone. The historical sandstone was reused along the north side. An example is the curb in front of the Kearns (Governor's) Mansion. The curbing found along the south side of South Temple Street is concrete and limestone. The curb returns of all intersections as well as the gutters are made of concrete. The illustration below shows the location of various curb materials. (See Attachment C)



Original Sandstone Curb

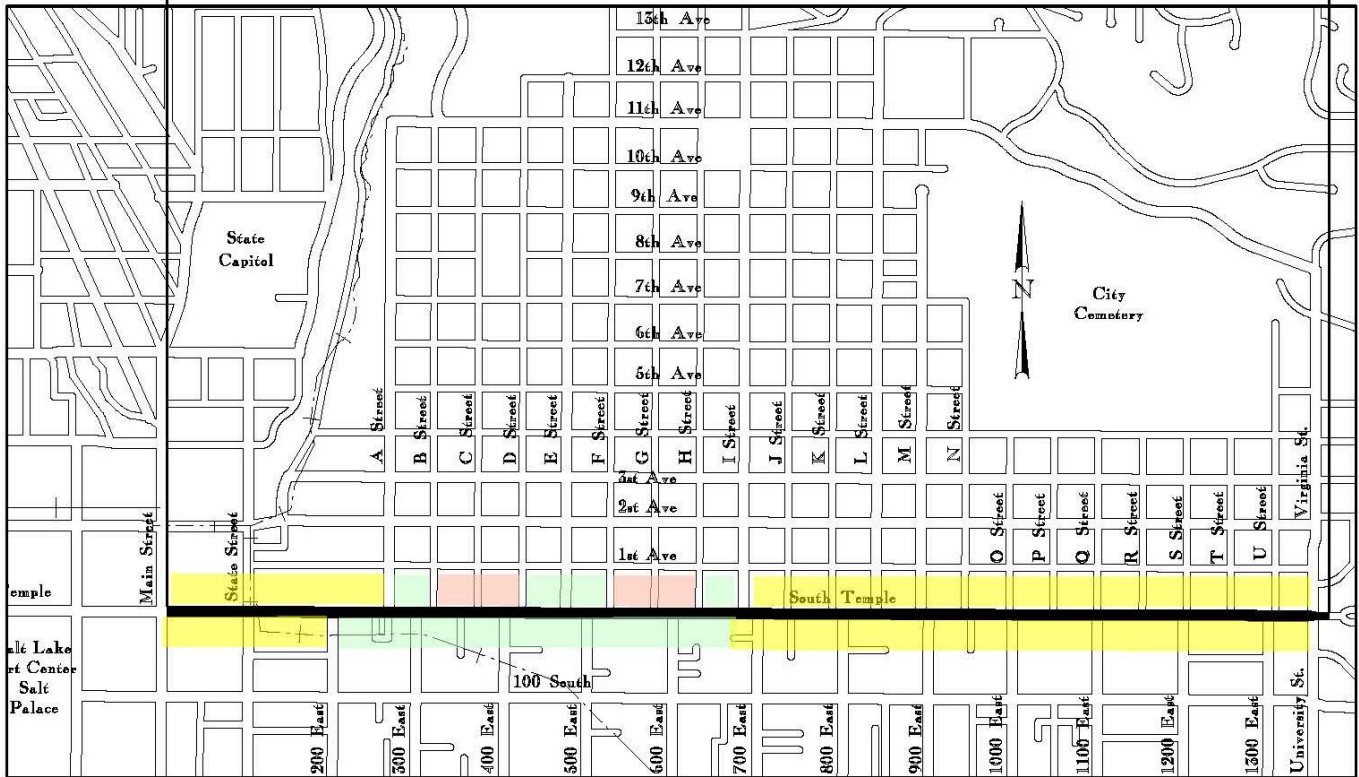
Chart and Map with Locations of Curb Materials

North Side:

- Standard Concrete: Main St. to A St.
- Limestone Curb: A St. to B St.
- Sandstone Curb: B St. to D St.
- Limestone Curb: D St. to F St.
- Sandstone Curb: F St. to H St.
- Limestone Curb: H St. to I St.
- Standard Concrete: I St. to Virginia

South Side:

- Standard Concrete: Main St to 200 East
- Limestone Curb: 200 East to 660 East
- Standard Concrete: 660 East to Virginia



Staff Analysis & Recommendation

The limestone curbing used in the 2003 South Temple Reconstruction Project is not original to South Temple. Many portions of the limestone curbs have failed or are rapidly deteriorating. There is reason to question whether the limestone material should be the required replacement material for curbs along South Temple. The visual appearance of limestone curbing is similar to the concrete. Visually they may be difficult to distinguish. The limestone has likely been failing due to excessive water penetration and a decade of freeze/thaw cycle. In many places the damaged curbs are beyond repair.

As mentioned above, sandstone and concrete were historically used as curb materials.

Staff recommends that limestone curbs be replaced with concrete or a similar type of durable material along South Temple due to the issues evidenced by the failing limestone. If concrete is not optional, a durable material such as sandstone should be considered.

The City does not have a program to replace the sandstone or limestone curbs on South Temple. Individual property owners must pay for the curb and gutter replacement adjacent to their property.



Failing Limestone Curb



Limestone Curb without Damage

Current Inquiries

The property owner at 550 East South Temple has proposed to replace the curb and gutter in front of their property with concrete and has submitted drawings for review (see attachment H.) Staff will use the direction of the Commission to determine what material this and other property owners with similar circumstances will be able to use in the future.

Attachments

- A:** South Temple Historical Report
- B:** South Temple Project Report
- C:** UDOT Drawing – Title Page
- D:** Preliminary Recommendations
- E:** February 4, 1998 HLC Minutes
- F:** Pre-Construction Minutes
- G:** Replacement Drawing from 550 East South Temple
- H:** Photos

Attachment A
South Temple Historical Report

HISTORICAL REPORT: SOUTH TEMPLE IMPROVEMENTS

PREPARED BY
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JULY 9, 1997

HISTORICAL REPORT: SOUTH TEMPLE STREETSCAPE IMPROVEMENTS

INTRODUCTION

This report is in partial fulfillment of the South Temple Street Improvements, Job No. 1020100 for Salt Lake City Corporation, Department of Public Services. It forms a portion of the Draft Environmental Document called for in Job No. 1020100 and specifically addresses completing an historical survey to update the South Temple National Register Historic District Nomination undertaken in 1978 and includes a preliminary architectural design inventory of the historical elements of South Temple Street.

SOUTH TEMPLE HISTORIC DISTRICT: NEIGHBORHOOD HISTORY

Mormon Origins (1847-1869)

After arriving in the Salt Lake Valley in 1847, Brigham Young planned the city based on Joseph Smith's grid pattern. Young originally marked out large 10-acre blocks downtown for businesses and residences. South Temple became the main east-west road, named because it was built on the south side of Temple Square.

In the 1850s an area in the northeast part of the city was the first to deviate from the 10-acre blocks. Plat D, recorded officially on 7 February 1857, contained small 2.5-acre blocks. Since these smaller blocks violated the city's earlier law requiring the larger blocks, in 1860 the territorial legislature passed a new survey law. This area with its narrower streets today is known as the Avenues, but originally it was called the "dry bench" because of lack of water on its steeply sloping streets. In the

1860s slaughter yards were built in the eastern Avenues; some workers built homes nearby in what became known as Butchertown¹.

Streets in the Avenues were originally named. Streets running east and west were called Fruit, Garden, Bluff, and Wall Streets; those running north and south and thus intersecting with South Temple were originally named for trees: Walnut, Chestnut, etc. These early names were replaced by 1885 when the tree streets were given a letter such as A Street, while Fruit, Garden, Bluff, and Wall Streets became First, Second, Third, and Fourth Avenues respectively. A 1907 city ordinance confirmed these street name changes, which resulted in the neighborhood referred to as the Avenues².

South of the Avenues was the area known today as Central City. Its larger 10-acre blocks contained homes, businesses, and institutional structures such as churches. South Temple, known unofficially for many years as Brigham Street, divided the Central City and Avenues neighborhoods. In other words, South Temple's interface between two other neighborhoods made it a key street in Salt Lake City's urban geography and thus a most desirable area for elites to build their homes.

Originally South Temple was a dirt road from the south side of Temple Square to the foothills on the eastern part of the city. In the 1850s most construction occurred between Main Street and 200 East, with Deseret Store, the LDS tithing office, *Deseret News*, and some church storehouses located in that central area.

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Brigham Young built the first houses on South Temple, namely the White House in 1848, the Beehive House in 1854, and the Lion House in 1856. Only the latter two structures still survive. Young gave land grants to other church leaders to encourage them to build along South Temple, but most of those houses have been replaced by commercial buildings. Once church leaders had chosen this area for their homes, it tended to become a premier location for the city's prominent citizens.

During the early pioneer era, city leaders established set-back requirements which resulted in homes being built twenty-five to thirty feet from the street. Paralleling that building facade line were orderly rows of trees, sidewalks, and also street lights³.

Originally there were only one or two buildings per block on South Temple. With so much land available, many of the larger homes featured gardens, barns, and other structures.

Much of the land north of South Temple was still wilderness in the early 1860s. Wildlife, such as rabbits, and wild plants, such as the edible sego bulbs, sagebrush, and sunflowers, were abundant. In 1860 only four homes had been built east of the Brigham Young School on the north side of South Temple: the Bell house at the intersection of A Street and three two-story homes of Adam, John, and Joseph Sharp. The "Kay Corner," a two-story adobe structure, was the first home built east of the Eagle Gate.⁴

Located on the south side of the street on 1.5 blocks, the United States Indian Distribution Center was the only new commercial development on South Temple in the 1860s. Almost all commercial development in the city

was south along Main and State Streets. And at the same time, most of the larger homes were built in the Avenues and Capitol Hill, then known as Arsenal Hill. Those areas may have been chosen for larger homes because of the great view, cheaper land, and to avoid the well-used South Temple.

Because Fort Douglas was built in the eastern foothills after Colonel Patrick Connor arrived in 1862, there were many more persons using South Temple, even though it remained a crooked dirt road. The eastern end of South Temple was the site of several businesses, including storage areas for timber and stone from the nearby canyons, plus corrals and slaughter yards, but no homes were yet built there. In any case, numerous individuals used the road for commercial or military wagons. It also became a parade route in the 1860s.⁵

After the construction of Fort Douglas, more homes were built along South Temple. These were adobe homes built on corner lots with corrals, barns, and gardens in between homes. The designers of such early homes usually were folk or vernacular builders with skills in a variety of building trades, such as carpentry and stone masonry. They handled all aspects of both design and the actual construction.⁶

In 1869 the Union Pacific and Central Pacific railroads met at Promontory Point and in 1870 the Central Utah Railroad reached Salt Lake City. The railroads brought more Gentile outsiders, as well as new materials to create homes along South Temple. A good example was the Gardo House, built at 70 East South Temple in 1876 for one of Brigham Young's wives, Amelia Young. Designed by William Folsom and Joseph Ridges, it embraced many new ideas brought from the eastern states, in

this case the Second Empire style. And it showed the increasing importance of professional architects in the new buildings on South Temple.⁷

In the 1870s several wealthy individuals built homes on South Temple. Although the Mormon church still owned much of the property near Temple Square and leaders like Brigham Young and Daniel Wells lived in that central location, more Gentiles bought land further east on South Temple. Gradually lots were subdivided and larger homes replaced the simple adobe homes from the earlier years. And the barns and other rural features gradually were removed.

South Temple continued to be a major thoroughfare, with temple workers walking down the street to labor at what ended up being about a forty-year project. Parades along South Temple featured President Ulysses S. Grant and occasionally one could see the horse-drawn fire engines based at the station at 400 East South Temple. Although Brigham Young died in 1877, his prediction that Brigham Street would "eventually be the fine residence street of the city" was becoming a reality by the time he died.⁸

In the early 1880s gradually new homes, usually one or two story residences, were built on South Temple. By the turn of the century the whole neighborhood had become the site of numerous large homes built by some of the state's wealthiest men.

Because of the polygamy persecutions in the late 1800s, many Mormon leaders found it hard to accumulate wealth, and thus Protestants, Catholics, and Jews built most of the large homes along South Temple.⁹

One of the wealthy Jews to build along South Temple in the late 1880s was Emanuel Kahn. Born in Germany in 1844, Kahn followed his brother Samuel to settle in Illinois. In 1867 the two brothers founded the Kahn Brothers Store, one of Salt Lake City's largest grocery stores. One of the founders of B'Nai Israel, the first Jewish congregation in the state, Kahn in 1889 built his stone home at 678 East South Temple.¹⁰

Nearby, at 617 East South Temple, James Glendinning in 1887 built his home. A businessman at the time, he was elected Salt Lake City's tenth mayor in 1896.¹¹

Architect William E. Ware designed more than one building on South Temple in the late 1800s and early 1900s. Born in Needham, Massachusetts, in 1861, Ware worked four years in Denver as an architect before arriving in Salt Lake City in 1889. Eventually he designed the following structures: First Presbyterian Church, the University Club, Masonic Temple, and First Church of Christ, Scientist.¹²

Better transportation facilitated the increasing number of homes built along South Temple and also the Avenues in the late 1800s. The first rail line in this area was built to carry sandstone from Red Butte Canyon to a stoneyard located at U Street and South Temple. In 1872, the Salt Lake Railroad Company began building a system featuring cars pulled by mules. Rides cost five cents. Within three years the company had built a line which ran on South Temple to E Street and then north to Third Avenue and then continued east to about M Street. Starting in 1889, the mules were replaced by electricity and this became part of the city's trolley car system.

That year the first five miles of the line were electrified and by 1890 the trolley was extended up South Temple to I Street and into many more blocks of the Avenues. Gradually more and more individuals were building away from the city and commuting by trolley to work downtown.¹³

In the 1880s the city's mule-drawn rail system was an important factor in locating the first hospital on South Temple. Earlier in the pioneer era, Brigham Young and most Utahns had disapproved of any full-time doctors. The transition to modern health care started in the 1870s when the first permanent hospitals were built in Salt Lake City. In 1872 the Episcopalians built St. Mark's Hospital at 500 East 400 South and three years later the Catholics built the first Holy Cross Hospital at 500 East 50 South. Mining and business leaders from the Gentile population, such as Robert C. Chambers, the head of the Ontario Mine, and banker Warren Hussey, financed the Catholic and Episcopalian hospitals. The Mormons followed with the short-lived Deseret Hospital in the 1880s.

To build a larger hospital, the Catholics in 1882 purchased a ten-acre lot bounded by South Temple, 100 South, and 1000 and 1100 East. In an article in the *Salt Lake Tribune* of 3 June 1883, we read more about the first and only hospital ever built on South Temple.

This location is so far elevated above the central part of the city as to give a very commanding view in every direction . . . Being on the line of the street railway, which passes along the south front, it is easily reached by visitors from the city. . . The hospital has its own private system of water works. The stream of

canyon water running through Fort Douglas has been partly diverted and passes in a ditch to the bluff east of the brick yard at the east end of First South Street. From this ditch a pipe conveys water to a brick reservoir . . . [for] 25,000 gallons of water and from it a four inch pipe extends 3500 feet to the hospital, and service pipes reach throughout the building and also to various points over the entire lot . . .¹⁴

Artificial lighting was rather poor in the early pioneer era. In the 1850s lamps had used mainly whale oil. But after the first oil well was drilled in Pennsylvania in 1859, kerosene lamps became available for indoor use. In 1867 some downtown streets, presumably including the central parts of South Temple, were lit by candles and tin reflectors placed on poles. These first street lights in the city were replaced by gas lights after the Salt Lake City Gas Works Company was founded in 1872. In 1873 that company built a plant at 500 West South Temple and put in pipes for the downtown area. However, even with downtown gas lights, few persons walked around after the sun went down.

The transition to electric lights began in 1880 with the formation of the Salt Lake Power, Light, and Heating Company. On 31 March 1881 the first electric lights in Salt Lake City were turned on. These early lights were used mainly at night and power failures were fairly common. But in any case, Salt Lake City in 1881 became the fifth city in the world to have electric lights.¹⁵ And soon the poles carrying electric power would be built along South Temple.

Meanwhile, telephone services had been

provided following Alexander Graham Bell's invention in 1876. In the 1890s, modern indoor sewer and drinking water facilities replaced the water ditches of the earlier pioneer days.

The 1890s saw the building boom continue on South Temple. For example, in 1896 Frederick C. Gentsch, the general superintendent of the Pacific Express Company, had a new Victorian two-story brick mansion built at 576 East South Temple. Four years later he sold his home to Ezra P. Thompson, Jr., who had invested in Park City mines and served on that community's city council. In 1889 Thompson was elected to the first of his three successive terms as Salt Lake City mayor.¹⁶

Not only individuals but also organizations built along South Temple in the 1890s. One great example was the Alta Club, constructed in 1897 at 100 East South Temple. Frederick Albert Hale, designer of the Alta Club, had been trained in architecture at Cornell University, one of the top professional architecture schools in the nation.¹⁷

The genesis of the [Alta] club was the mining industry which created an affluent Gentile society; that the leaders in the establishment of continuing development of the industry were founders and early members of the club; that the religious majority (Mormon Church) were excluded from membership initially because of the conflict which kept the territory divided into two worlds for half a century; that many members of the Alta Club played important roles diminishing the bitterness of the conflict to a point which permitted the territory

to become a state . . . the club served as one of the instruments of accomodation by gradually admitting to membership Mormon business leaders and thereby encouraging social interaction between the two worlds.¹⁸

William S. McCornick, a Canadian who had arrived in Salt Lake City in 1871, was the founding president in 1883 of the Alta Club, a men's club for prominent businessmen. In 1873 McCornick founded a bank called McCornick and Company, which by the turn of the century was one of the largest banks in the West. McCornick also became in 1887 the first president of the Salt Lake City Chamber of Commerce, one of the few examples of Mormons and non-Mormon cooperation in the midst of the polygamy controversies. Like many others who built homes along South Temple, McCornick gained much of his fortune from the mining industry.¹⁹

By the turn of the century, all the construction of beautiful buildings, in addition to carefully planned sidewalks, curb and gutter, and mature trees, resulted in what one author called the "most beautiful thoroughfare between Denver and San Francisco."²⁰

Gaining A More Modern Appearance (1900 to c. 1950)

Several changes in the early twentieth century resulted in a South Temple neighborhood that would appear rather familiar to those in the late part of the century. For example, by 1902 sidewalks were completed the entire length of the street. Even more important, the street itself was paved in 1903. Then in the 1910s the two-level street was finally leveled off into

the present-day single level roadway known to modern residents.²¹

Those changes in the street itself coincided with the increasing use of the automobile. Evidence for the rise of the car include eight of the eleven building permits for South Temple in 1911 being for garages.²²

At 731 East South Temple, architect William Ware designed in 1898 a new home for oil engineer William Sherman. In 1904 Sherman sold the home to its most famous owner, Daniel C. Jackling and his wife Jeane Sullivan Jackling. An 1893 graduate of the Missouri College of Mines, Daniel Jackling gained fame as the inventor of a process to mine copper from low-grade ores and one of the founders of the Utah Copper Company. It is interesting that in 1911 Jackling moved into a suite in the newly constructed Hotel Utah, also on South Temple. He was a director of the Hotel Utah Operating Company and apparently designed the hotel's beautiful lobby. In 1913 Jackling gave his wife Jeane the South Temple home. Two years later she died and he moved to San Francisco. Jackling died in 1956. Today the Utah State Capitol contains a statue of Jackling in the rotunda and his South Temple home still stands. Those two items and the open-pit Bingham Canyon copper mine remind today's Utahns of one of the state's most famous residents.²³

From 1900 to 1902, the Thomas Kearns Mansion was built at 603 East South Temple. Known as Utah's Silver King because of his ownership of the Silver King Mine in Park City, Kearns also gained fame as a U.S. senator and owner of *The Salt Lake Tribune*. His widow Jennie Kearns deeded the mansion to the state for use as the governor's mansion.

Later it was used as the home of the Utah State Historical Society and more recently again as the governor's mansion.

On the south side of the street, Mathew H. Walker built his home in 1905 at 610 East South Temple. Mathew and his three older brothers were born in England, but they became wealthy merchants in Utah pioneer days and then Mathew founded the Walker Brothers Bank.²⁴

About the same time, architect Frederic Albert Hale designed his masterpiece, the David Keith mansion at 529 East South Temple. Keith paid \$35,000 for the home, a good indicator of the wealth he had accumulated in mining, railroading, and other businesses. Even his carriage house cost \$4,000, which at the time was about twice the income of the average household.²⁵

After the turn of the century, the non-LDS presence along South Temple increased from just individual Gentiles to include three major churches. In 1902 or 1903 the cornerstone of the First Presbyterian Church was laid at the intersection with C Street. At the time William Paden pastored the Presbyterian congregaton, which had begun around 1870 with the influx of Gentiles from the East. In 1905 some 500 Presbyterians walked from their former building on the northeast corner of 200 South 200 East to their new church on South Temple.²⁶

The Roman Catholic Church also built its present-day Cathedral of the Madeleine around the turn of the century. With a large influx of Catholics from eastern and southern Europe in the late 1800s, Bishop Scanlon decided to build the new facility. Groundbreaking

occurred in July 1899. With a generous gift from Thomas Kearns, the Catholics completed the church basement in December 1907, when the last service was held in the earlier church on 300 East. Bishop Scanlan dedicated the completed cathedral in 1909 and in 1915 he died and was buried beneath the cathedral's main altar.²⁷

From 1910 to 1918, the Second Church of Christ, Scientist, was built at 556 East South Temple. Unlike the Catholic and Presbyterian churches, the Christian Science building later was demolished.

Even by the early twentieth century, the Mormons had built no chapels on South Temple, although there were some in the nearby Avenues neighborhood. One of the city's original nineteen wards, the Eighteenth Ward by 1877 was bounded by South Temple, Main Street, the city's northern border, and C Street. The Twenty-First Ward, formed in 1877, included the area east of H Street bounded by South Temple and Seventh Avenue. In 1902 the new Twenty-seventh Ward included the area east of M Street and between Seventh Avenue and South Temple. In 1904, church leaders subdivided the original Salt Lake Stake. The new Ensign Stake encompassing the Avenues apparently used South Temple as its border.²⁸

In the 1920 several changes impacted South Temple. In 1927 the city passed its first zoning laws, one of the general trends of the Progressive era to regulate city growth. The zoning laws established three categories for South Temple. B and B2 zones included the south side of the street from State Street to 165 feet west of 1100 East and the north side of the street from State Street to M Street;

these two zones allowed apartments and hotels. A second category, the C zone, covered the east and west sides of E Street and allowed retail stores. The rest of South Temple was zoned A for one or two family residences. Since the street was three fourths residential in 1927 and the ordinance allowed multifamily dwellings to be built on about three-fourths of the street, there was an obvious inconsistency with the city government's stated intention to "preserve the character of the city."²⁹

By this time many of the old homes, schools, and other buildings from the early years had been demolished. A good example was the 1876 Gardo Home, replaced in 1926 by the Federal Reserve Bank.³⁰

In 1927, the "first strictly medical structure built and owned by Salt Lake doctors and dentists" was built on South Temple. The ten-story Medical Arts Building, with its own pharmacy and laboratory, illustrated the increasing influence and prestige of professional healers in American society.³¹

One of the major changes influencing the whole neighborhood was a gradual transition to build more apartments, often as earlier structures were destroyed. In 1902 the Eagle Gate Apartments were built at 105-107 East South Temple. In about 1904 the Commodore Apartments were constructed at 1107 East South Temple. The South Temple Apartments followed in 1908 at 150 East South Temple. Because of a financial panic in 1907, business failures during World War I, and the first income taxes at about the same time, more persons could not afford to buy a home and thus rental properties and apartments continued to increase as the new century

progressed. Here is the list.³²

1911: the Knickerbocker Apartments at 1280 East South Temple

1912: Maryland Apartments at 819 East South Temple

1916: the Buckingham Apartments at 239-245 East South Temple 1923: the Ritz Apartments at 435 East South Temple

1925: the Manor Apartments at 283 East South Temple

1925: the Summerset Apartments at 1259 East South Temple

1926: the Imperial Apartments at 454 East South Temple

1927: the Mayflower Apartments at 1283 East South Temple

1930: the Federal Heights Apartments at 1321 East South Temple

1932: the Barbara Worth Apartments at 326 East South

Meanwhile, a number of commercial and club buildings were constructed along South Temple. Backers Bakery, for example, was built in 1907 at 434 East South Temple. The Elk's Club built their structure in 1923 at 139 East South Temple. By 1935 there were seven businesses on South Temple: a medical clinic, two public garages, a mortuary, and three gas stations, which obviously added to the hodgepodge nature of the neighborhood. A 1935 zoning change allowed retail businesses to be established between State Street and E Street and thus the residential nature of the district continued to erode.³³

Architectural consistency obviously declined in the decades before 1950. It would be another generation before the creation of the South Temple Historic District in 1976 helped promote historic preservation and architectural harmony along South Temple.

SOUTH TEMPLE HISTORIC DISTRICT: TRANSPORTATION HISTORY

One of the earliest uses of South Temple Street, according to one source, was the hauling of Red Butte Sandstone from a quarry in Red Butte Canyon east of what is now Fort Douglas.³⁴ Red Butte sandstone became the major building material (with the exception of the Salt Lake Temple) for the foundations and retaining walls of residences, commercial and religious buildings through the turn of this century. In the first decade of this century it was even utilized as paving blocks for intersections, driveways, curb cuts and sidewalks along the length of South Temple.

With the establishment of Fort Douglas beginning in the 1860s South Temple became a major thoroughfare for the movement of personnel to the fort and continued to be utilized for the freighting of stone into town and goods from town to the fort. It was also used by herdsman moving resident's cattle to forage on the foothills. South Temple was not paved and in the summer great clouds of dust rose from the roadbed when wagons traversed its length and undoubtedly in wetter seasons it was muddy and difficult to travel.³⁵ By 1872 a rail line was established to connect the Red Butte Canyon stone quarry with a stoneyard near South Temple and U Street. An editorial in the *Salt Lake Herald* of December 3, 1874 describes South Temple in glowing terms stating that if it were graded properly it would be dry while other streets in the city would be impassable due to the mud. It continues claiming "...it overlooks all of the southern and a great part of western portions of the city, and connects with the elegant drive to Fort Douglas."

As the Avenues began to develop in the 1870s and 80s a mule drawn trolley line was built on South Temple running east to E Street then north to Third Avenue.³⁶ By the 1890s much of the city's trolley lines were electrified and the line was extended the length of South Temple.³⁷ The building of the line necessitated dividing South Temple into an upper and lower level along a section of the street between just east of State Street and running eastward to west side of C Street (photo 1).³⁸

However early photographs of this section of the street from the 1870s & 80s illustrate an early topographical form of division in the street (photo 2).

Major street improvements were planned by

Salt Lake City Corporation just after the turn of the century and South Temple would receive its first coating of asphalt. Salt Lake City Engineer's Office drawings dated July 13, 1904 indicate a new road bed planned for State Street to 700 East. The trolley line ran down the center of the road bordered by stone blocks, north and south of the stone blocks encasing the rail was to be paved in an underlayment of concrete, covered by asphalt. Concrete street gutters were specified along the north side of the street as were sandstone curbs.³⁹ Water was drained from the north side of the street by gutters traversing South Temple under cast iron gutter covers to the south side of the street where it was picked up by a concrete gutter set in the grass strip near the sidewalk. In addition details of the



Photo 1: Courtesy of Utah State Historical Society

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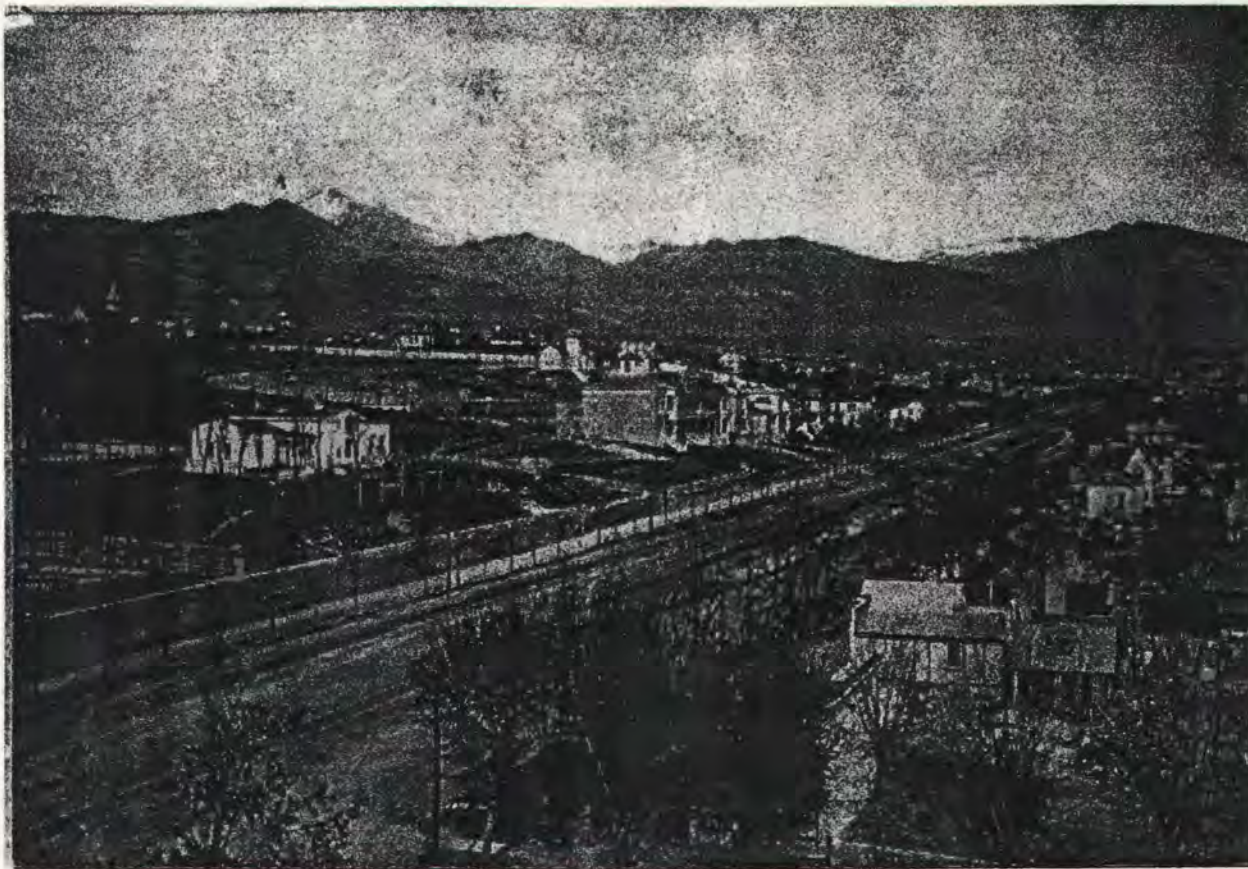


Photo 2: Courtesy Utah State Historical Society

intersection of B street and South Temple indicated an elaborate separation of traffic lanes by a stone retaining wall as the lanes intersected South Temple Street. This portion of the design was not undertaken, however today red sandstone blocks are visible below the asphalt at the intersection of B Street and South Temple as are sections of the sandstone curb along the street (see section C of this report). The paving of this portion of South Temple was completed in 1905 (photo 3). The remainder of the street was not completed until 1907. The overall effect was an enhanced the quality of the streetscape for both pedestrian and passenger.

The next major street improvement to occur to

the roadbed would take place in 1928 when Salt Lake City would be "the first city in the United States to introduce the trackless trolley." These pneumatic tired "electric coaches" no longer required tracks in the roadbed (photo 4).⁴⁰ This resulted in the repaving of South Temple due to the increased use of the automobile. The cost of the thicker asphalt base was assessed "against the abutting property with the exception of the pavement at intersections," and the "Utah Light and Traction Company resurfaced that portion within the abandoned right of way."⁴¹ Prior to Utah Light and Traction's paving they had removed miles of track in various sections of the city including South Temple from E Street to Virginia Street⁴² Other Improvements



Photo 3: Courtesy of Utah State Historical Society

along South Temple in 1928 included adding a number of light brackets to “old trolley poles” along the north side of the street.⁴³ The increased use of the automobile was reflected in the number of gas stations that appeared between the 1920s and 40s as well as the concern for pedestrian safety. In 1931 a “Pedestrian Subway” was built underneath the roadbed allowing school children at Wasatch Elementary School (South Temple & R Street) access to their playground located on the south side of South Temple.⁴⁴ This underground walkway is still in use. The apparent success of this feature led to the attempt to replicate it in 1936 at South Temple and J Street, however there is no evidence that it was ever built.⁴⁵

SOUTH TEMPLE STREET HISTORIC DISTRICT: STREETScape

The earliest photographs of South Temple Street indicate two dominant elements in the streetscape that are still with us today: trees planted in a very regular and linear fashion between the sidewalk and the roadbed and

retaining walls built in front of many residences along the north side of the street (photo 2). The retaining walls appear to reinforce the stone wall tradition found around the temple block and on the east side of the eagle gate. The residential retaining walls vary in height and type of masonry material, but they were especially evident at residences on the north side of the street between A and F Streets (photo 5). Many of these remained until the middle of this century.

Retaining walls also appear on the north side, albeit in an interrupted fashion, between J and T Streets.

Wide parking strips and deep building setbacks in conjunction with the linear tree pattern and retaining walls tend to emphasize the grand quality of the street. Property boundaries are reinforced by the retaining walls as well as wrought iron fences, some of which are placed atop the shorter retaining walls. These noteworthy features need to be preserved. Changes in the land use along the street, most notably close to the city center, have often



Photo 4: Courtesy of Utah State Historical Society



Photo 5: Courtesy of Utah State Historical Society

ignored the setbacks of earlier residences creating the effect of a high wall. Extant tubular and lattice pole lighting fixtures date to the electrification of the trolley line near the turn of the century and remain notable elements from this earlier period. Cast Iron street sign posts from this same period are no longer extant, evident in photographs they appear to enhance the streetscape. Other remnants of the late 19th and early 20th centuries include cut stone and cast concrete carriage steps at the curb edge originally paired with a hitching post. These features visually refer to an earlier era of the grand carriage and automobile and need to be preserved.

INVENTORY OF ARCHITECTURAL DESIGN FEATURES FOUND ALONG SOUTH TEMPLE

Carriage Steps

These steps are found at the eastern end of South Temple. There are a total of fourteen (14) in various stages of repair located on both sides of the street. They are located at the following addresses: 529 E., 411 E., 603E., 731 E., 808 E., 866 E., 1027 E., 1053 E., 1059 E., 1061 E., 1067 E., 1081 E., 1135 E., and 1167 E.

DRAFT

Sandstone Sidewalks

Original sandstone sidewalks can be found all along the length of South Temple. Specifically they are located on the 100 E block in front of the Carlton Hotel. In addition to the Carlton Hotel sandstone walks can be found on the north side of the street between N and R streets. The walks on the south side are found in four other locations: 174 E., 326 E., 348 E., and between 1116 E and 1172 E. In many locations the sandstone walks are only found directly in front of the house, and does not extend beyond the property boundaries. The sidewalks are also found between N and R streets, along the north side, in patches but not in continuous sections.

Cut Stone Curbs and Corner Radius

Original cut stone around the radius of the corners of many of the intersections along South Temple are still intact. They can be found at the following corners: A through D streets on both corners; E Street (NW) corner, and F through L on both corners. On the south side of South Temple cut stone corners are found at 300 E. (Both corners), 500 E. (SW corner), 600 E. (SW corner), 800 E. (Both corners), and 900 E. (SE corner).

In addition to cut stone on the corners, cut stone can be found along South Temple as street curbing. Along the north side of the street the cut stone can be found in the following locations: 125 E. to 139 E., 239 E. to 757 E., 807 E. to 850 E., and 900 E. to N st. Along the south side the cut stone can be found from 150 E. to 370 E., 430 E. to 610 E., 650 E. to the front of the Masonic Temple, 700 E. to 850 E., and 900 E to N St.

Lattice Style Light Posts

These original light posts can be found along both sides of South Temple along the entire length of the project.

Cobblestone Blocks

Exposed cobblestones under the street can still seen in the intersections of South Temple and B, C, and D streets.

CONCLUSION

The glue that holds South Temple together as a National Register Historic District is its streetscape and landscape features. There are of course many notable buildings of all types that enhance the South Temple, but they seem to be of a more fragile nature than its streetscape. As Zions Securities Corporation's apartment complex nears completion between State and A Street one can think of the many layers of change and history encountered on those and nearby lots. For example at the east side of the eagle gate the removal of Brigham Young's White House and his School house in the early 1900s was replaced by the Bransford Apartments (a.k.a. Eagle Gate Apartments) and in the early 1980s by the "new" Eagle Gate Apartments. Some contemporary replacements of notable large residences have more often than not, worked themselves into the fabric of the street. Despite public outcry over the destruction of buildings replaced by such pieces of architecture as the Steiner Corporation building on the north side of South Temple between E and F streets, or the Governors Plaza located nearby on the south side of the street they have been absorbed into the South Temple's streetscape.

The landscape tradition of the street begun in the 1860s and 70s is still strong and many of the streetscape features mentioned above and implemented in the period between 1890 and 1910 still survive. There is enough physical evidence present to preserve and enhance South Temple for future generations. Such

preservation and enhancement would continue to recognize this nationally significant boulevard, thus celebrating the history and nature of a uniquely positioned thoroughfare close to the urban center of the Intermountain West's largest and most unique city.

Notes

1.Karl T. Haglund and Philip F. Notarianni, The Avenues of Salt Lake City (Utah State Historical Society, 1980), 2-3; Peter Emerson, "The South Temple Historic District: Past, Present, Future," University of Utah master's thesis (Graduate School of Architecture), 1979, 10-11.

2.Haglund and Notarianni 1980, 3.

3.National Register Nomination: South Temple Historic Distric, prepared by Lois Harris and Allen Roberts, 14 April 1978.

4.National Register Nomination.

5.National Register Nomination.

6.Mary Finch, "Utah Buildings Reflect 3 Major Architectural Influences," Deseret News, 16 September 1983, D2, an article on a speech by Dr. Peter L. Goss of the University of Utah Graduate School of Architecture.

7.Peter L. Goss, "The Architectural History of Utah," Utah Historical Quarterly 43 (summer 1975): 220, says Joseph Ridges designed this home, which was an example of Second Empire style architecture.

8.National Register Nomination.

9.Thomas Alexander, Utah, The Right Place: The Official Centennial History (Salt Lake City: Gibbs Smith, Publisher, 1996), 191.

10.Loïs Harris, Utah State Historical Society, Structure/Site Information Form, 1978.

11.Margaret D. Lester, Brigham Street (Salt Lake City: Utah State Historical Society, 1979), 235.

12.John S. McCormick, The Historic Buildings of Downtown Salt Lake City (Salt Lake City: Utah State Historical Society, 1982), 135.

13.Haglund and Notarianni 1980, 5-6. In 1890, one of the city's older subdivisions called the Perkins Addition was started at 900 East 1700 South. One of its main attractions was its location on the new Ninth East electric streetcar, so it took only twelve minutes to ride to work downtown. See Roger V. Roper, "The 'Unrivalled Perkins' Addition': Portrait of a Streetcar Subdivision," Utah Historical Quarterly 54 (winter 1986): 31-51.

14.Marilyn C. Barker and Richard P. Morris, The Early Holy Cross Hospital & Salt Lake Valley (Salt Lake City: self-published by the hospital and its Centennial Committee), 1975, 6-7.

DRAFT

15. John S. McCormick, The Power to Make Good Things Happen: Past, Present, Future: The History of Utah Power & Light Company (Salt Lake City: UP&L, 1990), 1-10.
16. Lois Harris, USHS Structure/Site Information Form, 1978.
17. Judith Brunvand, "Frederic Albert Hale, Architect," Utah Historical Quarterly 54 (winter 1986), 5-30.
18. N. O. Malquist, The Alta Club, quoted by Lois Harris, Utah State Historical Society, Structure/Site Form, 1979. According to J. Hogue Case in Salt Lake Sketchbook: Historic Buildings from an Artist's View (Salt Lake City: Clyde E. Harvey, Publisher, 1975), 66, of the 81 original members of the Alta Club, about 22 worked as business executive or professionals, 35 were engaged in mining, and most of the others also worked for mining companies.
19. Goss 1975, 226; Alexander 1996, 209-210.
20. National Register Nomination; Lester 1979, 2.
21. Lester 1979, 2-3; National Register Nomination; Emerson 1979, 30. Lester on page 6 stated that South Temple became a one-level street in 1904, but it seems highly unlikely that the city would take that step just one year after it was first paved.
22. Emerson 1979, 28.
23. Jack Goodman, "Refined Home Is Fit for a Copper King," The Salt Lake Tribune, 18 May 1997, D2.
24. Lester 1979, 89, 186.
25. Brunvand 1986, 18-20.
26. Case 1975, 30.
27. Case 1975, 28.
28. Haglund and Notarianni 1980, 19.
29. Emerson 1979, 33-35.
30. Haglund and Notarianni 1980, 48; National Register Nomination.
31. A World We Thought We Knew: Readings in Utah History (Salt Lake City: University of Utah Press), 379-381.

DRAFT

32. National Register Nomination.
33. Emerson 1979, 36-37.
1. Anna K. Hardy, "The Achievement of Civilization: Recollections of East 'Brigham Street,'" *Improvement Era*. (July 1915): 761.
35. Ibid. 766.
36. Karl Haglund and Philip Notorianni, *The Avenues of Salt Lake City*. (Salt Lake City: Utah State Historical Society, 1980): 5.
37. "History of Street Railway Companies in Salt Lake City From 1872-1903." *Utah Light and Traction Company: History of Its Origin and Development*. (Salt Lake City, 1937): 34-38.
38. Sanborn Fire Insurance Map, 1898: Sheets 128, 147, & 148. A stone wall of varying height is indicated on these maps.
39. Blue line drawing "Plan and Details of Street Improvement on South Temple," July 13, 1904, South Temple file, Salt Lake City Planning Office. Henry C. Jessen, City Engineer, *Annual Report of the Engineering Department of Salt Lake City*. (Salt Lake City: Engineer's Office, 1928): 72.
40. "History of Street Railway Companies in Salt Lake City...": 134.
41. *Annual Report of the Engineering Dept.*: 72.
42. Ibid. : 73. See also drawing (section and plan) dated August 1928 in Salt Lake City Engineer's Office.
43. Ibid.: 40.
44. Original ink-on-linen drawing of the "Pedestrian Subway," March 1936, Salt Lake City Engineer's Office.
45. Original ink-on-linen drawing dated April 1936, Salt Lake City Engineer's Office

Attachment B
South Temple Project Report



**RB&G
ENGINEERING
INC.**

1435 WEST 820 NORTH
PROVO, UT 84601-1343
801 374-5771 Provo
801 521-5771 SLC


SOUTH TEMPLE STREET

State Street to Virginia Street
Salt Lake City, Utah

Project No. STP - 2328 (1)0

November 1997

**Preliminary
Recommendations**



Preliminary Recommendations

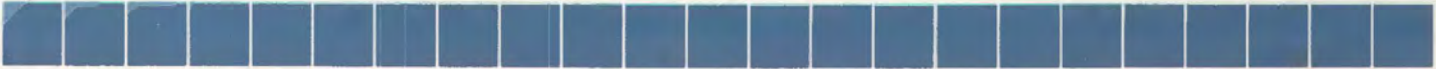
SOUTH TEMPLE STREET

State Street to Virginia Street
Salt Lake City, Utah

November 1997

RB & G ENGINEERING, INC.

Professional Engineers



**South Temple Street Improvements
State Street to Virginia Street (1350 East)
in Salt Lake City**

Purpose and Need for Action:

The purpose of the South Temple Street Improvement project is to reconstruct a badly deteriorated street pavement and to improve the general streetscape within the limits of the project. The existing pavement dates back to near the turn of the century in some places. It suffers from severe surface distress, poor structural capacity, and has improper roadway crown. There is also excessive asphalt buildup at the curbs and badly deteriorated curb and gutter.

The project will include a complete rebuilding of the pavement structure within the existing street width. It is anticipated that all improvements will be constructed within the existing right of way. Replacement of existing signals to enhance traffic flow will be a part of the work.

South Temple Street within the project area is a National Historic District. The intent of this project is to provide enhancements such as refurbished street light poles, curb and gutter, street paving and landscaping that will be compatible with the historical nature of the street.

It is anticipated that utility work will include construction of a storm drain to convey runoff from the street area to existing drainage outfalls within the City storm drain system. Replacement of existing culinary water lines will also be considered in the work and will be coordinated with the City Department of Public Utilities.

Funding and Schedule

The South Temple Street Improvement project is being funded by Federal Highway money and City funds. Construction is anticipated to occur in two phases. Phase I, from State to 700 East, is programmed for the year 2000, and Phase II, from 700 East to Virginia Street, is programmed for the year 2001.

Historic Recognition and Restoration:

The project lies within the boundaries of the East South Temple Historic District. The designation of this area as a historic district was completed in 1978. Documentation of the historical streetscape features was not a part of the original survey. However, a survey has been completed as a part of this analysis.

Work associated with this project includes the preservation of historic features that have survived and ensuring that any new landscape features are compatible within the historical context of the

streetscape. Key features that have been identified and addressed include sandstone curbs, carriage stoops, hitching posts, metal lattice poles and mature landscaping.

An environmental document is required for the project in accordance with 23CFR771 and the Federal Highway Administration Technical Advisory T6640.8. This will require compliance with the Section 106 review process and the Secretary of the Interior's Standards for Rehabilitation.

Citizen Advisory Committee:

A Citizen Advisory Committee was organized to review concepts and provide input into the development of the streetscape proposals for the South Temple Street reconstruction project. The committee is composed of individuals representing community, government and private agencies, as well as residents along, and in the area of, the street. Involvement of the Committee will continue throughout the design and construction phases of the project.

Recommendations of Citizen Advisory Committee:

Consideration has been given by the Committee to issues regarding curb and gutter, sidewalks and intersection ramps, crosswalks, carriage stoops and hitching posts, bus stops, street lighting, and pavement type.

Curb and Gutter:

An assessment was made of the existing sandstone curb and gutter along South Temple Street. There appear to be two types of stone, one being harder and more durable than the other. Approximately 560 meters (1,840 feet) of existing sandstone curb appears to be in reasonably good condition. It is estimated that 20 to 25 percent of the stone will be damaged during removal, leaving approximately 460 meters (1,510 feet) of sandstone curb available for reuse.

Recommendations of the Advisory Committee are as follows:

- Historic sandstone curb will be installed with new concrete gutter on the north side of the street in four block faces as follows: 'B' Street to 'C' Street; 'C' Street to 'D' Street; 'E' Street to 'F' Street; and 'F' Street to 'G' Street.
- Contemporary sandstone curb with new concrete gutter will be installed in all remaining block faces (north and south sides) from 'A' Street to 'I' Street on the north side and from 200 East to a location just west of 700 East on the south side. Concrete curb and gutter will be used for the curb returns at intersections.

- Concrete curb and gutter will be installed on both sides of the street from 700 East to the east limits of the project at Virginia Street.

Sidewalks and Intersection Ramps:

Recommendations of the Advisory Committee regarding sidewalk are outlined below. Drawings showing a plan view and a simulated perspective view of a typical sidewalk intersection are attached to this document for reference.

- Existing concrete sidewalk in good repair will remain in place. Displaced or uneven concrete sidewalk sections will be replaced as needed.
- Sandstone sidewalk will be installed only where it currently exists. In many locations, this will require removal, restoration and replacement of the sandstone sections to eliminate displacement and better comply with ADA requirements.
- Street names will be engraved into the sidewalk at each intersection corner.
- Contemporary poles and fixtures will be provided at the corners to light sidewalk and pedestrian areas. The recommended pole and light fixture are shown on the attached picture.

Crosswalks:

The desire of the Advisory Committee is to preserve and enhance the linear quality of the street. There is also a desire to improve pedestrian qualities by providing means to calm traffic which leaves South Temple onto the side streets. Typical views of the crosswalks are shown on the drawings described above for sidewalk. Recommendations of the Committee are as follows:

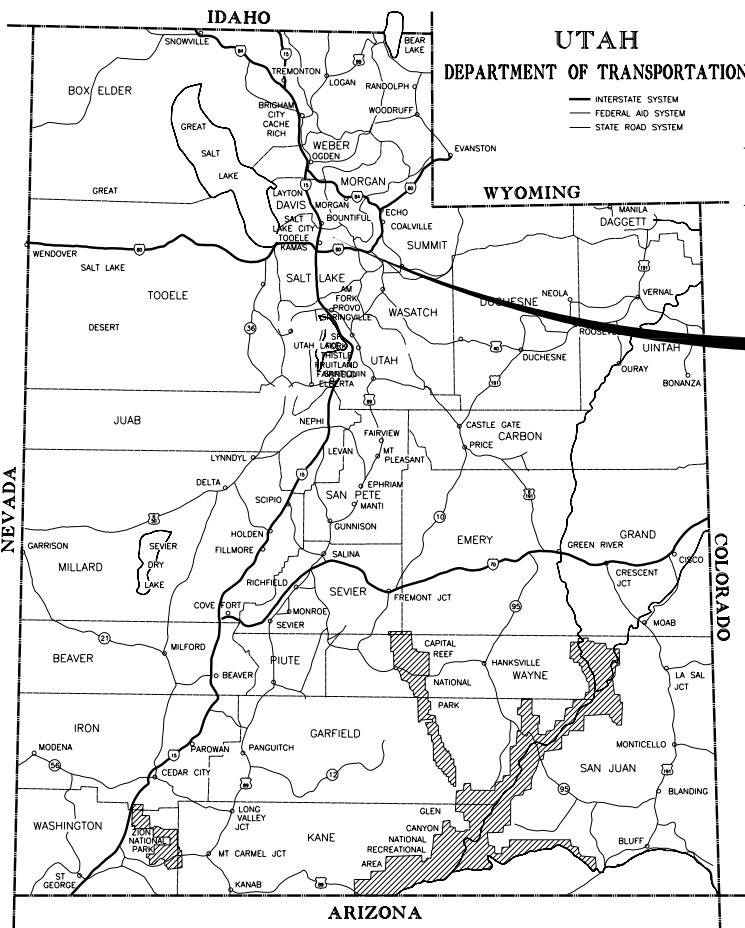
- East-west crosswalks will be paved with concrete pavers edged with concrete on either side. The pattern will be contemporary and will not attempt to replicate historical features.
- Crosswalks on all side streets, except 700 East and possibly 900 East, will receive the special treatment.

Carriage Stoops and Hitching Posts:

The existing carriage stoops and hitching posts will be restored and replaced. The Committee recommended that the stoops be replaced adjacent to the curb to maintain proper context, rather than relocating them three feet behind the curb (outside of the safety clear zone). It was decided that the City would apply to UDOT for a design exception to allow

Attachment C
UDOT Drawing – Title Page

FED. ROAD DIST. NO.	UTAH	PROJ. NO.	SHEET NO.
UTAH	UTAH	STP-2328(1)0	1



UTAH DEPARTMENT OF TRANSPORTATION

METRIC

PLANS OF PROPOSED STATE ROAD

FEDERAL AID PROJECT

STP-2328(1)0

SOUTH TEMPLE STREET; MAIN STREET TO VIRGINIA STREET

SALT LAKE COUNTY

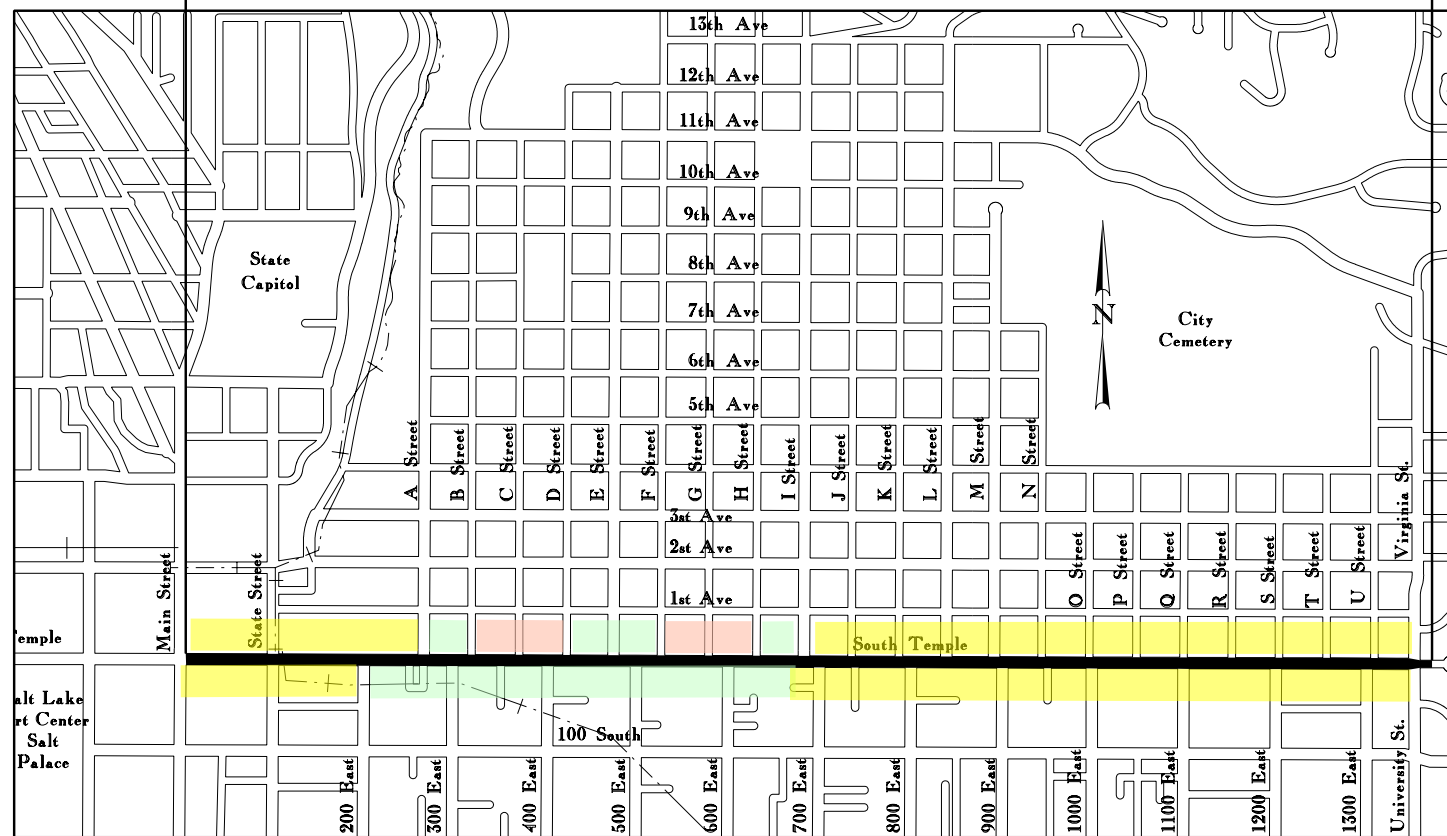
RECONSTRUCTION

PROJECT LENGTH: 3.302 Kilometers

ROADWAY DRAWINGS	
SHEET NO.	DESCRIPTION
1	TITLE SHEET
1-A	PLAN LEGEND
1-B,1-C	INDEX TO STANDARD DRAWINGS
1-D	STORM WATER POLLUTION PREVENTION PLAN
1E-1H	SURVEY CONTROL
2-2WW	TYPICAL SECTIONS & DETAILS
3	"NOT USED"
4	"NOT USED"
4-1	TRAFFIC PHASING NOTES
4-2	ADVANCE NOTIFICATION SIGNING
5-25	REMOVAL AND DEMOLITION PLAN
26-113	ROADWAY PLAN SHEETS & PROFILE SHEETS
114-176	STORM DRAIN PLANS SHEET & PROFILE SHEETS
177-208	SEWER PLAN & PROFILE SHEETS
209-229	WATER PLAN SHEETS
230-251	LIGHTING PLANS
252-272	LANDSCAPING PLAN SHEETS
273-292	SPRINKLER PLANS (INFORMATION ONLY)
293-313	SIGNING AND STRIPING PLANS
S-3-S-3E	SIGNAL SUMMARIES
S-4	"NOT USED"
S-5A-S-14C	SIGNAL PLANS

STA. 0+057.882
BEG. PROJECT
STP-2328(1)0

STA. 3+360.000
END PROJECT
STP-2328(1)0



VICINITY MAP

RECOMMENDED FOR APPROVAL _____ 2002
RB&G ENGINEERING, INC. PROJECT MANAGER

SALT LAKE CITY PROJECT NO. 102010
RECOMMENDED FOR APPROVAL _____ 2002
MR. JOHN J. NASER, P.E. S.L.C. PROJECT MANAGER

APPROVED
MR. LEROY W. HOOTON, JR. _____ DATE
S.L.C. PUBLIC UTILITIES DIRECTOR

APPROVED
MR. MAX G. PETERSON P.E. _____ DATE
S.L.C. ENGINEER

Attachment D
Preliminary Recommendations

South Temple Street Improvements
State Street to Virginia Street (1375 East)
Salt Lake City

Project and Study Area

The project is the South Temple Street Improvements project, which is a major project in the downtown core of Salt Lake City. The project is located between State Street and Virginia Street, and is approximately 1.5 miles long. The project is a major project in the downtown core of Salt Lake City, and is a major project in the downtown core of Salt Lake City.

Preliminary Recommendations

The project will include a number of improvements, including the widening of the street, the construction of a new sidewalk, and the construction of a new streetcar lane. The project will also include the construction of a new streetcar station, and the construction of a new streetcar stop.

**SOUTH TEMPLE
STREET**

State Street to Virginia Street
Salt Lake City, Utah

November 1997

Project and Study Area

The project is the South Temple Street Improvements project, which is a major project in the downtown core of Salt Lake City. The project is located between State Street and Virginia Street, and is approximately 1.5 miles long. The project is a major project in the downtown core of Salt Lake City, and is a major project in the downtown core of Salt Lake City.

Project and Study Area

RB & G ENGINEERING, INC.

The project is the South Temple Street Improvements project, which is a major project in the downtown core of Salt Lake City. The project is located between State Street and Virginia Street, and is approximately 1.5 miles long. The project is a major project in the downtown core of Salt Lake City, and is a major project in the downtown core of Salt Lake City.

Professional Engineers

streetscape. Key features that have been identified and addressed include sandstone curbs, carriage stoops, hitching posts, metal lattice poles and mature landscaping.

An environmental document is required for the project in accordance with 23CFR771 and the Federal Highway Administration Technical Advisory T6640.8. This will require compliance with the Section 106 review process and the Secretary of the Interior's Standards for Rehabilitation.

Citizen Advisory Committee:

A Citizen Advisory Committee was organized to review concepts and provide input into the development of the streetscape proposals for the South Temple Street reconstruction project. The committee is composed of individuals representing community, government and private agencies, as well as residents along, and in the area of, the street. Involvement of the Committee will continue throughout the design and construction phases of the project.

Recommendations of Citizen Advisory Committee:

Consideration has been given by the Committee to issues regarding curb and gutter, sidewalks and intersection ramps, crosswalks, carriage stoops and hitching posts, bus stops, street lighting, and pavement type.

Curb and Gutter:

An assessment was made of the existing sandstone curb and gutter along South Temple Street. There appear to be two types of stone, one being harder and more durable than the other. Approximately 560 meters (1,840 feet) of existing sandstone curb appears to be in reasonably good condition. It is estimated that 20 to 25 percent of the stone will be damaged during removal, leaving approximately 460 meters (1,510 feet) of sandstone curb available for reuse.

Recommendations of the Advisory Committee are as follows:

- Historic sandstone curb will be installed with new concrete gutter on the north side of the street in four block faces as follows: 'B' Street to 'C' Street; 'C' Street to 'D' Street; 'E' Street to 'F' Street; and 'F' Street to 'G' Street.
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- **Concrete curb and gutter will be installed on both sides of the street from 700 East to the east limits of the project at Virginia Street.**

Sidewalks and Intersection Ramps:

Recommendations of the Advisory Committee regarding sidewalk are outlined below. Drawings showing a plan view and a simulated perspective view of a typical sidewalk intersection are attached to this document for reference.

- Existing concrete sidewalk in good repair will remain in place. Displaced or uneven concrete sidewalk sections will be replaced as needed.
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- Street names will be engraved into the sidewalk at each intersection corner.
- Contemporary poles and fixtures will be provided at the corners to light sidewalk and pedestrian areas. The recommended pole and light fixture are shown on the attached picture.

Crosswalks:

The desire of the Advisory Committee is to preserve and enhance the linear quality of the street. There is also a desire to improve pedestrian qualities by providing means to calm traffic which leaves South Temple onto the side streets. Typical views of the crosswalks are shown on the drawings described above for sidewalk. Recommendations of the Committee are as follows:

- East-west crosswalks will be paved with concrete pavers edged with concrete on either side. The pattern will be contemporary and will not attempt to replicate historical features.
- Crosswalks on all side streets, except 700 East and possibly 900 East, will receive the special treatment.

Carriage Stoops and Hitching Posts:

The existing carriage stoops and hitching posts will be restored and replaced. The Committee recommended that the stoops be replaced adjacent to the curb to maintain proper context, rather than relocating them three feet behind the curb (outside of the safety clear zone). It was decided that the City would apply to UDOT for a design exception to allow

Attachment E
February 4, 1998 HLC Minutes

WILLIAM T. WRIGHT, AICP
PLANNING DIRECTOR
BRENT B. WILDE
DEPUTY PLANNING DIRECTOR

SALT LAKE CITY CORPORATION
COMMUNITY AND ECONOMIC DEVELOPMENT
PLANNING DIVISION

DEEDEE CORRADINI
MAYOR

March 5, 1998

Mr. Rick Johnston
Deputy City Engineer
Salt Lake City Corporation
Engineering Division
324 So. State Street, Suite 310
Salt Lake City, UT 84111

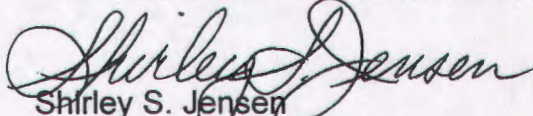
Dear Mr. Mr. Johnston:

Enclosed, for your files are the Findings and Order for Case No. 005-98, requesting approval of the South Temple street reconstruction, from State Street to Virginia Street, part of which is in an historic district. Your application was reviewed once again at the February 4, 1998 meeting of the Salt Lake City Historic Landmark Commission, and a preliminary approval was rendered.

If you have any questions, please contact either Ms. Elizabeth Giraud at 535-7128 or Mr. Joel Paterson at 535-6141.

Sincerely,

SALT LAKE CITY HISTORIC LANDMARK COMMISSION


Shirley S. Jensen
Secretary

/sj
Enclosure

cc: Carl L. Cook, RB & G Engineering, Inc.
Dell R. Cook, DRCA Associates, Inc.
Dow Richardson, Heath Engineering, Inc.
Peter Goss, Architectural Historian
File

**BEFORE THE SALT LAKE CITY HISTORIC LANDMARK COMMISSION
FINDINGS AND ORDER, CASE NO. 005-98**

On Wednesdays, December 3, 1997 and February 4, 1998, the Salt Lake City Historic Landmark Commission held an informal hearing to receive comments on Case No. 005-98, which was an application by Rick Johnston, Department of Public Services, Salt Lake City Corporation, Engineering Division, requesting approval of the South Temple street reconstruction project from State Street to Virginia Street, part of which is in an historic district.

Salt Lake City Historic Landmark Commission Minutes of February 4, 1998:

Case No. 005-98, by RB & G Engineering and the Department of Public Services, Salt Lake City Corporation, requesting approval of the South Temple street reconstruction project.

Ms. Giraud presented the staff report by outlining the major issues of the case, the findings of fact, and the staff's recommendation, a copy of which was filed with the minutes. She stated that the project would be funded from the Intermodal Surface Transportation Enhancement Act (ISTEA). Ms. Giraud said that one of the difficult issues surrounding this proposal was choosing which historic time period should be incorporated into the reconstruction project. She spoke of the Citizens Advisory Committee, which had been meeting and discussing the phases of the project. Ms. Giraud said that the decision had not been made to resurface the street with concrete or asphalt, which was not part of the current application.

Ms. Giraud continued by saying that only about 70% of the lattice poles could be repaired. She said that those lattice poles would be preserved, repaired, and repositioned in a soldier-style pattern, but set back a few feet from the street. Ms. Giraud reported that there would be additional lighting by adding more light poles on the street.

Ms. Giraud said that trolley rails have been found under the existing surface. She indicated that their location will be documented.

Ms. Giraud said that the sandstone sidewalks were discussed in the Citizen's Advisory Committee meeting, and since they were an historic element, the committee members believed they should be retained.

Ms. Giraud was asked what will happen to the disposed materials, such as the dome lights after they are removed, and would they be available for use in other parts of the City. She suggested that the question be proposed to the applicant.

The applicant, Mr. Rick Johnston from the City's Engineering Division, was present, as well as Mr. Carl Cook from RB&G Engineering, the consultant, Mr. Peter Goss, architectural historian, Mr. Dell Cook from DRCA Associates, Inc., consulting landscape architect, and Mr. Dow Richardson from Heath Engineering, Inc., electrical consultant.

Mr. Johnston briefly outlined the proposal. Large briefing boards were used to further demonstrate the project. Mr. Cook pointed out that on one side of the room, the drawings were of the existing South Temple from State Street to Virginia Street, depicting every light pole, tree type, bus stop, and other elements. He said that on the opposite side of the room, the drawings depicted the proposed modifications and improvements. Mr. Cook stated that the width of South Temple would remain the same, and the curbs and gutters will be replaced in the same locations as they are now.

The following questions, concerns, and comments were made by the Historic Landmark Commission.

- Ms. Blaes led the discussion asking if the final paving material had been determined. Mr. Johnston indicated that it had not. He said that the City's Urban Design Committee is planning a field trip to compare concrete and asphalt street paving and will be studying that further before making a recommendation.
- Ms. Deal inquired further about the lattice poles, making reference to the 70% that would be repaired. She wanted to know what kind of lighting would replace the remaining 30%. Mr. Richardson indicated that the lattice poles would be repositioned. He said that not all the existing lattice poles have lights on them. Ms. Deal said that some of those lattice poles still had a function because power lines were attached to them. Ms. Deal said that she liked the proposed bus stop arrangements. She inquired if all the proposed bus stops were required to have ramps to meet the Americans with Disabilities Act (ADA) regulations. Mr. Cook said that the consultants would be working with the Utah Transit Authority, because some of the bus stops would be too steep for wheelchair access. The discussion continued.
- Mr. Young asked about the elimination of the onion dome poles. Mr. Richardson said that the onion dome poles were originally set up by the power company to dead end the primary lines on South Temple. Ms. Deal thought they should be kept because she said that they were an "incredible unique element".

After a lengthy discussion, Mr. Cook said that if the onion dome poles perform a function, they would not be eliminated. He noted that, it was the understanding, that they had no purpose. Mr. Cook said that there were no strong feelings toward keeping them or removing them. Photographs of the poles were circulated among the members.

Mr. Wright said that the issue would have to be investigated. He said that perhaps the lines did not need to be connected to those poles any more and if they were an anchor, what would be put back in their place, if they were removed. Mr. Richardson assured the Commission that would be studied further.

- Mr. Littig commented that he believed there was too much directional signage on South Temple and inquired if the City was planning to eliminate some of the "no parking" signs. He said that he was a member of the Citizens Advisory Committee and there was much discussion regarding signage on South Temple. Mr. Cook responded by saying that the Urban Design Committee and the community councils also discussed the signage issue. He said that the City and the consultants would do everything they could to minimize the impact of the signage and keep the lattice poles free from any of those signs.

The subjects of angled and parallel parking were introduced. Ms. Giraud asked the consultants to clarify if angled parking would continue to be allowed, or would those few areas be replaced with landscaping and parallel parking. Mr. Cook said that they would be replaced with the traditional landscaping in the park strip and parallel parking would be required.

Mr. Goss referred to Section No. 21A.34.020(G) Standard No. 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."

Mr. Goss said that if he correctly interpreted the language, that standard meant that if a component had to be replaced, the new component would not have to look like the old. Ms. Deal gave the example that if an additional sandstone walk had to be placed, the new sandstone would not have to be battered to make it look old.

Ms. Blaes opened the hearing to the public and asked if anyone wished to address the Historic Landmark Commission. The following questions, concerns, and comments were made by the public:

- ◆ Ms. Nancy Pace, an interested party, inquired if the property owners on South Temple would be assessed to help pay for the reconstruction. Mr. Cook said that the property owners would not be assessed. He gave a brief explanation regarding the funds that would pay for the reconstruction. Ms. Pace addressed the pedestrian lighting and asked if the new light poles had to have some historic significance. Mr. Johnston said that, under the Section 106 review process, no imitation historic features can be used, the poles have to be different. Ms. Pace, referring to the staff

report, said that the reconstruction project would be done in two phases, from State Street to 700 East, then from 700 East to Virginia Street. She asked if those phases would be completed in small increments. Mr. Johnston said that the City realized the sensitivity of the reconstruction to the property owners, but noted that that aspect had not been studied in detail, at this time. Mr. Johnston reiterated that the time frame for the project would be 2000 or 2001. He said that some utility work might commence in 1999. Ms. Pace expressed her excitement for the project.

- ◆ Ms. Melissa Cheng, whose parents own a small business located on South Temple, expressed her concerns about the length of time the reconstruction would take. She talked about other small businesses that were affected by the I-15 reconstruction. Ms. Cheng was concerned how the property owners, and those who had businesses on South Temple, would be able to access their properties during the reconstruction process. She said that she knows that the project will have an impact on her parent's restaurant. Mr. Johnston said, again those details had not, yet, been worked out. Ms. Cheng talked about the changing character of South Temple and expressed her concern that the "uniqueness" of South Temple would be lost.
- ◆ Ms. Cindy Cromer, a resident in the area, stated that she wanted to compliment the consultants for the visual displays they had provided. She pointed out that the consultants had been meeting with the neighborhood councils. Ms. Cromer said that there had been much stated about traffic calming and she asked that the cross walks be redesigned with some kind of contrasting surface to slow vehicles down. She said that she realized that traffic speeds were not in the purview of the Historic Landmark Commission, but at some point, "we need to incorporate into this massive investment what is current, and what is current is to create a pedestrian environment and slow people down." Ms. Cromer continued by suggesting that an appropriately designed bus shelter be included in the reconstruction project. She talked about a first-hand experience of using salvaged sandstone and said that it was extraordinarily difficult to work with and recommended not investing a huge amount of resources into the restoration of the sandstone sidewalks.
- ◆ Ms. Lou Ann Carstensen, stated that she was representing the Ladies Literary Club, which is located in a building on South Temple. She expressed her concern that the plans for reconstruction would not enhance street parking, and make parking more difficult. Ms. Carstensen pointed out that the club building had no off-street parking, so the members and guests relied on street parking. Mr. Cook assured her that the only parking that would be changed will be the angled parking.
- ◆ Mr. Mark Lloyd, who resides at 926 E. South Temple, stated that he was also representing several neighbors who live on Haxton Place. Mr. Lloyd commented that he appreciated all the preparation that had gone into this project and the successful public notification process. He said that he supported the limitation of the signage. Mr. Lloyd talked about refurbishing the lattice poles and expressed his concern about the replacement locations, because he currently had two in front of

his property. He also expressed his concern that park strips and yards would be dug up and that underground lawn sprinkling systems would be damaged. Mr. Lloyd also said that he supported anything that could be done to reduce the speed of the vehicular traffic. He concluded by addressing the unique street lights on Haxton Place and asked that they remain. Ms. Deal asked the consultants to look at the lighting on Haxton Place because that site had a unique identity of its own.

Upon hearing no further requests to address the Commission, Ms. Blaes closed the hearing to the public, and the Historic Landmark Commission proceeded into the executive session portion of the meeting.

Executive Session

A short discussion followed. Mr. Young recommended that the consultants consider using low water trees and vegetation in areas that will be re-landscaped.

Ms. Deal moved that the Historic Landmark Commission give preliminary approval as to what was presented in the staff report for Case No. 005-98 for the South Temple reconstruction project, with the understanding that the applicant will have to return to the full Commission to approve the paving material, once the material is known. Further, that the applicant re-evaluate the use of the onion dome light poles, and make a further presentation to this Commission. It was seconded by Mr. Young.

Ms. Jeppsen said that the public's point about traffic calming was very important and thought that should be incorporated in the motion. Ms. Deal said that she would be willing to amend the motion, but it was a transportation issue and was not in the purview of this Commission. She asked, for the benefit of the neighborhood, that the consultants study traffic calming devices. Mr. Wright stated that the traffic issue could be pursued by the Urban Design Committee and reviewed with the Transportation people and the consultants, as well, for further analysis into a traffic calming plan.

Ms. Deal, Ms. Devine, Mr. Gordon, Ms. Jeppsen, Mr. Littig, Mr. McFarland, Ms. Miller, and Mr. Young unanimously voted "Aye". Mr. Cerruti, Mr. Damery, Ms. Mitchell, and Mr. Morgan were not present. Ms. Blaes, as Chair, did not vote. The motion passed.

Salt Lake City Historic Landmark Commission Minutes of December 3, 1997:

A discussion took place regarding the South Temple Street reconstruction, presented by RB & G Engineering and Salt Lake City Corporation's Department of Public Services.

Ms. Giraud presented a brief overview of this reconstruction project. A copy of the preliminary recommendations and the historical reports were filed with the minutes of this meeting. She spoke of the Historic Landmark Commission's steering committee who had been working on this project. She pointed out that the Commission would eventually make a decision on the reconstruction. Ms. Giraud stated that one of the biggest issues was concrete for the roadways versus asphalt paving. It was discovered, that both materials were historic.

Ms. Giraud introduced Peter Goss, Dell Cook, Carl Cook, and Dow Richardson, from RB & G Engineering, (Rollins, Brown and Gunnell), who are consultants for Salt Lake City Corporation. Mr. Rick Johnston, the City's Department of Public Services, Engineering Division, was introduced, as well. A briefing board was used to further demonstrate the project. The discussion included, the following:

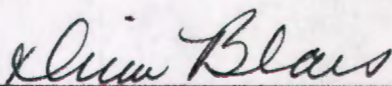
- ⇒ The federal government funding of the project;
- ⇒ The project consisted of reconstructing or replacing the deteriorated street pavement section, curb and gutter, and drainage systems of South Temple from State Street to Virginia Street;
- ⇒ There would be no intent to widen the street;
- ⇒ The project was proposed to commence in 2000 or 2001 and would be subject to historic preservation standards of the Secretary of the Interior;
- ⇒ **The elements that the steering committee identified involved sandstone curb set on concrete gutter, sandstone sidewalks, carriage steps, one hitching post, and the landscaping. An assessment had been made of the historical sandstone and it would be reused, where possible;**
- ⇒ No signage would be attached to the restored existing lattice light poles;
- ⇒ The proposed new light poles;
- ⇒ Most of the City's existing trees would remain and a variety of new trees would be planted;
- ⇒ Concrete cobble-type material would be used to introduce the residential street crosswalks, and the major street crosswalks would be painted;
- ⇒ The mast arms holding the traffic signals; and
- ⇒ Enhanced bus stops with benches facing the traffic.

The discussion continued with a question and answer session. Most of the questions were regarding the existing and proposed tree types and locations, and the lighting systems. The signage issue had not been resolved. The project would be discussed

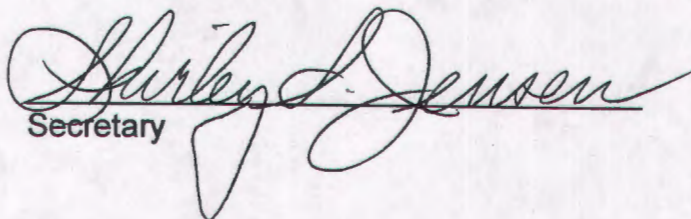
more in detail when it would be fully reviewed by the Historic Landmark Commission in a future meeting.

IT IS THEREFORE ORDERED that the request by Rick Johnston, Deputy City Engineer, be granted a preliminary approval based on the conditions set forth in the motion.

Dated in Salt Lake City, Utah, this 5th day of March, 1998.



Chairperson



Secretary

Attachment F
Pre-Construction Minutes

**FEDERAL AID PROJECT
STP-2328(1)0**

SOUTH TEMPLE STREET; MAIN STREET TO VIRGINIA STREET

CONTRACTOR: RALPH L. WADSWORTH CONSTRUCTION COMPANY
71 East Wadsworth Park Drive
Draper, UT 84020
801-553-1661

PRECONSTRUCTION CONFERENCE MINUTES

DATE: May 14, 2002
TIME: 1:30 PM
PLACE: Salt Lake City Engineering Office
324 South State Street, Suite 210

1. INTRODUCTIONS

Carl Cook opened the meeting and introduced the following representatives of Salt Lake City, UDOT and the RB&G Engineering, Inc. team. All in attendance then introduced themselves.

UDOT/SALT LAKE CITY/RB&G Project Representatives:

George Deneris	UDOT Project Manager	801-475-4826
Darren Rosenstein	UDOT Project Engineer	801-975-4871
John Naser	Salt Lake City Project Manager	801-535-6240
Stephanie Toombs		Salt Lake City Engineering 801-535-6374
Pat Peterson		Salt Lake City Public Relations 801-535-7235
Carl Cook	RB&G Project Engineer	801-374-5771 Cell 368-7218
Dennis Pay		RB&G Design Engineer 801-374-5771
Chris Sanborn	RB&G Field Engineer	801-374-5771 Cell 201-6466
Robert Cochran	RB&G Office Engineer	801-374-5771

A list of everyone who attended this meeting is attached.

Contractor's Representatives:

Project Superintendent:	Wayne Bowden	Office 553-1661 Cell: 301-2714
Project Manager:	Lee Wegner	Office 553-1661 Cell: 455-3701
Public Information Mgr.	Valerie Wallace	Office 553-1661 Cell: 301-2719
Office:		Kelli Jacobson Office

2. DESCRIPTION OF PROJECT

Carl Cook provided an overview of the scope of the project. The project extends on South Temple Street from Main Street to Virginia Street. It involves complete replacement of the existing pavement with new concrete pavement and replacement of curb and gutter. The project is located in a National Historic District and the restoration and refurbishment of historical elements such as lattice light poles, stone hitching posts, carriage steps and sandstone curb and gutter. Utility work will include installation of new waterlines on both sides of the road and installation of new storm drain improvements.

The Project is divided into four construction phases or zones:

- Phase 1: Main Street to State Street
- Phase 2: State Street to 500 East
- Phase 3: 500 East to 900 East
- Phase 4: 900 East to Virginia Street

This project is to be completed by September 30, 2003.

3. UTILITY AGREEMENTS & COMPANY COMMENTS

Qwest Communications - Reported that they have been potholing and the only conflict so far is at 350 East to 400 East involving the new storm drain. This is in Phase 2 of the project and the work should be done around June 20.

Carl reminded everyone that close coordination with the contractor is very important and announced that the **Weekly Construction Coordination Meeting** will be held every **Tuesday morning at 9:00 A.M.** at the Contractor's project office.

Questar Gas - Gary Bryant asked where contractor will be working first so that they can coordinate their work. They are working on some of their valves. They want to avoid any problems by closely coordinating their work with the Contractor.

Carl said that a copy of the preliminary schedule will be distributed with the minutes of meeting.

They are concerned with their 16-inch gas main on the south side of the road. The storm drain will cross the gas main in only one location, at 600 East. Prior to that work, the gas main will need to be potholed so that we can work around it if at all possible.

Utah Power - Curt Anderson asked if the curb and gutter would be moved back into the planter. Carl said it will stay in the same place horizontally. There will be some adjustments vertically. They have duct banks located at Main, State, and 6th East where they have some duct banks that may need to be raised or lowered. If there are any

problems with the banks or manhole lids, Curt should be contacted.

AT&T - No one present.

AT&T Networks - No one present

Broadwing Communications - No one present

Electric Lightwave - Shauna Jones said that ELI has some major concerns between A Street and 200 East, especially in front of the University Club building. Their conduit there is very brittle and can't be relocated or lowered so they will need to install a new structure. Between 200 East and 600 East they plan to be in a joint trench with MCI WorldCom. They have tried to coordinate their work with other fiber companies but they were not responsive. Shauna stated that they want to coordinate with the Contractor so that they can do their relocations at the same time that the street pavement is removed. Carl explained that the utility work must all be done in advance of the pavement excavation and the Contractor is not allowed to begin that excavation until all utility work within the paving zone is completed. Therefore, it will be necessary to dig through the pavement to do any replacement utility work. The Contractor will place temporary asphalt in utility trenches if it is properly coordinated with him. It is anticipated that all utility work will be completed for the full length of the project within this first construction season.

Questar InfoComm, Inc. - No one present

MCI World Com - They are also looking at replacing ducts between State Street and 600 East. He mentioned that there is a duct bank between Main and State that is located on the north side. There is a shallow place over the steam tunnel. The work will go forward on one half of the road at a time and will begin next week on the south side at Main Street. There was a question about the possibility of putting a new line under the sidewalks. John Naser responded that it would not be possible to put anything in park strips or in the sidewalk.

Sprint Communications - No one present

XO - No one present

Level 3 Communications - No one present

Williams Communications - Their facilities should be clear of any problems. They think that their lines are deep enough, although there may be some minor relocations necessary.

Salt Lake City Department of Public Utilities

It will be required to maintain the water and particularly the fire protection. The waterline must be staked and located to avoid other utility work that will come later. They don't want any extra adjustments or loops in the lines because they were not installed in the right location initially. Potholing must be done in advance of the waterline installation. Invert covers must be placed in all sewer manholes. There was a discussion of the shutdown requirements. Notice must be delivered to residents and businesses at least 24 hours in advance. The Contractor must coordinate with businesses face to face to ensure that shutdowns do not conflict with their business operations. The Contractor must have all fittings on site before the shutdown begins and the pipe is cut.

The Contractor is required to contact Blue Stakes Location prior to any digging.

There was a question about the timing of the light pole installation. The poles will be installed as the contractor goes through a particular phase. Construction will begin Monday the 20th at Main Street.

Shauna Jones of Electric Lightwave requested a meeting to further discuss utility concerns. The meeting was scheduled for Wednesday, May 15th at 9:00 A.M.

SLC Transportation wants to add another set of conduits for fiber lines. Gerry Blair can provide more information.

Attendance roster will be attached to minutes.

4. HISTORICAL DOCUMENTATION AND COORDINATION

Betsy Skinner	UDOT Region Two Cultural Spec.	801-975-4923
Peter Goss	Historical Architect	801-581-7236

Betsy will be interfacing with SHPO and Peter will be representing RB&G as the consultant to the City and coordinating with Betsy and the historical subcontractor, Baseline. The following three sections define the contractor's and subcontractors' responsibilities with regard to historic features.

We know that we will encounter trolley rails and cobblestones. There are likely to be other historical elements that will need to be documented upon discovery. Great care must be exercised in the excavation process to ensure that historical items are properly cared for.

**A. Section 01355: Environmental Protection, Paragraph 1.9
Discovery of Historical, Archeological or Paleontological Objects.**

- A. Immediately suspend construction operations in the vicinity of the discovery if a suspected historic, archeological or paleontological item, feature, prehistoric dwelling sites or artifacts of historic or archeological significance are encountered.
 - B. Notify the ENGINEER verbally of the nature and exact location of the findings.
 - C. The ENGINEER will contact the State archeological authorities who will determine their disposition.
 - D. Protect the discovered objects and provide written confirmation of the discovery to the ENGINEER within 2 calendar days.
- B. Document and Remove Trolley Tracks, Special Provision 02223S, Part 3.1**
- A. Coordinate all activities required to document and remove trolley rails with the ENGINEER and HISTORICAL ARCHITECT.
 - B. Complete *Intensive Level Survey Form (ILS)* to survey standards. Include a written physical description of the trolley rails and ties, and any other features encountered.
 - C. Obtain photographs of the trolley rails and ties. Submit as many professional quality black/white 35 millimeter photographs (3x5 prints with accompanying negatives) as required to show all details of the rails and ties. Number and label photographs to identify location, description of the view shown, date the photograph is taken, and key photograph to a scaled drawing. Submit prints and negatives in archival stable storage pages.
 - D. Submit scaled drawings of the trolley rails and ties, and any other encountered features. Drawings will be prepared from project base maps and will show the extent and orientation of features. ENGINEER and HISTORICAL ARCHITECT will approve final drawings.
 - E. Documentation of historical features will be performed by an approved CULTURAL RESOURCES SUBCONTRACTOR.
 - F. Upon completion of documentation work, and after approval from the ENGINEER and HISTORICAL ARCHITECT, remove and dispose of trolley rails.

Lee Wegner asked where the trolley rails are likely to be encountered and how deep they might be. John Naser explained that the trolley rails can be within a foot of the surface and

are located mostly down the center of the street.

- C. Document and Remove Cobblestone Street Paving, Special Provision 02223S, Part 3.2**
- A. Coordinate all activities required to document cobblestone street paving with the ENGINEER and HISTORICAL ARCHITECT.
 - B. Complete *Intensive Level Survey Form (ILS)* to survey standards. Include a written physical description of the cobblestone street paving, and any other features encountered.
 - C. Submit scaled drawings of the extent of cobble stone paving and any other encountered features. Drawings will be prepared from project base maps and will show pattern and orientation of features. ENGINEER and HISTORICAL ARCHITECT will approve final drawings.
 - D. Obtain photographs of the cobble stone surfacing. The number of professional quality black/white 35 millimeter photographs to be submitted (3x5 prints with accompanying negatives) shall be as required to show all details of the cobble stone paved area. Photographs shall be numbered and labeled as to location, description of the view shown, date the photograph is taken, and shall be keyed to a scaled drawing. Submit prints and negatives in archival stable storage pages.
 - E. Documentation of historical features will be performed by an approved CULTURAL RESOURCES SUBCONTRACTOR.
 - F. Upon completion of documentation work, and after approval from the ENGINEER and HISTORICAL ARCHITECT, remove and dispose of cobblestone street paving.

Carl pointed out that the other historically significant surface features are to be dealt with in the specifications. Peter will be on the project to coordinate with contractors and the historical subcontractor. All historical artifacts must be properly treated and dealt with. There are strict requirements as to how they are to be handled. State Stone will be the historical subcontractor.

Historic elements can be restored and refurbished, but not replicated. It must be clear at the end of the project which elements are historical and which are new.

George Deneris asked who makes the decision as to whether or not a historic light pole is

sound enough to refurbish. Carl said that those decisions will be made jointly with the City, the Engineer, Betsy, and Peter since commitments were made to SHPO regarding the number of poles that could be saved.

There was a discussion about training of those working on the project. Betsy said that she was trying to set up a training meeting for employees and inspectors sometime next week. Jim Dykman at SHPO is very concerned about historical discoveries and what constitutes a discovery.

5. **CONTRACT DOCUMENTS IN FORCE**

- A. State of Utah Standard Specifications For Road & Bridge Construction, 1999 edition (metric).
- B. ASTM & AASHTO Materials Testing Procedures.
- C. UDOT Minimum Sampling & Testing Requirements 1999 edition.
- D. U.S. Department of Labor; Davis/Bacon Act and all addendums (Field Operations Manual)
- E. Minimum Wage Rates, as found in the Special Provisions.
- F. Manual of Uniform Traffic Control Devices.
- G. Project Plan and Project Special Provisions.
- H. Dataquest Equipment Rental Rate Book.
- I. All other Federal, State and County ordinances and laws that may pertain to any matters encountered on this project.
- J. APWA Standard Specs apply for Public Utility's work

6. **EXTRA OR FORCE ACCOUNT WORK**

Any unforeseen or extra work encountered on the project will be approved by **CHANGE ORDER** either by agreed unit price or force account basis prior to beginning any work. All units of payment will be agreed to in writing by both the State and the Contractor and his approved subcontractor, where applicable. The Dataquest Equipment Rental Rates Manual is in effect on this project. The Contractor will submit a cost breakdown on all extra items of work to be approved by the Project Engineer, prior to any work being done.

7. **CHANGE ORDERS**

Change orders will be required for items not covered in existing bid items or for overruns and underruns of "major contract items." If the Contractor's price for any additional work is over 10 percent of last years "Average Unit Bid Price", these prices must be justified by

the Contractor in writing with a proper cost breakdown of labor, materials and equipment.

All change orders must be approved in advance of the work. Change orders will be processed as quickly as possible.

8. SAFETY

A. Accident Prevention Program:

Ralph Wadsworth Construction has an approved APP currently available on UDOT's website. The plan was approved on 12/03/99 and is valid for a period of three years. Carl requested a hard copy of the APP. A copy was provided by the Contractor in the meeting

B. Certified Flag persons:

All Flag persons on the project must be certified through a proper training program and hold a current card of certification.

C. Weekly Toolbox Meetings:

Please include all your subcontractors in this required meeting. RB&G personnel would also like to attend this meeting.

D. Project Engineer's Safety Person: Chris Sanborn 801-374-5771

E. Region Two Safety Coordinator: Cathy Overstreet 986-2030

F. Contractor's Safety Person: Jim Hubbard
Telephone: 553-1661

G. Traffic Control Supervisor: David Mortensen
Telephone: 553-1661

H. Region Two Traffic Engineer: Chris Siavrakas 986-2160

I. **Salt Lake City
Transportation:**
Scott Vaterlaus
535-6630

J. Traffic Control: Section 01554M, Pages 191-192

The Contractor has copies of some of the preliminary traffic control plans for the initial utility work between and will provide them to the Project Engineer in the meeting Wednesday morning. Carl reminded Con that the final submitted traffic control plan must be designed, signed and stamped by a Professional Engineer (P.E.) currently licensed in the state of Utah and approved by the Salt Lake City Traffic Engineer. No work can begin on the project until written approval in the form of a permit is received from the Salt Lake City Traffic Engineer. After receipt of the complete traffic control plan, a coordination meeting will be scheduled to discuss it.

Traffic control plans shall accommodate the requirements of phasing, access and intersection restrictions outlined in Section 00555M, Prosecution and Progress, Pages 179-182, and the project plans.

9. REQUIRED DOCUMENTATION FROM CONTRACTOR

Certifications are required for all materials. Submittals must be provided to RB&G and approval received prior to incorporating the materials in the project. The Contractor provided submittals for the water and sewer work and several other miscellaneous items in the meeting.

A. Construction Progress Schedule and Written Narrative:

A resource-loaded, critical path schedule is required for this project. One hard and one electronic copy was submitted to RB&G. Carl reminded Con that the Anticipated Monthly Payment Schedule, Form C400, must be filled out and submitted prior to the first partial estimate or the comptroller's office will not issue a check. The closing date for each period along with the amount expected to bill for that partial estimate period must be included, based upon the critical path schedule. Con stated that they would like to have bi-monthly payments with the periods ending on the 2nd and 4th Saturdays.

B. Affirmative Action Plan:

A copy of the AAP was submitted to the Engineer. Carl reminded Con that an FHWA Form 1273 is required to be posted on the bulletin board.

10. SUBCONTRACTORS & SUPPLIERS

A list of subcontractors for the project was submitted. Carl pointed out that Section 00555, Part 1.3 limits sub-contracting to less than 50 percent of the contract.

Carl also reminded Con that one original copy of their subcontract agreements (Forms C115 and C116) must be submitted for each subcontractor. The subcontracts must be in place prior to the work being done on the project. Subcontracts are required for all companies performing work on the job who do not meet the definition of a supplier. Those with subcontracts less than \$10,000 need not submit Form 257s; however, they still must adhere to the Prime Contractor’s Affirmative Action Plan, and must strive to meet EEO goals. Jane Casper reminded the Contractor that they don’t need subcontract agreements for those who are hauling materials to or from the project.

The following subcontractors and suppliers will be used on this project:

Proposed Subcontractors:	Item:
A-Core Concrete Cutting, Inc.	Sawcut
B. Jackson Construction and Engineering, Inc.	PCCP
Beltran Fence & Construction	Pipe Burst
Complex Fabricators, Inc.	Signs
Harper Contracting	Metal Fabrications
Hidden Peak Electric Co., Inc.	Excavation
Loveland Landscape	Electrical
Premier Striping, Inc.	Landscaping
Recreation Utah	Striping
Staker Paving & Construction Co.	Benches and Trash
Western Quality Concrete	Receptacles
	Asphalt
	PCCP

Subcontractors must comply with EEO requirements in the AAP. Printed forms will be part of the bulletin board.

11. EQUAL EMPLOYMENT OPPORTUNITY

A. Contractor's Company EEO Officer: Kip Wadsworth, 801-553-1661

B. Contractor's Project EEO Officer: Lee Wegner, 801-553-1661

C. Project EEO Officer:

Chris Sanborn, assisted by Robert Cochran. Form C257, UDOT's Quarterly Employment Utilization Report, due in the Project Engineer's office by the first of each quarter, so they can be submitted to UDOT by the sixth of the first month of the quarter. Use the 25th day of the last month of the quarter as the cut off date for filling out these required quarterly reports. Once the Contractor or any of his Subcontractors (>\$10,000) appear on the project, they are required to submit a C257 from that date and each and every quarter thereafter, regardless of whether they perform work on the project or not, up to and including the final C257 when work is 100% complete.

Jane Casper stated that the PR-1391 is to be submitted only in July. She suggested that as subcontractors finish their portion of the work, get the C257's from them and submit rather than wait for a quarterly submittal. The new form is on the website. Robert Cochran said that he doesn't want fax copies, he wants the signed originals.

D. Bulletin Board on Project:

Includes Labor Posters, EEO Posters, Contractor's EEO Policy, and Wage Rates (check sheet for requirements attached). The posters to be placed on the bulletin board can be obtained from the UDOT Central Office.

E. Affirmative Action Meetings:

Jane stated that these meetings need to be held whenever there are new employees so that they understand the harassment policies. Please submit copies of all minutes of these meetings to the Project Engineer. All employees are required to sign a roster for verification that they have attended company meetings where harassment, intimidation and coercion have been discussed. This roster will be checked against the contractor and subcontractors Certified Weekly Payroll Reports and Labor & E.E.O. Interviews for verification of 100% attendance.

Chris Sanborn reminded people that subcontractors need to be aware that they have a responsibility to provide this information, also.

F. Disadvantaged Business Enterprise Goals:

The D.B.E. goal requirement for this project is 4 percent. The Contractor has committed to a 0.5 percent goal in his bid documents.

G. Minority Representation for Each Trade:

The goal for female participation is **6.9 percent per trade** and the goal for minority participation is **6.0 percent per trade. THIS IS NOT FOR THE ENTIRE WORK FORCE, BUT BY INDIVIDUAL TRADES AND CRAFTS.**

H. Equal Opportunity Training:

To meet the 9000 hours required, at least nine (9) trainees will be needed. The Contractor needs to submit a letter listing classification, approved training program to be used, and starting time of program.

12. LABOR

A. Wage Rates:

All employees of the Contractor or any of his approved subcontractors will be required to be paid at least the minimum wage rates set forth in the Special Provisions.

B. Certified Payrolls:

Payrolls will be submitted to the Project Engineer for each week of work on the project. Subcontractors payrolls will be submitted through the prime contractor first for review, then to the project Engineer. The payroll check sheet (attached) should be strictly adhered to. Any incorrect payroll will require the submission of a supplemental payroll to correct the errors as well as proof of payment, where applicable, this being a copy of canceled check front and back for the difference in pay.

ALL SUBCONTRACTORS PAYROLLS SHOULD BE VERIFIED BY THE PRIME CONTRACTOR AS TO THE CORRECTNESS OF THE PAYROLLS BEFORE SUBMITTAL TO THE PROJECT ENGINEER

Robert Cochran reminded everyone that payrolls must be submitted promptly. Payrolls should be received by the Project Engineer no later than two weeks after the closing of the payroll period.

DELAYS OR PAYROLL PROBLEMS WILL BE JUST CAUSE FOR HOLDING PAYMENT OF MONIES DUE UNTIL THE CORRECTIONS

HAVE BEEN MADE AND VERIFIED BY THE ENGINEER.

C. Employee Interviews:

These will be taken on a random basis, without prior knowledge of the Contractor or his subcontractors to verify compliance with the project requirements. Chris stated that the interviews will be conducted among the subs as well as the prime contractor. He also reminded everyone that the subs need to be informed and included in meetings. Make sure employees identify who they are working for so the employer can get credit.

Jane discussed the Prompt Payment requirements. They are addressed in Appendix A, sections J and K. Do not submit a list stating that subcontractors have been paid if they have not.

D. Site of Work:

Jane said that the current interpretation is that the site of work is considered to be within 0.5 miles of the site.

13. CONSTRUCTION STAKING, STANDARD SPECIFICATION SECTION 00727

RB&G will provide a Survey Crew on the project to do the staking of construction items on an as needed basis. The Contractor shall be responsible for providing a Weekly Work Schedule indicating items which require staking. This will determine when the survey crew will be required on the project. The Contractor shall determine the interpretation and meaning of all stakes and marks before commencing work. The Contractor has a responsibility for preserving all stakes and marks.

14. MATERIALS AND INSPECTION

A. Minimum Test Requirements:

Refer to UDOT Minimum Sampling and Testing Requirements 1999 Edition.

B. Materials Laboratory:

Project Engineer's Laboratory will be located at 1435 West 820 North, Provo, Utah and some project testing will be performed there. There will be a lab trailer on site where most of the testing will occur. Robert Pelly requested a list of RB&G technicians and verification of their certifications. Carl will send the list to Darren Rosenstein.

Carl asked if there were any materials that need to be pre-tested. Lee said that the

only item might be the limestone curb material. There was a question concerning the C909 waterline. John Naser pointed out that the waterline is all non-participating money and that Public Utilities has requested this particular material. George Deneris confirmed that there is no problem with this item.

C. Source of Materials to be Pretested by UDOT:

Refer to the Minimum Testing Requirements for all materials to be pretested.

D. Certification of Compliance:

All materials must have a certificate before being incorporated into the project unless they are pretested and certified by Central Laboratory. Refer to the Minimum Testing Requirements for all materials requiring certification.

IT TAKES AT LEAST 30 DAYS TO HAVE ANY PRETESTING OF NEW MATERIALS ACCOMPLISHED.

15. CONTRACT ITEMS AND SPECIAL PROVISIONS

A. Prosecution and Progress: Section 00555M, Pages 179-182

1. Construction Phasing - Four zones. Utility and paving
2. Business and Property Access must be maintained. The only access that can be cut off is residential access during the paving of the PCCP. There may be an ADA access concern. We need to be sensitive to this issue and make accommodation as necessary. Business signing is to be provided. The project signs will need to be modified to include the Federal and City information. John will forward the information to the Contractor.
3. No work allowed on Sundays and holidays without written approval. July 24 access must be maintained on 200 East for parade staging.
4. Salt Lake County Noise Ordinance applies. No work between 9 p.m. and 7 a.m. without a permit. Alan Ellis discussed several possibilities of coordinating the paving and sawing. There will be further discussion about the hours for paving and sawing before the time comes.
5. Intersection Restrictions Intersections must be kept open during the utility phase. During the paving phase certain intersections may be closed provided the adjacent intersections are open for traffic. Police and fire need to be notified of any closures. Fifth Street to E Street, 7th Street to I Street, 9th East to M Street, and Virginia Street must be open to north-south traffic, one lane in each direction, at all times.
6. Contractor Employee Parking No parking on the South Temple or on 100 South, 1st Avenue, or any of the intersecting streets. Trucks being used in the work can be on the street, but employees personal vehicles must be

located off site.

7. Construction Haul Routes State Street, 7th East or 13th East must be used. No hauling through residential areas.
8. Must provide for interruptions to Garbage Collection, Deliveries to Businesses, and Access to Churches, etc.
9. The Contractor must comply with the City's Clean Street Ordinance.

B. Cooperation with Utilities: Section 00727, Part 1.7

There are many utility companies who own facilities within or near the project limits. Use precautionary measures when performing excavation in the area of these facilities. Contact Blue Stakes at 1-800-662-4111 prior to excavation operation in accordance with Utah State Law. Some conflicts and relocations are anticipated. These relocations shall be coordinated with the utility companies whether performed by the contractor or the Utility company.

C. Public Information Services: Section 01315M, Page 185-186

Carl stressed the high profile nature of the project. It is critical that every attention is paid to questions and concerns from the public, residents and businesses. The approach to this point has been positive. Design phase included meetings with property owners along the project.

Project website is up and running: www.southtempleconstruction.com. Carl requested electronic copy of first newsletter so it can be posted on the website. The newsletter should be distributed as soon as possible. Con said that it will be handed delivered along the project Wednesday morning.

The City will provide a list of property owners within the specified project limits. The Contractor's Public Information Manager is to be available on every working day, on call at all times, and available upon the ENGINEER's request at other than normal working hours.

Contractor's Public Information Manager: Valerie Wallace, 301-2719

Salt Lake City PIM: Pat Peterson, 801-535-7235

Pat reminded everyone to warn people before you do anything. Valerie asked if there were Community Council meetings that she needs to attend. There are three community councils that cover project area (Avenues, Central City and East Central). The Contractor is required to attend to address questions or concerns. John Naser said that they will provide schedules for these meetings. Pat said that

the downtown business associations may want to meet initially with a project representative. Dennis Pay will send a list of business contacts to Valerie.

Construction Status Newsletter:

Prepare and distribute a construction status newsletter to the residents and businesses adjacent to the project limits prior to beginning construction and once each week thereafter. Prior approval of newsletter by the ENGINEER is required. Provide an electronic copy of the newsletter to the Project Engineer for posting on the website.

D. Buy America: Section 01455, Part 1.13

The Engineer shall be provided with a written certification that all contract items using steel and iron are of domestic supply.

E. Salt Lake City Public Utilities Work Items, Appendix, Pages A-1 through A-23

Acceptance and testing criteria for Salt Lake City Public Utilities items are covered in the APWA “Manual of Standard Specifications, 1997 Edition” and the specifications located in the appendix.

16. CONSTRUCTION

A. Contractor to discuss his plans for progress of work and priority of items, hours of work, etc.

Darren Rosenstein reminded the contractor about the importance of complying with the traffic control plan. Make sure that the correct devices are used on the project. If traffic control doesn't comply there will be no payments made.

Con stated that he didn't really have any questions. He feels like they have a good group of contractors on the project.

There was a question about the mounting of the benches, etc. They should all be surface mounted.

The question was asked as to who would provide the curing facilities for concrete beams and cylinders. Wadsworth will provide these facilities as required by the contract. It is likely that Western Quality will provide their own concrete.

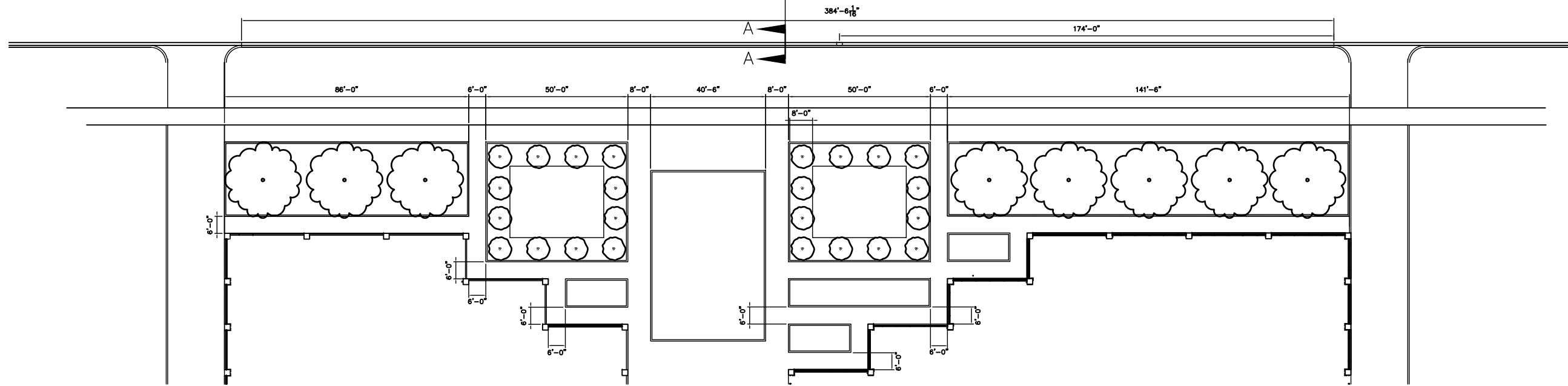
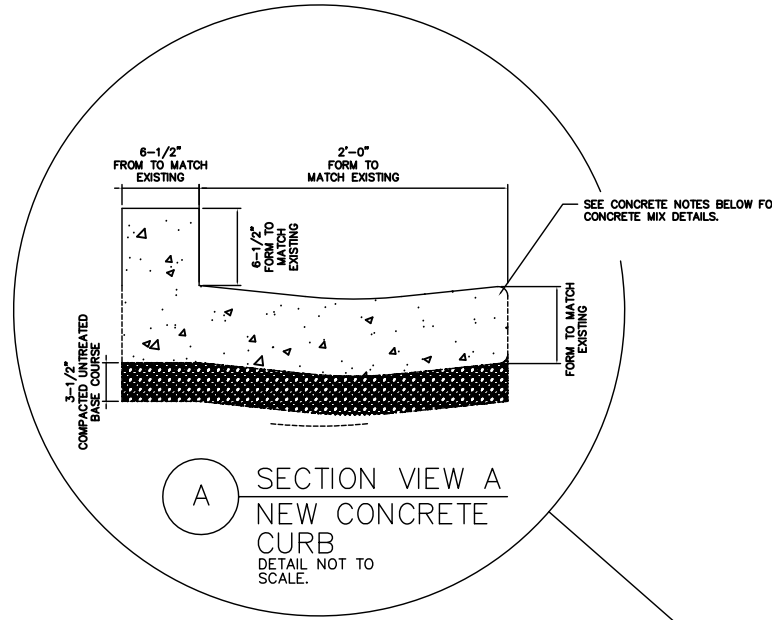
The meeting was adjourned at approximately 3:35 p.m.

South Temple Street; Main Street to Virginia Street
Preconstruction Meeting Minutes
Page 17

Taped minutes of meeting available upon request.

Attachment G
Replacement Drawing from 550 East South Temple

THIS DRAWING AND THE INFORMATION HEREIN CONTAINED ARE THE PROPERTY OF SINCLAIR OIL CORPORATION WHICH HAS FURNISHED THEM IN CONFIDENCE UPON THE UNDERSTANDING AND CONDITION THAT ALL PERSONS, FIRMS OR CORPORATIONS RECEIVING SUCH DRAWINGS AND INFORMATION SHALL BY THE ACT OF RECEIVING THEM BE DEEMED TO HAVE AGREED TO MAKE NO COPY, DUPLICATION, DISCLOSURE OR USE WHATSOEVER OF ALL OR ANY PART THEREOF EXCEPT AS EXPRESSLY AUTHORIZED IN WRITING BY SINCLAIR OIL CORPORATION. NOT TO GIVE, LEND OR OTHERWISE DISPOSE OF THIS DRAWING; AND TO RETURN THIS DRAWING PROMPTLY UPON REQUEST.



CONCRETE SPECS:

UDOT STANDARD CLASS AA SPEC FOR CURB AND GUTTER ARE AS FOLLOWS:

CONCRETE CLASS AND MIX REQUIREMENTS							
Class	Coarse Aggregate or Sieve Size	Max. Water/Cementitious Ratio	Mn. Cementitious Content (lb/yd ³)	Max. Slump (Inch)	Air Content (%)*	Mix Design Compressive Strength f'cr (Psi)	28 Day Minimum Compressive Strength f'c (Psi) **
AA(AE)	2" to No. 4	0.44	564	3.5	4.0 - 7.0	5,200	4,000
	1 1/2" to No. 4	0.44	564	3.5	4.5 - 7.5	5,200	4,000
	1" to No. 4	0.44	611	3.5	5.0 - 7.5	5,200	4,000
	3/4" to No. 4	0.44	611	3.5	5.0 - 7.5	5,200	4,000

APPROVED					
BY	DATE				
ISSUED FOR CONSTRUCTION					
NO.	DATE	REVISION DESCRIPTION	BY	APPROVED	BM/CHG.
 SINCLAIR OIL CORP. SALT LAKE CITY, UTAH					
Sinclair Corporate Office 550 East South Temple, Salt Lake City UT CURBING AND GUTTER REPLACEMENT					
ENGRD:	TK	APPD:	DATE: 9-18-14	SCALE: 1"=20'	REV.
DRAWN:	TEA	DRAWING NO.	L-1		
CHKD:					

Attachment H
Photos



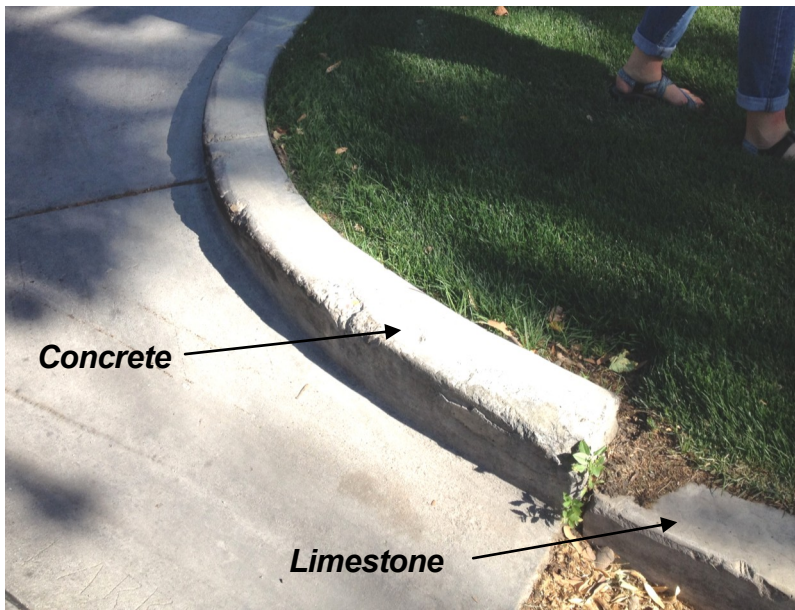
***Limestone curb in front of
550 East South Temple***



Damaged limestone curb



***Limestone curb
mostly intact***



**Concrete returns
at intersections**



Original sandstone curb



Original sandstone curb