



# Staff Report

PLANNING DIVISION  
COMMUNITY & ECONOMIC DEVELOPMENT

To: Salt Lake City Historic Landmark Commission  
From: Carl Leith, Senior Planner  
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Date: April 7, 2016  
Re: PLNHLC2015-00953 Demolition  
PLNHLC2015-00952 New Construction  
PLNHLC2015-00954 Special Exceptions

## DEMOLITION, NEW CONSTRUCTION, SPECIAL EXCEPTION

**PROPERTY ADDRESS:** 508 SOUTH TEMPLE

**PARCEL ID:** 1606226001

**HISTORIC DISTRICT:** South Temple Local Historic District

**ZONING DISTRICT:** H Historic Preservation Overlay District. RO (Residential/Office District)

**MASTER PLAN:** Central Community Master Plan, Community Preservation Plan

**DESIGN GUIDELINES:** Historic Apartment and Multi-Family Design Guidelines

**REQUEST: New Apartment Building at approximately 508 E. South Temple.** Chris Huntsman, CRSA, on behalf of owner Residences at South Temple LLC, is requesting Certificate of Appropriateness approvals from the City to demolish an existing parking structure, construct a new parking garage and a new apartment building above, on this corner site in the South Temple Historic District. The development would retain the existing Medical Office building, a Contributing Structure in the South Temple Historic District, on the northern portion of the site. The development would require special exception approvals for rebuilding the current building footprint of the parking structure and exceeding the maximum height for the RO zone district. The proposed development would include a total of 139 apartment units in the current and the proposed buildings, with provision for parking 200 vehicles. The site is zoned RO (Residential/Office) and H Historic Preservation Overlay.

- A. **Demolition** – The development requires the demolition of the existing two story parking structure which is attached to the south side of the existing medical office building, a contributing structure in the South Temple Historic District. Case Number PLNHLC2015-00953
- B. **New Construction** – In order to build the proposed apartment building a New Construction application for the construction of the new parking structure and the new apartment building must be approved by the Historic Landmark Commission. Case Number PLNHLC2015-00952.
- C. **Special Exception Approval** – In order to construct the development as proposed, the parking structure would be constructed on the footprint of the existing parking structure. Special exception approval is sought for the following departures from the base zoning standards. Case Number PLNHLC2015-00954.
  1. Construction of the new parking structure on the same footprint as the existing parking structure without compliance with the setback requirements of the RO Residential Office Zone.
  2. Construction of the new parking structure would include new apartment units at street and podium levels which would exceed the rear setback requirement for the rear yard by 30 ft.
  3. Construction of the new apartment building of 9 stories in height above the new parking structure at a proposed height of 115 ft in the Residential Office zone district, where

maximum height for RO is defined at 60 ft, and 90 ft where this district abuts a zone district with a greater maximum building height (the R-MU zone to the west allows a maximum building height of 75 ft). Special exception approval is sought for a building which would exceed the 90 ft building height maximum by 25 ft. or an average across this part of the site of 17 ft.

**RECOMMENDATION:** Based on the analysis and findings listed in this staff report, testimony and the proposal presented, I recommend that the Historic Landmark Commission:

1. Approve the applications for demolition and new construction with the condition that the height of the building is reduced to not exceed the RO maximum height of 90 ft, and
2. That the application for special exceptions for the proposed plan with setbacks and the additional residential units related to the parking structure are approved, and
3. That the special exception for height to exceed the RO zoning maximum of 90 ft be not approved.

**MOTION:** Based on the analysis and findings listed in the staff report, testimony and the proposal presented, I move that the Commission:

1. Approve the applications for demolition and new construction with the condition that the height of the building is reduced to not exceed the RO maximum height of 90 ft, and
2. That the application for special exceptions for the proposed plan with setbacks and the additional residential units related to the parking structure are approved, and
3. That the special exception for height to exceed the RO zoning maximum of 90 ft be not approved.

**PROJECT DESCRIPTION:**

The above applications are for:

- the demolition of the existing parking structure,
- the adaptive reuse of the existing contributing structure,
- the construction of a new parking structure and associated residential and live/work units,
- the construction of a nine story apartment building above the new parking structure, and
- the special exception approvals required to construct the buildings as proposed.

In summary, the adaptive reuse of the existing building and proposed new buildings would create 139 apartment units, and accommodate parking space for 200 vehicles. The proposed apartment total would be comprised of 42 units in the existing building and 97 units within the apartment building and the front section of the new parking structure, with a proposed mix of 5 studio, 59 1-bedroom, 25 two-bedroom, 9 three-bedroom units and 4 live work units. The first floor and the top floor of the new buildings would provide tenant amenities, including exercise area, pool, clubroom, hot tubs, fitness room and outdoor deck.

The current Medical Dental Building, as a contributing structure in the historic district, would be retained and adapted to residential use, with minor external alterations. The latter will be the subject of a subsequent Certificate of Appropriateness Application for minor alterations. The existing parking structure would be demolished, as would part of a subsequent addition to the building at the north-west corner of this structure. Although technically part of the contributing building, the parking structure is a later construction, has been the subject of subsequent structural alteration, is currently in need of further remedial intervention, and is essentially an ancillary structure to the Medical Dental Building. See Attachment D for survey information on the existing building.

A new parking structure would be constructed with one vehicle access point rather than the current two. The 500 East façade would be fronted by new apartment and live work units, with further apartment units placed at current podium level, thus screening the structured parking behind.

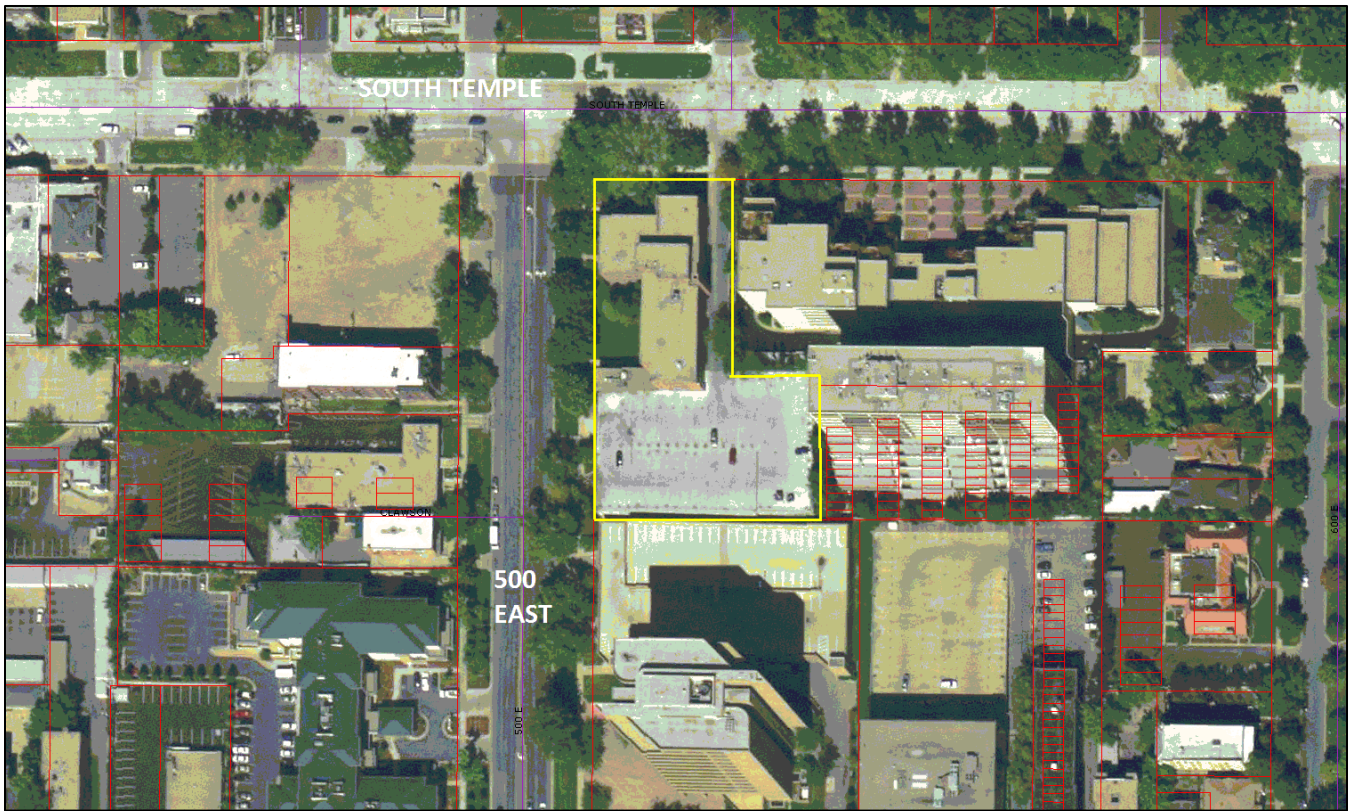
Above this would be constructed a new nine story apartment building centrally placed on this podium structure. The plan form of the new parking structure and associated residential units would retain that of the existing parking structure. Consequently the new parking structure and associated residential units would reflect the established setbacks and their encroachment into the RO base zone setback requirements. The established grade of the site slopes from north to south and from west to east, so the proposed building heights above grade vary

with the point where height is measured. The proposed height of the new podium at its maximum would be approximately 30 ft. The proposed height of the apartment tower above established grade would average 107 ft, and approximately 115 ft maximum along its southern edge. Primary materials include brick in two colors, concrete, and glass, with additional detailing in precast concrete trim, brick soldier course and sills, architectural metal balcony railings, and aluminum and aluminum-clad wood window framing.

**CONTEXT – SOUTH TEMPLE & CENTRAL CITY HISTORIC DISTRICTS**

The site of this development is the south-east corner of the intersection of South Temple and 500 East within the South Temple Historic District. The site is currently occupied by the Medical Dental Building and attached two story parking structure. “The Medical Dental Building was constructed in 1949-50 in a mid-century Modern: Other commercial style of red brick with cast concrete banding.” The building is identified as a category ‘A’ Architecturally Significant building in the 2006 Reconnaissance Level Survey (RLS) of South Temple, and as ‘EC’ Eligible Contributing in the 2013 RLS of South Temple. See Attachment C for Reconnaissance Level and Intensive Level Survey Findings. The parking structure to the south was constructed in 1957 and the single and two story addition to the south of the original building was constructed in 1983.

LOCATION PLAN



This is a corner site, with a primary street façade to both South Temple and to 500 East, and is thus of importance in the context of the character of the South Temple Historic District. The site is adjacent to the Central City Historic District to the south, and will consequently impact the setting of this district.

The existing building and site are situated in a context comprising both office and residential buildings on South Temple and 500 East. Immediately adjacent to the east is 550 South Temple, a terraced six story office building with landscaped set back from the South Temple frontage. Placed behind this and to the immediate east of the application site is the Governors Plaza condominium building which rises to 13 stories. To the immediate south of

the application site on the east side of 500 East is a 14 story office building and its contiguous two and three story parking structure. Facing the site to the west across 500 East is a currently vacant site, 466 South Temple, which has been the subject of recent proposals for a new apartment building. To the south on 500 East is the historic four story apartment building (Piccadilly Apartments, 24 South 500 East). Adjacent to the latter and also facing the application site is a single and three story medical dental office building.

Facing the application site on the north side of South Temple are two single story buildings and a two story building in restaurant, retail and office use (445, 481 & 505 South Temple). Further to the east is the two story landmark Keith-Brown House & Carriage House (529 South Temple) and then three further contributing two story residences (535, 551 & 555 South Temple).

The base zoning district for this site is Residential Office (RO). The RO zone district has a maximum height limit of 60 ft, although when adjacent to a zone with a higher ceiling the maximum height limit rises to 90 ft. The H Historic Preservation Overlay zone also applies to this site where new construction design standards do not specify a maximum height but concentrate on the objective of new development which is compatible with scale and character of the historic district. In this case, proposals for the site fall within the South Temple Historic District and are immediately adjacent to the Central City Historic District.

## **BACKGROUND**

These applications have been revised since their initial submission, informed in part by earlier staff review comments. These revisions include:

- The reduction of the height of the apartment building by one floor,
- The redesign of the new parking structure to avoid one of the previous two vehicular entrances to 500 East,
- The addition of three levels of residential units along the 500 East frontage of the parking structure , and
- The overall redesign of the facades to the apartment building.

## **CENTRAL CITY MASTER PLAN**

The Central City Community Plan 2005 identifies the site as falling within the Residential/Office Mixed Use area (10-50 dwelling units per acre), and adjacent to an area of 50+ dwelling units per acre, which also prompts the permissible increase in maximum height to 90 ft in the RO zone. The site of the current building is approximately 1.3 acres. With the current proposal for 139 residential units the density of this development would be approximately 107 units per acre. Master Plan policies and goals for the Central City neighborhood support an increase in residential density which is compatible with the historic character of the neighborhood. Policies and goals also seek to ensure that historic preservation is a priority in this neighborhood. These applications include the retention, adaptive reuse and rehabilitation of the existing contributing building, with an increase in residential density which includes an element of mixed use in the live/work units. A total of 42 residential units would be contained in the adaptation and reuse of the retained contributing building, with a total of 97 residential units in the proposed new building.

## **STANDARDS FOR DEMOLITION OF A CONTRIBUTING STRUCTURE IN A HISTORIC DISTRICT**

The applications include the proposal to demolish the existing parking structure which is contiguous with the Medical Dental Building, and can be considered to be part of the contributing structure as a whole. The standards for evaluation of a proposal to demolish a contributing structure within the H Historic Preservation Overlay, in this case Historic Temple Historic District, are defined by chapter 21A.34.020.L. The proposals are reviewed in relation to these standards in detail in Attachment F to this report, with findings further addressed under Key Issues below.

## **DESIGN STANDARDS & DESIGN GUIDELINES FOR NEW CONSTRUCTION**

New Construction Design Standards are defined by chapter 21A.34.020.H, addressing the three key aspects of contextual design – Scale & Form, Composition of Principal Facades & Relationship to the Street – as well as the Subdivision of Lots. The Design Guidelines for Historic Apartment and Multifamily Buildings, Chapter 12 New Construction, provide more detailed advice and guidance on design considerations to accord with the design standards. The proposed development is reviewed in detail in the context of the design guidelines and standards in Attachments G and H of this report, respectively.

## **SPECIAL EXCEPTION APPROVALS**

To construct the proposed building the applicant is seeking Special Exception approvals. Ordinance Special Exception Standards are defined in chapter 21A.52.060. The Historic Landmark Commission has the authority to approve certain special exceptions within an H Historic Preservation Overlay District as defined in chapter 21A.06.050 if such approvals accord with the purposes of the district. The applications propose the construction of the new parking structure on the footprint of the existing building which is a legal non-conforming structure within the current RO base zone district. As proposed, the development would include additional residential units within the corner yard setback area and the rear yard setback area, although neither would extend the footprint of the proposed building beyond that of the existing building. The other special exception sought here is for the height of the proposed apartment tower which exceeds the maximum height of the RO district (90 ft) by an average of 17 ft. The applicant contends that the increase in height is justified by the context of the proposal to the east and to the south where current buildings rise to 133 ft and 171 ft respectively. Proposals are evaluated against the Special Exception provisions in Attachment E to this report and addressed under Key Issues below.

## **PUBLIC COMMENTARY**

Four members of the public have emailed comments expressing concern regarding this proposed development, with three of the correspondents also expressing concerns regarding the proposed apartment building nearby at 454-466 South Temple. A copy of the drawings for the proposed development has been forwarded. Additionally, one telephone inquiry has been received seeking further information on the proposals, with the current application drawings subsequently forwarded. Details of this correspondence and telephone call form part of Attachment I.

Any other correspondence received after the publication of this staff report will be forwarded to the Historic Landmark Commission in advance of the meeting, and will be posted on the webpage for the HLC Meeting Agenda.

## **KEY ISSUES:**

From an analysis of the proposed development in this report, public comments and department review comments, the following key issues are identified. See in particular Attachments E, F, G, & H of this report.

### **Issue 1: CENTRAL CITY MASTER PLAN, ZONING & DENSITY**

The Central City Master Plan identifies this location as 'Residential Office Mixed Use' with anticipated density of up to 50 units per acre. It is adjacent to sites with an anticipated density of over 50 units per acre, and being adjacent to this zoning (R-MU) provides an increased height ceiling in RO of 90 ft. With these applications, and an apartment total of 139, the currently proposed density for this site, at 1.3 acres, is approximately 107 units per acre. Other master plan objectives for the Central City area include an emphasis on preservation and the retention of historic resources, and an increase in residential density. The current proposals retain the existing Medical Dental Building, as a contributing building in the South Temple Historic District, with the intention that the building should house 42 of the apartment units. A positive of this proposed development is that, while the parking structure is reinstated on the same plan, the parking is reconfigured to provide residential units on three levels on the 500 East frontage, creating a residential façade and associated enhanced street vitality. The proposal can also be identified as increasing residential density, in line with Plan objectives for the area. The height of the apartment tower is in excess of the 90 ft maximum permissible zoning height, with scope to reduce this density with the reduction in the height of the building.

### **Issue 2: DEMOLITION OF THE PARKING STRUCTURE**

The demolition of the parking structure would remove part of the contributing building, although the structure and addition are later than the original building. The parking structure has undergone previous repairs, and strengthening, and warrants further repairs. It is effectively an ancillary structure to the main building. The demolition of the structure would not in Staff's conclusion adversely affect the architectural integrity of the primary building. Rebuilding this section of the development provides additional positives.

**Issue 3: SPECIAL EXCEPTION APPROVALS**

Special exceptions are required to build additional residential units within the required setbacks (but within the footprint of the existing parking structure), and for the additional height of the new apartment building. Rebuilding within the existing footprint and enhancing the new structure with new residential units would seem logical and positive proposals, and would be supported in the analysis carried out for this report. The proposed height of the apartment tower however, exceeding the zoning height ceiling of 90 ft by an average of 17 ft, in the context of the established scale of the South Temple HD, and allowing for the excess height of two buildings in the Central City HD, cannot be so readily supported. See the standards, guidelines and evaluation in Attachments E, G & H.

**Issue 4: HEIGHT OF THE APARTMENT BUILDING**

The height of the apartment building averages approximately 17 ft higher than the maximum zoning height for the RO district. While the established scale of the South Temple HD and most of the Central City HD would prompt a much lower building than the RO zone maximum to be compatible, the established height and scale within this immediate context is set by two buildings of substantial height. Although not representative of either historic district, the two buildings do provide some established context, although unrepresentative and non-historic context. There is a strong case for reducing the height of the proposed apartment tower to within the zoning maximum, thereby achieving a building which mediates between the historic height and scale and the existing physical scale.

**ATTACHMENTS:**

- A.** Application Materials
- B.** Vicinity & Historic District Maps
- C.** Context Photographs
- D.** Historic Survey Material
- E.** RO Zoning & Special Exception Ordinance Standards
- F.** Standards for Demolition
- G.** Standards & Design Guidelines for New Construction in a Historic District
- H.** Standards, Design Guidelines & Evaluation of New Construction
- I.** Public Process and Comments
- J.** Motions

## ATTACHMENT A: APPLICATION MATERIALS

A1 DEMOLITION DRAWINGS

A2 NEW CONSTRUCTION DRAWINGS

A3 SPECIAL EXCEPTION DRAWINGS

## Major Alteration and New Construction 508 East South Temple

**The Project:** 508 E. South Temple is the renovation of an existing 1951 medical building, the demolition and replacement of an existing parking structure and a new nine story apartment complex built on top of the new parking structure. The property is zoned RO. The construction will require the approval of three permits. They are Demolition, Major Alteration and New Construction and Special Exception.

**Existing Building:** The existing medical building as noted was built in 1951 and is a good example of the architecture style of that era. It is a four-story concrete and brick structure with punched window openings accented with horizontal banding of concrete. Behind the building is a concrete and brick parking structure.

It is the intention of the owner to renovate and re-purpose the medical building. The building will house 42 units composed of studios, one-bedroom and two-bedroom apartments on four floors.

The South Temple entrance will remain as the primary access to the building. This entrance will provide access to the parking structure and the required loading berth for the project. There will also be access to the medical building and the 9-story apartment structure from the parking structure.

The interior mechanical and electrical systems will be replaced to accommodate the new function.

The Owner will pursue Federal Tax Credits for the renovation of the building.

The fenestration on the 1951 medical office building will be replaced with double-pane thermally broken aluminum windows to match the window mullions and muntins of the 1951 single-pane windows.

**Parking Garage:** The existing parking garage is 2 ½ stories in height. Access to the parking garage is from South Temple for the top deck and 500 East for the lower two decks. There are two entrances on 500 East. Both the building and the parking structure have suffered from age and neglect: the parking structure more so than the medical building. It is evident that the parking structure has been structurally upgraded on at least one occasion. The lower levels of the parking structure are only used occasionally while the upper level or top deck is frequently used to access the medical building.

The existing parking structure will be demolished and replaced with a new structure. The new structure will sit on the footprint of the old structure. It will have the same massing above grade as the existing structure and house 200 parking stalls. The new parking structure will be concrete and brick. One of the two parking



garage access points will be abandoned on 500 East Street. This helps create a more pedestrian friendly façade by the introduction of unit windows and doors. Residential units facing 500 East at the first two levels of parking reduce the presence of vehicle parking and creates a more walk-able community.

**9 Story Apartment Building:** The new 9-story apartment building will sit on top of the new parking structure. It will contain 97 units consisting of one-bedroom and two-bedroom apartments on nine floors. The 1<sup>st</sup> floor will provide a connection between the existing building and the new building as well as tenant amenities, such as exercise area, pool, sunbathing, and clubroom. The 9<sup>th</sup> floor will house several hot tubs, a fitness room, and an outdoor deck.

Height of this building will exceed the height allowed under the RO zoning without special exception. The reasoning behind the request for the special exception will be discussed separately and filed under the Special Exception Application.

The building will be constructed of concrete, brick, precast concrete trim, and glass. These materials are found throughout the surrounding area. The architecture of the buildings in the surrounding area varies dramatically. The architecture of the existing building on the site is consistent with the architecture of that era and as noted is a brick façade with punched window openings.

The building is designed to be shorter than the adjacent buildings. It sits on the parking structure as noted, which is located between the concrete apartment building to the east, and the brick faced office building to the south. The new building observes all zoning setback requirements with the exception of its height and the introduction of residential units along 500 East Street located on the parking podium. These units encroach upon the 30'-0" rear setback and the 25'-0" corner side setback. The units are within the height limitations but extend into the two setbacks as a means of enclosing the parking podium. These units also complete the west façade which is almost entirely apartment units. There are no smaller homes or office buildings in the immediate area and therefore the building does not block the view or cast shadows on lower buildings outside of the property line. The new building blocks the view to the west from some of the Governor Square condos. However, these condos have a generous view to the south, north and east that is not blocked.

In short this building sits uniquely in an area that has buildings of similar height and similar function. It will make a nice addition to the landscape and will provide valuable housing without disrupting existing development patterns.



## Demolition Application 508 East South Temple

This project will require the demolition of a parking garage that was built over a period of time and structurally upgraded at least once. The building was initially built as a concrete and brick structure. However, later significant amount of steel structure was added to the interior of the building to insure structural stability. That steel is readily visible to anyone entering the garage.

The garage is of no special significance. It is not unusual or "one of a kind". It has suffered from neglect and exposure to the elements.

The garage will be removed and rebuilt in its exact location. It will be a concrete and brick structure that appears nearly identical to the existing structure when viewed from the street. Windows along the north and west massing where the medical facilities exist will be identical to those of the original building. We will propose a change to that part of the parking structure where the massing of the medical facility ends. Otherwise the building will be identical to the current structure.

All other elevations will be as currently constituted.

# Special Exception Application

## 508 East South Temple

### **Introduction 21A.52.030**

The construction of a new parking garage on the footprint of the existing parking garage is essential to the success of the project. This could be granted and be in compliance with **21A.52.030**, which states

*“Replacement or reconstruction of any existing noncomplying segment of a residential or commercial structure or full replacement of a noncomplying accessory structure provided:*

*a. The owner documents that the new construction does not encroach farther into any required rear yard than the structure being replaced”.*

This would allow the new parking structure to extend to the property line as the existing building now does at the NE corner and along the east and south sides. Without the use of this ordinance the garage cannot be replaced in its current configuration. Any proposed replacement building without 21A.52.030 would suffer the setbacks now required by the RO zoning. The rear yard would be 30', the side yard 10' and the front yard would be 20' which would create an economic hardship and make reconstruction impossible.

The use of this ordinance also provides the opportunity for housing along 500 East within the parking garage and on top of the parking garage.

There are two exceptions being requested.

### **First Special Exception**

An early addition to the original building sits on top of the parking garage. We are requesting an exception that would allow up to four additional units to sit on top of the new parking garage along 500 East. These units would extend to the property line on the south or to the edge of the garage. The placement of these units temper the height of the tower for the pedestrian by providing a 2-3 story façade between the pedestrian and the tower effectively hiding the tower for the pedestrian on the east side of 500 East and reducing the visual height of the tower for pedestrians on the west side of 500 East. The existing building provides the same effect for pedestrians on South Temple. Governors Square Office Plaza does much the same for the Governors Square Tower.

The placement of the apartment units along the west side of the building also shields the parking structure from the street. The overall effect is very positive.

### **Second Special Exception**

The second exception requested is height. This exception will undoubtedly be the most controversial because we are requesting a building that exceeds the height allowed under the RO zoning. The specific paragraph reads:

*D. Maximum Building Height: The maximum building height permitted in this district is sixty feet (60') except:*

- 1. The height for single-family dwellings and two-family dwellings shall be thirty feet (30'); and*
- 2. If the property abuts a zoning district with a greater maximum building height, then the maximum height in the RO district shall be ninety feet (90').*

The justification for the additional height lies in the interpretation of the language in D2 that allows additional height under certain circumstances. Those circumstances being the adjacent zoning permits height greater than the zoning of the subject property. The adjacent property is now zoned RO. However, at one time, as evidenced by multiple properties along South Temple, a zone was in place that allowed considerably higher construction than the RO zone now allows. The Governors Square (140') to the east and the "Dan Jones" building to the south (180') are in excess of the average height of 107' requested for this project. Establishing the current grade at each corner of the property line and then finding the average at the corners of the building gave us this average. As noted this building is substantially lower than the surrounding buildings but is consistent with the greater height of those buildings.

This is the only location in the historic district where this exception might be taken. A precedent is not being set. There are several conditions to consider that are unique to this site.

1. There is already a history of height in this area for two buildings.
2. The requested height does not occur directly on South Temple, 500 East or a corner. Previous planners clearly felt that greater building height could be accommodated when it did not occur directly on the historic street. The design and execution of the Governor's Square condos is a case in point.
3. There are other buildings in the surrounding area that are taller than the current zoning would allow. These buildings anchor the corners of the 2<sup>nd</sup> South and 5<sup>th</sup> East intersection and have been comfortably integrated into the fabric of the community.
4. The two immediately adjacent buildings are taller than the proposed building. The Governors Square (140') to the east and the "Dan Jones" building to the south (180') are in excess of the 107' average requested for this project.
5. The shadow of this building does not cast unreasonable shade on lower buildings in the area.

6. For the most part the new building would not block the “views” of surrounding property owners. The exception is the lower west balconies of the Governors Square Condos.
7. The additional housing units would reinforce the residential development patterns in the area and encourage multi-use functions.

The Landmark Commission has the authority to grant this exception under **21A.06.050: HISTORIC LANDMARK COMMISSION:**

- *6. Review and approve or deny certain special exceptions for properties located within an H historic preservation overlay district. The certain special exceptions are listed as follows:*
  - *g. Any modification to bulk and lot regulations of the underlying zoning district where it is found that the underlying zoning would not be compatible with the historic district and/or landmark site.*

Approving this project will allow a contributory site (Medical Building) to be renovated and repurposed. It would allow additional housing to be developed in an area that is part of the South Temple Historic District. The impact to the Street would be minimal but the infusion of people and activity would be beneficial. This particular intersection has struggled to be viable. There is simply not enough pedestrian traffic. This development and other developments in the planning process can make a significant and positive impact to South Temple.



February 19, 2015

Carl O. Leith  
Senior Historic Preservation Planner  
801.535.7758  
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Re: 508 East South Temple, PLNHLC2015-00952, 00953 & 00954

Dear Carl,

In response to your email dated February 18, 2015, please see our comments below to the requested information. I have provided your original comments for convenience.

*Demolition*

*Please provide the following information for the proposals as revised.*

*Demolition drawings to include elevations, sections & plans defining areas proposed for demolition, revised as necessary to accord with revised proposals.*

**Response: Demolition floor plans and elevations were previously submitted. A demolition building section, Sheet AD301, has now been included. See attached document. The demolition of the parking structure has not changed due to the recent revised proposal. As previously noted the north and west walls at the NW corner of the parking structure will be retained and secured in place while the structure is demolished and rebuilt.**

*Supporting statement for the Demolition Application:*

*Revised to accord with revised proposals and current drawings.*

**Response: Please see revised narrative for demolition. See attached document.**

*To include how this proposal meets (or otherwise) the ordinance standards (21A.34.020.L) for the demolition of the existing parking structure, as part of the contributing structure of the medical office building.*

*1. Standards For Approval Of A Certificate Of Appropriateness For Demolition:*

*a. The physical integrity of the site as defined in subsection C10b of this section is no longer evident;*

**Response: The parking structure does not have any local, regional, state, or national historical significance. It is not of distinctive character of type, construction, nor notable master craftsman. It has not played a significant role in the history of the city,**

region, state, nor nation. This parking structure is not a notable example of the city's history, development patterns or architecture.

*b. The streetscape within the context of the H historic preservation overlay district would not be negatively affected;*

**Response:** The streetscape on 500 East will not be negatively affected by removing and rebuilding this parking structure. The current parking structure is a state of disrepair, as is evident in the attached photos of the interior of the parking structure. The new structure will sit on the footprint of the old structure. It will have the same massing above grade as the existing structure. The new parking structure will be concrete and brick. One of the two parking garage access points will be abandoned on 500 East Street. This helps create a more pedestrian friendly façade by the introduction of unit windows and doors. Residential units facing 500 East at the first two levels of parking, reduce the presence of vehicle parking and create a more walkable, friendly community.

*c. The demolition would not adversely affect the H historic preservation overlay district due to the surrounding noncontributing structures;*

**Response:** The streetscape on 500 East will not be negatively affected by removing and rebuilding this parking structure. The current parking structure is a state of disrepair, as is evident in the attached photos of the interior of the parking structure. The new structure will sit on the footprint of the old structure. It will have the same massing above grade as the existing structure. The Scale & Form, Composition of Principal Facades, Relationship to Street, and footprint are all compatible with its surrounding.

*d. The base zoning of the site is incompatible with reuse of the structure;*

**Response:** The base zoning of the site would not allow this as the RO zone limits the height of the building to 90'. More height (15' average) allows the project to develop the number of units necessary to restore and repurpose the medical building, rebuild the garage and provide additional housing.

*e. The reuse plan is consistent with the standards outlined in subsection H of this section;*

**Response:** Removing and rebuilding this parking structure will not negatively affect the streetscape on 500 East. The current parking structure is a state of disrepair, as is evident in the attached photos of the interior of the parking structure. The new structure will sit on the footprint of the old structure. It will have the same massing above grade as the existing structure. The Scale & Form, Composition of Principal Facades, Relationship to Street, and footprint are all compatible with the surrounding buildings.

*f. The site has not suffered from willful neglect, as evidenced by the following:  
(1) Willful or negligent acts by the owner that deteriorates the structure,*



- (2) Failure to perform normal maintenance and repairs,
- (3) Failure to diligently solicit and retain tenants, and
- (4) Failure to secure and board the structure if vacant; and

**Response:** As is evident in the attached photos of the existing parking structure, the existing parking structure is in disrepair. This is not from willful neglect but rather the exposure of the parking structure to the elements. Similar deterioration can be seen in numerous parking structures in the valley. Previous owners reinforced the parking structure with a structural steel skeleton that added to the stability of the building and extended its life. However, after forty plus years the concrete decks are delaminating and failing. In addition, the southwest corner of the structure has settled since the secondary steel structure was put in place. A large crack in the south wall and the out-of-plumb steel column at the southwest corner is clear evidence of the settlement.

*g. The denial of a certificate of appropriateness for demolition would cause an "economic hardship" as defined and determined pursuant to the provisions of subsection K of this section.*

**Response:** We are not applying for an economic hardship.

*New Construction*

*Please provide the following information for the proposals as revised.*

*The new construction application should include a supporting statement addressing how the proposal meets the new construction standards of the ordinance as informed by the relevant multifamily design guidelines.*

**Response:** The multifamily design guidelines consistently reference the surrounding area and buildings as the context for any new construction (12.54). For this project the context or the surrounding buildings are two office buildings (4-7 stories) along South Temple, two parking garages (two stories), and two high-rise buildings (13-14 stories). The new residential tower is considerably lower than the adjacent residential building (Governors Square Tower) and the "Dan Jones" Building to the immediate south. It is only slightly higher than the SW corner of the Governors Square office building. The four story medical plaza is the lowest building in the immediate area. From South Temple it is long and narrow when viewed from South Temple and provides a considerable buffer to the height of the residential tower.

The guidelines suggest that new construction "step down adjacent to smaller buildings". The reverse should also be true if we are talking about scale and massing. We should theoretically step up for buildings that are substantially higher. Rather than stepping up and down finding a medium between the low rise and the high rise buildings seems a more reasonable approach.

The new units on 500 East reflect a lower scale that is consistent with a pedestrian scale and the scale of the medical office building. This part of the project provides a layering effect for the higher tower that sits behind it and back from the street. This approach is consistent with the approach taken by Governors Square.

*Current detail provided for the proposed design includes a materials board but does not code the use of the materials to the façade section detail.*

**Response:** A drawing that show the location of all the materials on the project was included in the original submittal. Please attached color elevation with materials called out.

*Drawing set for New Construction Application should include the shadow studies (included with previous Special Exception drawings), revised as necessary, as part of this presentation.*

**Response:** Shadow studies have been revised. Please see that attached Sheet AS101.

*Apartment units facing 500 East fronting the parking structure, particularly if these are proposed as live/work units, have no apparent access to the street?*

**Response:** Street access is provided from a ramp, entrances are not apparent from street view, the entrances are one level below street level.

*Special Exceptions*

*The additional special exception approval sought for the series of apartment units fronting and above the parking structure is noted, and should enhance the street vitality and character on 500 East, relative to the existing use and street frontage. In that context we would define the proposed development as requiring three special exceptions:*

- 1. The additional height requested for the apartment building,*

**Response:** The additional height has been discussed in other areas of this submittal but further elaboration might be beneficial. The definition for height is:

*“The vertical distance measured from the average elevation of the finished lot grade at each face of the building, to the highest point of the coping on a flat roof, or the average height of the gable on a pitched gambrel, hip or shed roof.”*

**We have measured the height of the building according to our understanding of the definition. The height to grade on the north side of the existing parking structure varies from 0” to 10’-6”. The east side varies from 0” to 20’ but is primarily 10’-6” as the established grade of the adjacent property is 10’-6” from the parking deck along the east face of the parking structure for almost the entire distance. The south side does not vary and is 20’ across the entire length of the building. The west side varies from 10’-6” to 20’. Using these averages to establish a building height for the Tower at each face of the building we can state that the Tower height to average grade is: North Elevation 99.5’ above grade, East Elevation 105’ above grade, South Elevation averages 115’ above grade and the West Elevation averages 110’. Average building height will be 107’-0”**

2. The construction of a new garage structure occupying the footprint of the existing, and

**Response:**

**The Special Exception for number 2 is “authorized” under certain conditions as long as the replacement is in compliance with 21A.52.030.19, which states:**

*“Replacement or reconstruction of any existing noncomplying segment of a residential or commercial structure or full replacement of a noncomplying accessory structure provided:*

- a. *The owner documents that the new construction does not encroach farther into any required rear yard than the structure being replaced”.*
- b. *The addition or replacement is compatible in design, size and architectural style with the remaining or previous structure*

**The new parking structure will meet the two conditions cited above.**

3. *The construction of new apartment units fronting and above the parking structure without complying with the required setbacks for the RO district. Updated information would be required for this application:*

*Revised description of the special exceptions requested, and drawings to accord with recent revisions to the proposed development, to include drawings defining special exception areas sought – in plan, elevation & section.*

**Response:** The live/work units included within the envelop of the new parking structure may not constitute a special exception under 21A.52.030.19. The existing offices within the parking structure set the precedent for the additional live/work units. The additional units are simply a repurposing of space within the auxiliary building. The four units sitting on top of the parking structure do constitute a special exception as they would encroach 15’ into the required setback on 500 East and extend to the property line on the south. The units serve as a buffer to the Tower and bring living space close to the street. The requested drawings are included with this submittal.

Sincerely,

Chris Huntsman  
Project Manager



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CONSULTANT AREA

DECM AREA

Issue Date  
 Project Status  
 NOT FOR CONSTRUCTION

ARCHITECT-ENGINEER STAMP

Project Name

Enter address here

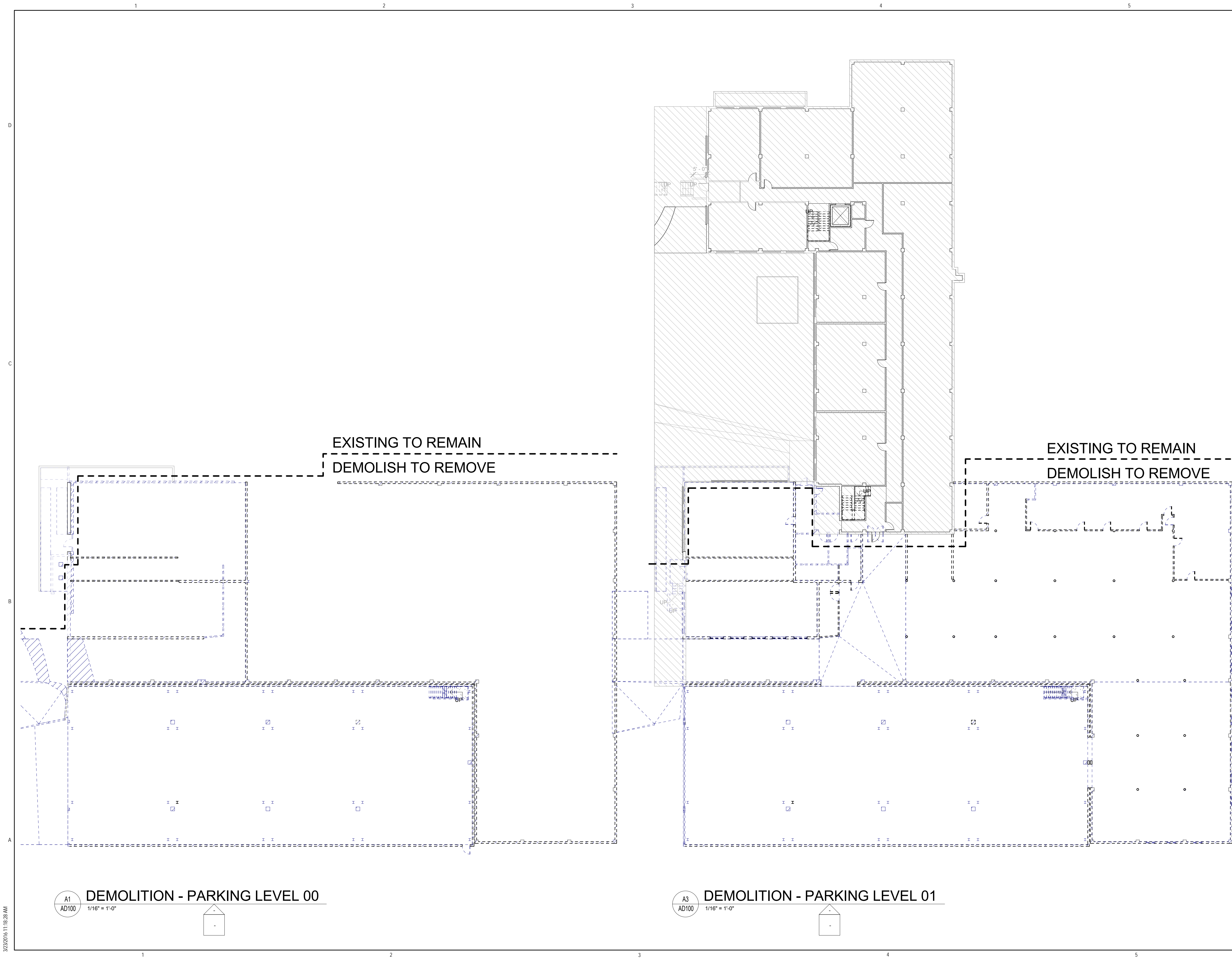
Owner

CLIENT ADDRESS

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| DRAWN BY: Author       | CHECKED BY: Checker     |  |

DEMOLITION FLOOR  
 PLANS - PARKING LEVELS  
 00 & 01

**AD100**



**A1**  
 AD100 1/16" = 1'-0"  
 DEMOLITION - PARKING LEVEL 00

**A3**  
 AD100 1/16" = 1'-0"  
 DEMOLITION - PARKING LEVEL 01

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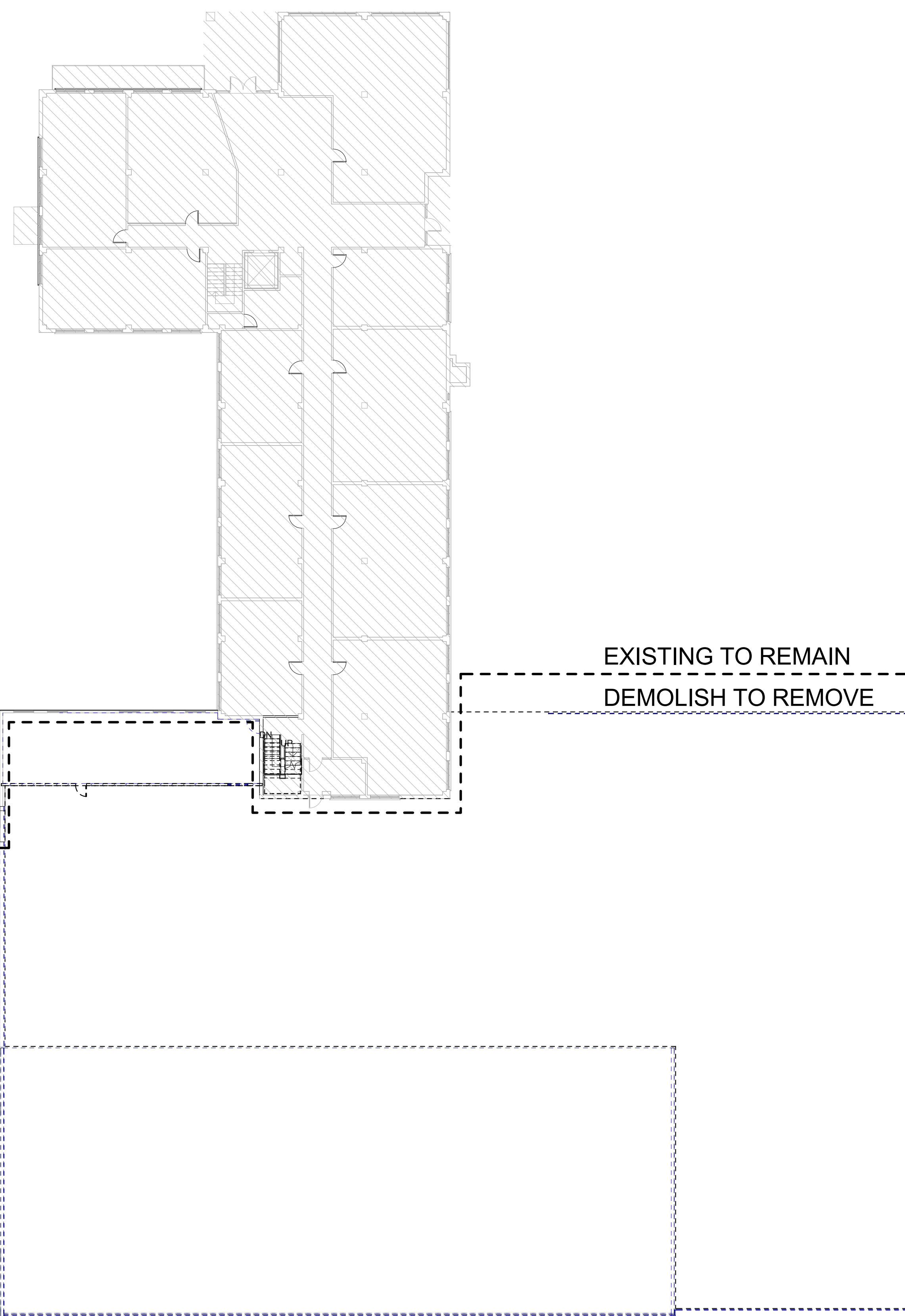
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DEMOLITION FLOOR  
PLAN - PARKING LEVEL 02

**AD101**



EXISTING TO REMAIN  
DEMOLISH TO REMOVE

A1  
AD101

DEMOLITION - PARKING LEVEL 02

1/16" = 1'-0"



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Issue Date  
 Project Status  
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ARCHITECT-ENGINEER STAMP

Project Name

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Owner

CLIENT ADDRESS

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DEMOLITION AND EXISTING ELEVATIONS

**AD200**

- PP - 5  
148' - 0"
- ROOF TOP  
133' - 7"
- LEVEL-03  
122' - 0"
- LEVEL-02  
111' - 0"
- LEVEL-01  
100' - 0"
- LEVEL-00  
89' - 0"
- PARKING LEVEL-01  
86' - 0"
- GAR - LOW FF  
77' - 8"

DEMOLISH TO REMOVE  
 EXISTING TO REMAIN

EXISTING TO REMAIN  
 DEMOLISH TO REMOVE

C1  
 AD200  
 3/32" = 1'-0"  
 DEMOLITION - EAST ELEVATION

A1  
 AD200  
 3/32" = 1'-0"  
 DEMOLITION - WEST ELEVATION

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 Project Status  
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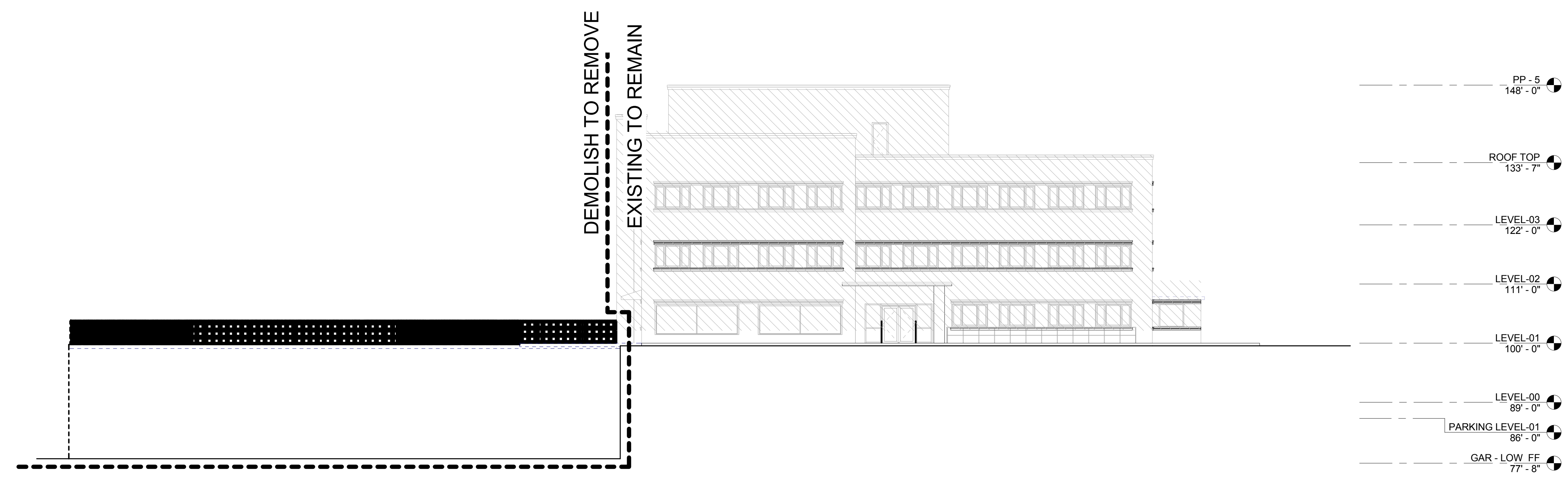
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CLIENT ADDRESS

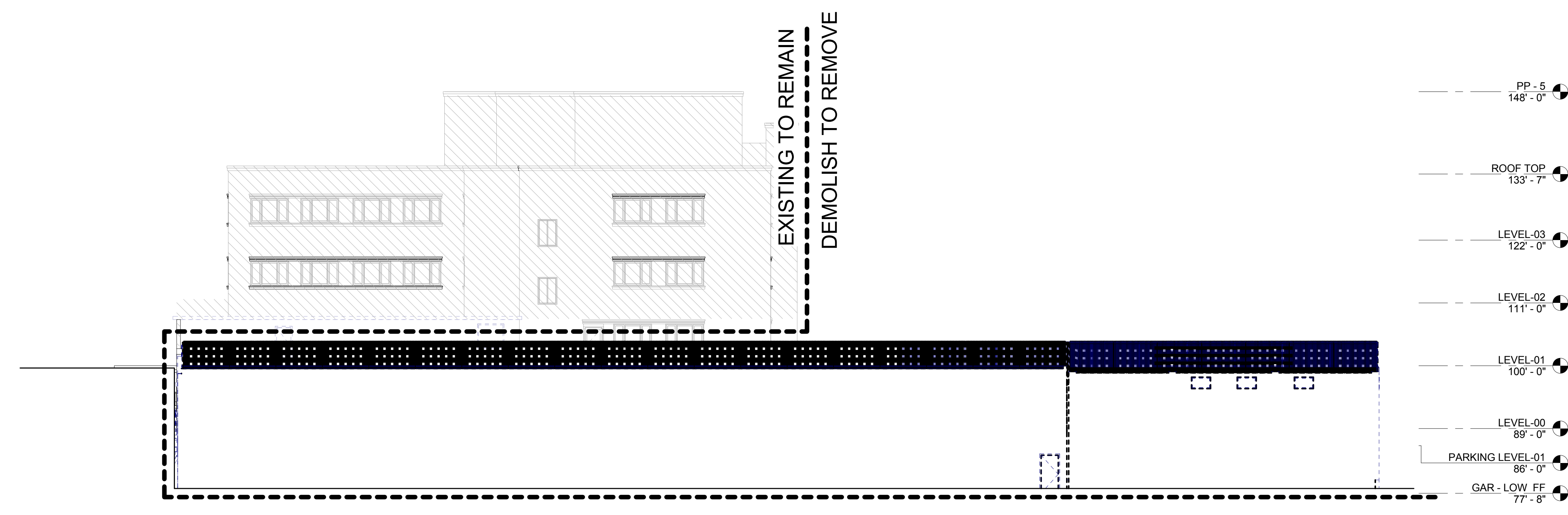
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DEMOLITION AND EXISTING ELEVATIONS

AD201

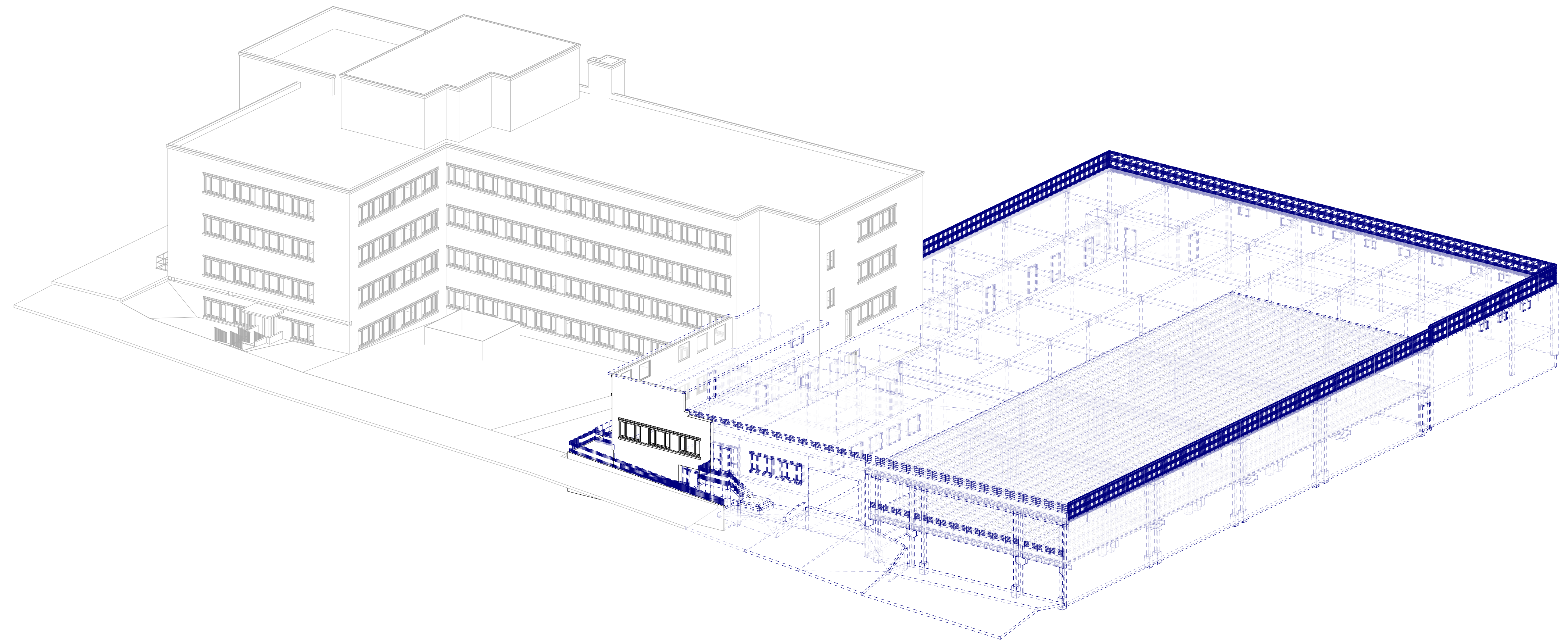


C1  
 AD201 3/32" = 1'-0"  
 DEMOLITION - NORTH ELEVATION



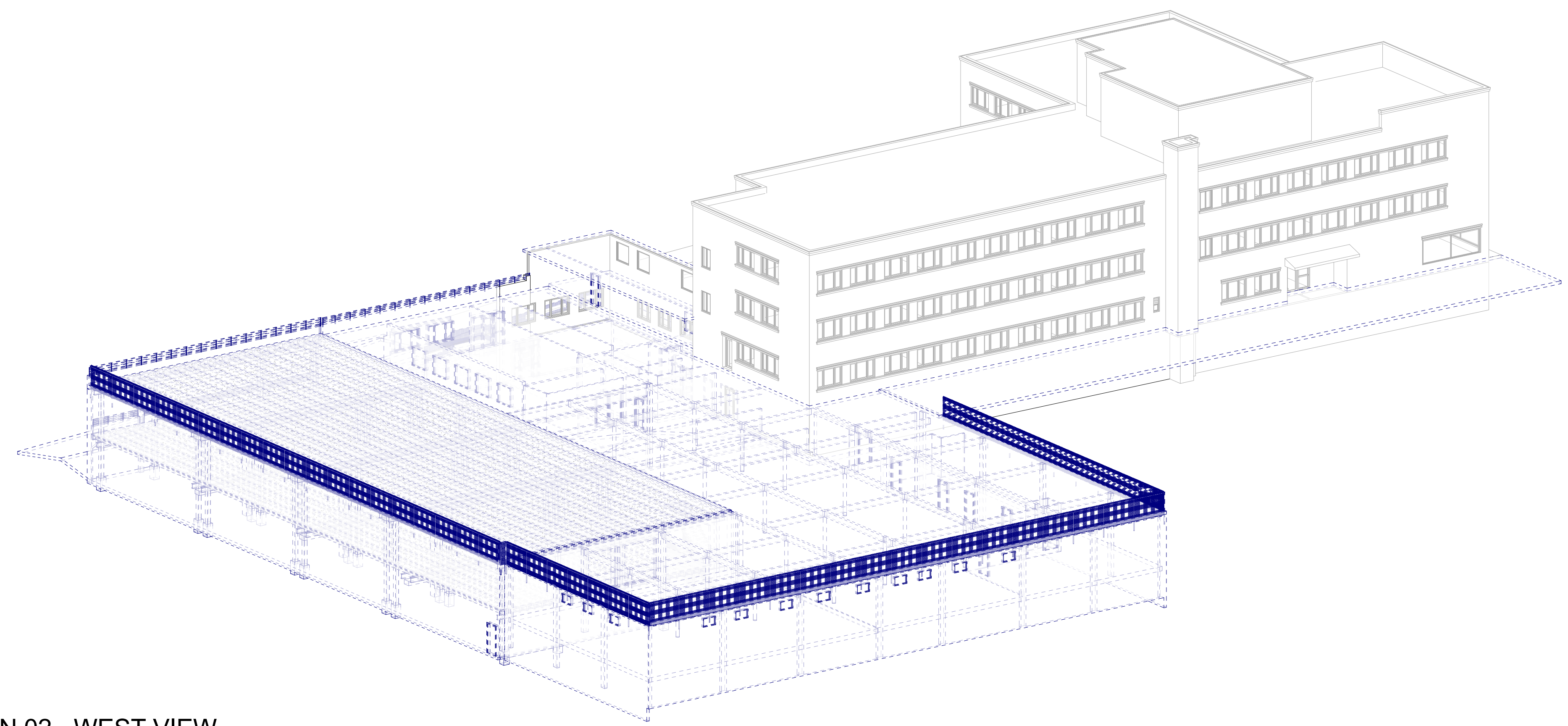
A1  
 AD201 3/32" = 1'-0"  
 DEMOLITION - SOUTH ELEVATION

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C1  
AD202

AXON 01 - EAST VIEW



A1  
AD202

AXON 02 - WEST VIEW



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**Project Name**

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**Owner**

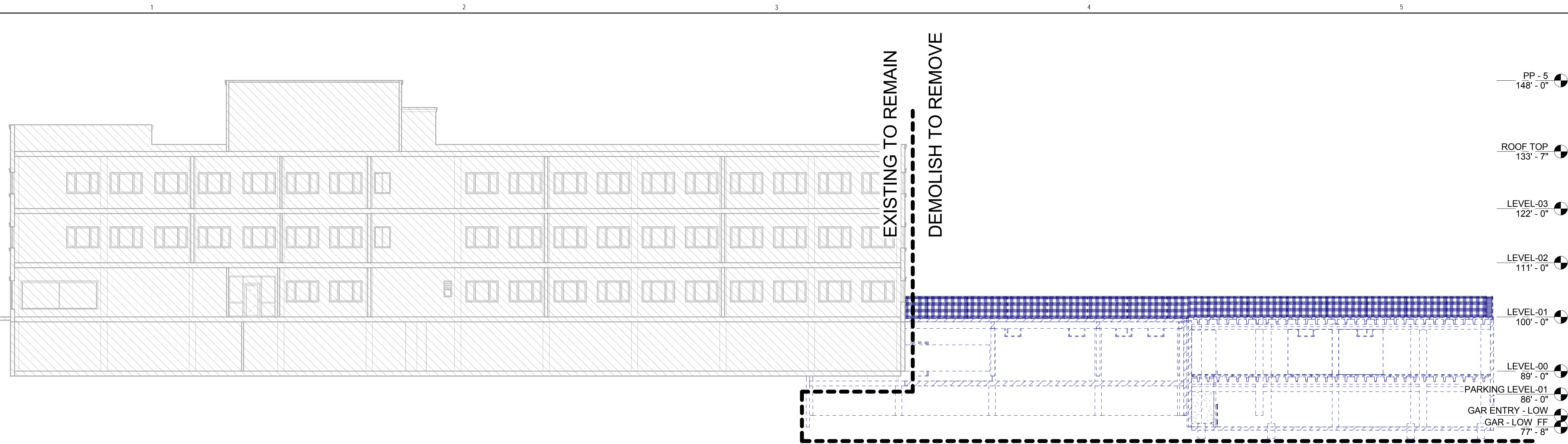
CLIENT ADDRESS

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DEMOLITION AND EXISTING AXONOMETRIC

**AD202**





C1 DEMOLITION - BUILDING SECTION  
AD301 3/32" = 1'-0"



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Project Status  
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ARCHITECT-ENGINEER STAMP

**Project Name**  
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**Owner**  
CLIENT ADDRESS

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DEMOLITION AND  
EXISTING BUILDING  
SECTION

**AD301**



508 EAST SOUTH TEMPLE



508 EAST SOUTH TEMPLE



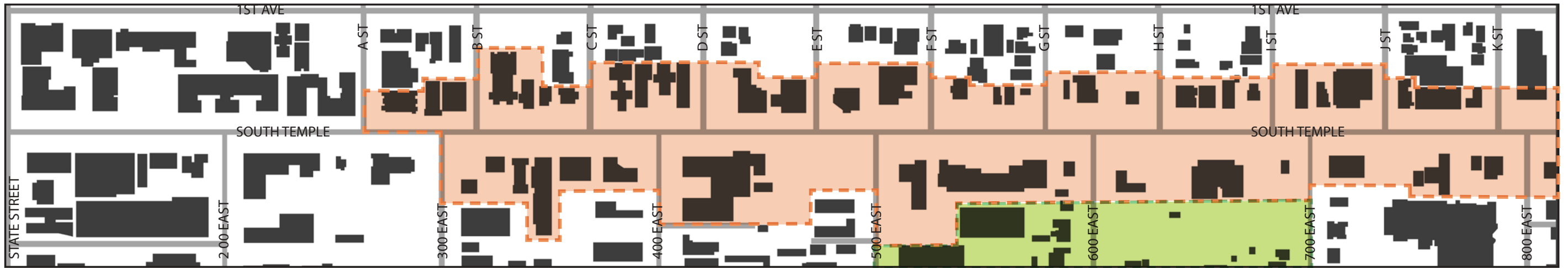
SITE LOCATION





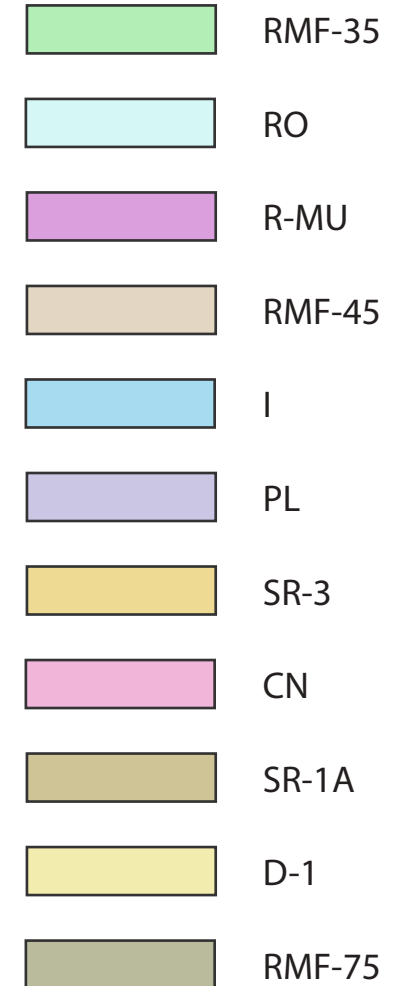
HISTORIC MAP





CONTEXT





ZONING MAP





8 STORIES



8 STORIES



8 STORIES



3 1/2 STORIES



5 STORIES



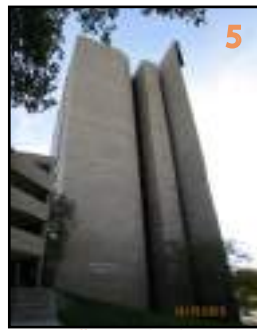
160'-0" - 13 STORIES



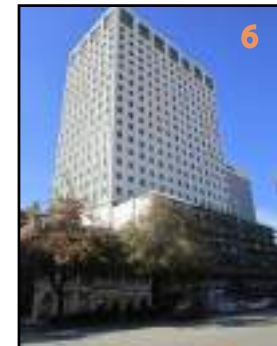
160'-0"



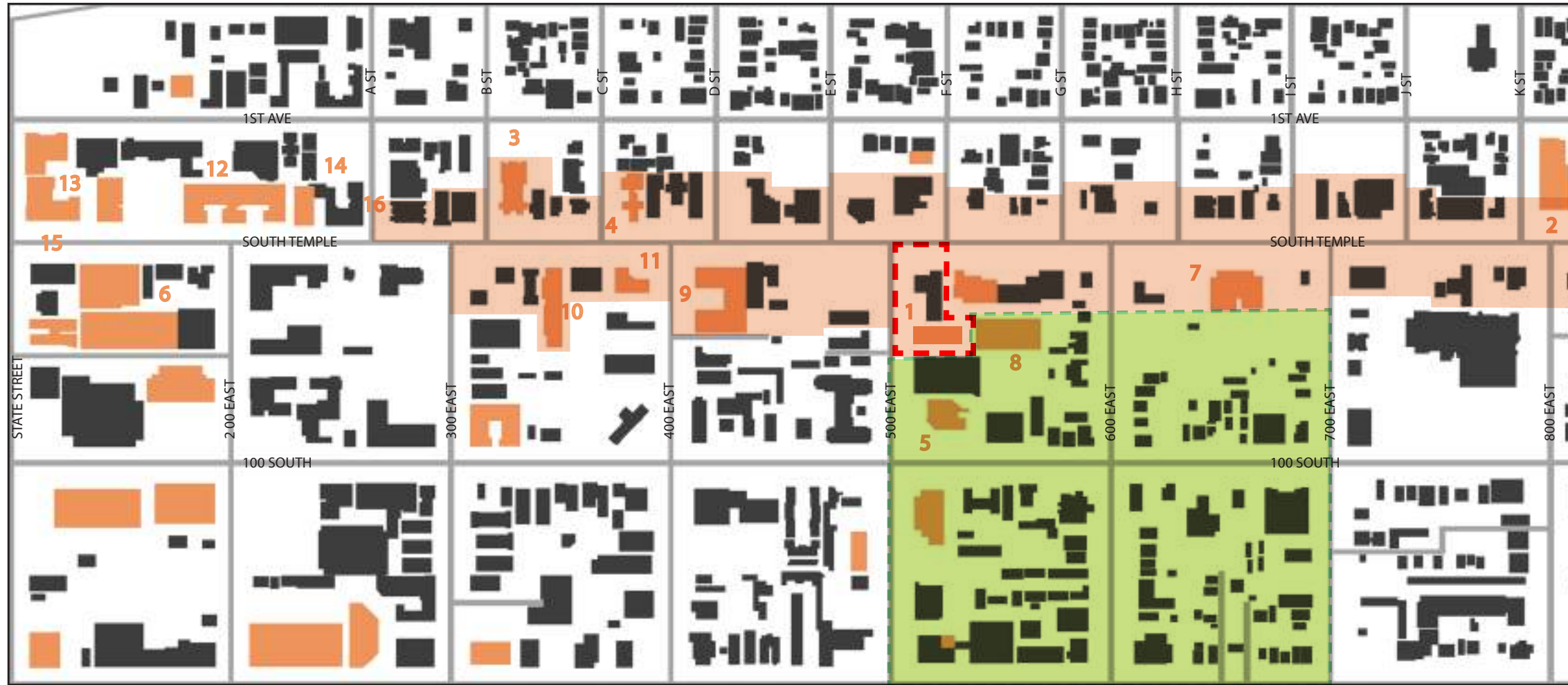
77'-0"



171'-0" - 14 STORIES



171'-0" - 14 STORIES



HEIGHT MAP



83'-0" - 6 STORIES



60'-0" - 5 STORIES



80'-0" - 5 STORIES

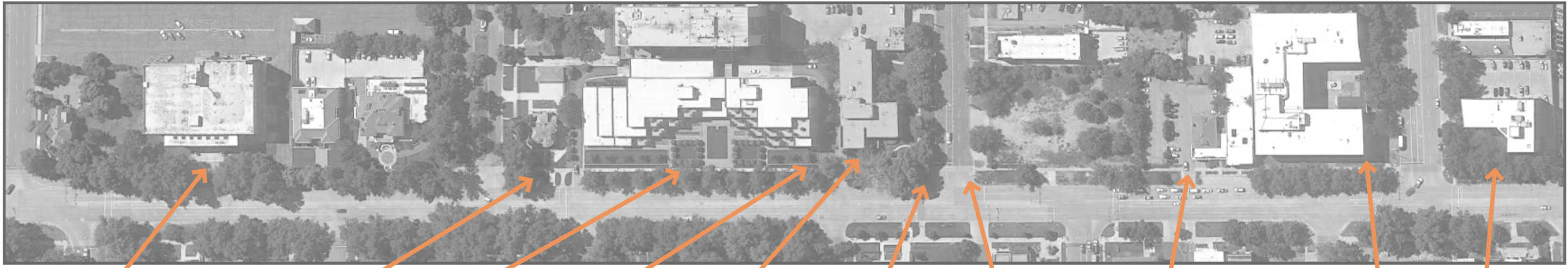


133'-0" - 13 STORIES



80'-0" - 5 STORIES









# 508 EAST SOUTH TEMPLE APARTMENTS

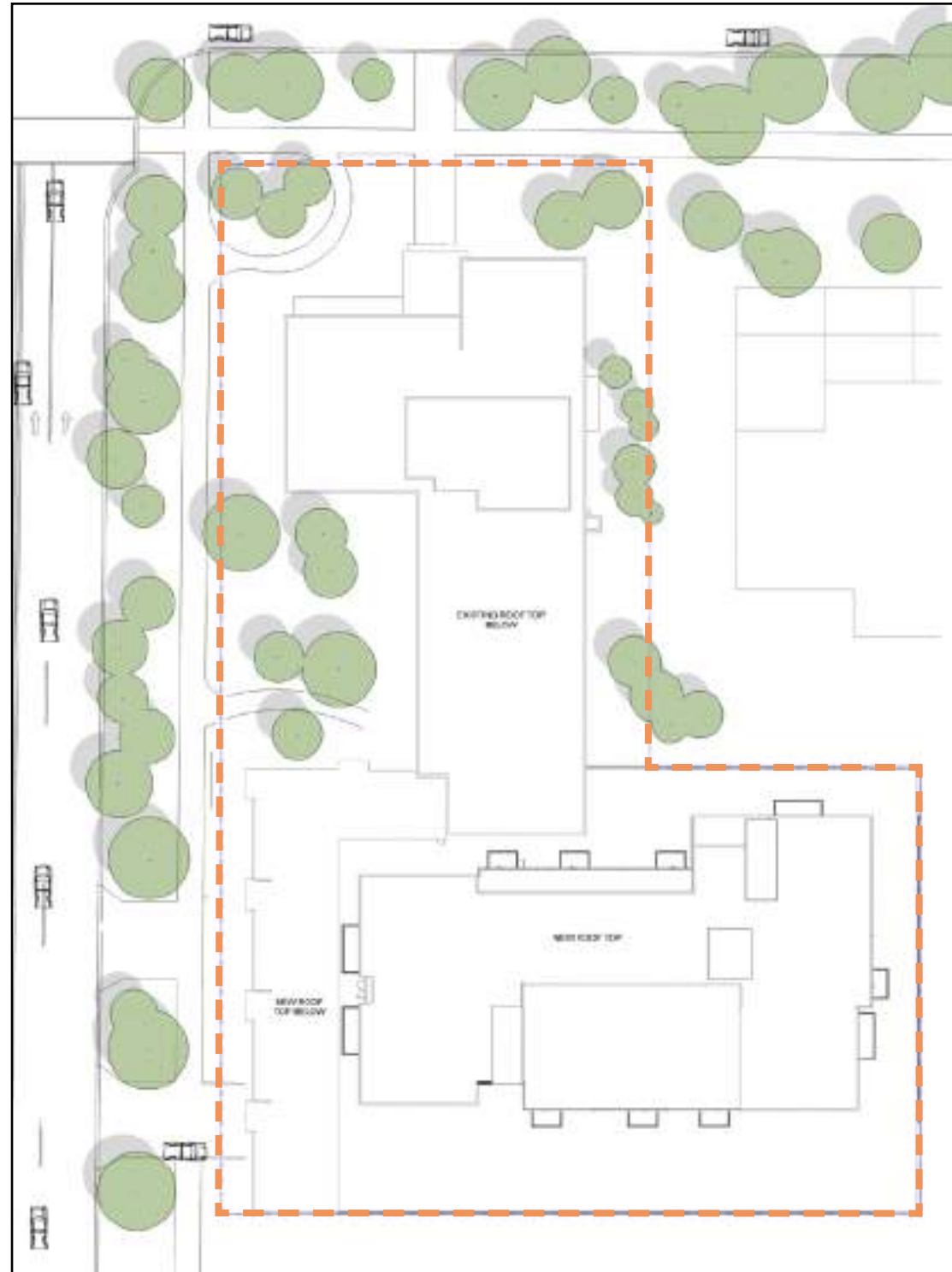
## 508 EAST & SOUTH TEMPLE APARTMENTS

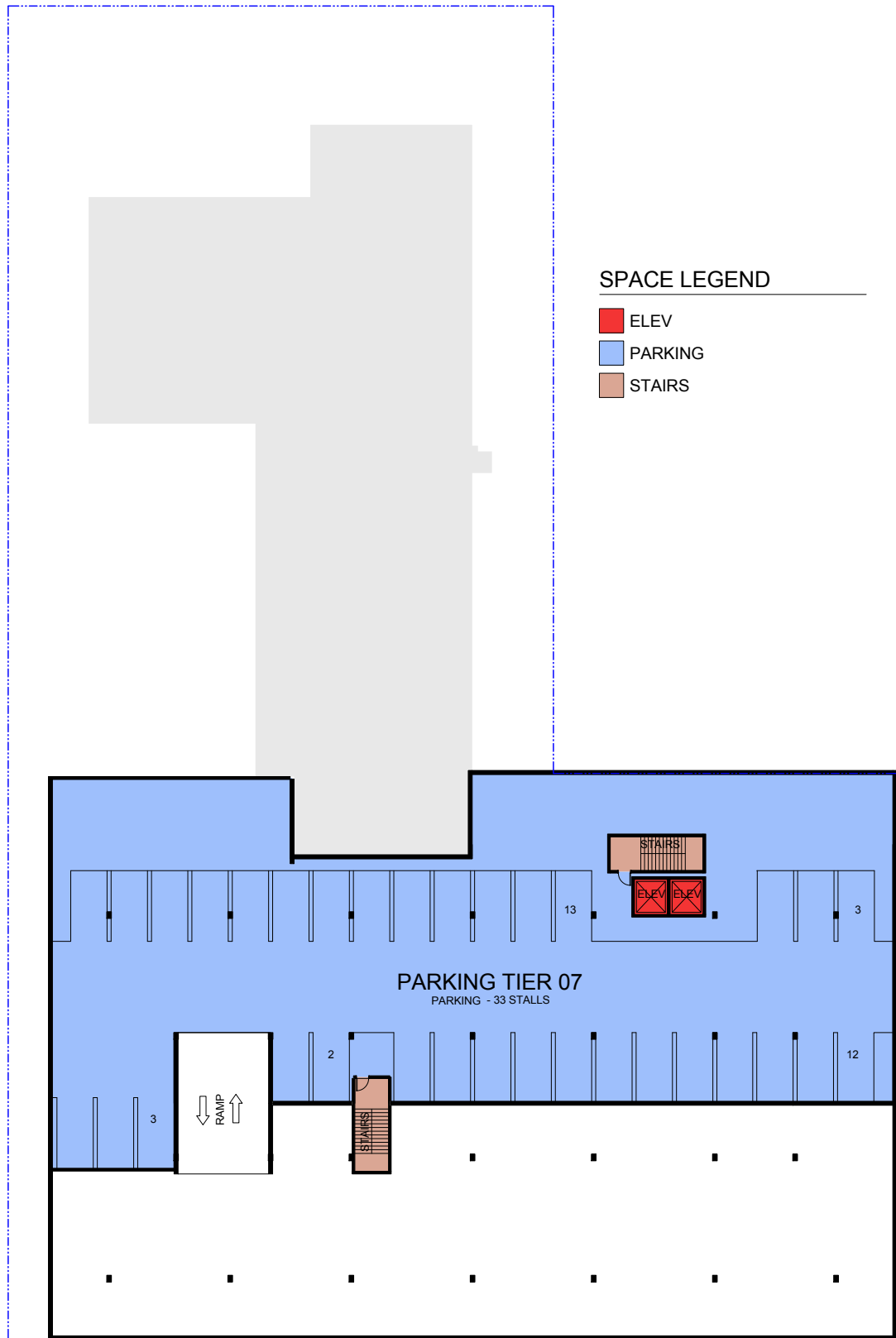
2/11/2016

|                               | TIER 07 | TIER 06 | TIER 05 | TIER 04 | TIER 03 | TIER 02 | TIER 01 |          |          |          |          |          |          |          |          |          |     |    |
|-------------------------------|---------|---------|---------|---------|---------|---------|---------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|----|
| TOTAL COMPINED PARKING STALLS | 33      | 31      | 31      | 31      | 24      | 28      | 22      |          |          |          |          |          |          |          |          |          | 200 |    |
| PARKING REQUIREMENT           |         |         |         |         |         |         |         |          |          |          |          |          |          |          |          |          | 131 |    |
| UNITS                         |         |         |         |         | TIER 03 | TIER 02 | TIER 01 | LEVEL 01 | LEVEL 02 | LEVEL 03 | LEVEL 04 | LEVEL 05 | LEVEL 06 | LEVEL 07 | LEVEL 08 | LEVEL 09 |     |    |
| UNIT - 1 BEDROOM              |         |         |         |         | 4       |         | 4       | 6        | 6        | 7        | 7        | 7        | 7        | 7        | 7        | 7        | 1   | 63 |
| UNIT - 2 BEDROOM / 2 BATH     |         |         |         |         |         |         |         | 1        | 3        | 3        | 3        | 3        | 3        | 3        | 3        | 3        | 3   | 25 |
| UNIT - 3 BEDROOM / 2 BATH     |         |         |         |         |         |         |         | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1        | 1   | 9  |
| TOTAL NEW BUILDING            |         |         |         |         | 4       |         | 4       | 8        | 10       | 11       | 11       | 11       | 11       | 11       | 11       | 11       | 5   | 97 |
| TOTAL UNIT COUNT              |         |         |         |         |         |         |         |          |          |          |          |          |          |          |          |          |     | 97 |

|                           |  |  |  |  |  |  |         |          |          |          |  |  |  |  |  |  |  |     |
|---------------------------|--|--|--|--|--|--|---------|----------|----------|----------|--|--|--|--|--|--|--|-----|
| PARKING REQUIREMENT       |  |  |  |  |  |  |         |          |          |          |  |  |  |  |  |  |  | 71  |
| EXISITING BUILDING        |  |  |  |  |  |  | TIER 01 | LEVEL 01 | LEVEL 02 | LEVEL 03 |  |  |  |  |  |  |  |     |
| UNIT - STUDIO             |  |  |  |  |  |  |         | 1        | 2        | 2        |  |  |  |  |  |  |  | 5   |
| UNIT - 1 BEDROOM          |  |  |  |  |  |  | 4       | 5        | 5        | 5        |  |  |  |  |  |  |  | 19  |
| UNIT - 2 BEDROOM          |  |  |  |  |  |  | 2       | 4        | 4        | 4        |  |  |  |  |  |  |  | 14  |
| UNIT - 3 BEDROOM          |  |  |  |  |  |  | 1       | 1        | 1        | 1        |  |  |  |  |  |  |  | 4   |
| TOTAL EXISTING BUILDING   |  |  |  |  |  |  | 7       | 11       | 12       | 12       |  |  |  |  |  |  |  | 42  |
| TOTAL COMBINED UNIT COUNT |  |  |  |  |  |  |         |          |          |          |  |  |  |  |  |  |  | 139 |

| UNIT MIX %                |        |
|---------------------------|--------|
| UNIT - STUDIO             | 3.60%  |
| UNIT - 1 BEDROOM          | 58.99% |
| UNIT - 2 BEDROOM / 2 BATH | 28.06% |
| UNIT - 3 BEDROOM / 2 BATH | 6.47%  |



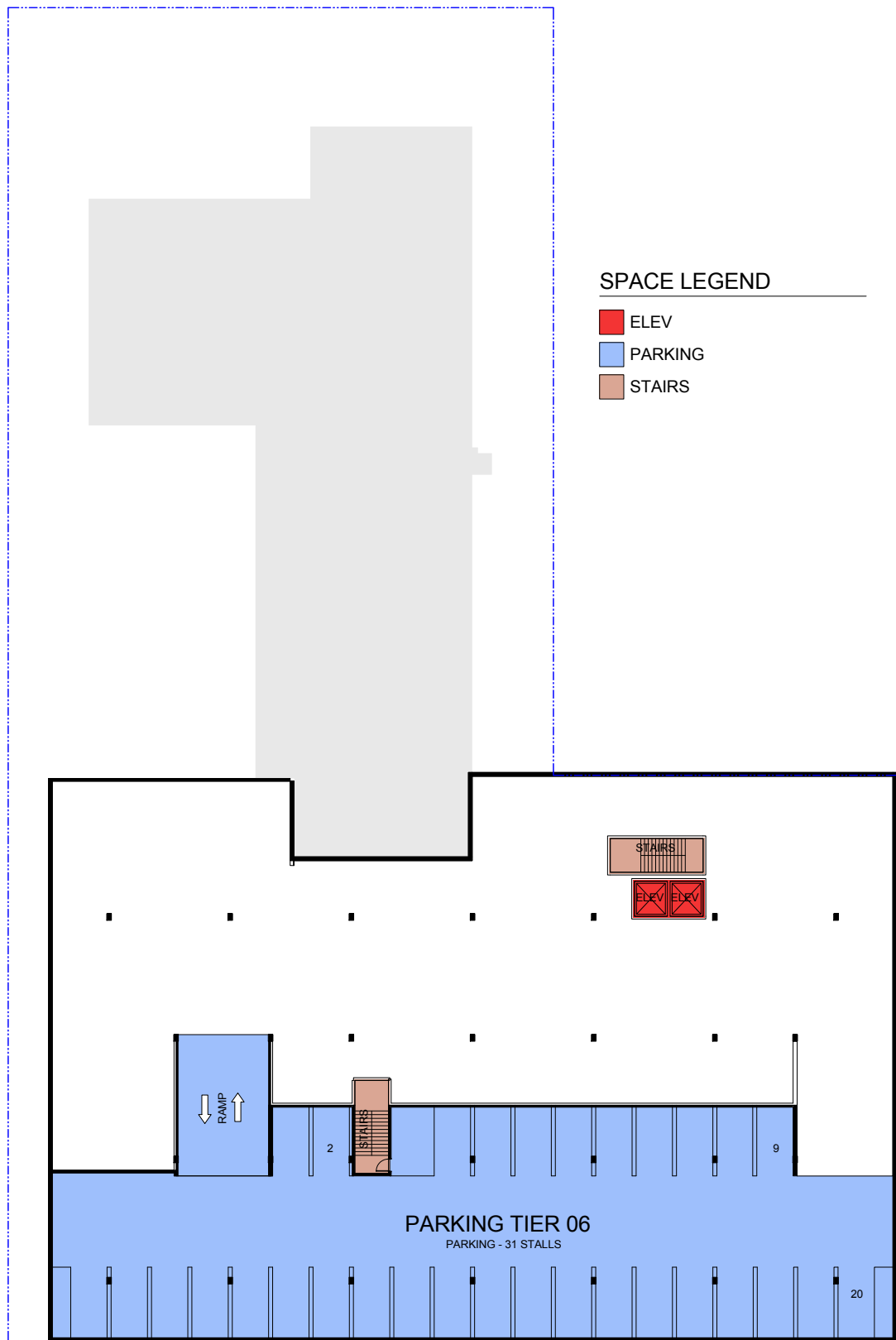


### SPACE LEGEND

- ELEV
- PARKING
- STAIRS

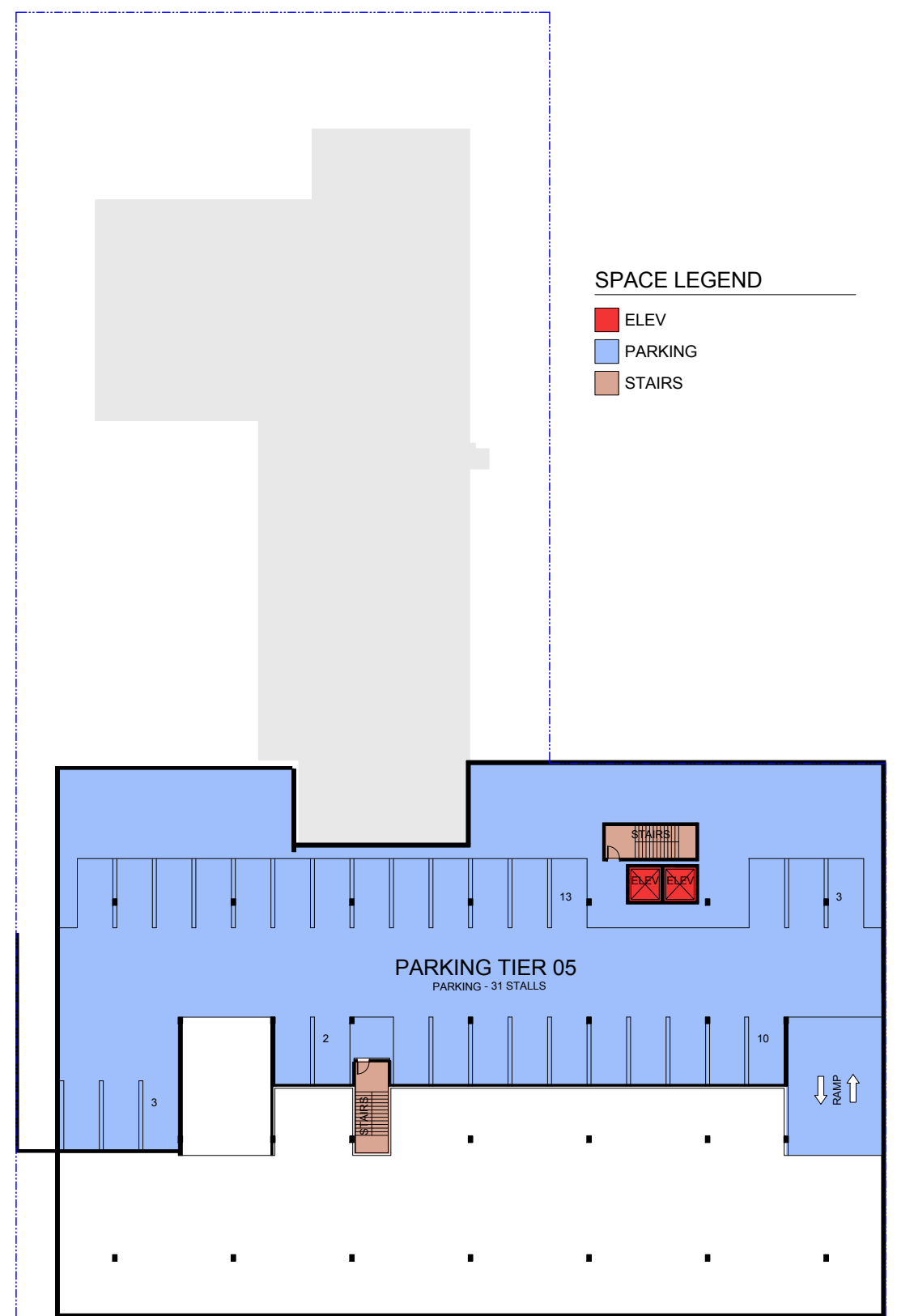


PARKING TIER 07

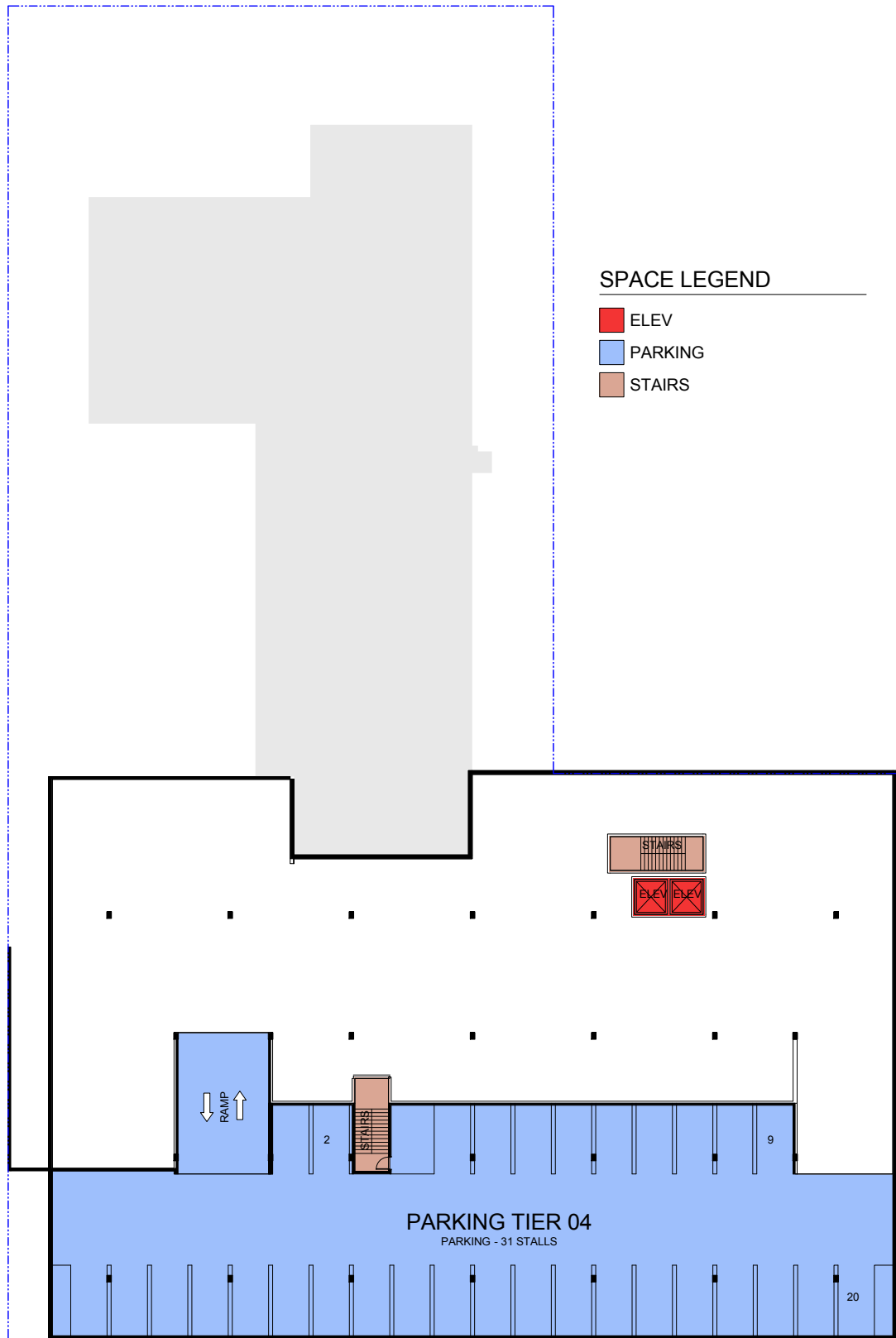


PARKING TIER 06





PARKING TIER 05



SPACE LEGEND

- ELEV
- PARKING
- STAIRS

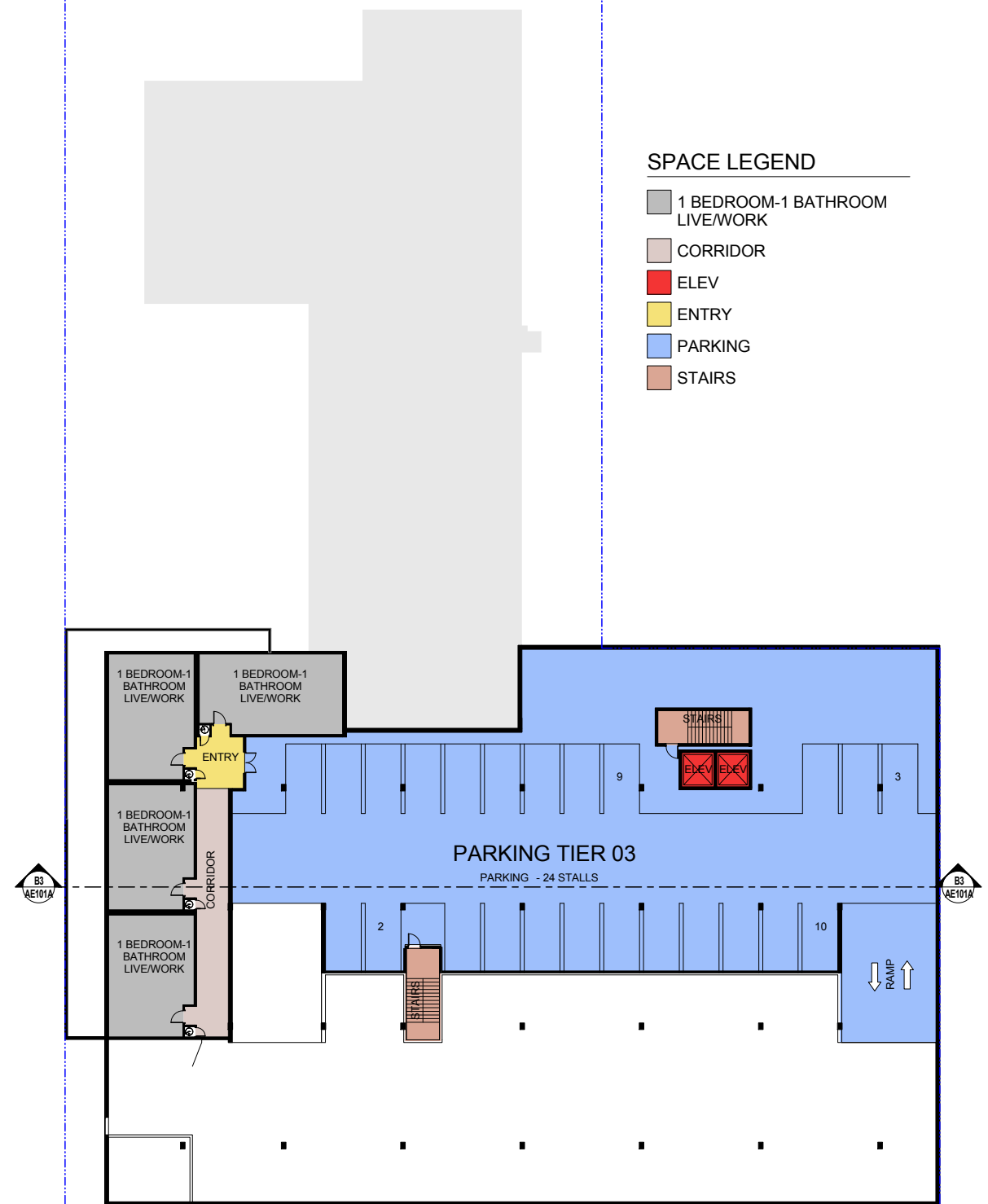


PARKING TIER 04



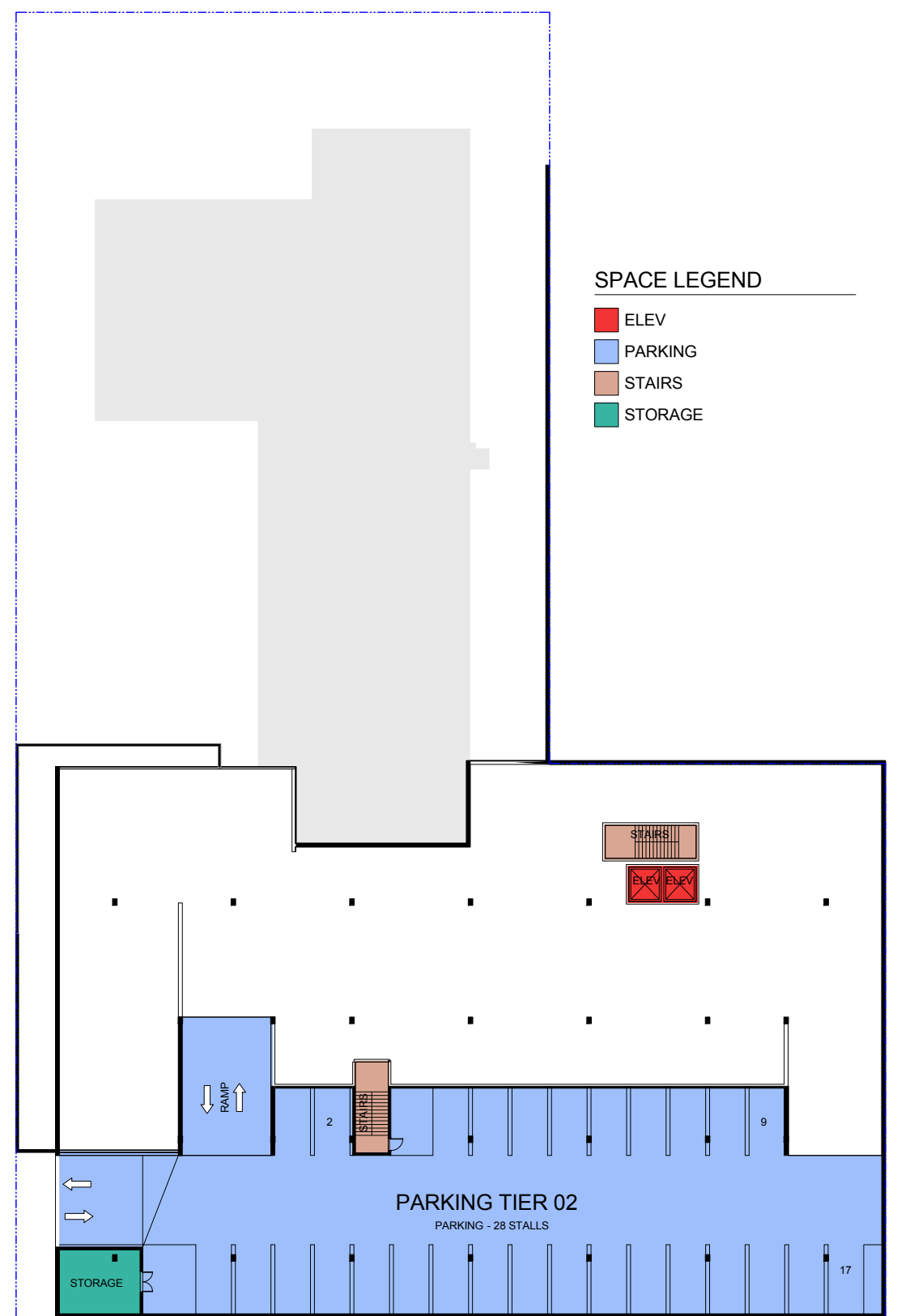
**SPACE LEGEND**

- 1 BEDROOM-1 BATHROOM LIVE/WORK
- CORRIDOR
- ELEV
- ENTRY
- PARKING
- STAIRS

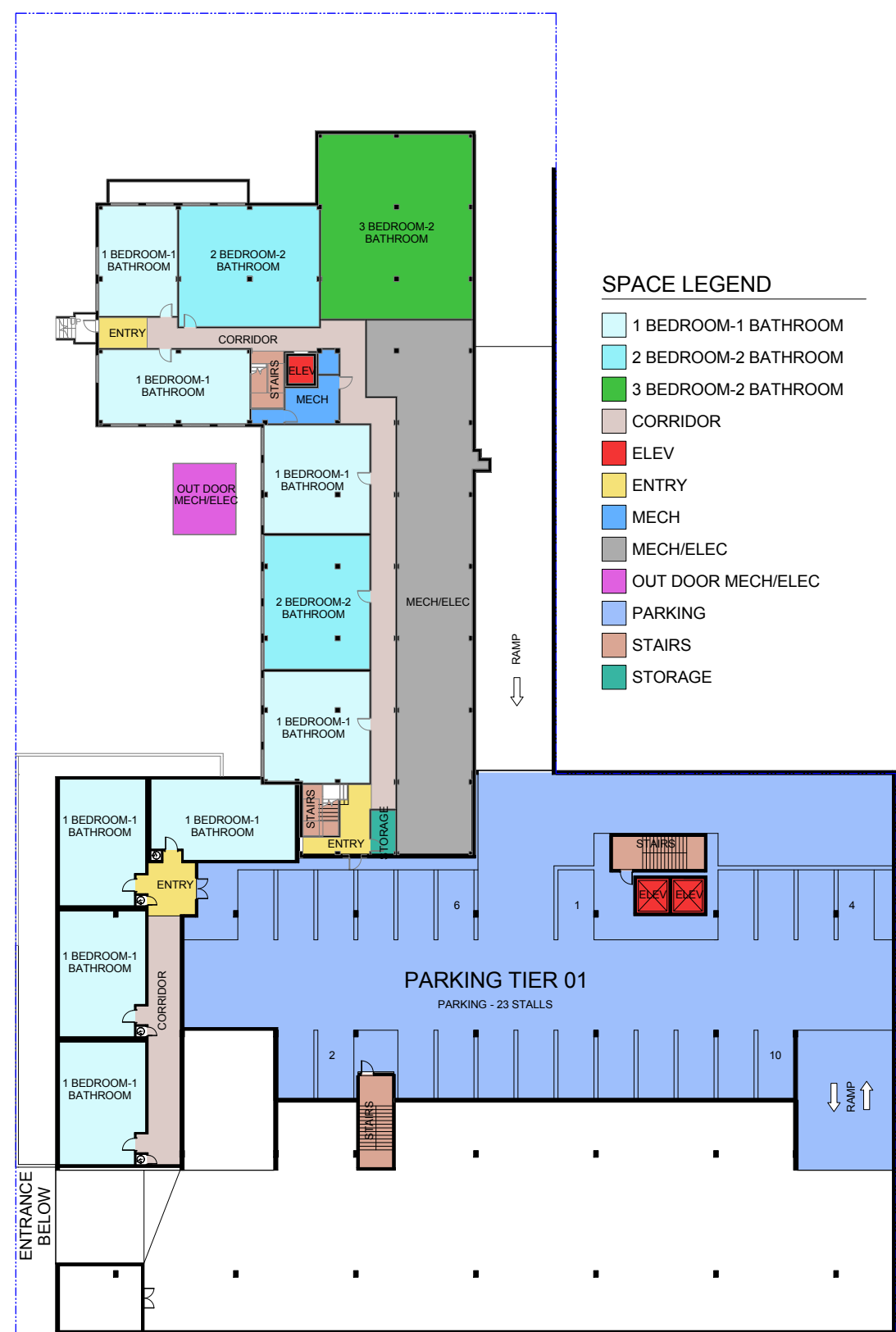


PARKING TIER 03





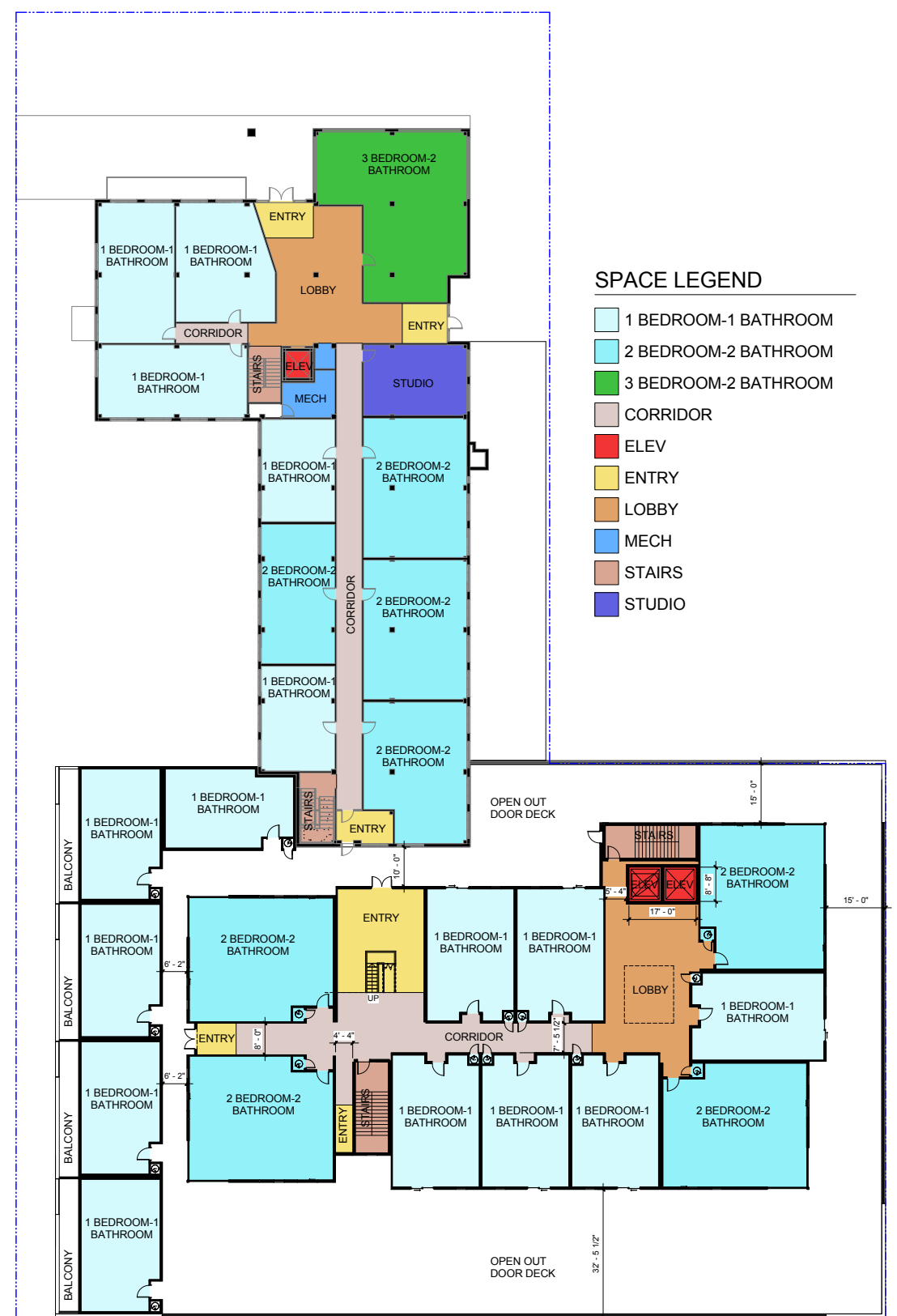
PARKING TIER 02



- SPACE LEGEND**
- 1 BEDROOM-1 BATHROOM
  - 2 BEDROOM-2 BATHROOM
  - 3 BEDROOM-2 BATHROOM
  - CORRIDOR
  - ELEV
  - ENTRY
  - MECH
  - MECH/ELEC
  - OUT DOOR MECH/ELEC
  - PARKING
  - STAIRS
  - STORAGE

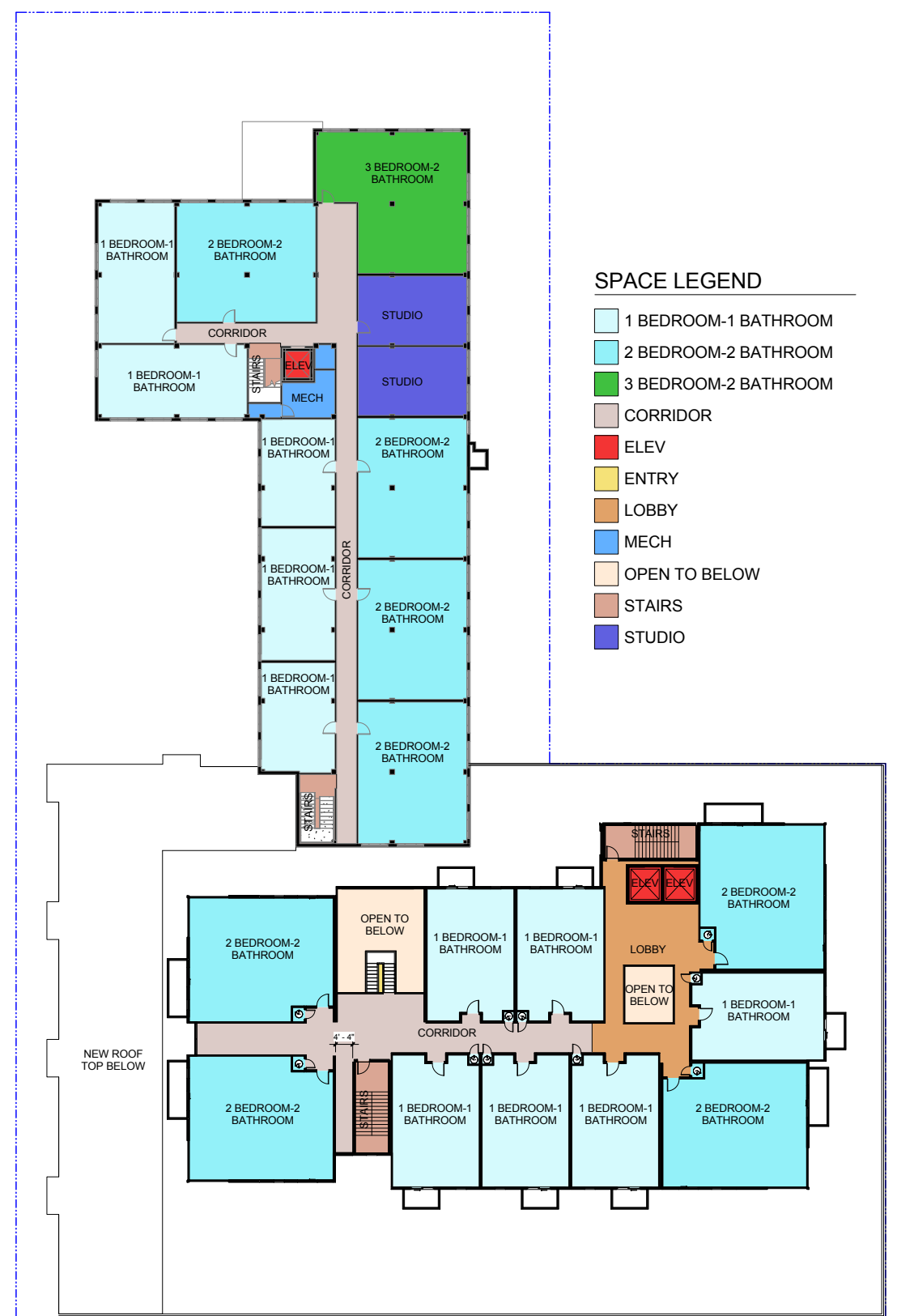
PARKING TIER 01





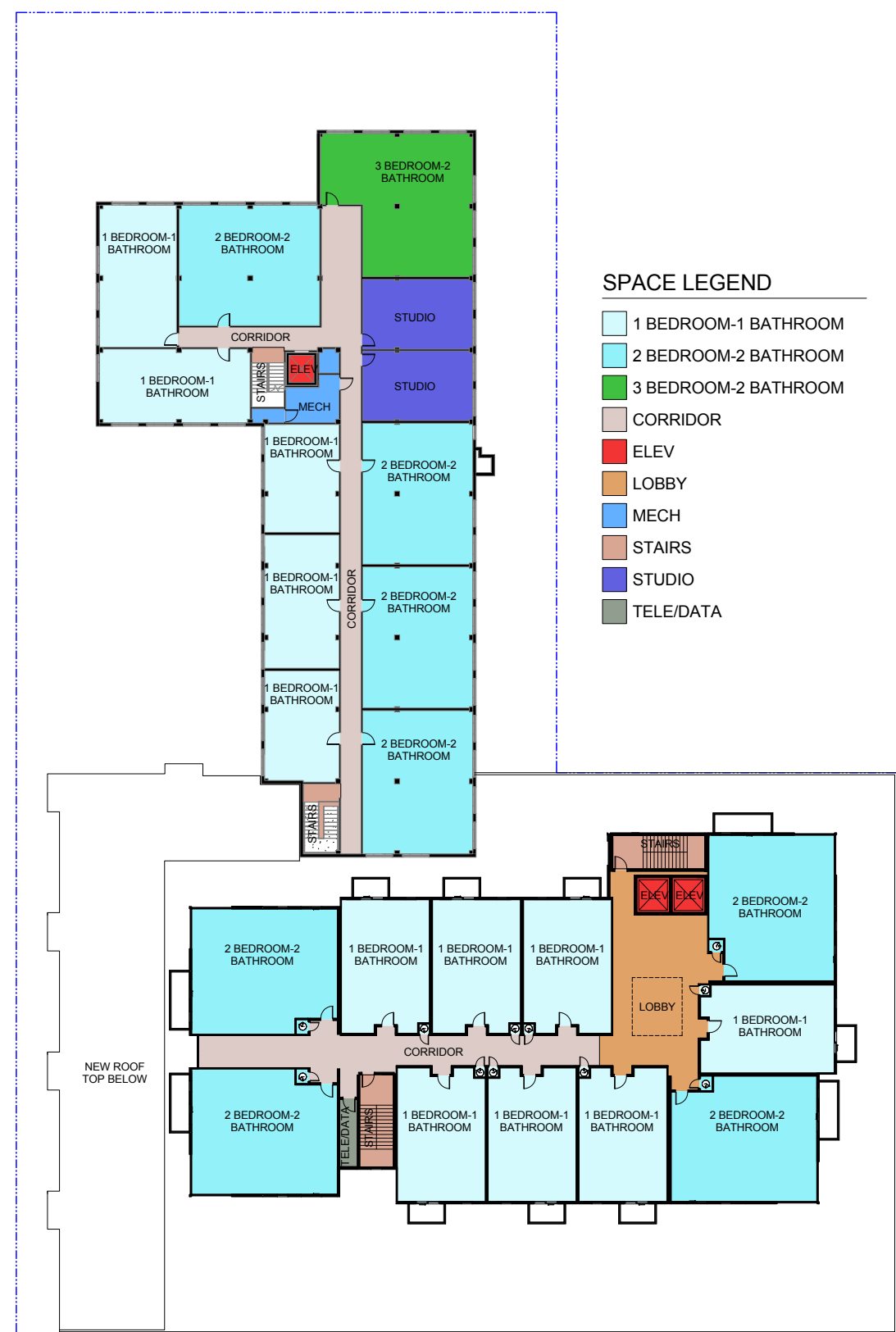
LEVEL 1 (PODIUM)





LEVEL 2



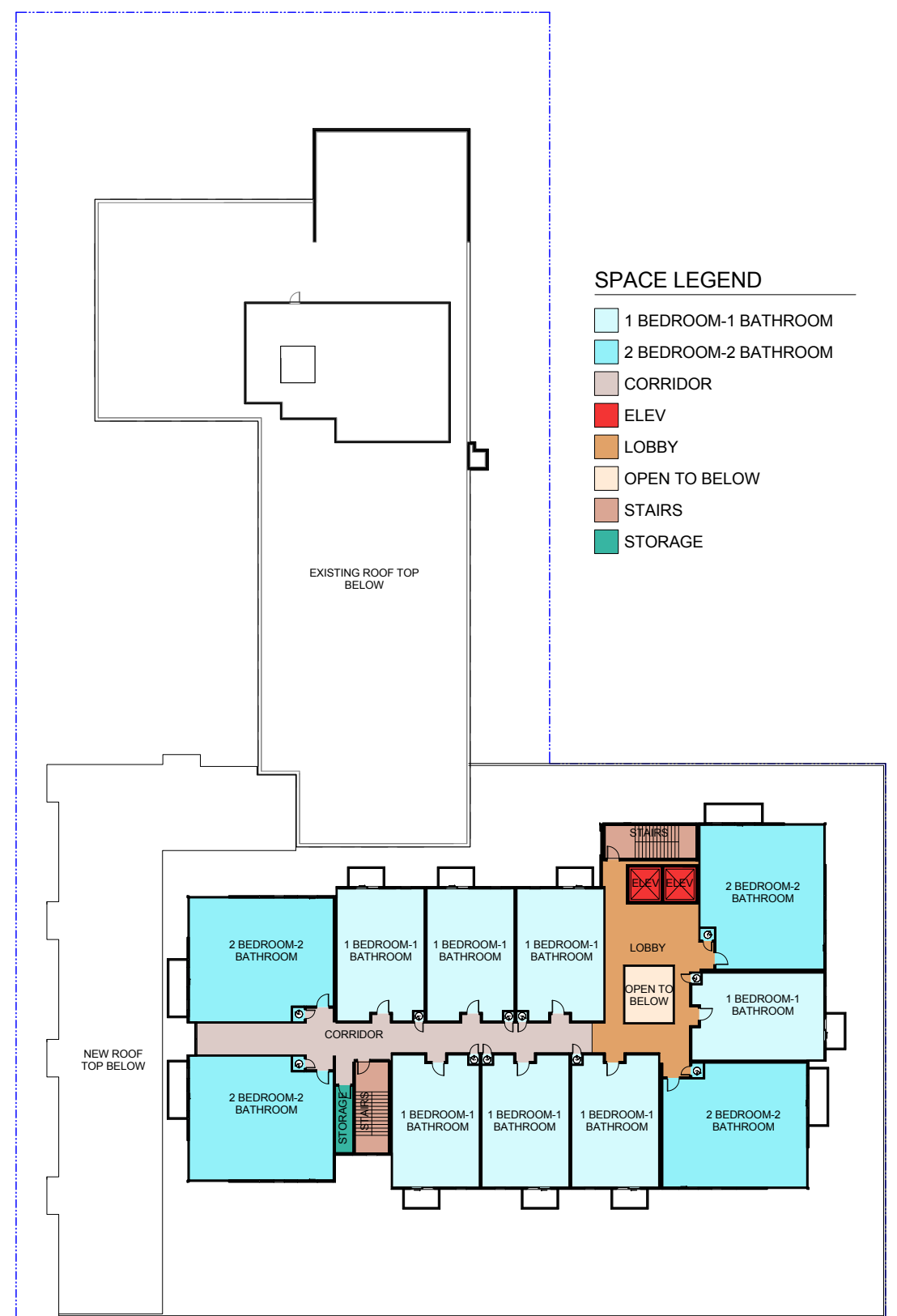


**SPACE LEGEND**

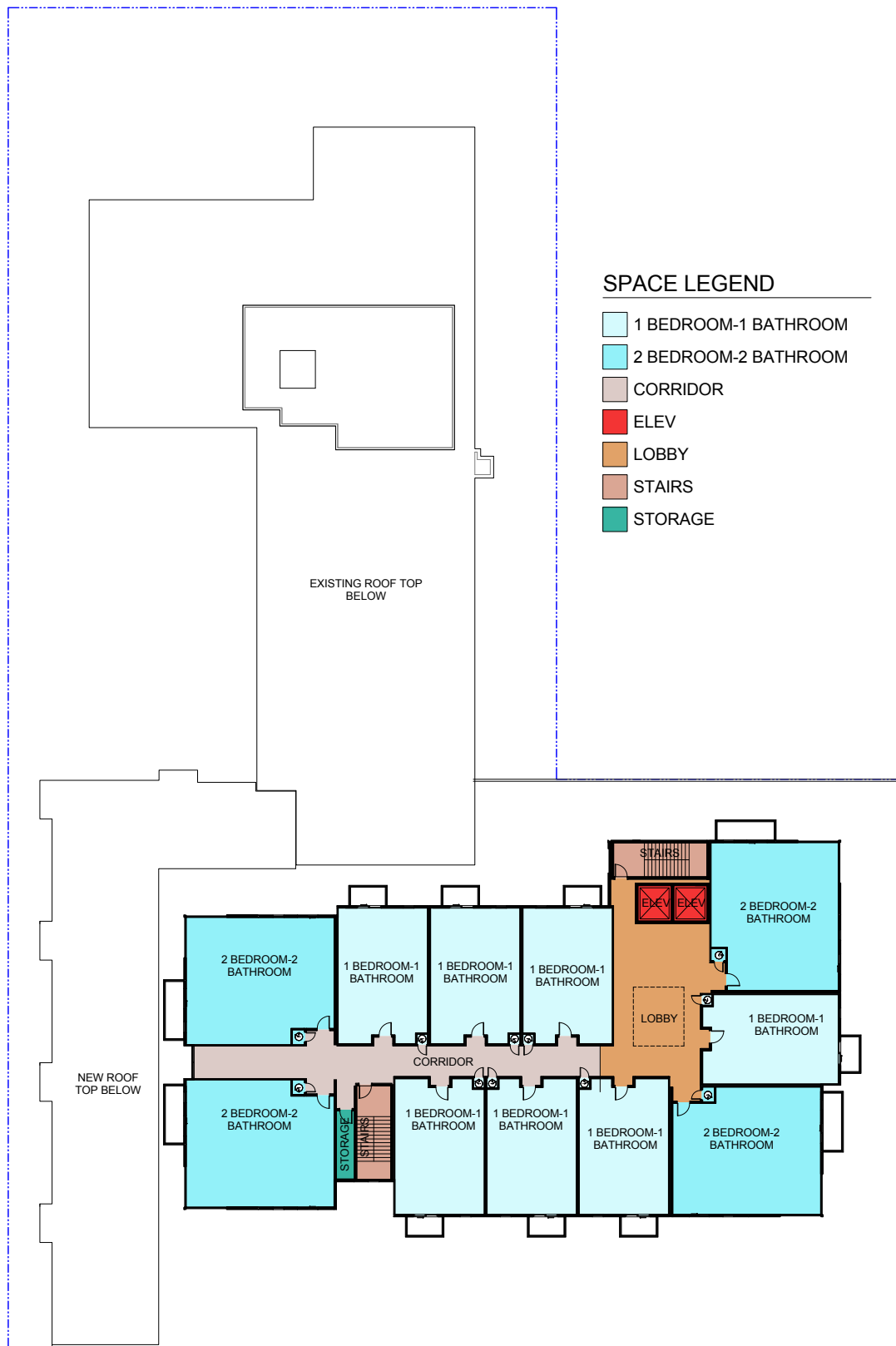
- 1 BEDROOM-1 BATHROOM
- 2 BEDROOM-2 BATHROOM
- 3 BEDROOM-2 BATHROOM
- CORRIDOR
- ELEV
- LOBBY
- MECH
- STAIRS
- STUDIO
- TELE/DATA



LEVEL 03

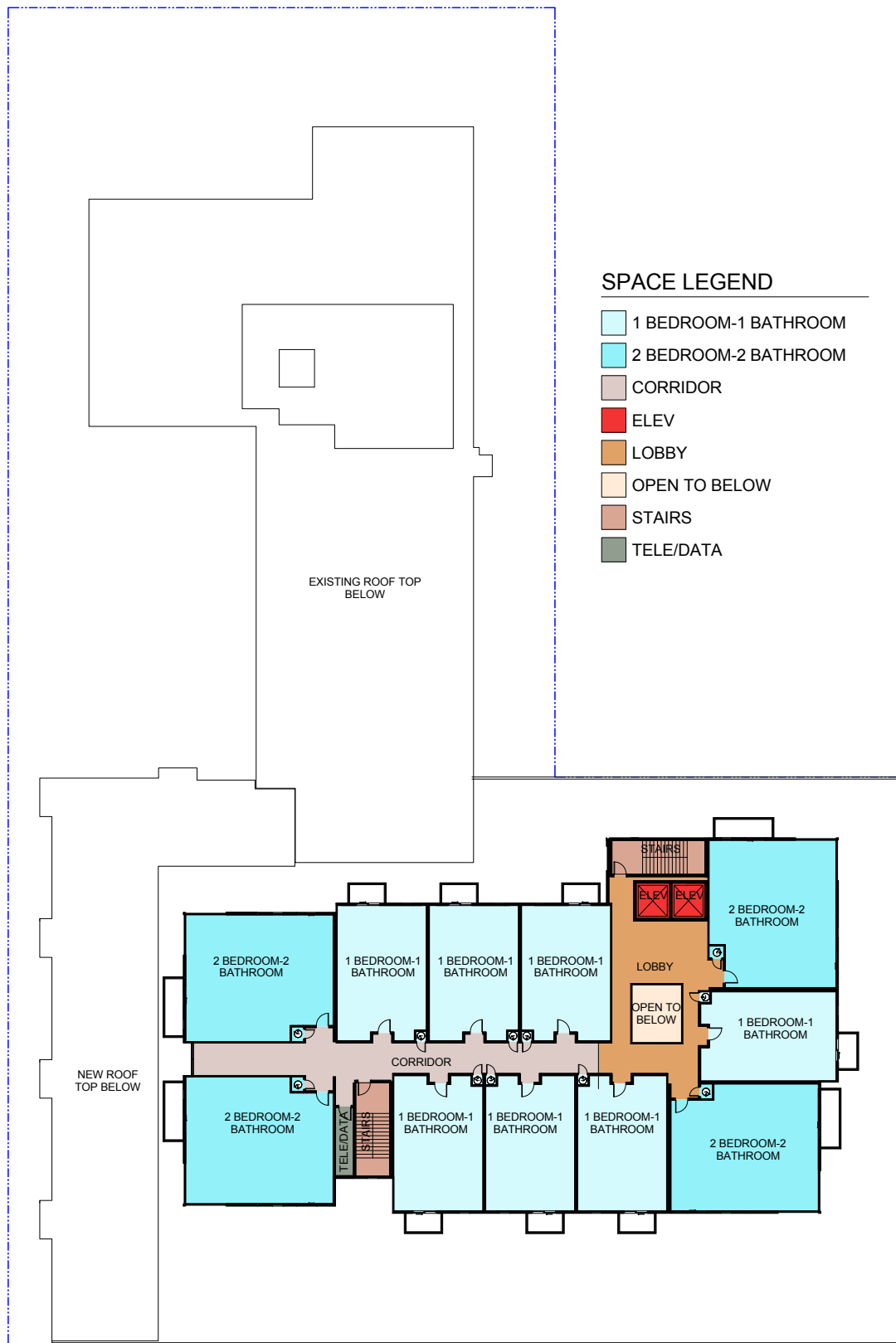


LEVEL 4 FLOOR PLAN



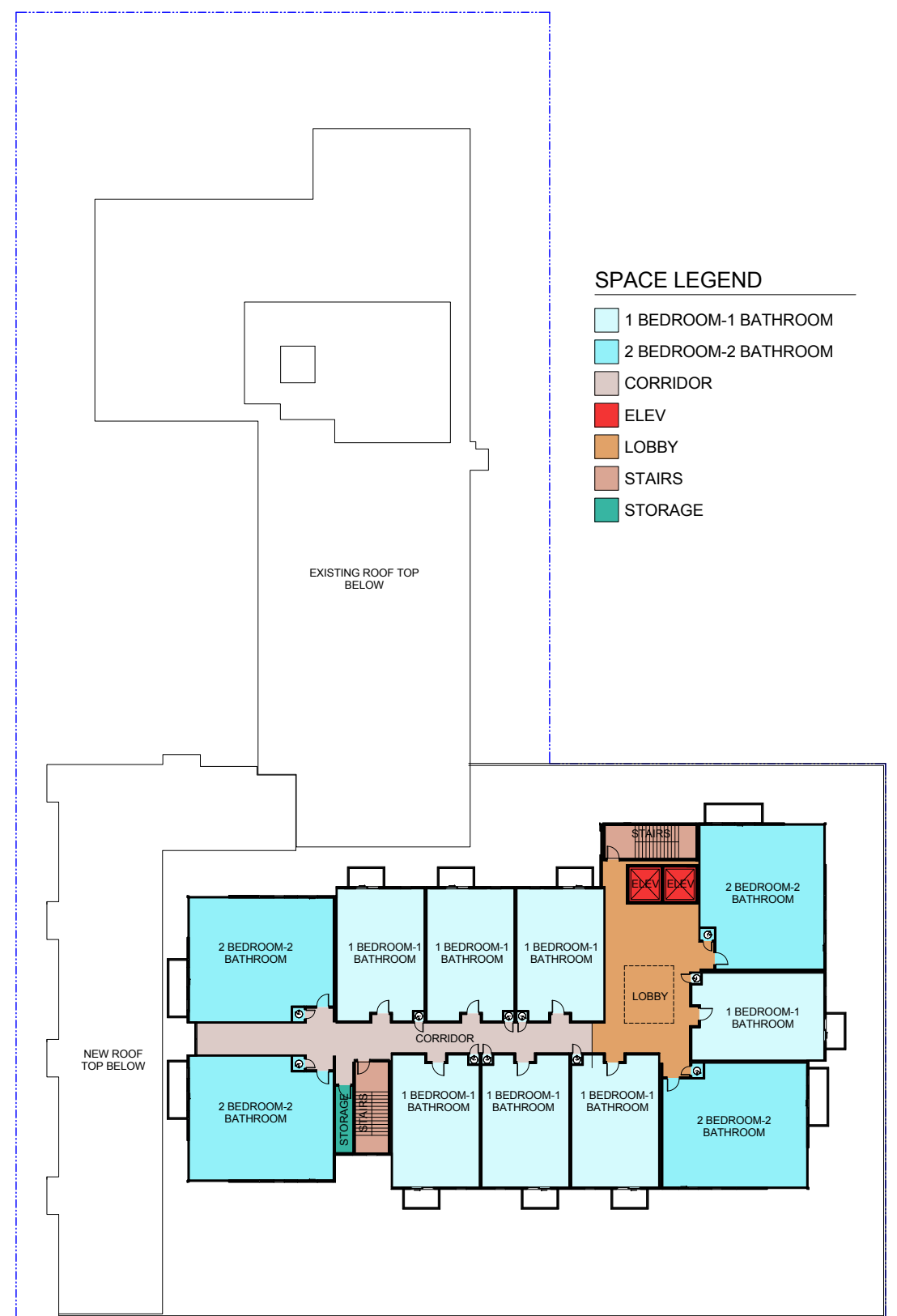
LEVEL 5



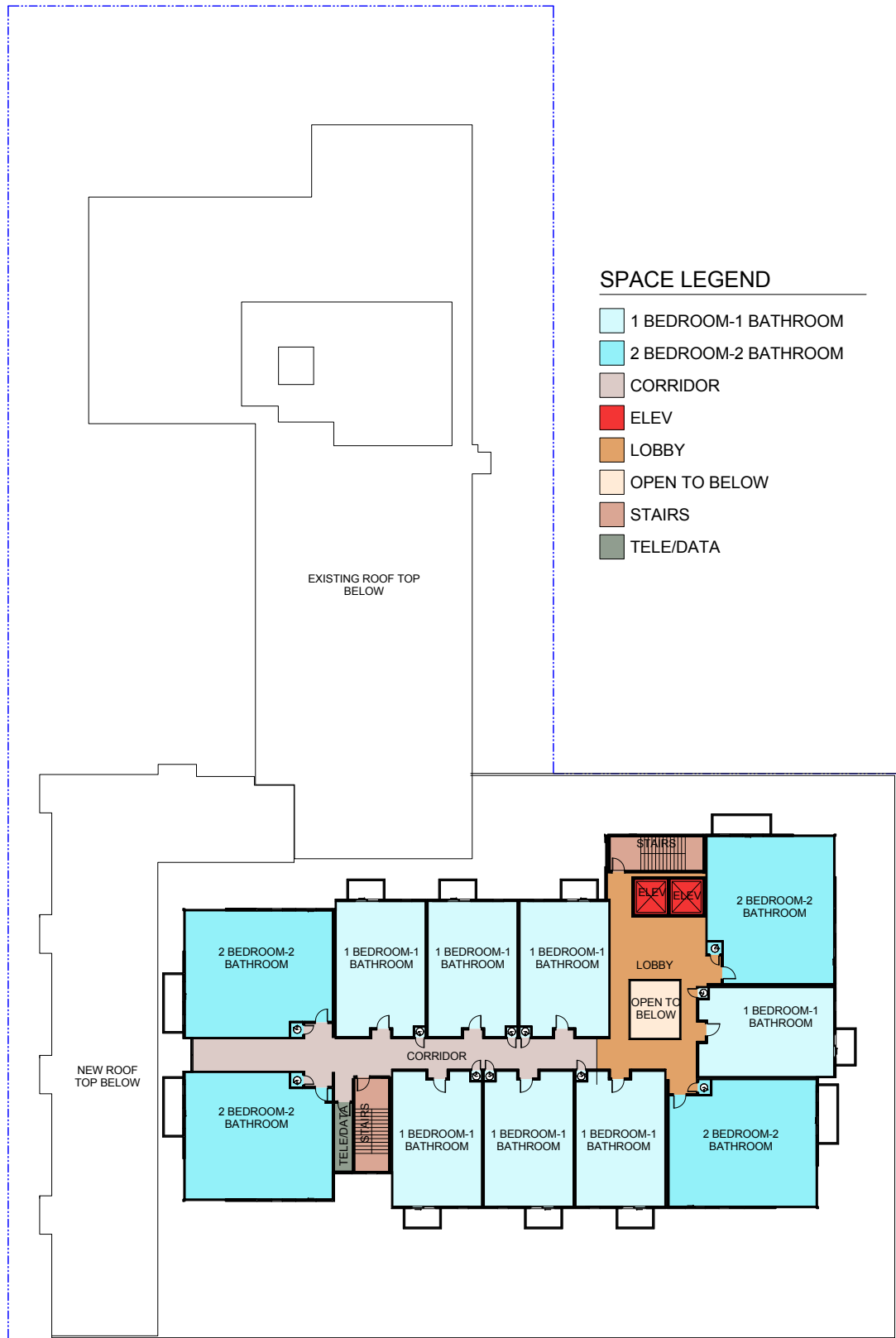


LEVEL 6

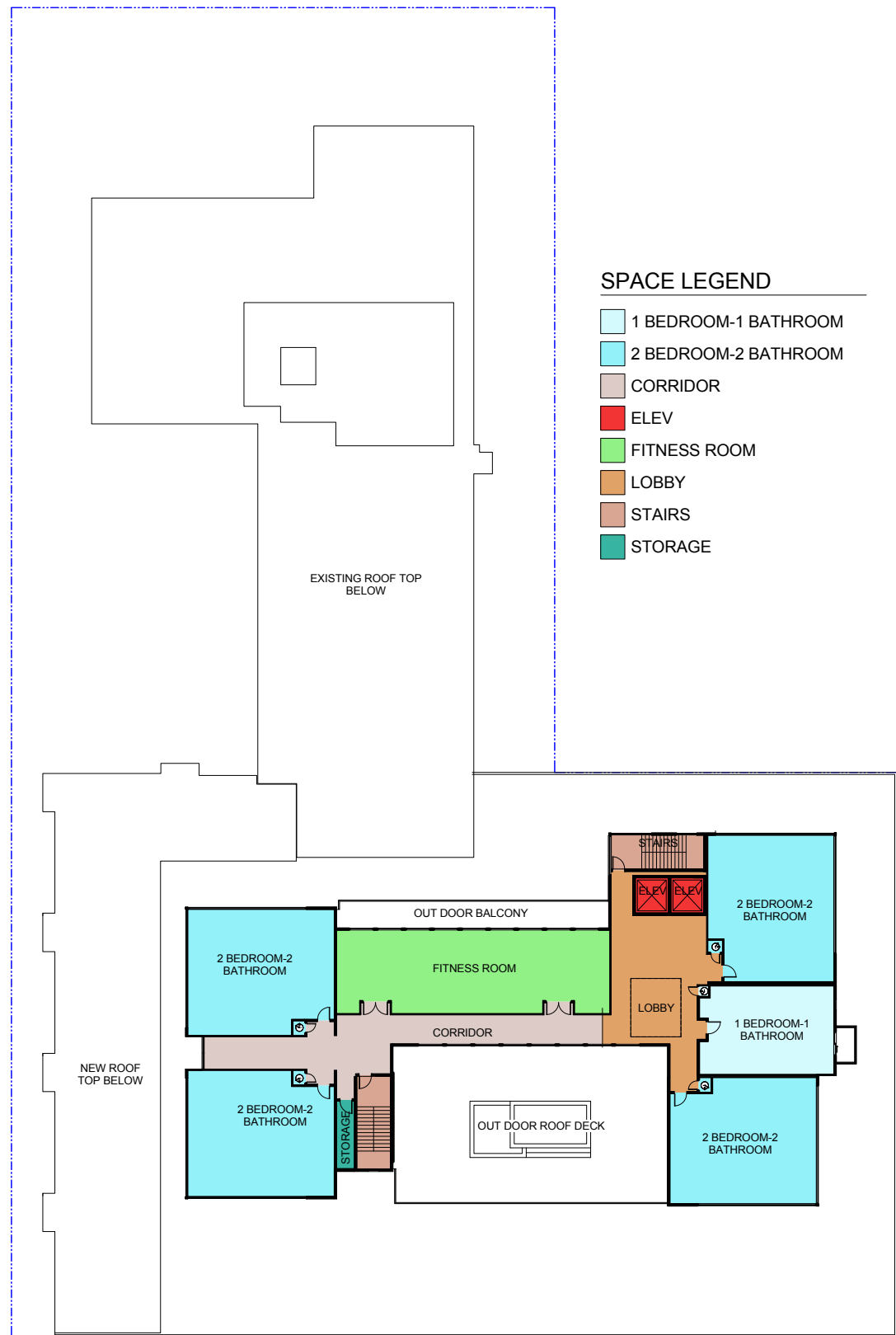




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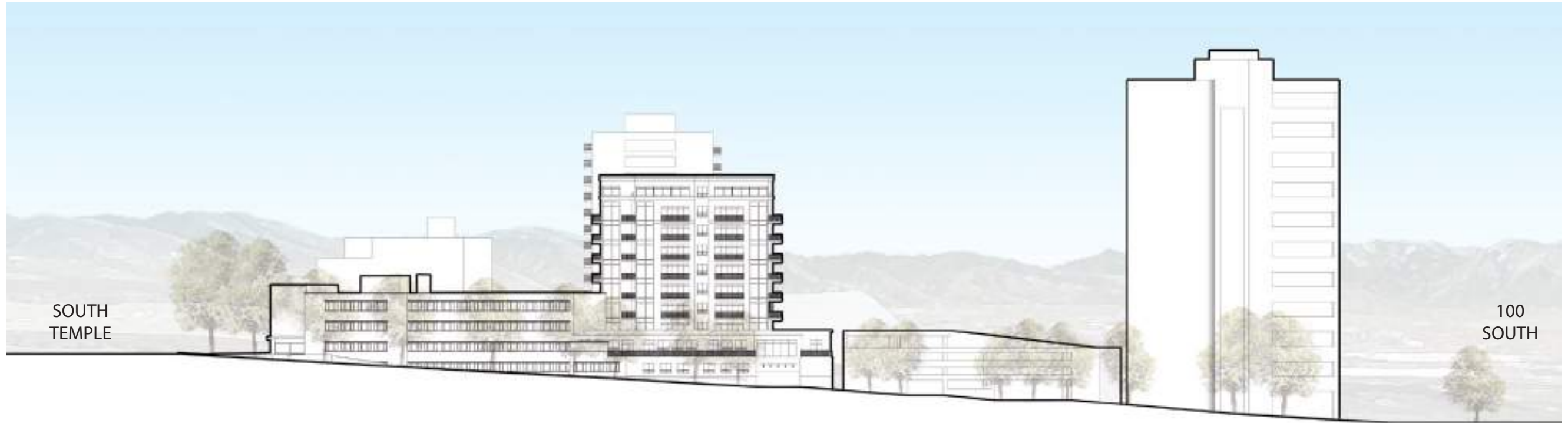


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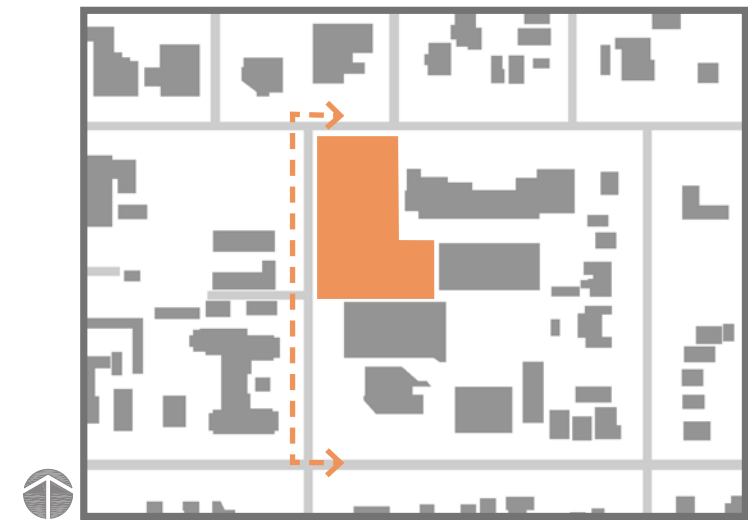


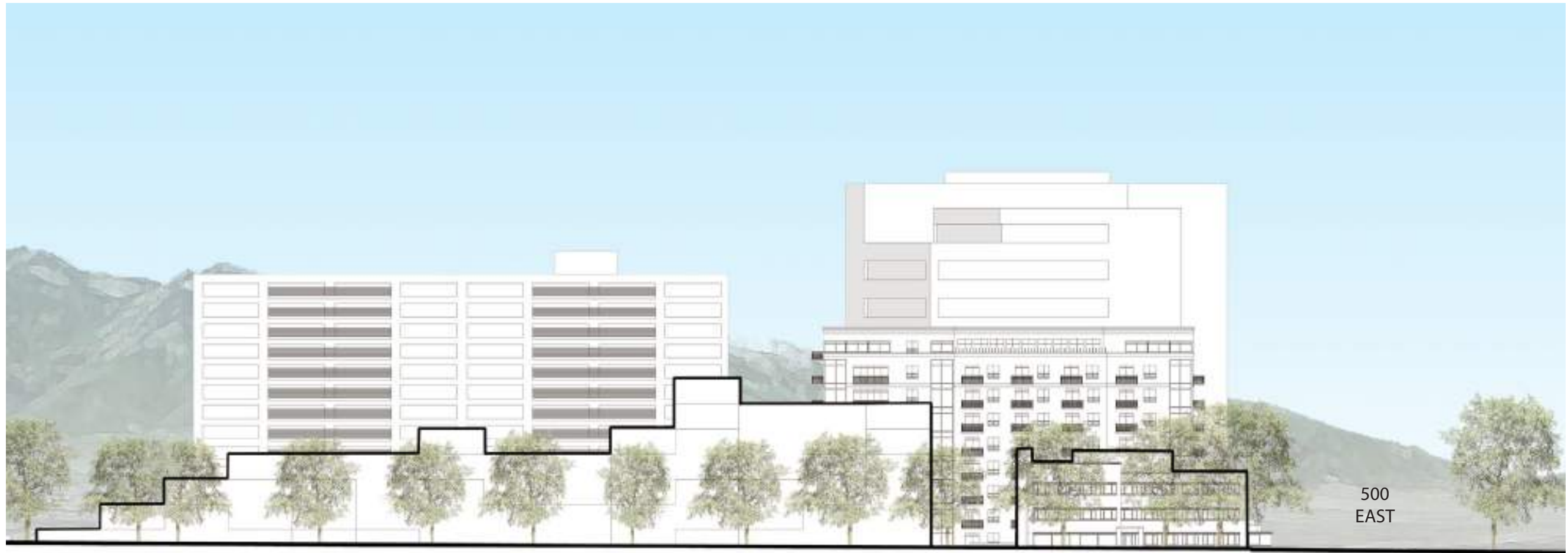
LEVEL 9 (ROOF TOP)





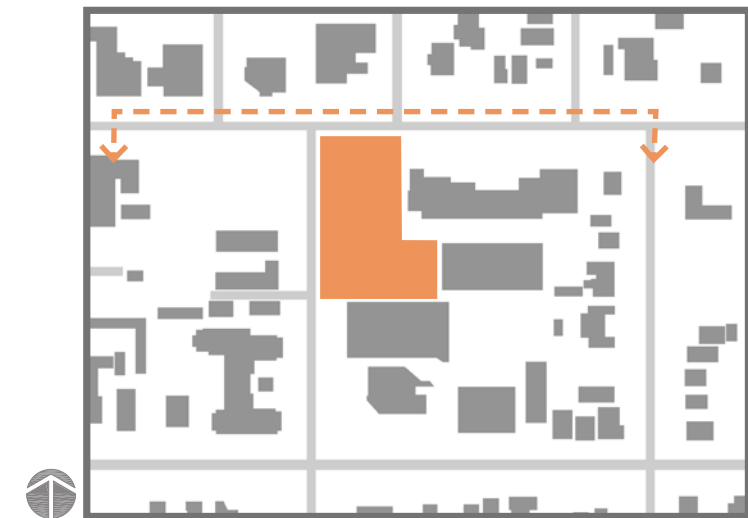
SITE SECTION

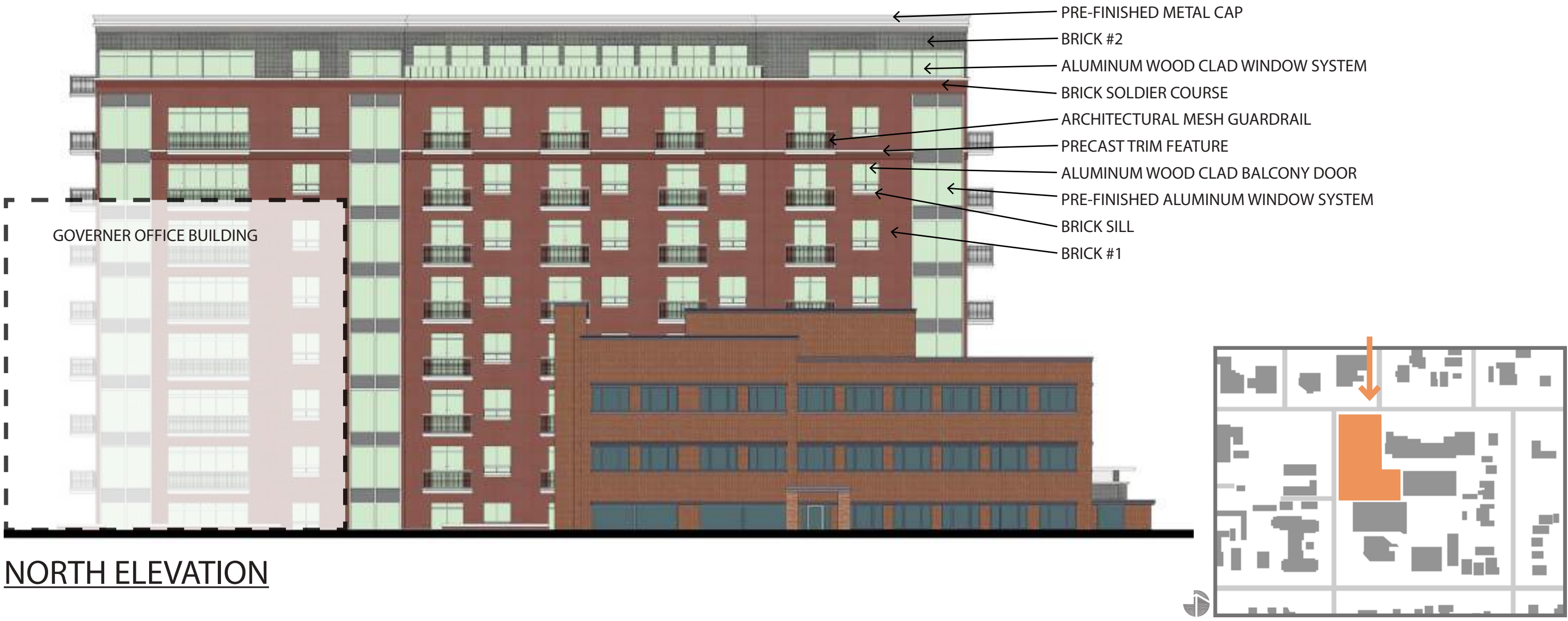




SOUTH TEMPLE

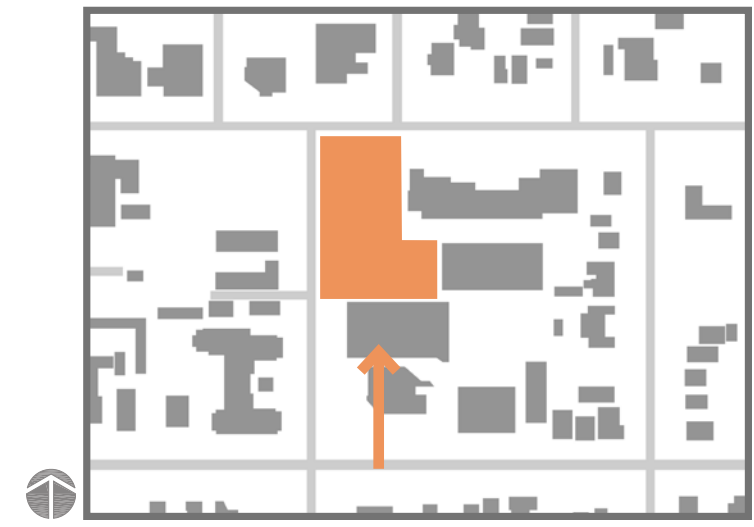
SITE SECTION







SOUTH ELEVATION

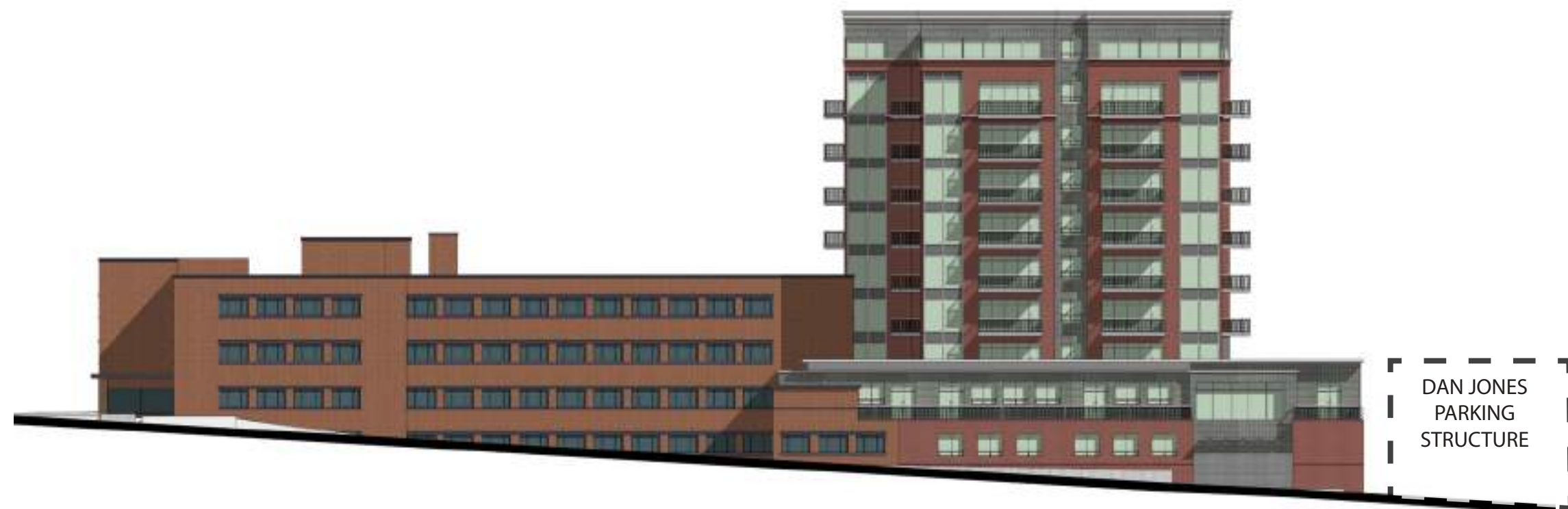




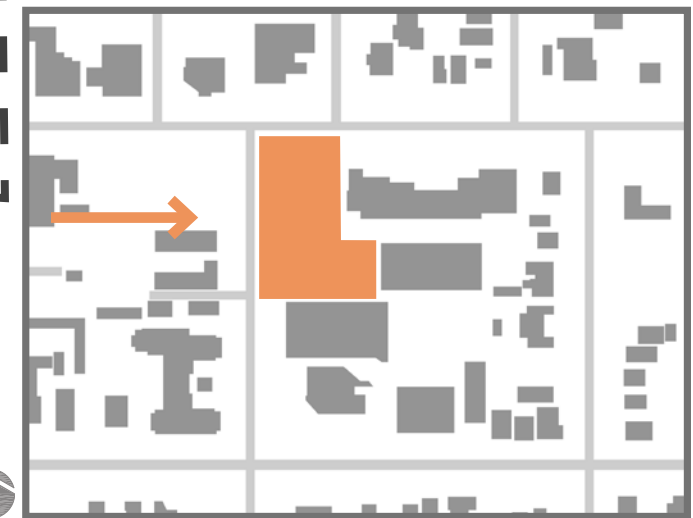


EAST ELEVATION

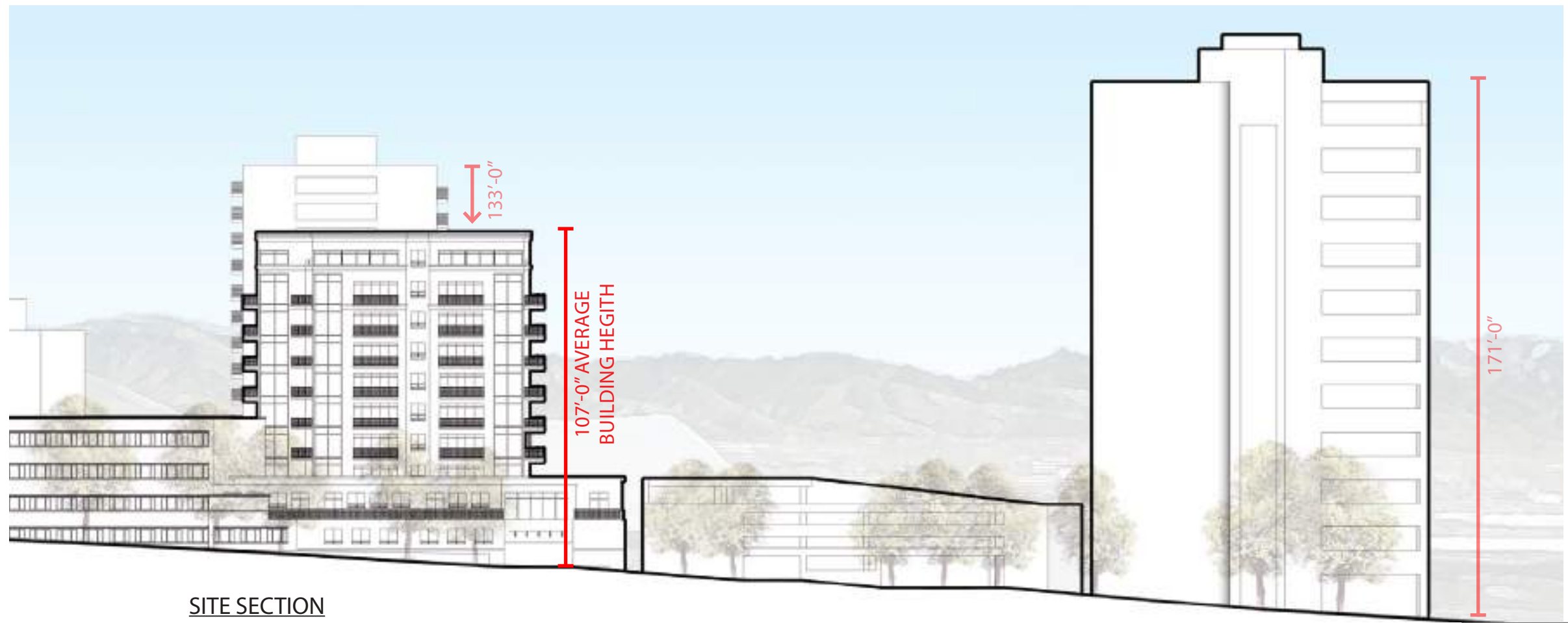




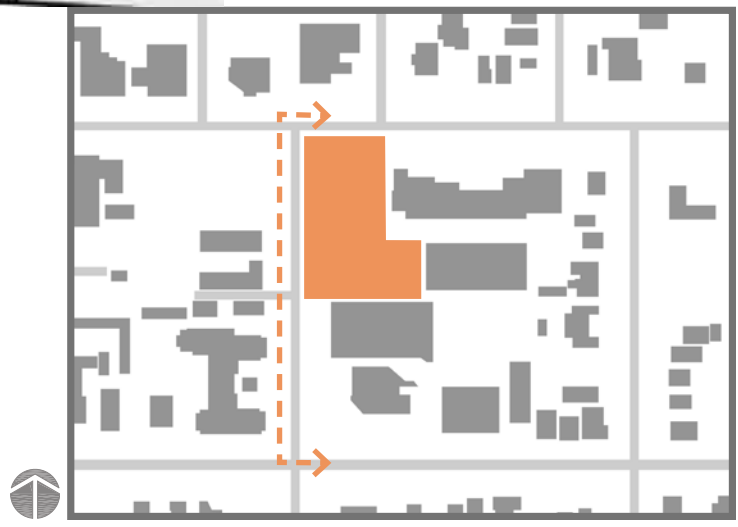
DAN JONES  
PARKING  
STRUCTURE



WEST ELEVATION

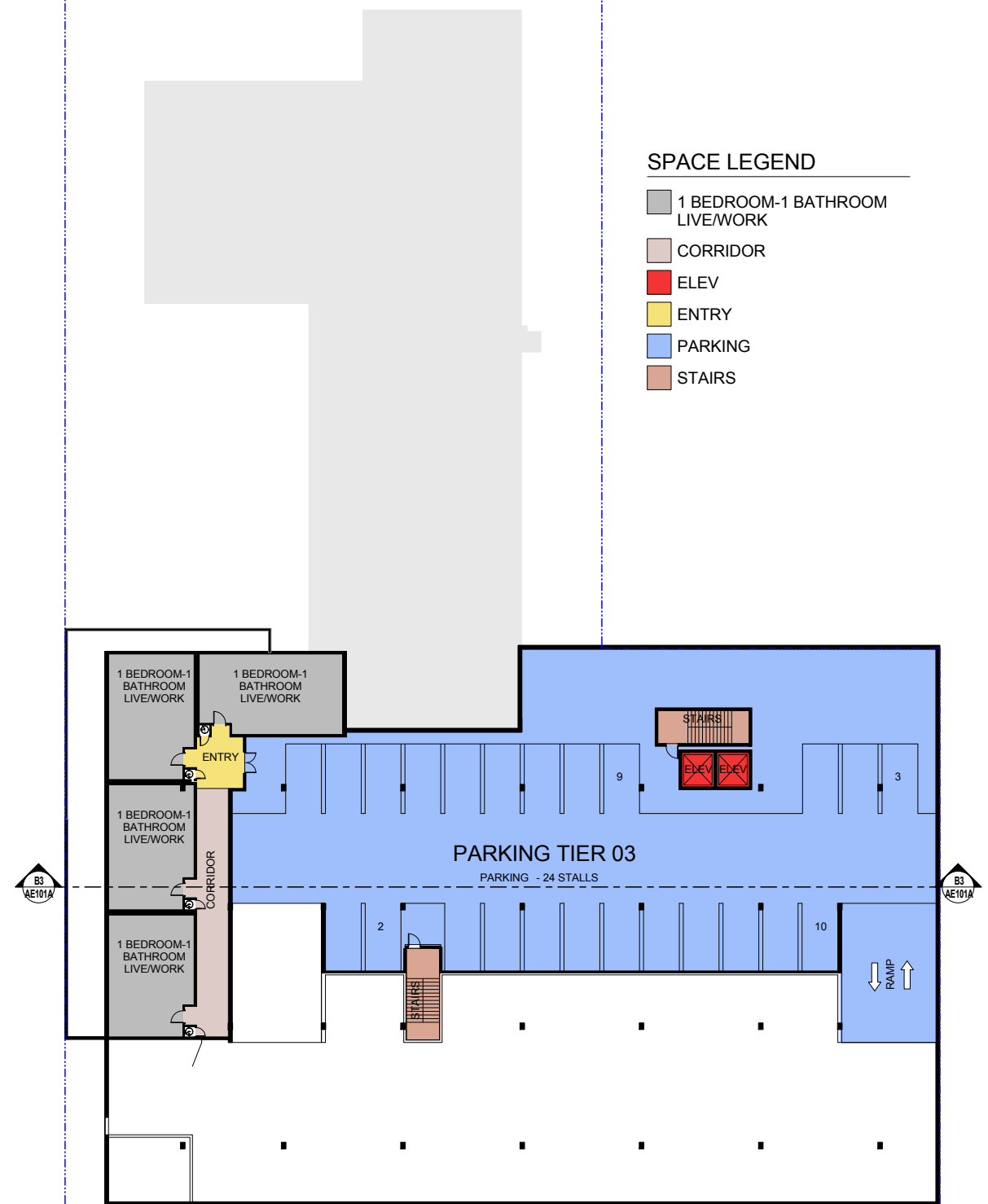


SITE SECTION



**SPACE LEGEND**

- 1 BEDROOM-1 BATHROOM LIVE/WORK
- CORRIDOR
- ELEV
- ENTRY
- PARKING
- STAIRS



PARKING TIER 03





**508 EAST & SOUTH TEMPLE APARTMENTS**  
3/22/2016

|                                      | TIER 07 | TIER 06 | TIER 05 | TIER 04 | TIER 03        | TIER 02        | TIER 01        |                 |                 |                 |                 |                 |                 |                 |                 |                 |  |            |
|--------------------------------------|---------|---------|---------|---------|----------------|----------------|----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|------------|
| <b>TOTAL COMPINED PARKING STALLS</b> | 33      | 31      | 31      | 31      | 24             | 28             | 22             |                 |                 |                 |                 |                 |                 |                 |                 |                 |  | <b>200</b> |
| <b>PARKING REQUIREMENT</b>           |         |         |         |         |                |                |                |                 |                 |                 |                 |                 |                 |                 |                 |                 |  | <b>127</b> |
| <b>UNITS</b>                         |         |         |         |         | <b>TIER 03</b> | <b>TIER 02</b> | <b>TIER 01</b> | <b>LEVEL 01</b> | <b>LEVEL 02</b> | <b>LEVEL 03</b> | <b>LEVEL 04</b> | <b>LEVEL 05</b> | <b>LEVEL 06</b> | <b>LEVEL 07</b> | <b>LEVEL 08</b> | <b>LEVEL 09</b> |  |            |
| UNIT - 1 BEDROOM                     |         |         |         |         | 0              |                | 4              | 6               | 6               | 7               | 7               | 7               | 7               | 7               | 7               | 1               |  | 59         |
| UNIT - 2 BEDROOM / 2 BATH            |         |         |         |         |                |                |                | 1               | 3               | 3               | 3               | 3               | 3               | 3               | 3               | 3               |  | 25         |
| UNIT - 3 BEDROOM / 2 BATH            |         |         |         |         |                |                |                | 1               | 1               | 1               | 1               | 1               | 1               | 1               | 1               | 1               |  | 9          |
| UNIT - LIVE/WORK                     |         |         |         |         | 4              |                |                |                 |                 |                 |                 |                 |                 |                 |                 |                 |  | 4          |
| <b>TOTAL NEW BUILDING</b>            |         |         |         |         | 4              |                | 4              | 8               | 10              | 11              | 11              | 11              | 11              | 11              | 11              | 5               |  | 97         |
| <b>TOTAL UNIT COUNT</b>              |         |         |         |         |                |                |                |                 |                 |                 |                 |                 |                 |                 |                 |                 |  | <b>97</b>  |

|                                  |  |  |  |  |  |  |                |                 |                 |                 |  |  |  |  |  |  |  |            |
|----------------------------------|--|--|--|--|--|--|----------------|-----------------|-----------------|-----------------|--|--|--|--|--|--|--|------------|
| <b>PARKING REQUIREMENT</b>       |  |  |  |  |  |  |                |                 |                 |                 |  |  |  |  |  |  |  | <b>71</b>  |
| <b>EXISTING BUILDING</b>         |  |  |  |  |  |  | <b>TIER 01</b> | <b>LEVEL 01</b> | <b>LEVEL 02</b> | <b>LEVEL 03</b> |  |  |  |  |  |  |  |            |
| UNIT - STUDIO                    |  |  |  |  |  |  |                | 1               | 2               | 2               |  |  |  |  |  |  |  | 5          |
| UNIT - 1 BEDROOM                 |  |  |  |  |  |  | 4              | 5               | 5               | 5               |  |  |  |  |  |  |  | 19         |
| UNIT - 2 BEDROOM                 |  |  |  |  |  |  | 2              | 4               | 4               | 4               |  |  |  |  |  |  |  | 14         |
| UNIT - 3 BEDROOM                 |  |  |  |  |  |  | 1              | 1               | 1               | 1               |  |  |  |  |  |  |  | 4          |
| <b>TOTAL EXISTING BUILDING</b>   |  |  |  |  |  |  | 7              | 11              | 12              | 12              |  |  |  |  |  |  |  | 42         |
| <b>TOTAL COMBINED UNIT COUNT</b> |  |  |  |  |  |  |                |                 |                 |                 |  |  |  |  |  |  |  | <b>139</b> |

| <b>UNIT MIX %</b>         |        |
|---------------------------|--------|
| UNIT - STUDIO             | 3.60%  |
| UNIT - 1 BEDROOM          | 56.12% |
| UNIT - 2 BEDROOM / 2 BATH | 28.06% |
| UNIT - 3 BEDROOM / 2 BATH | 9.35%  |
| UNIT - LIVE/WORK          | 2.88%  |



ARCHITECTURE • PLANNING • INTERIORS  
649 E SOUTH TEMPLE • SLC, UT 84102  
801.355.5915 • www.crsa-us.com

CONSULTANT AREA

DFCM AREA

Issue Date  
Project Status  
**NOT FOR CONSTRUCTION**

ARCHITECT-ENGINEER STAMP

**508 EAST SOUTH TEMPLE**

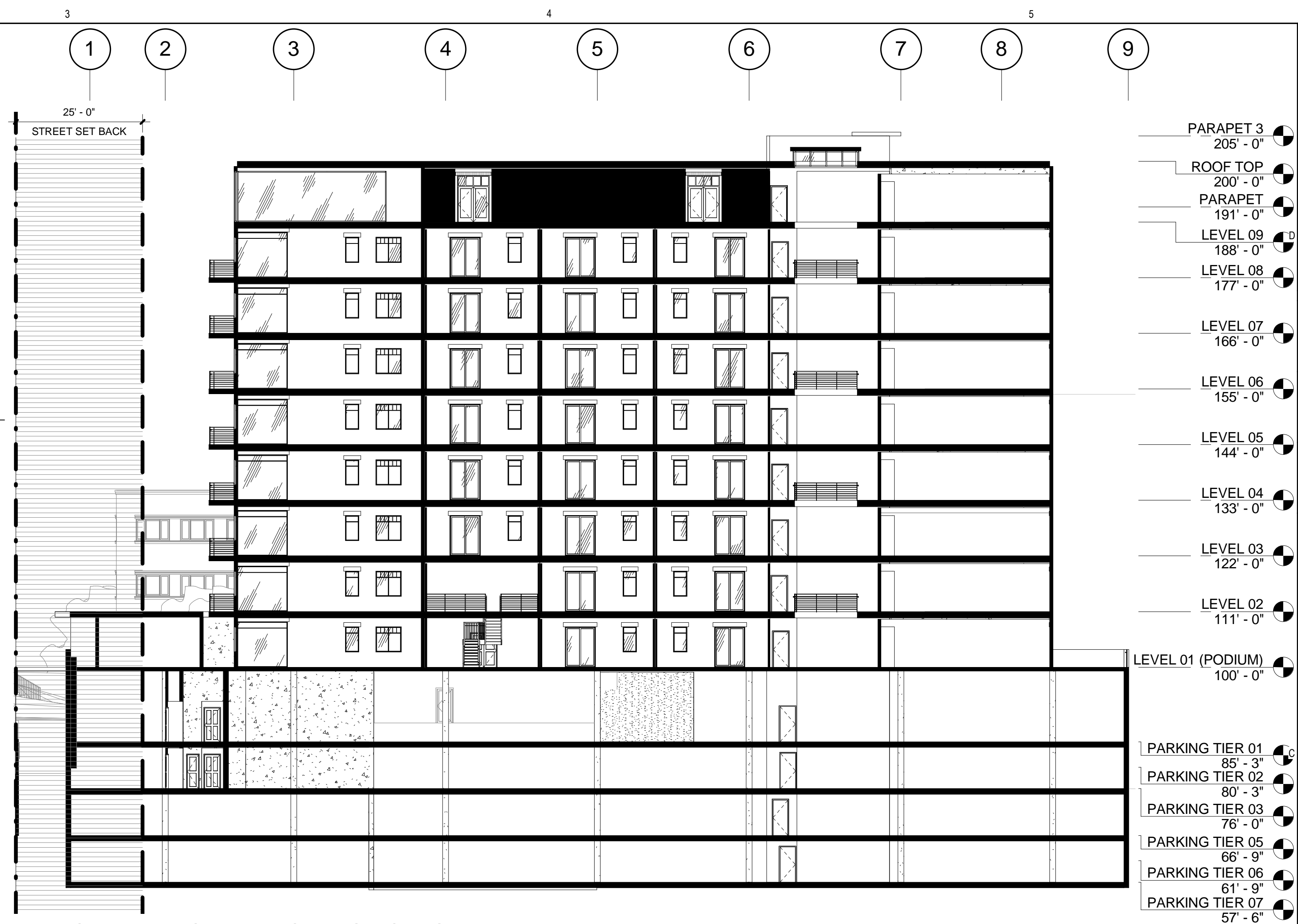
508 EAST AND SOUTH TEMPLE  
SALT LAKE CITY, UTAH

CLIENT ADDRESS

|                        |                         |
|------------------------|-------------------------|
| PROJECT NUMBER: 15-072 | FILE NAME: filename.rvt |
| DRAWN BY: Author       | CHECKED BY: Checker     |

LEVEL 01 - FLOOR PLAN - SET BACKS

**AE101A**



STREET SET BACK - SECTION - 01

**SPACE LEGEND**

- 1 BEDROOM-1 BATHROOM
- 2 BEDROOM-2 BATHROOM
- 3 BEDROOM-2 BATHROOM
- CORRIDOR
- ELEV
- ENTRY
- LOBBY
- MECH
- STAIRS
- STUDIO

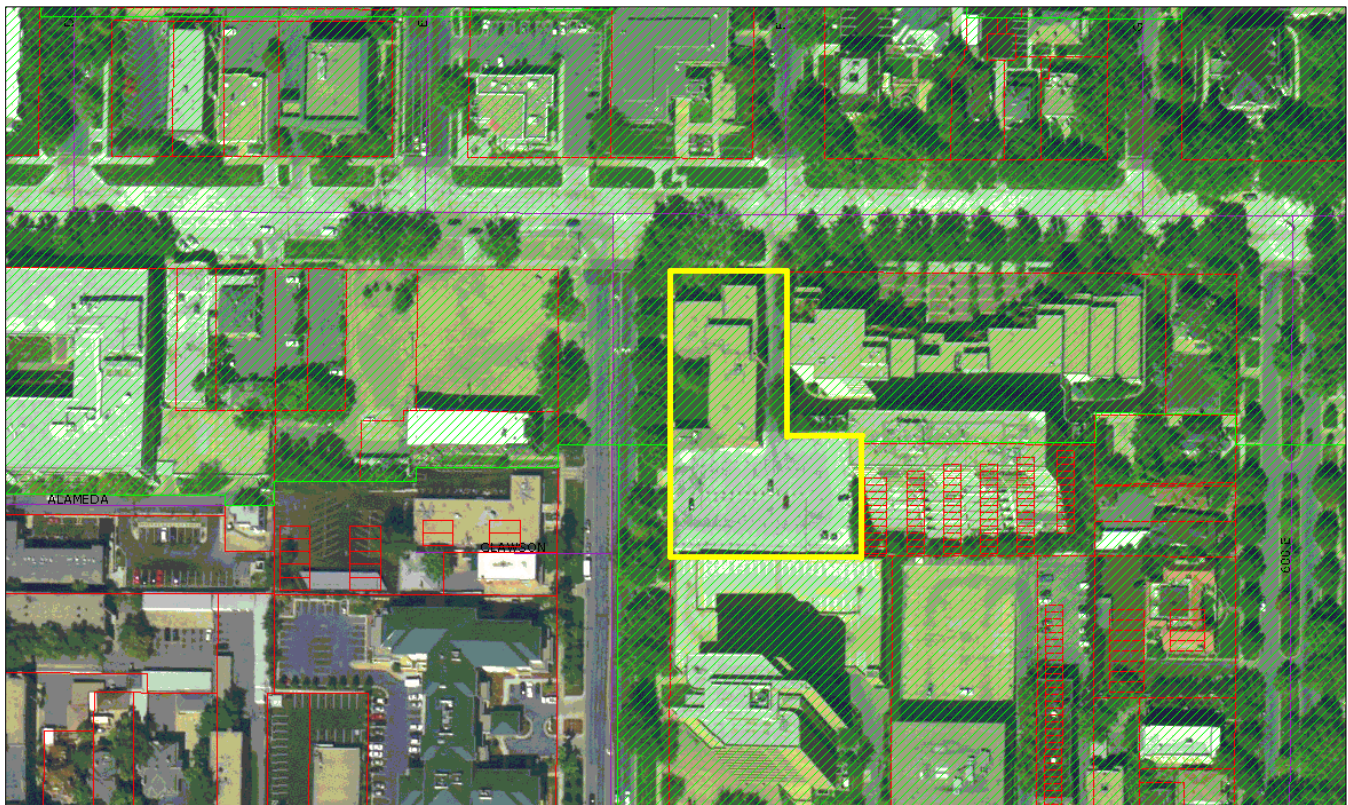


LEVEL 01 - FLOOR PLAN - SET BACKS

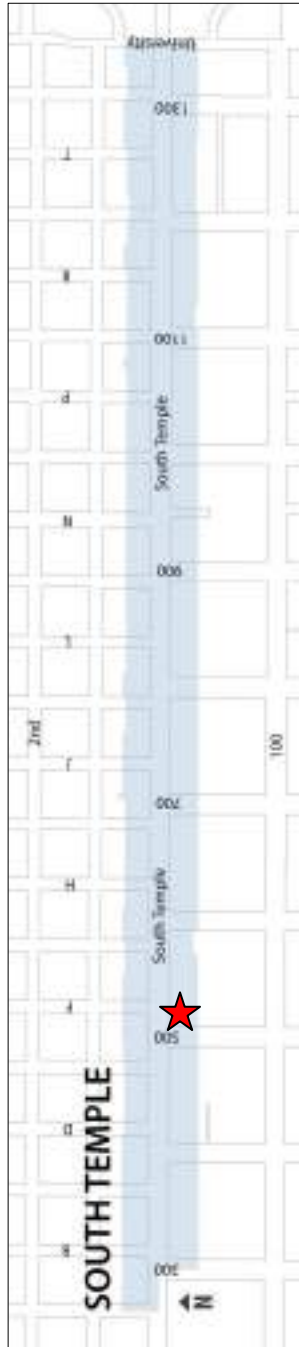
P:\15-072 508 E South Temple\07 - DRAWINGS\05 - Revit\00-Local Revit Files\Paul N15-072 508 Apartments\_Paul.rvt  
2/20/2016 4:26:53 PM

Issue Date - Project Status

# ATTACHMENT B: VICINITY & HISTORIC MAPS



## MAPS – VICINITY & LOCAL HISTORIC DISTRICTS



★ *Approximate project location*



## ATTACHMENT C: CONTEXT PHOTOGRAPHS



**42 SOUTH 500 EAST**



**34 SOUTH 500 EAST**



**PICCADILLY APARTMENTS, 24 SOUTH 500 EAST**



**466 SOUTH TEMPLE**



**455 & 481 SOUTH TEMPLE**



**505 SOUTH TEMPLE**



**505 & 529 SOUTH TEMPLE**



**550 SOUTH TEMPLE & GOVERNORS PLAZA**



**550 & 508 SOUTH TEMPLE**



**508 SOUTH TEMPLE**



**508 SOUTH TEMPLE**





**508 SOUTH TEMPLE**









## ATTACHMENT D: HISTORIC SURVEY MATERIAL

1. 2007 & 2013 RECONNAISSANCE LEVEL SURVEY
2. 2007 INTENSIVE LEVEL SURVEY & PHOTOGRAPHS

SOUTH TEMPLE RECONNAISSANCE LEVEL SURVEY  
Salt Lake City, Salt Lake County, Utah — 2006



411 E SO. TEMPLE  
B



411 E SO. TEMPLE  
EAST WING



420 E SO. TEMPLE  
D



430 E SO. TEMPLE  
A



434 E SO. TEMPLE  
B



434 E SO. TEMPLE  
REAR



435 E SO. TEMPLE  
B



445 E SO. TEMPLE  
A



455 E SO. TEMPLE  
D



481 E SO. TEMPLE  
D



505 E SO. TEMPLE  
D



508 E SO. TEMPLE  
A

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

| Address/<br>Property Name                             | Eval<br>Ht | Qtr<br>N/C | Yr(s)<br>Buil   | Materials   | Style                               | Plan (Type)/<br>Org. Use                 | Survey Year<br>R/S/T/S/C/S | Comments/<br>NR Status                    |
|---|------------|------------|-----------------|---|-------------------------------------|--|----------------------------|---|
| 420 E SOUTH TEMPLE<br>IBM                             | D          | 0/0        | c. 1979         | FORMED CONCRETE<br>GLAZED CURTAIN WALL            | CONTEMPORARY                        | OTHER<br>BUSINESS/OFFICE                 | 06                         |   |
| 430 E SOUTH TEMPLE                                    | A          | 0/0        | c. 1910         | REGULAR BRICK                                     | NEOCLASSICAL                        | 2-PART BLOCK<br>MIXED COM/M./RESID.      | 06                         | ELECTRIC CAR MANUF. & SALES,<br>1966 FIRE |
| WHITMORE, ALFRED A.                                   |            | 1          | 1927            |   |                                     |  |                            |   |
| 434 E SOUTH TEMPLE<br>MRS. BACKER'S PASTRY SHOP       | B          | 0/1        | c. 1907<br>1942 | STUCCO PLASTER<br>REGULAR BRICK                   | VICTORIAN ECCLECTIC<br>VERNAICULAR  | OTHER RESIDENTIAL<br>SINGLE DWELLING     | 06                         | +432                                      |
| 435 E SOUTH TEMPLE<br>RITZ APARTMENTS                 | B          | 0/0        | 1923            | REGULAR BRICK                                     | NEOCLASSICAL                        | DBL-LOADED CORRIDOR<br>MULTIPLE DWELLING | 06                         | 88 VINYL WINDOWS                          |
| 445 E SOUTH TEMPLE<br>FELT-BUCHORN                    | A          | 0/0        | c. 1959         | PRESSED METAL<br>GLAZED CURTAIN WALL              | MODERN; OTHER                       | ENFRAMED WINDOW<br>SPECIALTY STORE       | 06                         | VACANT                                    |
| 455 E SOUTH TEMPLE<br>ZIONS BANK                      | D          | 0/0        | c. 1979         | BRICK; OTHER/UNDEF.                               | LATE 20TH C.; OTHER                 | OTHER<br>FINANCIAL INST.                 | 06                         |   |
| 481 E SOUTH TEMPLE<br>EINSTEIN BROS. BAGELS & AVES. B | D          | 0/0        | 1996            | ROCK-FACED CONC. BLK/LATE<br>BRICK; OTHER/UNDEF.  | 20TH C.; OTHER                      | OTHER<br>RESTAURANT                      | 06                         |   |
| 505 E SOUTH TEMPLE<br>STEINER CORPORATION             | D          | 0/0        | 1966            | FORMED CONCRETE<br>REGULAR BRICK                  | LATE 20TH C.; OTHER<br>CONTEMPORARY | OTHER<br>BUSINESS/OFFICE                 | 06                         |   |
| 508 E SOUTH TEMPLE<br>MEDICAL DENTAL BUILDING         | A          | 0/0        | 1950<br>1957    | REGULAR BRICK<br>IMITATION STONE<br>PRESSED METAL | LATE 20TH C.; OTHER                 | OTHER<br>CLINIC                          | 06                         | 1957 PARKING TERRACE<br>1983 ADDITION     |
|   |            | 3          |                 |   |                                     |  | 98                         |   |

\*=approximate address/evaluation Codes: A=eligible/architecturally significant B=eligible C=eligible/alterd D=ineligible/out of period U=undetermined/lack of info X=demolished

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

| Address/<br>Property Name                       | Eval/<br>IH | OutB<br>NIC | Yr.(s)<br>Built      | Materials  | Style   | Plan Type/<br>Orig. Use                | Survey Year<br>RLS/IL/SCes | Comments/<br>NR Status   |
|---|-------------|-------------|----------------------|--|---|--|----------------------------|--|
| 443 E South Temple<br>ZIONS BANK                | D           | I/O         | c. 1979              | BRICK-OTHER/UNDER                                      | LATE 20TH C.: OTHER                               | OTHER<br>FINANCIAL INST                | 12                         |  |
| 481 E South Temple<br>ENSTEN BROS. BAGELS       | D           | 0/0         | 1996                 | ROCK-FACED CONC. BLK/LATE 20TH C.<br>BRICK-OTHER/UNDER | OTHER   | OTHER<br>RESTAURANT                    | 12                         | ALSO WILD GRAPE WAS<br>AVENUES BAKERY  |
| 495 E South Temple<br>STEINER-AMERICAN BUILDING | D           | 0/0         | 1966                 | REGULAR BRICK<br>FORMED CONCRETE                       | LATE 20TH C.: OTHER<br>CONTEMPORARY               | OTHER<br>BUSINESS OFFICE               | 12                         |  |
| 508 E South Temple<br>MEDICAL DENTAL BUILDING   | B           | 0/          | 1947<br>1957<br>1983 | REGULAR BRICK<br>PRESSED METAL<br>DILUTION STONE       | LATE 20TH C.: OTHER                               | OTHER<br>CLINIC                        | 12                         | SLT 9-28-87 p.26-A, 1977 PARKING<br>TERRACE, 1983 ADDITION<br>98                 |
| 539 E South Temple<br>KEITH, DAVID, MANSION AND | A           | 0/1         | 1898                 | LIMESTONE  | NEOCLASSICAL<br>ITALIAN RENAISSANCE<br>BEAUX ARTS | CENTRAL PASSAGE<br>SINGLE DWELLING     | 12                         | IMACS IN H.D. FILE FOR 539 E.<br>SOUTH TEMPLE. CARRIAGE<br>STEP                  |
| 530 E South Temple<br>GOVERNORS PLAZA           | D           | 0/0         | 1981                 | FORMED CONCRETE  | LATE 20TH C.: OTHER                               | OTHER<br>BUSINESS OFFICE               | 12                         | EDWARDS & DANIELS, ARCHS. 14<br>STORY CONDO TOWER IN REAR<br>(560)               |
| 531 E South Temple<br>FERGUSON/HALL             | A           | 0/1         | c. 1896              | REGULAR BRICK<br>SHINGLE SIDING                        | VICTORIAN ECLECTIC                                | CENTRAL BLK W/ PROJ<br>SINGLE DWELLING | 12                         | STUCCOED   |
| 545 E South Temple<br>FERGUSON, JANETTE S.      | B           | 0/0         | c. 1898              | SANDSTONE<br>STUCCO/PLASTER                            | VICTORIAN ECLECTIC                                | CENTRAL BLK W/ PROJ<br>SINGLE DWELLING | 12                         | STUCCOED   |
| 549 E South Temple<br>B.D. MILLET HOUSE         | C           | 0/0         | c. 1897<br>c. 1975   | REGULAR BRICK  | LATE 20TH C.: OTHER                               | OTHER<br>SINGLE DWELLING               | 12                         | NATURE CONSERVANCY 2006  |
| 576 E South Temple<br>GENTSCH-THOMPSON HOUSE    | A           | I/O         | 1896                 | REGULAR BRICK  | VICTORIAN ECLECTIC                                | CENTRAL BLK W/ PROJ<br>SINGLE DWELLING | 12                         | RENOVATED IN 06  |
| 603 E South Temple<br>KEARNS, THOMAS MANSION &  | A           | 0/1         | 1900<br>1902         | SANDSTONE<br>GRANITE                                   | CHATEAUESQUE                                      | CENTRAL PASSAGE<br>SINGLE DWELLING     | 12                         | RESTORED 1996 AFTER FIRE,<br>UTAH HERITAGE TREES ON SITE<br>(LONDON PLANE GROVE) |

I=approximate address

Evaluation Codes: A=eligible/architecturally significant

B=eligible

C=eligible/altered

D=eligible/out of period

U=undetermined/ask of info

X=demolished

SOUTH TEMPLE NATIONAL REGISTER HISTORIC DISTRICT  
Salt Lake City, Salt Lake County, Utah — 2013



455 E SOUTH TEMPLE  
OP



481 E SOUTH TEMPLE  
OP



505 E SOUTH TEMPLE  
OP



508 E SOUTH TEMPLE  
EC



529 E SOUTH TEMPLE  
SC



535 E SOUTH TEMPLE  
SC



550/60 E SOUTH TEMPLE  
OP



551 E SOUTH TEMPLE  
SC



555 E SOUTH TEMPLE  
EC



559 E SOUTH TEMPLE  
NC



576 E SOUTH TEMPLE  
SC



603 E SOUTH TEMPLE  
SC

# HISTORIC SITE FORM

10-90

UTAH OFFICE OF PRESERVATION

## 1 IDENTIFICATION

Name of Property: **Medical Dental Building**

Address: 508 East South Temple

Township: Range: Section:

City/County: Salt Lake City, Salt Lake County

UTM:

Current Owner Name: South Temple Medical Plaza, LLC

USGS Map Name & Date: Salt Lake City  
North, UT, 1963, rev. 1969, 1975

Current Owner Address: P.O. Box 20888, Park City, UT 84060

Tax Number: 16 06 226 001

Legal Description (include acreage): Beg NW corner Lot 5, Block 61, Plat B, S.L.C. Survey; S 330.20 ft.; E 220 ft.; N 140.20 ft.; W 85 ft.; N 190 ft.; W 135 ft. to hwy. (Cont. 1.30 acres)

## 2 STATUS/USE

### Property Category

- building(s)  
 structure  
 site  
 object

### Evaluation

- eligible/contributing  
 ineligible/non-contributing  
 out-of-period

### Use

- Original Use: Clinic  
Current Use: Clinic

## 3 DOCUMENTATION

### Photos: Dates

- slides: 2006  
 prints: 2006  
 historic: various, 1955, 1957

### Drawings and Plans

- measured floor plans  
 site sketch map  
 Historic American Bldg. Survey  
 original plans available at:  
 other: footprint -- tax assessor

### Research Sources (check all sources consulted, whether useful or not)

- abstract of title  
 tax card & photo  
 building permit  
 sewer permit  
 Sanborn Maps  
 obituary index  
 city directories/gazetteers  
 census records  
 biographical encyclopedias  
 newspapers  
 city/county histories  
 personal interviews  
 USHS Library  
 USHS Preservation Files  
 USHS Architects File  
 LDS Family History Library  
 local library: Salt Lake City  
Public Library  
 university library(ies): Marriott  
Library, University of Utah

### Bibliographical References (books, articles, interviews, etc.)

Attach copies of all research notes, title searches, obituaries, and so forth.

Carter, Thomas and Gross, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.

Emerson, Peter DuPont. "The South Temple Historic District." M. Arch. Thesis, Graduate School of Architecture, University of Utah, 1979.

Longstrech, Richard. *The Buildings of Main Street; A Guide to Commercial Architecture*. Updated edition. Walnut Creek, CA: Alta Mira Press, a division of Rowman & Littlefield Publishers, Inc., 2000.

*Salt Lake Tribune*: 9/28/47, 20-A; 6/19/51, B14-1.

Whiffen, Marcus. *American Architecture Since 1780; A Guide to the Styles*. Revised edition. Cambridge, MA: MIT Press, 1992.

Researcher/Organization: Beatrice Lufkin Date: 2006

Building Style/Type: Modern: Other / Other Commercial/Public No. Stories: 3

Foundation Material: concrete Wall Material(s): regular brick

Additions: none  minor major (describe below) Alterations: none minor major (describe below)

Number of associated outbuildings 0 and/or structures 0

Briefly describe the principal building, additions or alterations and their dates, and associated outbuildings and structures. Use continuation sheets as necessary.

The Medical Dental Building was constructed in 1949-50 in a mid-century Modern/Other commercial style of red brick with cast concrete banding. Mid-century Modern is a subgroup of the earlier International Style that eschewed historic references and ornamentation. Its buildings were flat-roofed cubes with smooth wall surfaces and little exterior detailing. The stress is on volume, not surface ornamentation. Modern buildings have windows with narrow reveals and horizontality is frequently emphasized.

Medical Dental Building has a flat roof and the main section is a rectangular shape, roughly 54 feet wide by 150 feet deep, with an arm extending 39 feet to the west. The sections vary in height although both have three stories. The eastern section is about ten feet higher at 45 feet 9 inches than the western section at 36 feet.<sup>1</sup> The overall effect is of several rectangular blocks placed at right angles to each other.

The main entrance is on the north side of the building in the center of the façade. It is sheltered by a flat roof supported by ashlar masonry laid in a broken range work pattern. The same ashlar surrounds the north-facing door in the western addition. All of the entrance doors are full glass in dark metal frames with sidelights.

The structure is constructed of steel and concrete and clad with fire brick, tile, marble and native stone. The building is earthquake and fireproof using

a pattern of steel girders in a cube grid of 18 ft. squares tied together with reinforced steel and concrete. This type of structure was found standing intact in centers of the atomic bomb blast areas in Japan.<sup>2</sup>

The major design element of the building is horizontal bands formed by the repetitive fenestration of dark aluminum-sash picture windows with side lights and brick spandrels between dark cast stone bands above and below the windows. This pattern is repeated on all elevations including the additions. The smooth wall surfaces are brick set in a stretcher bond with concave mortar. A single row of headers appears between each of the floors.

A two-story parking terrace was constructed to the rear of the building with an entrance from 500 East in 1957. In 1983 a single story addition roughly 50' by 80' was constructed to the south of the original building with a parking ramp.<sup>3</sup> The northern 18' of the new section has a second story. Detailing on the first floor of this section matches the original part with dark bands above and below the band of windows which are found in either side of the entrance door on the west elevation. The second floor has single fixed pane windows, irregularly spaced. An entrance to additional parking in the two-story parking structure is via an opening to the south.

The building lot is level on the South Temple side and slopes downward to the south. The grounds are landscaped with shrubs and lawn and mature trees on the north and west sides. There is a driveway on the east side of the building leading back to a parking area to the rear (south) of the building on top of the two story parking structure.

<sup>1</sup> Elevation figures are from the tax assessor cards available at the Salt Lake County archives.

<sup>2</sup> *Salt Lake Tribune*, 6/19/51, B14-1

<sup>3</sup> Board of Adjustment files at the Salt Lake City Planning Department, Case No. 9154.



*Architect/Builder:* Duxey and Layton, builder  
Arthur Farr, architect<sup>1</sup>

*Date of Construction:* 1949-50<sup>4</sup>

*Historic Themes:* Mark themes related to this property with "S" or "C" (S = significant, C = contributing).  
(see instructions for details)

|  |   |   |   |
|--|---|---|---|
| <input type="checkbox"/> Agriculture                         | <input type="checkbox"/> Economics                  | <input type="checkbox"/> Industry         | <input type="checkbox"/> Politics       |
| <input checked="" type="checkbox"/> Architecture             | <input type="checkbox"/> Education                  | <input type="checkbox"/> Invention        | <input type="checkbox"/> Government     |
| <input type="checkbox"/> Archeology                          | <input type="checkbox"/> Engineering                | <input type="checkbox"/> Landscape        | <input type="checkbox"/> Religion       |
| <input type="checkbox"/> Art                                 | <input type="checkbox"/> Entertainment              | <input type="checkbox"/> Architecture     | <input type="checkbox"/> Science        |
| <input checked="" type="checkbox"/> Commerce                 | <input type="checkbox"/> Recreation                 | <input type="checkbox"/> Law              | <input type="checkbox"/> Social History |
| <input type="checkbox"/> Communications                      | <input type="checkbox"/> Ethnic Heritage            | <input type="checkbox"/> Literature       | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Community Planning<br>& Development | <input type="checkbox"/> Exploration/<br>Settlement | <input type="checkbox"/> Maritime History | <input type="checkbox"/> Other          |
| <input type="checkbox"/> Conservation                        | <input checked="" type="checkbox"/> Health/Medicine | <input type="checkbox"/> Military         |   |
|  |   | <input type="checkbox"/> Performing Arts  |   |

*Write a chronological history of the property, focusing primarily on the original or principal owners & significant events. Explain and justify any significant themes marked above. Use continuation sheets as necessary.*

The Medical Dental Building was an early postwar commercial construction project on East South Temple Street. The National Investment Company purchased properties from individual owners along a section of East South Temple Street and consolidated them for sale to the Medical-Dental Building Corporation in 1949.

Medical Dental Building, Inc., an arm of Duxey and Layton, was the owner of record at the time of construction of the building. Duxey and Layton were well-known realtors and builders in mid-century Salt Lake City. They used a survey of 2000 professional men in the late 1940s to determine some aspects of the building design. The leading desired elements in a professional building expressed by survey participants were adequate parking spaces, air conditioning, self-leveling elevators and rooms that were illuminated by daylight. The building was constructed to include all of these requested features. It was predicted to cost \$800,000 with space for 100 offices of 18' by 18' or 18' by 28' and parking for 200 cars.<sup>5</sup>

A newspaper article at the time of the formal opening of the Medical Dental Building in 1951 gave the building's cost as \$1,000,000 and noted that it housed 70 physicians, surgeons and dentists in 65 suites.<sup>7</sup> The 50,000 square foot building had four stories<sup>6</sup> and parking space in the rear for 65 customers as well as garage space for 65 tenants. At the time of the official opening it was called the Duxey-Layton Medical Center. Water was supplied at the rate of 300 gal/minute via a 400 foot deep well.

The parking garage to the south (at 25 S. 500 East) was built in 1957. The previous house on the site to the south of the existing building at 35 S. 500 East was removed by Duxey Layton in 1956.

The building has been known as the Medical Center since 1960. There was a coffee shop in the basement and the Heinz Apothecary as well as medical and dental offices in 1960 and 1970.<sup>8</sup> By 1983 the coffee shop was gone but the medical and dental offices and the drug store were still there. Utah State Retirement Systems occupied the building in the 1980s and undertook the 1983 expansion to the south.

The building remains in its original usage as an office building primarily used for medical, dental, and allied services professional offices.

<sup>4</sup> Construction date is from Salt Lake County Tax Assessor Archives and Salt Lake City Board of Adjustment files.

<sup>5</sup> Noted in *Salt Lake Tribune*, 6/19/51, B14-1. Young and Eblers, architects, were mentioned in a 1947 article but the building pictured was not constructed.

<sup>6</sup> *Ibid.*, 5/28/47.

<sup>7</sup> *Ibid.*, 6/19/51.

<sup>8</sup> Including the raised basement that is above grade on the south section.

<sup>9</sup> Salt Lake City Park Directories.



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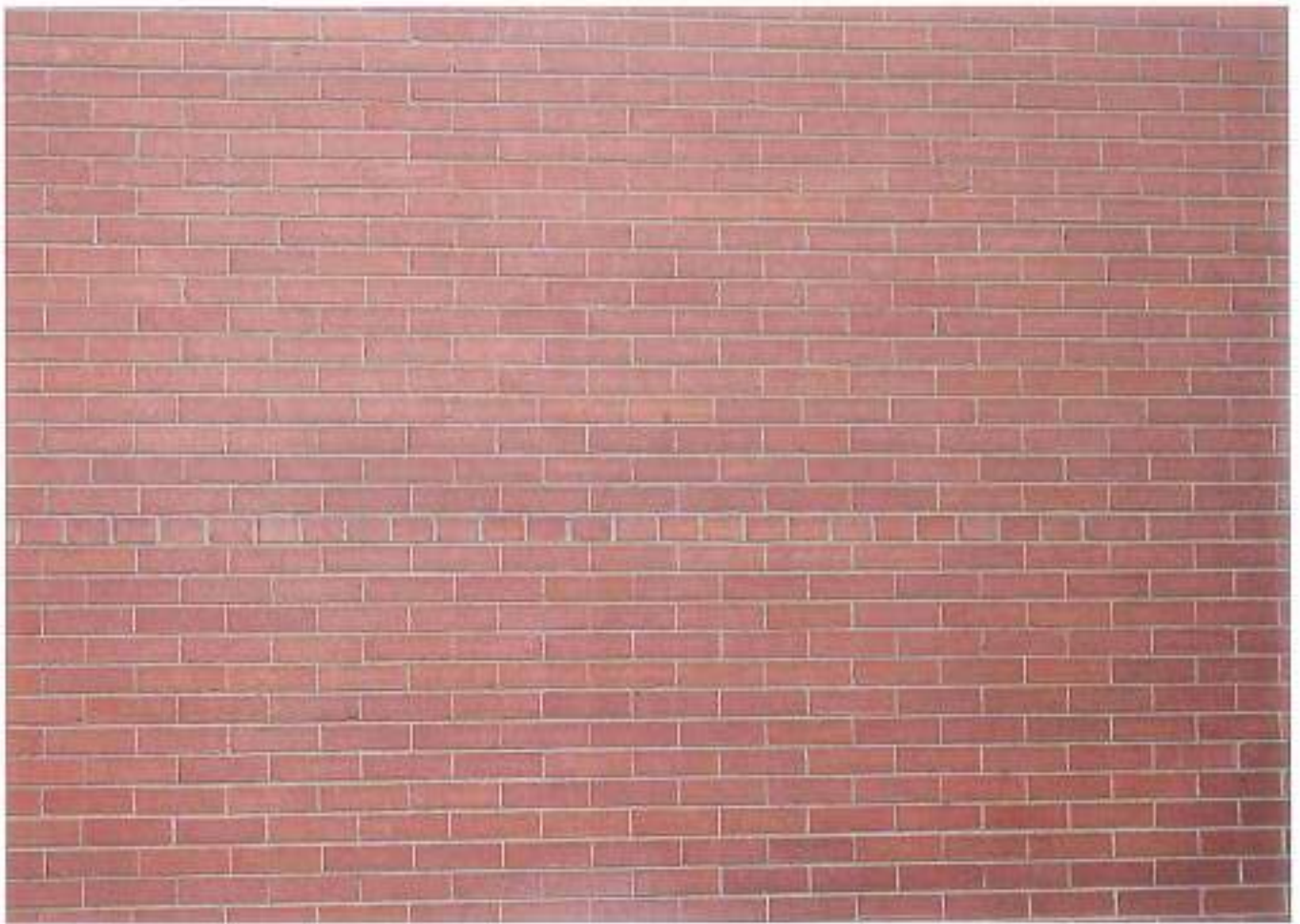
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# ATTACHMENT E: R/O ZONING & SPECIAL EXCEPTION ORDINANCE STANDARDS

## Existing Condition

### Zoning Standards for RO (Residential-Office) (21A.24.180)

Purpose Statement: The RO residential/office district is intended to provide a suitable environment for a combination of residential dwellings and office use. This district is appropriate in areas of the city where the applicable master plans support high density mixed use development. The standards encourage the conversion of historic structures to office uses for the purpose of preserving the structure and promote new development that is appropriately scaled and compatible with the surrounding neighborhood.

| Standard   | Finding   | Rationale   |
|--|---|---|
| Minimum Lot Area:  | Complies  | No minimum required   |
| Minimum Lot Width: 100 ft  | Complies  |   |
| Setbacks:<br>Front Yard - 25 ft<br>Corner & Interior Side Yards - 25 ft & 15 ft<br>Rear Yard - 25% Lot Depth (need not exceed 30 ft) | Complies<br>Complies<br>Special Exception Required      | No Change<br>No Change – Footprint Reinstated<br>No Change – Footprint Reinstated |
| Maximum Building Height: 60 ft, or 90 ft next to a higher zone ceiling – R-MU to the west.   | Proposed: 107 ft – Height<br>Special Exception Required | Exceeds 90 ft Maximum RO Height   |
| Required Landscape Yards – Front & Corner Side Yard  | Complies  | No Change - Landscape Yards Retained  |
| Maximum Building Coverage - 60%  | 72%<br>56%  | No Change<br>Counting Podium Level Outdoor Deck *                                 |

\* Applicant Note: “The usable deck at the podium level is 9,440 SF (16% of total lot size). So by offering the outdoor deck at the podium level we reduce the total coverage by 16% (72% - 16% = 56%). We end up with 56% total lot coverage, which is less than the existing building offers as it is currently constructed.”

### Zoning Standards for Special Exceptions - 21A.52

**Discussion:** In order to construct the development as proposed, the footprint of the current parking structure would be reinstated in the proposed parking structure. This parking structure plan currently does not conform to setback requirements for the corner side yard and the rear yard, with a 15 ft encroachment into the corner side yard setback requirement of 25 ft, and no setback in the rear yard where the RO requirement is 30 ft. This special exception is authorized by 21A.52.030.19, which states:

19. Replacement or reconstruction of any existing noncomplying segment of a residential or commercial structure or full replacement of a noncomplying accessory structure provided:
  - a. The owner documents that the new construction does not encroach farther into any required rear yard than the structure being replaced.
  - b. The addition or replacement is compatible in design, size and architectural style with the remaining or previous structure.

Special exception approval is sought for the construction of new residential units at parking deck level within the reinstated plan footprint, encroaching into the corner side yard setback and the rear setback, but not extending further than the existing building.

Special exception approval is also sought for the additional height of the apartment tower, which exceeds the maximum RO base zone height of 90 ft by an average of 17 ft.

## **General Standards and Considerations for Special Exceptions - 21A.52.060**

- A. *Compliance With Zoning Ordinance and District Purposes: The proposed use and development will be in harmony with the general and specific purposes for which this title was enacted and for which the regulations of the district were established.*
- B. *No Substantial Impairment of Property Value: The proposed use and development will not substantially diminish or impair the value of the property within the neighborhood in which it is located.*
- C. *No Undue Adverse Impact: The proposed use and development will not have a material adverse effect upon the character of the area or the public health, safety and general welfare.*
- D. *Compatible with Surrounding Development: The proposed special exception will be constructed, arranged and operated so as to be compatible with the use and development of neighboring property in accordance with the applicable district regulations.*
- E. *No Destruction of Significant Features: The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.*
- F. *No Material Pollution of Environment: The proposed use and development will not cause material air, water, soil or noise pollution or other types of pollution.*
- G. *Compliance with Standards: The proposed use and development complies with all additional standards imposed on it pursuant to this chapter.*

**Finding:** The Historic Landmark Commission has the authority to grant special exception requests. Staff would conclude that special exceptions for the proposed footprint of the parking structure and the proposed residential units within this structure accord with the above standards.

In relation to the proposed height of the new apartment building the evaluation of the proposal would identify a concern relating to the established height and scale of buildings in this context, in both South Temple and Central City Historic Districts. The applicant contends that due to the maximum height of two buildings in the immediate vicinity, both higher, the proposed height is compatible with this context. The proposed height of the new apartment building, at an average of 107 ft, exceeds the maximum RO base zone height ceiling of 90 ft, and exceeds the average height of other buildings in this historic context. In that respect the proposal does not meet existing zoning standards in relation to the RO base zone district (21A.24.180) nor Historic Preservation Overlay district (21A.34.020.H) standards for new construction as set out in Attachment G and analyzed in Attachment H, and specifically therefore special exception standards A, C, D & G.

# ATTACHMENT F: DEMOLITION STANDARDS

## **Zoning Standards for Demolition of a Contributing Structure in an H Historic Preservation Overlay District (21A.34.020.L)**

*L. Standards For Certificate Of Appropriateness For Demolition Of A Contributing Structure In An H Historic Preservation Overlay District: In considering an application for a certificate of appropriateness for demolition of a contributing structure, the historic landmark commission shall determine whether the project substantially complies with the following standards:*

*1. Standards for approval of a Certificate of Appropriateness for Demolition:*

*a. The physical integrity of the site as defined in subsection C10b of this section is no longer evident;*

The proposed demolition would remove the parking structure of the Medical Dental Building. Although physically a part of the primary building, the parking structure effectively functions and reads as an ancillary structure, which has been modified and re-supported in structural terms over its lifespan, with further apparent remedial intervention required. The demolition of the parking structure would not substantially affect the historic integrity of the primary building, which would be retained and adapted to residential use. Staff would conclude that the physical integrity of the site consequently remains largely intact, and would remain evident with these proposals.

*b. The streetscape within the context of the H historic preservation overlay district would not be negatively affected;*

Currently, the parking structure presents a partly open and partly enclosed parking facility, with two separate vehicular access points, to the streetscape. The compromised physical condition of the structure is also evident from the street. In various respects the existing parking structure has a negative effect upon the streetscape, creating a utilitarian and less than attractive street frontage. The design of the replacement parking structure, with more recent revisions to accommodate only one vehicular entrance, and fronted by a series of apartment and live/work units on three levels, would create a street frontage enlivened by residential use and design, effectively wrapping the parking use behind. Staff would conclude that the demolition of the existing parking structure would not negatively affect the streetscape. The demolition of the parking structure, if replaced by the current proposals, would in effect have a positive impact upon the streetscape.

*c. The demolition would not adversely affect the H historic preservation overlay district due to the surrounding noncontributing structures;*

The site of the parking structure falls within the South Temple Historic District and is adjacent to the Central City Historic District. The immediate context is provided by the Governors Plaza building to the east and the parking structure for the Dan Jones building to the south. Both are 'out of period' non-contributing buildings. Immediately west is the Piccadilly Apartment building, a contributory building in the South Temple Historic District. The demolition of the parking structure for the Medical Dental building would not remove a positive element of this contributing building. The proposed replacement would provide a street frontage with the capacity to contribute to the character of the street frontage and streetscape, in contrast to a street frontage of parking structure. Staff would conclude that the demolition of the parking structure would not adversely affect the character of the historic districts, irrespective of the adjacent non-contributing buildings.

*d. The base zoning of the site is incompatible with reuse of the structure;*

The base zoning of the site has little bearing on this demolition proposal. The replacement structure is designed to screen the parking use behind more compatible street facing uses.

*e. The reuse plan is consistent with the standards outlined in subsection H of this section;*

The proposed replacement parking structure would include residential and live/work units facing 500 East, with only one vehicular access point to parking behind. The proposed parking structure would generally be

consistent with the new construction standards. The reuse plan for the associated apartment tower does raise an issue in relation to the proposed height, relative to base zoning maximum height and context. See also evaluation in Attachment H, for more detailed review of the proposed parking structure and apartment tower.

*f. The site has not suffered from willful neglect, as evidenced by the following:*

- 1. Willful or negligent acts by the owner that deteriorates the structure,*
- 2. Failure to perform normal maintenance and repairs,*
- 3. Failure to diligently solicit and retain tenants, and*
- 4. Failure to secure and board the structure if vacant; and*

There is no evidence of willful neglect in this instance.

*g. The denial of a certificate of appropriateness for demolition would cause an "economic hardship" as defined and determined pursuant to the provisions of subsection K of this section.*

There is no case for "economic hardship" in this instance.

Staff would conclude that the proposed demotion meets six or the seven standards above, and meets the seventh (e) in part in its current form.

*2. Historic Landmark Commission Determination of Compliance with Standards of Approval: The historic landmark commission shall make a decision based upon compliance with the requisite number of standards in subsection L1 of this section as set forth below.*

*a. Approval of Certificate of Appropriateness for Demolition: Upon making findings that at least six (6) of the standards are met, the historic landmark commission shall approve the certificate of appropriateness for demolition.*

*b. Denial of Certificate of Appropriateness For Demolition: Upon making findings that two (2) or less of the standards are met, the historic landmark commission shall deny the certificate of appropriateness for demolition.*

*c. Deferral of Decision for up to One Year: Upon making findings that three (3) to five (5) of the standards are met, the historic landmark commission shall defer a decision for up to one year during which the applicant must conduct a bona fide effort to preserve the site pursuant to subsection M of this section.*

# ATTACHMENT G: STANDARDS & DESIGN GUIDELINES FOR NEW CONSTRUCTION IN A HISTORIC DISTRICT

Design Guidelines for Historic Apartment & Multifamily Buildings in Salt Lake City, Chapter 12 New Construction, are the relevant historic design guidelines for this design review, and are identified here as they relate to the corresponding Historic Design Standards for New Construction (21A.34.020.H).

[Historic Apartment & Multifamily Buildings in Salt Lake City](#)

[Historic Apartment & Multifamily Buildings in Salt Lake City, Chapter 12 New Construction](#)

| Design Standards for New Construction   | Design Guidelines for New Construction  |
|---|---|
| <p><b>1. SCALE &amp; FORM</b><br/> <b>1.a Height &amp; Width:</b> The proposed height and width shall be visually compatible with surrounding structures and streetscape;</p> | <p><b>Building Façade Composition, Proportion &amp; Scale</b><br/> <b>Height - Design Objective</b><br/>                     The maximum height of a new multifamily building should not exceed the general height and scale of its historic context, or be designed to reduce the perceived height where a taller building might be appropriate to the context.<br/> <b>12.48</b> The building height should be compatible with the historic setting and context.                     <ul style="list-style-type: none"> <li>• The immediate and wider historic contexts are both of importance.</li> <li>• The impact upon adjacent historic buildings will be paramount in terms of scale and form.</li> </ul> <b>12.50</b> Where there is a significant difference in scale with the immediate context, the building height should vary across the primary façade, and/or the maximum height should be limited to part of the plan footprint of the building.                     <ul style="list-style-type: none"> <li>• Step back the upper floor/s of a taller building to achieve a height similar to that historically characteristic of the district.</li> <li>• Restrict maximum building height to particular sections of the depth and length of the building.</li> </ul> <b>12.51</b> The upper floor/s should step back where a taller building will approach established neighborhoods, streets or adjacent buildings of typically lower height.<br/> <b>12.52</b> The primary and secondary facades should be articulated and modulated to reduce an impression of greater height and scale, and to enhance a sense of human scale.                     <ul style="list-style-type: none"> <li>• Design a distinctive and a taller first floor for the primary and secondary facades.</li> <li>• Design a distinct top floor to help terminate the façade, and to complement the architectural hierarchy and visual interest.</li> <li>• Design a hierarchy of window height and/or width, when defining the fenestration pattern.</li> <li>• Consider designing for a distinctive projecting balcony arrangement and hierarchy.</li> <li>• Use materials and color creatively to reduce apparent height and scale, and maximize visual interest.</li> </ul> <b>Width - Design Objective</b><br/>                     The design of a new multifamily building should articulate the patterns established by the buildings in the historic context to reduce the perceived width of a wider building and maintain a sense of human scale.<br/> <b>12.53</b> A new multifamily building should appear similar to the width established by the combination of single and multifamily historic buildings in the context.                     <ul style="list-style-type: none"> <li>• Reflect the modulation width of larger historic apartment buildings.</li> <li>• If a building would be wider overall than structures seen historically, the facade should be subdivided into significantly subordinate planes which are similar in width to the building facades of the context.</li> <li>• Step back sections of the wall plane to create the impression of similar façade widths to those of the historic setting.</li> </ul> </p> |

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| <p><b>1.b Proportion of Principal Facades:</b> The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape;</p> | <p><b>Building Form &amp; Scale</b><br/> <b>The Character of the Street Block – Design Objective</b><br/> The form, scale and design of a new multifamily building in a historic district should equate with and complement the established patterns of human scale characteristics of the immediate setting and/or broader context.<br/> <b>12.42</b> A new multifamily building should appear similar in scale to the scale established by the buildings comprising the current street block facade.</p> <ul style="list-style-type: none"> <li>• Subdivide a larger mass into smaller “modules” which are similar in size to buildings seen traditionally.</li> <li>• The scale of principal elements, such as entrances, porches, balconies and window bays, are critical to creating and maintaining a compatible building scale.</li> </ul> <p><b>12.43</b> A new multifamily building should be designed to create and reinforce a sense of human scale. In doing so consider the following:</p> <ul style="list-style-type: none"> <li>• Design building massing and modulation to reflect traditional forms, e.g. projecting wings and balcony bays.</li> <li>• Design a solid-to-void (wall to window/door) ratio that is similar to that seen traditionally.</li> <li>• Design window openings that are similar in scale to those seen traditionally.</li> <li>• Articulate and design balconies that reflect traditional form and scale.</li> <li>• Design an entrance, porch or stoop that reflects the scale characteristic of similar traditional building types.</li> <li>• Use building materials of traditional dimensions, e.g. brick, stone, terracotta.</li> <li>• Choose materials that express a variation in color and/or texture, either individually or communally.</li> </ul> <p><b>Building Façade Composition Proportion &amp; Scale</b><br/> <b>12.45</b> The principal elements of the front facade should reflect the scale of the buildings comprising the block face and historic context.</p> <ul style="list-style-type: none"> <li>• The primary plane/s of the front facade should not appear to be more than a story higher than those of typical historic structures in the block and context.</li> <li>• Where the proposed building would be taller than those in the historic context, the upper floor/s should step back from the plane of the façade below.</li> <li>• A single wall plane or bay of the primary or secondary facades should reflect the typical maximum facade width in the district.</li> </ul> |
| <p><b>1.c Roof Shape:</b> The roof shape of a structure shall be visually compatible with the surrounding structures and streetscape;</p>   | <p><b>Building Form &amp; Scale</b><br/> <b>Massing</b><br/> <b>12.54</b> The overall massing of a new multi-family building should respect and reflect the established scale, form and footprint of buildings comprising the street block and historic context.</p> <ul style="list-style-type: none"> <li>• Modulate the building where height and scale are greater than the context.</li> <li>• Arrange the massing to step down adjacent to a smaller scale building.</li> <li>• Respect, and/or equate with the more modest scale of center block buildings and residences where they provide the immediate context.</li> </ul> <p><b>12.55</b> The proportions and roof forms of a new multifamily building should be designed to respect and reflect the range of building forms and massing which characterize the district.</p> <ul style="list-style-type: none"> <li>• Focus on maintaining a sense of human scale.</li> <li>• The variety often inherent in the context can provide a range of design options for compatible new roof forms.</li> <li>• Vary the massing across the street façade/s and along the length of the building on the side facades.</li> <li>• Respect adjacent lower buildings by stepping down additional height in the design of a new building.</li> </ul>  |

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| <p><b>1.d Scale of a Structure:</b> The size and mass of the structures shall be visually compatible with the size and mass of surrounding structures and streetscape.</p> | <p><b>Building Façade Composition Proportion &amp; Scale</b></p> <p><b>Height - Design Objective</b></p> <p>The maximum height of a new multifamily building should not exceed the general height and scale of its historic context, or be designed to reduce the perceived height where a taller building might be appropriate to the context.</p> <p><b>12.48</b> The building height should be compatible with the historic setting and context.</p> <ul style="list-style-type: none"> <li>• The immediate and wider historic contexts are both of importance.</li> <li>• The impact upon adjacent historic buildings will be paramount in terms of scale and form.</li> </ul> <p><b>12.50</b> Where there is a significant difference in scale with the immediate context, the building height should vary across the primary façade, and/or the maximum height should be limited to part of the plan footprint of the building.</p> <ul style="list-style-type: none"> <li>• Step back the upper floor/s of a taller building to achieve a height similar to that historically characteristic of the district.</li> <li>• Restrict maximum building height to particular sections of the depth and length of the building.</li> </ul> <p><b>12.51</b> The upper floor/s should step back where a taller building will approach established neighborhoods, streets or adjacent buildings of typically lower height.</p> <p><b>12.52</b> The primary and secondary facades should be articulated and modulated to reduce an impression of greater height and scale, and to enhance a sense of human scale.</p> <ul style="list-style-type: none"> <li>• Design a distinctive and a taller first floor for the primary and secondary facades.</li> <li>• Design a distinct top floor to help terminate the façade, and to complement the architectural hierarchy and visual interest.</li> <li>• Design a hierarchy of window height and/or width, when defining the fenestration pattern.</li> <li>• Consider designing for a distinctive projecting balcony arrangement and hierarchy.</li> <li>• Use materials and color creatively to reduce apparent height and scale, and maximize visual interest.</li> </ul> <p><b>Width - Design Objective</b></p> <p>The design of a new multifamily building should articulate the patterns established by the buildings in the historic context to reduce the perceived width of a wider building and maintain a sense of human scale.</p> <p><b>12.53</b> A new multifamily building should appear similar to the width established by the combination of single and multifamily historic buildings in the context.</p> <ul style="list-style-type: none"> <li>• Reflect the modulation width of larger historic apartment buildings.</li> <li>• If a building would be wider overall than structures seen historically, the facade should be subdivided into significantly subordinate planes which are similar in width to the building facades of the context.</li> <li>• Step back sections of the wall plane to create the impression of similar façade widths to those of the historic setting.</li> </ul> <p><b>Massing</b></p> <p><b>12.54</b> The overall massing of a new multi-family building should respect and reflect the established scale, form and footprint of buildings comprising the street block and historic context.</p> <ul style="list-style-type: none"> <li>• Modulate the building where height and scale are greater than the context.</li> <li>• Arrange the massing to step down adjacent to a smaller scale building.</li> <li>• Respect, and/or equate with the more modest scale of center block buildings and residences where they provide the immediate context.</li> </ul> <p><b>12.55</b> The proportions and roof forms of a new multifamily building should be designed to respect and reflect the range of building forms and massing which characterize the district.</p> <ul style="list-style-type: none"> <li>• Focus on maintaining a sense of human scale.</li> <li>• The variety often inherent in the context can provide a range of design options for compatible new roof forms.</li> <li>• Vary the massing across the street façade/s and along the length of the building on the side facades.</li> <li>• Respect adjacent lower buildings by stepping down additional height in the design of a new building.</li> </ul> |
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| <p><b>2. COMPOSITION OF PRINCIPAL FACADES</b></p> <p><b>2.a Proportion of Openings:</b><br/>The relationship of the width to the height of windows and doors of the structure shall be visually compatible with surrounding structures and streetscape;</p> | <p><b>Building Character &amp; Scale</b></p> <p><b>Solid to Void Ratio, Window Scale &amp; Proportion – Design Objective</b><br/>The design of a new multifamily building in a historic context should reflect the scale established by the solid to void ratio traditionally associated with the setting and with a sense of human scale.</p> <p><b>12.61</b> Window scale and proportion should be designed to reflect those characteristic of this traditional building type and setting.</p> <p><b>Rhythm &amp; Spacing of Windows &amp; Doors - Fenestration – Design Objective</b><br/>The window pattern, the window proportion and the proportion of the wall spaces between, should be a central consideration in the architectural composition of the facades, to achieve a coherence and an affinity with the established historic context.</p> <p><b>12.62</b> Public and more important interior spaces should be planned and designed to face the street.</p> <ul style="list-style-type: none"> <li>• Their fenestration pattern consequently becomes a significant design element of the primary facade/s.</li> <li>• Avoid the need to fenestrate small private functional spaces on primary facades, e.g. bathrooms, kitchens, bedrooms.</li> </ul> <p><b>12.63</b> The fenestration pattern, including the proportions of window and door openings, should reflect the range associated with the buildings creating the established character of the historic context and area.</p> <ul style="list-style-type: none"> <li>• Design for a similar scale of window and window spacing.</li> <li>• Reflect characteristic window proportions, spacing and patterns.</li> <li>• Design for a hierarchy within the fenestration pattern to relieve the apparent scale of a larger facade, and especially if this is a characteristic of the context.</li> <li>• Arrange and/or group windows to complement the symmetry or proportions of the architectural composition.</li> <li>• Emphasize the fenestration pattern by distinct windows reveals.</li> <li>• Consider providing emphasis through the detailing of window casing, trim, materials, and subdivision, using mullions and transoms, as well as the profiles provided by operable/ opening windows. See also guideline 12.71-74 on window detailing.</li> </ul> |
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| <p><b>2.b Rhythm of Solids to Voids in Facades:</b> The relationship of solids to voids in the facade of the structure shall be visually compatible with surrounding structures and streetscape;</p>         | <p><b>Building Character &amp; Scale</b><br/> <b>Solid to Void Ratio, Window Scale &amp; Proportion – Design Objective</b><br/> The design of a new multifamily building in a historic context should reflect the scale established by the solid to void ratio traditionally associated with the setting and with a sense of human scale.<br/> <b>12.60</b> The ratio of solid to void (wall to window) should reflect that found across the established character created by the historic structures in the district. Consider the following:</p> <ul style="list-style-type: none"> <li>• Achieve a balance, avoiding areas of too much wall or too much window.</li> <li>• Large surfaces of glass can be inappropriate in a context of smaller residential buildings.</li> <li>• Design a larger window area with framing profiles and subdivision which reflect the scale of the windows in the established context.</li> <li>• Window mullions can reduce the apparent scale of a larger window.</li> <li>• Window frame and mullion scale and profiles should be designed to equate with the composition.</li> </ul> <p><b>12.61</b> Window scale and proportion should be designed to reflect those characteristic of this traditional building type and setting.<br/> <b>Rhythm &amp; Spacing of Windows &amp; Doors - Fenestration – Design Objective</b><br/> The window pattern, the window proportion and the proportion of the wall spaces between, should be a central consideration in the architectural composition of the facades, to achieve a coherence and an affinity with the established historic context.<br/> <b>12.63</b> The fenestration pattern, including the proportions of window and door openings, should reflect the range associated with the buildings creating the established character of the historic context and area.</p> <ul style="list-style-type: none"> <li>• Design for a similar scale of window and window spacing.</li> <li>• Reflect characteristic window proportions, spacing and patterns.</li> <li>• Design for a hierarchy within the fenestration pattern to relieve the apparent scale of a larger facade, and especially if this is a characteristic of the context.</li> <li>• Arrange and/or group windows to complement the symmetry or proportions of the architectural composition.</li> <li>• Emphasize the fenestration pattern by distinct windows reveals.</li> </ul> <p>Consider providing emphasis through the detailing of window casing, trim, materials, and subdivision, using mullions and transoms, as well as the profiles provided by operable/ opening windows. See also guideline 12.71-74 on window detailing.</p> |
| <p><b>2.c Rhythm of Entrance Porch and Other Projections:</b> The relationship of entrances and other projections to sidewalks shall be visually compatible with surrounding structures and streetscape;</p> | <p><b>Building Character &amp; Scale</b><br/> <b>Façade Articulation, Proportion &amp; Visual Emphasis</b><br/> <b>Visual Emphasis – Design Objective</b><br/> The design of a new multifamily building should relate sensitively to the established historic context through a thorough evaluation of the scale, modulation and emphasis, and attention to these characteristics in the composition of the facades.<br/> <b>12.57</b> Overall facade proportions should be designed to reflect those of historic buildings in the context and neighborhood.</p> <ul style="list-style-type: none"> <li>• The “overall proportion” is the ratio of the width to the height of the building, especially the front facade.</li> <li>• The modulation and articulation of principal elements of a facade, e.g. projecting wings, balcony sequence and porches, can provide an alternative and a balancing visual emphasis.</li> <li>• With townhouse development, the individual houses should be articulated to identify the individual unit sequence and rhythm.</li> <li>• See the discussion of individual historic districts (PART III) and the review of typical historic building styles (PART I) for more information on district character and facade proportions.</li> </ul> <p><b>12.58</b> To reduce the perceived width and scale of a larger primary or secondary façade, a vertical proportion and emphasis should be employed. Consider the following:</p> <ul style="list-style-type: none"> <li>• Vary the planes of the façade for all or part of the height of the building.</li> <li>• Subdivide the primary façade into projecting wings with recessed central entrance section in character with the architectural composition of many early apartment buildings.</li> <li>• Modulate the height down toward the street, and/or the interior of the block, if this is the pattern established by the immediate context and the neighborhood.</li> </ul>  |

- Modulate the façade through the articulation of balcony form, pattern and design, either as recessed and/or projecting elements.
  - Vary the planes of the primary and secondary facades to articulate further modeling of the composition.
  - Design for a distinctive form and stature of primary entrance.
  - Compose the fenestration in the form of vertically proportioned windows.
  - Subdivide horizontally proportioned windows using strong mullion elements to enhance a sense of vertical proportion and emphasis.
- 12.59** A horizontal proportion and emphasis should be designed to reduce the perceived height and scale of a larger primary or secondary façade. Consider the following:
- The interplay of horizontal and vertical emphasis can create an effective visual balance, helping to reduce the sense of building scale.
  - Step back the top or upper floors where a building might be higher than the context along primary and/or secondary facades as appropriate.
  - Design for a distinctive stature and expression of the first floor of the primary, and if important in public views, the secondary facades.
  - Design a distinct foundation course.
  - Employ architectural detailing and/or a change in materials and plane to emphasize individual levels in the composition of the facade.
  - Design the fenestration to create and/or reflect the hierarchy of the façade composition.
  - Change the materials and/or color to distinguish the design of specific levels.
- Balconies, Porches & External Escape Stairs – Design Objective**  
The design of a new multifamily building in a historic context should recognize the importance of balcony and primary entrance features in achieving a compatible scale and character.
- 12.64** Balconies, encouraged as individual semi-public outdoor spaces, should be designed as an integral part of the architectural composition and language of the building.
- Use projecting and/or recessed balcony forms to complement and embellish the design composition of the facades, and to establish visual emphasis and architectural accent.
  - Use a balcony or a balcony arrangement to echo and accentuate the fenestration pattern of the building.
  - Design balcony forms to be transparent or semi-transparent, using railings and/or glass to avoid solid balcony enclosures.
  - Select and design balcony materials and details as a distinct enrichment of the building facade/s.
- 12.65** An entrance porch, stoop or portico should be designed as a principal design focus of the composition of the facade.
- Design for greater stature to enhance visual focus, presence and emphasis.
  - Design for a distinct identity, using different wall planes, materials, details, texture and color.
  - Consider designing the name of the apartment building into the facade or the porch/stoop.

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| <p><b>2.d Relationship of Materials:</b> The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in surrounding structures and streetscape.</p> | <p><b>Building Materials, Windows, Elements &amp; Detailing</b></p> <p><b>Materials – Design Objective</b><br/> The design of a new multifamily building should recognize and reflect the palette of building materials which characterize the historic district, and should help to enrich the visual character of the setting, in creating a sense of human scale and historical sequence.</p> <p><b>12.67</b> Building materials that contribute to the traditional sense of human scale and the visual interest of the historic setting and neighborhood should be used.</p> <ul style="list-style-type: none"> <li>• This helps to complement and reinforce the palette of materials of the neighborhood and the sense of visual continuity in the district.</li> <li>• The choice of materials, their texture and color, their pattern or bond, joint profile and color, will be important characteristics of the design.</li> <li>• Creative design, based on analysis of the context, will be invaluable in these respects.</li> </ul> <p><b>12.68</b> Building materials that will help to reinforce the sense of visual affinity and continuity between old and new in the historic setting should be used.</p> <ul style="list-style-type: none"> <li>• Use external materials of the quality, durability and character found within the historic district.</li> </ul> <p><b>12.69</b> Design with materials which provide a solid masonry character for lower floors and for the most public facades of the building. Consider the following:</p> <ul style="list-style-type: none"> <li>• Use brick and/or natural stone, in preference to less proven alternatives for these areas.</li> <li>• Limit panel materials to upper levels and less public facades.</li> <li>• Where panel materials are considered, use high quality architectural paneling with a proven record of durability in the regional climate.</li> <li>• Synthetic materials, including synthetic stucco, should be avoided on grounds of limited durability and longevity, and weathering characteristics.</li> </ul> <p><b>12.70</b> Materials should have a proven durability for the regional climate, as well as the situation and aspect of the building.</p> <ul style="list-style-type: none"> <li>• Avoid materials which merely create the superficial appearance of authentic, durable materials.</li> <li>• The weathering characteristics of materials become important as the building ages, in that they should compliment rather than detract from the building and historic setting as they weather and mature.</li> <li>• New materials, which have a proven track record of durability in the regional climatic conditions, may be considered.</li> </ul> <p><b>Windows – Design Objective</b><br/> The design of a new multifamily building should include window design subdivision, profiles, materials, finishes and details which ensure that the windows play their characteristic positive role in defining the proportion and character of the building and its contribution to the historic context.</p> <p><b>12.71 Windows should be designed to be in scale with those characteristic of the building and the historic setting.</b></p> <ul style="list-style-type: none"> <li>• Excessive window scale in a new building, whether vertical or horizontal, will adversely affect the sense of human scale and affinity with buildings in the district.</li> <li>• Subdivide a larger window area to form a group or pattern of windows creating more appropriate proportions, dimensions and scale.</li> </ul> <p><b>12.72 Windows with vertical proportion and emphasis are encouraged.</b></p> <ul style="list-style-type: none"> <li>• A vertical proportion is likely to have greater design affinity with the historic context.</li> <li>• It helps to create a stronger vertical emphasis which can be valuable integrating the design of a larger scale building within its context.</li> <li>• See also the discussion of the character of the relevant historic district and architectural styles (PART I).</li> </ul> |
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**12.73 Window reveals should be a characteristic of masonry and most public facades.**

- These help to express the character of the facade modeling and materials.
- Window reveals will enhance the degree to which the building integrates with its historic setting.
- A reveal should be recessed into the primary plane of the wall, and not achieved by applying window trim to the façade.
- This helps to avoid the impression of superficiality which can be inherent in some more recent construction, e.g. with applied details like window trim and surrounds.
- A hierarchy of window reveals can effectively complement the composition of the fenestration and facades.

**12.74 Windows and doors should be framed in materials that appear similar in scale, proportion and character to those used traditionally in the neighborhood.**

- Frame profiles should project from the plane of the glass creating a distinct hierarchy of secondary modeling and detail for the window opening and the composition of the facade.
- Durable frame construction and materials should be used.
- Frame finish should be of durable architectural quality, chosen to compliment the building design.
- Vinyl should be avoided as a non-durable material in the regional climate.
- Dark or reflective glass should be avoided.
- See also the rehabilitation section on windows (PART II, Ch.3) as well as the discussions of specific historic districts (PART III) and relevant architectural styles (PART I).

**Architectural Elements & Details – Design Objective**

The design of a new multifamily building should reflect the rich architectural character and visual qualities of buildings of this type within the district.

**12.75 Building elements and details should reflect the scale, size, depth and profiles of those found historically within the district.**

- These include windows, doors, porches, balconies, eaves, and their associated decorative composition, supports and/or details.

**12.76 Where used, ornamental elements, ranging from brackets to porches, should be in scale with similar historic features.**

- The scale, proportion and profiles of elements, such as brackets or window trim, should be functional as well as decorative.

**12.77 Creative interpretations of traditional details are encouraged.**

- New designs for window moldings and door surrounds, for example, can create visual interest and affinity with the context, while conveying the relative age of the building.
- The traditional and characteristic use of awnings and canopies should be considered as an opportunity for creative design which can reinforce the fenestration pattern and architectural detail, while being a sustainable shading asset in reducing energy consumption. See also PART IV on Sustainable Design.

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| <p><b>3. RELATIONSHIP TO THE STREET</b></p> <p><b>3.a Walls of Continuity:</b><br/>         Facades and site structures, such as walls, fences and landscape masses, shall, when it is characteristic of the area, form continuity along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related;</p> | <p><b>Settlement Patterns &amp; Neighborhood Character</b></p> <p><b>The Public Realm - Design Objective</b><br/>         A new multifamily building should respect the characteristic placement, setbacks, massing and landscape character of the public realm in the immediate context and the surrounding district.</p> <p><b>12.6</b> A new building should contribute in a creative and compatible way to the public and the civic realm.</p> <p><b>12.7</b> A building should engage with the street through a sequence of public to semi-private spaces.</p> <p><b>12.8</b> A new multifamily building should be situated and designed to define and frame adjacent streets, and public and common spaces, in ways that are characteristic of the setting.</p> <ul style="list-style-type: none"> <li>• Reflect and/or strengthen adjacent building quality, setbacks, heights and massing.</li> <li>• Reinforce the historic streetscape patterns of the facing primary and secondary streets and/ or alleys.</li> </ul> <p><b>12.9</b> A building on a corner lot should be designed to define, frame and contribute to the historic character of the public realm of both adjacent streets.</p> <ul style="list-style-type: none"> <li>• The street character will also depend on the adjacent street blocks and frontage.</li> <li>• Building setbacks may be different.</li> <li>• The building scale may also vary between the streets.</li> </ul> <p><b>Building Placement, Orientation &amp; Use - Design Objective</b><br/>         A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</p> <p><b>12.10</b> The established historic patterns of setbacks and building depth should be respected in the siting of a new multifamily building.</p> <p><b>12.11</b> The front and the entrance of the building should orient to and engage with the street.</p> <ul style="list-style-type: none"> <li>• A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block.</li> <li>• An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill.</li> </ul> <p><b>12.12</b> Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage.</p> <p><b>12.13</b> The situation, orientation, configuration and design of a new multifamily building should include provision for common exterior open spaces at ground level. Site and design such space/s to address the following:</p> <ul style="list-style-type: none"> <li>• Reducing the bulk and the scale of the building.</li> <li>• Configuration for residential amenity and casual social interaction.</li> <li>• Shelter from traffic and traffic noise.</li> <li>• Plan for solar access and seasonal shade.</li> <li>• Landscape and light to enhance residential relaxation, enjoyment and neighboring environmental quality.</li> </ul> |
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|  | <p><b>12.14</b> Consider additional common open space on higher terrace or roof levels to enhance residential amenity and city views.</p> <ul style="list-style-type: none"> <li>• Locate and design to preserve neighboring privacy.</li> <li>• Plan and design for landscape amenity and best practices in sustainable design. (PART IV)</li> </ul> <p><b>12.15</b> Private open space for each unit, whether ground level, terrace or balcony space, should be designed to create attractive outdoor space, and to help articulate the design of the building to reduce its bulk and scale.</p> <ul style="list-style-type: none"> <li>• Private space should be contiguous with the unit.</li> <li>• Private space should be clearly distinguished from common open space.</li> </ul> <p><b>Site Access, Parking &amp; Services - Design Objective</b><br/>The site planning and situation of a new multi-family building should prioritize access to the site and building for pedestrians and cyclists, motorized vehicular access and parking should be discreetly situated and designed, and building services and utilities should not detract from the character and appearance of the building, the site and the context.</p> <p><b>12.17</b> The primary public entrance to the building should be afforded priority and prominence in access from the street, and appropriately scaled in the design of the street façade/s.</p> <ul style="list-style-type: none"> <li>• Avoid combining with any vehicular access or drive.</li> <li>• Provide direct access to the sidewalk and street.</li> <li>• Landscape design should reinforce the importance of the public entrance.</li> </ul> <p><b>12.24</b> Driveways serving groups of similar uses should be consolidated to minimize visual intrusion, and to provide less interruption to the sidewalk, pedestrian character and flow.</p> <ul style="list-style-type: none"> <li>• Curb cuts should be shared between groups of buildings and uses where possible.</li> <li>• Joint driveway access is encouraged.</li> </ul> <p><b>12.25</b> Wherever possible, vehicular parking should be situated below the building, or alternatively behind the building in a manner that does not conflict with pedestrian access from the street.</p> <ul style="list-style-type: none"> <li>• Surface parking areas should be screened from views from the street and adjacent residential properties.</li> </ul> |
| <p><b>3.b Rhythm of Spacing and Structures on Streets:</b> The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related;</p> | <p><b>Building Placement, Orientation &amp; Use - Design Objective</b><br/>A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</p> <p><b>12.10</b> The established historic patterns of setbacks and building depth should be respected in the siting of a new multifamily building.</p> <p><b>12.11</b> The front and the entrance of the building should orient to and engage with the street.</p> <ul style="list-style-type: none"> <li>• A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block.</li> <li>• An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill.</li> </ul> <p><b>12.12</b> Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage.</p> <p><b>12.13</b> The situation, orientation, configuration and design of a new multifamily building should include provision for common exterior open spaces at ground level. Site and design such space/s to address the following:</p> <ul style="list-style-type: none"> <li>• Reducing the bulk and the scale of the building.</li> <li>• Configuration for residential amenity and casual social interaction.</li> <li>• Shelter from traffic and traffic noise.</li> <li>• Plan for solar access and seasonal shade.</li> <li>• Landscape and light to enhance residential relaxation, enjoyment and neighboring environmental quality.</li> </ul>   |

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| <p><b>3.c Directional Expression of Principal Elevation:</b> A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its orientation toward the street;</p> | <p><b>Building Placement, Orientation &amp; Use - Design Objective</b><br/> A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</p> <p><b>12.10</b> The established historic patterns of setbacks and building depth should be respected in the siting of a new multifamily building.</p> <p><b>12.11</b> The front and the entrance of the building should orient to and engage with the street.</p> <ul style="list-style-type: none"> <li>• A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block.</li> <li>• An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill.</li> </ul> <p><b>12.12</b> Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage.</p> <p><b>Vehicular – Cars &amp; Motorcycles</b></p> <p><b>12.22</b> A vehicular access and driveway should be discreetly placed to the side or to the rear of the building.</p> <ul style="list-style-type: none"> <li>• A vehicular entrance which incorporates a ramp should be screened from street views.</li> <li>• Landscape should be designed to minimize visual impact of the access and driveway.</li> </ul> <p><b>12.23</b> A single curb cut or driveway should not exceed the minimum width required.</p> <ul style="list-style-type: none"> <li>• Avoid curb cuts and driveways close to street corners.</li> </ul> <p><b>12.24</b> Driveways serving groups of similar uses should be consolidated to minimize visual intrusion, and to provide less interruption to the sidewalk, pedestrian character and flow.</p> <ul style="list-style-type: none"> <li>• Curb cuts should be shared between groups of buildings and uses where possible.</li> <li>• Joint driveway access is encouraged.</li> </ul> <p><b>12.25</b> Wherever possible, vehicular parking should be situated below the building, or alternatively behind the building in a manner that does not conflict with pedestrian access from the street.</p> <ul style="list-style-type: none"> <li>• Surface parking areas should be screened from views from the street and adjacent residential properties.</li> </ul> <p><b>12.43</b> A new multifamily building should be designed to create and reinforce a sense of human scale. In doing so consider the following:</p> <ul style="list-style-type: none"> <li>• Design building massing and modulation to reflect traditional forms, e.g. projecting wings and balcony bays.</li> <li>• Design a solid-to-void (wall to window/door) ratio that is similar to that seen traditionally.</li> <li>• Design window openings that are similar in scale to those seen traditionally.</li> <li>• Articulate and design balconies that reflect traditional form and scale.</li> <li>• Design an entrance, porch or stoop that reflects the scale characteristic of similar traditional building types.</li> <li>• Use building materials of traditional dimensions, e.g. brick, stone, terracotta.</li> <li>• Choose materials that express a variation in color and/or texture, either individually or communally.</li> </ul> <p><b>12.44</b> A new multifamily building should be designed to respect the access to light and the privacy of adjacent buildings.</p> |
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| <p><b>3.d Streetscape; Pedestrian Improvements:</b> Streetscape and pedestrian improvements and any change in its appearance shall be compatible to the historic character of the landmark site or H historic preservation overlay district.</p> | <p><b>Settlement Patterns &amp; Neighborhood Character</b></p> <p><b>Block &amp; Street Patterns - Design Objective</b><br/> The urban residential patterns created by the street and alley network, lot and building scale and orientation, are a unique characteristic of every historic setting in the city, and should provide the primary design framework for planning any new multifamily building.</p> <p><b>12.5</b> A new apartment or multifamily building should be situated and designed to reinforce and enhance the established character, or master plan vision, of the context, recognizing its situation and role in the street block and building patterns.</p> <ul style="list-style-type: none"> <li>• Respect and reflect the scale of lots and buildings associated with both primary and secondary street frontages.</li> <li>• Site a taller building away from nearby small scale buildings.</li> <li>• A corner site traditionally might support a larger site and building.</li> <li>• A mid-block location may require careful design consideration to integrate a larger building with an established lower building scale.</li> <li>• Respect and reflect a lower scale where this is characteristic of the inner block.</li> </ul> <p><b>The Public Realm - Design Objective</b><br/> A new multifamily building should respect the characteristic placement, setbacks, massing and landscape character of the public realm in the immediate context and the surrounding district.</p> <p><b>12.6</b> A new building should contribute in a creative and compatible way to the public and the civic realm.</p> <p><b>12.7</b> A building should engage with the street through a sequence of public to semi-private spaces.</p> <p><b>12.8</b> A new multifamily building should be situated and designed to define and frame adjacent streets, and public and common spaces, in ways that are characteristic of the setting.</p> <ul style="list-style-type: none"> <li>• Reflect and/or strengthen adjacent building quality, setbacks, heights and massing.</li> <li>• Reinforce the historic streetscape patterns of the facing primary and secondary streets and/ or alleys.</li> </ul> <p><b>12.9</b> A building on a corner lot should be designed to define, frame and contribute to the historic character of the public realm of both adjacent streets.</p> <ul style="list-style-type: none"> <li>• The street character will also depend on the adjacent street blocks and frontage.</li> <li>• Building setbacks may be different.</li> <li>• The building scale may also vary between the streets.</li> </ul> <p><b>Building Placement, Orientation &amp; Use - Design Objective</b><br/> A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</p> <p><b>12.11</b> The front and the entrance of the building should orient to and engage with the street.</p> <ul style="list-style-type: none"> <li>• A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block.</li> <li>• An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill.</li> </ul> <p><b>12.12</b> Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage.</p> |
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|   | <p><b>Vehicular – Cars &amp; Motorcycles</b></p> <p><b>12.22</b> A vehicular access and driveway should be discreetly placed to the side or to the rear of the building.</p> <ul style="list-style-type: none"> <li>• A vehicular entrance which incorporates a ramp should be screened from street views.</li> <li>• Landscape should be designed to minimize visual impact of the access and driveway.</li> </ul> <p><b>12.23</b> A single curb cut or driveway should not exceed the minimum width required.</p> <ul style="list-style-type: none"> <li>• Avoid curb cuts and driveways close to street corners.</li> </ul> <p><b>12.24</b> Driveways serving groups of similar uses should be consolidated to minimize visual intrusion, and to provide less interruption to the sidewalk, pedestrian character and flow.</p> <ul style="list-style-type: none"> <li>• Curb cuts should be shared between groups of buildings and uses where possible.</li> <li>• Joint driveway access is encouraged.</li> </ul> <p><b>12.25</b> Wherever possible, vehicular parking should be situated below the building, or alternatively behind the building in a manner that does not conflict with pedestrian access from the street.</p> <ul style="list-style-type: none"> <li>• Surface parking areas should be screened from views from the street and adjacent residential properties.</li> </ul>   |
| <p><b>4. Subdivision Of Lots:</b><br/>The planning director shall review subdivision plats proposed for property within an H historic preservation overlay district or of a landmark site and may require changes to ensure the proposed subdivision will be compatible with the historic character of the district and/or site(s).</p> | <p><b>Settlement Patterns &amp; Neighborhood Character</b></p> <p><b>Block &amp; Street Patterns - Design Objective</b><br/>The urban residential patterns created by the street and alley network, lot and building scale and orientation, are a unique characteristic of every historic setting in the city, and should provide the primary design framework for planning any new multifamily building.</p> <p><b>12.4</b> The pattern and scale of lots in a historic district should be maintained, as the basis of the historic integrity of the intricate ‘fine grain’ of the neighborhood.</p> <ul style="list-style-type: none"> <li>• Avoid assembling or subdividing lots where this would adversely affect the integrity of the historic settlement pattern.</li> </ul> <p><b>12.5</b> A new apartment or multifamily building should be situated and designed to reinforce and enhance the established character, or master plan vision, of the context, recognizing its situation and role in the street block and building patterns.</p> <ul style="list-style-type: none"> <li>• Respect and reflect the scale of lots and buildings associated with both primary and secondary street frontages.</li> <li>• Site a taller building away from nearby small scale buildings.</li> <li>• A corner site traditionally might support a larger site and building.</li> <li>• A mid-block location may require careful design consideration to integrate a larger building with an established lower building scale.</li> <li>• Respect and reflect a lower scale where this is characteristic of the inner block.</li> </ul> |

# ATTACHMENT H: STANDARDS, DESIGN GUIDELINES & EVALUATION OF NEW CONSTRUCTION

## H Historic Preservation Overlay District – Standards for Certificate of Appropriateness for New Construction (21A.34.020.H)

In considering an application for a Certificate of Appropriateness for new construction in a historic district, the Historic Landmark Commission shall find that the project substantially complies with all of the general standards that pertain to the application and that the decision is in the best interest of the City.

Design Guidelines for Historic Apartment & Multifamily Buildings in Salt Lake City, Chapter 12 New Construction, are the relevant historic design guidelines for this design review. The Design Objectives and related design guidelines are and are referenced in the following review where they relate to the corresponding Historic Design Standards for New Construction (21A.34.020.H), and can be accessed via the links below.

[Historic Apartment & Multifamily Buildings in Salt Lake City](#)

[Historic Apartment & Multifamily Buildings in Salt Lake City, Chapter 12 New Construction](#)

| Standard  | Analysis   | Finding  |
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| <p><b>1. SCALE &amp; FORM</b><br/> <b>1.a Height &amp; Width:</b> The proposed height and width shall be visually compatible with surrounding structures and streetscape;</p> | <p><u>Height</u><br/> <b>MF NC DG Design Objective – Height:</b> <i>The maximum height of a new multifamily building should not exceed the general height and scale of its historic context, or be designed to reduce the perceived height where a taller building might be appropriate to the context.</i><br/> <i>MF NC DG 12.48, 12.50, 12.51, 12.52</i><br/>                     The site lies within the South Temple Historic District which identifies the historic and architectural importance and character of the South Temple boulevard along most of its length. Within the context of this part of the district the building height and scale ranges from one and two stories through to six stories in stepped back in terraced form on the immediately adjacent site to the east. Directly opposite the site on 500 East is the Piccadilly Apartment building at four stories. Adjacent to this site, within the Central City Historic District, is the Governor’s Plaza residential building (??? South Temple) at 11 stories? and 133 ft to the east, and the parking structure and office tower of the Dan Jones building (515 East 100 South) at 12 stories and 171 ft to the south. The general height and scale within the South Temple HD is lower. The general height and scale in the Central City HD is high in the immediate central and south part of this street block, with the height and scale reducing to a more characteristic two to five stories to the east.</p> <p>The proposed apartment tower is nine stories in height above one to two stories of parking structure, at an average height of 107 ft on this sloping site. This can be identified as a high building, notably in excess of building heights in the South Temple HD. It is however lower than the adjacent buildings to the east and south in the Central City HD, although themselves uncharacteristic of the district. While a case can be made for a taller building on this part of this site, it should equate with the broader characteristic scale of South Temple and this street block in both districts. Additionally, the base zoning maximum height of 90 ft for this site already builds in scope for a taller building, which in this case has the potential to mediate between these extremes of height and scale. The proposed height, in this context, appears excessive in relation to established and characteristic scale, and also exceeds the RO zoning maximum. Staff would conclude that the proposal does not accord with this standard in terms of the proposed height, and should not exceed the height of the RO zone maximum.</p> | <p><u>Height</u><br/>                     The proposed development does not meet this standard in terms of the proposed height of the apartment tower within the South Temple Historic District.</p> |

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| <p><b>1. SCALE &amp; FORM</b><br/> <b>1.a Height &amp; Width:</b> The proposed height and width shall be visually compatible with surrounding structures and streetscape;</p>             | <p><u>Width</u><br/> <b>MF NC DG Design Objective – Width:</b> <i>The design of a new multifamily building should articulate the patterns established by the buildings in the historic context to reduce the perceived width of a wider building and maintain a sense of human scale.</i><br/> MF NC DG 12.53<br/> Proposals retain the existing contributing building, thus retaining the width and scale of this part of the South Temple frontage. The existing low parking structure and addition would be retained in part and rebuilt with an extra floor and residential frontage to 500 East. The design of this lower façade steps down with the streetscape, articulating each floor in plane and in materials, wrapping around a recessed parking access. The new construction continues the rhythm established by the retained NW corner. The axis of the proposed apartment tower is perpendicular to the line of the street, helping to reduce the scale of a taller building in this location. The width of the building equates with the larger scale in this context, while the design articulates the 500 East façade in symmetrical form, helping to reduce the perceived scale. The width and the apparent width of the proposed development at both levels would help to maintain a sense of human scale and historic scale. The proposed development would accord with this standard in terms of width and perceived width.</p> | <p><u>Width</u><br/> The proposals would accord with the Scale &amp; Form standard in terms of actual and perceived width of the building.</p> |
| <p><b>1.b Proportion of Principal Facades:</b> The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape;</p> | <p><u>Façade Proportion</u><br/> <b>MF NC DG Design Objective – Character of the Street Block:</b> <i>The form, scale and design of a new multifamily building in a historic district should equate with and complement the established patterns of human scale characteristics of the immediate setting and/or broader context.</i><br/> MF NC DG 12.42, 12.43, 12.45<br/> The contributing structure to South Temple remains largely intact. The new parking structure and residential frontage facing 500 East adds a floor set slightly back, with each floor expressed individually in different brickwork. The fenestration arrangement then introduces a distinct visual rhythm and degree of vertical proportion.<br/> The apartment tower behind and above, in form and design, is distinctly vertical in proportion, emphasized by continuous, rising corner window bays, and counterbalanced by wide projecting balconies, and capped by the horizontal fenestration of the top floor. The relationship equate well with the surrounding structures and streetscapes.</p>  | <p><u>Façade Proportion</u><br/> Staff would conclude that the proposals accord with this standard.</p>  |
| <p><b>1.c Roof Shape:</b> The roof shape of a structure shall be visually compatible with the surrounding structures and streetscape;</p>   | <p>MF NC DG 12.54, 12.55<br/> <u>Roof Shape</u><br/> The predominant roof shape in this immediate setting tends to be flat, with a series of rectilinear building forms and massing. The proposals do not depart from this characteristic form and roof shape.</p>  | <p><u>Roof Shape</u><br/> Staff would conclude that the proposals accord with this standard.</p>   |

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| <p><b>1.d Scale of a Structure:</b><br/>The size and mass of the structures shall be visually compatible with the size and mass of surrounding structures and streetscape.</p>  | <p><u>Building Façade Composition, Proportion &amp; Scale</u><br/><b>MF NC DG Design Objective - Height</b><br/><i>The maximum height of a new multifamily building should not exceed the general height and scale of its historic context, or be designed to reduce the perceived height where a taller building might be appropriate to the context.</i><br/><b>MF NC DG Design Objective – Width:</b> <i>The design of a new multifamily building should articulate the patterns established by the buildings in the historic context to reduce the perceived width of a wider building and maintain a sense of human scale.</i><br/><i>MF NC DG 12.48, 12.50, 12.51, 12.52, 12.53, 12.54, 12.55</i><br/>The proposed size and mass of the new development would be visually compatible with surrounding structures and streetscape in terms of building width, but excessive in terms of the height of the apartment tower. See evaluation above under 1.a. The scale is thus considered visually incompatible with the South Temple HD. The proposals do fall within the heights established by the two tallest buildings in this part of the adjacent Central City HD, although those buildings are not representative of building height and scale in that district. The proposals therefore conflict with the objectives of this standard.</p>  | <p><u>Scale of a Structure</u><br/>Staff would conclude that the proposals would not accord with the objectives of this standard on building scale.</p>                         |
| <p><b>2. COMPOSITION OF PRINCIPAL FACADES</b><br/><b>2.a Proportion of Openings:</b> The relationship of the width to the height of windows and doors of the structure shall be visually compatible with surrounding structures and streetscape;<br/><br/><b>2.b Rhythm of Solids to Voids in Facades:</b> The relationship of solids to voids in the facade of the structure shall be visually compatible with surrounding structures and streetscape;</p> | <p><u>Building Character &amp; Scale</u><br/><b>MF NC DG Design Objective - Solid to Void Ratio, Window Scale &amp; Proportion</b><br/><i>The design of a new multifamily building in a historic context should reflect the scale established by the solid to void ratio traditionally associated with the setting and with a sense of human scale.</i><br/><b>MF NC DG Design Objective - Rhythm &amp; Spacing of Windows &amp; Doors - Fenestration</b><br/><i>The window pattern, the window proportion and the proportion of the wall spaces between, should be a central consideration in the architectural composition of the facades, to achieve a coherence and an affinity with the established historic context.</i><br/><i>MF NC DG 12.60, 12.61, 12.62, 12.63</i><br/>The design of the proposed development recognizes the horizontal emphasis of the existing and retained contributing building, and introduces a series of pronounced and subtle vertically proportioned elements and accents. This interplay and balance creates a fenestration pattern which would equate and be visually compatible with the surrounding structures and streetscapes. The rhythm of solids to voids similarly echoes the relationships in this context and the scale established by the fenestration pattern. The proposed design would accord with the objectives of these standards.</p> | <p><u>Proportion of Openings</u><br/><br/><u>Rhythm of Solids to Voids</u><br/>Staff would conclude that the proposals would accord with the objectives of these standards.</p> |

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| <p><b>2.c Rhythm of Entrance Porch and Other Projections:</b> The relationship of entrances and other projections to sidewalks shall be visually compatible with surrounding structures and streetscape;</p>   | <p><u>Building Character &amp; Scale</u><br/> <b>MF NC DG Design Objective - Façade Articulation, Proportion &amp; Visual Emphasis</b><br/> <i>The design of a new multifamily building should relate sensitively to the established historic context through a thorough evaluation of the scale, modulation and emphasis, and attention to these characteristics in the composition of the façades.</i><br/> <b>MF NC DG Design Objective - Balconies, Porches &amp; External Escape Stairs</b><br/> <i>The design of a new multifamily building in a historic context should recognize the importance of balcony and primary entrance features in achieving a compatible scale and character.</i><br/> MF NC DGs 12.57, 12.58, 12.59, 12.64, 12.65<br/> The proposed residential units on 500 East would introduce a human scale and vitality currently lacking on this part of the street. Parking access is reduced to one entrance and is also recessed. Residential balconies on level ? support this sense of human scale, which is then echoed in the articulation of the apartment tower in the pattern of projecting balconies. This pattern and rhythm of balconies and projections would enhance visual compatibility and help to integrate the proposed within this context. The development as proposed would accord with the objectives of this standard.</p>   | <p><u>Rhythm of Porch &amp; Projections</u><br/> Staff would conclude that the proposals would accord with the objectives of this standard.</p>                       |
| <p><b>2.d Relationship of Materials:</b> The relationship of the color and texture of materials (other than paint color) of the facade shall be visually compatible with the predominant materials used in surrounding structures and streetscape.</p> | <p><u>Building Materials, Windows, Elements &amp; Detailing</u><br/> <b>MF NC DG Design Objective - Materials</b><br/> <i>The design of a new multifamily building should recognize and reflect the palette of building materials which characterize the historic district, and should help to enrich the visual character of the setting, in creating a sense of human scale and historical sequence.</i><br/> MF NC DG 12.67, 12.68, 12.69, 12.70<br/> <b>MF NC DG Design Objective - Windows</b><br/> <i>The design of a new multifamily building should include window design subdivision, profiles, materials, finishes and details which ensure that the windows play their characteristic positive role in defining the proportion and character of the building and its contribution to the historic context.</i><br/> MF NC DG 12.71, 12.72, 12.73, 12.74<br/> <b>MF NC DG Design Objective – Architectural Elements &amp; Details</b><br/> <i>The design of a new multifamily building should reflect the rich architectural character and visual qualities of buildings of this type within the district.</i><br/> MF NC DG 12.75, 12.76, 12.77</p> <p><u>Materials &amp; Detailing</u><br/> The proposed design adopts a palette of materials which include two varieties of brick, supported by an element of concrete. The materials would be detailed to accentuate the fenestration pattern thus enhancing the visual interest of the façades.<br/> <u>Windows</u><br/> Aluminum and aluminum clad window frame systems are proposed throughout the development, which should help to ensure a level of window profile and detailing, as well as durability.<br/> <u>Elements &amp; Details</u><br/> As designed, these façades of the proposed development do include several details which would help to enhance the composition and visual interest of the façades, including pre-cast trim and soldier course details, metal and concrete capping cornice profile, sill details, as well as balcony decks and railings.</p> <p>The proposed designs would accord with the objectives of this standard.</p> | <p><u>Relationship of Materials &amp; Detailing</u><br/> Staff would conclude that the proposed designs would accord with the objectives of this design standard.</p> |

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| <p><b>3. RELATIONSHIP TO THE STREET</b></p> <p><b>3.a Walls of Continuity:</b> Facades and site structures, such as walls, fences and landscape masses, shall, when it is characteristic of the area, form continuity along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related;</p> | <p><b>Site Design Guidelines</b><br/> <u>Settlement Patterns &amp; Neighborhood Character</u><br/> <b>MF NC DG Design Objective - The Public Realm</b><br/> <i>A new multifamily building should respect the characteristic placement, setbacks, massing and landscape character of the public realm in the immediate context and the surrounding district.</i><br/> <i>MF NC DG 12.6, 12.7, 12.8, 12.9</i><br/> <b>MF NC DG Design Objective - Building Placement, Orientation &amp; Use</b><br/> <i>A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</i><br/> <i>MF NC DG 12.10, 12.11, 12.12, 12.13, 12.14, 12.15</i><br/> <b>MF NC DG Design Objective - Site Access, Parking &amp; Services</b><br/> <i>The site planning and situation of a new multi-family building should prioritize access to the site and building for pedestrians and cyclists, motorized vehicular access and parking should be discreetly situated and designed, and building services and utilities should not detract from the character and appearance of the building, the site and the context.</i><br/> <i>MF NC DG 12.17, 12.24, 12.25</i><br/> The existing contributing building is retained, together with its pattern of setbacks and areas of landscaping. The current location and footprint of the parking structure would be reinstated, thus retaining the setback, but enhancing the appearance and visual vitality of this frontage with the proposed residential units fronting 500 East. This part of the building would more effectively engage with the street, creating an enhanced level of interactivity. Live/work units, directly access from the street, would also improve the diversity of activity. The new parking structure uses just one parking access on this frontage, from the previous two, and recesses this access from the front plane of the façade. The existing South Temple parking access to the east side of the buildings is retained. The proposed development would accord with the objectives of this standard.</p> | <p><u>Relationship to the Street – Walls of Continuity</u><br/> Staff would conclude that the proposed development would accord with the objectives of this standard.</p> |
| <p><b>3.b Rhythm of Spacing and Structures on Streets:</b> The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related;</p>   | <p><b>MF NC DG Design Objective - Building Placement, Orientation &amp; Use</b><br/> <i>A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</i><br/> <i>MF NC DGs 12.10, 12.11, 12.12, 12.13</i><br/> No change is proposed to the majority of the existing building. The new parking structure to the south would occupy the footprint of the existing. The new apartment tower above and behind orients perpendicular to the street, thus reducing the apparent scale of that building. No conflict with existing relationships of buildings and spaces is identified, and the proposals appear to accord with the objectives of this standard.</p>  | <p><u>Rhythm of Spacing &amp; Structures on Streets</u><br/> Staff would conclude that the proposals accord with the objectives of this standard.</p>                     |
| <p><b>3.c Directional Expression of Principal Elevation:</b> A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its orientation toward the street;<br/> MF NC DGs 12.10, 12.11, 12.12, 12.22, 12.23, 12.24, 12.25, 12.12.43, 12.44</p>  | <p><b>MF NC DG Design Objective - Building Placement, Orientation &amp; Use</b><br/> <i>A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</i><br/> <i>MF NC DG 12.10, 12.11, 12.12, 12.22, 12.23, 12.24, 12.25, 12.12.43, 12.44</i><br/> The replacement parking structure would introduce a residential frontage on three levels to 500 East, where the existing structure has a limited office presence and loading dock on two levels. This would enhance the engagement with the street. The apartment frontage above is perpendicular to the street, and somewhat reduced in scale in being set back and as screened by the top level of residential units fronting the parking structure. The proposals would accord with and in some respects further the objectives of this standard.</p>  | <p><u>Directional Expression</u><br/> Staff would conclude that the proposed development would accord with and also further the objectives of this standard.</p>          |

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| <p><b>3.d Streetscape; Pedestrian Improvements:</b><br/>Streetscape and pedestrian improvements and any change in its appearance shall be compatible to the historic character of the landmark site or H historic preservation overlay district.</p>  | <p><u>Settlement Patterns &amp; Neighborhood Character</u><br/> <b>MF NC DG Design Objective - Block &amp; Street Patterns</b><br/> <i>The urban residential patterns created by the street and alley network, lot and building scale and orientation, are a unique characteristic of every historic setting in the city, and should provide the primary design framework for planning any new multifamily building.</i><br/> <i>MF NC DG 12.10, 12.11, 12.12</i></p> <p><b>MF NC DG Design Objective - The Public Realm</b><br/> <i>A new multifamily building should respect the characteristic placement, setbacks, massing and landscape character of the public realm in the immediate context and the surrounding district.</i><br/> <i>MF NC DG 12.6, 12.7, 12.8, 12.9</i></p> <p><b>MF NC DG Design Objective - Building Placement, Orientation &amp; Use</b><br/> <i>A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements.</i><br/> <i>MF NC DG 12.11, 12.12, 12.22, 12.23, 12.24, 12.25</i></p> <p>As identified above, the proposals retain much of the existing relationship with the public realm, and propose little that will change that, except for direct interactive use on 500 east. Elsewhere, the development would provide common recreational and leisure amenities within the building. Proposals accord with the objectives of this standard.</p> | <p><u>Streetscape &amp; Pedestrian Improvements</u><br/>Staff would conclude that the proposals accord with the objectives of this standard.</p> |
| <p><b>4. Subdivision Of Lots:</b><br/>The planning director shall review subdivision plats proposed for property within an H historic preservation overlay district or of a landmark site and may require changes to ensure the proposed subdivision will be compatible with the historic character of the district and/or site(s).</p> | <p><u>Settlement Patterns &amp; Neighborhood Character</u><br/> <b>MF NC DG Design Objective - Block &amp; Street Patterns</b><br/> <i>The urban residential patterns created by the street and alley network, lot and building scale and orientation, are a unique characteristic of every historic setting in the city, and should provide the primary design framework for planning any new multifamily building.</i><br/> <i>MF NC DG 12.4, 12.5</i></p> <p>The proposed development lies within a single lot. No subdivision of lots is proposed.</p>  | <p><u>Subdivision of Lots</u><br/>Not applicable to the development as proposed.</p>   |

# ATTACHMENT I: PUBLIC PROCESS AND COMMENTS

## **Notice of the public hearing for the proposal include:**

- Notice mailed on March 24, 2016
- Agenda posted on the Planning Division and Utah Public Meeting Notice websites on March 24, 2016
- Site notice posted on March 28, 2016

## **Public Inquiries**

Four members of the public have emailed comments expressing concern regarding this proposed development, with three of the correspondents also expressing concerns regarding the proposed apartment building nearby at 454-466 South Temple. A copy of the drawings for the proposed development has been forwarded.

Additionally, one telephone inquiry has been received seeking further information on the proposals, with the current application drawings subsequently forwarded.

Details of this correspondence and telephone call are attached.

Any other correspondence received after the publication of this staff report will be forwarded to the Historic Landmark Commission in advance of the meeting, and will be posted on the webpage for the HLC Meeting Agenda.



**From:** [SIEGFRIED G](#)  
**To:** [Leith, Carl](#)  
**Subject:** Case No. PLNHLC2016-00166 and Case No. PLNHLC2015-00954  
**Date:** Saturday, March 26, 2016 9:19:05 PM

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Dear Messrs. Kitchen and Leith:

We are opposed to the granting of "Certificates of Appropriateness," for the construction of apartment buildings and parking structures at 454-466 E. South Temple (Case # PLNHLC20016-00166 -- 77 units with 125 vehicle parking spaces) **and** at 508 E. South Temple (Case # PLNHLC2015-00954 -- 139 units in a 9 story building, exceeding the current 90 ft building height, with 200 vehicle parking spaces.

The planned construction will adversely affect the character of the South Temple Historic District. The proposed structures would be adjacent to the office and condominium structures at 550-560 E. South Temple, to another apartment building on 500 East, and the Office Tower at the corner of 500 East and 100 South.

The result would be significant increases in traffic congestion at the already busy intersections of E Street and 500 East at South Temple, as well as air and noise pollution, affecting the safety and health of residents and employees.

Your consideration of this matter is greatly appreciated.  
Sincerely,

Dr. Siegfried G. Karsten,  
Ellen G. Karsten  
560 E. South Temple, # 902  
Salt Lake City, UT 84102  
Tel.: 801-533-9437

**From:** [Benjamin Chung](#)  
**To:** [Leith, Carl](#)  
**Subject:** Case No. PLNHLC2016-00166 and Case No. PLNHLC2015-00954  
**Date:** Tuesday, March 29, 2016 5:37:53 PM

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Dear Messrs. Kitchen and Leith:

We, Christine and Benjamin Chung, have been living at current address for over 24 years and have enjoyed a wonderful life in this neighborhood. But we are very shocked upon hearing someone trying to build apartment buildings into west side of our condominium facility.

We are opposing the new plan of the granting of "Certificates of Appropriateness," for the construction of apartment buildings and parking structures at 454-466 E. South Temple (Case # PLNHLC20016-00166 -- 77 units with 125 vehicle parking spaces) **and** at 508 E. South Temple (Case # PLNHLC2015-00954 -- 139 units in a 9 story building, exceeding the current 90 ft building height, with 200 vehicle parking spaces.

The planned construction will adversely affect the character of the South Temple Historic District. The proposed structures would be adjacent to the office and condominium structures at 550-560 E. South Temple, to another apartment building on 500 East, and the Office Tower at the corner of 500 East and 100 South.

The result would be significant increases in traffic congestion at the already busy intersections of E Street and 500 East at South Temple, as well as air and noise pollution, affecting the safety and health of residents and employees.

Your consideration of this matter is greatly appreciated.  
Sincerely,

Elder Benjamin B. Chung,  
Christine S. Chung  
560 E. South Temple, # 401  
Salt Lake City, UT 84102  
Tel.: 801-447-5500

**From:** [Richard Strulson](#)  
**To:** [Leith, Carl](#)  
**Subject:** Development at 508 E. South Temple  
**Date:** Wednesday, March 30, 2016 10:29:22 AM

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Dear Mr. Leith:

I am a recent resident of the South Temple Historic District (I lived in the neighborhood for about a year now), and am writing to you about the proposed development at 508 E. South Temple. I chose to live in the South Temple Historic District for a number of reasons -- the beauty and the history of the street; the proximity to downtown without it being downtown, the relaxed, stress-free lifestyle; the feeling of community and neighborliness; and, of course, the prospect that, as Salt Lake grows and thrives, property values in this beautiful and historic area will rise.

The proposed development at 508 E. South Temple would basically destroy every reason I had for deciding to live in the area. The size, lack of setback and height of the development would seriously undermine the beauty and history of the area -- it would be a huge eyesore looming over the rest of the area, destroying the character, views and unifying vision of the area. While I appreciate that a city cannot sit still and development is needed, development should be tailored to the area. A development such as this more properly belongs downtown where it would mix well with the other buildings. A development in this area should be smaller and less invasive so as to maximize the outstanding qualities of the area, not completely steamroll over them.

Additionally, it would negatively impact traffic, congestion and safety, destroying the character, neighborliness and peaceful quality of the area. And needless to say property values in the surrounding area would decrease as views are destroyed and the character of the street is fundamentally negatively altered.

My neighbors and I are seriously concerned about this proposed development and desperately want to ensure that any development is thoughtfully considered and put together with an eye toward preserving the character of the neighborhood. I am happy to further discuss with you or Mr. Kitchen and welcome your attention.

Regards,

Richard Strulson  
560 E. South temple, #708  
801.850.7219

# ATTACHMENT J: MOTIONS

## **Consistent with Staff Recommendation (Conditional Approval)**

Based on the analysis and findings listed in the staff report, testimony and the proposal presented, I move that the Commission:

1. Approve the applications for demolition and new construction with the condition that the height of the building is reduced to not exceed the RO maximum height of 90 ft, and
2. That the application for special exceptions for the proposed plan with setbacks and the additional residential units related to the parking structure are approved, and
3. That the special exception for height to exceed the RO zoning maximum of 90 ft be not approved.

## **Not Consistent with Staff Recommendation (Deny):**

Based on the analysis and findings listed in this staff report, testimony and the proposal presented, I move that the Commission deny the request for a Certificate of Appropriateness for:

- A. **Demolition** – Case Number PLNHLC2015-00953
- B. **New Construction** – Case Number PLNHLC2015-00952; and,
- C. **Special Exception Approval** – In order to construct the development as proposed, the parking structure would be constructed on the footprint of the existing parking structure. Special exception approval is sought for the following departures from the base zoning standards. Case Number PLNHLC2015-00954.
  1. Construction of the new parking structure on the same footprint as the existing parking structure without compliance with the setback requirements of the RO Residential Office Zone.
  2. Construction of the new parking structure would include new apartment units at street and podium levels which would exceed the rear setback requirement for the rear yard by 30 ft.
  3. Construction of the new apartment building of 9 stories in height above the new parking structure at a proposed height of 115 ft in the Residential Office zone district, where maximum height for RO is defined at 60 ft, and 90 ft where this district abuts a zone district with a greater maximum building height (the R-MU zone to the west allows a maximum building height of 75 ft). Special exception approval is sought for a building which would exceed the 90 ft building height maximum by 25 ft. or an average across this part of the site of 17 ft.

Specifically, the Commission finds that the proposed project does not comply with the review standards based on the following findings (Commissioner then states findings based on the Standards to support the motion):

1. Standard 1: Scale and Form:
  - a) Height And Width: The proposed height and width shall be visually compatible with surrounding structures and streetscape;
  - b) Proportion of Principal Facades: The relationship of the width to the height of the principal elevations shall be in scale with surrounding structures and streetscape; and,
  - c) Roof Shape: The roof shape of a structure shall be visually compatible with the surrounding structures and streetscape; and
  - d) Scale of a Structure: The size and mass of the structure shall be visually compatible with the size and mass of surrounding structures and streetscape.
2. Standard 2: Composition of Principal Facades:
  - a) Proportion of Openings: The relationship of the width to the height of windows and doors of the structure shall be visually compatible with surrounding structures and streetscape;
  - b) Rhythm of Solids To Voids In Facades: The relationship of solids to voids in the facade of the structure shall be visually compatible with surrounding structures and streetscape;
  - c) Rhythm of Entrance Porch And Other Projections: The relationship of entrances and other projections to sidewalks shall be visually compatible with surrounding structures and streetscape; and
  - d) Relationship of Materials: The relationship of the color and texture of materials (other than paint color) of

the facade shall be visually compatible with the predominant materials used in surrounding structures and streetscape.

3. Standard 3: Relationship to Street:

- a) Walls of Continuity: Facades and site structures, such as walls, fences and landscape masses, shall, when it is characteristic of the area, form continuity along a street to ensure visual compatibility with the structures, public ways and places to which such elements are visually related;
- b) Rhythm of Spacing And Structures On Streets: The relationship of a structure or object to the open space between it and adjoining structures or objects shall be visually compatible with the structures, objects, public ways and places to which it is visually related;
- c) Directional Expression of Principal Elevation: A structure shall be visually compatible with the structures, public ways and places to which it is visually related in its orientation toward the street; and
- d) Streetscape; Pedestrian Improvements: Streetscape and pedestrian improvements and any change in its appearance shall be compatible to the historic character of the landmark site or H historic preservation overlay district.

4. Standard 4: Subdivision of Lots:

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

Specifically, the Commission finds that the proposed project does not comply with the review standards based on the following findings (Commissioner then states findings based on the Special Exception Standards to support the motion):

- A. Compliance With Zoning Ordinance And District Purposes: The proposed use and development will be in harmony with the general and specific purposes for which this title was enacted and for which the regulations of the district were established.
- B. No Substantial Impairment Of Property Value: The proposed use and development will not substantially diminish or impair the value of the property within the neighborhood in which it is located.
- C. No Undue Adverse Impact: The proposed use and development will not have a material adverse effect upon the character of the area or the public health, safety and general welfare.
- D. Compatible With Surrounding Development: The proposed special exception will be constructed, arranged and operated so as to be compatible with the use and development of neighboring property in accordance with the applicable district regulations.
- E. No Destruction Of Significant Features: The proposed use and development will not result in the destruction, loss or damage of natural, scenic or historic features of significant importance.
- F. No Material Pollution Of Environment: The proposed use and development will not cause material air, water, soil or noise pollution or other types of pollution.
- G. Compliance With Standards: The proposed use and development complies with all additional standards imposed on it pursuant to this chapter.