Staff Report

PLANNING DIVISION
COMMUNITY & NEIGHBORHOODS

To: Salt Lake City Historic Landmark Commission

From: Carl Leith, Senior Planner
801 535 7758 or carl.leith@slcgov.com

Date: November 1, 2018

Re: **PLNHLC2018-00616 Construction of Hotel Building, Major Addition to Salt Lake Union Pacific Railroad Station and Demolition of Non-Contributing Structures at approximately 2 South 400 West**

PROPERTY ADDRESS: Union Pacific Railroad Station, 2 South 400 West
PARCEL ID: 0836376016
HISTORIC DISTRICT: Salt Lake City Landmark Site
ZONING DISTRICT: Gateway-Mixed Use
MASTER PLAN: The Gateway Specific Plan, Creating an Urban Neighborhood – Land Use & Development Master Plan, Central Community Master Plan, Downtown Plan 2016.
DESIGN GUIDELINES: Commercial Design Guidelines

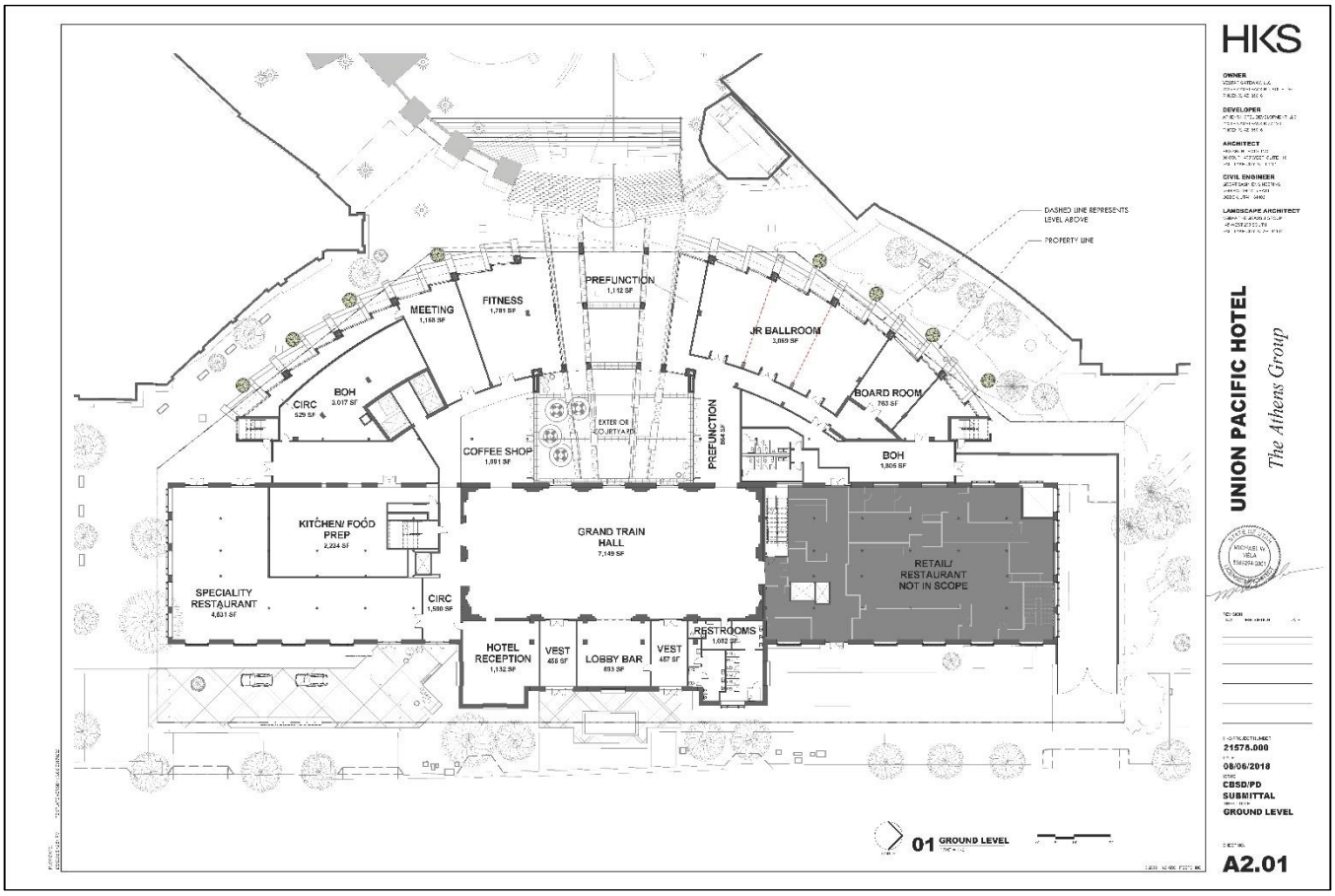
REQUEST: Construction of Hotel Building, Major Addition to Salt Lake Union Pacific Railroad Station and Demolition of Non-Contributing Structures at approximately 2 South 400 West
Emir Tursic, HKS Architects, on behalf of Vestar Gateway, LLC and Athens Hotel Development, LLC, is requesting approval from the City to construct a new hotel linked with, and as a major addition to, the Union Pacific Depot, and to demolish the single story additions to the rear of the station building. The new hotel will include approximately 225 rooms, retail and conference facilities, and will adapt the interior of much of the Union Pacific building including the Grand Hall of the Station into public hotel reception, restaurant, café and bar amenities, with hotel suites above the south wing on two floors. The new hotel building will link directly with the Union Pacific Railroad Station building at ground level and via bridge links at either end at higher level. The Salt Lake Union Pacific Railroad Station is a Salt Lake City Landmark Site and is listed on the National Register of Historic Places. The proposed development will also be reviewed by the Planning Commission for approval as a Planned Development and for Conditional Building and Site Design Review for a proposal in excess of the maximum height for the zone. The subject property is zoned Gateway-Mixed Use and is subject to the H Historic Preservation Overlay as a Salt Lake City Landmark Site.

RECOMMENDATION: Based on the analysis and findings listed in this staff report, Staff recommends that the Historic Landmark Commission approve the application PLNHLC2018-00616 Construction of Hotel Building, Major Addition to Salt Lake Union Pacific Railroad Station and Demolition of Non-Contributing Structures at approximately 2 South 400 West, with the following conditions:

1. That approval of details of alterations to the Union Pacific Station building is delegated to Staff.
2. That approval of details of the design of the new hotel building and associated landscaping is delegated to Staff.

The Union Pacific Hotel Development

The proposed development is for a new eight story crescent shaped hotel building, situated immediately west of and linked with the Union Pacific Railroad Station building. The proposed hotel would adapt a major part of the interior of the station building, with the hotel lobby and supporting public amenities including restaurant and bar occupying the Grand Hall and associated spaces to the east and to the south of the hall. Above ground level, the upper two floors of the south wing of the building would accommodate hotel suites. The station section of the hotel would be linked to the new building to the west at ground floor level with single story café and function/meeting space. The latter, to the north and the south ends of the new hotel building, would frame an open court which would taper from the rear façade of the station building below the new hotel building to the Gateway retail area to the west, maintaining the public way through and easement from the Grand Hall. The new hotel would again link with the station building at second and third floor levels by two open bridges at either end of the building.



Otherwise, the new hotel building steps away from the west façade of the station building by approximately 18 feet at either end, with the concave facade of the crescent shaped hotel building arcing back to frame an open court between the two buildings. The ground level footprint of the new building generally reflects the area occupied by the late 1990s single story additions to the west side of the station building. Effectively, the proposed development would echo the area of the existing station development with its later additions, with slight variations along its western edge.

As proposed, the Union Pacific Hotel would include up to 225 guestrooms, including 26 suites. The anticipated guestroom range currently specified is 210-225 keys, contingent upon final decisions on guest room size and mix. These would occupy seven floors of the new hotel building and the two upper floors of the south wing of the station building. Within the station building, the ground level hotel use would include the Grand Train Hall, lobby

bar, hotel reception and restaurant, with board room and specialty bar on the upper level on the east side of the grand hall. The north wing of the station building does not fall within this Union Pacific Hotel proposal, and will remain in use as restaurant/bar and live music venue. Within the new hotel building, the ground level would include ballroom and associated function spaces, board room, meeting room, fitness room, coffee shop and back of house space. The hotel would use an existing service tunnel and spaces below the station building. Parking for the hotel would be allocated space within the underground parking facilities to the south within the Gateway complex. The building is also within a short walk of two Trax stations. For additional detail please refer to Application Materials in Attachment C.

The Union Pacific Railroad Station

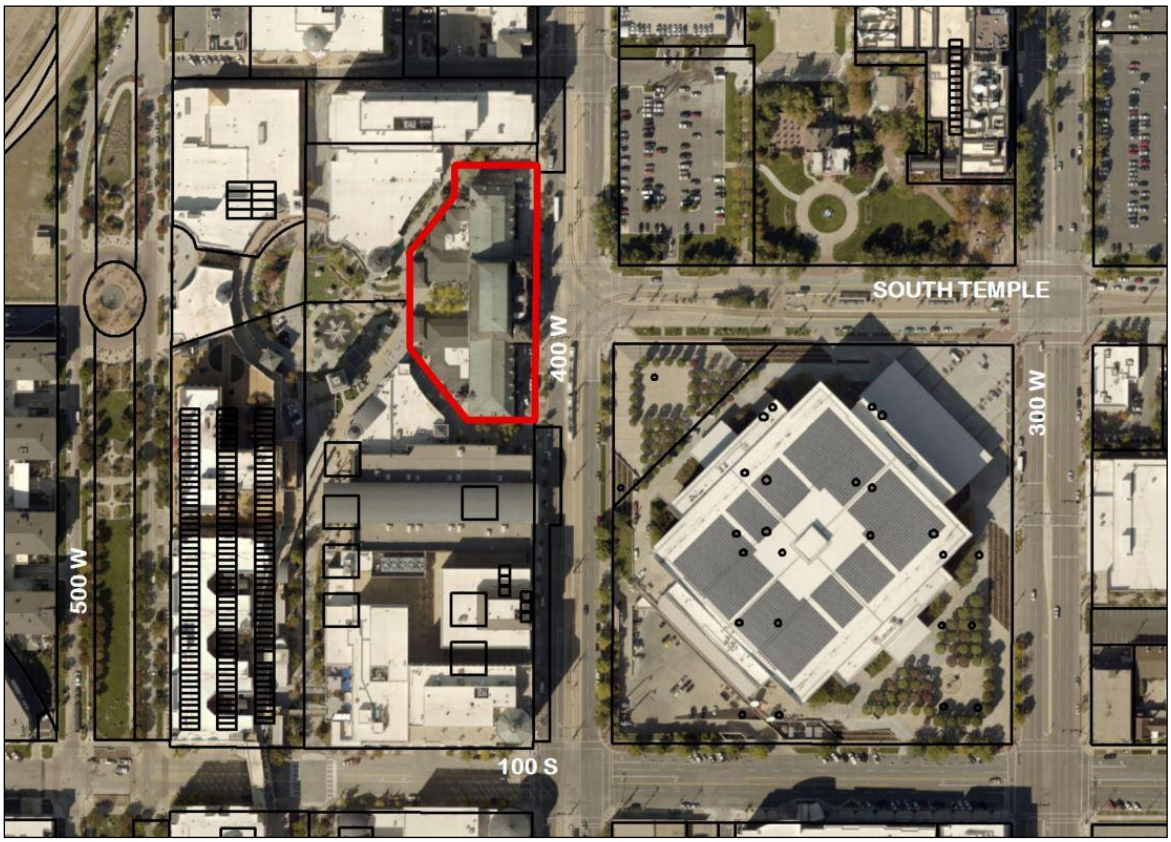
The Salt Lake Union Pacific Railroad Station was constructed between February 1908 and July 1909, and designed by D. J. Patterson. It provided joint services for the San Pedro, Los Angeles and Salt Lake Railroad and the Oregon Short Line with the opening of a more direct rail line to Los Angeles which avoided the journey via Sacramento. The building is designed in French Renaissance style with the tall central section with soaring roof fronted by two towers on the east side. Construction used reinforced concrete faced with red brick, with a gray/buff sandstone first floor with red brick above on its eastern façade to 400 West. The building was designated a Salt Lake City Landmark Site in 1972 and was placed on the National Register of Historic Places in July 1975. The station building is noted in the nomination survey as an "imposing landmark in Salt Lake City" because of its formalism, grand scale and thoughtful detailing, and as "one of the outstanding architectural structures in Utah." Although it has undergone some minor alterations, including the removal of some of its decorative cresting ironwork and a change in roof materials to copper, the essential historic integrity of the station remains intact. The 1975 National Register Nomination can be reviewed in Attachment A to this report.

The Site in Context

From its initial role as Salt Lake City's premier railroad station, the Union Pacific Depot now anchors the north-east corner of the Gateway development. With its more recent single story rear additions, it overlooks the public space, Olympic Legacy Plaza, focused upon Rio Grande Street below to the west. The east façade of the station faces 400 West as focal point and view terminus of the extended city vista along South Temple, playing a singular role as a Salt Lake City landmark. The proposed new hotel building is eight stories in height reaching a maximum of 94 ft. 10 ins. at roof level and 99 ft. to the top of stair and elevator towers. This is marginally below the height of

the central roof section of the station building, and approximately two floors higher than the north and south wings of the station. To the north and northwest, the current Gateway buildings rise to a maximum of 131 ft.

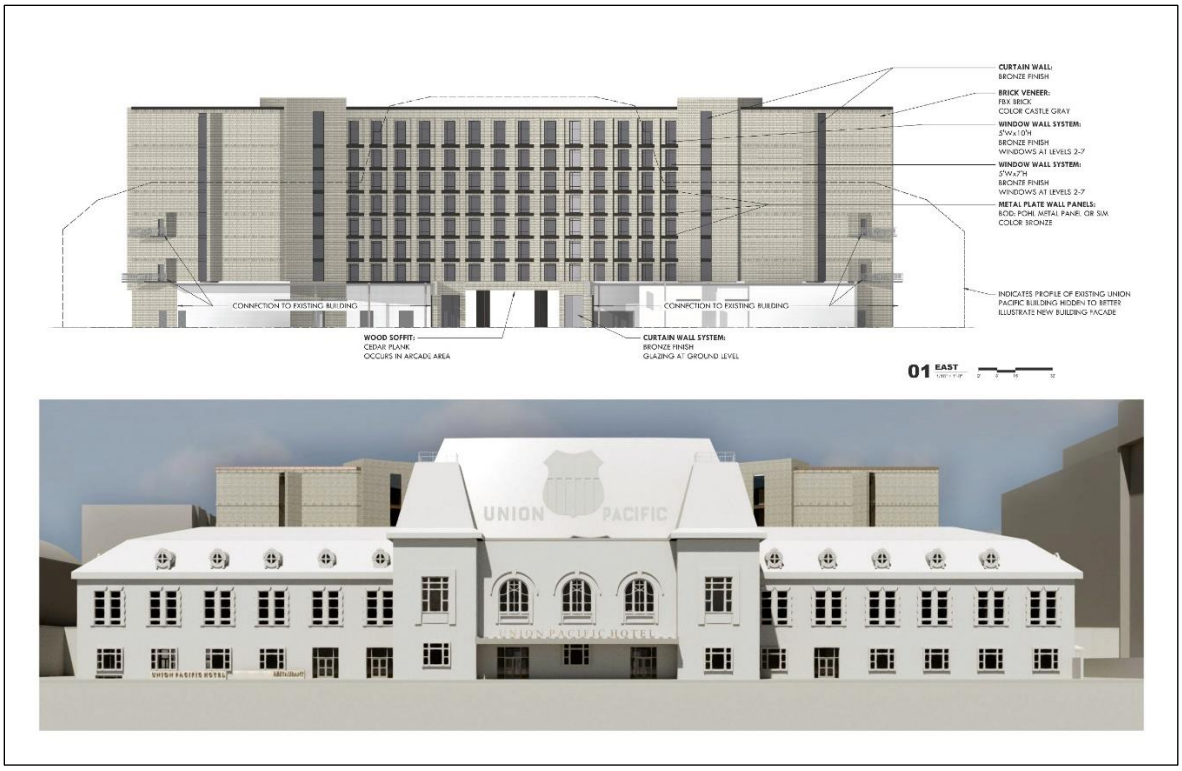
Location Map

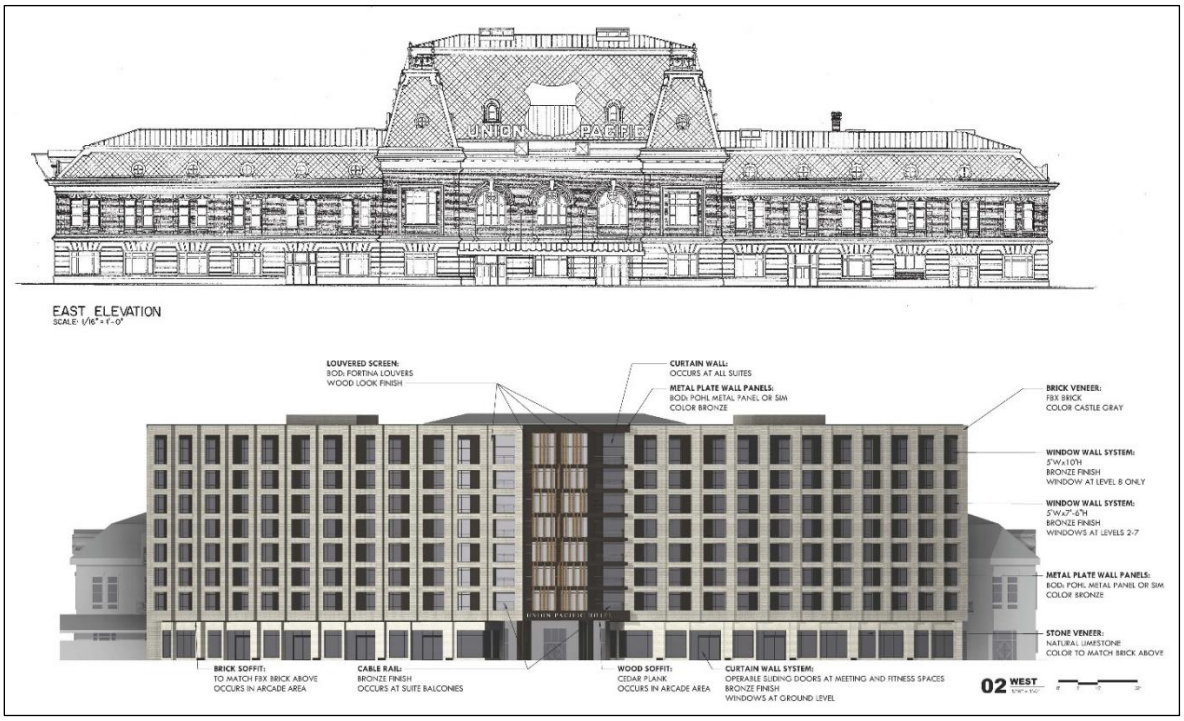


The site and building occupy a key intersection between South Temple and 400 West, providing historic counterpoint to the elevated Vivint Arena to the immediate southeast, and the Gateway complex to the north, west and the south. Immediately west, the single story structures of the Gateway descend into the Olympic Legacy Plaza public open space opening off Rio Grande Street. The Union Pacific Station building frames the elevated eastward views from the plaza. Three blocks to the south, the historic Rio Grande Railroad Station building again picks up, echoes and complements the importance of rail in the history and development of the city and the western edge of the Downtown area.

The Design of the New Building

The new hotel building is circumscribed and designed to equate closely with the plan and the symmetry of the current station building and its recent single story additions. In doing so, it retains and remodels the open court immediately west of the station, and the public way through from the Grand Hall west to the Gateway development, Rio Grande Street and associated open spaces. In plan, the new building adopts a crescent form, stepping some feet away from the station building and creating an open court and volumetric space between the two buildings. In composition, the new building is designed to reflect the symmetry of the station building, while adopting a distinctly different character for the east and the west facades.





The first level, the ground floor of the new hotel building, is taller in stature than the floors above, and is distinctly differentiated in its proportions, its design, detailing and materials. The top floor of the building is also differentiated in stature, with taller proportions expressed in the articulation and fenestration of the facades, while the detailing and materials are consistent with the floors below. The central portion of six stories have

similar floor heights and proportions. Considerable articulation and modeling of both facades rises through the upper seven floors, creating a strong vertical emphasis in visual terms, although distinctly expressed in each case.

The convex symmetrical west façade is designed as a series of full height window bays, with each bay stepping back or projecting forward from the adjacent as they proceed away from the center, with each bay adopting a different plane and orientation – described as a 'series of revolving planes' in the application narrative. As a composition, they create a 'serrated' and strongly articulated western façade either side of a full height, three bay wide and distinctly designed western entrance focus.

The concave east façade is also symmetrical in design, with strongly modeled full height vertical window bays above the ground floor. Each bay has an external balcony, with the window plane set back sequentially behind two distinct planes of brickwork and bronze metal paneling. The central section of the façade is framed to the north and south by the terminating wings of the hotel. Faced primarily in solid brickwork, these wings including the slightly taller elevator/stair towers, are relieved by slim full height window bays and are flanked by the bridge links to the station building at either end of the facade. Subtle design variation in detailing the brickwork helps to define the different floor levels through a combination of projecting and flush brick coursing and brick texture, providing visual interest in façade masonry, evident in particular where the wings would rise above the wings of the station.

The palette of materials includes a limestone facing for the first level, with two distinct textures of the same brick for the floors above. The detailed design of the brickwork uses a variation in texture, in plane and in brick coursing to differentiate each floor, as well as each floor level, of the building, thus effectively reducing its apparent scale while adding considerable finer grain detail and visual interest. Additional materials include bronze for details, curtain walling, paneling, window framing and coping, with cedar faced soffits to the court extending beneath the building. The color of the brickwork is chosen to match the sandstone base of the station and specifically to avoid competing with its rich red brickwork and detailing. Where it will be seen in conjunction with or above the station building, the buff gray brick is designed to create both a complementary compatibility and a neutrality in terms of a backdrop.

The applicants introduce the development proposal with the following statement of intent.

> *The Union Pacific Hotel project will invigorate the original spirit and historic character of the Union Pacific Railroad Station by exhibiting its rich heritage to the Salt Lake City travelers and hotel guests as well as the Gateway visitors and Salt Lake City residents. Additionally, the Union Pacific Hotel will aim to accelerate the current revitalization efforts of the Gateway by becoming an anchor of activity and entertainment at a key transit-oriented location, with excellent proximity to the Salt Lake City International Airport, the Salt Palace convention center and the downtown core while creating an enhanced pedestrian link between South Temple and the Gateway District.*

In illustration the achievement of this goal the application graphically presents and evaluates the proposed development. The narrative addresses Design and Compatibility, with specific attention to Building Context, Massing and Orientation, Architectural Character and Articulation, Building Setbacks, Pedestrian Level Access and Transparency, Building Materials, Lighting Design, Signage, Building Height, Parking, Building Services Areas and Landscape Plantings.

The application narrative also analyzes the new hotel design in relation to the City's Commercial Design Guidelines, focusing upon Context and Character, Site Design and Orientation, Mass, Scale and Form, Architectural Character and Façade Elements, Building Materials, Lighting and Canopy Design Options. Refer to Attachment C for the detailed application development narrative and drawings.

The Proposed Alterations to the Station

The emphasis of this development application lies primarily with the 'addition' of the new hotel building, while also adopting a sensitive approach to the adaptation and integration of the Union Pacific Station building as the centerpiece of the hotel concept and presence. While some details will be determined and resolved as the design progresses, the current application outlines a considered approach to the retention and the use of the station building. Existing single story rear additions will be replaced by new single story hotel spaces, and specific alterations to the station fabric are not currently proposed. New bridge links from the station building to the new hotel building are designed to use existing rear fire escape access points, with detailed design of these alterations to be resolved. Otherwise, no external alteration to historic fabric is anticipated. The existing external fire escape gantries will be removed. Refer to Photographs in Attachment B.

Internally, the objective is to retain and use the Grand Hall of the station as the primary focus of the hotel, with minimal alteration. Internal spaces to the east side of the Grand Hall will be repurposed as hotel lobby, bar and attendant facilities. Above, along the east side of the hall, existing space will be used as upper level bar, reopening the previously closed arched windows to overlook the Grand Hall beyond and below. The arched stained glass windows lighting the opposite western side of the hall will be retained.

Externally on the east side, consideration will be given to the form of external canopies, using existing and/or new additions. Some new signage will be designed, with detailed designs and locations to be resolved. The Historic Landmark Commission has the authority to approve signage which may not completely accord with ordinance standards where it is concluded it may be sensitive to the building character given it new use. A new decorative paving layout will identify the hotel entrance and the vehicular drop off area in front of the south wing. The landscaped area immediately to the north of the station building would be retained.

Master Plan Objectives

The following plans have established parameters for land use and development within the Gateway area.

- Creating an Urban Neighborhood. Gateway District Land Use and Development Plan 1998,
- The Gateway Specific Plan 1998,
- The Central Community Master Plan 2005.
- The previous master plans have recently been updated by the Salt Lake City Downtown Plan 2016
- The Urban Design Element 1990

Additional Planning, Zoning & City Review
The Union Pacific Hotel development will be reviewed by Planning Commission as a Planned Development (21A.55), a requirement of the Gateway-Mixed Use zone for all new construction, and under Conditional Building and Site Design Review (21A.59) for a building height in excess of the as-of-right zoning maximum of 75 feet. A work session to introduce the development proposals to the Planning Commission was held on October 10, 2018. The Planning Commission had questions, with the majority of initial comments in support of the proposed development, with a reservation voiced about the proposed height and impact upon the station building. The Staff Memorandum and the video record for the Planning Commission meeting can be reviewed at the following links.
http://www.slcdocs.com/Planning/Planning%20Commission/2018/UPHMemo.pdf
https://www.youtube.com/watch?v=k9jSCNZDjik
A full review and public hearing with the Planning Commission on these specific applications is scheduled for November 14, 2018.

The Historic Landmark Commission also has the authority (21A.06.050) to approve additional height for a development proposal "where it is found that the underlying zoning would not be compatible with the historic district and/or landmark site." In this case, the applicant has chosen to apply for review through the Conditional Building and Site Design review process.

Initial City Department Review Comments are included in Attachment F to this report.

Public Commentary
A Public Open House was held on September 19, 2018, at the Grand Hall in the Union Pacific Station, with the Applicants and City Staff in attendance. Approximately 15 people attended the Open House, with 12 written comments submitted. Public comments at the Open House were almost entirely positive in terms of preservation and activation of the Union Pacific Station, and the design of the new building, with one or two reservations expressed about the loss of the view of the west side of the building. See Attachment E for Open House comments.

Two telephone inquiries have been received seeking additional information on the proposed development. At the time of the publication of this report no further or other representations from the public have been received.

Key Considerations
The Staff evaluation (Attachment D) of the proposed Union Pacific Hotel does not identify any adverse impacts upon the existing Union Pacific Station, its landmark importance and prominence, its immediate and wider context including the Gateway development, or in relation to the general and detailed design review criteria addressed in the historic new construction standards and commercial guidelines. Areas of consideration might include the following.

1. The Historic Integrity of the Union Pacific Railroad Station
Current proposals specifically confirm the intent to maintain the historic architectural integrity of the Union Pacific Station building. In Staff's evaluation of this application no adverse effect is identified. The adaptive reuse proposed is anticipated to repurpose the station building in a manner which reinvests in its architectural character and its public and private role. Minor alterations to the interior have yet to be resolved but are assumed will be conditioned by the stated goal of maintaining historic architectural integrity.

2. The Immediate Setting of the Station and its Public Realm
The proposed new hotel building is positioned to the rear of the Union Pacific Station within the footprint established by the rear additions to the existing building, and is detached from it, excepting ground level links and limited bridge links above at either end. Its crescent form sweeps further away from the station towards the center, reducing any visual impact it may have when perceived above and behind the station. The public realm, as defined by current public space and access through the center of the site and around its north and south perimeters, is retained in these proposals. At the same time, the public experience of the building, the site and the setting would be redefined and enhanced by the development.

3. The Design of the New Hotel Building
No adverse impacts arising from the design of the new hotel building are identified in this Staff evaluation. To the contrary, the building form, scale, massing, articulation, detailed design and materials appear to have been closely considered in the context of the station building, the setting of the Gateway, and the architectural experience of the integration of both. While some details might be anticipated to undergo refinement as the design is further resolved, the character and visual impact of the design as presented would not encourage concerns in terms of future refinement.

4. The Regenerative Economic, Social and Cultural Impact upon the Union Pacific Station and Gateway Quarter
The application confirms the development aim of economic and social revitalization of the Station and the Gateway. While this goal is not specifically examined in this evaluation of the construction of a new hotel building, addition to the Union Pacific Station building and its adaptive re-use, neither is it's positive impact questioned.

ATTACHMENTS:

A. Nomination - National Register of Historic Places
B. Photographs
C. Application Materials
D. Design Standards & Guidelines & Evaluation of New Construction
E. Public Commentary
F. City Review Comments

ATTACHMENT A: NOMINATION – NATIONAL REGISTER OF HISTORIC PLACES

Form No. 10-300 (Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED JUN 2 1975
DATE ENTERED JUL 2 1975

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
Salt Lake Union Pacific Railroad Station

AND/OR COMMON

2 LOCATION

STREET & NUMBER
South Temple at 400 West — __NOT FOR PUBLICATION

CITY, TOWN
Salt Lake City — __ VICINITY OF

CONGRESSIONAL DISTRICT
2

STATE	CODE	COUNTY	CODE
Utah	49	Salt Lake	035

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	__COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDENCE
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	X TRANSPORTATION
		__NO	__MILITARY	__OTHER:

4 OWNER OF PROPERTY

NAME
Union Pacific Railroad Company

STREET & NUMBER
1416 Dodge

CITY, TOWN
Omaha — __ VICINITY OF — STATE: Nebraska

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC. County Recorder, City and County Building

STREET & NUMBER

CITY, TOWN
Salt Lake City — STATE: Utah

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
State Register of Historic Sites / Historic American Buildings Survey

DATE
January 12, 1972 / Summer 1974 — __FEDERAL XX STATE __COUNTY __LOCAL

DEPOSITORY FOR SURVEY RECORDS Utah State Historical Society

CITY, TOWN
Salt Lake City — STATE: Utah

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
X EXCELLENT	__DETERIORATED	X UNALTERED	X ORIGINAL SITE
__GOOD	__RUINS	__ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Salt Lake Union Pacific Station is a large detached building, basically rectangular in shape with wings on both sides of the central waiting room complex. The central area is 100 x 136 feet while the wings measure 71 x 126 feet each. The central complex is the tallest but contains only two stories, the added height taken up by a dome ceiling over the waiting room. The wings contain three stories each and are arranged symmetrically with respect to the central complex. There is a basement under both wings but not under the central complex. Basement walls are constructed of reinforced concrete with some brick work. Exterior walls on the first level are made of cut gray sandstone which has a smooth dressed finish and is laid in even courses. The sandstone is a veneer for the structural walls of reinforced concrete. Walls above the first level are made of brick, laid in stretcher bond.

The mammoth roof is mansard and features small circular French Second Empire dormers which seem overwhelmed by the massive arc of the roof and the large windows on the lower level. Perhaps the most distinctive architectural feature, the roof is covered with black slate shingles and is terminated by fancy metal entablatures and crestwork, all in French Renaissance style.

The cornice is heavily molded, boxed, bracketed and has a molded frieze.

Window bays in the station are of three types--square, segmented and Roman. The flat bays contain several window types, most of which feature decorative brick framing in the form of radiating voussoir headers or corbeled square brick "frames." In each bay are combination of double-hung sash windows and larger fixed sash center and transom windows. The segmented bays are on the ground level only and constitute the openings for several triple door entries. The three Roman or half-round bays are found on the second level of the central complex of the station. These bays are recessed from the main plane of the building and have corbeled arches. The windows themselves are either fixed or casement.

Other exterior decorative elements include the twin front towers, carved stone gargoyles, faint quoins at the building's corners, classical fascia on the entry canopy, stained glass windows (on the west side) and original gas lamps.

The station's interior consists of a typical grouping of railroad-related rooms, including waiting rooms; baggage rooms; ticket office, employees and administrative offices; railway agent and express offices; telegraph, engineering and equipment offices; club rooms and many other specialized rooms and areas. Most impressive architecturally is the large waiting room with its round, vaulted ceiling and lighting fixtures recessed in the arches of the vault.

Form No. 10-300a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

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French Renaissance decoration is again apparent in the classical wall pilasters, cartouche-motifs at the capitals, round-arched hallways and balcony bays and overall classical treatment of moldings and other decorative elements. The French Renaissance design theme is carried consistently throughout the building. Because of its formalism, grand scale and thoughtful detailing, the station is an imposing landmark in Salt Lake City.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	__COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	X TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1908-09 BUILDER/ARCHITECT D. J. Patterson

STATEMENT OF SIGNIFICANCE

The completion of the Union Passenger Station which provided joint services for the San Pedro, Los Angeles and Salt Lake Railroad and the Oregon Short Line was the culmination of a series of events, the most important of which was the establishment of a more direct rail route to Southern California. In the early 1900s there existed a rivalry between Senator William A. Clark of Montana and the E. H. Harriman railroad interests over a proposed rail link between Salt Lake City and Los Angeles, California. A settlement was reached in June of 1903 and in September of that year maps were published indicating the proposed improvements for the Oregon Short Line in Salt Lake City, including a new depot to be shared with the San Pedro, Los Angeles and Salt Lake Railroad. The new direct route was completed and opened for business in the spring of 1905. By eliminating the need to travel to Southern California via Sacramento (on Harriman-controlled systems), passengers and freight traveled more quickly and inexpensively due to a savings of over 400 miles between the two cities.

On September 12, 1903, an announcement was carried in the Deseret Evening News, noting plans for a proposed depot on the present site. Two years later the Oregon Short Line was given permission to go ahead with the proposed depot; however, work did not commence until February 1908. D. J. Patterson, architect for the Southern Pacific Company, prepared the plans for the building in cooperation with John D. Isaacs, consulting engineer for the Harriman System.

The depot was completed in July 1909 and has served as Salt Lake City's railroad transportation center since that time. Its greatest significance, however, is its place as one of the outstanding architectural structures in Utah.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Deseret Evening News, September 12, 1903 and July 31, 1909.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY one acre

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	12	423840	4513350
B			
C			
D			

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE	CODE	COUNTY	CODE
STATE	CODE	COUNTY	CODE

11 FORM PREPARED BY

NAME / TITLE

Allen Roberts/Architectural Historian and Peter Goss/Architectural Historian

ORGANIZATION — DATE

Utah State Historical Society — May 2, 1975

STREET & NUMBER — TELEPHONE

603 E. South Temple — 801-328-5755

CITY OR TOWN — STATE

Salt Lake City — Utah

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE X LOCAL ___

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

FEDERAL REPRESENTATIVE SIGNATURE Melvin T. Smith

TITLE Melvin T. Smith, State Historic Preservation Officer DATE May 29, 1975

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DIRECTOR, OFFICE OF ARCHEOLOGY AND HISTORIC PRESERVATION — DATE 7/9/75

ATTEST: KEEPER OF THE NATIONAL REGISTER — DATE 7-8-75


UNION
PACIFIC
RAILROAD
STOP

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES PROPERTY PHOTOGRAPH FORM

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SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES ENCLOSE WITH PHOTOGRAPH

1 NAME

HISTORIC
Salt Lake Union Pacific Railroad Station

AND/OR COMMON

2 LOCATION

CITY, TOWN Salt Lake City ___VICINITY OF COUNTY Salt Lake STATE Utah

3 PHOTO REFERENCE

PHOTO CREDIT N. V. McNeeley DATE OF PHOTO May 1975

NEGATIVE FILED AT Utah State Historical Society

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 1

front of station looking from east to west

#1082

#1082

PROPERTY OF THE NATIONAL REGISTER

Form No. 10-301a
(Rev. 10-74)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

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Salt Lake Union Pacific Railroad Station

AND/OR COMMON

2 LOCATION

CITY, TOWN Salt Lake City ___VICINITY OF COUNTY Salt Lake STATE Utah

3 PHOTO REFERENCE

PHOTO CREDIT N. V. McNeeley DATE OF PHOTO May 1975

NEGATIVE FILED AT Utah State Historical Society

4 IDENTIFICATION

DESCRIBE VIEW, DIRECTION, ETC. IF DISTRICT, GIVE BUILDING NAME & STREET PHOTO NO. 2

front and side of station looking from southeast to northwest

#2 of 2

#2 of 2

ATTACHMENT B: PHOTOGRAPHS

400 WEST

400 WEST

FROM SOUTH TEMPLE

400 WEST

400 WEST

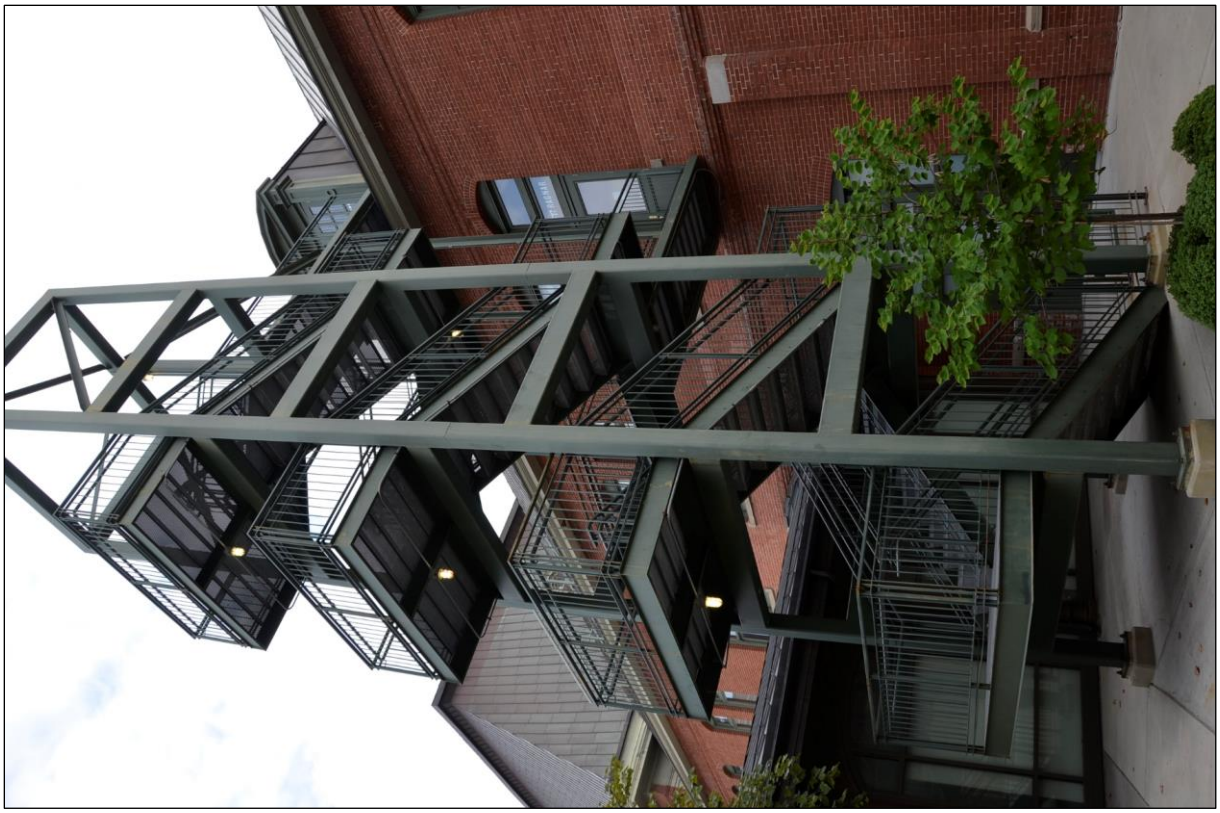
400 WEST


THE
GATEWAY
MEGAPLEX
THEATRES
CLARK
PLANETARIUM
THE PLAZA

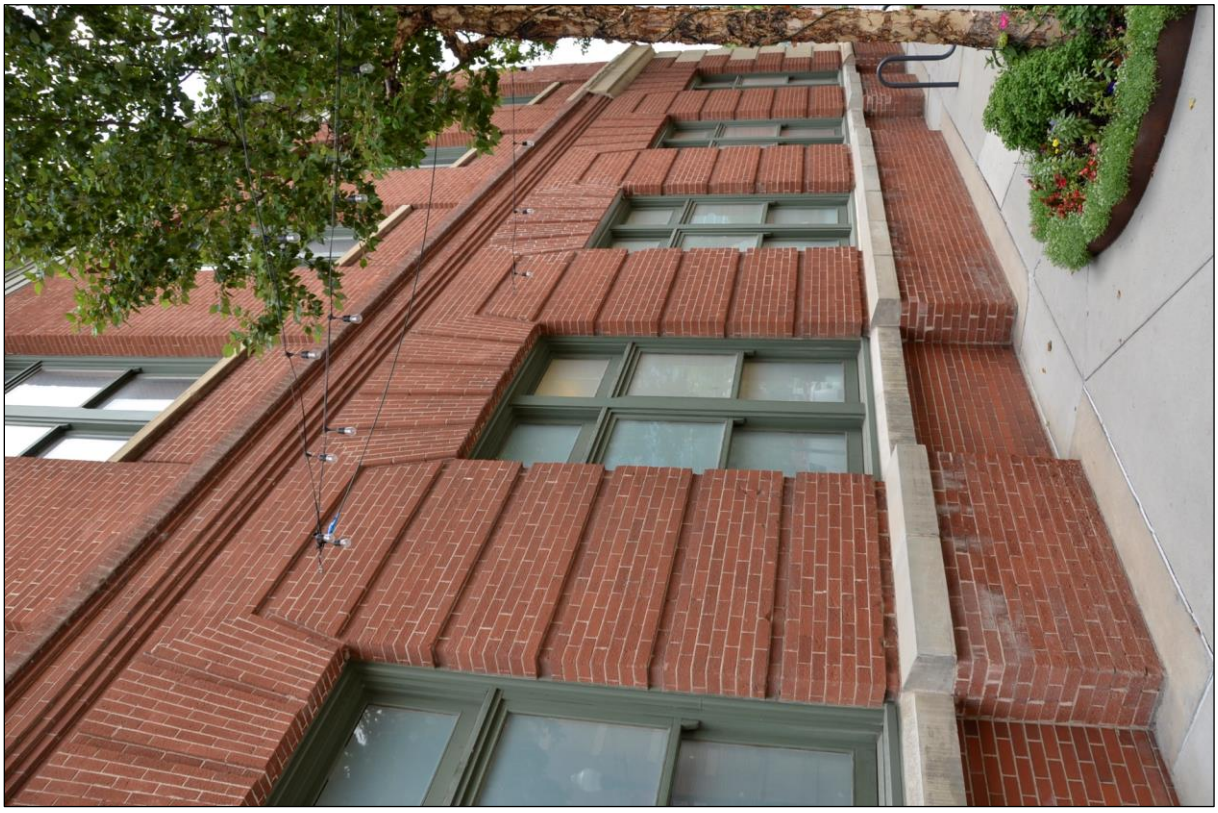
WEST FAÇADE & GATEWAY

THE BUILDING & SITE FROM THE WEST

THE SITE FROM THE SOUTH-WEST



WEST & SOUTH FACADES



WEST FAÇADE & EAST FACADE

GRAND HALL

GRAND HALL

ATTACHMENT C: APPLICATION MATERIALS

1. DEVELOPMENT DESIGN NARRATIVE
2. APPLICATION DRAWINGS
3. PUBLIC OPEN HOUSE PRESENTATION MATERIALS

ATTACHMENT C.1: DEVELOPMENT DESIGN NARRATIVE

THE UNION PACIFIC HOTEL

The Athens Group HKS

CONTENTS


GOLD COAST
LIMITED

PROJECT DESCRIPTION AND HISTORY

Following the construction of a new rail link between Salt Lake City and Los Angeles in 1905, a new passenger station was constructed in Salt Lake City to provide joint depot services for the San Pedro, Los Angeles and Salt Lake City Railroad and the Oregon Short Line Railroad. By eliminating the need to travel to southern California via Sacramento, the new direct link saved over 400 miles of travel allowing passengers and freight to travel more quickly and inexpensively. The construction of the new rail link and the passenger station, later acquired by the Union Pacific Railroad, marked the prosperous era in the history of American railroad travel and an important historic milestone for Salt Lake City.

The passenger station was completed in July of 1909 and as evident from its early photographs, it was a dynamic place, filled with energy that celebrated the concept of voyage and transportation by connecting Salt Lake City travelers, visitors and goods to other parts of the country. Originally called the Union Station, Union Pacific Railroad Station continued to operate until 1970's when it was acquired by Amtrak and replaced by the nearby Rio Grande Station. The station was designated as a local site landmark in 1972 and listed on the National Register of Historic Places in 1975 to protect its historic and architectural significance. As a part of the Gateway development in the late 1990's, the project developer undertook a substantial restoration of the building when the north building wing was converted into an entertainment venue, appropriately named the Depot, while the upper levels of the south wing were readapted as office space. The grand hall, whose original design and historic content have been well preserved, was designated as a public space. After the opening of the City Creek Mall, the Gateway experienced a rapid decline in retail and activity leaving the grand hall a vacant pass through space occasionally used for private events. Since acquiring the struggling retail center in 2016, Vestar has implemented a plan to reinvigorate The Gateway as an entertainment-oriented lifestyle center incorporating new retail, restaurant, entertainment venue and creative office uses. Part of the re-development strategy includes an adaptive re-use of the Union Pacific Railroad Station building to an upscale boutique hotel that will complement the other components of the mixed use and serve as a gathering place for visitors and residents of Salt Lake City.

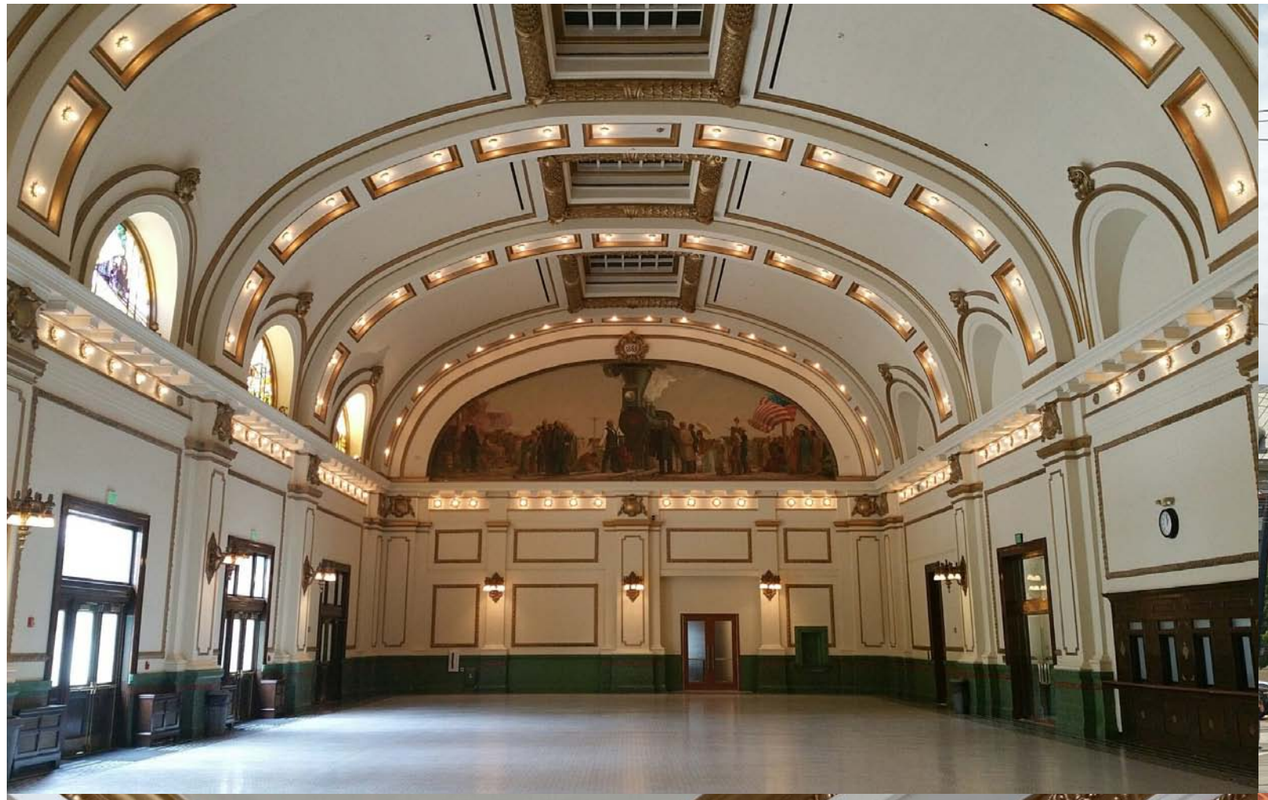
Following many successful precedents that converted abandoned Union Stations throughout the country into unique hotels, the Union Pacific Hotel project proposes adaptive re-use of the historic Passenger Station. The adaptive re-use will incorporate approximately 44,000 square feet of the existing building which will include the grand hall and the entire south wing while the north wing will continue to operate as the Depot entertainment venue. The upper levels of the south wing will be converted into signature hotel suites while the ground level will become a new restaurant. The historic building will be complemented by a new, eight story guestroom structure located west of the existing building. The anticipated hotel guestroom count will be between 210 – 225 rooms.

The Union Pacific Hotel project will invigorate the original spirit and historic character of the Union Pacific Railroad Station by exhibiting its rich heritage to the Salt Lake City travelers and hotel guests as well as the Gateway visitors and Salt Lake City residents. Additionally, the Union Pacific Hotel will aim to accelerate the current revitalization efforts of the Gateway by becoming an anchor of activity and entertainment at a key transit-oriented location, with excellent proximity to the Salt Lake City International Airport, the Salt Palace convention center and the downtown core while creating an enhanced pedestrian link between South Temple and the Gateway District.

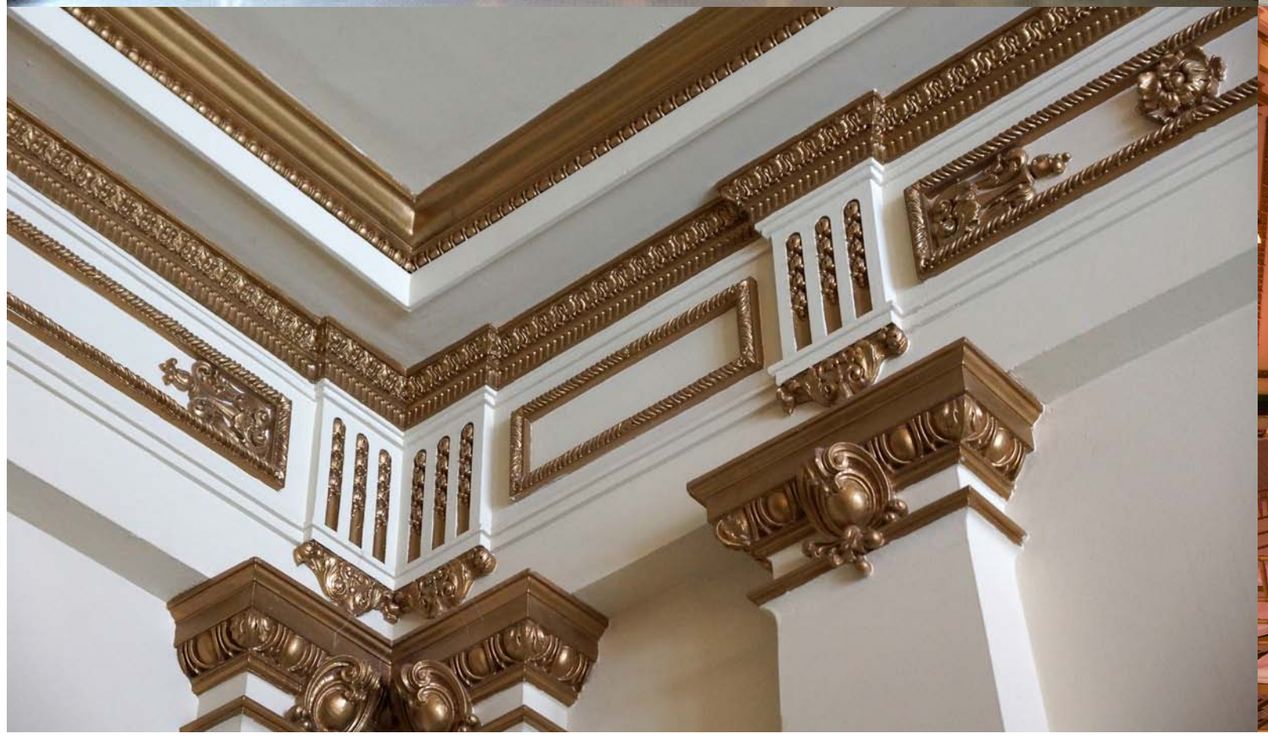

BAGGAGE
ROOM

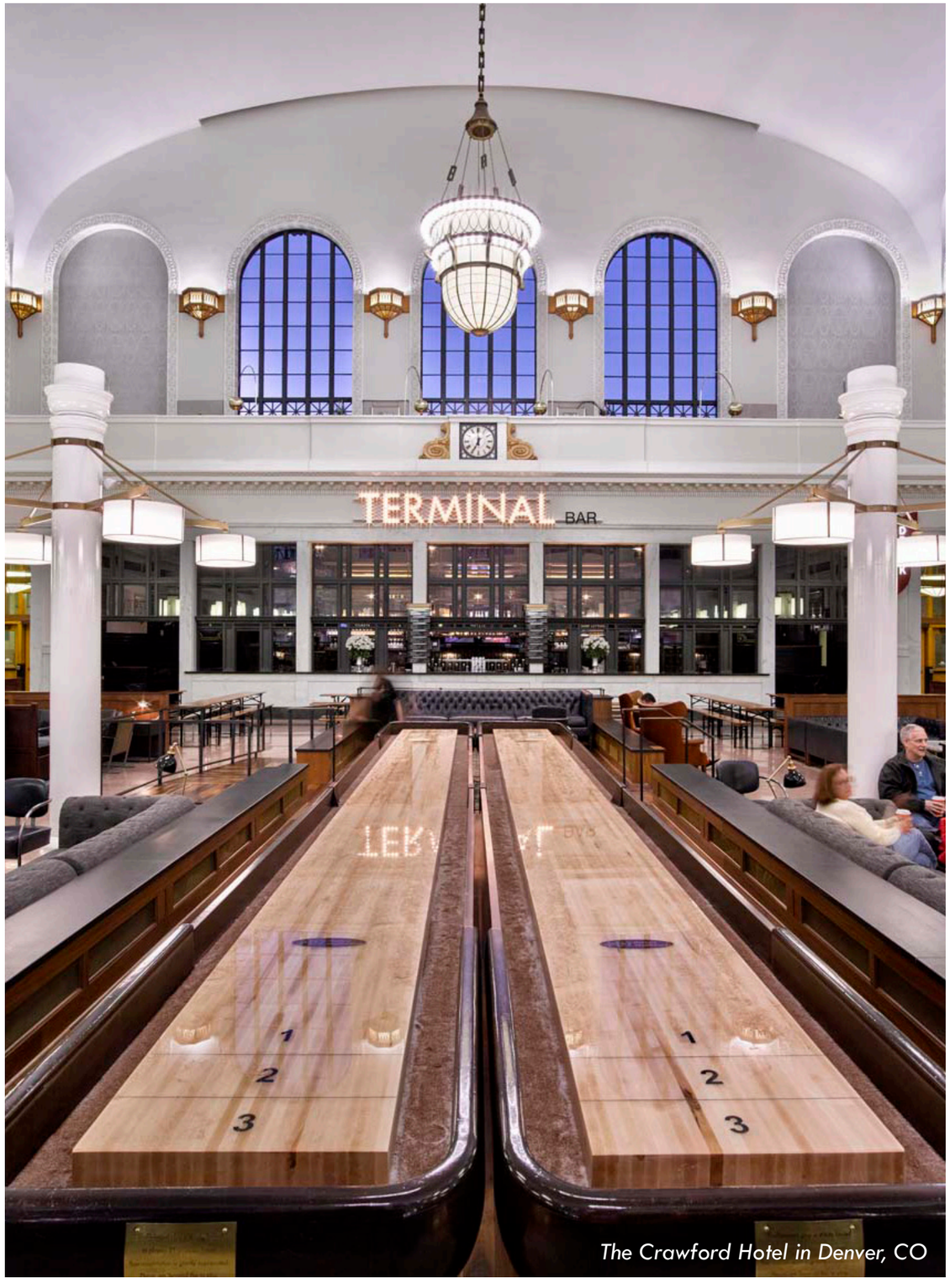

BUS STOP
150-650
15948


SPRY
Rinso
SPRY
SPRY
Rinso
SPRY

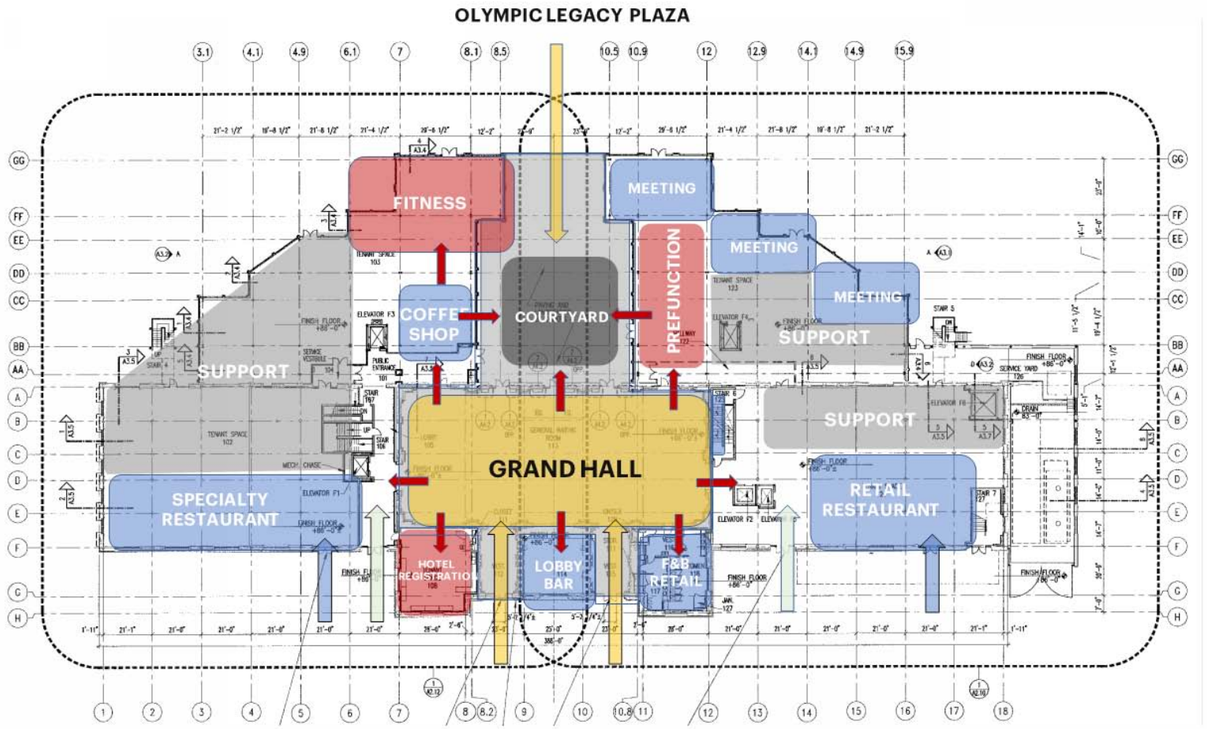


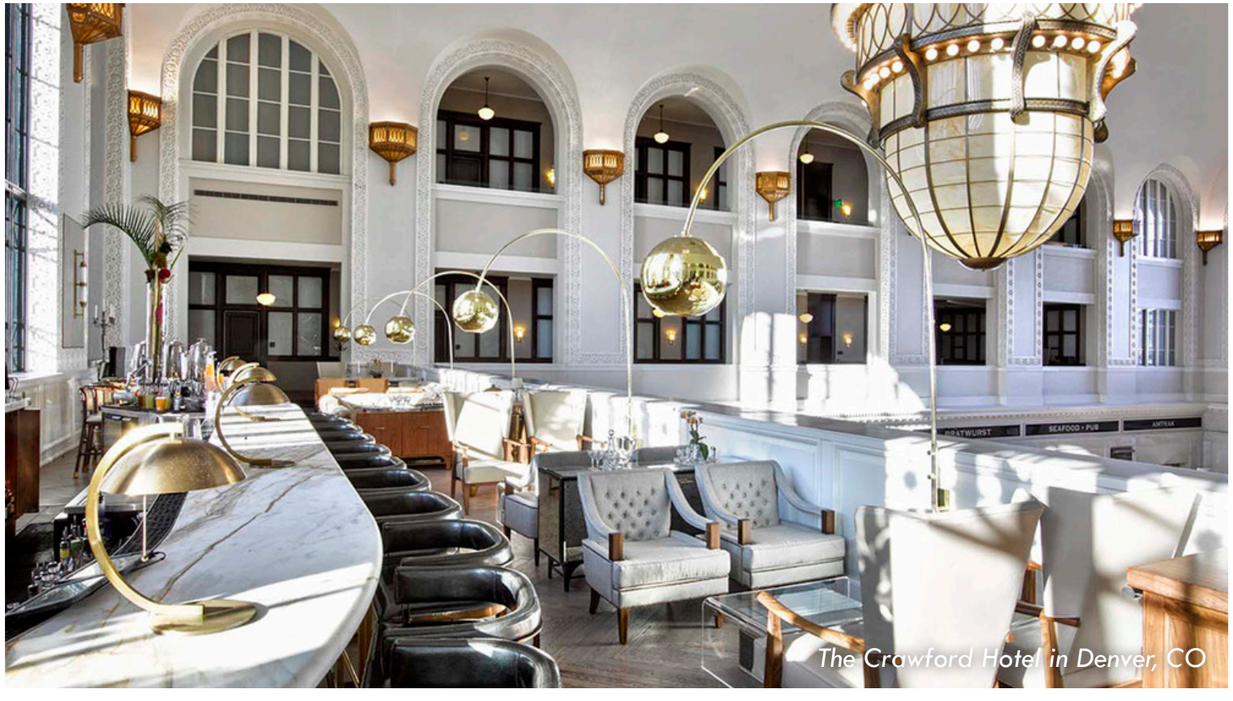

UNION PACIFIC RAILROAD
UNION PACIFIC





The Crawford Hotel in Denver, CO





The Crawford Hotel in Denver, CO

A. PLANNED DEVELOPMENT OBJECTIVES

The Union Pacific Hotel will be located in the heart of the Gateway Mixed Use District and will meet the following Planned Development objectives:

1. The new building will be compatible and will relate to its diverse context through its form, architectural style, articulation, scale and materiality as described in the Design Compatibility section. The new building will be particularly sensitive and respectful to the historic Union Pacific Railroad Station and will not compete or distract from its historic architecture by following design guidelines for historic additions and new construction (refer to Section H) .

2. The project will preserve and invigorate currently underutilized portions of the historic Union Pacific Depot by reinstating its original significance and vitality. Through strategic planning and programming, the project will once again expose the historic portions of the Union Pacific Depot to today's travelers and visitors. Taking cues from the Crawford Hotel at the Denver Train Station, the historic grand hall is envisioned to become the center of the hotel's public area that will connect and be activated by the surrounding program elements. The attached concept diagram demonstrates the relationship and permeability of the grand hall to the surrounding restaurants, food and beverage outlets, the outdoor courtyard, hotel and the adjacent entertainment venue. While the proposed program elements have not been set and are yet to be confirmed with the hotel operator, the diagram demonstrates the general concept and the intended use of the Grand Hall. Architecturally, the connection and relationship between the historic and the new building as well as any interior alterations of the existing building will be carefully evaluated with the intent to preserve the original building elements and design character of the building.

3. Being surrounded by public spaces on all four sides, the Union Pacific Hotel will have a significant impact on its urban fabric with opportunities to create a pleasant pedestrian environment through a contextual design and new landscape and architectural features. Furthermore, the project will take advantage of the existing underground service access, parking facilities and district heating and cooling. The Design Compatibility section provides detailed description of how this will be accomplished.

4. The project will enhance the existing, designated public areas of the Union Pacific Railroad Station by providing new amenities and activating the indoor and outdoor spaces along the connection between South Temple, 400 West and the Gateway.

The grand hall will become the centerpiece of the hotel's public area with a variety of seating and activities as described above. Currently vacant outdoor space to the west of the Grand Hall, between two vacant retail buildings, will be replaced by an active outdoor courtyard with seating areas, trees, landscape features and outdoor eating areas that will be shaded from the western summer sun by the new hotel tower. The courtyard will be connected to the historic grand hall, hotel retail and meeting prefunction area with a series of doors and operable partitions that will allow the interior program to expand to the outside and activate the outdoor space. All these improvements and amenities will be a great benefit to the community, making the Union Pacific Depot a public amenity and gathering place it was envisioned to be.

5. The project will remove and replace vacant one-story retail buildings (referenced above) that were constructed as a part of the Gateway Mall. The removal of the excess retail space will help the revitalization and transformation of the Gateway into an entertainment district, a new vision set by the Gateway owner and operator.

6. The new hotel project will implement a planned hotel use that was part of the original approved Gateway center mixed use master plan but was never built. The hotel will significantly enhance the local tax base generating new property, sales, franchise and tourism taxes for Salt Lake City and Salt Lake County while adding to the overall Salt Palace Convention Center bed base.

B. MASTER PLAN COMPATIBILITY

The proposed Union Pacific Hotel program will provide residential, commercial and assembly spaces in accordance with the adopted master plan. The project will include a hotel function, a missing piece of the original masterplan which was never realized as a part of the original Gateway development nearly two decades ago. Through its design and diverse program, the project will revitalize the sense of the urban neighborhood and reactivate the existing mid-block connections. Lastly, the project will utilize the existing infrastructure that will provide underground service access, parking and district and cooling heating and keep them out of public sight.

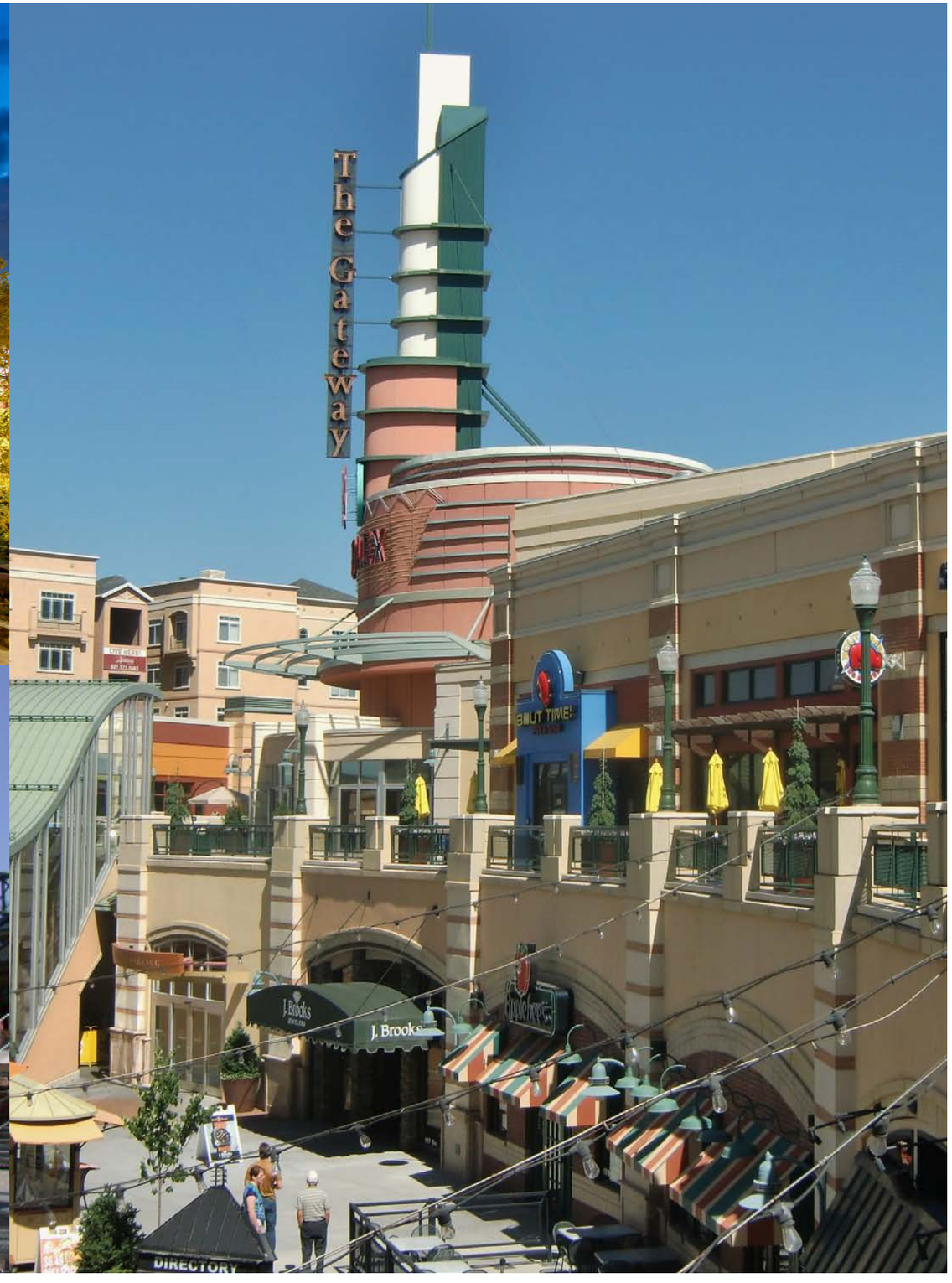
In addition to the economic opportunities spurred by the hotel development, the project is planned to be an upscale boutique hotel that will create new employment opportunities in the hotel industry for years to come. More importantly, the hotel is projected to attract more economic development around the hotel, acting as a catalyst for future growth. Following the decline of the retail stores in the recent years, a project of this caliber and scale will become a much-needed anchor that will greatly benefit the current revitalization efforts of the Gateway to reinvent itself as a vibrant entertainment lifestyle-oriented district.

The economic vision will be complemented by a contextual urban and architectural design that is compatible with the surrounding buildings while sensitive and respectful to its historic context. The development will be oriented toward South Temple and 400 West on the east side and the Olympic Legacy Plaza and the Gateway on the opposite side. The primary pedestrian access will take advantage of the existing mass transit on South Temple and will preserve and reinforce the established mid-block connections to the west through a series of indoor and outdoor spaces that will create a high level of commercial and pedestrian activity. The project will also attract the existing pedestrian activity from the Legacy Plaza, a renewed outdoor venue with a variety of events and activities organized by Vestar. The project location also offers excellent walkability to nearby attractions such as Vivint Arena, Abravanel Hall, the Salt Palace Convention Center, Temple Square and the BYU Downtown Campus.

The architectural design will focus on the human scale through a clearly differentiated ground level base with a high level of transparency, permeability, architectural rhythm and articulation to facilitate pedestrian interest and interaction. This will be achieved by following the urban design standards established in the Gateway District provisions of the Salt Lake City Code as described in the Design Compatibility Section C. Finally, the proposed design will provide diversity and innovation through the faceted building articulation punched with deep window openings, while respecting the scale, styles and materials traditionally used in the Gateway area.


MORGAN


BARNES & NOBLE
BOOKSELLERS


The Gateway
J. Brooks
DIRECTORY


1
2
3
4
5
6
N


1


2


3


CREATIVE
COWORKING
4


GOOD COFFEE
FOR EVERYONE
NOW
OPEN
WORKSPACE
TO INSPIRE
CREATIVE
COWORKING
MORGAN
JEWELERS
5

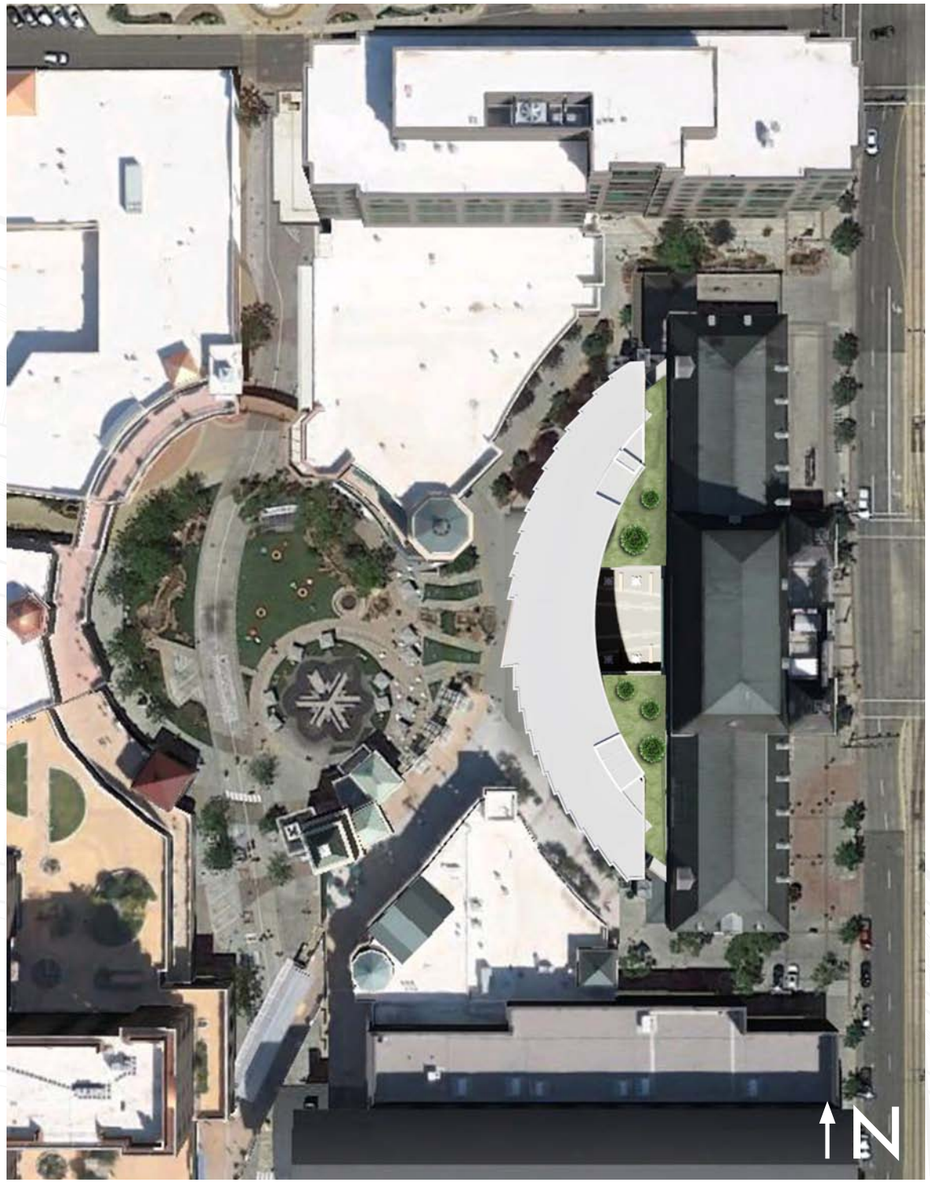

6

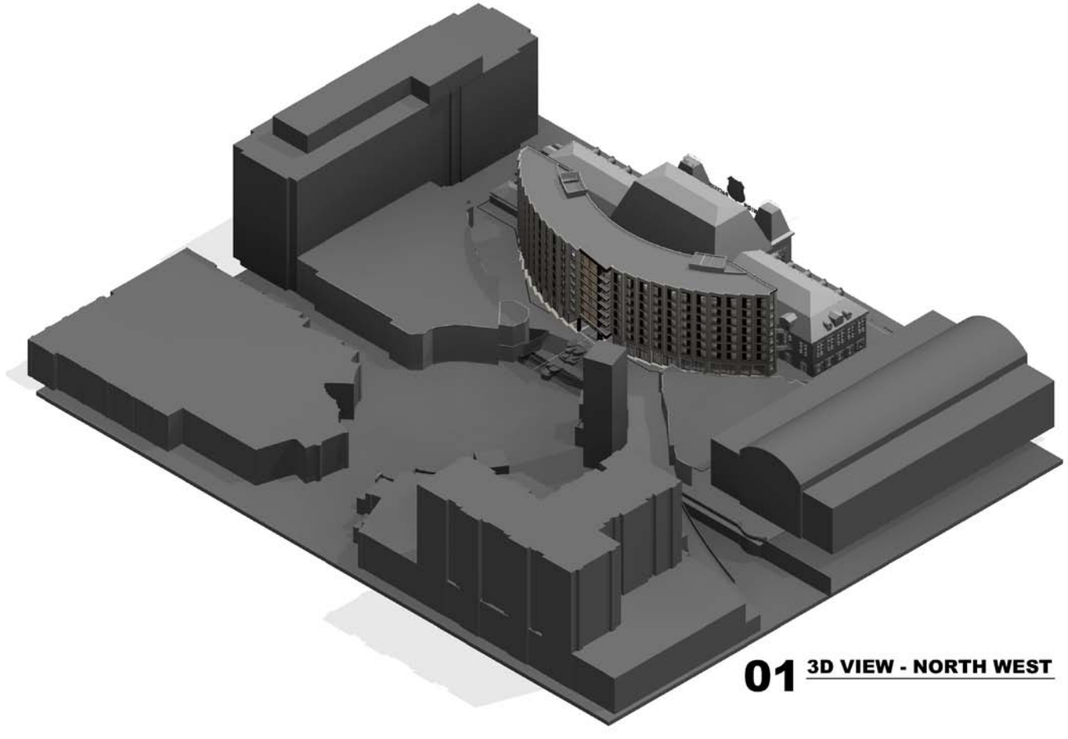
C. DESIGN AND COMPATIBILITY

1. BUILDING CONTEXT, MASSING AND ORIENTATION

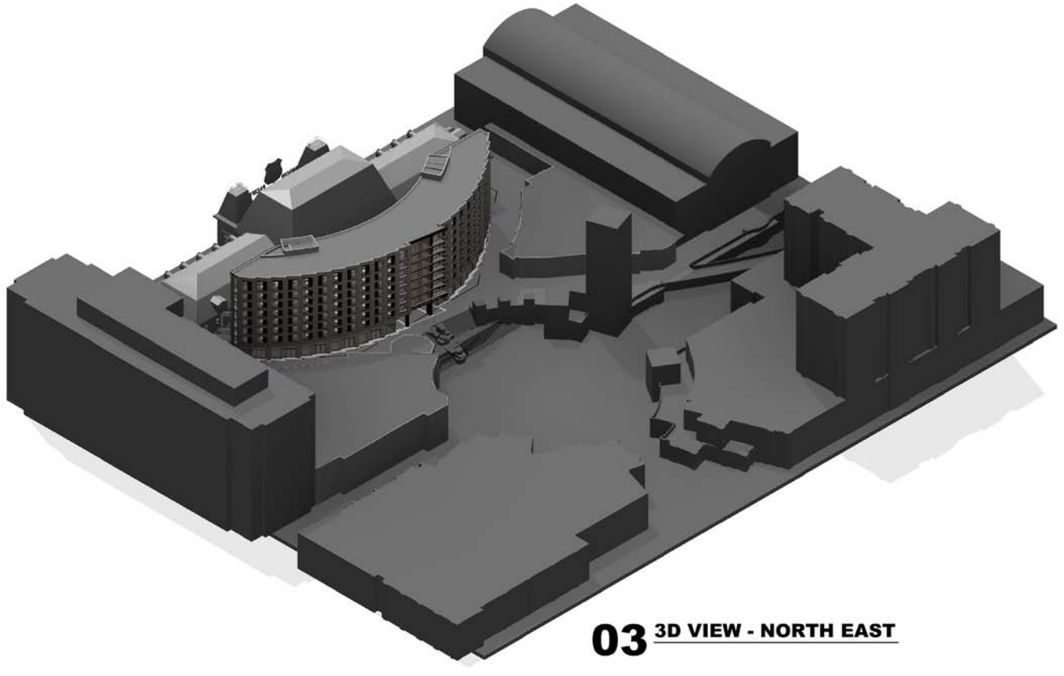
The Union Pacific Hotel will be located between the historic Union Pacific Depot landmark and the Gateway Legacy Plaza and will be surrounded by public spaces on all sides. As a result, the Union Pacific Hotel aims for a balanced design solution that is sensitive and complimentary to the historic building through compatible architectural articulation, scale and massing, while relating to the diverse Gateway context, rich in activity and architectural expression.

Starting with the initial building siting and orientation, the Union Pacific Hotel addresses its challenging context through a curvilinear form that directly responds to shape of the neighboring buildings to the west while maximizing its separation from the historic building. This allows the historic building to maintain its integrity while creating a dual exposure for the new guestroom structure; one with the views of the historic building to the east and another overlooking the Legacy Plaza to the west. This contextual contrast also creates an opportunity for a dual architectural expression; a calmer east façade that pays respect to the historic building and a more articulated west façade that takes a more monumental presence and creates a new a face for the Legacy Plaza. Additionally, the building form and dual exposure creates efficient, double loaded new guestroom floors that provide the required density and key count to make the project feasible.

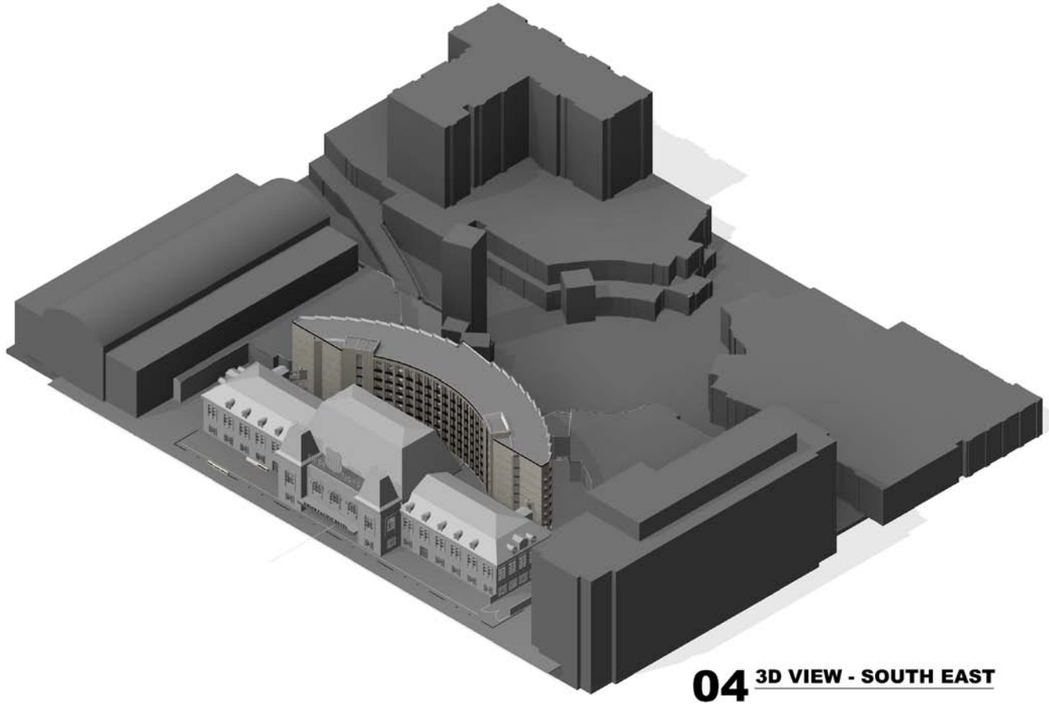




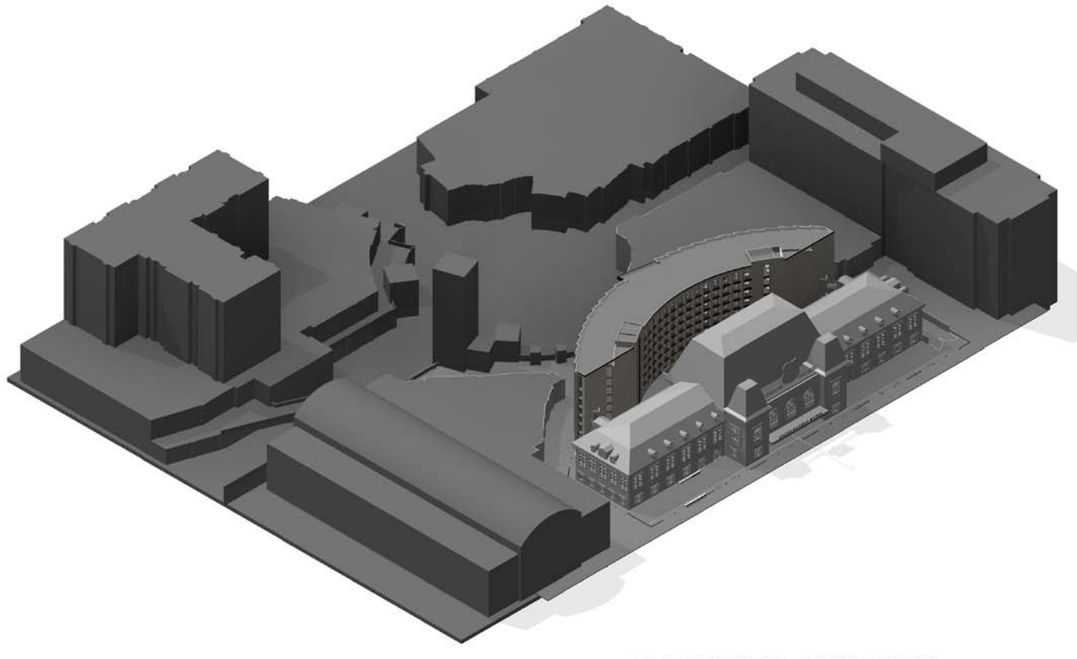
01 3D VIEW - NORTH WEST



03 3D VIEW - NORTH EAST



04 3D VIEW - SOUTH EAST



02 3D VIEW - SOUTH WEST

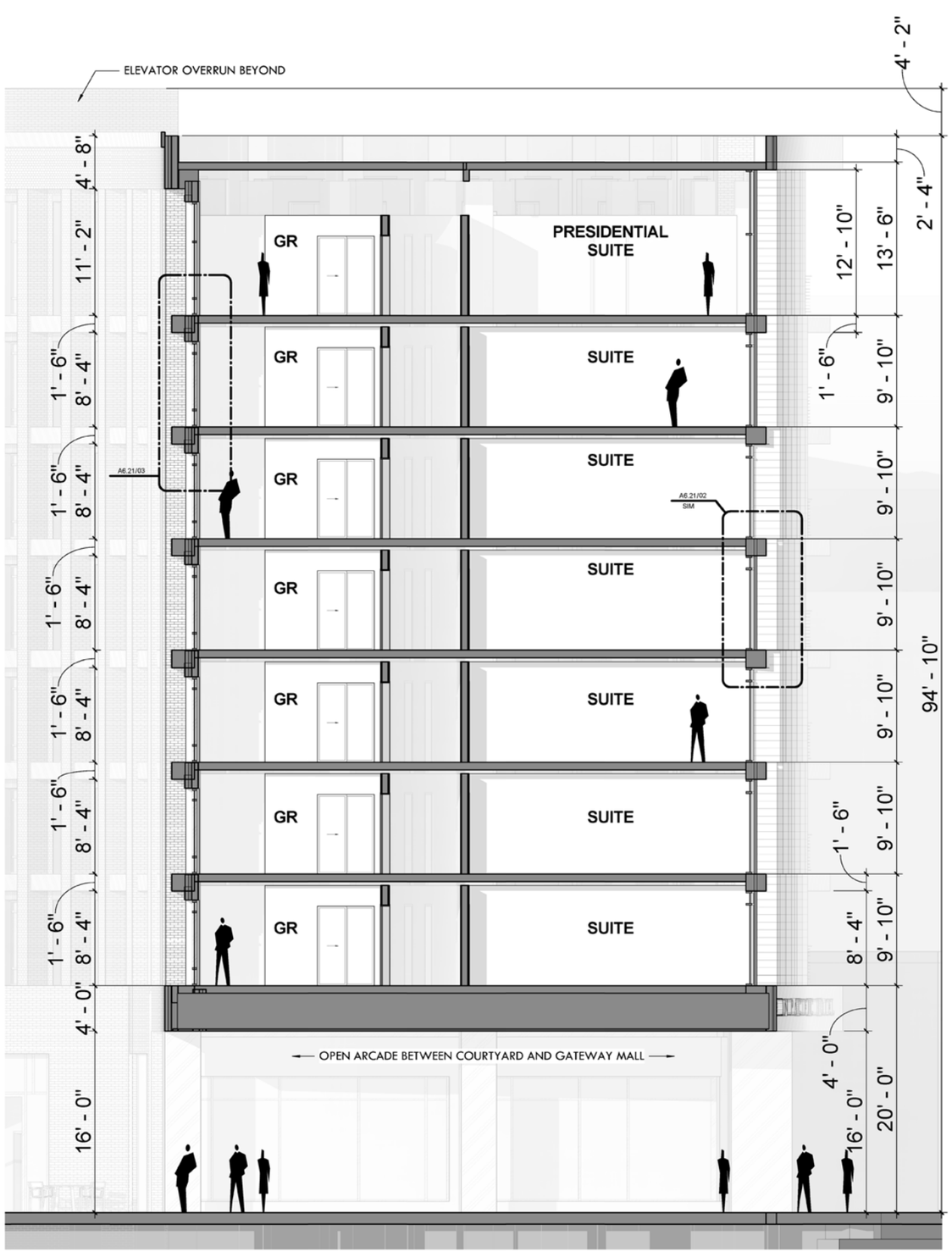
C. DESIGN AND COMPATIBILITY

2. ARCHITECTURAL CHARACTER AND ARTICULATION

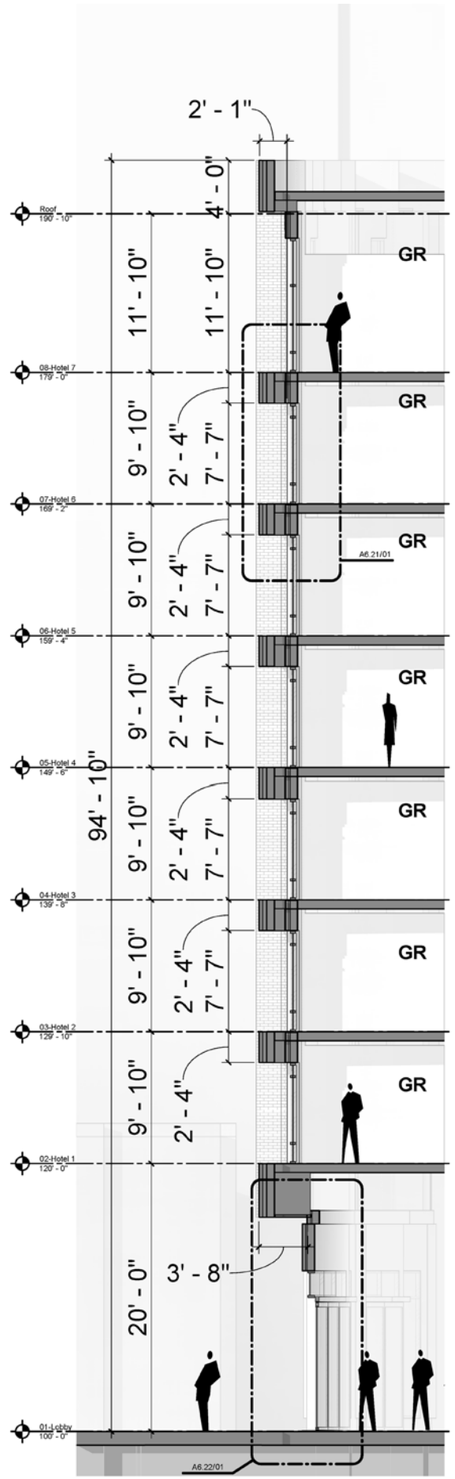
The building shape and massing of the new building is refined through a restrained architectural articulation whose elegance lies in simplicity and details without competing with the adjacent historic landmark. Viewed from South Temple, the new building creates a backdrop for the north and south wings of the Union Pacific Depot through simple brick volumes whose color relates to the sandstone base of the existing building without distracting from its historic façade. The massing of the brick volumes is broken up by vertical window slits while its perceived scale is further reduced through subtle variation in brick texture. The massing and scale of the center portion of the east façade not visible for South Temple behind the mansard roof is articulated with deeply recessed, three dimensional windows that meet and exceed the Gateway District urban standards. The inset brick planes also utilize different brick texture to create subtle variation and visual interest. The orientation and size of the guestroom windows frame unique views of the Union Pacific Depot promoting its historic and architectural significance for the future hotel guests.

The massing and articulation of the west façade takes cues from the Second French Style of the Union Pacific Railroad Station by breaking down the building massing with a center pavilion whose materiality and scale are intentionally differentiated from the adjacent building wings. The contemporary interpretation of the Second French Style pavilion houses hotel suites with full height glass overlooking the plaza and vertical shading devices that protect it from the southwest sun. The remainder of the curved west façade is articulated through a series of three dimensional revolving planes that break up its symmetry while creating dynamic and ever-changing interaction with the sunlight. The revolving planes are punched with deeply recessed, larger window openings that relate more to the scale of the newer buildings and create a visually more interesting composition for the Legacy Plaza.

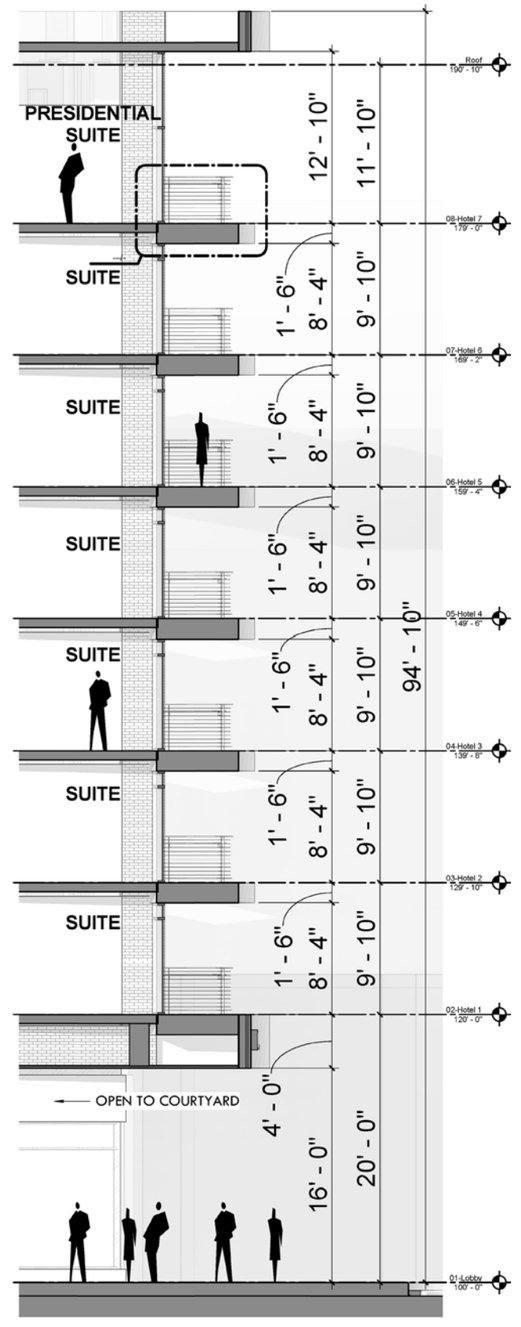
Building precedent imagery



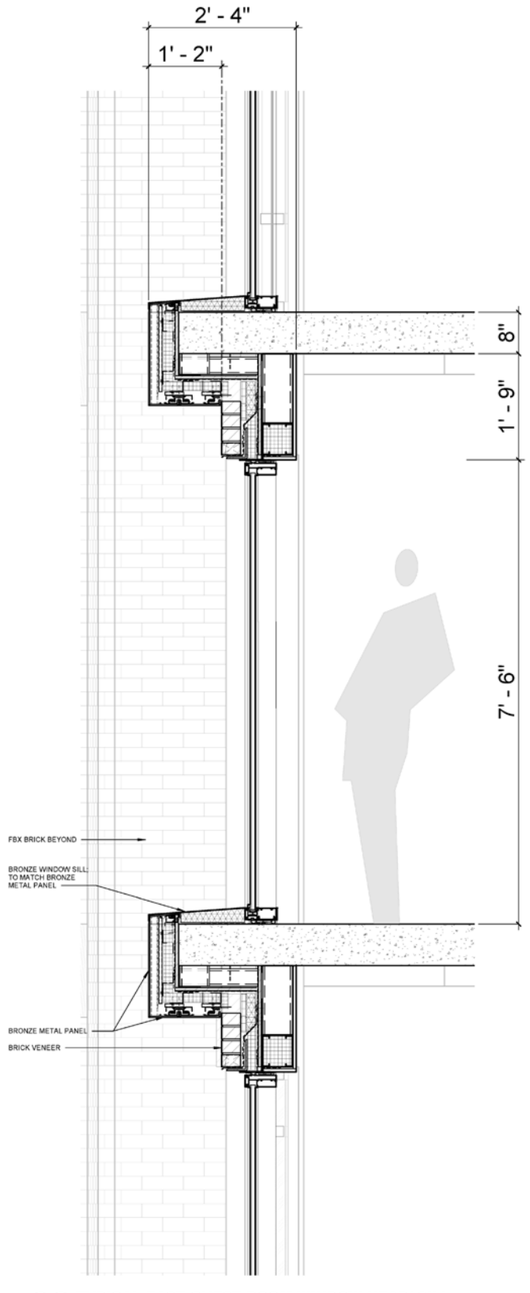
03 **EAST FACADE WALL SECTION**
3/16" = 1'-0"



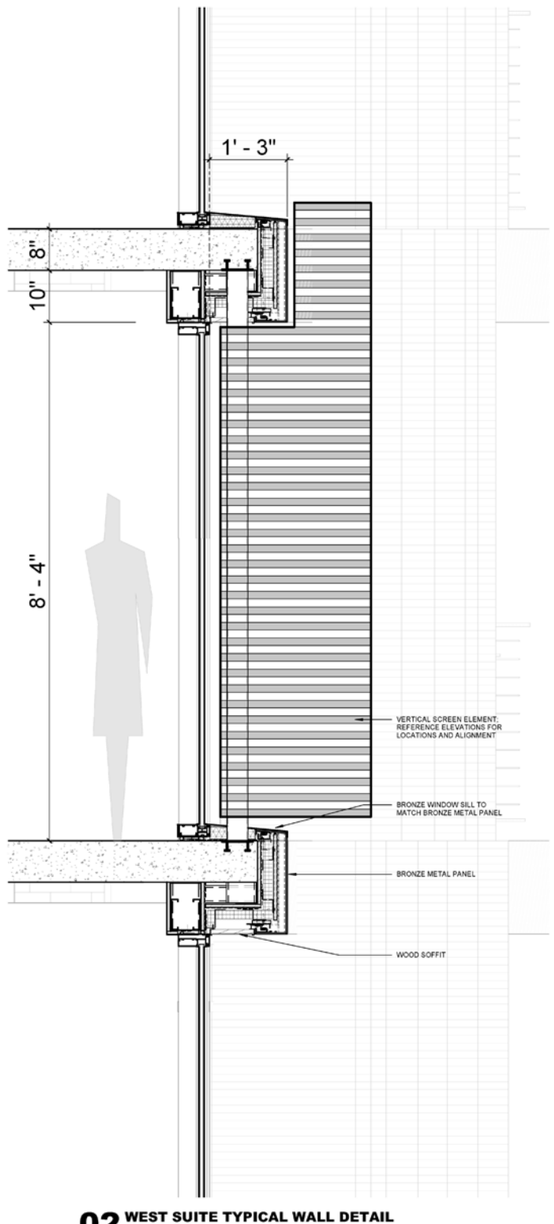
02 **WEST FACADE WALL SECTION**
3/16" = 1'-0"



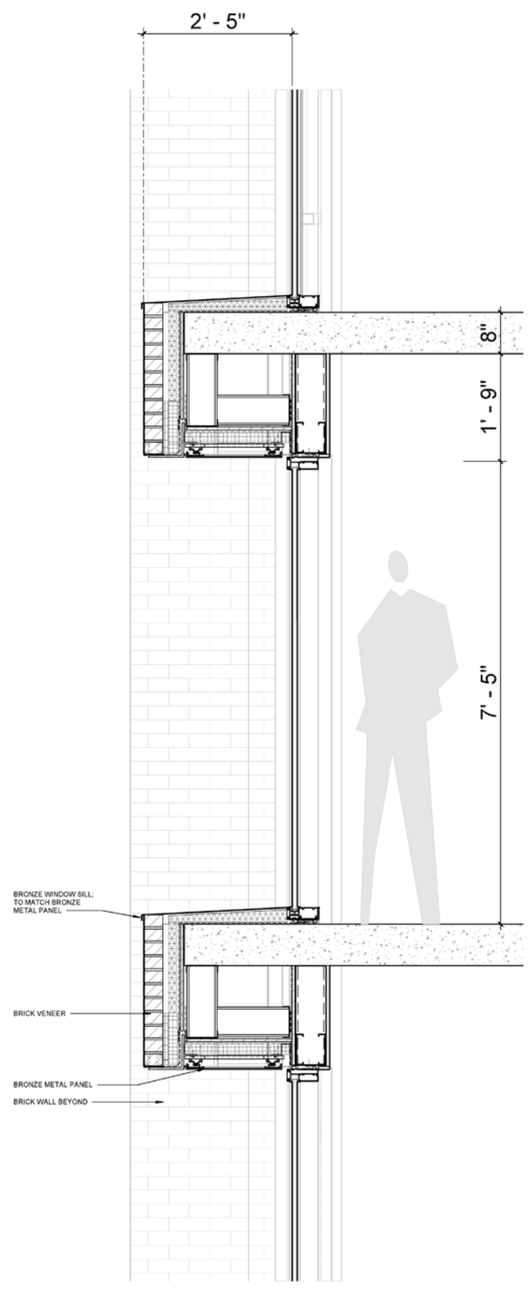
01 **WEST FACADE BALCONY WALL SECTION**
3/16" = 1'-0"



03 TYPICAL EAST GUEST ROOM WINDOW HEAD/ SILL
1" = 1'-0"



02 WEST SUITE TYPICAL WALL DETAIL
1" = 1'-0"



01 TYPICAL WEST GUEST ROOM WINDOW HEAD/ SILL
1" = 1'-0"

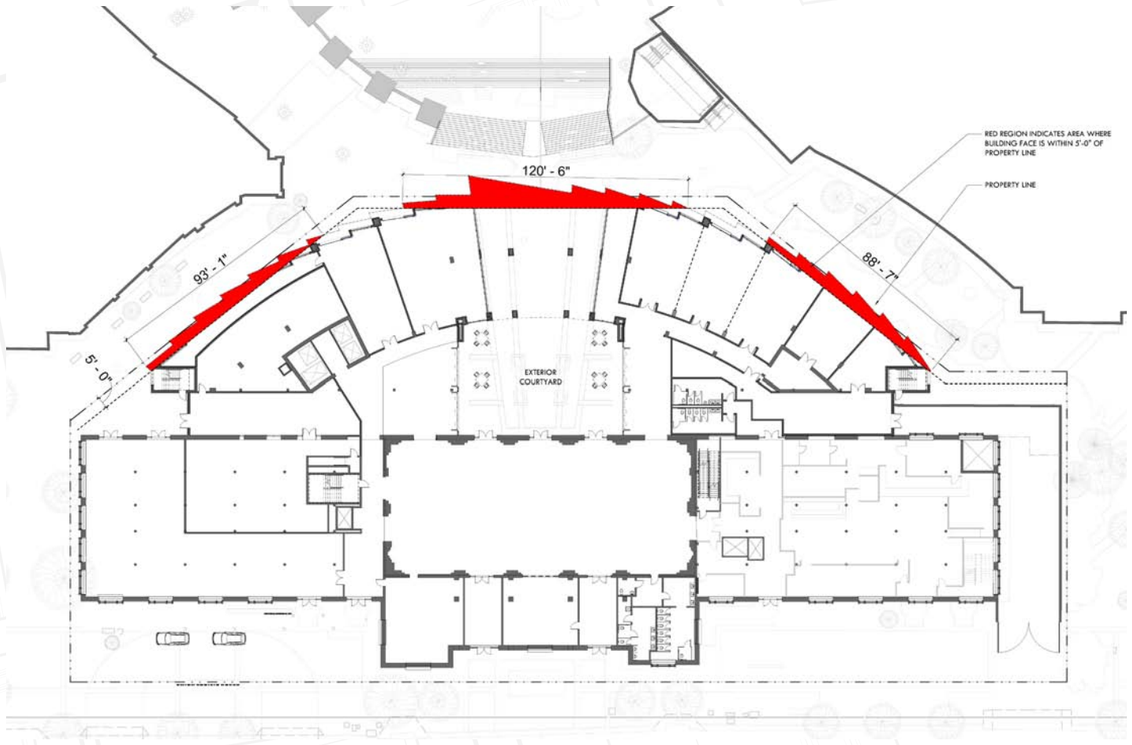
Typical building details and facade articulation

C. DESIGN AND COMPATIBILITY

3. BUILDING SETBACKS

Assuming the west, northwest and southwest boundaries of the parcel as building frontage, the new building meets and exceeds the Gateway yard requirements as demonstrated in the table below and the attached diagram. The ground level building outline is slightly recessed to define the building base and to create more gracious circulation space for the existing pedestrian pathways and mid-block connections. The center arcade roof extends approximately 3'-7" over the property boundary and over the public pedestrian walkway overlooking the Legacy Plaza where an existing RDA easement already precludes future development to protect the existing mid-block connections. The airspace encroachment will require an easement amendment or a revocable permit in accordance with Salt Lake City Code Section 21A.31.010-P.1.b(1).

Boundary	**Total Length (ft)**	**Length w/in 5'-0"**	**Percentage w/in5'-0"**
Northwest	170.1	88.6	52%
West	159.16	120.5	76%
Southwest	153.5	93.1	61%
TOTAL	482.76	302.2	62%



C. DESIGN AND COMPATIBILITY

4. PEDESTRIAN LEVEL, ACCESS AND TRANSPARENCY

At the ground level the new building connects to the Union Pacific Depot with a one-story podium structure in the same location as the existing retail stores without creating new openings in its west wall. The continuous curvilinear base defines the edge of the existing pedestrian walkways along the west property boundary while maintaining the existing axial access from the Union Pacific Depot to the Gateway. The center access is enhanced with a covered arcade that frames the entrance to the courtyard while reducing the overall base length in compliance with the Gateway urban standards. The two-story high base relates to its neighboring buildings in scale and is clearly differentiated from the remainder of the building by being primarily transparent and recessed. The saw tooth façade is a variation of the revolving brick planes on the upper levels with a more appropriate scale that creates a dynamic three-dimensional façade at the pedestrian level. Portions of the base façade, particularly in the courtyard, are largely operable providing access to the courtyard amenities to promote pedestrian and commercial activity. Furthermore, the west facing meeting spaces and fitness on the ground level will also include large operable sliding doors that will further articulate the base façade while creating semiprivate outdoor pockets of space that will activate the pedestrian level. The inoperable portions of the façade will use full height, low reflectivity glass and display hotel functions and amenities to its surroundings.


UNION PACIFIC HOTEL

CROSSHATCH INDICATES "DEPOT PEDESTRIAN AND PUBLIC USE EASEMENT"

DIAGONAL HATCH INDICATES "DEPOT NO BUILD EASEMENT"

DASHED LINE REPRESENTS LEVEL ABOVE

PROPERTY LINE

MEETING
1,168 SF

FITNESS
1,781 SF

PREFUNCTION
1,112 SF

JR BALLROOM
3,069 SF

BOARD ROOM
763 SF

CIRC
529 SF

BOH
3,017 SF

EXTERIOR COURTYARD

COFFEE SHOP
1,091 SF

PREFUNCTION
864 SF

BOH
1,805 SF

KITCHEN/ FOOD PREP
2,234 SF

GRAND TRAIN HALL
7,149 SF

RETAIL/ RESTAURANT NOT IN SCOPE

SPECIALITY RESTAURANT
4,531 SF

CIRC
1,500 SF

HOTEL RECEPTION
1,132 SF

VEST
455 SF

LOBBY BAR
893 SF

VEST
457 SF

RESTROOMS
1,082 SF

NORTH

01 GROUND LEVEL
1/16" = 1'-0"

0' 8' 16' 32'


THE RAILYARD COFFEE
STATION CONFERENCE CENTER

C. DESIGN AND COMPATIBILITY

5. BUILDING MATERIALS

The Union Pacific Depot was constructed with the native Salt Lake City red pressed brick while its sandstone base came from Wyoming. While recent Gateway development used a variety of materials, brick, masonry and glass fiber reinforced concrete dominate the eclectic context. As with the building articulation, the Union Pacific Hotel is proposing a contextual material palette that respects the historic Union Pacific Depo while relating to the newer neighboring buildings.

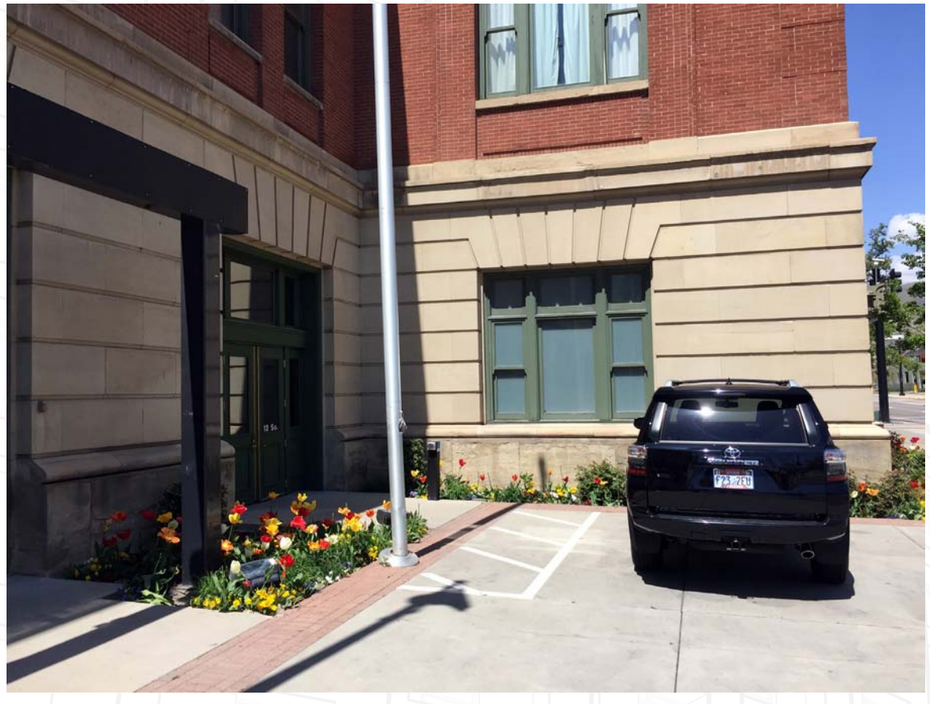
The Union Pacific Hotel suggests the use of brick veneer as its primary material that will relate to the historic building and the adjacent retail context in scale, color and texture. The selected castle gray color of the brick will closely relate to the historic sandstone base without competing with its primary red brick. The warm gray color will also complement the new color palette of the surrounding context that was recently introduced as a part of the revitalization efforts. The project will specify FBX brick with more stringent dimensional tolerances that will accentuate crisp revolving brick planes and volumes. Furthermore, the project will introduce subtle variation in brick texture to complement the restrained architectural articulation, reduce the perceived building scale and create more visual interest without competing with the historic building.

The base of the building will be mostly transparent with large, recessed window openings that will be balanced with stone cladding to create a sense of stability and support for the building above. The stone cladding will be complemented with the recessed metal accents at the base of the columns and head of the wall that will further refine the base articulation and create more depth.

The rest of the material palette will include low reflection glass at the ground level as described above while the guestroom windows above grade may require slightly higher reflection for energy performance and privacy. The brick, stone and glass will be accompanied by bronze metal panel, wood soffits and vertical shading devices as accent materials that will introduce warmth and create a more residential look appropriate for a hotel.

BUILDING MATERIAL AREA TAKE-OFF

Material	Area (SF)	Percentage
Brick	376,333	76%
Metal Panel	46,746	9%
Stone	37,198	8%
Glass	33,477	7%
TOTAL	**493,754**	**100%**



Existing Union Pacific Building base materials and articulation.

Castle Grey Brick and Untreated Bronze

Castle Grey Brick and Brushed Bronze

Castle Grey Brick with rough texture

C. DESIGN AND COMPATIBILITY

6. LIGHTING DESIGN

The primary objective of the lighting design is to complement and enhance the new architectural and landscape features as well as the historic components of the existing Union Pacific Depot. Conceptually the lighting design will be integral to the architectural design accentuating its character and its interior and exterior finishes. Furthermore, the lighting design will be theatrical in nature allowing flexibility to accommodate different settings, functions and scales.

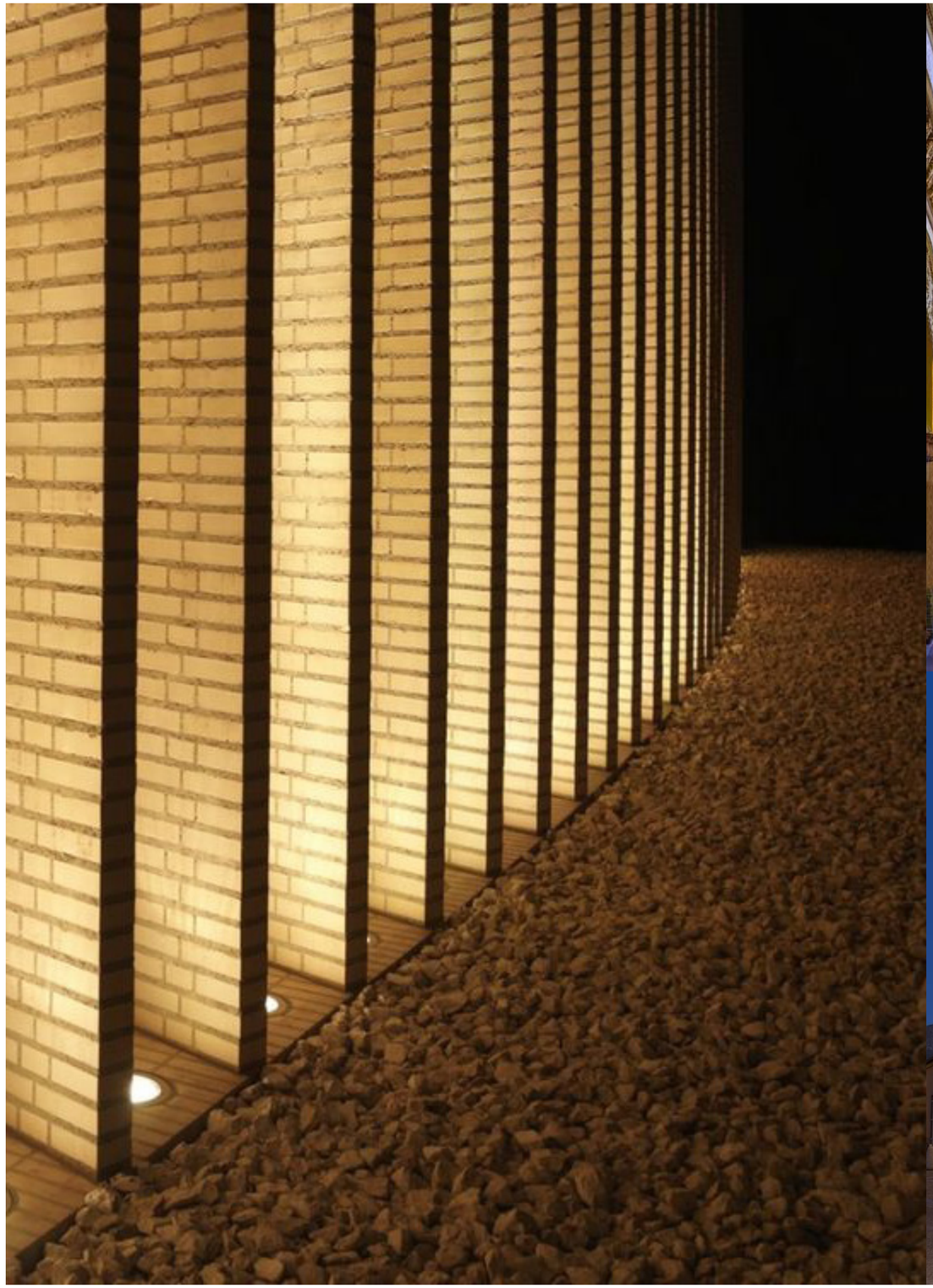
The project will evaluate opportunities to highlight the historic features of the Union Pacific Depot façade facing South Temple and enhance the existing exterior lighting. The new design will also illuminate the west façade of the historic building to signify its importance and attract views from the new east facing guestrooms. All exterior lighting will be carefully coordinated and integrated with the existing building while complying with current the Salt Lake City lighting master plan.

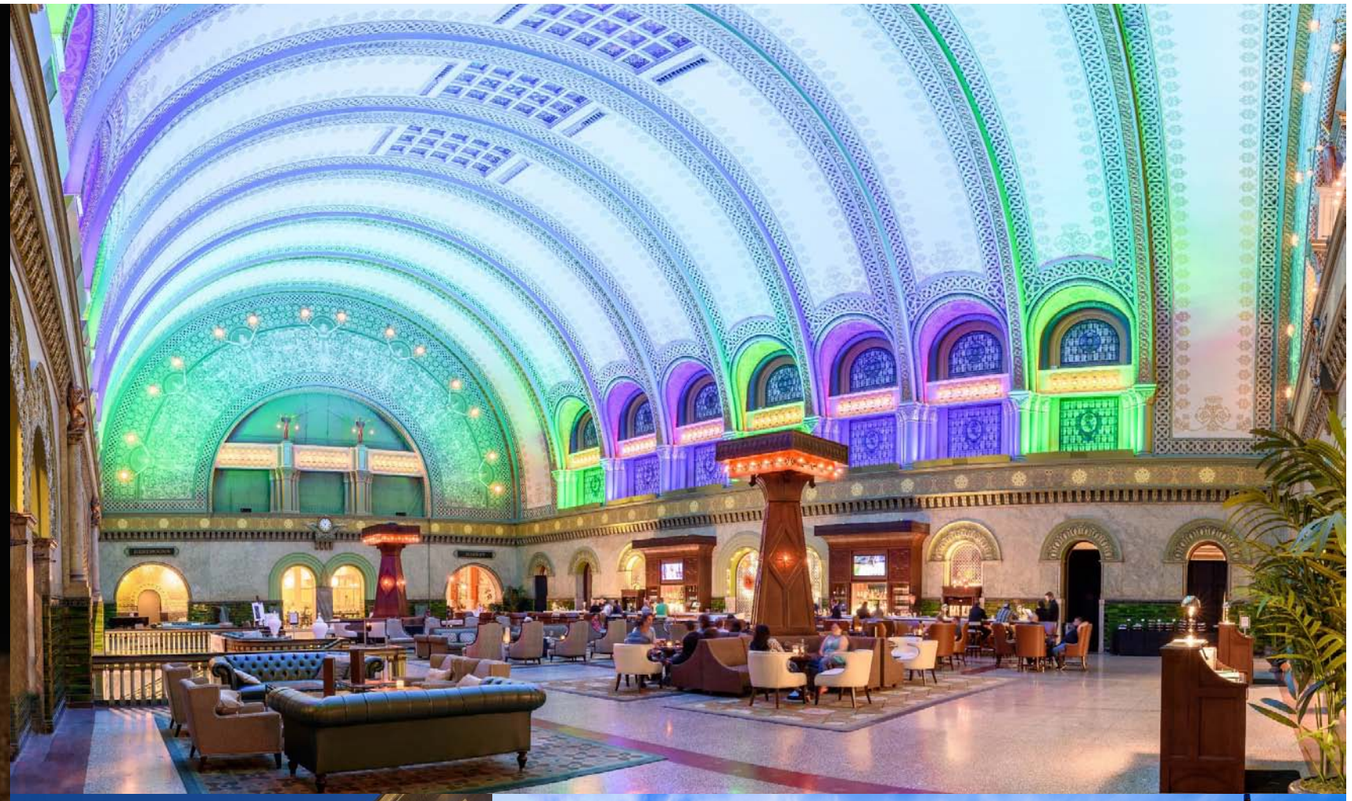
The exterior lighting will also enhance streetscape improvements (described in more detail in the Streetscape Section below) by removing the excessive number of light poles around the current drop off and replacing them with smaller scale, illuminated bollards that will outline the hotel drop off area while protecting the pedestrian traffic. The landscape lighting will create a more intimate entrance to the hotel and restaurant while emphasizing access to pedestrian and mass transit.

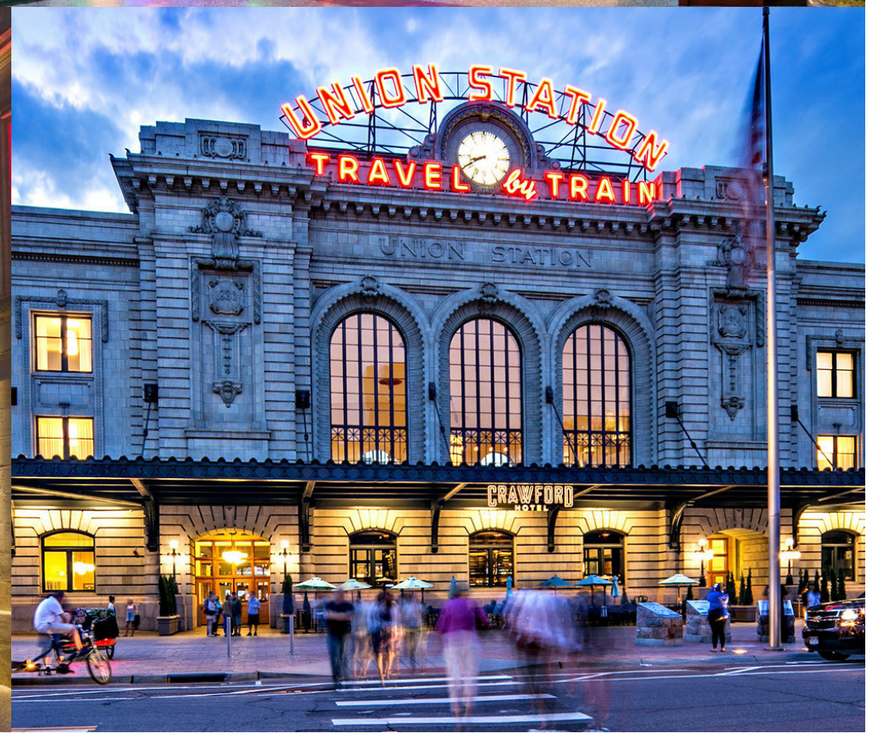
In addition to the exterior illumination that will celebrate the historic building and accentuate its unique features, the attached examples of other Union Station Hotels demonstrate how interior lighting can be used to transform the character of the space for different events without permanently compromising the integrity of the existing building character and finishes. Given the intent to use the historic grand hall for multiple functions and as a center of the hotel public space, lighting will become an integral and critical element of its design.

The dynamic articulation of the new building will be accentuated with the exterior lighting by illuminating faceted brick planes on the west façade. Special attention will be given to the cornice detail that will emphasize its revolving nature. The articulation of the east façade facing the historic building will also emphasize its architectural features without competing with the historic building.

In the courtyard and around the building base the lighting will be used to create a space that reinforces the human scale is comfortable for pedestrians. The overhead string lights shown on the courtyard rendering will reduce the perceived height of the courtyard while the courtyard amenities and landscape features will be highlighted through accent lighting. The arcade will have overhead recessed lighting that will provide enough illumination to promote a safe environment whereas bollard lighting will outline the existing and new pedestrian paths.






UNION STATION
TRAVEL by TRAIN
UNION STATION
CRAWFORD
HOTEL

C. DESIGN AND COMPATIBILITY

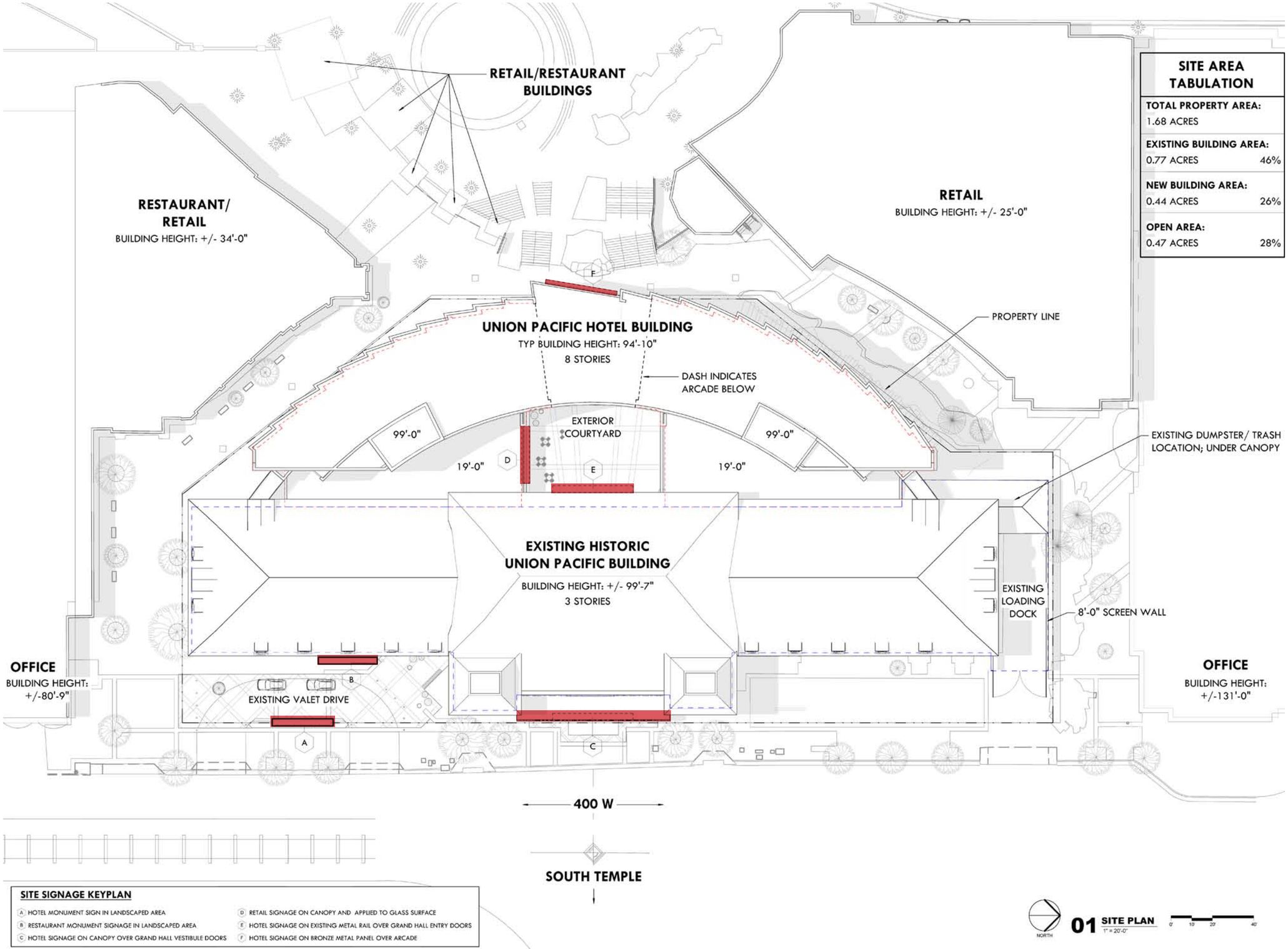
7. SIGNAGE

The Union Pacific Hotel signage will reflect the unique project and district character as a dynamic mixed use, urban neighborhood in accordance with the intent of Section 21A.46.115-Sign Regulation for Gateway District. The proposed design represents signage intent and identifies location of major signs while the final signage design will be submitted as a deferred submittal for final review and approval. Proposed modifications to the Union Pacific Railroad Station will follow the guidelines for site landmark signs as outlined below.

The signage design proposes to replace the existing canopy sign on the east façade of the Union Pacific Railroad Station with the main hotel sign as depicted on the attached diagram. This will signify the new building function and identity and encourage the hotel visitors to use the main building entrance as originally intended. Detailed sign design and illumination will be submitted as a deferred submittal as noted above.

The project proposes to remove the unused freestanding retail signage, its structural supports as well as the multiple flagpoles located along the south wing of the east facade. The removal of the non-historic retail signage and flag poles will expose the historic façade entirely and its historic character. Our signage design proposes a more sensitive approach for new restaurant and secondary hotel entrance signs that will not detract from the historic character of the building. We propose low monument signs integrated with the landscape that will be detached from the building and kept at the pedestrian level while being compatible with the historic building.

To identify the hotel entrance when approaching the building from the Legacy plaza, the project proposes a new wall sign over the arcade entrance to the courtyard as shown on the rendering. A secondary sign is proposed at the west elevation of the Union Pacific Railroad Station over the existing entrance doors. A historic sign is proposed to attach and sit on the metal molding to avoid attachment to the historic façade. The sign will be centrally positioned and scaled to the proportion of the façade by covering up a very small percentage of the building. The sign will be indirectly illuminated from below as a part of the overall exterior lighting scheme described in the lighting section above. Lastly, the ground level retail accessed from the courtyard will receive canopy signage that will announce their function and tenants.



SITE AREA TABULATION	
TOTAL PROPERTY AREA:	
1.68 ACRES	
EXISTING BUILDING AREA:	
0.77 ACRES	46%
NEW BUILDING AREA:	
0.44 ACRES	26%
OPEN AREA:	
0.47 ACRES	28%

SITE SIGNAGE KEYPLAN

- (A) HOTEL MONUMENT SIGN IN LANDSCAPED AREA
- (B) RESTAURANT MONUMENT SIGNAGE IN LANDSCAPED AREA
- (C) HOTEL SIGNAGE ON CANOPY OVER GRAND HALL VESTIBULE DOORS
- (D) RETAIL SIGNAGE ON CANOPY AND APPLIED TO GLASS SURFACE
- (E) HOTEL SIGNAGE ON EXISTING METAL RAIL OVER GRAND HALL ENTRY DOORS
- (F) HOTEL SIGNAGE ON BRONZE METAL PANEL OVER ARCADE

NORTH

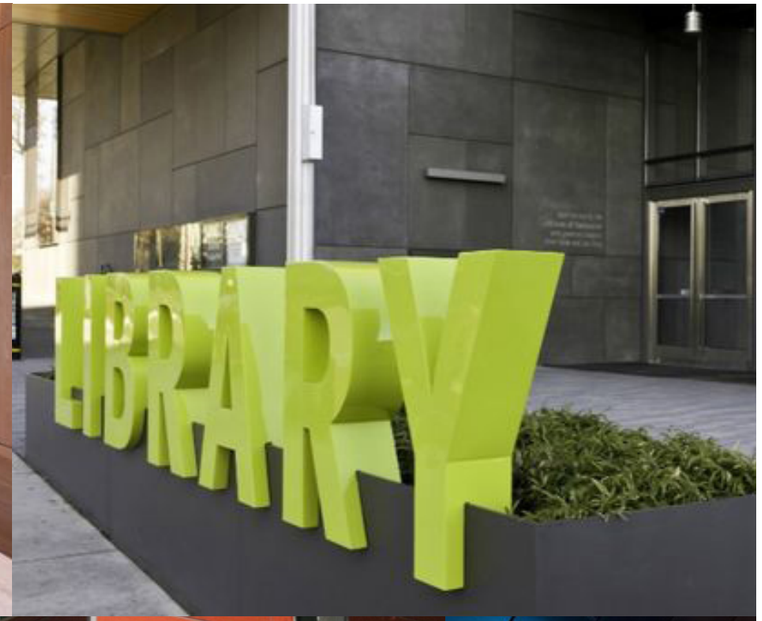
01 SITE PLAN
1" = 20'-0"

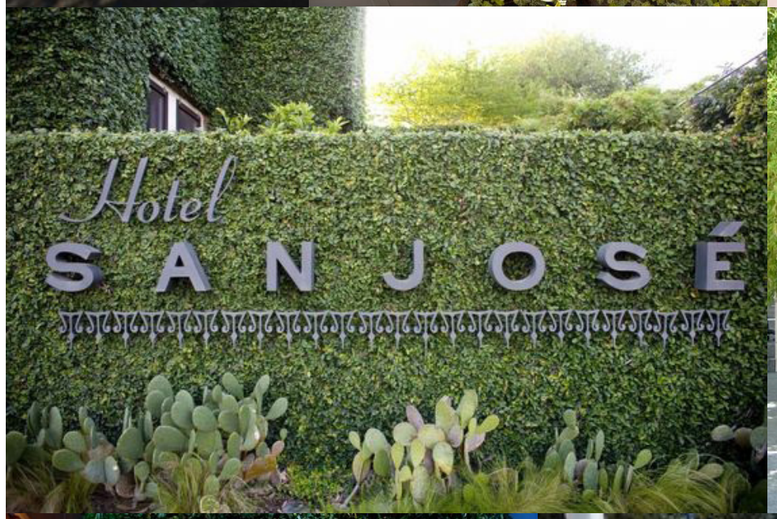
0' 10' 20' 40'


W


HOTEL


THE LAWN


LIBRARY


Hotel
SAN JOSÉ

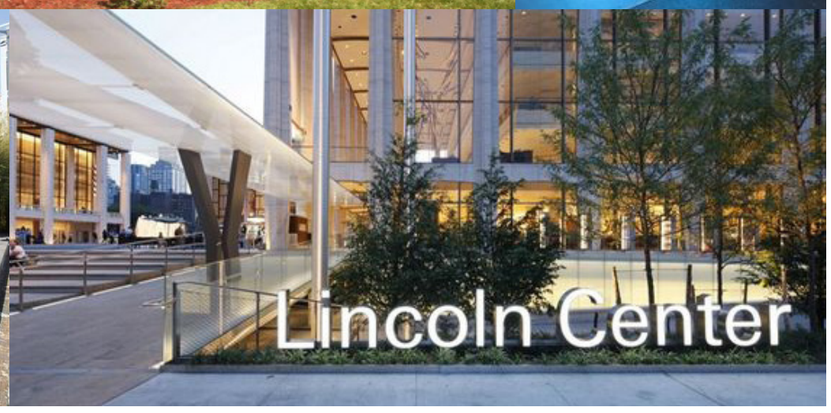

Nasher Sculpture Center


aloft
W HOTELS


11

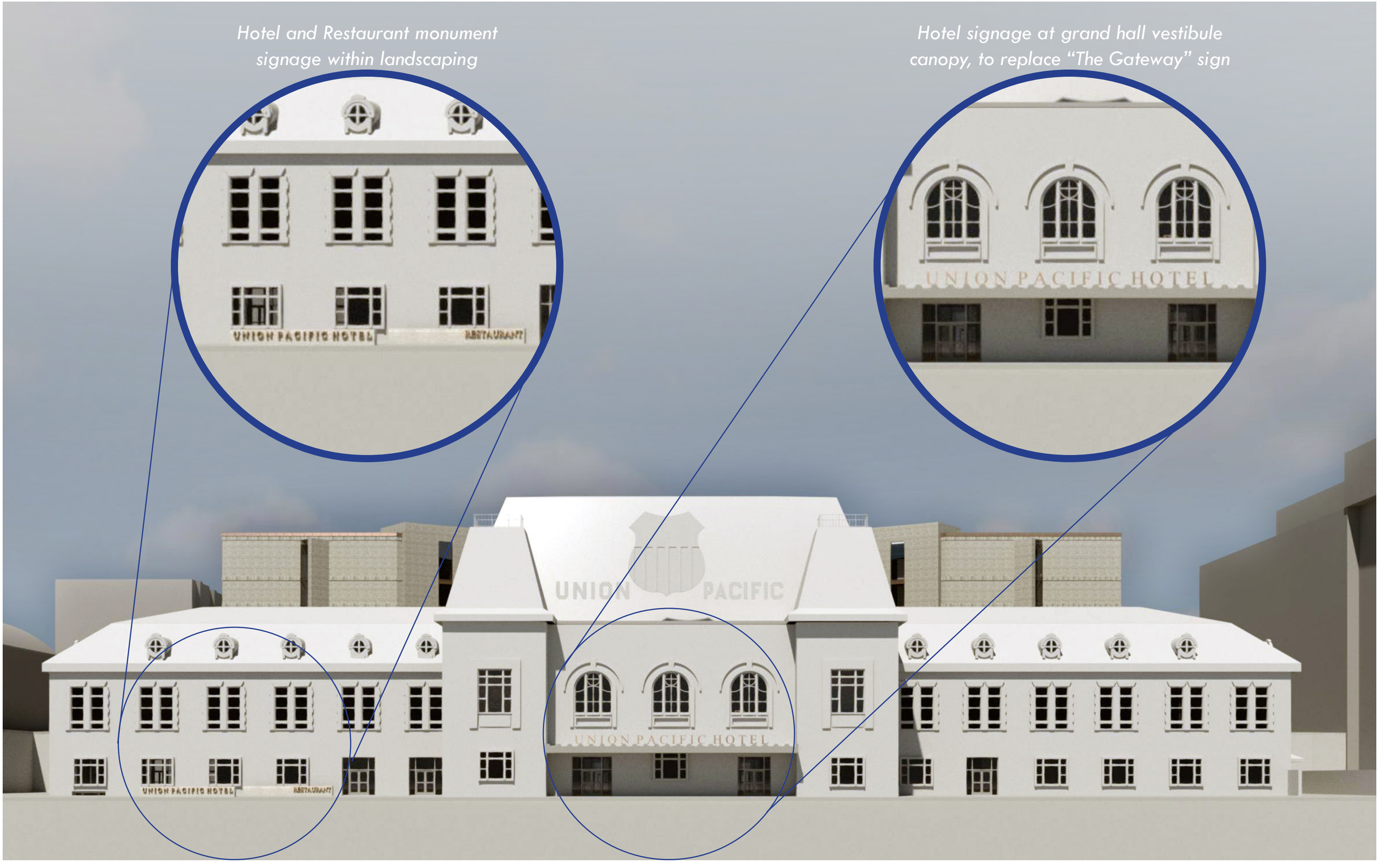

THE GROVE


Le MERIDIEN


Lincoln Center

Hotel and Restaurant monument signage within landscaping

Hotel signage at grand hall vestibule canopy, to replace "The Gateway" sign



Hotel and Restaurant monument signage concept at existing valet drive and building entry.

Hotel signage above the arcade.

Retail canopy signage in the courtyard.

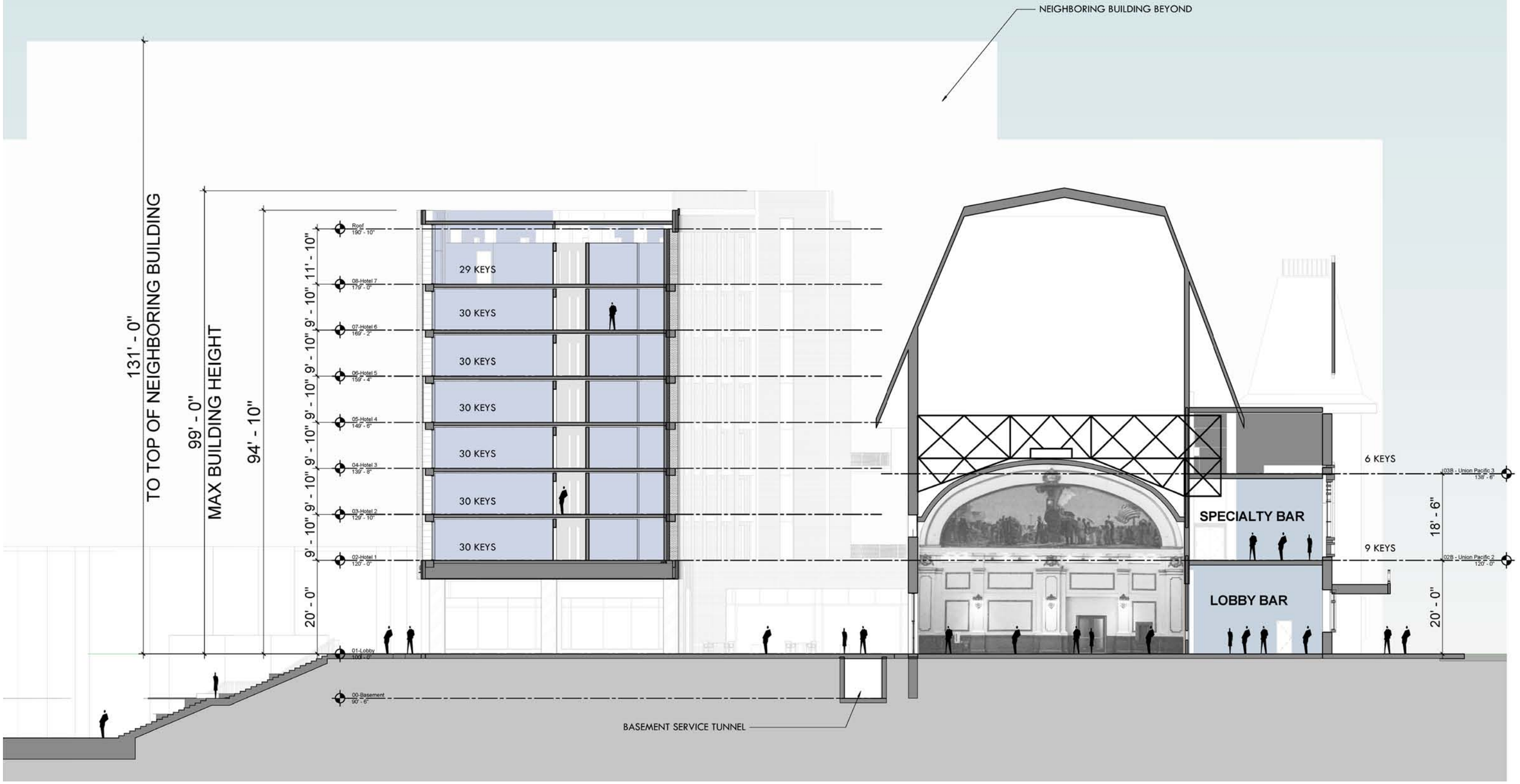
C. DESIGN AND COMPATIBILITY

8. BUILDING HEIGHT

The proposed building height is approximately 95”-0” with the elevator overruns reaching nearly 100’-0” which exceeds the maximum building height of 75’-0”. The proposed building height is necessary to provide the required number of guestroom keys to make the project feasible due to the existing easements that significantly reduce site’s buildable area while protecting desirable mid-block walkways. The roof of the new building remains under the Union Pacific mansard roof line to respect the historic building and its signature element. The proposed building height is compatible with the more recently completed buildings and the surrounding context which include the Fidelity Building to the north and the residential tower to the west as demonstrated on the attached building section.

The project is seeking a modification to the building height in accordance with Chapter 21A.31.020-E.1 which allows the building height increase up to 120’-0”. The proposed building design will maintain and preserve the existing mid-block walkways desired by the masterplan and will conform with the standards and procedures of Chapter 21.A.59.060 of the Salt Lake City Code as described in the Design Compatibility sections above. Additionally, the design meets standards for design review for building height through its design and architectural articulation as described below.

The faceted building facade described in the Architectural Character and Articulation above, terminates at a roof line with a dynamic cornice that accentuates the revolving building planes. This dynamic expression creates a cornice without excessive detailing that maintains a coherent architectural expression, appropriate for the proposed design. The faceted cornice will be further highlighted by exterior lighting making it one of building’s signature components.


NEIGHBORING BUILDING BEYOND
131' - 0"
TO TOP OF NEIGHBORING BUILDING
99' - 0"
MAX BUILDING HEIGHT
94' - 10"
20' - 0"
9' - 10"
9' - 10"
9' - 10"
9' - 10"
9' - 10"
11' - 10"
Roof
190' - 10"
08-Hotel 7
179' - 0"
07-Hotel 6
169' - 2"
06-Hotel 5
159' - 4"
05-Hotel 4
149' - 6"
04-Hotel 3
139' - 8"
03-Hotel 2
129' - 10"
02-Hotel 1
120' - 0"
01-Lobby
100' - 0"
00-Basement
90' - 6"
29 KEYS
30 KEYS
30 KEYS
30 KEYS
30 KEYS
30 KEYS
6 KEYS
9 KEYS
SPECIALTY BAR
LOBBY BAR
038 - Union Pacific 3
138' - 6"
028 - Union Pacific 2
120' - 0"
18' - 6"
20' - 0"
BASEMENT SERVICE TUNNEL

C. DESIGN AND COMPATIBILITY

9. PARKING

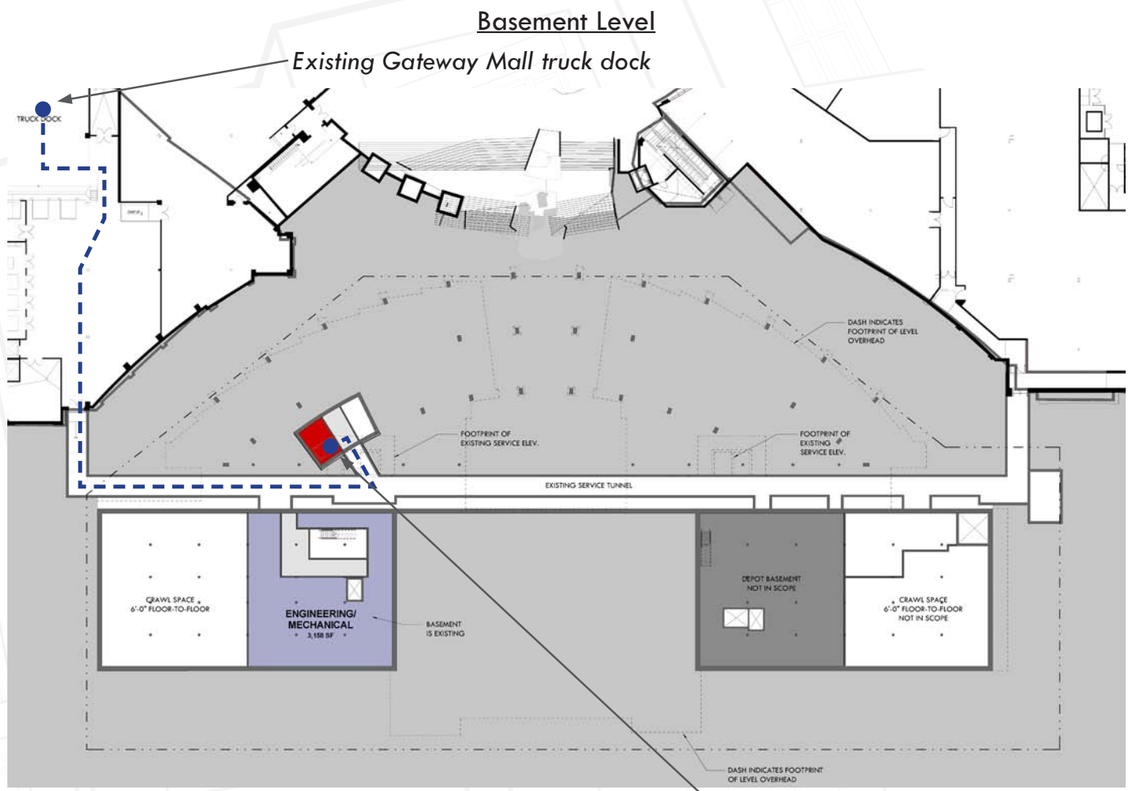
The Gateway has an existing, underground parking garage with approximately 2400 spaces. Vestar has allocated 150 spaces in the garage for the hotel valet parking use. In addition, the hotel is located adjacent to two UTA Trax lines at that provide quick access to the Salt Lake City Airport and Downtown. Lastly, our hospitality experience shows a high percentage of today's travelers using shared ride programs such as Uber and Lyft which reduce traditional parking demand.

PARKING CALCULATIONS

DISTRICT	LAND USE	MINIMUM PARKING REQUIREMENTS	AREA	REQ'D STALLS
GMU	Nonresidential	None up to 10,000 sqft, 1 per 1000 usable sqft thereafter	135,336 sqft	126

10. BUILDING SERVICE AREAS

In addition to parking, the Gateway Mall provides three enclosed loading docks that serve and connect the entire development through underground service tunnels. The Union Pacific Hotel is located adjacent to one of the existing service tunnels that provides access to a loading dock as shown on the basement plan. The new building will connect to this service tunnel with a service elevator at the basement level that will facilitate service access, deliveries and trash pickup below grade, all out of sight of public.



USE	USEABLE FLOOR AREA (SF)	NUMBER OF BERTHS AND SIZE	PROVIDED
Hotels	50,000-100,000	1 Short	2 Short
	Each Additional 100,000	1 Short	2 Long

D. LANDSCAPING

1. LANDSCAPE PLANTINGS

Proposed Depot hotel plantings are simple but purposeful. Each segment of the project landscape provides interest, color and respite from the surrounding city conditions. Green space provided increases relaxation and beauty with its use of native adaptive plantings and various colors and textures. The following is a brief summary of the approach to landscape.

West side foundation plantings focus on adaptive native plant types that provide color and contribute to a mountain feel and a continuation of the stream water feature. A combination of flowers, trees and shrubs along with decorative rock create a distinct look and environment

The central courtyard consists of raised planters showcasing colorful flower beds, seating areas, with shade trees adding to the outdoor seating experience.

East side Street scape plantings provide color inviting passersby and guests alike to take a moment and smell the roses. The streetscape plantings utilize existing plant types and similar new plants to soften and accentuate building features and create a sense of buildup leading to the entry.

All plantings for the hotel are to be irrigated via drip irrigation. Plants have been selected from the Salt Lake City Plant List and Hydrozone Schedule 2013. Plants that are appropriate to the area combined with drip irrigation help to reduce the water use footprint of the landscape.

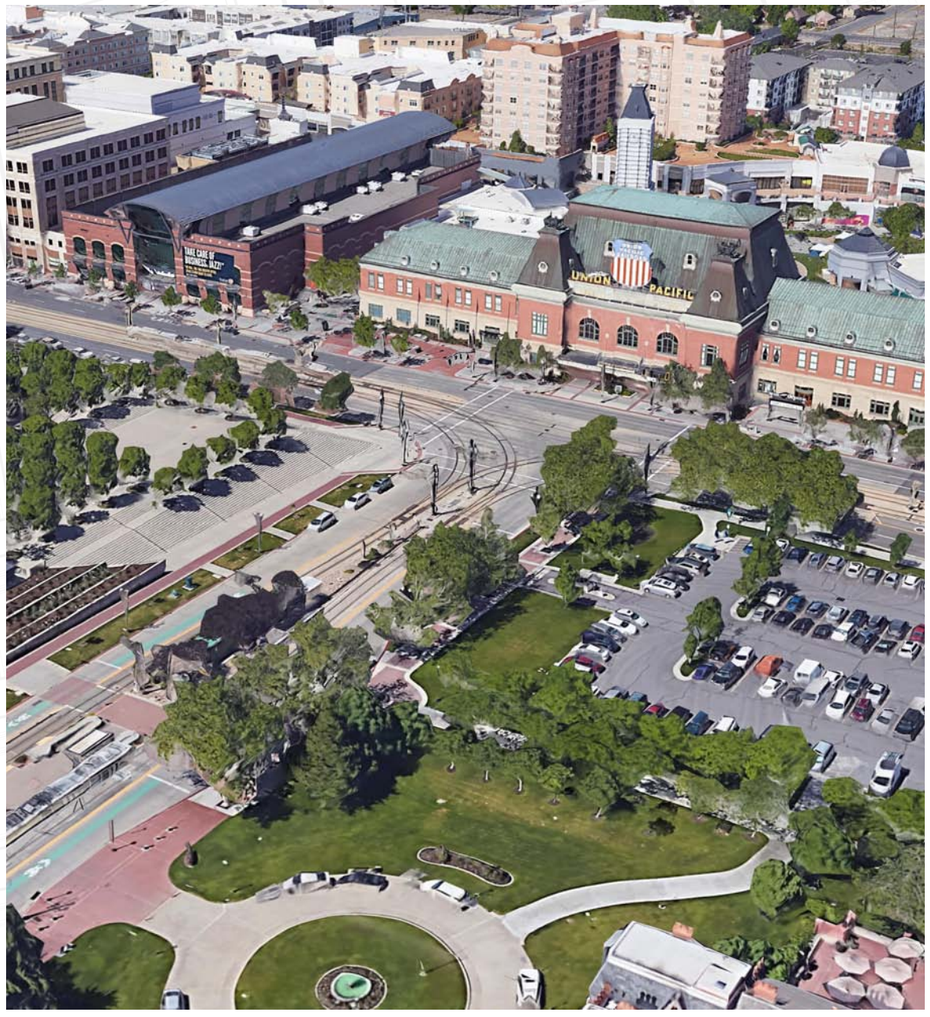
E. MOBILITY

The Union Pacific Hotel will support citywide transportation goals and promote safe and efficient site circulation. Being located at the west end of South Temple and within a walking distance from the Salt Lake Palace, Vivint Arena, Abravanel Hall and the downtown core, the project will promote walkability by becoming an anchor of activity and entertainment. The project will improve the existing pedestrian link between South Temple and the Gateway district through activation and programming of the Union Station Grand Hall and the new courtyard.

The project is located at a key transit-oriented location with immediate proximity to two UTA Trax lines that provide access to the Salt Lake City Airport, the downtown core and intermodal hub promoting the use of public transportation. The project will utilize existing underground parking, loading dock and drop off area and minimize impact on the existing traffic, safety and character of the street. The project will improve the safety and circulation of the existing drop off area by separating the pedestrian and vehicular traffic at the south end of the building as described in Section F – Existing Site Features.

Due to the limited fire department access to the new building, the project will improve fire department access to the historic building on 400 West and provide additional fire protection measures in the new building. This will include additional fire department connections on 400 West, fire separation between the new and the existing building, dedicated standpipes for the fire sprinkler system and increased fire sprinkler density. Due to the historic nature of the existing building, no fire protection upgrades will be implemented that would change its historic character. Our design team has initiated discussions about the proposed approach with the Fire Prevention and Building Department Services and will continue to coordinate the fire access and fire protection requirements as the design evolves.

Lastly, the project will utilize the existing, enclosed loading dock with direct access from Rio Grande that will minimize impact on the surrounding areas and public right-of-way as described in Section 10- Building Service Areas.



F. EXISTING SITE FEATURES

While the current conditions and urban density do not provide a lot of flexibility for major changes, the project intends to enhance the building approach and hotel entrance experience along the east façade of the Union Pacific Depot. In addition to the street lighting and signage improvements described in the sections above, the new design will introduce new hardscape material that will delineate the pedestrian and vehicular boundaries at the hotel drop off as well as differentiate the restaurant and hotel entrance from the public sidewalk. In addition to the surface treatment, new planters and landscape design will form a soft buffer between the public sidewalk and the hotel and restaurant entrance that will create a better sense of arrival.

The existing landscape along the east façade of the historic building will be replaced with a variety of trees and plants appropriate for the local climate and a hospitality project. Several existing trees along the western portion of the project will be impacted by the new construction, and new trees will be planted. The existing landscape buffer along the northwest façade will be maintained along the main corridor, with modifications being proposed between its outer limit and the building façade. New trees will be planted in this area. Along the southwest façade new trees will be provided in isolated plant beds to maintain acceptable widths for pedestrian circulation.

Streetscape elements along the pedestrian walkways to the west of the Union Pacific Depot will preserve the existing site features as much as possible and replace any elements demolished by construction in accordance with the current city standards. A single exception is a proposed modification to existing water fountain at the top of the stair as shown on the attached landscape plans. In effort to create more generous pedestrian walkways between the fountain and new building columns, the new design proposes to reduce the footprint of the top portion of the fountain and convert it into a vertical waterfall element to match the cascading fountain design below. This modification will also create a small waterfall on the east side that would be visible from the hotel courtyard.

A simple hardscape pattern is proposed along the base of the building and extends outward from the west façade. This zone is a reflection of the façade geometry and intended to be used for general circulation along the southwest corridor. Along the northwest, the pattern provides a space for small breakout sessions from the adjoining meeting room spaces within the hotel. The remainder of the hardscape in this area will tie into the existing hardscape pattern with minor adjustment to better relate to the design of the new building. The design team will coordinate the removal of the existing trees with the urban forester.

The courtyard design surrounded by the existing and new building on three sides will take on more liberty on the landscape and hardscape design with the intent to create a comfortable urban space with a strong identity and a variety of activity. Along with the historic grand hall that is designated as a public space, the courtyard will meet the open space requirements required for project larger than 60,000 sqft. The courtyard will house public amenities that will include seating area, four new trees, outdoor eating areas and a visible connection to the before mentioned water features that pay tribute to the historic City Creek. Four benches with integrated planting will be aligned with the paving pattern to further add to the character of the space.


UNION
PACIFIC


UNION PACIFIC


PACIFIC
RESTAURANT
UNION PACIFIC HOTEL

G. UTILITIES NARRATIVE

WATER/FIRE SUPPRESSION/DISTRIBUTION

Salt Lake City Public Utilities has a double main water distribution system throughout downtown Salt Lake City. There is an existing 12" PVC running outside the lip of existing curb on the west side of 400 West Street. This 12" line will provide flows for both the new domestic lateral and fire line lateral as follows:

The anticipated peak domestic flow for the proposed Union Station Hotel is 250 GPM. This flow will warrant a new 6" compound meter with 2" bypass per APWA Standard Plan No. 525. This meter assembly will be placed in a precast concrete vault per APWA Standard Plan No. 502. The new 6" meter will provide domestic flows for the hotel and proposed retail/restaurant tenants within the building. The lateral from the main to the meter and the meter into the building's domestic water riser is anticipated to be 6" DR-18 C-900 PVC waterline. Backflow prevention will occur on the riser inside the building.

The new fire suppression system requires a flow 0f 1500 GPM at 20 psi for a two hour duration. Based on these requirements, a new 8" fire line lateral is anticipated to be required from the existing 12" main beneath 400 West Street to the new fire riser within the building. This 8" main will provide the flows needed for the fire water storage tank as well as the new fire pump. Backflow will occur on the fire riser within the building. This 8" fire line lateral is anticipated to be 8" DR-14 C-900 PVC water line.

STORM WATER CONVEYANCE SYSTEM

Conversations with Salt Lake City Public Utilities has informed the project team that on-site detention is not required by the city in The Gateway Zoning District. With this being the case, roof drains from the new hotel will be collected and piped through a new storm water conveyance system out the west side of the proposed hotel, down the stairs to the Olympic Plaza, through the plaza and tie into an existing 18" ADS drain/pipe beneath Rio Grande Street. This outfall line is anticipated to be a 12" PVC drain line as shown on Sheet C3.00.

The new storm drain system will be a combination of the following types of components:

- 12" diameter pipes or smaller (roof drains) – PVC sewer pipe, ASTM D-3034, Type PSM, SDR 35
- Type I or II precast concrete inlet boxes or junction boxes.

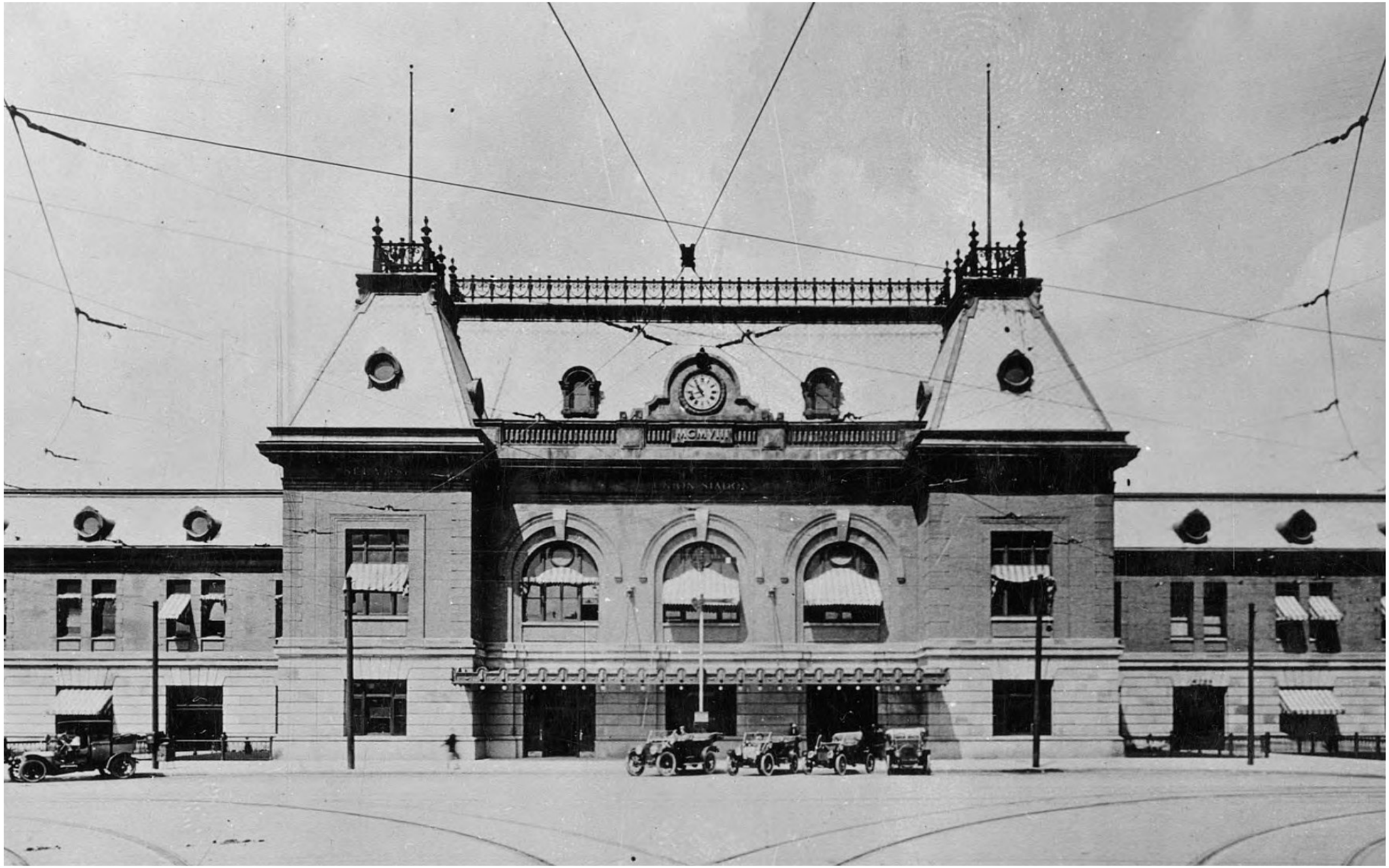
SANITARY SEWER SYSTEM

Since the proposed hotel will be constructed on the west side of the existing Union Pacific Building, the new wastewater collection system will need to outfall west into an existing 12” PVC SS main beneath Rio Grande Street. An existing 12” line extends through the Olympic Plaza to the west side of the existing Union Station Building. This 12” line will be utilized for wastewater conveyance from the new hotel addition.

In addition to the hotel tower outfall, the southern end of the existing Union Pacific building will be remodeled to include a new street level retail/ restaurant space. Since this space does not have access to a grease interceptor, a new +/-2,000 gallon precast concrete grease interceptor will need to be installed on the east side of the existing building. The grease waste from the new restaurant will then run through a new 6” lateral, through the interceptor and sampling manhole, then through a new section of 8” DR-35 PVC sanitary sewer main and tie in to an existing concrete manhole near the southeast side of the project.

NATURAL GAS

Based on gas maps received from Dominion Energy, a 6” HDPE gas main runs beneath the west of 400 West Street on the east side of the proposed building. The existing building is fed from a 2” lateral extending into the loading dock on the north side of ‘The Depot’ concert venue. Undoubtedly, the new hotel will increase the demand for natural gas. The project will need to determine what the actual demand is and coordinate with Dominion Energy to see if the existing lateral can be re-sued by increasing the pressure through the existing 2” line, or if this lateral will need to be upsized. It is also likely that this place and a new lateral and meter is pulled into the project off the 6” main beneath 400 West.


MCMVIII

H. HISTORIC DESIGN GUIDELINES COMPLIANCE

While the Union Pacific Hotel will remove and replace non-historic retail additions at the ground level and will maintain the existing exits on levels two and three, it will also be perceived as a free-standing building from the west elevation. In that sense, the new building can be perceived as both, an addition and new construction and will comply with the intent of the applicable design guidelines for historic commercial properties and districts as demonstrated in this section.

1. CONTEXT AND CHARACTER

As noted in the project description, one of the main project objective is to invigorate the original spirit and historic character of the Union Passenger Station that will directly have an impact on its vitality and vitality of its neighborhood and extend its longevity with a new chapter. The vitality of the existing building will be contingent on the vitality of the new building requiring a balanced approach and architectural response.

The design, placement and materials of the new building will embrace the character of the historic building while relating to its larger context with a goal to maintain a cohesive, pedestrian-oriented neighborhood identity. The new design will reinforce the basic organization and elements of the historic building through appropriate massing, form, orientation, scale and materials. While sensitive and complementary to the existing building, the new design will not replicate or echo its architectural historic style. It will rather seek creative design solutions that respect and reinterpret the historic elements and characteristics while reflecting current era of design and construction through a compatible, contemporary design that stylistically is clearly distinguishable. The new design will incorporate references to the history of the existing building through hardscape, signage and art design that will inform and educate the future hotel guests and visitors about the building's past and evolution.

H. HISTORIC DESIGN GUIDELINES COMPLIANCE

2. SITE DESIGN AND ORIENTATION

Four-sided public exposure, proximity of public transit and diverse Gateway context maximize the potential for a pedestrian oriented design. The new building is located behind the historic building minimizing the impact to the character of its primary façade, massing and orientation. It is sited along the same central axis as the Union Passenger Station reinforcing the existing mid-block pedestrian connection from South Temple to the Gateway through a central courtyard. The connection points between the new and historic building will utilize the existing openings in the west wall to protect the structural integrity of the historic building. The existing exterior exit stairs will be replaced by enclosed, new building stairs that connect to the second and third of the historic building via delicate, open bridges.

Along 400 West, the proposed streetscape improvements will enhance the sense of arrival with a new hardscape and landscape design that will reinforce and announce the existing building entrances. The new landscape design will create a soft buffer for the existing automobile drop-off minimizing its impact on the pedestrian street experience. The project will utilize existing underground parking and loading facilities eliminating their visual impact on the historic building. In the new courtyard, the hardscape and landscape design will emphasize a sense of place while the building entrances will be designated with a series of metal and wood canopies and canvas awnings. The western footprint of the new building will closely follow the property boundary treating it as a primary façade while reinforcing the edge of the existing pedestrian walkways.


PACIFIC
B&NOBLE

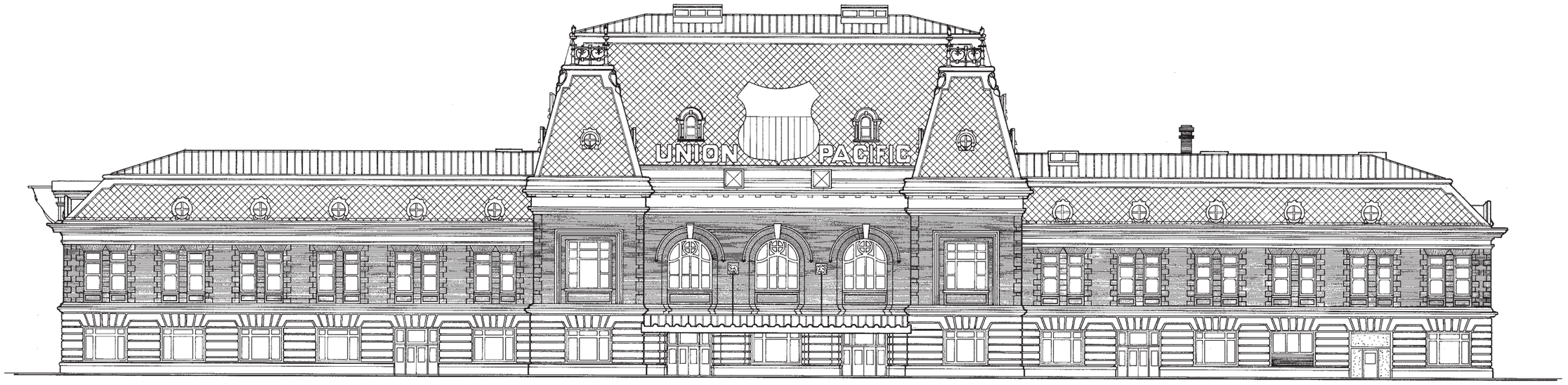
H. HISTORIC DESIGN GUIDELINES COMPLIANCE

3. MASS, SCALE AND FORM

The curvilinear form of the new building springs away from the historic west façade allowing it to maintain its integrity while responding to the shape of the existing buildings to the west. The massing and articulation of the west façade takes cues from the Second French Style of the Union Pacific Railroad Station by breaking down the building massing with a center pavilion whose materiality and scale are intentionally differentiated from the adjacent building wings. While relating to the fundamental organization of the historic building, the subtle interpretation of the historic style is clearly differentiated through a contemporary materiality and articulation.

Viewed from South Temple, the new building takes a more subordinate approach by becoming a backdrop for the north and south wings of the Union Pacific Railroad Station. The massing and scale of the new building visible from South Temple is broken down with a series of simple brick volumes with varying building heights. Their perceived scale is reduced through the vertical window elements and brick articulation whose changing texture and brick orientation pay tribute to the elaborate brickwork of the historic façade. Immediately adjacent to the historic building, the new building massing steps back to a one-story podium structure. The reduced podium massing acts as a "connector" between the historic and the new building protecting the character of its west façade and emphasizing a sense of human scale in and around the courtyard.

The height of the new building remains below the historic mansard roof while relating to the height and scale of the surrounding office and residential buildings. The primary roof is flat relating to its commercial neighbors while not competing with the mansard roof, one of the historic building's most recognizable features. Thanks to the district cooling and heating, large mechanical equipment such as cooling towers will not be required, while smaller air handler units on the roof will be screened with parapet walls that will be integrated into the overall roof design.



EAST ELEVATION
SCALE: 1/16" = 1'-0"

LOUVERED SCREEN:
BOD: FORTINA LOUVERS
WOOD LOOK FINISH

CURTAIN WALL:
OCCURS AT ALL SUITES

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

BRICK VENEER:
FBX BRICK
COLOR CASTLE GRAY

WINDOW WALL SYSTEM:
5'Wx10'H
BRONZE FINISH
WINDOW AT LEVEL 8 ONLY

WINDOW WALL SYSTEM:
5'Wx7'-6"H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

STONE VENEER:
NATURAL LIMESTONE
COLOR TO MATCH BRICK ABOVE

BRICK SOFFIT:
TO MATCH FBX BRICK ABOVE
OCCURS IN ARCADE AREA

CABLE RAIL:
BRONZE FINISH
OCCURS AT SUITE BALCONIES

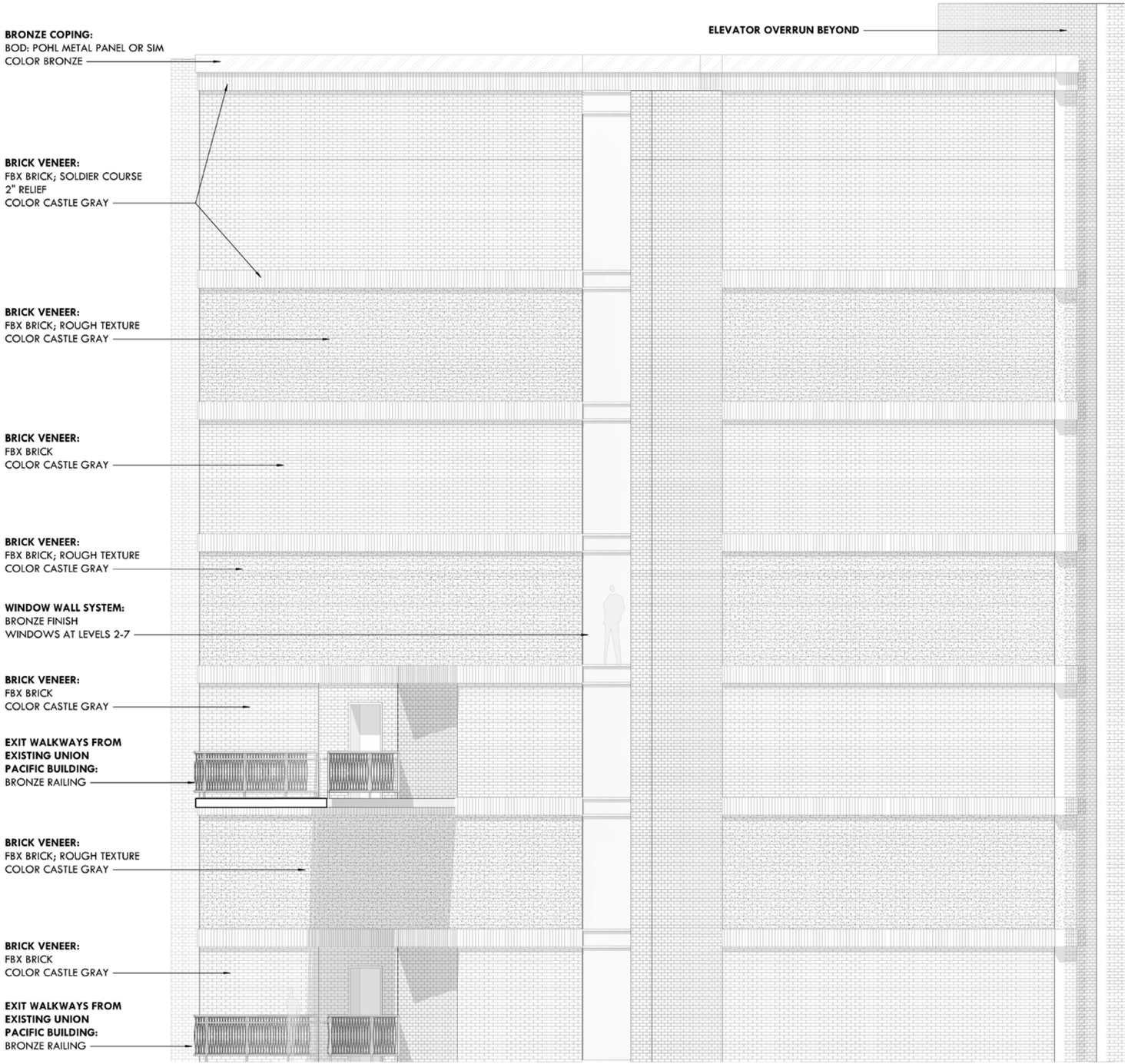
WOOD SOFFIT:
CEDAR PLANK
OCCURS IN ARCADE AREA

CURTAIN WALL SYSTEM:
OPERABLE SLIDING DOORS AT MEETING AND FITNESS SPACES
BRONZE FINISH
WINDOWS AT GROUND LEVEL

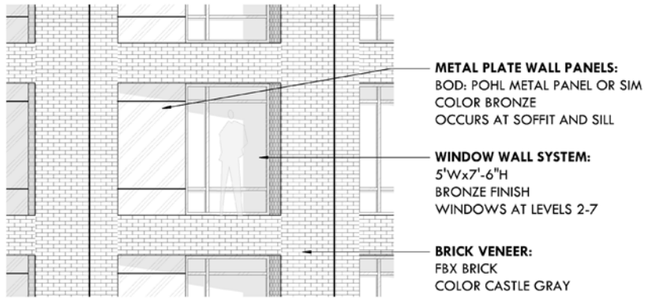
02 WEST
1/16" = 1'-0"

0' 8' 16' 32'

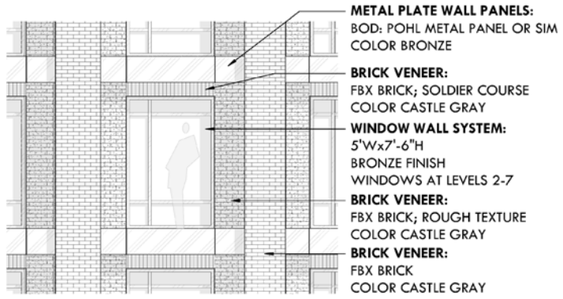
01 EAST
1/16" = 1'-0"
0' 8' 16' 32'



03 ENLARGED ELEVATION - EAST FACING WALL
1/4" = 1'-0"



02 ENLARGED ELEVATION - TYPICAL WEST GUESTROOM
1/4" = 1'-0"



01 ENLARGED ELEVATION - TYPICAL EAST GUESTROOM
1/4" = 1'-0"

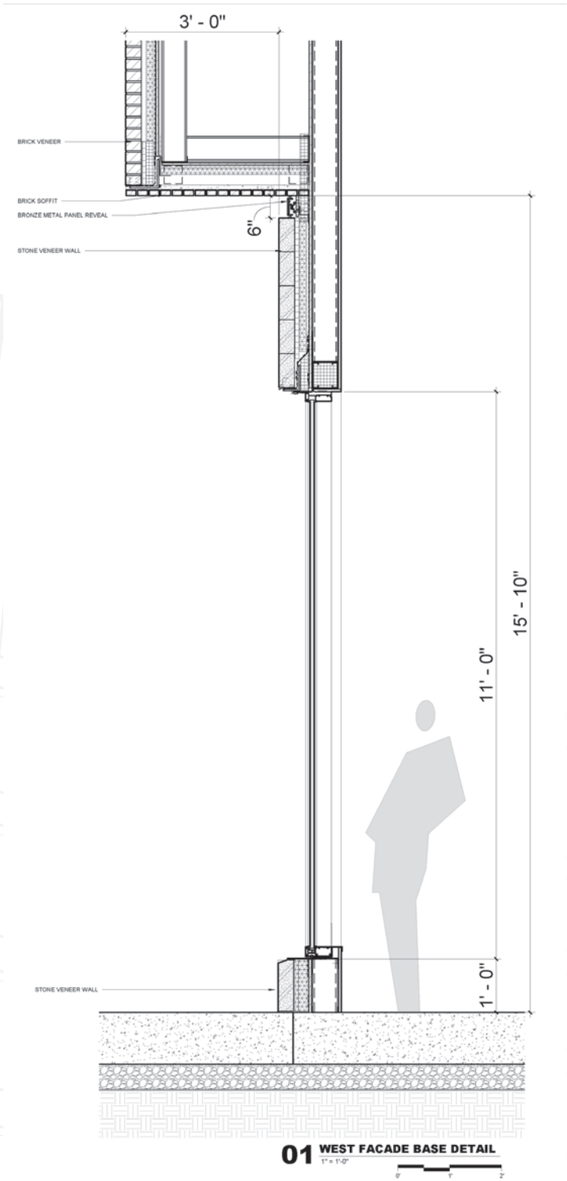
H. HISTORIC DESIGN GUIDELINES COMPLIANCE

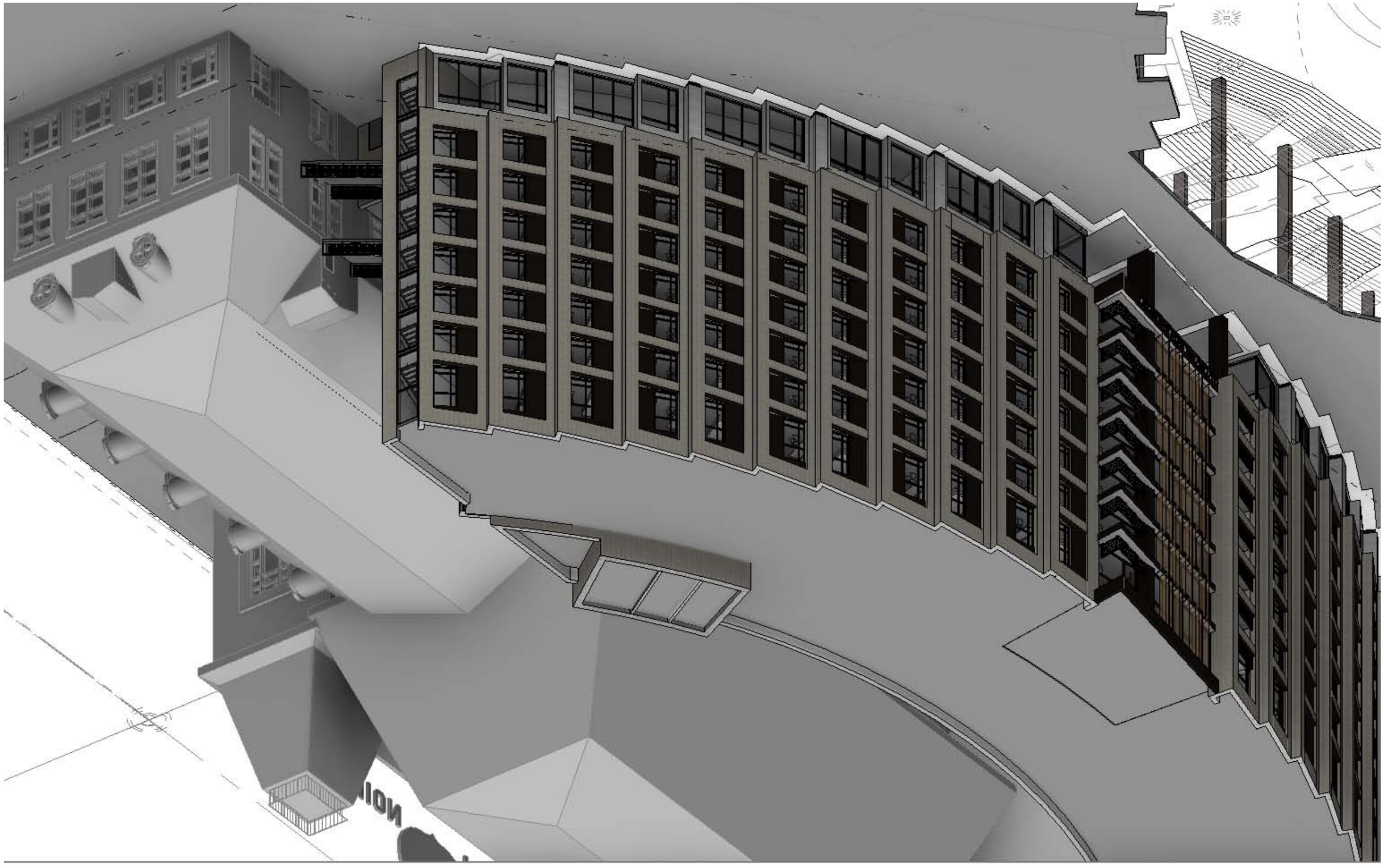
4. ARCHITECTURAL CHARACTER AND FAÇADE ELEMENTS

In addition to the pedestrian friendly courtyard and one-story podium, the new building promotes the human scale with a base design that is clearly distinguished through the change in scale, articulation, rhythm and materiality. Large windows set in stone cladding create a series of faceted storefronts that revolve around the western property boundary. This creates a dynamic rhythm of the base that breaks down its length and scale while providing visual interest and encouraging pedestrian activity. The base façade is further articulated through a series of operable windows and doors that further animate the pedestrian level and create an appearance of an active street scene.

Like many historic buildings, the base articulation expresses greater level of design but embellishes the traditional historic elements in a creative and more contemporary way. The column base and capitol that are traditionally highly articulated, are defined with a recessed metal bronze band set back from the plane of the column shaft. This discreet gesture nodes the column articulation of the historic building but with a more contemporary expression and absence of ornamentation. The top of the base wall that typically terminates with an elaborate cornice detail is articulated in a similar fashion defining the top of the building base while giving the tower above a floating appearance.

In addition to a clearly differentiated base, the building façade articulation breaks the massing of the building horizontally expressing the middle and top building elements. The middle portion is expressed with a series of vertical brick planes punched with deep, recessed guestroom windows that revolve around the western property boundary similarly to the building base. The combination of the revolving building geometry and deep window recesses creates a very dynamic architectural expression whose interaction with light and shadow changes throughout the course of the day and all four seasons. The vertical brick planes terminate with a pronounced, horizontal cornice detail and a deliberately increased top level with taller windows that define the crown of the building. The revolving cornice detail is another creative interpretation of a traditional building element that without excessive detailing, better relates the overall façade composition and creates a more cohesive architectural expression.






HOTEL

H. HISTORIC DESIGN GUIDELINES COMPLIANCE

5. BUILDING MATERIALS

The materiality of the new building draws from the historic and surrounding buildings material palette dominated by brick and stone reinforcing the contextual consistency and cohesiveness. The Union Pacific Hotel uses brick veneer as its primary material that will relate to the historic building and the adjacent retail context in scale, color and texture. The selected gray color of the brick will closely relate to the historic sandstone base without competing with its primary red brick. The warm gray color will also complement the new color palette of the surrounding context that was recently introduced as a part of the revitalization efforts. The project will specify FBX brick with more stringent dimensional tolerances that will accentuate crispness of the revolving brick planes. Furthermore, the project will introduce subtle variation in brick texture and orientation to complement the restrained architectural articulation on the west façade, reduce the perceived building scale and create more visual interest without competing with the historic building.

The base materials will emphasize human scale with large, recessed window openings that will be balanced with stone cladding to create a sense of stability and support for the building above. The stone cladding will be complemented with the recessed metal accents at the base of the columns and head of the wall that will further refine the base articulation and create more depth. The rest of the material palette will include low reflection glass at the ground level while the guestroom windows above grade may require slightly higher reflection for energy performance and privacy. The brick, stone and glass will be accompanied by bronze metal panel, wood soffits and vertical shading devices as accent materials that will introduce warmth and create a more residential look appropriate for a hotel.

Castle Grey Brick and Untreated Bronze

Castle Grey Brick and Brushed Bronze

Castle Grey Brick with rough texture

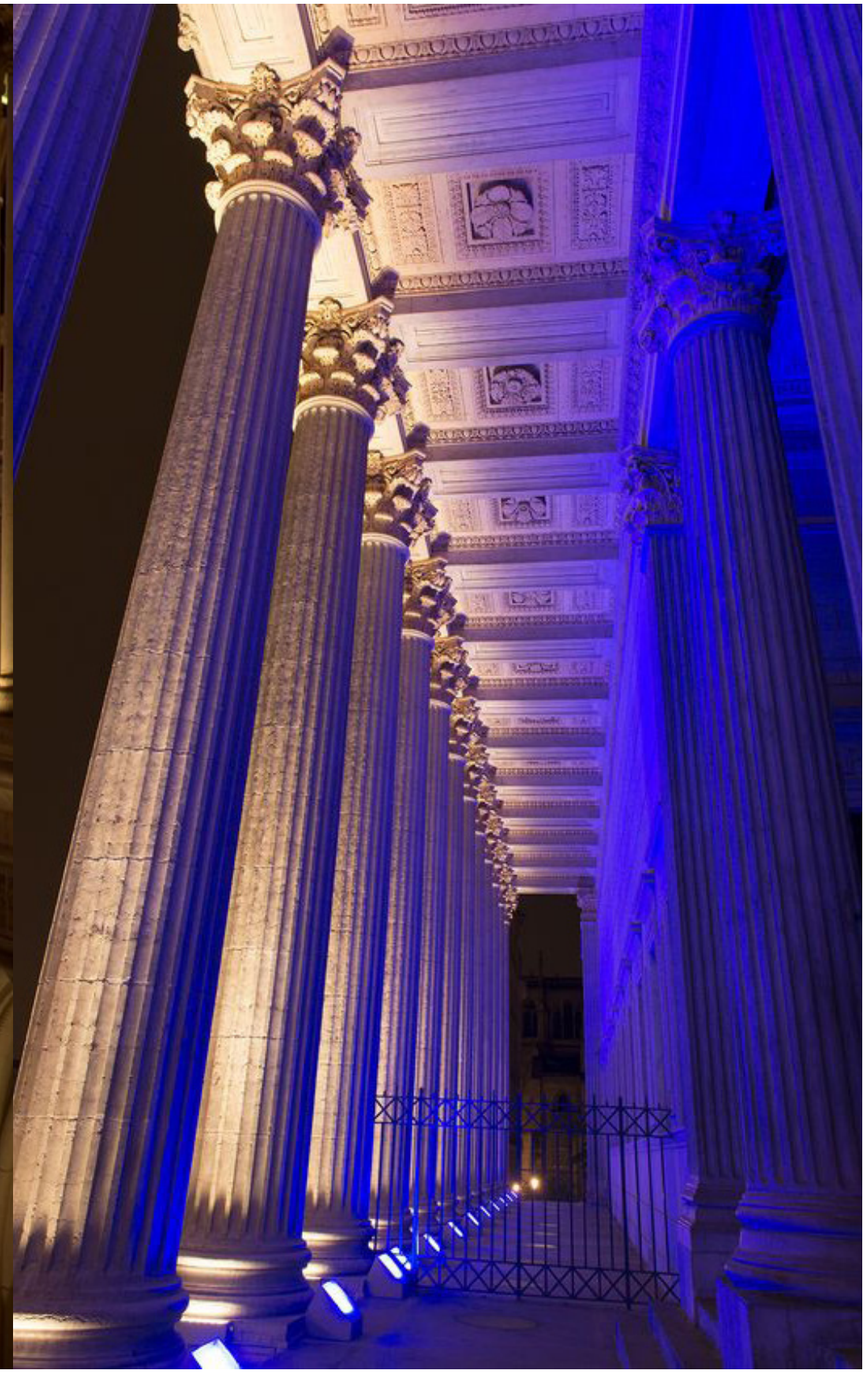

BARNES &
BOOKS
UNION PACIFIC HOTEL
GOOD COFFEE
FOR EVERYONE
OPENING
SPRING 2018

H. HISTORIC DESIGN GUIDELINES COMPLIANCE

6. LIGHTING

The project will evaluate opportunities to highlight the historic features of the Union Pacific Depot façade facing South Temple and enhance the existing exterior lighting. The new design will also illuminate currently dim west façade of the historic building to signify its importance and attract views from the new east facing guestrooms. All exterior lighting will be carefully coordinated and integrated with the existing building while complying with current the Salt Lake City lighting master plan. The exterior lighting will also enhance streetscape improvements (described in more detail in the Streetscape Section below) by removing the excessive number of light poles around the current drop off. They will be replaced with smaller scale, illuminated bollards that will outline the hotel drop off area while not detracting from the primary historic façade.

In addition to the exterior illumination that will celebrate the historic building and accentuate its unique features, the attached examples of other Union Station Hotels demonstrate how interior lighting can be used to transform the character of the space for different events without permanently compromising the integrity of the existing building character and finishes. Given the intent to use the historic grand hall for multiple functions and as a center of the hotel public space, lighting will become an integral and critical element of its design.



H. HISTORIC DESIGN GUIDELINES COMPLIANCE

7. CANOPY CONCEPT DESIGN OPTIONS

As the Union Pacific Station is converted to a Hotel, the passenger drop-off experience will require some modification to the existing building. The need to announce the hotel entry and protect users from the elements as they await vehicular transportation or load/unload their luggage from their vehicle becomes an essential part of the building's entry sequence. To provide this cover, we investigated historic imagery to discover what types of entry coverings had historically been a part of the Union Pacific Station and developed three canopy concept design options. The final design and detailing of the canopy will be developed and provided after one of the three options has been selected.

Option 1

The entry to the Grand Hall of the UPD building is covered and announced by a large wood construction and metal clad canopy that attaches to the face of the building. The first design option proposes a pair of attached canopies that will match the existing canopy and occur symmetrically on the façade of the building. The southern canopy will cover the entrance to the new restaurant and hotel entry while the northern canopy will cover the entry to the existing restaurant in the North wing as well as the ticket office for The Depot music venue. This is the preferred design option as it provides adequate cover for the hotel entry and drop-off.

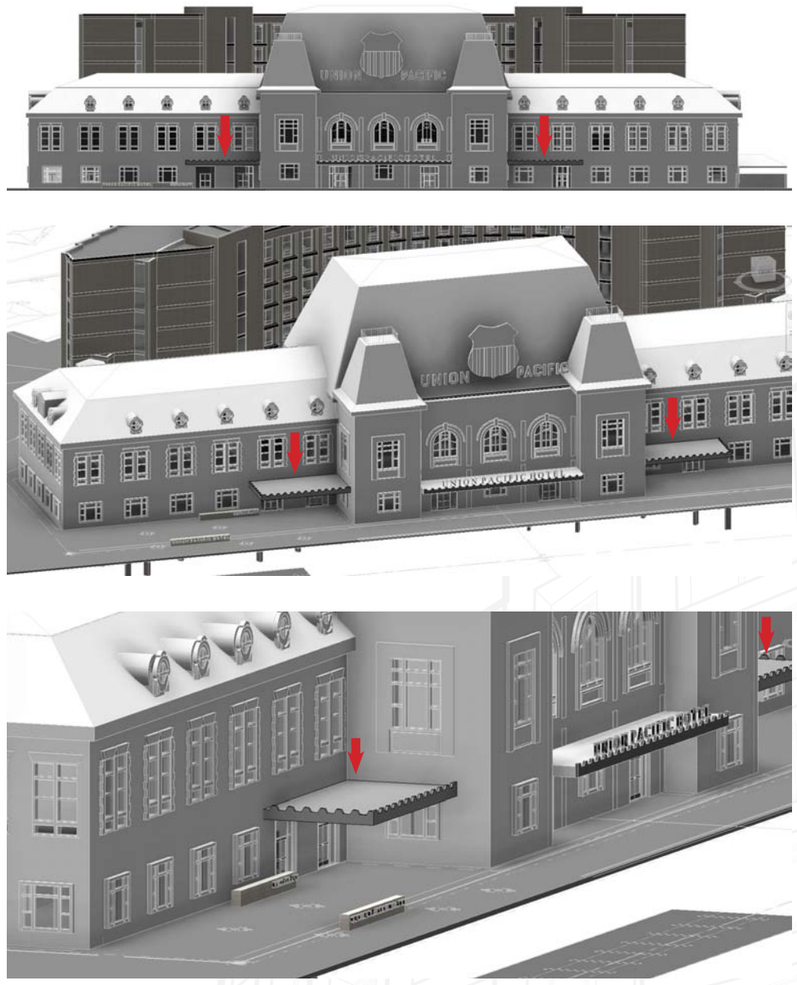
Option 2

As seen in the historic photography, awnings were once present all along the façade of the UPD building. The second design option proposes four awnings to occur symmetrically across the façade. The awnings would provide limited cover for the entry to the hotel and new restaurant in the South wing, and for the restaurant entry and The Depot ticket office in the North wing. This design option would provide minimal cover for each of these entries.

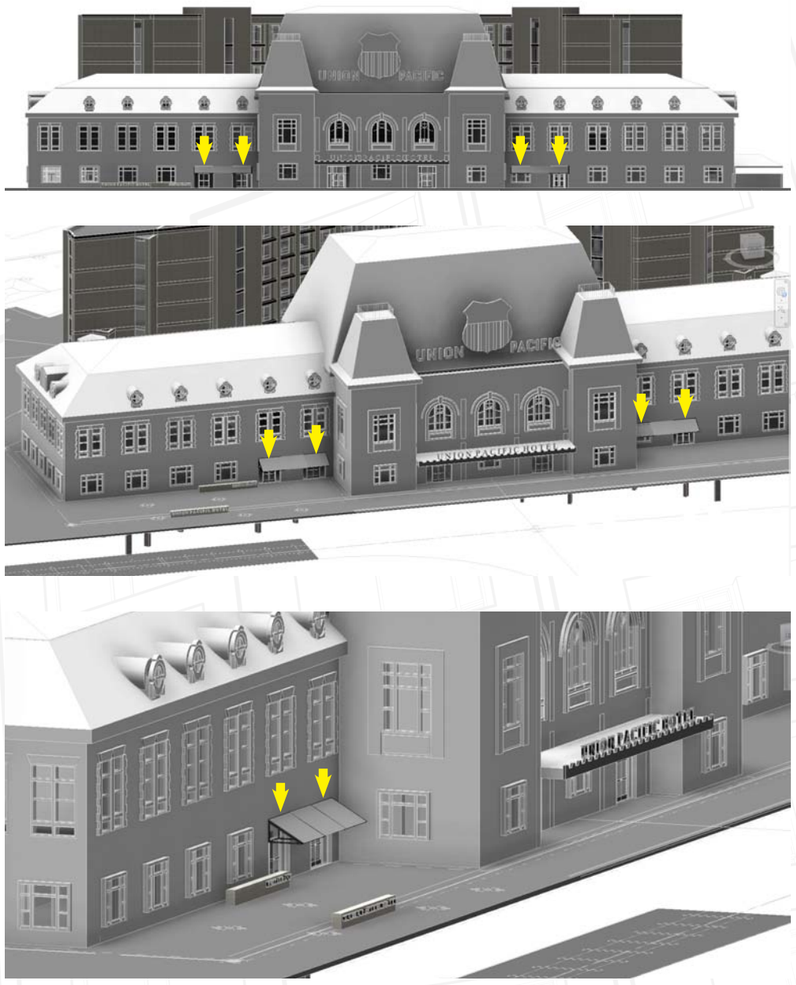
Option 3

The third option proposes a free-standing structure that provides the maximum amount of coverage from the elements for hotel guests and visitors by covering the entirety of the hotel drop-off. The structure would be constructed out of steel and glass to minimize the visual impact on the existing UPD building. Aesthetically it is intended to be sympathetic towards the metal work and detailing of the original building without drawing attention away from the South Temple elevation.

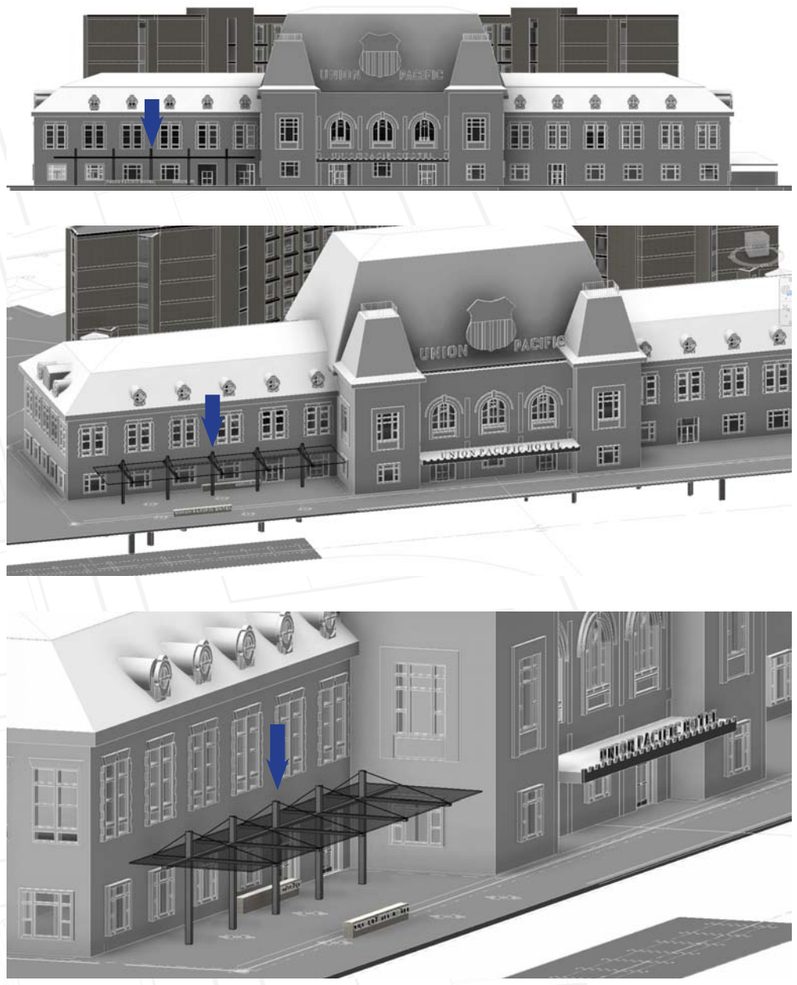
OPTION 1: ATTACHED CANOPY



OPTION 2: ATTACHED AWNINGS



OPTION 3: FREE-STANDING CANOPY



ATTACHMENT C.2: APPLICATION DRAWINGS

The Athens Group

HKS

UNION PACIFIC HOTEL
SALT LAKE CITY, UTAH

OWNER

VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER

ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT

HKS INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER

GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT

MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

CBSD/PD SUBMITTAL

PROJECT NO. 21578
08/06/2018

ROOM NAME ABBREVIATIONS

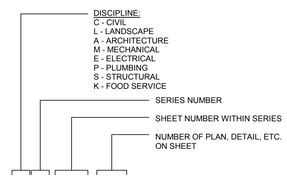
A	
AC	AIR CONDITIONING
ALC	ALCOVE
ATM	AUTOMATED TELLER
B	
BED RM	BEDROOM
BRD RM	BOARD ROOM
BLR RM	BOILER ROOM
BTQUE	BOUTIQUE
BULK ST	BULK STORAGE
C	
CHNG (M-MALE, F-FEMALE, H/C-HANDICAPPED)	CHANGING ROOM
CLN HOLD	CLEAN HOLDING
CLN LINEN	CLEAN LINEN
CLN ST	CLEAN STORAGE
CLERICAL/FILES	CLERICAL/FILES
CL	CLOSET
COMM	COMMUNICATION
COMM EQ	COMMUNICATION EQUIPMENT
CMWP	COMPOSITE METAL WALL PANEL
COMP	COMPUTER
COMP SERVER	COMPUTER SERVER
COMP ST	COMPUTER STATION
CNCSN	CONCESSION AREA
CNCRG	CONCIERGE
CONF	CONFERENCE
COPY	COPY AREA
CORR	CORRIDOR
CTYRD	COURTYARD
D	
DIN	DINING
DISH	DISHROOM
E	
ELEC	ELECTRICAL
ELEC CL	ELECTRICAL CLOSET
EMER ELEC	EMERGENCY ELETRICITY
EMER GEN	EMERGENCY GENERATOR ROOM
EQPM	EQUIPMENT
EQPM ALC	EQUIPMENT ALCOVE
EXERC	EXERCISE
EXIST	EXISTING
F	
FF	FINISH FLOOR
FILE	FILE STORAGE
FILES/ADMIN	FILES ADMINISTRATION
FIN	FINANCE
FOOD ST	FOOD STORAGE
FNCTN RM	FUNCTION ROOM
FUT EXP	FUTURE EXPANSION
G	
GAR	GARAGE
GEN STORES	GENERAL STORES
GEN	GENERATOR
GIFT	GIFT SHOP
GROSS	GROSSING
H	
SHWR H/C	HANDICAP SHOWERS
TLT H/C STAFF	HANDICAP STAFF TOILET
TLT H/C	HANDICAP TOILET
TLT SH H/C	HANDICAP TOILET/SHOWER
TUB H/C	HANDICAP TUB
HSKPG	HOUSEKEEPING
I	
ICE	ICE MACHINE
INFO	INFORMATION DESK
INFO SYSTEM	INFORMATION SYSTEM
INV	INVENTORY
K	
KIT	KITCHEN
KIT/SAT	KITCHEN SATELLITE
L	
LDRY	LAUNDRY
LIB	LIBRARY
LIN CH	LINEN CHUTE
LIN STR	LINEN STORAGE
LR	LIVING ROOM
DOCK	LOADING DOCK
LKRS	LOCKERS
LKRS F	LOCKERS FEMALE
LKRS M	LOCKERS MALE
LKRS/CHNG	LOCKERS/CHANGING
M	
MACH RM	MACHINE ROOM
MAIL	MAIL ROOM
MAINT	MAINTENANCE
MGMT	MANAGEMENT
MRKTG	MARKETING
MATL MGMT	MATERIALS MANAGEMENT
MECH	MECHANICAL
MECH/ELEC	MECHANICAL/ELECTRICAL
MTG	MEETING ROOM
MEZZ	MEZZANINE
MOB DK	MOBILE DOCK
O	
OFF	OFFICE
OFF SHRD	OFFICE SHARED
P	
PNTR	PANTRY
PRIV	PRIVATE
R	
RCPT/CSHR	RECEPTION/CASHIER
RECYC	RECYCLING
REFR	REFRIGERATOR
REGIST	REGISTRATION
REST	RESTAURANT
S	
SECUR	SECURITY
SVC	SERVICE
SERV ENTRY	SERVICE ENTRY
SHELL	SHELL SPACE
SHWR (M-MALE, F-FEMALE, H/C - HANDICAP)	SHOWER
SOIL LN	SOILED LINEN
STR	STAIR
ST	STORAGE
SPLY	SUPPLY
SUPP	SUPPORT
T	
TECH	TECHNICIANS
TEL	TELEPHONE
TEL ALC	TELEPHONE ALCOVE
TEL CL	TELEPHONE CLOSET
TEL VND	TELEPHONE VENDING
TEL/DATA	TELEPHONE/DATA
TV	TELEVISION LOUNGE
TEMP ST	TEMPORARY STORAGE
TLT (M-MALE, F-FEMALE, P-PUBLIC H/C-HANDICAP, S-STAFF, U-UNISEX)	TOILET
TLT/SH (H/C-HANDICAP, TB-TUB)	TOILET SHOWER
TRSH	TRASH
U	
UTIL	UTILITY
V	
VND	VENDING
VEST	VESTIBULE
W	
W/C ALC	WHEELCHAIR ALCOVE
W/C ST	WHEELCHAIR STORAGE

DRAWING ABBREVIATIONS

A	
AB	ANCHOR BOLT
AD	AREA DRAIN
AC	AIR CONDITIONING
ACT	ACOUSTICAL CEILING TILE
ADD	ADDENDUM
ADD'L	ADDITIONAL
ADJ	ADJACENT
AFF	ABOVE FINISHED FLOOR
AGGR	AGGREGATE
AL ALUM	ALUMINUM
ALT	ALTERNATE
ANOD	ANODIZED
APPROX	APPROXIMATE
ARCH	ARCHITECTURAL
B	
B.M.	BENCH MARK
BD	BOARD
BETW	BETWEEN
BF	BACKFACE
BG	BUMPER GUARD
BL	BED LOCATOR
BL	BUILDING LINE
BLDG	BUILDING
BLKG	BLOCKING
BM	BEAM
BOT	BOTTOM
BR	BUMPER RAIL
BRG	BEARING
BSMT	BASEMENT
BU ROD	BACK-UP ROD
BUR	BUILT-UP ROOF
BW	BEARING WALL
C	
C	COMPACT PARKING SPACE
CC	CUBICK CURTAIN
CDR	CARD READER
CEM	CEMENT
CER	CERAMIC
CG	CORNER GUARD
CIP	CAST IN PLACE
CJ	CONTROL JOINT
CJ	CONSTRUCTION JOINT
CL	CENTER LINE
CLG	CEILING
CLR	CLEAR
CMU	CONCRETE MASONRY UNIT
COL	COLUMN
COMM	COMMUNICATIONS
CONC	CONCRETE
CONN	CONNECTION
CONST	CONSTRUCTION
CONT	CONTINUOUS
COORD	COORDINATE
CPE	CHLORINATED POLYETHYLENE
COOR	CORRIDOR
CR	COLD ROLLED
CR	CRASH RAIL
CSK	COUNTERSUNK
CT	CERAMIC TILE
CTD	CENTERED
CTR	CENTER
CW	CURTAIN WALL
D	
D	DEPTH
DBA	DEFORMED BAR ANCHOR
DET	DETAIL
DF	DECORATIVE FILM
DIA	DIAMETER
DIAPH	DIAPHRAGM
DIM	DIMENSION
DJ	DEFLECTION JOINT
DL	DEAD LOAD
DN	DOWN
DRG	DRAWING
DS	DOWN SPOUT
DWGS	DRAWINGS
DWLS	DOWELS
E	
EA	EACH
EF	EACH FACE
EFG	ENTRANCE FLOOR GRILLE
EIFS	EXTERIOR INSULATION AND FINISH SYSTEM
EJ	EXPANSION JOINT
EL	ELEVATION
ELEC	ELECTRIC
ELEV	ELEVATOR
EOS	EDGE OF SLAB
EQ	EQUAL
EQUIP	EQUIPMENT
ESC	ESCALATOR
EW	EACH WAY
EWC	ELECTRIC WATER COOLER
EXIST	EXISTING
EXP BLT	EXPANSION BOLT
EXT	EXTERIOR
F	
FD	FLOOR DRAIN
FDN	FOUNDATION
FE	FIRE EXTINGUISHER
FEC	FIRE EXTINGUISHER CABINET
FF	FINISH FLOOR
FHC	FIRE HOSE CABINET
FIB	FIBERGLASS
FIN	FINISH
FLR	FLOOR
FS	FAR SIDE
FT	FOOT
FT	FLOOR TRANSITION
FTG	FOOTING
FV	FIELD VERIFY
FVC	FIRE VALVE CABINET
G	
GA	GAUGE
GALV	GALVANIZED
GB	GRADE BEAM
GEN	GENERAL
GFRC	GLASS-FIBER REINFORCED CONCRETE
GI	GALVANIZED IRON
GL	GLASS
GM	GLAZED MASONRY UNIT
GND	GROUND
GR	GRADE
GRG	GLASS-REINFORCED GYPSUM
GYP BD	GYPSUM BOARD
H	
HB	HOSE BIB
HDW	HARDWARE
HDWD	HARDWOOD
HK	HOOK
HM	HOLLOW METAL
HOR	HORIZONTAL
HP	HIGH POINT
HR	HOUR
HS	HEADED STUD
HSKP	HOUSEKEEPING
HT	HEIGHT
HW	HAND WASH
HW	HEAD OF WALL
I	
IBC	INTERNATIONAL BUILDING CODE
ID	INSIDE DIAMETER
INSUL	INSULATION
INT	INTERIOR
K	
K	KIPS (1000 LB)
KO	KNOCK-OUT
KP	KICKPLATE
KPD	KEYPAD
KSF	KIPS PER SQUARE FOOT
L	
L	ANGLE
LAV	LAVATORY
LG	LONG
LKB	LOCKABLE
LL	LIVE LOAD
LLV	LONG LEG VERTICAL
LOC	LOCATION
LP	LOW POINT
LT	LIGHT
LWC	LIGHTWEIGHT CONCRETE
M	
MAS	MASONRY
MATL	MATERIAL
MAX	MAXIMUM
MECH	MECHANICAL
MEMB	MEMBRANE
MEP	MECHANICAL, ELECTRICAL AND PLUMBING
MFG	MANUFACTURER
MGO	MEDICAL GAS OUTLET
MIN	MINIMUM
MISC	MISCELLANEOUS
MO	MASONRY OPENING
MOB	MEDICAL OFFICE BUILDING
MOD BIT	MODIFIED BITUMEN
MOD	MODIFIED
MSL	MEAN SEA LEVEL
MTL	METAL
N	
NA	NOT AVAILABLE
NIC	NOT IN CONTRACT
NOA	NOTICE OF ACCEPTANCE
BY	FLORIDA GOVERNING AUTHORITY
NOM	NOMINAL
NS	NEAR SIDE
NTS	NOT TO SCALE
NWC	NORMAL WEIGHT CONCRETE
O	
OA	OVER ALL
OC	ON CENTER
OD	OUTSIDE DIAMETER
OD	OVERFLOW DRAIN
OFCI	OWNER FURNISHED, CONTRACTOR INSTALLED
OFOI	OWNER FURNISHED, OWNER INSTALLED
OH	OPPOSITE HAND
OPNG	OPENING
OPP	OPPOSITE
OSF	OUTSIDE FACE
P	
P LAM	PLASTIC LAMINATE
PC	PRECAST CONCRETE
PCF	POUNDS PER CUBIC FOOT
PCP	PORTLAND CEMENT PLASTER
PENT	PENTHOUSE
PL	PROPERTY LINE
PL	PLATE
PLUMB	PLUMBING
PLYWD	PLYWOOD
PP	PUSH PLATE
POL	POLISHED
PORT CEM	PORTLAND CEMENT
PR	PAIR
PREFAB	PREFABRICATED
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PT	POINT
PT	PNEUMATIC TUBE
PTD	PAINTED
R	
R	RISER
RAD	RADIUS
RAF	RUBBERIZED ASPHALT FLASHING
RAM	RUBBERIZED ASPHALT MEMBRANE
RAU	RUBBERIZED ASPHALT UNDERLAYMENT
RCP	REFLECTED CEILING PLAN
RD	ROOF DRAIN
REBAR	REINFORCING BAR
RECP	RECEPTACLE
REF	REFER OR REFERENCE
REINF	REINFORCING
RELOC	RELOCATE/RELOCATED
REQ'D	REQUIRED
RFVC	RECESSED FIRE VALVE CABINET
RM	ROOM
RO	ROUGH OPENING
S	
SAB	SOUND ATTENUATION BLANKET
SBC	STANDARD BUILDING CODE
SCHED	SCHEDULE
SDL	SUPERIMPOSED DEAD LOAD
SECT	SECTION
S/H	SINGLE HUNG
SHWR	SHOWER
SIM	SIMILAR
SO	STRUCTURAL OPENING
SOG	SLAB ON GRADE
SP	STAND PIPE
SPA	SPACE, SPACING
SPEC	SPECIFICATION
SQ	SQUARE
SS	STAINLESS STEEL
SSF	SOLID SURFACE
STA	STATION
STC	SOUND TRANSMISSION CLASS
STD	STANDARD
STIFF	STIFFENER
STIR	STIRRUP
STL	STEEL
STRUC	STRUCTURAL
SYM	SYMMETRICAL
SYS	SYSTEM
T	
T	TREAD
T&B	TOP AND BOTTOM
TC	TOP OF CURB
TEL	TELEPHONE
TEMP	TEMPERATURE
THK	THICK
TLT	TOILET
TO	TOP OF
TOB	TOP OF BEAM
TOC	TOP OF CONCRETE
TOF	TOP OF FOOTING
TOP	TOP OF PARAPET
TOS	TOP OF SLAB
TOSTL	TOP OF STEEL
TRSH CH	TRASH CHUTE
TW	TOP OF WALL
TYP	TYPICAL
U	
U/C	UNDER COUNTER
U/G	UNDERGROUND
UNO	UNLESS NOTED OTHERWISE
V	
VAR	VARIES
VCT	VINYL COMPOSITION TILE
VERT	VERTICAL
VEST	VESTIBULE
VWC	VINYL WALL COVERING
W	
W/	WITH
W/C	WHEEL CHAIR
W/O	WITHOUT
W	WIDTH
WP	WATERPROOF(ING)
WD	WOOD
WF	WIDE FLANGE
WL	WIND LOAD
WP	WORK POINT
WP1	WORK POINT - NUMBERED
WWF	WELDED WIRE FABRIC

INDEX OF DRAWINGS

NUMBERING SYSTEM:



A2.10/01

LEGEND

MATERIALS

- CONCRETE/ PRECAST CONCRETE
- SOIL
- SAND, EIFS FINISH COAT, OR CEMENT PLASTER
- BRICK
- CMU
- STONE
- GLASS MINERAL FIBER BATT INSULATION
- GLASS MINERAL FIBER SEMI RIGID INSULATION
- MINERAL WOOL SEMI RIGID INSULATION
- EXPANDED POLYSTYRENE RIGID INSULATION
- EXTRUDED POLYSTYRENE RIGID INSULATION
- POLYISOCYANURATE RIGID INSULATION
- GYPSUM BOARD
- EXTERIOR GYPSUM SHEATHING
- EXTERIOR CEMENT BOARD
- COATED GLASS MAT WATER RESISTANT GYP BD
- PLYWOOD
- COVER BOARD

DRAWING SYMBOLS

- ROOM NAME / XXXXX — ROOM NAME/NUMBER
- X — EXISTING COLUMN CENTERLINE
- X — COLUMN CENTERLINE
- X — ACCESSORY
- 1 — DEMOLITION NUMBERED NOTES
- 01 / A0.XX — BUILDING WALL SECTION
- A0.XX — ELEVATION
- A0.XX — DUMMY SECTION DETAIL
- 01 / A0.XX — SECTION DETAIL
- 01 / A0.XX — PLAN, BLOW-UP DETAIL
- CORNER GUARDS
- WALL PROTECTION
- A3 / AAA 3 — PARTITION TYPE WITH NO SOUND ATTENUATION
- A3 / AAA 3 — PARTITION TYPE WITH SOUND ATTENUATION
- BUILDING EXPANSION JOINT
- CMU WALL
- NEW WALL
- EXISTING WALL
- DEMO WALL
- DIRECTION INDICATOR
- EDGE OF SLAB
- FACE OF BUILDING
- +9'-0" — CEILING HEIGHT
- INTERIOR ELEVATION INDICATOR

CEILING SYMBOLS

- GYP BD CEILING
- SUPPLY AIR
- RETURN AIR
- EXHAUST AIR
- ACCESS PANEL
- FLUORESCENT LIGHT
- SUSPENDED LIGHT
- SUSPENDED FLUORESCENT LIGHT
- CHANDELIER
- WALL MOUNTED FLUORESCENT FIXTURE
- EXIT SIGNS - HATCH INDICATES EXIT TEXT AND ARROW INDICATES DIRECTION
- SD — SMOKE DETECTOR
- SPEAKER
- PROJECTOR
- WALL WASHER
- PENDANT TYPE LIGHT FIXTURE
- WALL MOUNTED LIGHT FIXTURE
- DOWNLIGHT
- STRIP LIGHT

BUILDING SUMMARY

PROJECT INFORMATION

PROJECT NAME: UNION PACIFIC STATION HOTEL
ADDRESS: 2 S. 400 WEST, SALT LAKE CITY UTAH 84101
PROPOSED USE: HOTEL
OWNER-CONTACT PERSON: ATHENS HOTEL DEVELOPMENT, LLC - JEFF MONGAN
PHONE: 602.648.6531

APPLICABLE CODES

- BUILDING CODE: 2015 IBC INCL. APPENDIX J
- MECHANICAL: 2015 IMC
- PLUMBING: 2015 IPC
- ELECTRICAL: 2014 NEC
- FIRE CODE: 2015 IFC
- STATE/CITY AMENDMENTS: H.B.203 STATE CONSTRUCTION AND FIRE CODE
- ENERGY CODE: 20158 IECC

BUILDING PLANNING

OCCUPANCY: R-2
MIXED OCCUPANCY? YES / NO
REQUIRED FIRE SEPARATION: NO

TYPE OF CONSTRUCTION

CONSTRUCTION TYPE: NEW CONSTRUCTION I-B
EXIST. BLDG II-B

ESSENTIAL FACILITY (CHAPTER 16, IBC)

ESSENTIAL FACILITY? YES / NO

GENERAL BUILDING LIMITATIONS

HIGH RISE? YES / NO

ITEM	ALLOWED / REQUIRED	ACTUAL / PROVIDED
HEIGHT OF BUILDING	180'-0" (120'-0" PER G-MU PD)	100'-0"
NUMBER OF STORIES	12	8
MAX SINGLE FLOOR AREA	UL	14,736 SQFT
TOTAL AREA OF BUILDING	UL	NC - 135,323 SQFT EXIST. BLDG - 43,789 SQFT
PENTHOUSE AND ROOF STRUCTURE	N/A	N/A
PARKING SPACES	STD: 121 / ACC: 5 / TTL: 126	*STD: 121 / ACC: 5 / TTL: 126

* PENDING BUILDING HEIGHT APPROVAL THROUGH CBSD REVIEW PROCESS
** PARKING PROVIDED OFF-SITE W/LONG TERM LEASE AGREEMENT

FIRE PROTECTION SYSTEMS

- FIRE EXTINGUISHING SYSTEM: YES / NO
- STANDPIPE SYSTEM: YES / NO
- SMOKE CONTROL: YES / NO

TYPE: CLASS A
CLASS: X

FIRE RESISTANT CONSTRUCTION/FIREPROOFING SCHEDULE

ITEM	REQ'D RATING / HR	UL/FM # WHERE APPLICABLE
- EXTERIOR WALLS: LOAD BEARING	2-HR	X
- NON-LOAD BEARING	0 W/ 20'-0" SEPARATION	X
- FIRE/PARTY WALLS	3 HR	X
- SHAFTS	2-HR	X
- TENANT SEPARATION	0	X
- INTERIOR WALL: LOAD BEARING	X	X
- NON-LOAD BEARING	0	X
- COLUMNS	2-HR	X
- BEAMS	2-HR	X
- FLOOR/CEILING	2-HR	X
- ROOF/CEILING	1-HR	X

FIRE PROOFING NOTES

1. ALL FIRE RESISTIVE RATINGS ARE ASSUMED TO BE THERMALLY RESTRAINED.
2. ALL BEAMS AND COLUMNS SHALL BE ADJUSTED USING W/D OR A/P RATIOS TO DETERMINE THE CORRECT FIREPROOFING THICKNESS.

BUILDING AREA TABULATION

	NEW AREA	EXISTING AREA
BASEMENT	755 SF	4,522 SF
LEVEL 1	19,390 SF	21,485 SF
LEVEL 2	17,181 SF	13,665 SF
LEVEL 3	16,862 SF	0 SF
LEVEL 4	17,181 SF	8,876 SF
LEVEL 5	16,862 SF	0 SF
LEVEL 6	16,862 SF	0 SF
LEVEL 7	16,862 SF	0 SF
LEVEL 8	16,862 SF	0 SF
TOTAL	138,817 SF	48,548 SF
	187,365 SF	

INDEX OF DRAWINGS

Sheet Number	SHEET NAME	08/06/2018 - CBSD/PD SUBMITTAL
GENERAL		
A0.00	COVER	
A0.01	PROJECT INFO/ SHEET INDEX	
CIVIL		
C0.00	DEMOLITION PLAN	
C1.00	SITE PLAN	
C2.00	UTILITY PLAN	
LANDSCAPE		
LI100	LANDSCAPE IRRIGATION SCHEDULE	
LI101	LANDSCAPE IRRIGATION PLAN	
LL101	LANDSCAPE LAYOUT PLAN	
LP100	LANDSCAPE PLANTING SCHEDULE	
LP101	LANDSCAPE PLANTING PLAN	
LX101	TREE REMOVAL PLAN	
ARCHITECTURAL		
A1.00	ARCHITECTURAL SITE PLAN	
A2.00	BASEMENT LEVEL	
A2.01	GROUND LEVEL	
A2.02	LEVEL 2	
A2.03	LEVEL 3	
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A2.05	LEVELS 5, 6, 7	
A2.08	LEVEL 8	
A5.01	EAST + WEST ELEVATIONS	
A5.02	NORTH + SOUTH ELEVATIONS	
A5.20	ENLARGED TYPICAL ELEVATIONS	
A6.00	BUILDING SECTION	
A6.20	WALL SECTIONS	
A6.21	TYPICAL EXTERIOR DETAILS	
A6.22	TYPICAL EXTERIOR DETAILS	
A7.00	RENDERINGS	

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
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SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
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OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
PROJECT INFO/ SHEET INDEX

SHEET NO.
A0.01

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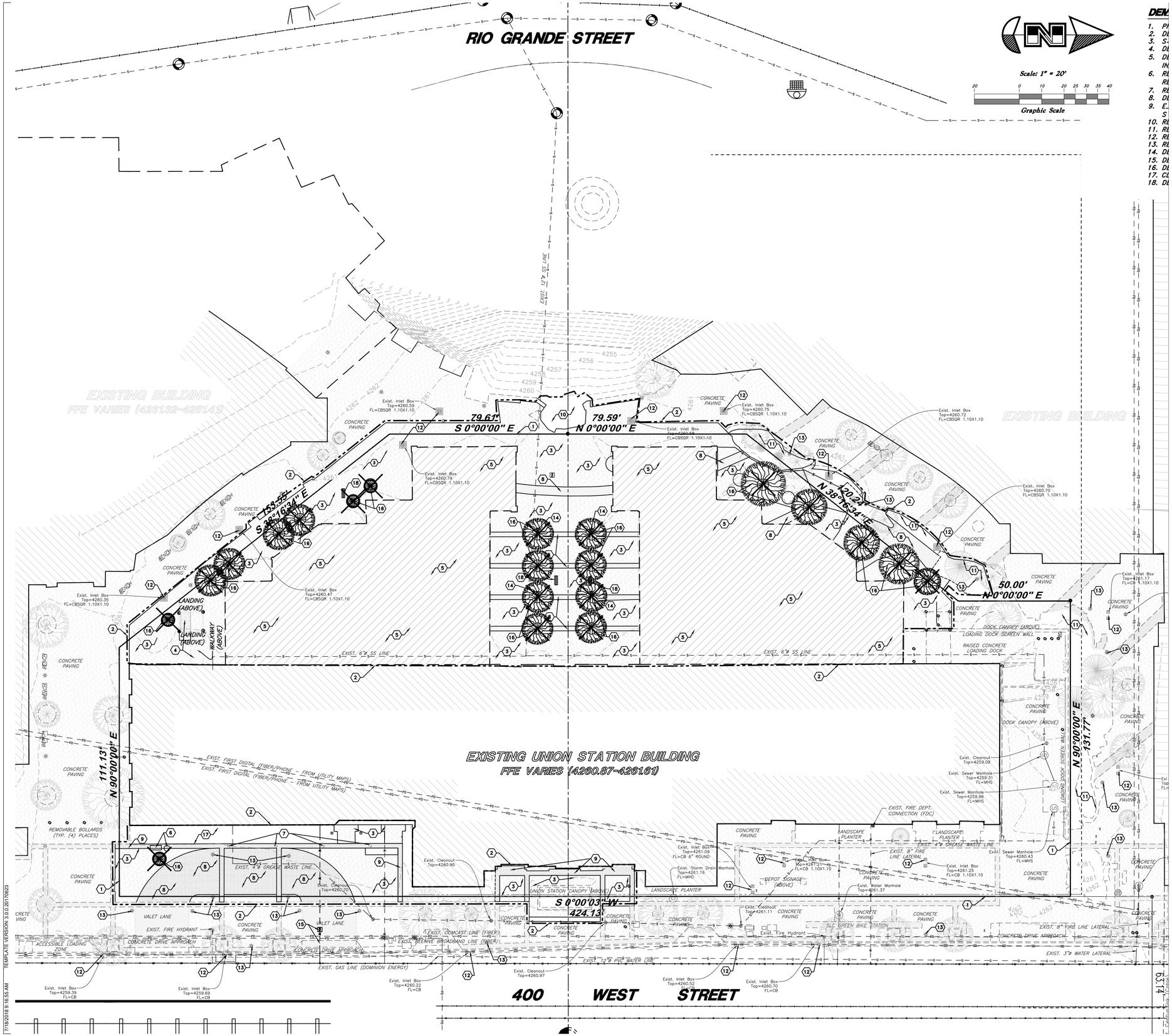

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18. DE

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8-6-2018

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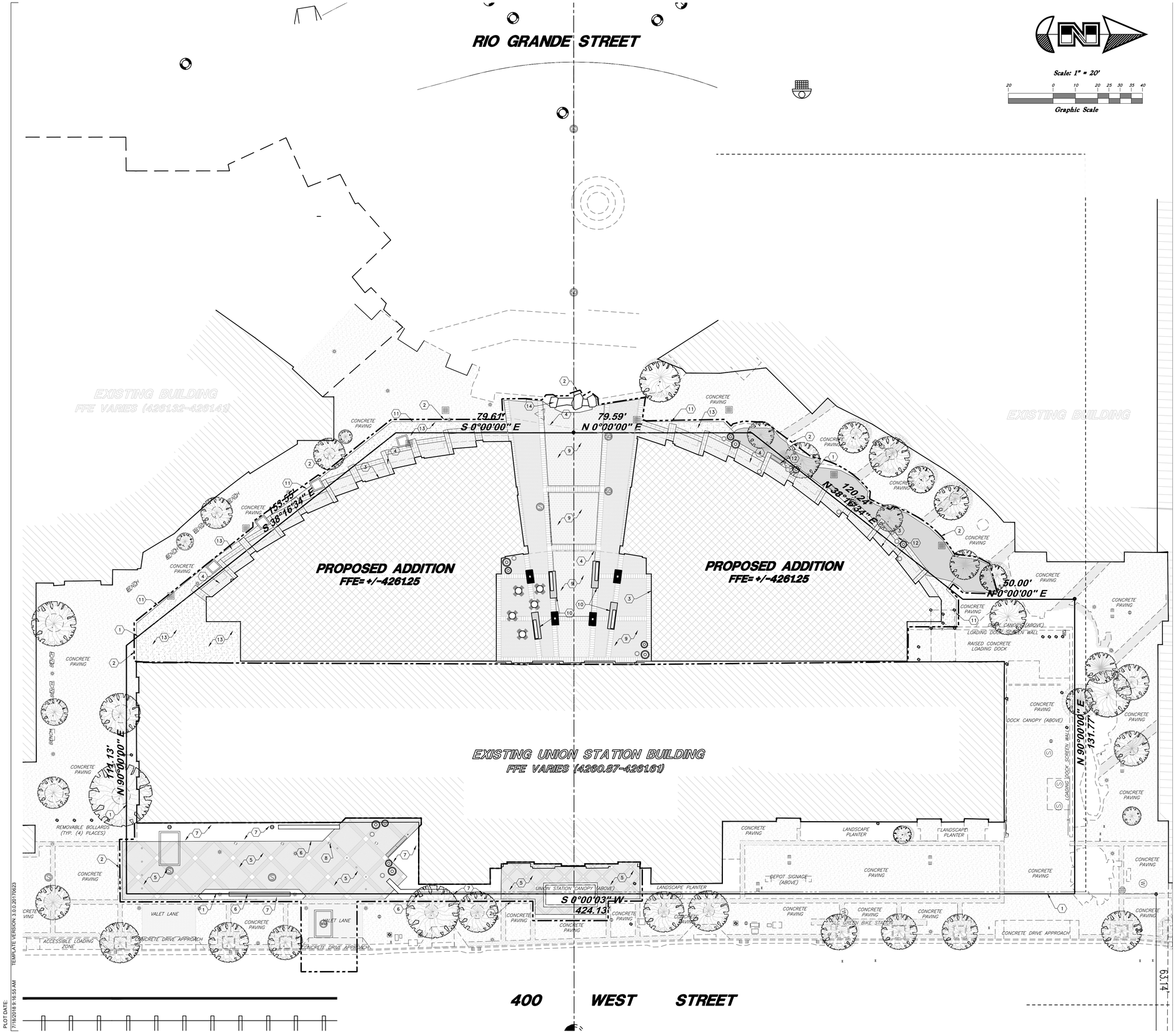

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NOTE: A
CHANGE
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IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	MANUFACTURER & MODEL
GROUND LEVEL CONNECTION		
POC	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ CIVIL CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION AND WATER METER)	
BF	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)
HM	HYDROMETER	NETAFIM: LHM4FG1-MEL
A	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER
RS	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.
ROOF GARDEN CONNECTION		
POC	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ BUILDING CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION)	
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QC	QUICK COUPLER	RAINBIRD 44LRC 1" VALVE, 2 PIECE BODY (SEE DETAILS)
	ISOLATION VALVE	ISOLATION PVC BALL VALVE, SEE SPEC., SIZE PER MAINLINE SIZE.
	NETAFIM DRIP VALVE	NETAFIM LF (LOW FLOW), MODEL #: LVCZS8010075-LF WITH 1" CONTROL VALVE 0.25GPM - 4.4GPM
	NETAFIM DRIP VALVE	NETAFIM HF (HIGH FLOW), MODEL #: LVCZS8010075-HF WITH 1" CONTROL VALVE 4.5GPM - 17.6GPM
	CONCRETE VALVE PULL BOX	CONCRETE VALVE/PULL BOX: DURACRETE #38 PRECAST CONCRETE VALVE BOX W/ CAST IRON LID. Tel. 801-972-8686 (COORDINATE CONC. BOX LOCATION W/ PLAZA SCORE JOINTS.)
	SUBSURFACE DRIPLINE AREA: NETAFIM, TECHLINE CV. 0.4 GHP EMITTER RATE 18" O.C. DRIPLINE SPACED 18" O.C. APPLICATION RATE OF 0.29 INCHES/HOUR. DRIPLINE SHALL HAVE A SUPPLY AND EXHAUST HEADERS IN ALL LOCATIONS. SEE DETAIL SHEET LI502 FOR DRIPLINE LAYOUTS AND COMPONENT DETAILS.	
	DRIP LINE INDICATOR. TO BE LOCATED AT THE END OF ALL DRIP IRRIGATION ZONES. SEE DETAIL 12 SHEET LI502.	
	MANUAL FLUSH VALVE, NETAFIM, MODEL #: TLSOV. TO BE LOCATED AT ALL LOW POINTS OF DRIP TUBING AREAS TO PROVIDE COMPLETE SYSTEM DRAINAGE. SEE DETAIL 8,9 SHEET LI502.	
	IRRIGATION LATERAL LINE	PVC SCH. 40 (SIZE PER PLAN. ALL DIRECT LATERALS TO DRIPLINE AREAS TO BE MIN. 3/4" OR LARGER)
	IRRIGATION MAINLINE	1 1/4" PVC SCH 40. (18" MIN. DEPTH)
	IRRIGATION SLEEVE	PVC SCH. 40 (SIZE SLEEVE 2 SIZES LARGER THAN PIPE BEING SLEEVED)
	LIMIT OF WORK LINE	
Valve Callout: # (Valve Number), # (Valve Flow), #" (Valve Size)		COORDINATE NUMBERS OF NEW VALVES WITH EXISTING VALVE COUNT IN CONTROLLER. COORDINATE WITH MAINT. STAFF.

IRRIGATION VALVE & PLANT HYDROZONE TABLE

VALVE #	VALVE TYPE	PLANT HYDROZONE	WATER INCHES/MO.
D-1	DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
D-2	DRIP - TREES	Td3	3"/ month
D-3	DRIP - PERENNIAL	P1, P2, P3	3"/ month
D-4	DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
D-5	DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
D-6	DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
D-7	DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month
D-8	DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month
D-9	DRIP - PERENNIAL	P1, P2, P3	3"/ month
D-10	DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month

NOTE: PLANT "HYDROZONES" HAVE BEEN ADDED PER SLC PLANNING DEPARTMENT REQUESTS. HYDROZONES BASED OFF THE SALT LAKE CITY PLANT LIST AND HYDROZONE SCHEDULE 2013.

IRRIGATION GENERAL NOTES

1. THIS DRAWING IS DIAGRAMMATIC ONLY. ALL IRRIGATION COMPONENTS ARE TO BE INSTALLED IN LANDSCAPE AREAS. ITEMS SHOWN ON WALKWAYS AND BUILDINGS ARE FOR GRAPHIC CLARITY ONLY. CONTRACTOR TO VERIFY STATIC PRESSURE OF 70 PSI PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT. LATERAL LINES MAY NEED TO BE ADJUSTED FROM PLAN TO PROTECT EXISTING UTILITIES, EXISTING TREE ROOTS, ETC.. THE IRRIGATION SYSTEM CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION LAYOUT OF THE SYSTEM IN ACCORDANCE WITH THE DRAWINGS. LAYOUT MAY BE MODIFIED IF NECESSARY TO OBTAIN COVERAGE AS NEEDED TO SUIT THE SITE. THE SYSTEM SHALL BE TESTED FOR COMPLETE COVERAGE AND ALL ADJUSTMENTS MADE PRIOR TO ACCEPTANCE BY THE OWNER.

2. CONTRACTOR TO CONTACT BLUE STAKES AND VERIFY ALL EXISTING UTILITIES AND UNDERGROUND STRUCTURES BEFORE CONSTRUCTION BEGINS. CONTRACTOR TO PROTECT AND PRESERVE ALL EXISTING UTILITIES LOCATED ON SITE WHICH ARE NOT SCHEDULED FOR REMOVAL ACCORDING TO DEMOLITION PLAN. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AND/OR REPLACED TO OWNER'S STANDARDS, SPECIFICATIONS AND RECOMMENDATIONS. ANY EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION SHALL BE LABELED AS PART OF THE "AS-BUILT" DRAWING TO BE TURNED IN TO THE LANDSCAPE ARCHITECT ONCE PROJECT IS COMPLETED.

3. CONTRACTOR TO HAVE ON-SITE PRE-CONSTRUCTION MEETING WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO ANY CONSTRUCTION.

4. THE CONTRACTOR IS TO READ AND REFER TO THE ATTACHED DETAILS AND TECHNICAL SPECIFICATIONS FOR FURTHER CLARIFICATION.

5. PLACE VALVE BOXES IN SHRUB BEDS WHERE FEASIBLE. IRRIGATION BOXES TO BE PLACED A MINIMUM OF 24" FROM WALKWAYS, WHERE APPLICABLE.

6. CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS TO THE LANDSCAPE ARCHITECT ONCE CONSTRUCTION IS COMPLETE FOR THE IRRIGATION SPRINKLER SYSTEM SHOWING EXACT MEASURED AND DIMENSIONED LOCATIONS OF ALL VALVES, IRRIGATION HEADS, AND OTHER BELOW GRADE IRRIGATION EQUIPMENT. TIE DIMENSIONS TO PERMANENT FEATURES SUCH AS EXISTING STRUCTURES.

7. CONTRACTOR IS RESPONSIBLE FOR ALL MATERIALS AND LABOR NECESSARY TO MAKE CONTROLLER OPERATIONAL. ALL ELECTRICAL WORK SHALL BE IN COMPLIANCE WITH ALL LOCAL CODES, STANDARDS AND REGULATIONS.

8. THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING SLEEVES FOR IRRIGATION LATERAL LINE AND PRESSURE SUPPLY LINE UNDER HARDSCAPE PRIOR TO THE CONSTRUCTION OF HARDSCAPE PAVING. IF THE CONTRACTOR FAILS TO INSTALL ALL NECESSARY SLEEVES FOR SYSTEM OPERATION PRIOR TO THE HARDSCAPE CONSTRUCTION, THEN THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL EXPENSES OF TRENCHING AND PATCHING OF CONCRETE AND/OR PAVING AS DIRECTED BY THE LANDSCAPE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER. COORDINATE ALL SLEEVE AND CONDUIT FOR LATERALS AND WIRING WITH GENERAL CONTRACTOR PRIOR TO HARDSCAPE AND LOADING DOCK WALL CONSTRUCTION.

9. ALL SLEEVING SHALL BE PERFORMED PER SPECIFICATION. WHERE NECESSARY UNDER EXISTING PAVEMENT CONTRACTOR IS TO BORE/MISSILE UNDER EXISTING PAVEMENT FOR PLACEMENT AND INSTALLATION OF NEW IRRIGATION PIPE AND CONTROL WIRE SLEEVE(S).

10. INCLUDE ADDITIONAL OPEN SLEEVE THE SAME DIAMETER AS SLEEVE BEING FILLED IN THE SAME LOCATION.

11. ALL IRRIGATION CONTROL WIRE SPLICES ARE TO BE LOCATED IN VALVE BOXES AND SHOWN ON AS BUILTS. ALL CONTROL WIRE IN CONDUIT TO BE INSTALLED UNDER HARDSCAPE ARE TO BE INSTALLED IN PVC ELECTRICAL CONDUIT. SLEEVE SHALL RUN ALONG SIDE IRRIGATION MAINLINE. INSTALL SLEEVE MIN. 2" DIAMETER.

HKS

OWNER
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PHOENIX, AZ 85016

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90 SOUTH 400 WEST, SUITE 110
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145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

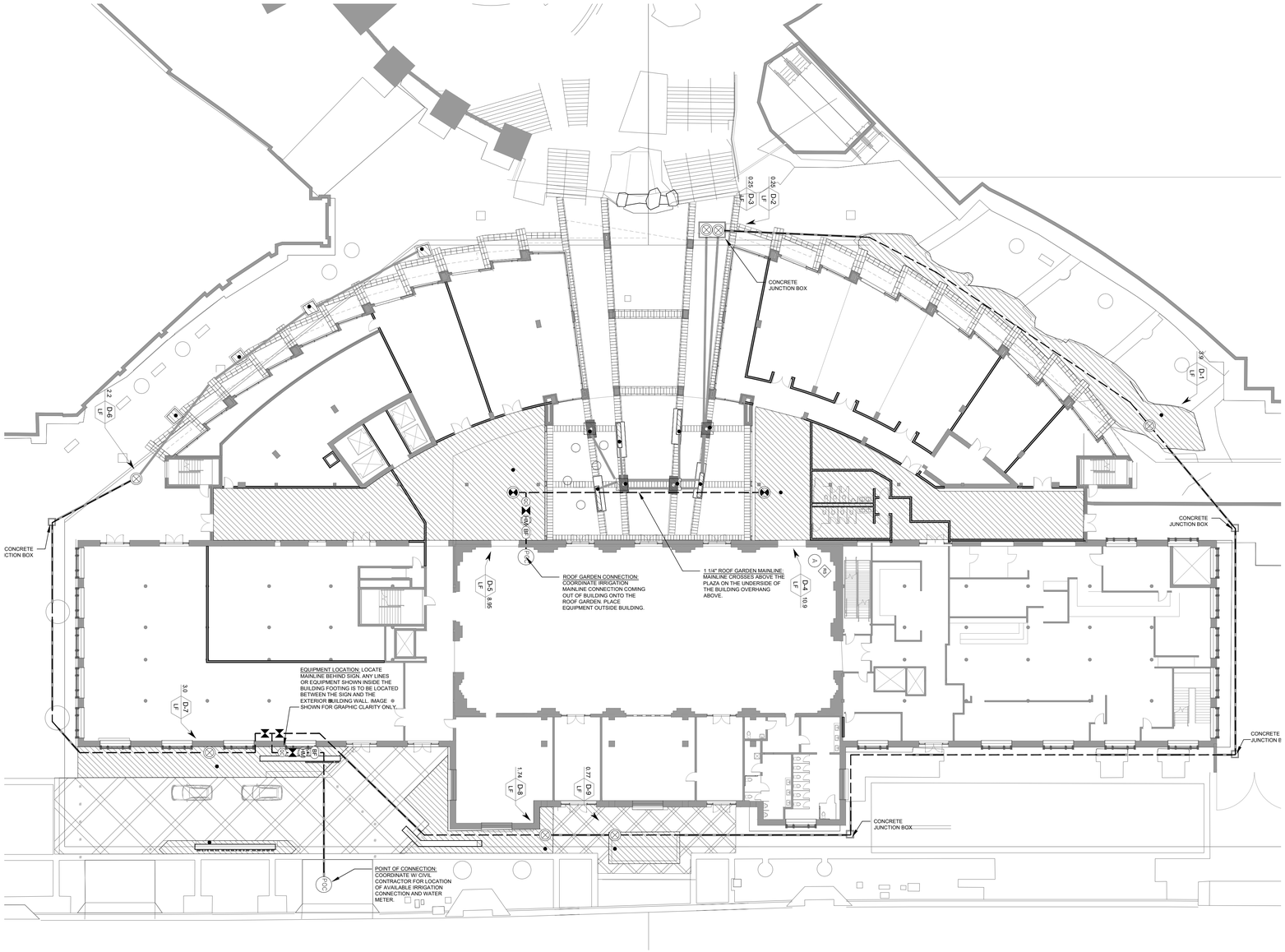
STATE OF UTAH
JAY BOLLWINKEL
Licensed Landscape Architect

REVISION

HKS PROJECT NUMBER
21578.999
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL

SHEET TITLE
LANDSCAPE IRRIGATION SCHEDULE
SHEET NO.
LI100

PLOT DATE:
TEMPLATE VERSION:



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NOTE: PLANT "HYDROZONES" HAVE BEEN ADDED PER SLC PLANNING DEPARTMENT REQUESTS. HYDROZONES BASED OFF THE SALT LAKE CITY PLANT LIST AND HYDROZONE SCHEDULE 2013.

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STATE OF UTAH
JAY BOLLWINKEL
PRO 10857
Licensed Landscape Architect

REVISION

HKS PROJECT NUMBER
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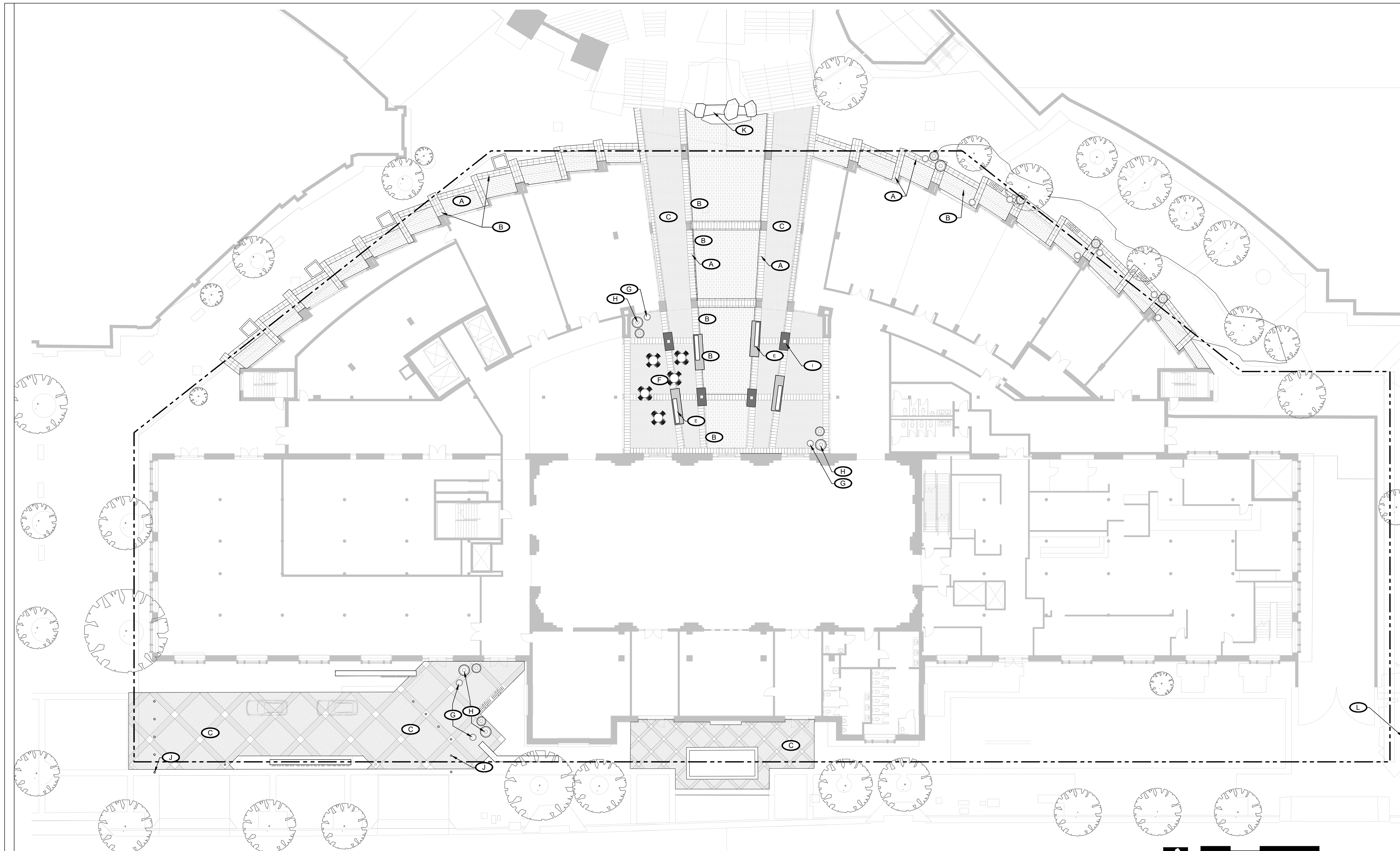
SHEET TITLE
LANDSCAPE IRRIGATION PLAN

SHEET NO.
LI101

PLOT DATE:
TEMPLATE VERSION:



OVERALL SITE PLAN

0 10' 20' 40'
Scale: 1" = 20'-0"

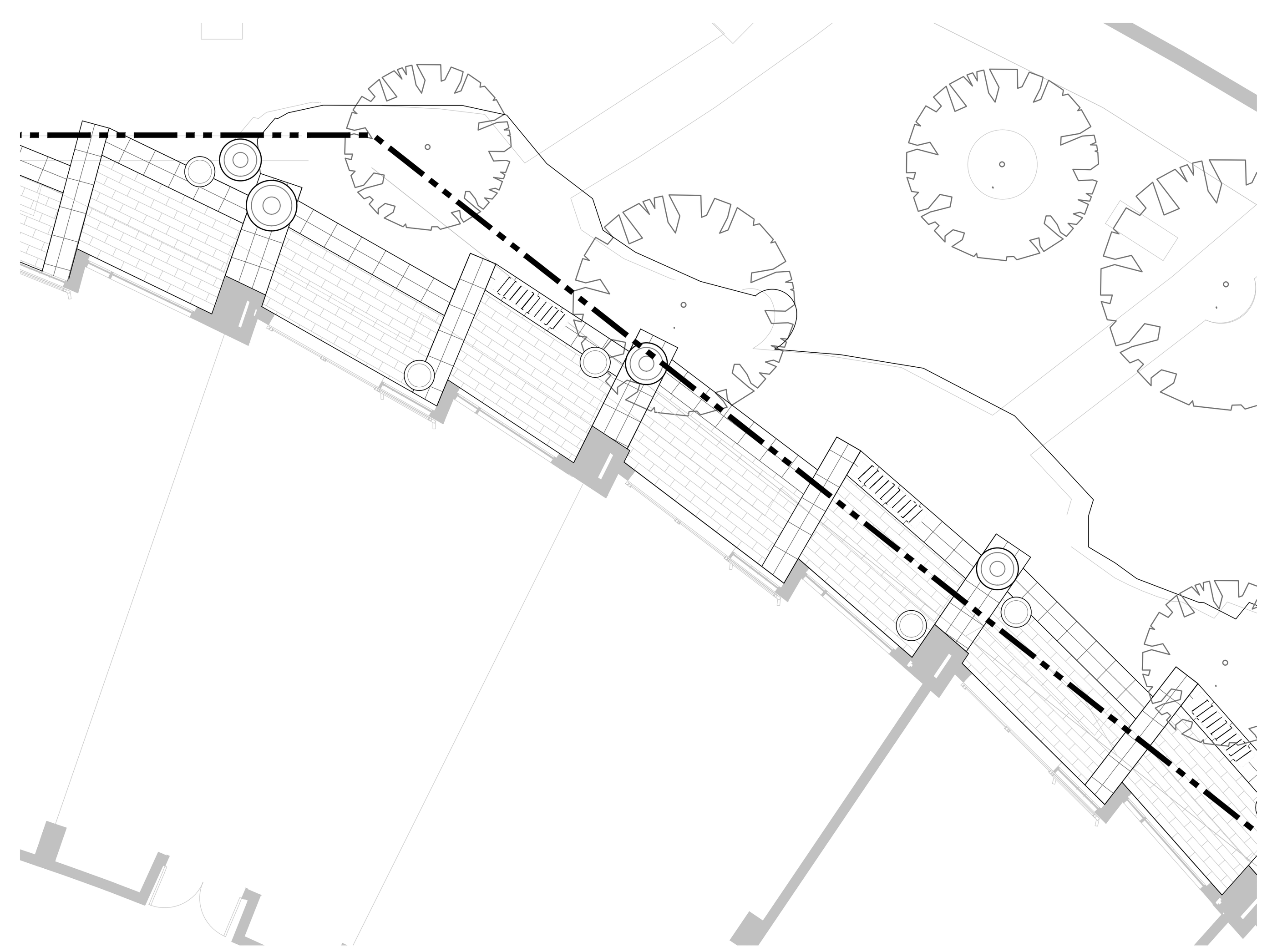
SITE ELEMENTS:

LABEL	DESCRIPTION	SOURCE
A	CONCRETE PAVERS 12"x24"	BELGUARD COMMERCIAL
B	CONCRETE PAVERS 6" x 24"	BELGUARD COMMERCIAL
C	CONCRETE PAVERS 4" X 12" AND 4" X 4"	BELGUARD COMMERCIAL
D	PEDESTRIAN CONCRETE: STANDARD COLOR, MEDIUM BROOM FINISH	
E	PLAZA BENCH, CONCRETE AND OR STEEL	
F	OUTDOOR SEATING WITH TABLES	
G	TRASH RECEPTACLE	
H	PLANTER	
I	AT GRADE PLANTER WITH 6' CURB	
J	BOLLARD	
K	MODIFIED WATER FEATURE - COORDINATE WITH RETAIL OWNER	
L	EXISTING CITY CREEK WATER FEATURE TO REMAIN	

PARCEL BOUNDARY

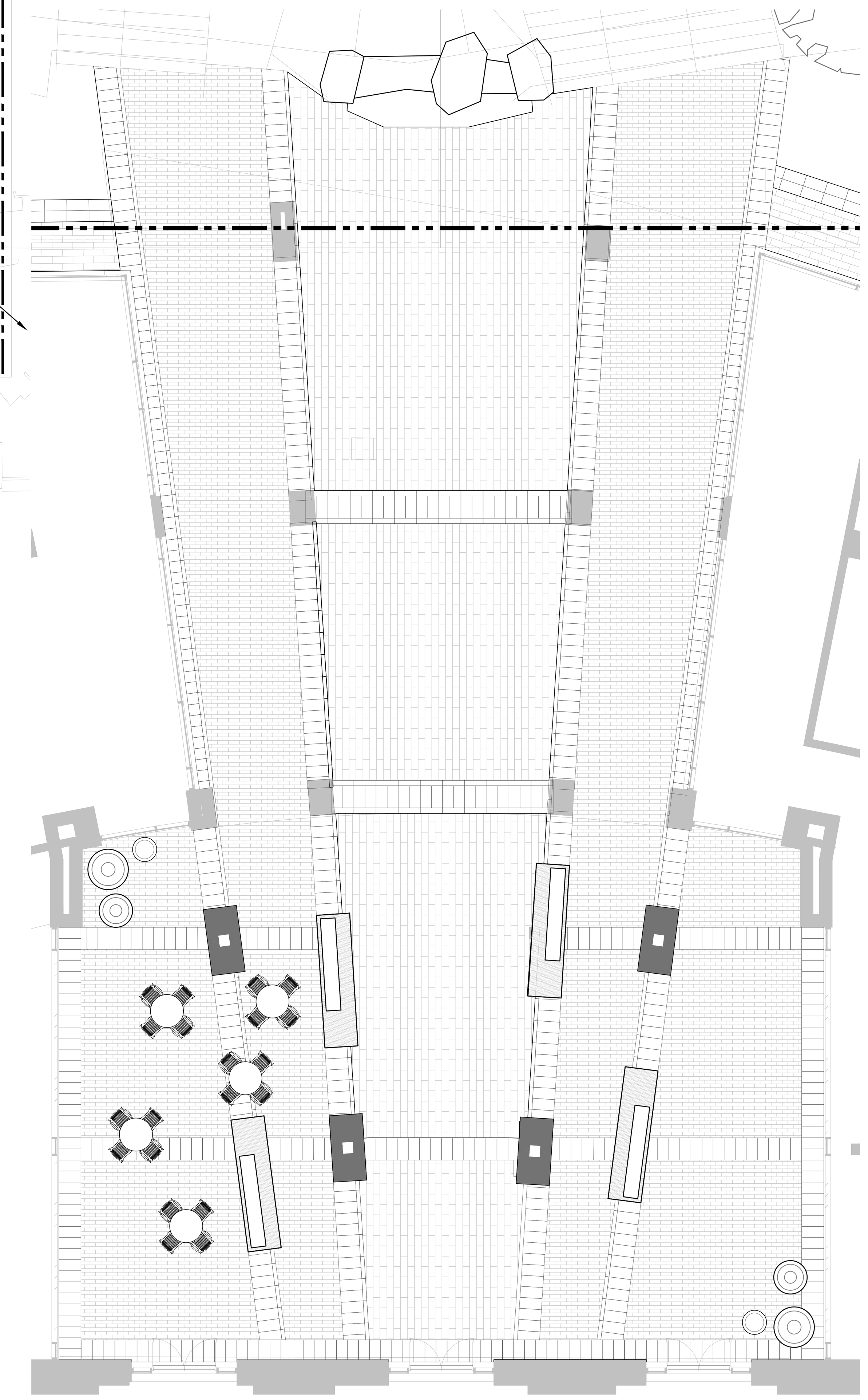
SITE NOTES:

1. HARDSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
2. SOFTSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
3. CITY CREEK WATER FEATURE ON NORTH SIDE OF BUILDING TO REMAIN.
4. EXISTING BOULDER ELEMENTS WITHIN PLANT BED ON NORTHWEST SIDE OF BUILDING TO BE SALVAGED AND REUSED.
5. MODIFICATIONS TO FOUNTAIN AT TOP OF STAIR INCLUDE REMOVAL OF UPPER BASIN TO ACCOMMODATE PEDESTRIAN CIRCULATION AND THE ADDITION OF AN ELEVATED (UP TO APPROXIMATELY 24-30") FOUNTAIN SOURCE. IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.



PATIO ENLARGEMENT

0 5' 10' 20'
Scale: 1" = 10'-0"



CENTRAL COURTYARD ENLARGEMENT

0 5' 10' 20'
Scale: 1" = 10'-0"

TEMPLATE VERSION:

PLOT DATE:

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
JAY BOLLWINKEL
Licensed Landscape Architect

REVISION

HKS PROJECT NUMBER
21578.999

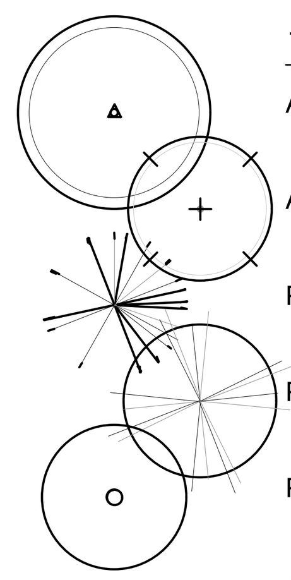
DATE
08/06/2018

ISSUE
CBSD/PD SUBMITTAL

SHEET TITLE
LANDSCAPE LAYOUT PLAN

SHEET NO.
LL101

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
	TREE PLANTINGS				
	Acer griseum	PAPER BARK MAPLE	3"	25' x 20'	Td3
	Acer tataricum 'Hot Wings'	HOT WINGS MAPLE	3"	20' x 15'	Td3
	Picea omorika	SERBIAN SPRUCE	10' B&B	18' x 12'	Te3
	Pinus edulis	PINYON PINE	10' B&B	20' x 15'	Te1
	Pyrus calleryana 'Capital'	CAPITAL FLOWERING PEAR	2"	30' x 15'	Td3
	ROOF GARDEN PLANTINGS				
	ROOF PLANTER PLANTING MIXES				
	WEST SIDE FOUNDATION PLANTINGS				
	WEST SIDE FOUNDATION PLANTINGS				
	ORNAMENTAL SHRUBS				
	Arctostaphylos uva-ursi	BEARBERRY/ KINNIKINNICK	1 GAL.	8" x 4'	GV3
	Cornus sericea 'Alleman's Compact'	ALLEMAN'S RED TWIG DOGWOOD	5 GAL.	5' x 5'	Sd2
	Festuca glauca	BLUE FESCUE	1 GAL.	18" x 18"	Tw1
	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	5 GAL.	18" x 5'	Sd0
	PERENNIALS				
	Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
	Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
	Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
	Scabiosa species	PINCUSHION FLOWER	1 GAL.	12" X 12"	P3
	Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1

ROOF PLANTER PLANTING MIXES

SEDUMS:
- Bertram Anderson
- Dragon's Blood
- Ellacombianum
- Green Spruce
- John Creech
- Red Carpet
- Reflexum
- Tricolor
- Tricolor Kamschaticum

PERENNIALS:
- Barren Strawberry
- Campanula Blue Clips
- Delosperma Hot Pink
- Delosperma Fire Spinner
- Dianthus Deltoids Red
- Dianthus 'Firewitch'
- Emerald Blue Creeping Phlox
- Festuca glauca-Elijah Blue Fescue

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
	STREET LEVEL PLANTINGS				
	STREET LEVEL PLANTINGS				
	ORNAMENTAL SHRUBS				
	Calamag. acu. 'Karl Foerster"	KARL FOERSTER FEATHER REED GRASS	5 GAL.	4'x3'	Tw1
	Pennisetum alopec. 'Hameln'	FOUNTAIN GRASS	5 GAL.	30"x30"	Tw2
	Pinus mugo 'Mops'	MOPS MUGO PINE	5 GAL.	3'x3'	Se2
	Rosa 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2
	PERENNIALS				
	Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
	Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
	Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
	Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
	Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
	PERENNIALS				
	PERENNIAL PLANTINGS: PERENNIAL PLANT BEDS				
	Agastache rupestris	LICORICE MINT	1 GAL.	30"x24"	P1
	Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
	Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
	Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
	Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
	Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
	Scabiosa species	PINCUSHION FLOWER	1 GAL.	12" X 12"	P3
	Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1

LANDSCAPE PLANTING NOTES

1. VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS. IF ANY PART OF THE PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITION, CONTACT LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.
2. EXACT LOCATIONS OF PLANT MATERIAL TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATIONS IN FIELD.
3. VERIFY PLANT COUNTS: QUANTITIES ARE PROVIDED AS OWNER INFORMATION ONLY. IF QUANTITIES ON PLANT LIST DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES FOUND.
4. PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND IF NECESSARY, BY HAND. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AT NO EXPENSE TO THE OWNER.
5. PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE AS DESIGNATED ON THE DRAWINGS.
6. ALIGN AND EQUALLY SPACE, IN ALL DIRECTIONS, ALL PLANT MATERIAL AS DESIGNATED PER THE DRAWINGS.
7. LANDSCAPE ARCHITECT WILL REVIEW PLANT MATERIALS BY PHOTOGRAPHS FURNISHED BY CONTRACTOR PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIAL.
8. MULCH PRODUCTS: SHREDDED BARK MULCH PLACED AS TOP DRESSING MULCH TO A 3" DEPTH TO TYPICAL SHRUBS/ORNAMENTAL GRASS BEDS.
9. PLANT “HYDROZONES” HAVE BEEN ADDED PER SLC PLANNING DEPARTMENT REQUESTS. HYDROZONES BASED OFF THE SALT LAKE CITY PLANT LIST AND HYDROZONE SCHEDULE 2013.
10. PLACEMENT OF SALVAGED BOULDERS TO BE COORDINATED WITH LANDSCAPE ARCHITECT.

HKS

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JAY BOLLWINKEL
Licensed Landscape Architect

REVISION

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21578.999
DATE
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ISSUE
CBSD/PD SUBMITTAL

SHEET TITLE
LANDSCAPE PLANTING SCHEDULE
SHEET NO.
LP100

PLOT DATE:
TEMPLATE VERSION:

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
	TREE PLANTINGS				
	Acer griseum	PAPER BARK MAPLE	3"	25' x 20'	Td3
	Acer tataricum 'Hot Wings'	HOT WINGS MAPLE	3"	20' x 15'	Td3
	Picea omorika	SERBIAN SPRUCE	10' B&B	18' x 12'	Te3
	Pinus edulis	PINYON PINE	10' B&B	20' x 15'	Te1
	Pyrus calleryana 'Capital'	CAPITAL FLOWERING PEAR	2"	30' x 15'	Td3

ROOF GARDEN PLANTINGS

ROOF PLANTER PLANTING MIXES

SEDUMS:
- Bertram Anderson
- Dragon's Blood
- Ellacombianum
- Green Spruce
- John Creech
- Red Carpet
- Reflexum
- Tricolor
- Tricolor Kamschaticum

PERENNIALS:
- Barren Strawberry
- Campanula Blue Clips
- Delosperma Hot Pink
- Delosperma Fire Spinner
- Dianthus Deltoids Red
- Dianthus 'Firewitch'
- Emerald Blue Creeping Phlox
- Festuca glauca-Elijah Blue Fescue

WEST SIDE FOUNDATION PLANTINGS

WEST SIDE FOUNDATION PLANTINGS

BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
ORNAMENTAL SHRUBS				
Arctostaphylos uva-ursi	BEARBERRY/ KINNIKINNICK	1 GAL.	8" x 4'	GV3
Cornus sericea 'Alleman's Compact'	ALLEMAN'S RED TWIG DOGWOOD	5 GAL.	5' x 5'	Sd2
Festuca glauca	BLUE FESCUE	1 GAL.	18" x 18"	Tw1
Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	5 GAL.	18" x 5'	Sd0
PERENNIALS				
Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
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Scabiosa species	PINCUSHION FLOWER	1 GAL.	12" X 12"	P3
Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1

PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
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	Pinus mugo 'Mops'	MOPS MUGO PINE	5 GAL.	3'x3'	Se2
	Rosa 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2
	PERENNIALS				
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	Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
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	Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
	PERENNIALS				
	PERENNIAL PLANTINGS: PERENNIAL PLANT BEDS				
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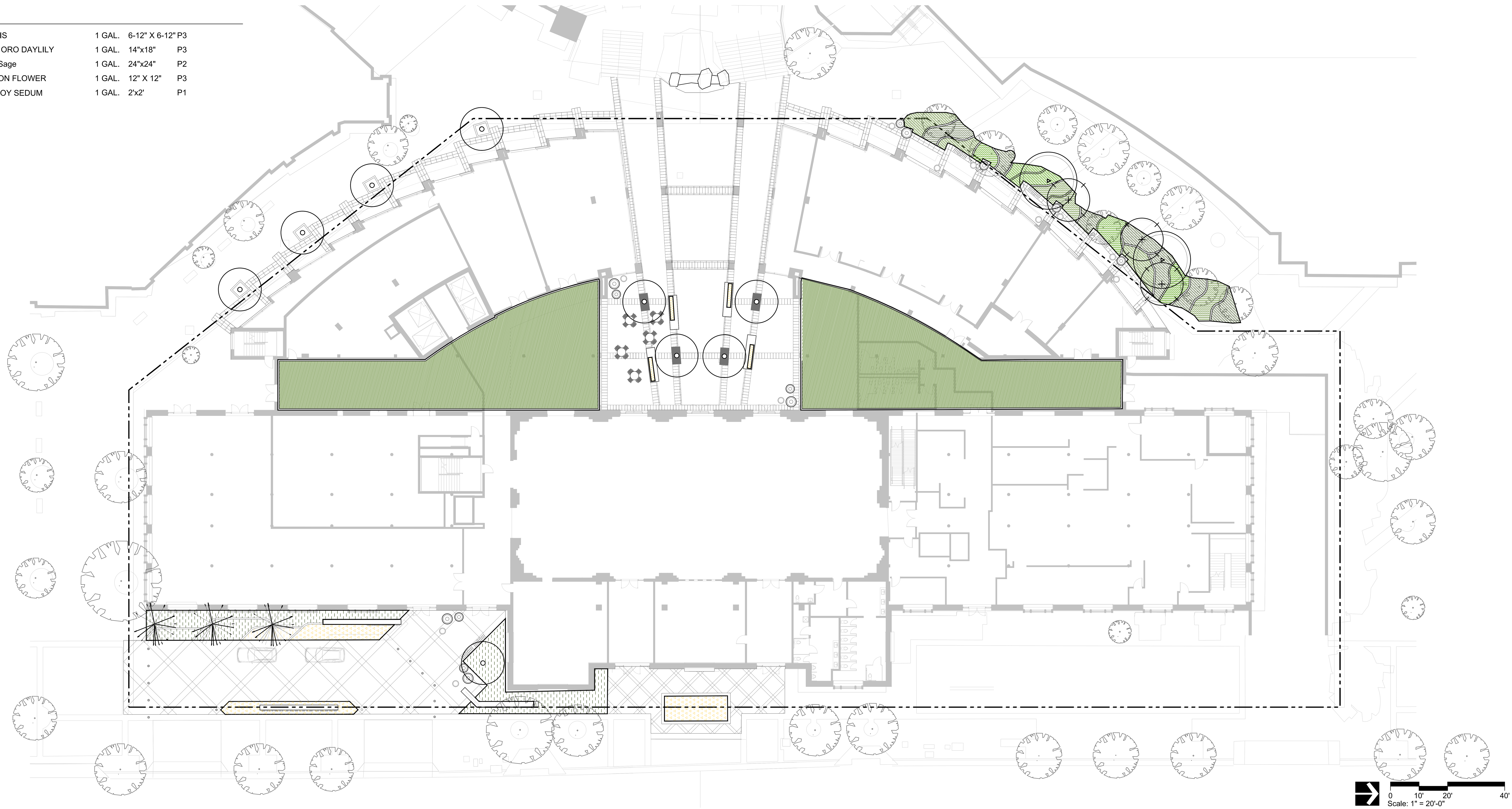

PLOT DATE:

TEMPLATE VERSION:

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
JAY BOLLWINKEL
Licensed Landscape Architect

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HKS PROJECT NUMBER
21578.999

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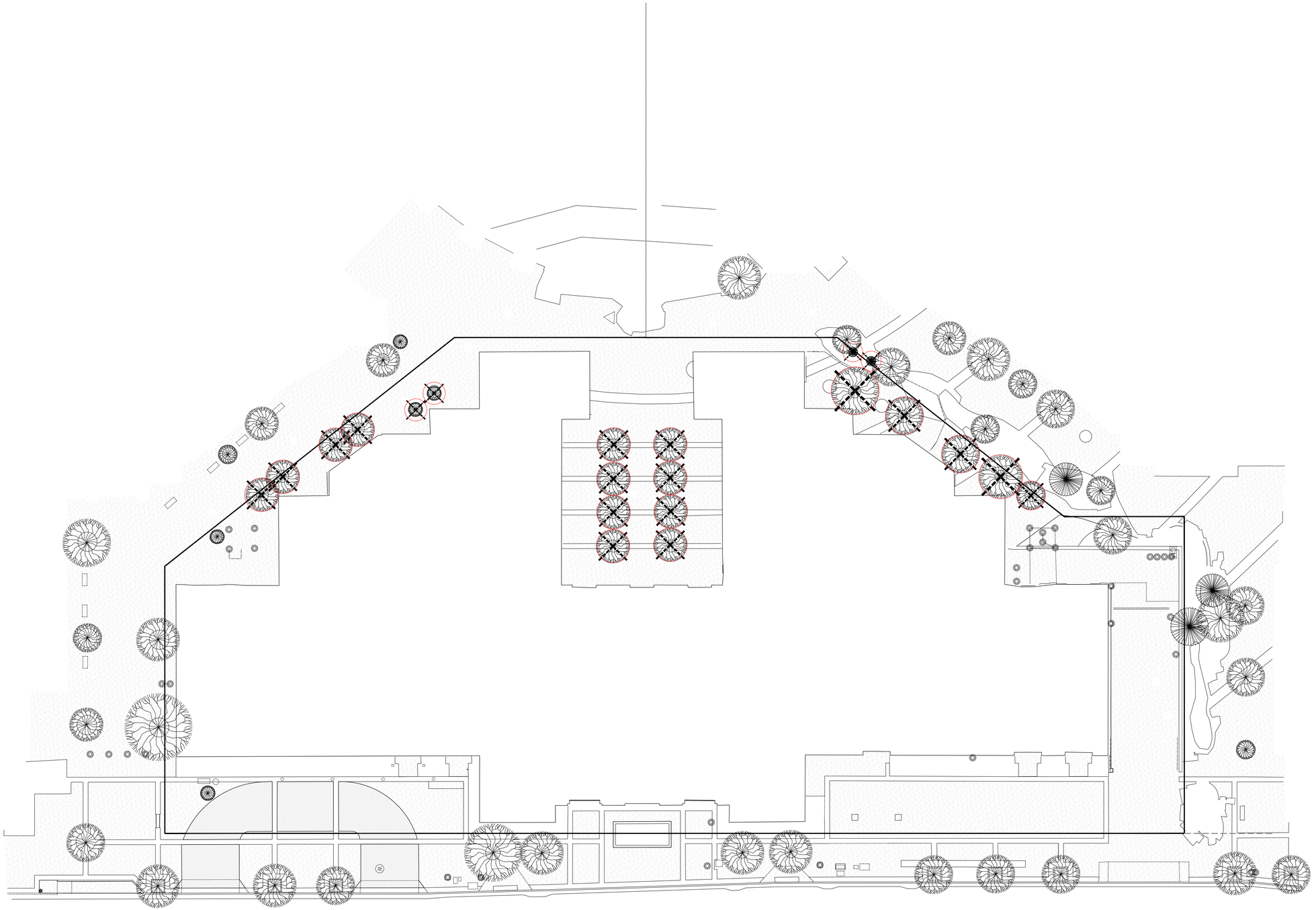
SHEET TITLE
LANDSCAPE PLANTING PLAN

SHEET NO.
LP101

TREE TO BE REMOVED



0 10' 20' 40'
Scale: 1" = 20'-0"

HKS

OWNER
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PHOENIX, AZ 85016

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PROFESSIONAL
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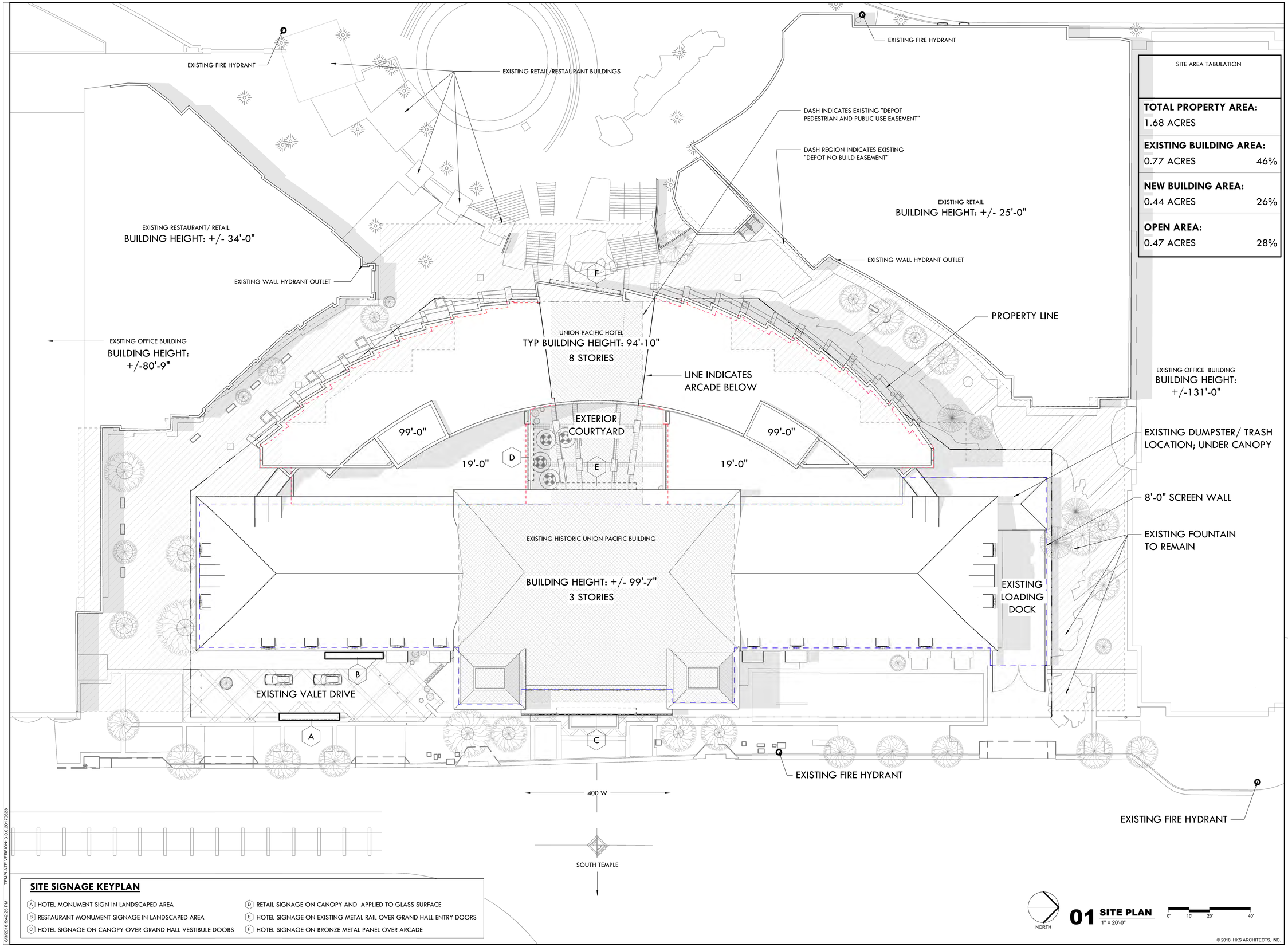
SHEET TITLE
TREE REMOVAL PLAN

SHEET NO.
LX101

PLOT DATE:
TEMPLATE VERSION:



SITE AREA TABULATION	
TOTAL PROPERTY AREA:	
1.68 ACRES	
EXISTING BUILDING AREA:	
0.77 ACRES	46%
NEW BUILDING AREA:	
0.44 ACRES	26%
OPEN AREA:	
0.47 ACRES	28%

SITE SIGNAGE KEYPLAN

- (A) HOTEL MONUMENT SIGN IN LANDSCAPED AREA
- (B) RESTAURANT MONUMENT SIGNAGE IN LANDSCAPED AREA
- (C) HOTEL SIGNAGE ON CANOPY OVER GRAND HALL VESTIBULE DOORS
- (D) RETAIL SIGNAGE ON CANOPY AND APPLIED TO GLASS SURFACE
- (E) HOTEL SIGNAGE ON EXISTING METAL RAIL OVER GRAND HALL ENTRY DOORS
- (F) HOTEL SIGNAGE ON BRONZE METAL PANEL OVER ARCADE

NORTH

01 SITE PLAN
1" = 20'-0"

0' 10' 20' 40'

HKS

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STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

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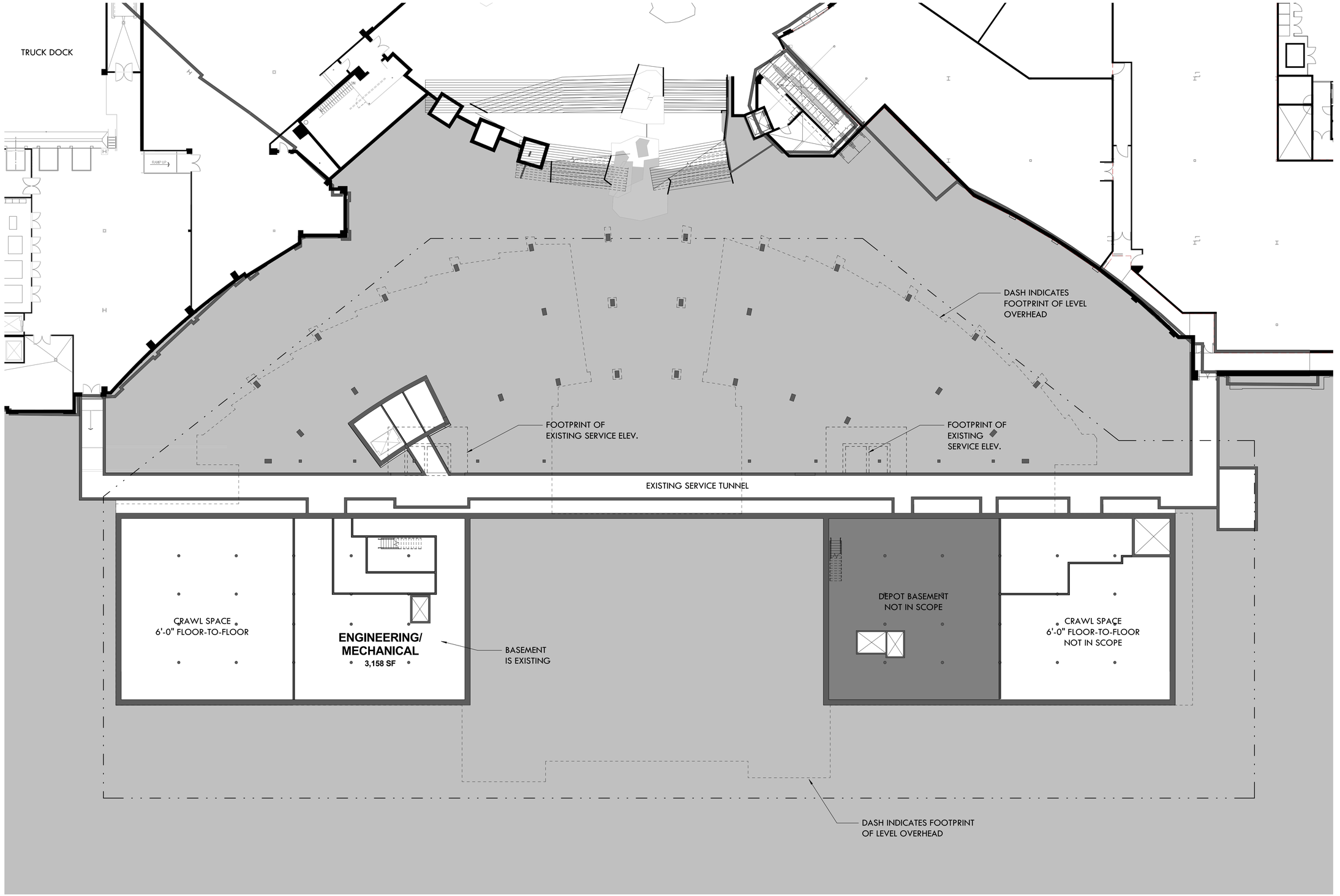
ARCHITECTURAL SITE PLAN

SHEET NO.
A1.00

PLOT DATE: 8/3/2018 5:42:25 PM TEMPLATE VERSION: 3.0.0.20170823



NORTH

01 BASEMENT LEVEL
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE:
8/3/2018 5:42:32 PM TEMPLATE VERSION: 3.0.0.20170623

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

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PHOENIX, AZ 85016

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DATE
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ISSUE
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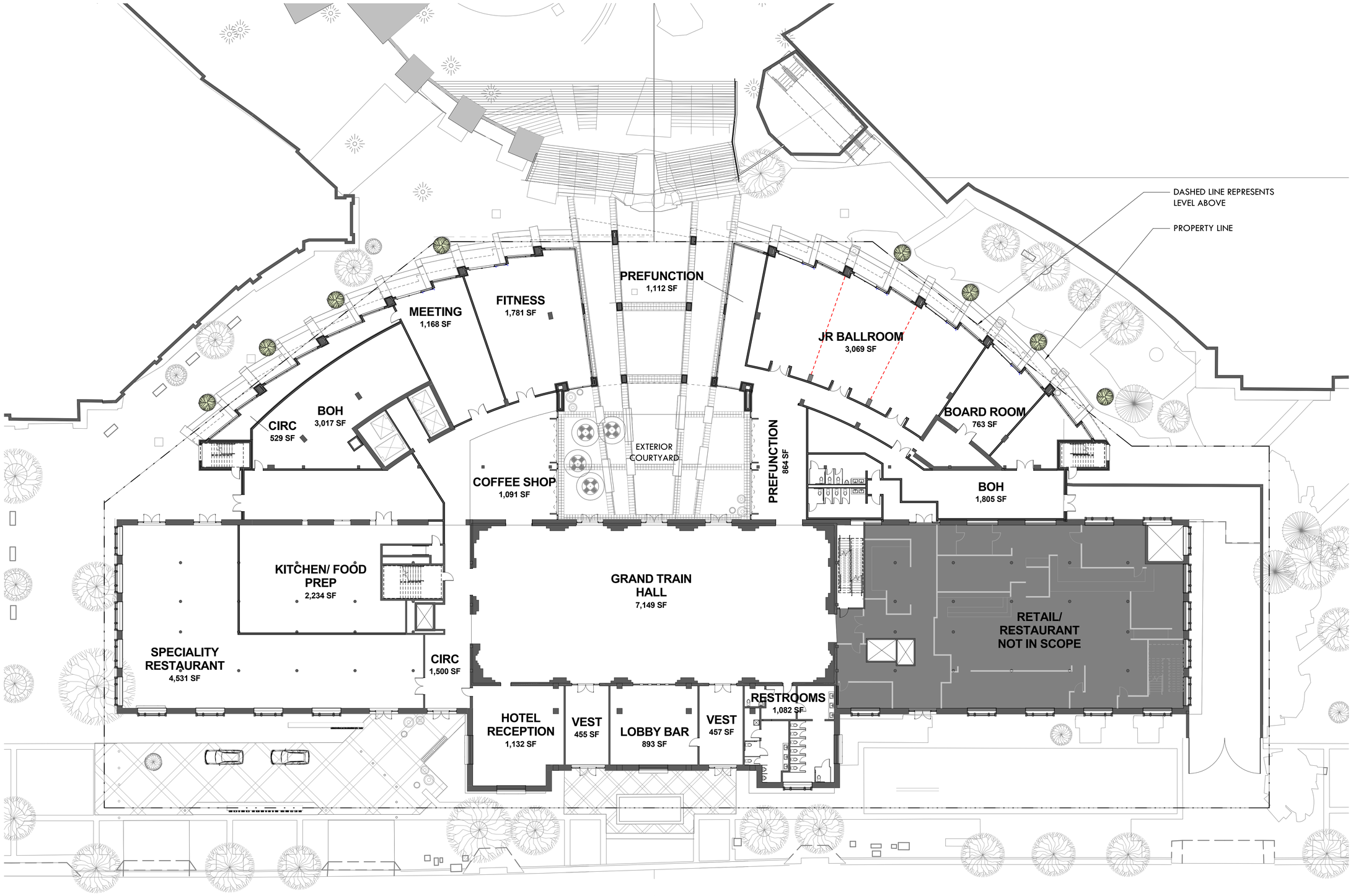
SHEET TITLE
BASEMENT LEVEL

SHEET NO.
A2.00



NORTH

01 GROUND LEVEL
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE: 8/3/2018 8:42:54 PM TEMPLATE VERSION: 3.0.0.20170623

HKS

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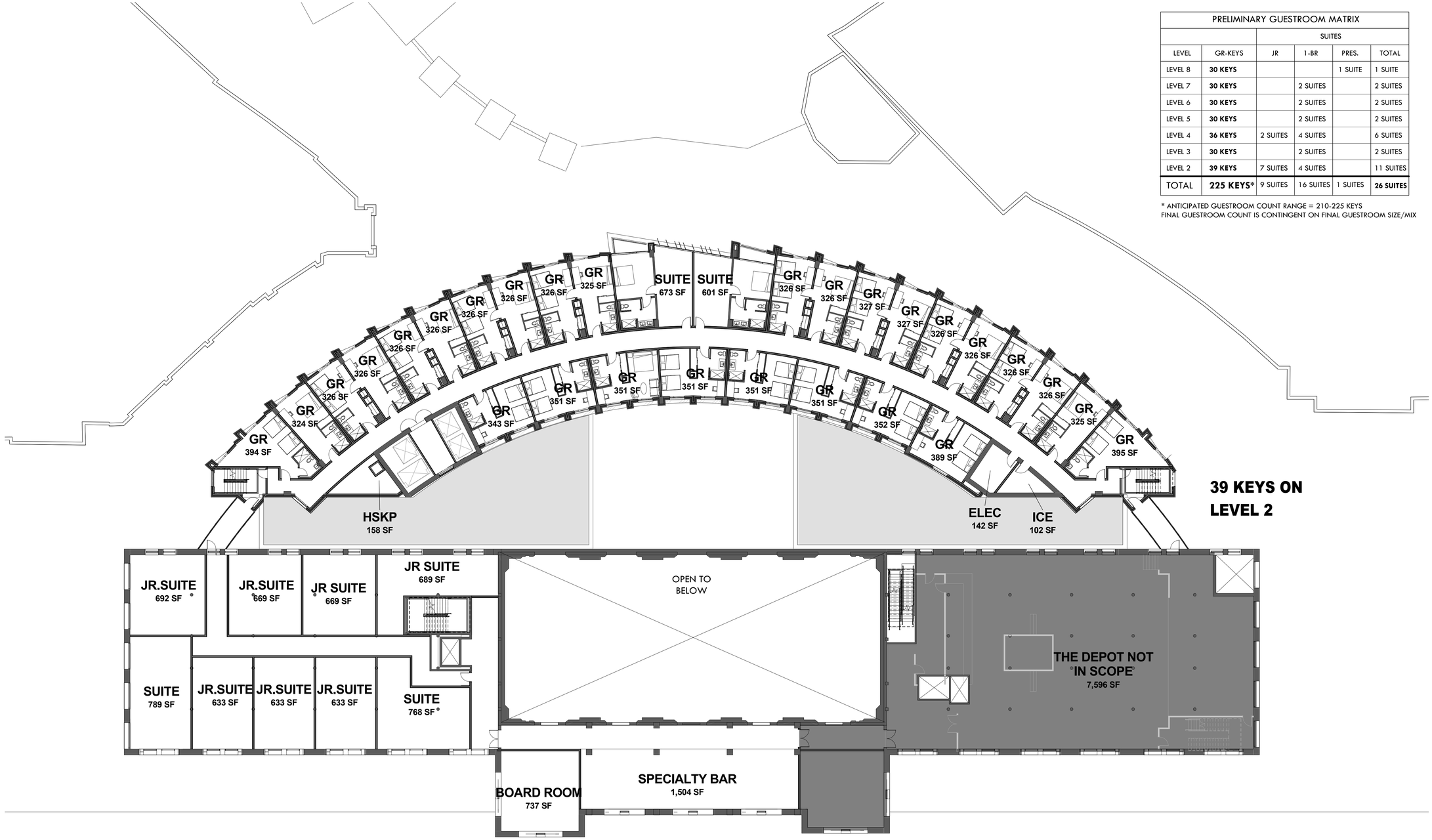
SHEET TITLE
GROUND LEVEL

SHEET NO.
A2.01

PRELIMINARY GUESTROOM MATRIX					
		SUITES			
LEVEL	GR-KEYS	JR	1-BR	PRES.	TOTAL
LEVEL 8	**30 KEYS**			1 SUITE	1 SUITE
LEVEL 7	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 6	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 5	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 4	**36 KEYS**	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 2	**39 KEYS**	7 SUITES	4 SUITES		11 SUITES
TOTAL	**225 KEYS***	9 SUITES	16 SUITES	1 SUITES	**26 SUITES**

* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS
FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



39 KEYS ON LEVEL 2

NORTH

01 LEVEL 2
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE:
8/3/2018 5:43:56 PM TEMPLATE VERSION: 3.0.20170623

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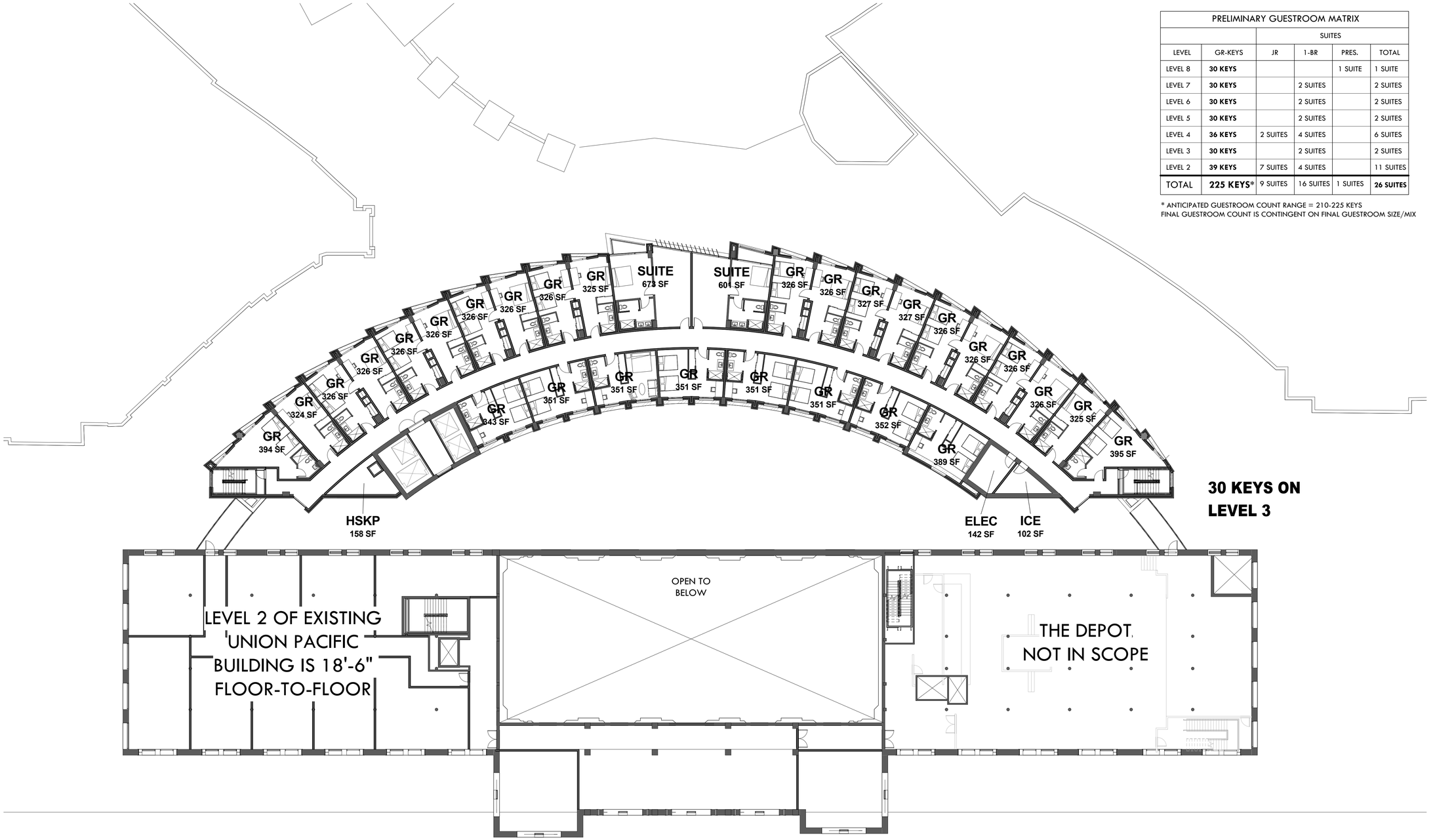
NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
LEVEL 2

SHEET NO.
A2.02

PRELIMINARY GUESTROOM MATRIX					
		SUITES			
LEVEL	GR-KEYS	JR	1-BR	PRES.	TOTAL
LEVEL 8	**30 KEYS**			1 SUITE	1 SUITE
LEVEL 7	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 6	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 5	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 4	**36 KEYS**	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 2	**39 KEYS**	7 SUITES	4 SUITES		11 SUITES
TOTAL	**225 KEYS***	9 SUITES	16 SUITES	1 SUITES	**26 SUITES**

* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS
FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



30 KEYS ON LEVEL 3

NORTH

01 LEVEL 3
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE:
8/3/2018 5:43:59 PM TEMPLATE VERSION: 3.0.0.20170623

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

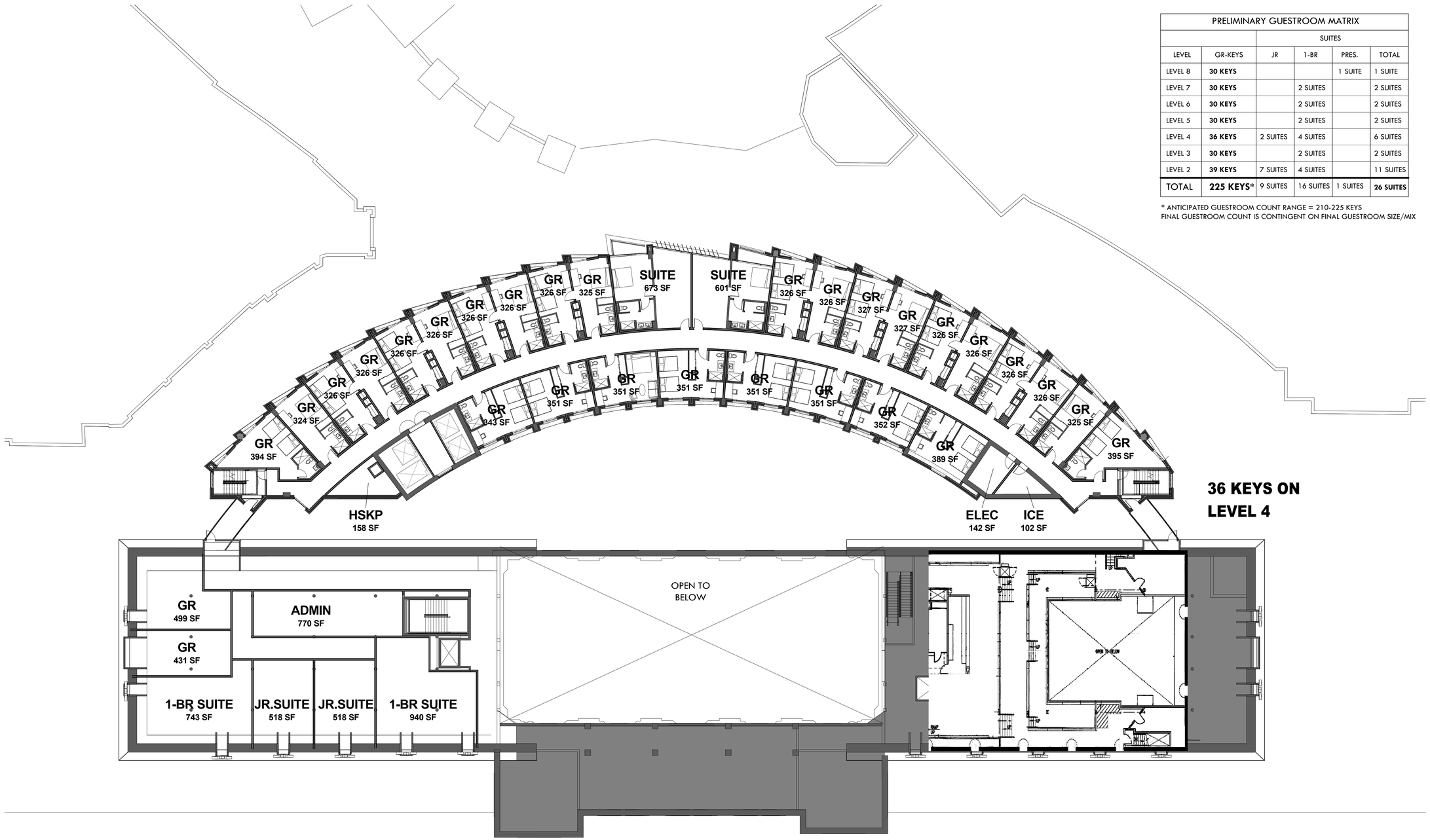
NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
LEVEL 3

SHEET NO.
A2.03

PRELIMINARY GUESTROOM MATRIX					
		SUITES			
LEVEL	GR-KEYS	JR	1-BR	PRES.	TOTAL
LEVEL 8	**30 KEYS**			1 SUITE	1 SUITE
LEVEL 7	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 6	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 5	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 4	**36 KEYS**	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 2	**39 KEYS**	7 SUITES	4 SUITES		11 SUITES
TOTAL	**225 KEYS***	9 SUITES	16 SUITES	1 SUITES	**26 SUITES**

* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS
FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



36 KEYS ON LEVEL 4

NORTH

01 LEVEL 4
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE:
8/3/2018 5:45:11 PM TEMPLATE VERSION 3.0.0.20170623

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

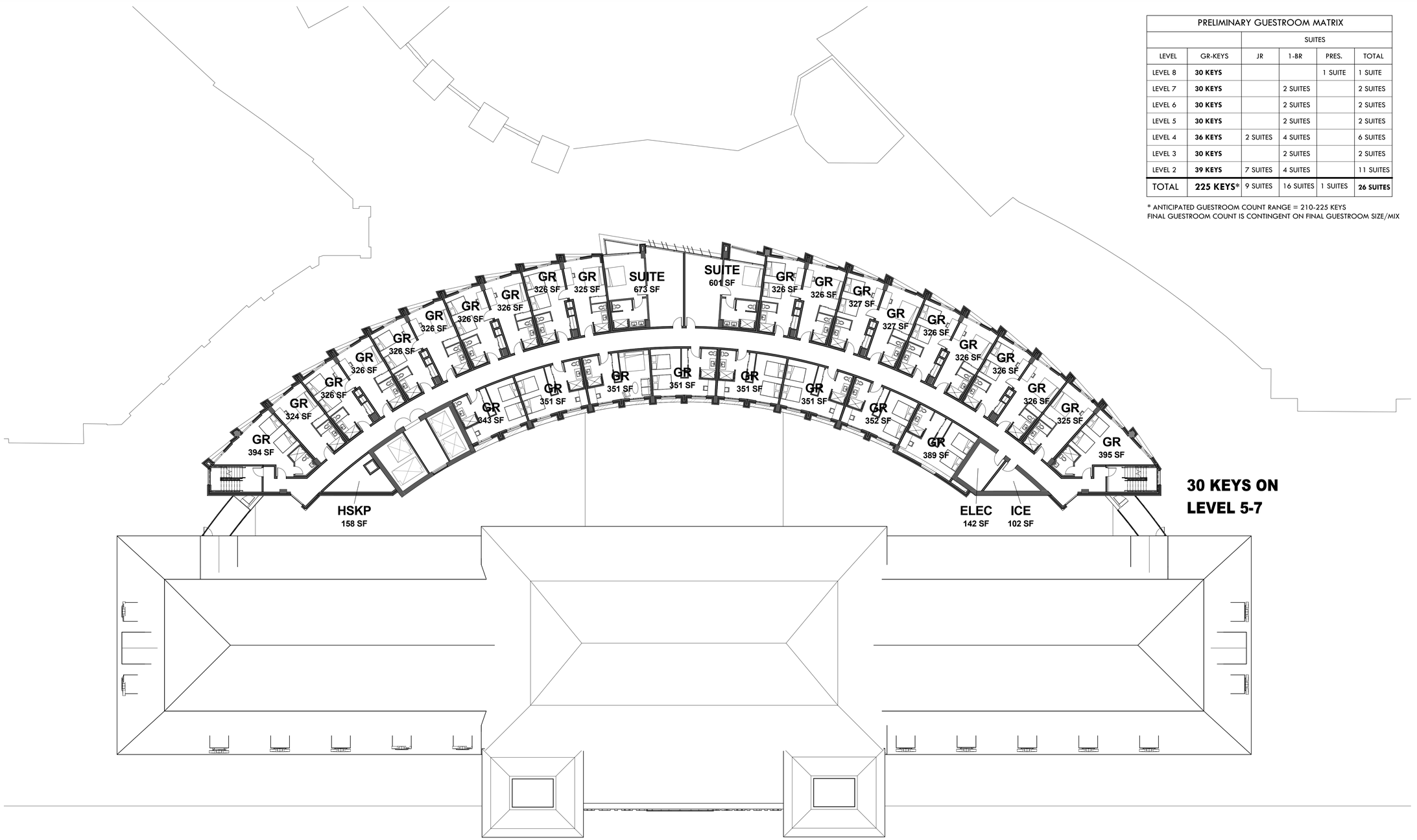
NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
LEVEL 4

SHEET NO.
A2.04

PRELIMINARY GUESTROOM MATRIX					
		SUITES			
LEVEL	GR-KEYS	JR	1-BR	PRES.	TOTAL
LEVEL 8	**30 KEYS**			1 SUITE	1 SUITE
LEVEL 7	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 6	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 5	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 4	**36 KEYS**	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 2	**39 KEYS**	7 SUITES	4 SUITES		11 SUITES
TOTAL	**225 KEYS***	9 SUITES	16 SUITES	1 SUITES	**26 SUITES**

* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS
FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



30 KEYS ON LEVEL 5-7

NORTH

01 LEVELS 5, 6, 7
1/16" = 1'-0"

0' 8' 16' 32'

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

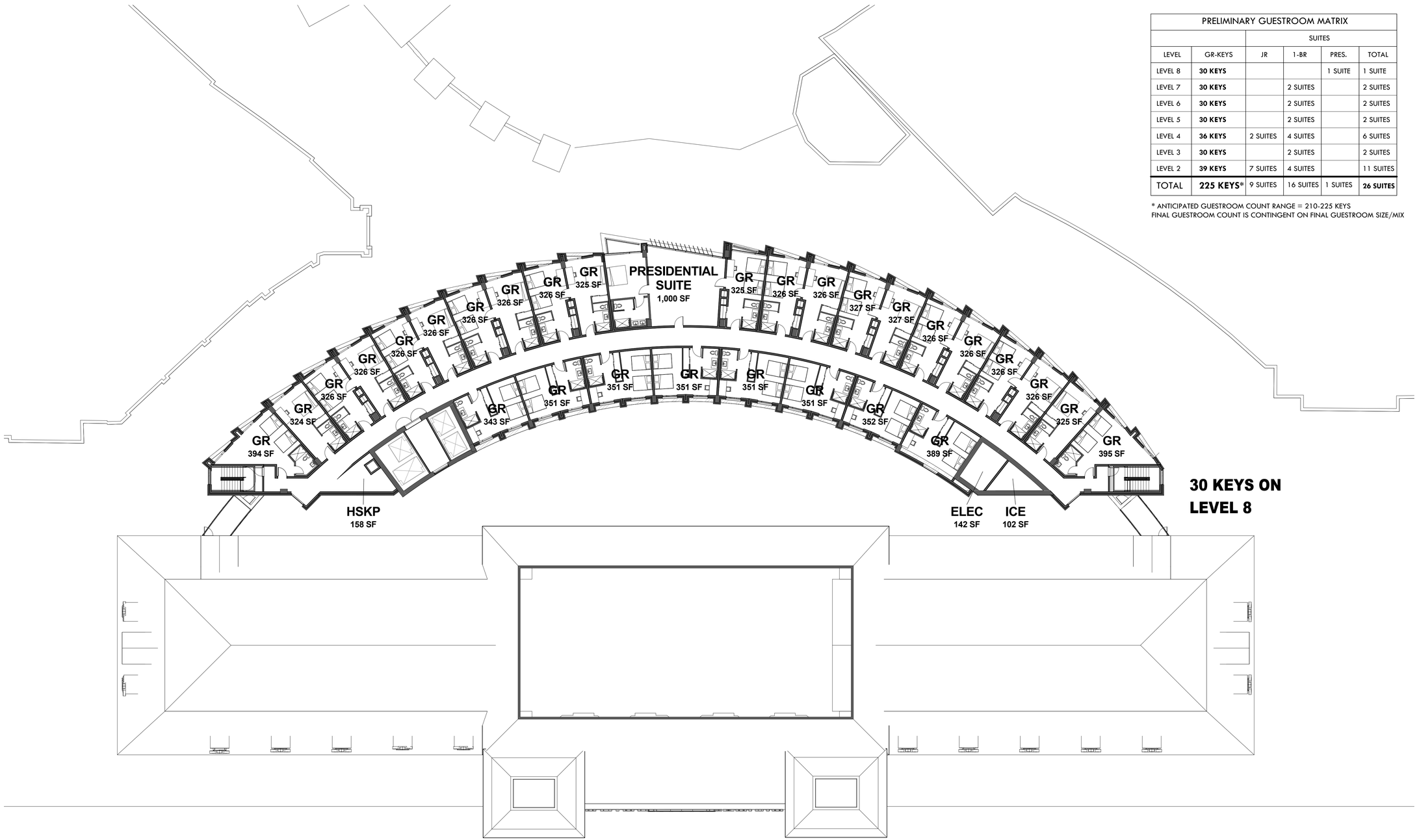
HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
LEVELS 5, 6, 7

SHEET NO.
A2.05

PLOT DATE:
8/3/2018 5:45:18 PM TEMPLATE VERSION: 3.0.0.20170623

PRELIMINARY GUESTROOM MATRIX					
		SUITES			
LEVEL	GR-KEYS	JR	1-BR	PRES.	TOTAL
LEVEL 8	**30 KEYS**			1 SUITE	1 SUITE
LEVEL 7	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 6	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 5	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 4	**36 KEYS**	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	**30 KEYS**		2 SUITES		2 SUITES
LEVEL 2	**39 KEYS**	7 SUITES	4 SUITES		11 SUITES
TOTAL	**225 KEYS***	9 SUITES	16 SUITES	1 SUITE	**26 SUITES**

* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS
FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



30 KEYS ON LEVEL 8

NORTH

01 LEVEL 8
1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE:
8/3/2018 8:45:28 PM TEMPLATE VERSION 3.0.0.20170623

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
LEVEL 8

SHEET NO.
A2.08

LOUVERED SCREEN:
BOD: FORTINA LOUVERS
WOOD LOOK FINISH

CURTAIN WALL:
OCCURS AT ALL SUITES

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

BRICK VENEER:
FBX BRICK
COLOR CASTLE GRAY

WINDOW WALL SYSTEM:
5'Wx10'H
BRONZE FINISH
WINDOW AT LEVEL 8 ONLY

WINDOW WALL SYSTEM:
5'Wx7'-6"H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

STONE VENEER:
NATURAL LIMESTONE
COLOR TO MATCH BRICK ABOVE

BRICK SOFFIT:
TO MATCH FBX BRICK ABOVE
OCCURS IN ARCADE AREA

CABLE RAIL:
BRONZE FINISH
OCCURS AT SUITE BALCONIES

WOOD SOFFIT:
CEDAR PLANK
OCCURS IN ARCADE AREA

CURTAIN WALL SYSTEM:
OPERABLE SLIDING DOORS AT MEETING AND FITNESS SPACES
BRONZE FINISH
WINDOWS AT GROUND LEVEL

02 WEST 1/16" = 1'-0"

0' 8' 16' 32'

CURTAIN WALL:
BRONZE FINISH

BRICK VENEER:
FBX BRICK
COLOR CASTLE GRAY

WINDOW WALL SYSTEM:
5'Wx10'H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

WINDOW WALL SYSTEM:
5'Wx7'H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

CONNECTION TO EXISTING BUILDING

CONNECTION TO EXISTING BUILDING

INDICATES PROFILE OF EXISTING UNION PACIFIC BUILDING HIDDEN TO BETTER ILLUSTRATE NEW BUILDING FACADE

WOOD SOFFIT:
CEDAR PLANK
OCCURS IN ARCADE AREA

CURTAIN WALL SYSTEM:
BRONZE FINISH
GLAZING AT GROUND LEVEL

01 EAST 1/16" = 1'-0"

0' 8' 16' 32'

PLOT DATE: 8/3/2018 3:42:30 PM TEMPLATE VERSION: 3.0.0.20170823

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000

DATE
08/06/2018

ISSUE
CBSD/PD SUBMITTAL

SHEET TITLE
EAST + WEST ELEVATIONS

SHEET NO.
A5.01

CURTAIN WALL:
FINISH BRONZE
OCCURS AT STAIRS, END OF CORRIDOR

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

WINDOW WALL SYSTEM:
5'Wx10'H
BRONZE FINISH
WINDOW AT LEVEL 8 ONLY

WINDOW WALL SYSTEM:
5'Wx7'-6"H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

BRICK VENEER:
FBX BRICK
COLOR CASTLE GRAY

BRIDGE CONNECTION:
CONCRETE FLOOR
BRONZE RAIL

STONE VENEER:
NATURAL LIMESTONE
COLOR TO MATCH BRICK ABOVE

EXISTING UNION PACIFIC BUILDING

02 NORTH
1/16" = 1'-0"
0' 8' 16' 32'

CURTAIN WALL:
FINISH BRONZE
OCCURS AT STAIRS, END OF CORRIDOR

METAL PLATE WALL PANELS:
BOD: POHL METAL PANEL OR SIM
COLOR BRONZE

WINDOW WALL SYSTEM:
5'Wx10'H
BRONZE FINISH
WINDOW AT LEVEL 8 ONLY

WINDOW WALL SYSTEM:
5'Wx7'-6"H
BRONZE FINISH
WINDOWS AT LEVELS 2-7

BRICK VENEER:
FBX BRICK
COLOR CASTLE GRAY

STONE VENEER:
NATURAL LIMESTONE
COLOR TO MATCH BRICK ABOVE

EXISTING UNION PACIFIC BUILDING

01 SOUTH
1/16" = 1'-0"
0' 8' 16' 32'

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220 10
PHOENIX, AZ 85016 84101

ARCHITECT/ENGINEER
HKS ARCHITECTS, INC.: RING
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER: HITECT
GREAT BASIN ENGINEERING²
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403 H 84101

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

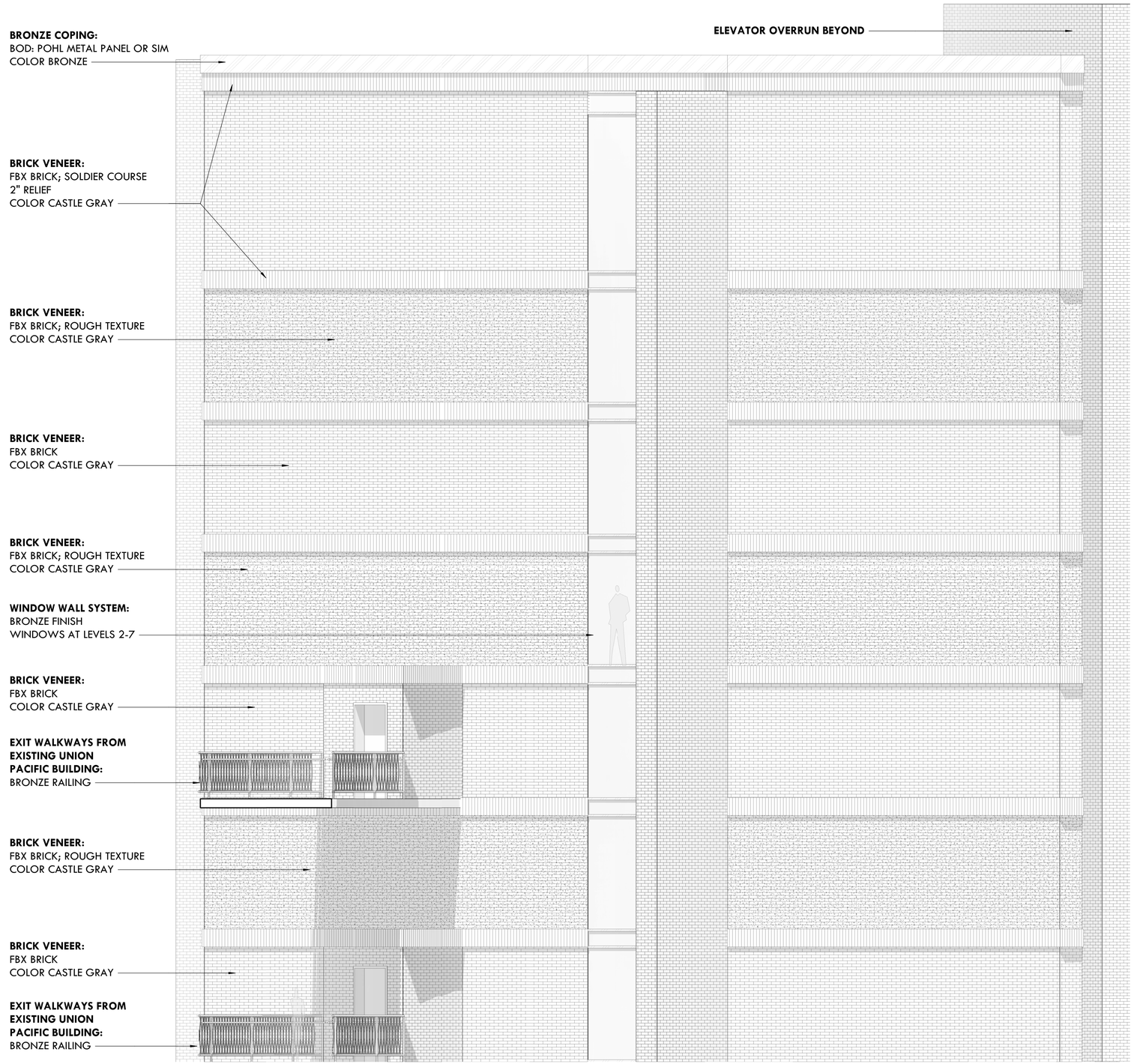
REVISION

NO.	DESCRIPTION	DATE

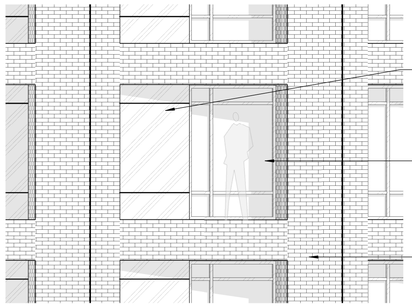
HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
NORTH + SOUTH ELEVATIONS

SHEET NO.
A5.02

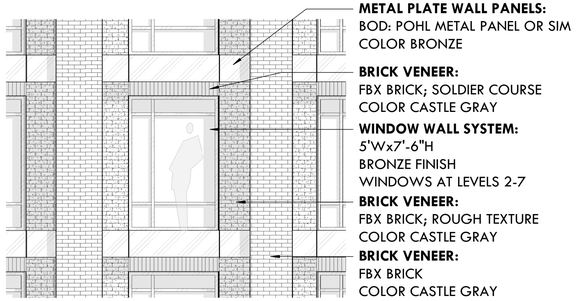
PLOT DATE: 8/2/2018 3:48:45 PM TEMPLATE VERSION 3.0.0 20170623



03 ENLARGED ELEVATION - EAST FACING WALL
1/4" = 1'-0"



02 ENLARGED ELEVATION - TYPICAL WEST GUESTROOM
1/4" = 1'-0"



01 ENLARGED ELEVATION - TYPICAL EAST GUESTROOM
1/4" = 1'-0"

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

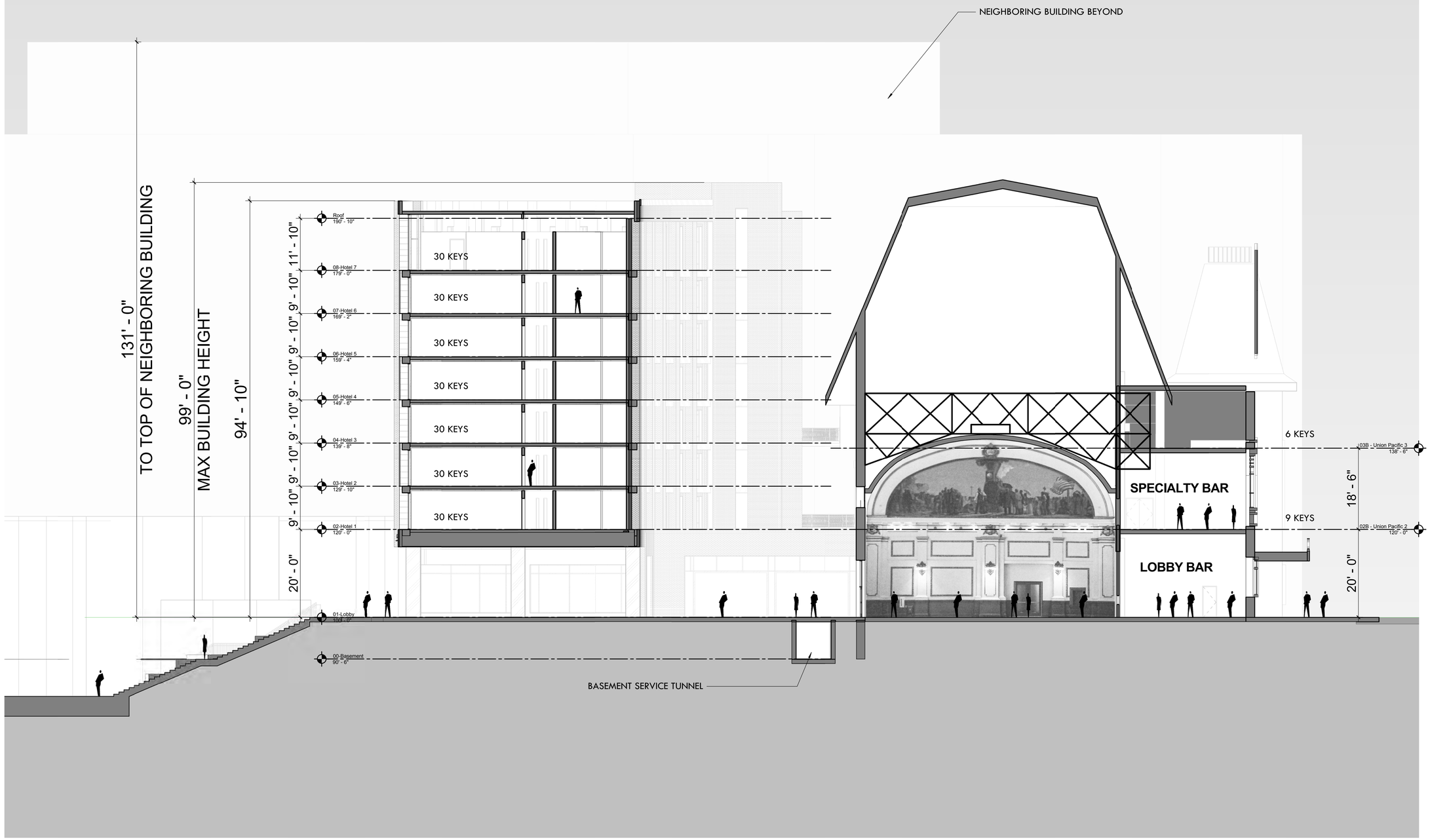
STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
ENLARGED TYPICAL ELEVATIONS
SHEET NO.
A5.20

PLOT DATE:
8/3/2018 5:46:19 PM
TEMPLATE VERSION: 3.0.0.20170623



01 **BUILDING SECTION - EAST WEST**
3/32" = 1'-0"

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

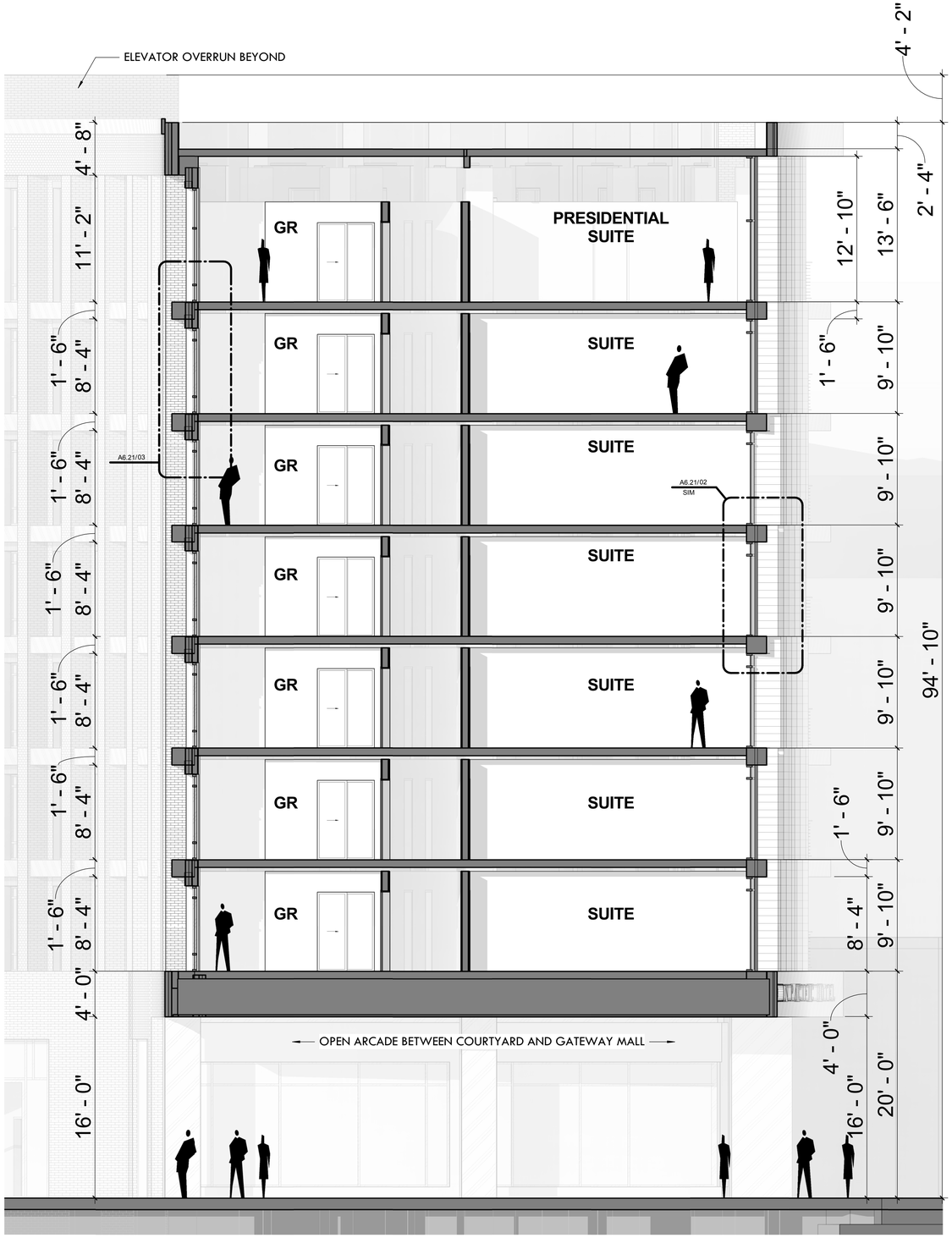
REVISION

NO.	DESCRIPTION	DATE

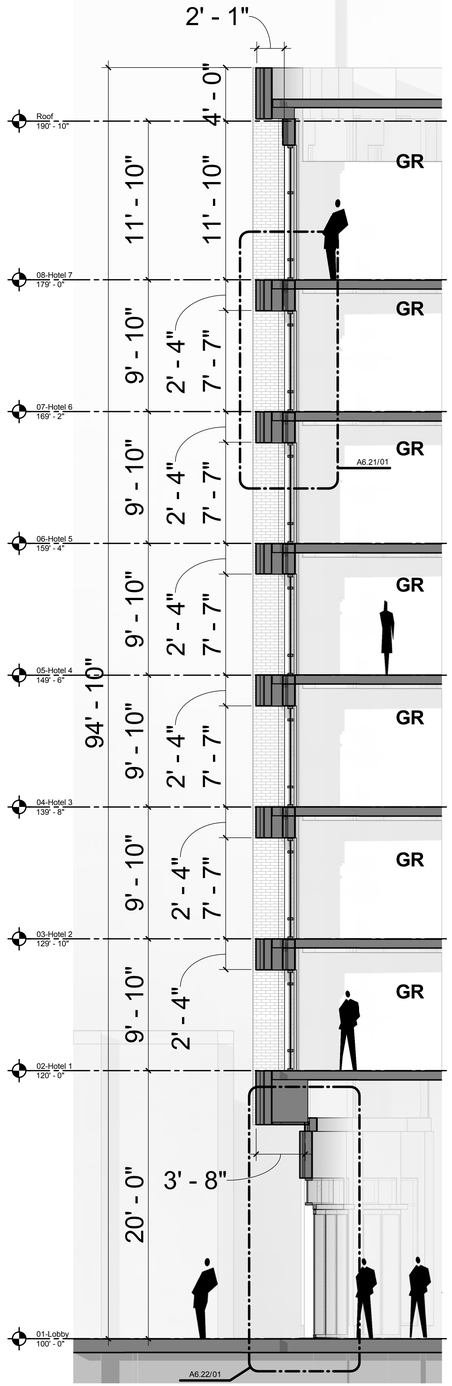
HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
BUILDING SECTION

SHEET NO.
A6.00

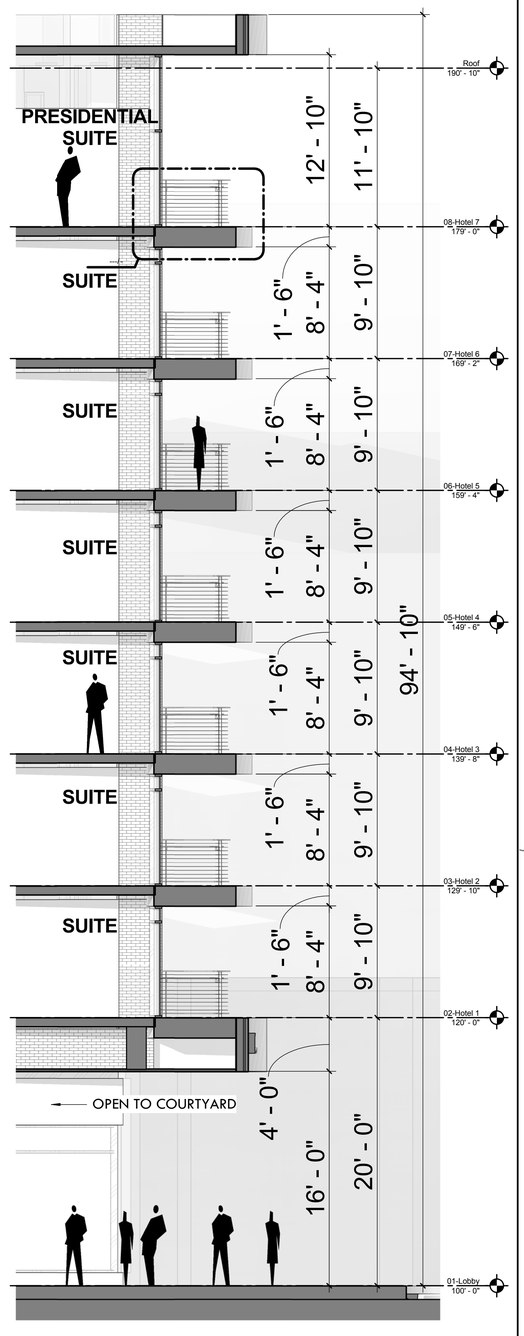
PLOT DATE: 8/2/2018 8:48:47 PM
TEMPLATE VERSION: 3.0.0.20170623



03 EAST FACADE WALL SECTION
3/16" = 1'-0"



02 WEST FACADE WALL SECTION
3/16" = 1'-0"



01 WEST FACADE BALCONY WALL SECTION
3/16" = 1'-0"

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

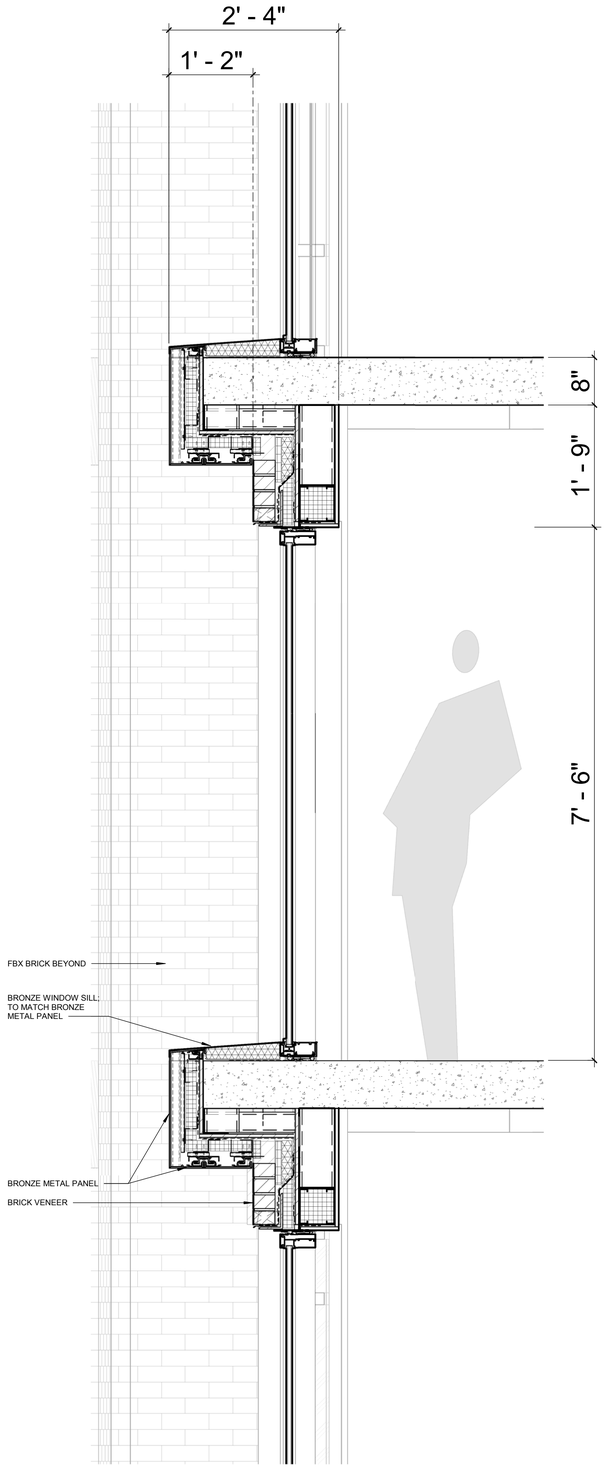
REVISION

NO.	DESCRIPTION	DATE

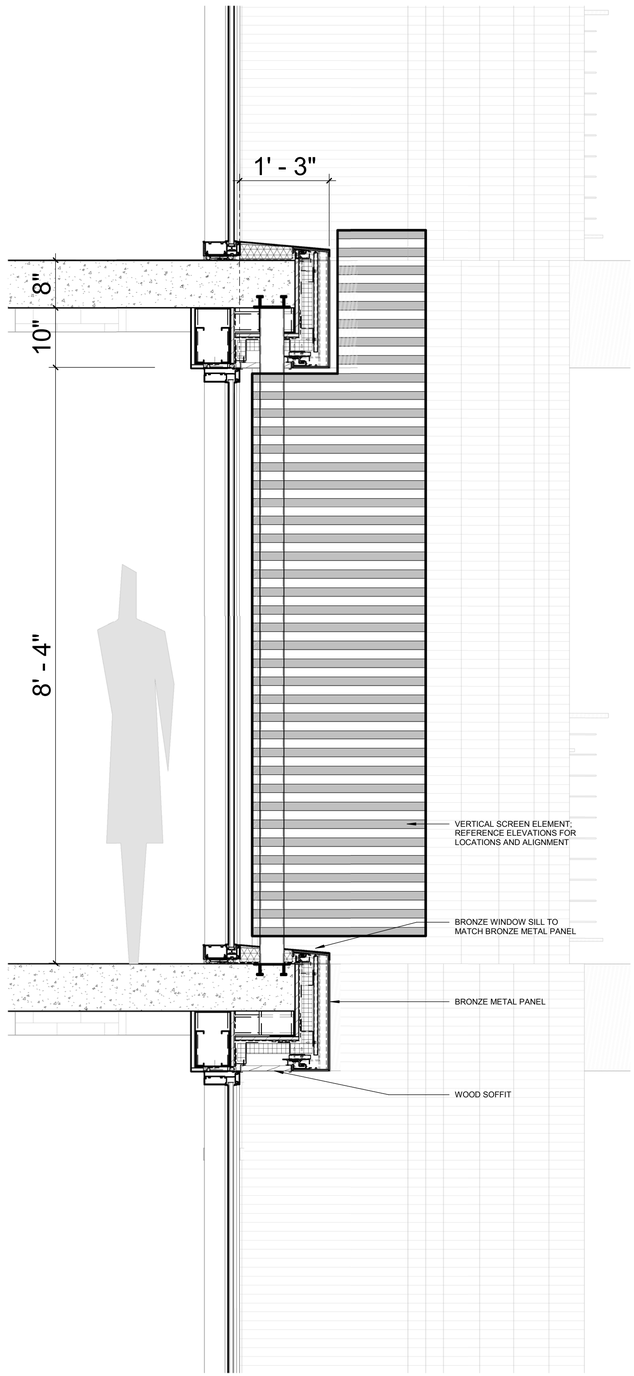
HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
WALL SECTIONS

SHEET NO.
A6.20

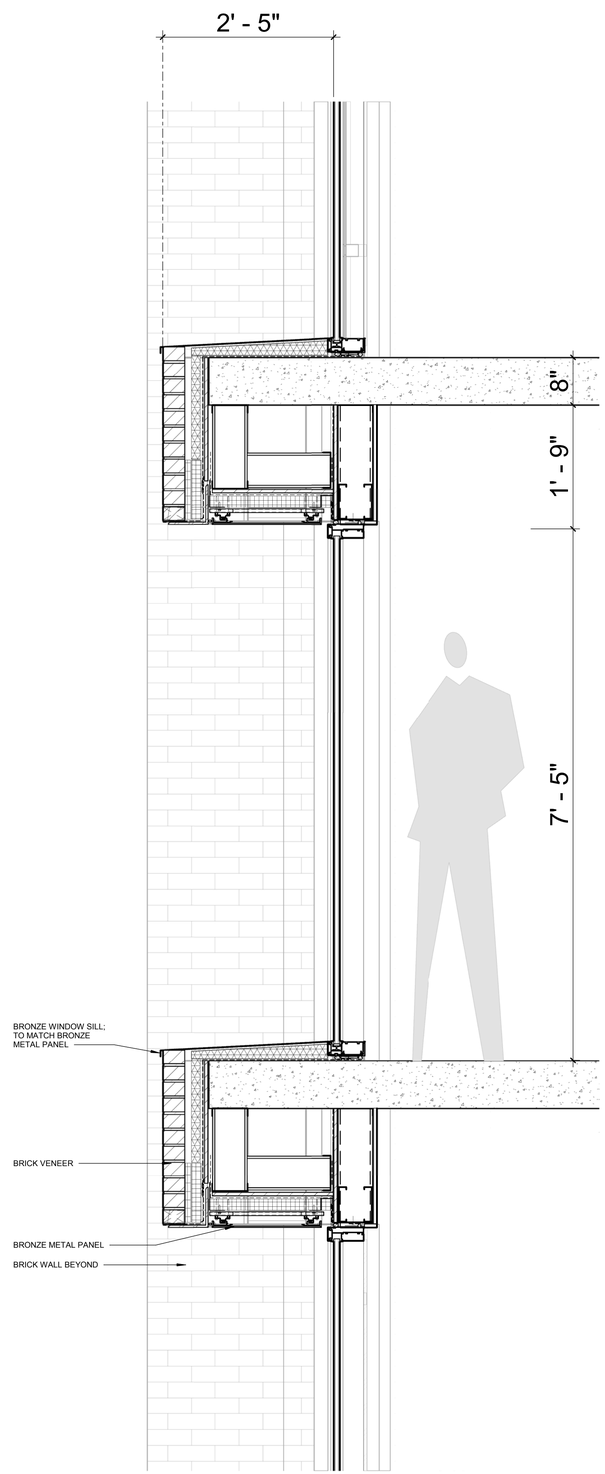
PLOT DATE: 8/3/2018 5:48:43 PM TEMPLATE VERSION: 3.0.0.20170823



03 TYPICAL EAST GUEST ROOM WINDOW HEAD/ SILL
1" = 1'-0"
0' 1' 2'



02 WEST SUITE TYPICAL WALL DETAIL
1" = 1'-0"
0' 1' 2'



01 TYPICAL WEST GUEST ROOM WINDOW HEAD/ SILL
1" = 1'-0"
0' 1' 2'

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
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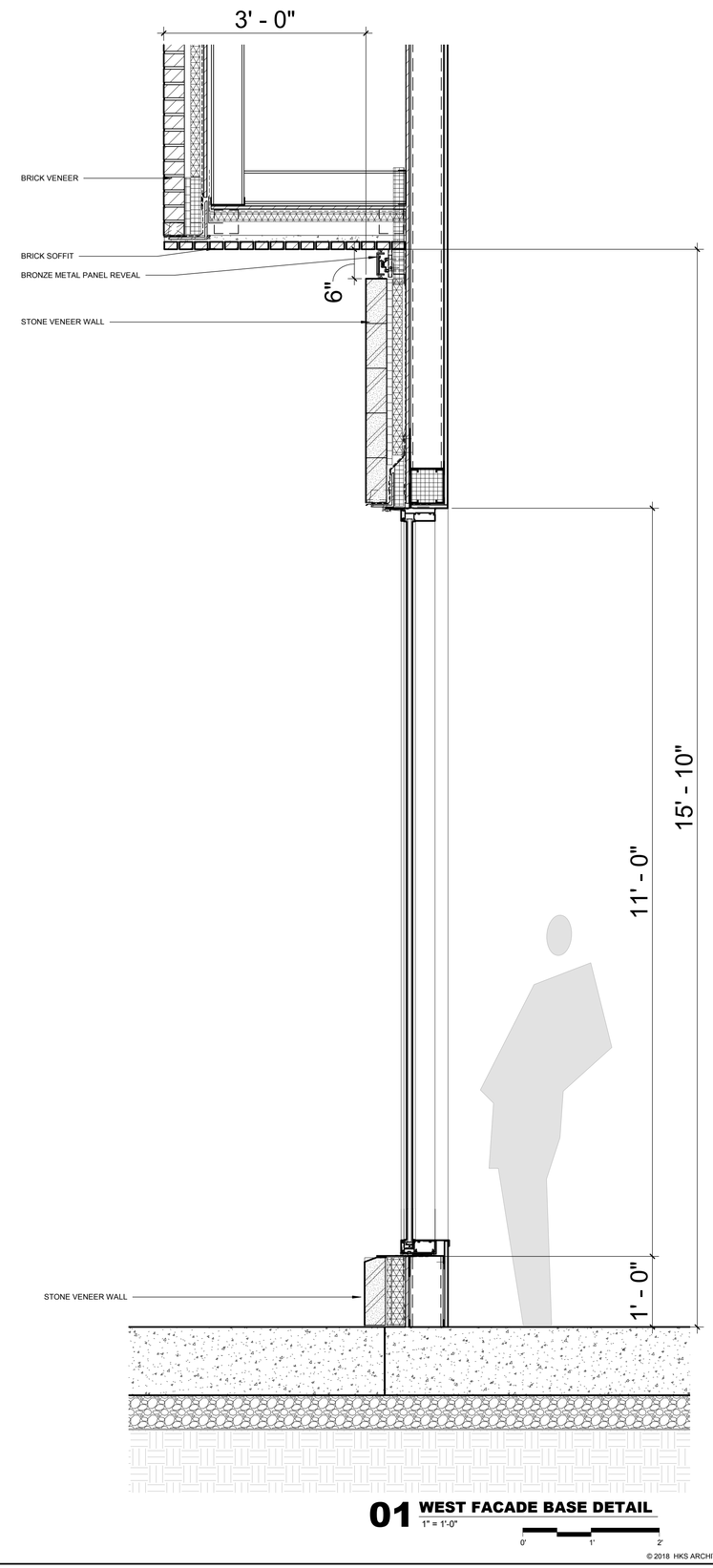
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
TYPICAL EXTERIOR DETAILS
SHEET NO.
A6.21

PLOT DATE: 8/3/2018 5:48:57 PM TEMPLATE VERSION: 3.0.0.20170623



01 **WEST FACADE BASE DETAIL**
1" = 1'-0"

0' 1' 2'

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
GREAT BASIN ENGINEERING
5746 SOUTH 1475 EAST
OGDEN, UTAH 84403

LANDSCAPE ARCHITECT
MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
TYPICAL EXTERIOR DETAILS
SHEET NO.
A6.22

PLOT DATE:
8/3/2018 5:48:59 PM TEMPLATE VERSION: 3.0.0.20170623

HKS

OWNER
VESTAR GATEWAY, LLC
2425 E CAMELBACK RD, SUITE 750
PHOENIX, AZ 85016

DEVELOPER
ATHENS HOTEL DEVELOPMENT, LLC
2200 E CAMELBACK RD # 220
PHOENIX, AZ 85016

ARCHITECT
HKS ARCHITECTS, INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

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LANDSCAPE ARCHITECT
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SALT LAKE CITY, UTAH 84101

UNION PACIFIC HOTEL

The Athens Group

STATE OF UTAH
MICHAEL W. VELA
5369294-0301
LICENSED ARCHITECT

REVISION

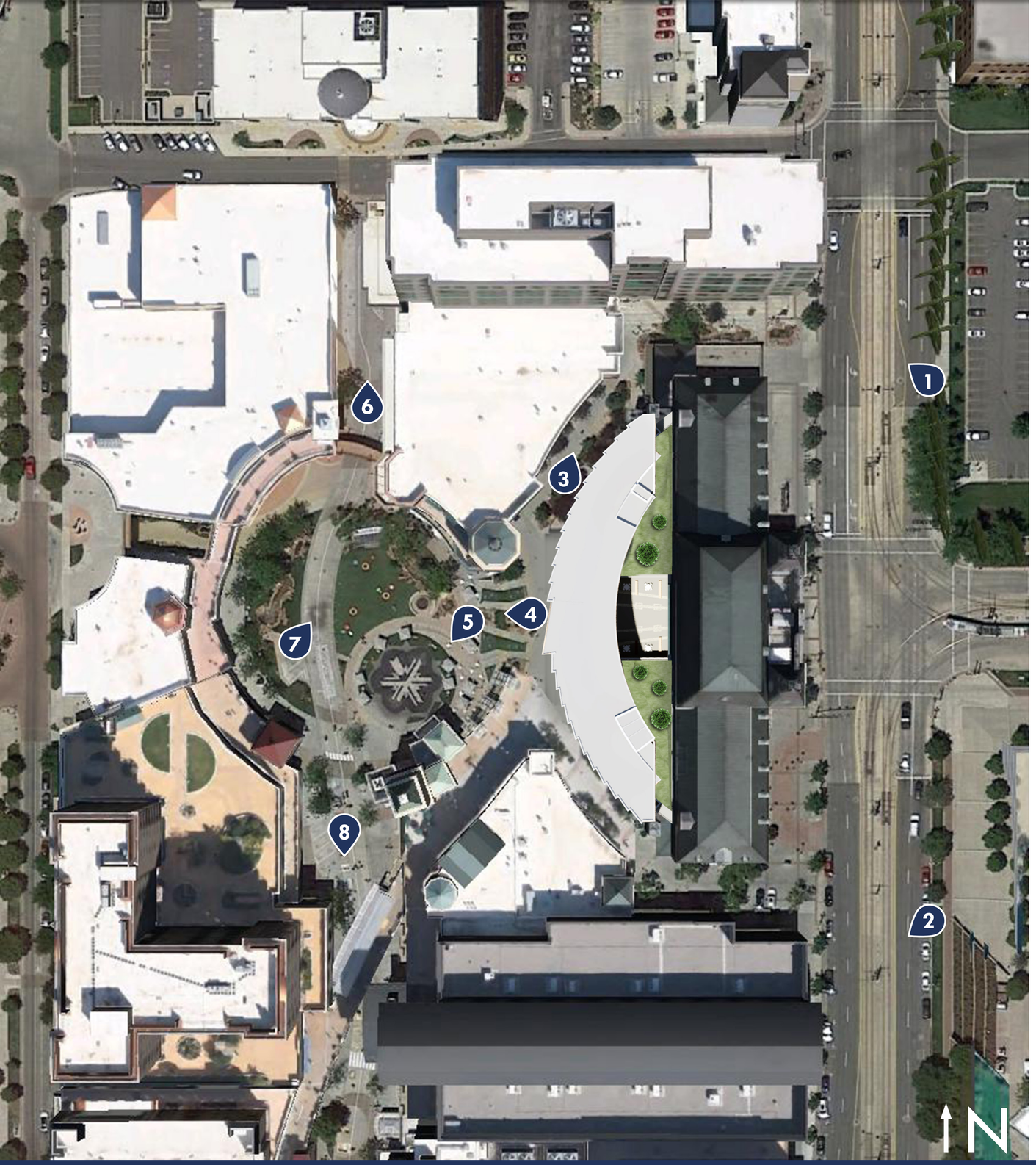
NO.	DESCRIPTION	DATE

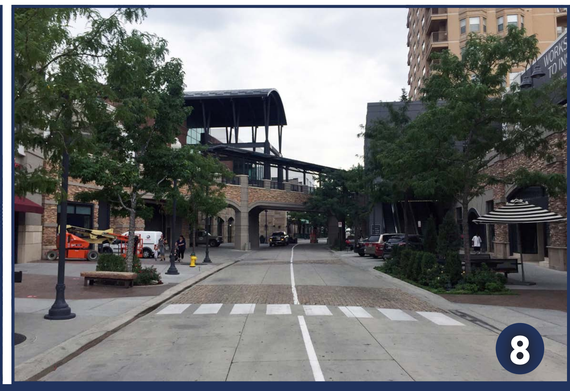
HKS PROJECT NUMBER
21578.000
DATE
08/06/2018
ISSUE
CBSD/PD SUBMITTAL
SHEET TITLE
RENDERINGS

SHEET NO.
A7.00

PLOT DATE: 8/2/2018 5:48:03 PM TEMPLATE VERSION: 3.0.0.20170623

ATTACHMENT C.3: PUBLIC OPEN HOUSE PRESENTATION MATERIALS

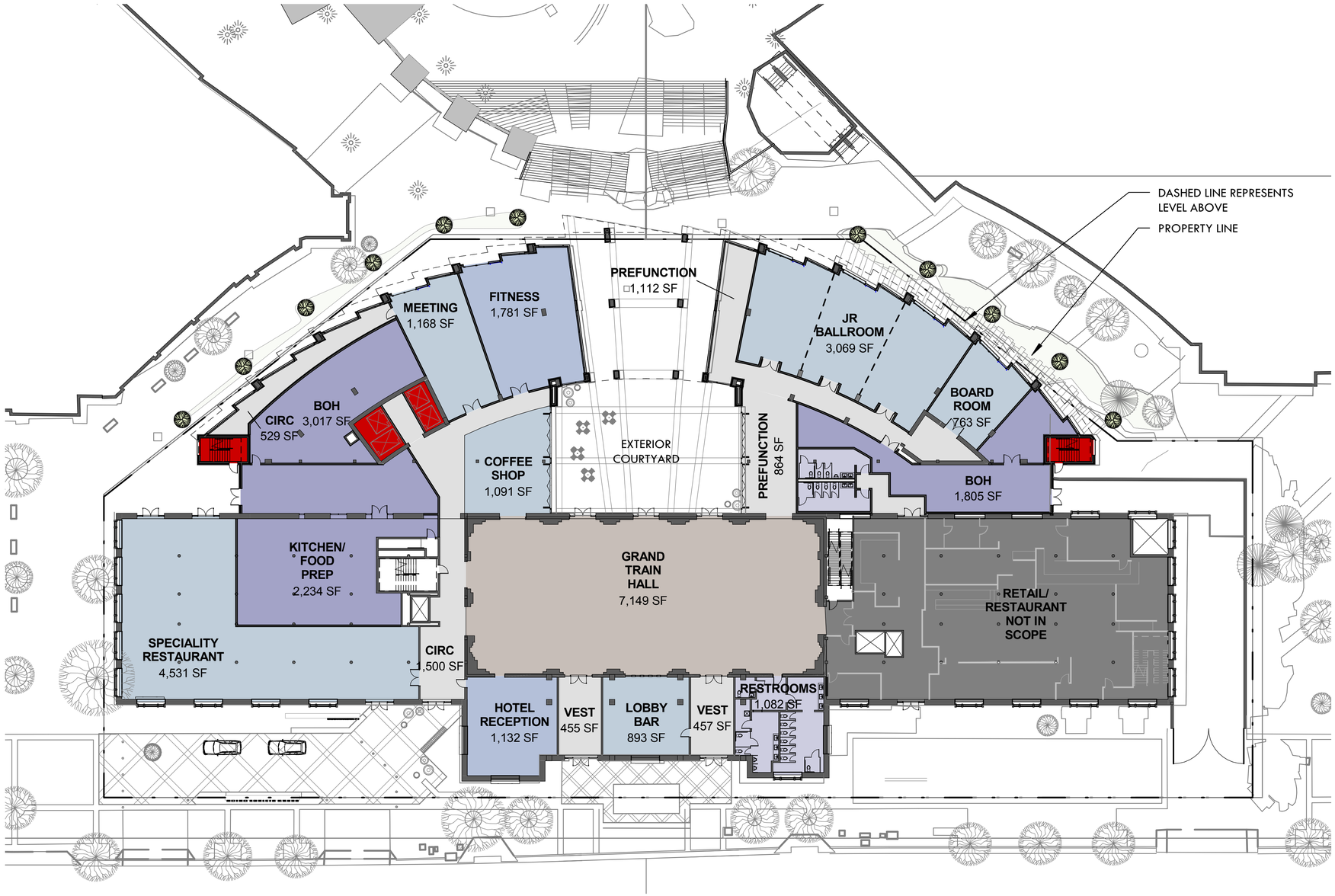




THE UNION PACIFIC HOTEL

The Athens Group

HKS



THE UNION PACIFIC HOTEL

The Athens Group

HKS

THE UNION PACIFIC HOTEL

The Athens Group

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THE UNION PACIFIC HOTEL

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THE UNION PACIFIC HOTEL

The Athens Group

HKS

ATTACHMENT D: 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 involving new construction, or alterations of noncontributing structures, the Historic Landmark Commission, or Planning Director when the application involves the alteration of a noncontributing structure shall, using the adopted design guidelines as a key basis for evaluation, determine whether the project substantially complies with each of the following standards that pertain to the application to ensure that the proposed project fits into the established context in ways that respect and contribute to the evolution of Salt Lake City's architectural and cultural traditions:

Design Guidelines for Historic Commercial Districts and Properties in Salt Lake City, Chapter 13, New Construction, provides the relevant historic design guidelines for this design review. The Design Guidelines are identified here as they relate to the corresponding Historic Design Standards for New Construction in the Ordinance (21A.34.020.H).
https://www.slc.gov/historic-preservation/design-guidelines-and-ordinance-regulations/
http://www.slcdocs.com/historicpreservation/GuideCom/Ch13.pdf

Standard	Design Guidelines & Analysis	Finding

1. SETTLEMENT PATTERNS & NEIGHBORHOOD CHARACTER **a. Block and Street Patterns** The design of the project preserves and reflects the historic block, street, and alley patterns that give the district its unique character. Changes to the block and street pattern may be considered when advocated by an adopted city plan. **b. Lot and Site Patterns** The design of the project preserves the pattern of lot and building site sizes that create the urban character of the historic context and the block face. Changes to the lot and site pattern may be considered when advocated by an adopted city plan. **c. The Public Realm** The project relates to adjacent streets and engages with sidewalks in a manner that reflects the character of the historic context and the block face. Projects should maintain the depth of yard and height of principal elevation of those existing on the block face in order to support consistency in the definition of public and semi-public spaces. **d. Building Placement** Buildings are placed such that the project maintains and reflects the historic pattern of setbacks and building depth established within the historic context and the block face. Buildings should maintain the setback demonstrated by existing buildings of that type constructed in the district or site's period of significance. **e. Building Orientation** The building is designed such that principal entrances and pathways are oriented such that they address the street in the pattern established in the historic context and the block face.	CONTEXT & CHARACTER: SITE DESIGN & ORIENTATION **13.1 The traditional historic development pattern should be recognized and maintained in new development.** • A new building should be situated on its site in a manner similar to the historic buildings in the area. • Orient a building facade and primary entrance toward the street. • The relationship between building, landscape features and open space should relate to existing front yard setbacks and spacing of side yard setbacks within the block. **13.2 Historic street patterns should be maintained.** • New construction should not interfere with or encroach upon historic or early street or alley patterns and widths. • Extend intern alley networks wherever possible. **13.3 Distinctive features that emphasize buildings on corner lots should be considered.** • A corner entrance can be used to accentuate corner sites. • Both street facades should be designed as important public facades. • Design emphasis can accentuate the corner role. **13.4 Indigenous plant materials should be included in new landscape designs.** • Drought-tolerant varieties, which are in character with plantings used historically, are preferred. The new hotel building is consciously situated primarily within the plan of the existing station and its more recent single story rear additions, replacing the latter with new hotel space. Although the current definition of the site is more recent, the new building plan respects this site and its setting. The proposal consequently preserves and reflects current patterns of the street and alley network and the existing lot and building sizes. (Stds 1.a & 1.b) The hotel building is placed to the rear of the historic station building, and separate from it. It would maintain the public realm established both around the station and rear additions, and through the Grand Hall to the rear courtyard linking the Grand Hall with the Gateway and its associated public spaces and walkways, at high and low level. It would maintain and respect the setbacks established by the station and its additions, which are also addressed by public easements through and around the station. The proposed height relates to the station building to the east and to the variety of building heights characterizing this part of the Gateway. Consequently, the public realm would be respected, as would the relationships and patterns currently established. (Stds 1.c & 1.d) The historic station building has maintained its presence as a public building in terms of the Grand Hall, with its front entrance facing 400 West and more recently its rear entrance facing the Gateway complex and its spaces and walkways. The proposed hotel is placed and is designed to respect these orientations, to maintain a public court between old and new, and public access west beneath the new building. The principal entrance for the new hotel is located within the station building facing 400 West, echoing the primary orientation of the station. It also has secondary entrance access from the west, with hotel hospitality function spaces and café uses addressing both internal court and west façade. The new hotel would thus address both 'street' frontages, and would meet the objectives of Std 1.e.	The proposed development would accord with the objectives of Standards 1.a to 1.e.

2. SITE ACCESS, PARKING & SERVICES **a. Site Access** The design of the project allows for site access that is similar, in form and function, with patterns common in the historic context and the block face. <u>1. Pedestrian</u> Safe pedestrian access is provided through architecturally highlighted entrances and walkways, consistent with patterns common in the historic context and the block face. <u>2. Vehicular</u> Vehicular access is located in the least obtrusive manner possible. Where possible, garage doors and parking should be located to the rear or to the side of the building. **b. Site and Building Services and Utilities.** Utilities and site/building services (such as HVAC systems, venting fans, and dumpsters) are located such that they are to the rear of the building or on the roof and screened from public spaces and public properties.	**13.30 Walkways should safely lead pedestrians from parking areas to building entrances.** **13.27 Bikeways and pedestrian walkways should be separated and buffered from external and internal circulation within parking lots.** **3.25 Parking areas should be located away from the street frontage and where they are least visually obtrusive.** • Off -street parking should be located inside or behind a building, where its visual impact will be minimized. **13.26 Landscaping should be integrated with surface parking to screen the view of parked vehicles from the street.** • New parking areas should be screened through the use of planted areas, fences, hedges and decorative walls. • Landscape materials should have a similar setback and location as the streetscape elements of adjacent properties. • Large parking areas should be divided with plantings. • Mature trees should not be removed to construct new lots or expand parking areas. The development as proposed would retain the public access to and through the station building, through a retained and redesigned courtyard and beneath the new hotel building. Existing public pedestrian access would be retained around the site to the north and the south. Public access easements also safeguard both. Site access arrangements are essentially retained and revitalized by this proposal, maintaining the patterns of the historic building and context. (Std 2.a.1) Proposals for the hotel retain and reuse existing vehicular service access area and facilities alongside the north end of the station, as well as existing service tunnel access and space beneath the station building. No additional vehicular access arrangements are proposed. Parking arrangements for the new hotel would be accommodated by existing parking space within the Gateway complex. (Std 2.a.2 & 2.b) There are no current proposals to locate any services or utilities externally to the existing or the new building. (Std 2.b)	The proposals accord with the objectives of Stds 2.a & 2.b.
3. LANDSCAPE & LIGHTING **a. Grading of Land** The site's landscape, such as grading and retaining walls, addresses the public way in a manner that reflects the character of the historic context and the block face. **b. Landscape Structures** Landscape structures, such as arbors, walls, fences, address the public way in a manner that reflects the character of the historic context and the block face. **c. Lighting** Where appropriate lighting is used to enhance significant elements of the design and reflects the character of the historic context and the block face.	**13.23 The visual impact of site and architectural lighting should be minimized.** • Lighting should be a subtle addition to the property. • It should not visually dominate the site or intrude on adjacent property. • Where used, lighting should accent architectural details, building entrances and signs. • Avoid lighting expansive wall planes. **13.24 Fixture design should complement the design of the building**. Minor changes are considered for the top of the existing water feature to retain and also incorporate this as an amenity for both the new hotel and the Gateway plaza. The landscaping and water feature along the north side of the station would be retained. Minimal change, including the removal of unnecessary poles, is proposed to the existing paving and landscaping to enhance both legibility and attractiveness in association with hotel use of the station building facing 400 West. Lighting proposals have yet to be resolved in detail, with the stated objective of enhancing the character of the station and the hotel. (Stds 3.a, b & c)	The proposals accord with the objectives of Stds 3.a, b & c.

4. BUILDING FORM & SCALE **a. Character of the Street Block** The design of the building reflects the historic character of the street facade in terms of scale, composition, and modeling. <u>1. Height</u> The height of the project reflects the character of the historic context and the block face. Projects taller than those existing on the block face step back their upper floors to present a base that is in scale with the historic context and the block face. <u>2. Width</u> The width of the project reflects the character of the historic context and the block face. Projects wider than those existing on the block face modulate the facade to express a series of volumes in scale with the historic context and the block face. <u>3. Massing</u> The shape, form, and proportion of buildings, reflects the character of the historic context and the block face. <u>4. Roof Forms</u> The building incorporates roof shapes that reflect forms found in the historic context and the block face.	MASS, SCALE & FORM **13.5 The height of a new building design should reflect the established building scale of the setting and area.** • Design the building to equate with the height range seen in the area. • Consider stepping back upper stories from the plane of the primary facade where a building is taller than those found in the block. • The mass of a new tall building should step down in height to lower adjacent development. **13.6 The massing characteristics of the area should form the basis for the scale of new development.** • Simple rectangular solids on smaller lots are typically appropriate. • Consider more complex massing on large sites. • If a new building would be wider than the buildings along the block, consider dividing the building into parts that are similar in scale to buildings seen historically. **3.7 The street facade should appear similar in scale to the established scale of the current street block.** • The primary plane of the front facade should reflect the typical widths and heights of historic buildings in the block. • The front facade should include a one-story storefront element influenced by traditional design proportions. **13.8 A new building should be designed to reinforce a sense of human scale.** • A new building may convey a sense of human scale by employing techniques such as these: ▪ Using quality building materials that help express human scale in their design, detail and proportions. ▪ Using changes in building materials, color and texture. ▪ Using vertical and horizontal divisions and emphasis. ▪ Using architectural features to create visual interest. **13.9 Roof forms should be an integral part of the building design and overall form of the building.** • Where roof lines are visible, they should relate to the general design of other commercial roofs in the district. • Flat roof forms are characteristic and appropriate for primary roof forms in most commercial areas. • Screen roof top mechanical equipment from view with architecturally compatible screening features or parapet walls. The principal street façade of the Union Pacific is 400 West, where the station presents a strong symmetrical termination of the memorable city view westward along South Temple. The new hotel building just behind the station echoes this symmetrical composition, with its northern and southern wings concluding inside the view framework created by the historic station. The hotel building would be higher than the lower wings of the station although it would not exceed the height of the soaring roofscape of the central range of the historic building. Although technically an 'addition', the new building is set apart from the station, maintaining only single story links and open bridge links at either end. It is then designed to arc away from the station building creating a public/private open courtyard between the two buildings. In doing so, the site and massing of the new building helps to maintain the importance and the dominance of the historic station building, while creating a new public space and experience between. Building height as proposed respects the height of the station and helps to mediate between the Union Pacific and the taller buildings of the Gateway forming much of its relatively immediate and also wider setting. Where the wings of the new building will be visible above the station roof in views from the east along South Temple (a noted view in the Downtown Plan), the proposed design should achieve a complementary neutrality in terms of a backdrop for the wings of the station. The flat roof	The proposed development would accord with the Form & Scale objectives of Stds 4.a.1, 2, 3 & 4.

	form of the new hotel again would not compete with the station in visual terms, while it would echo much of the Gateway development. Consequently, in height, width, massing, roof form and therefore scale, the proposed hotel building would closely equate with the objectives of Stds 4.a.1 to 4.a.4.	

5. BUILDING CHARACTER **a. Facade Articulation & Proportion** The design of the project reflects patterns of articulation and proportion established in the historic context and the block face. As appropriate, facade articulations reflect those typical of other buildings on the block face. These articulations are of similar dimension to those found elsewhere in the context, but have a depth of not less than 12 inches. <u>1. Rhythm of Openings</u> The facades are designed to reflect the rhythm of openings (doors, windows, recessed balconies, etc.) established in the historic context and the block face. <u>2. Proportion & Scale of Openings</u> The facades are designed using openings (doors, windows, recessed balconies, etc.) of similar proportion and scale to that established in the historic context and the block face. <u>3. Ratio of Wall to Openings</u> Facades are designed to reflect the ratio of wall to openings (doors, windows, recessed balconies, etc.) established in the historic context and the block face. <u>4. Balconies, Porches, & External Stairs</u> The project, as appropriate, incorporates entrances, balconies, porches, stairways, and other projections that reflect patterns established in the historic context and the block face.	ARCHITECTURAL CHARACTER **13.10 Contemporary designs compatible with the character of the area and/or district may be used.** • A new design should draw upon the fundamental design elements of its context. • An interpretation of a historic style may be considered if it is subtly distinguishable as being new. • New storefront designs create interest and visual compatibility, while helping to convey the fact that a building is new. **13.11 The exact imitation of earlier architectural styles is discouraged.** • This can blur the distinction between old and new buildings making it difficult to interpret the architectural evolution of the district. • New buildings should reflect their period of construction. **13.12 Creative interpretations of historical architectural details can be successful.** • New designs for traditional detailing such as columns and cornices can be used in new ways to create aesthetic appeal. • Materials, finishes, structural systems and construction methods may be used to express a compatible new building design. **13.13 The design of a new building should include the three basic building elements: a base, a middle and a top.** • On low rise buildings, the different parts might be expressed through detailing at the building base and eave or cornice line. • On taller buildings, the distinction between upper and lower floors can be expressed through detailing, material, fenestration and color. • Departures may be considered if the project better meets the intent of the design guidelines. **13.14 The ground floor level of a building should be designed to encourage pedestrian activity and provide visual interest.** • Historically, the first floor usually received greater design attention and embellishment. • Primary building entrances should be clearly identifiable and help define a human scale. • The ground level of the primary facade is generally predominantly transparent glass. • Facades that are visible from the public way should be visually interesting. • Extensive blank walls detract from the experience and appearance of an active street scene. • The use of shaded or reflective glass should be avoided. **13.15 Design elements and details should be employed to integrate a new building with its setting.** • Scale, proportion and composition should be influenced by the design traditions found in the immediate and wider setting. • Similarity in fenestration patterns (arrangement of openings) among buildings in a block is an important characteristic to continue. • Overhangs, projections, moldings and reveals create light and shadow patterns and are encouraged. • Other elements might include signs, lighting, cornices, parapets, awnings and other decorative features. • The absence of ornamentation may be appropriate for contemporary interpretations of modern architecture. **13.16 Consider building designs that emphasize floor levels.** • Express the distinction between the street level and upper floors through rhythm and patterns of windows, building materials and other architectural features. • Adequate visual access and potential physical access to ground floor spaces should be provided. The immediate context and indeed the individuality of the new hotel is established by the historic Union Pacific Station building and by the series of buildings in the Gateway complex. The hotel building is designed in crescent form, creating an 'encircled' open court at the rear of the station, and presenting distinctly different facades to the concave east and convex west sides. Each façade is strongly modeled and articulated with a distinct vertical	The proposed development would accord with the objectives of Stds 5.a.1, 2, 3 & 4.

	visual emphasis and proportion above the ground floor. Variations in wall plane framing the fenestration on the east façade reflect aspects of the character of the station building. Articulation on the west façade by contrast is achieved primarily through the constantly changing plane and orientation of each bay, peeling back from a defined central accent. This is supported by strong modeling and articulation within each of the vertically rising bays. The design of each façade also adopts a hierarchy of fenestration, achieved primarily in the taller stature of the ground floor, and complemented by an extended height for the top floor. The distinct definition of the base and the top of the hotel building is accentuated by different articulation, materials and detailing at ground level, and with a defined capping cornice element at roof level. Solid to void ratio on the east façade subdivides into three elements, with the largely solid masonry-clad wings framing the curving central fenestrated range. On the west façade it is again subdivided, with the contrast created by the full height central bays. All of the aforementioned help to reduce the apparent scale of the building, while creating a concentration of constantly varying visual modeling and interest which will change across the day as the sun crosses the sky. Window proportions also echo elements of and enhance the degree of compatibility with the historic station. The proportions and hierarchy reflect aspects of the Classical composition of the Union Pacific Station, and generally respond to the eclectic design across the Gateway complex.	

6. BUILDING MATERIALS, ELEMENTS & DETAILING **a. Materials** Building facades, other than windows and doors, incorporate no less than 80% durable material such as, but not limited to, wood, brick, masonry, textured or patterned concrete and/or cut stone. These materials reflect those found elsewhere in the district and/or setting in terms of scale and character. **b. Materials on Street-facing Facades** The following materials are not considered to be appropriate and are prohibited for use on facades which face a public street: vinyl siding and aluminum siding. **c. Windows** Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting. **d. Architectural Elements & Details** The design of the building features architectural elements and details that reflect those characteristic of the district and/or setting.	FAÇADE ELEMENTS **13.20 Exterior building materials should be of a high quality and compatible with adjacent buildings.** • Materials should be varied to provide architectural interest. • Combine building materials in patterns to articulate the design and create a sense of human scale through the scale of the components. • The character and properties of materials should inform the facade design. **13.21 New alternative materials that are compatible in character to historical materials may be acceptable with appropriate detailing.** • Alternative materials for new buildings may be used if they provide texture and scale that complements their surroundings. • Alternative materials should have a proven durability in Salt Lake City's climate. • Different materials may be appropriate for commercial areas with historic architecture from the recent past. **13.15 Design elements and details should be employed to integrate a new building with its setting.** • Scale, proportion and composition should be influenced by the design traditions found in the immediate and wider setting. • Similarity in fenestration patterns (arrangement of openings) among buildings in a block is an important characteristic to continue. • Overhangs, projections, moldings and reveals create light and shadow patterns and are encouraged. • Other elements might include signs, lighting, cornices, parapets, awnings and other decorative features. • The absence of ornamentation may be appropriate for contemporary interpretations of modern architecture. **13.17 Canopies and awnings should be considered to emphasize the first floor and entrance.** • Install awnings that fit the dimensions of the opening to emphasize the rhythm and proportions. • Cloth, canvas, or metal awnings or canopies are appropriate. • Vinyl and other synthetic materials are discouraged. • Illumination that shines through an awning is inappropriate and should be avoided. **13.19 The use of date stones or cornerstones displaying the building's date of construction is encouraged.** **13.22 Large areas of wall plane should have an appropriate finish.** • Consider articulation and modeling of the materials. • Mirrored glass should be avoided as a primary material. The new hotel building is designed around the use of a brick to match the sandstone facing of the ground level of the east and primary façade of the Union Pacific Station. The brick is used with two distinct textures which are alternated between floors and floor levels, with further variety in building detail accentuated by brick bond and coursing. A strongly sculpted ground floor and base is enhanced in visual strength and weight with a limestone facing. Brick tone, variation in detailing, and the use of natural stone all recognize the character of the historic station, while avoiding competing with it in visual or architectural prominence. They also in various respects echo aspects of the character of the Gateway. The proposed building will face west into the Gateway, east to the rear of the station, and to a limited extent east across the lower wings of the station building. In each respect it should contribute to the context in a positive manner. The building design is well fenestrated in a sensitive and complementary sequence of facades. Both the windows and their associated detailing reflect and build upon the setting, historic and more contemporary.	The proposed development would accord with the objectives of Stds 6.a, b, c & d.

	The proposed designs include a range of additional architectural detailing, and introduce the use of bronze metalwork and wood soffits through the central public way. Both add to the sense of human scale and a richer level of architectural definition, detail and visual interest.	
7. SIGNAGE LOCATION Locations for signage are provided such that they are an integral part of the site and architectural design and are complimentary to the principal structure.	SIGNS The proposals for the station set out some thoughts on future signage for the hotel, although the detail of this is unresolved at this stage. The stated objective of these proposals is to ensure that future signs address hotel requirements and at the same time do not adversely affect the character of the historic Union Pacific Station.	No adverse impact upon existing character is anticipated as designs for signs are decided and refined.

ATTACHMENT E: PUBLIC COMMENTARY

OPEN HOUSE FACT SHEET

Union Pacific Hotel – 2 S. 400 West

Planned Development, Conditional Building & Site Design, and Historic New Construction Review

Department of Community and Neighborhoods

Planning Division

Summary of Proposal: The Athens Group and HKS Architects have initiated Planned Development and Conditional Building and Site Design petitions to accommodate the construction of an 8-story hotel on the west side of the existing Union Pacific Railroad Station. The hotel project is in conjunction with the adaptive reuse of the historic train station itself, which entails the preservation of the existing Grand Train Hall in the center of the station and the addition of other hotel amenities inside the building.

West Façade – Front of Proposed Union Pacific Hotel

- All new construction in the Gateway-Mixed Use zoning district must be reviewed as a *Planned Development.* This process is intended to allow for the efficient use of land while encouraging innovative, compatible new development.

- New buildings are allowed up to 75 feet tall in the Gateway-Mixed Use zoning district. The *Conditional Building and Site Design* review process allows for some additional building height to be granted for new buildings – up to 120 feet maximum – in exchange for more pedestrian-oriented development. The proposed height of the hotel is 99 feet and would be no taller than the Union Pacific Railroad Station.

- This project will also be reviewed by Salt Lake City's Historic Landmark Commission for *New Construction on a Local Landmark Site.* This process focuses on the design and compatibility of the new structure with the surrounding development.

Process: The purpose of the open house is to *obtain public comment on the proposal and identify any potential issues.* The Planning Commission will be briefed on the project before scheduling a public hearing where they can decide to approve or deny the request(s). The Historic Landmark Commission will also be briefed and hold a public hearing to approve or deny the new construction request. Links to the review standards that the Commissions must use to make their decisions can be found here:

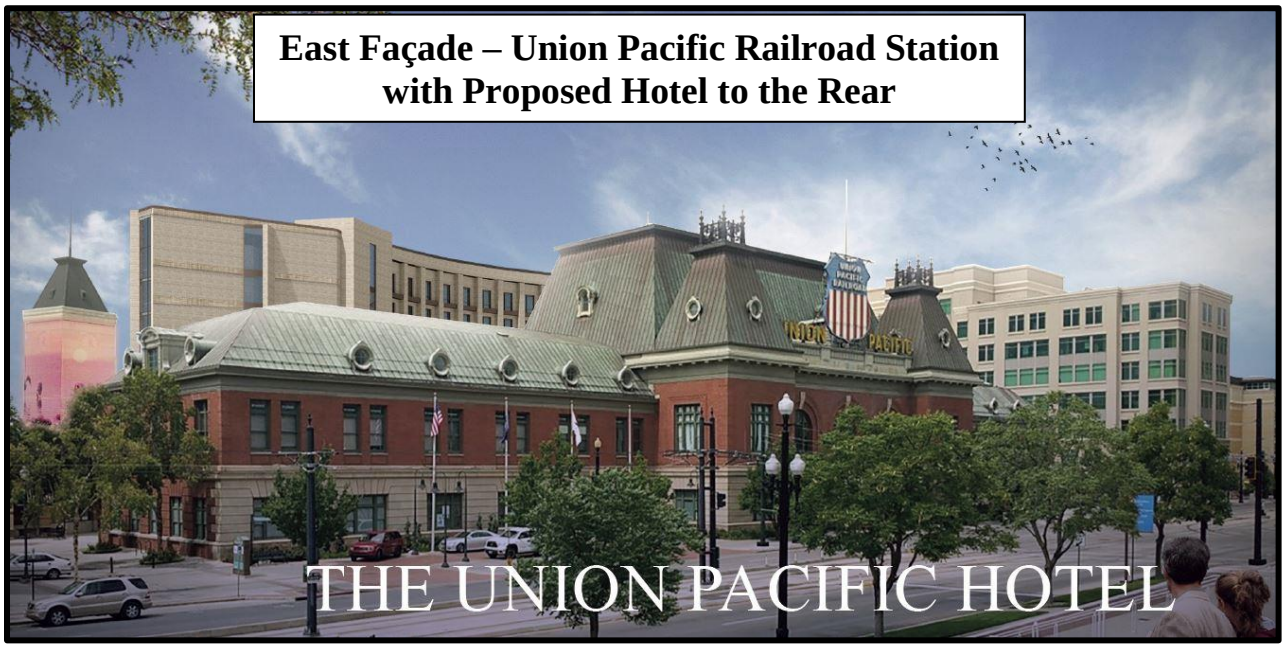
Planned Development Standards
http://www.sterlingcodifiers.com/codebook/getBookData.php?chapter_id=61909#s1250114

Conditional Building and Site Design Review Standards
http://www.sterlingcodifiers.com/codebook/getBookData.php?chapter_id=49091#s890234

Historic New Construction Standards (Section H)
http://www.sterlingcodifiers.com/codebook/getBookData.php?chapter_id=49078#s928576

If you have any questions or comments, please contact Lauren Parisi at 535-7226 or lauren.parisi@slcgov.com Written comments can be submitted via email or mailed to:

ATTN: Lauren Parisi
Salt Lake City Planning Division
451 South State Street Rm 406
PO Box 145480
Salt Lake City, UT 84114-5480



OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: SERGE DEPOYAN

Address: 12 N. RIO GRANDE ST
SLC UT

Zip Code 84101

Phone: 8014560575 E-mail tresorjewelers@aol.com

Comments: As one of the oldest tenants in the Gateway, we are elated about the idea of a new hotel. The city is booming, no question about it. Day after day, we see the growth. Coming from L.A., it is hard not to notice the difference in population, tourism, restaurants, etc.. We personally believe this monumental addition to downtown will truly be fruitful for all.

THANK YOU!!

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Caitlin Arnett

Address: 573 E. Elm Ave.
SLC, UT

Zip Code 84106

Phone: 801-671-3442 E-mail arnettcaitlin@gmail.com

Comments: Such a creative & effective use of this space. SLC needs so much more hotel space & this is the perfect place geographically & in the middle of all the action. Looking forward to having additional bar & restaurant options along w/ the proposed indoor/outdoor space.

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Judi Short

Address: 862 Harrisom Ave

Zip Code 84105

Phone: E-mail judi.shortp@gmail.com

Comments: Looks good. I wish that more of the UP Bldg would be visible from the west. Wish there was a more traditional feel to the design of the building.

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Maggie Gezon

Address: The PARC & Gateway condominiums

Zip Code 84101

Phone: _____ E-mail _____

Comments: I am very excited about the revitalization aspects and apparent caliber of the development. My major concerns have been having the design work with the Historic Train Station and not having my views blocked. Omar was terrific in alleviating many of my concerns. Good luck to us all!

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Ryan Burningham

Address: 136 S Rio Grande St, Salt Lake City, UT 84101

Zip Code

Phone: 801-669-4277 E-mail Ryan@virtualities.co

Comments: As a startup CEO with a local store front at the Gateway I support the Union Pacific Hotel Project. The railroad station is a beautiful building and at times has been neglected. I can see the hotel being a fantastic addition to the west part of downtown

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Evan Holtzheltz

Address: 5755 S. Crest Flower Way, Kearns, UT

Zip Code 84118

Phone: 801-671-8287 E-mail evaholtz@gmail.com

Comments: It definitly will bring new life into the Gateway. I would miss seeing the old train station from the Splash pad, because thats how I grew up. I'm excited to see it, especially because it's going to leave the station intact.

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Justin

Address: Salt Lake City

Zip Code 84129

Phone: E-mail

Comments: allow extra height :)

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Susan Terry John Shannon
Parc C Gateway Condos

Address: 5 S. 500 W. #502
SLC, UT 84101

Zip Code

Phone: 801-556-6923 E-mail susan.terry@msn.com

Comments: I approve of the design and appreciate the attention to spaces that will add value to Gateway as a whole. The addition of many services that can be shared by residents of Gateway (restaurants, coffee shop, conference rooms.) is an excellent idea. The design of the building that preserves the integrity of the station is ideal.

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: SHAWN HANCOCK

Address: 5966 DENALES CIR, SLC, UT 84121

Zip Code 84121

Phone: — E-mail shan182@hotmail.com

Comments: I LOVE THE IDEA OF RE-ENERGIZING THIS AREA — EVERY TIME I WALK THROUGH THE SPACE OF THE TRAIN STATION IT FEELS LIKE A SHAME THAT IT DOESN'T GET UTILIZED. A HOTEL & CONV. CENTER CREATING A PORTAL TO A REJUVANATED GATEWAY MAY BE A PERFECT WAY TO BRING ACTIVITY TO THE STATION. I LOVE THE HOTEL CONCEPT - FEELS VERY OPEN, NICE CONNECTION FROM 400 WEST TO PLAZA IN GATEWAY.

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Kambaja Tarr

Address: 1747 E 2300 N

SLC UT 84108

Zip Code

Phone: 801 696 0146 E-mail

Comments:

The architects on the project did such a good job; the building looks great! This will definitly ~~add to~~ activate the area. The renderings look really good and inviting. I would definitely plan a stay at the Union pacific hotel when it's all done. I just can't wait!

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: ROGER PHILLIPS

Address: 100 E. 1000 N.
CENTERVILLE, UT
Zip Code 84014

Phone: 801. 834. 4628 **Email**

Comments: GREAT MODERN DESIGN
& GREAT NEW OPPORTUNITY
TO CELEBRATE THIS
HISTORIC UNION PACIFIC
DEPOT !!

OPEN HOUSE
PUBLIC COMMENT FORM

September 19th, 2018

Planning Division
Department of Community and Neighborhoods

Union Pacific Hotel

Name: Cortney Roundy

Address: 1260 Woodland Ln

Bountiful Zip Code 84010

Phone: 801 884 7842 E-mail

Comments:

I love the plan for this new Hotel! It will be a very exciting place to stay and provide a wonderful connection to the history and heart of Salt Lake.

ATTACHMENT F: CITY REVIEW COMMENTS

City Review Comments – Union Pacific Hotel

Building Code (Larry Lincoln) –

1. The architectural site plan appears to indicate that the building encroaches the property lines on the Northwest, West & Southwest. See sheet A1.00. This also may affect the unprotected openings in accordance with IBC 705.8.
2. The code analysis on sheet A0.01 indicates that the occupancy is R-2. Would the dwelling units contain cooking facilities? This question is being asked because R-2 hotels are non-transient as per IBC 310.4.
3. It is not clear as to how and where the firewalls (fire separations) between the new and the old building occur and what those fire ratings actually are.

Engineering (Scott Weiler) –

The resolution on the plans is not good enough to understand what impact this will have in the public way of 400 West.
Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor who has a bond and insurance on file with SLC Engineering.

Fire (Ted Itchon) –

We have the following questions regarding the drawings for a meeting with the Fire Prevention Bureau.
• Where is the aerial apparatus access located at the east side of the existing building it does not show on drawings.
• The fire command center is not located on drawing A2.01.
• Horizontal exit wall is not provided in the high-rise building on drawing A2.02, through A2.08.
• Exiting for the board room and Specialty Bar shall have exiting to the north to the exit stair by a corridor see drawing A2.02.
• We question the length of a corridor which serves 1-BR Suite on drawing A2.04.

Public Utilities (Jason Draper) –

There are significant utility coordination issues with this proposed project. I have met with the project engineer to identify some of the items.

There are multiple sewer and water connections to the property that will need to be reviewed and considered.

A Technical Drainage study will be required. Although detention may not be required, the drainage will need to be handled and managed per salt lake city requirements

Utilities cannot cross property lines without appropriate easements and agreements.

An exterior, below-grade grease interceptor is required for this application. Plumbing fixtures in the kitchen must be treated to remove solids and grease prior to discharge to the sanitary sewer. The interceptor must be sized by a licensed design professional. A 4ft diameter sampling manhole must be located downstream of the interceptor and upstream of any other connections.

Public Utility permit, connection, survey and inspection fees will apply.

Please submit site utility and grading plans for review. Other plans such as erosion control plans and plumbing plans may also be required depending on the scope of work. Submit supporting documents and calculations along with the plans.

Covered parking area drains and work shop area drains are required to be treated to remove solids and oils prior to discharge to the sanitary sewer. These drains cannot be discharged to the storm drain. Use a sand/oil separator or similar device. A 4ft diameter sampling manhole must be located downstream of the device and upstream of any other connections.

All utility design and construction must comply with APWA Standards and SLCPU Standard Practices.

Storm water treatment is required prior to discharge to the public storm drain. Utilize storm water Best Management Practices (BMPs) to remove solids and oils. Green infrastructure should be used whenever possible. Sand/oil separators are commonly used to treat storm water runoff from uncovered parking areas.

Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.

Projects larger than one acre require that a Storm Water Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.

All utilities must be separated by a minimum of 3ft horizontally and 18” vertically. Water and sewer lines require 10ft minimum horizontal separation.

One culinary water meter and one fire line are permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Each service must have a separate tap to the main. Additional meters will require director approval.

Transportation (Michael Barry) –

The applicant must meet parking requirements per 21A.44.030 as well as the parking design requirements per 21A.44.020.The applicant must meet all ADA, bicycle and EV parking (if applicable) and loading berth requirements.

Zoning (Alan Michelsen) –

• Any public way encroachments will need to be discussed with the SLC Real Property Div. in Room #425 at 451 S. State St. 801-535-7133.
• See 21A.31, 32 for design standards and general and specific regulations of the GMU zoning district.
• See 21A.34 for Landmark Site and Groundwater Source Protection Overlay district regulations.
• See 21A.36.010 for Use Of Land And Buildings.
• See 21A.44 for off-site parking, parking calculations that address the minimum parking required, number provided, bicycle parking required/provided outside of the building and within 50' of the principle entry, off-street loading required/provided and any method of reducing or increasing the parking requirement.
• See 21A.48 for landscaping for the project.

Redevelopment Agency (Susan Lundmark) – Comments pending.