



# MEMORANDUM

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Historic Landmark Commission  
From: Kelsey Lindquist (385) 226-7227  
Date: April 28, 2022  
Re: Union Pacific Railroad Station Hotel Building & Major Addition PLNHLC2018-00616

## REQUEST:

This memorandum provides updated information on the proposed Union Pacific Railroad Station Hotel Building and Major Alteration. This proposal was approved by the Historic Landmark Commission on May 2<sup>nd</sup>, 2019. Since the approval, the applicant has worked with staff to satisfy the imposed conditions by the Historic Landmark Commission. The applicant subsequently submitted building permits to Building Services for a core and shell permit. Staff reviewed the building permit submittal and noted several discrepancies between the approved plans and the building permit plans. The applicant identified the changes to the approval and staff determined that the **requested changes are beyond staff's discretion**, and therefore the revisions are being forwarded to the commission for a decision.

The modifications include a change in the approved materials, material placement, reduction of the recession of fenestration on the western elevation, and the elimination of a screening feature on the west. Additionally, the applicant provided a full signage package for review.

## ACTION REQUIRED:

The Historic Landmark Commission is tasked with making a decision on the proposed changes to the project and the sign package. If the commission denies the changes, the project will be required to comply with the original approval.

## RECOMMENDATION:

Based on the analysis and findings listed in this staff report, **it is planning staff's opinion that the proposal** complies with the standards for new construction and recommends that the Historic Landmark Commission approve the Certificate of Appropriateness for the requested changes to the approved new construction and major alteration to the Union Pacific Railroad Station.

## ATTACHMENTS:

- A. Vicinity Map
- B. Previously Approved Plan Set
- C. Revised Plan Set
- D. New Construction Standards
- E. Guidelines for New Construction

## BACKGROUND/DISCUSSION:

The Historic Landmark Commission approved the new construction and major alteration in 2018 and associated conditions on May 2, 2019. The full staff report can be accessed here: <http://www.slcdocs.com/Planning/HLC/2019/00616Memo.pdf>. The approved project included a new hotel **addition of approximately 99' in height** and the renovation of Union Pacific Railroad Building, which is designated as a local landmark site.

Since the approval in May of 2019, the property owner and applicant have encountered delays and cost impacts caused by the Covid-19 pandemic. Due to the cost increase of the approved material palette, the applicant is seeking approval to modify the materials on the ground floor, within the recessed area for fenestration on the west elevation, introduction of a small percentage of EIFS on the east elevation, and to eliminate the unique screen feature on the western elevation. In addition to material alterations, the applicant is seeking a reduction in the approved depth of the fenestration along the western elevation, a reduction of the height of the soffit and approval of the sign package. The sections below detail the changes between the approved and revised plans.

### Brick Veneer to Thin Brick

The approved material for the majority of the addition consisted of a brick veneer. The applicant is requesting to modify the brick veneer to a thin brick. The applicant suggests that the visual and material quality will remain the same.



Revised Western Elevation

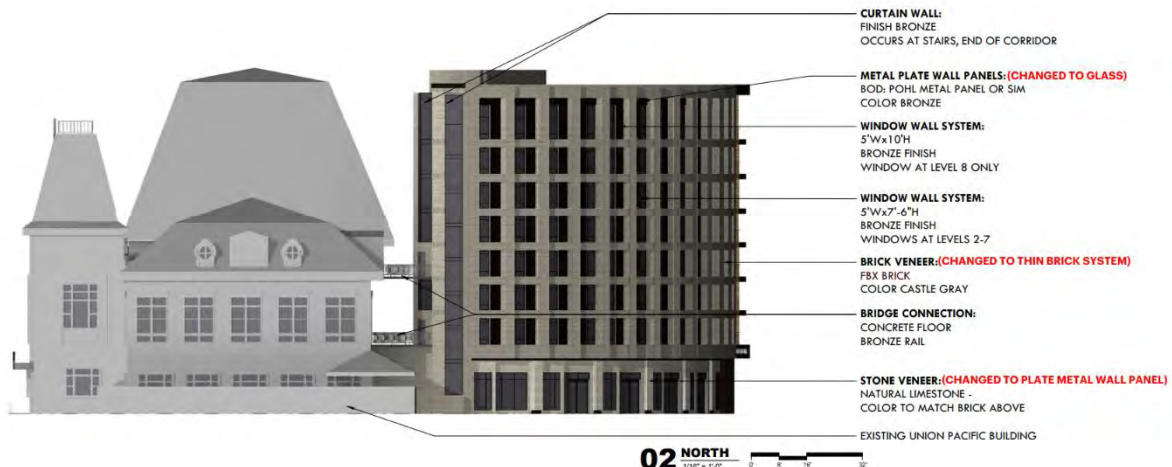
CURRENT DESIGN



Proposed Materials

### Ground Floor Material Modification

The approved ground floor material consisted of natural stone. This material was chosen, to increase compatibility between the transition of the existing ground floor of Union Pacific and the new hotel building. The applicant is seeking to change this material to a metal wall panel. The metal is smooth in texture and bronze in color.



Revised Height

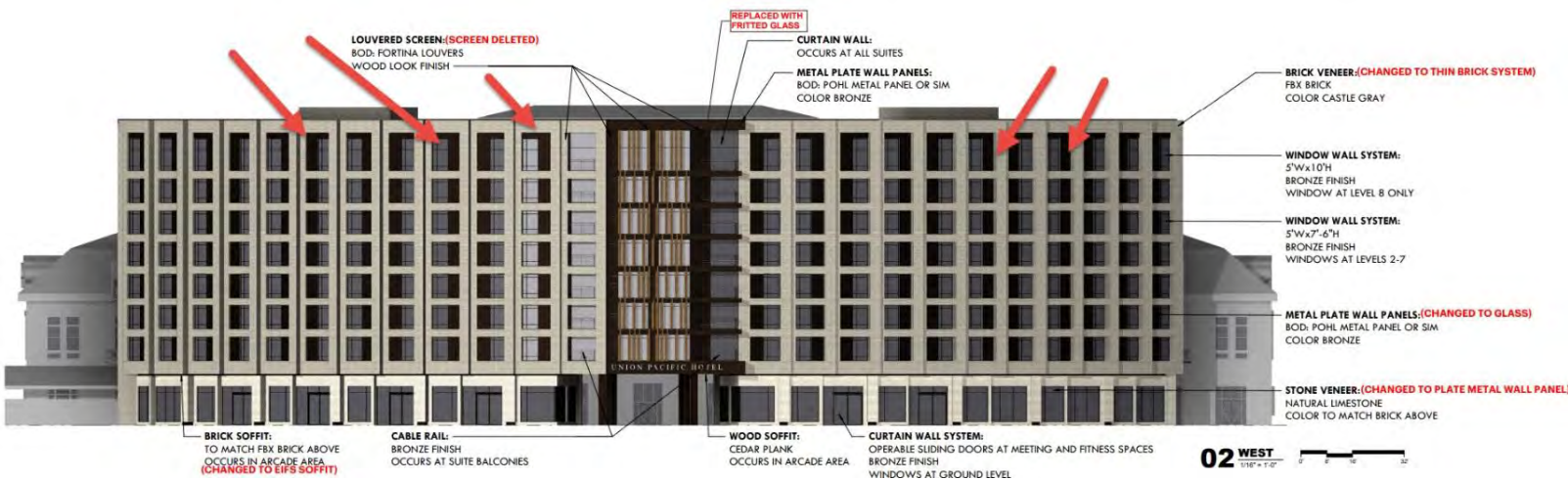


CURRENT DESIGN

Revised Western Elevation

### Western Elevation Material Modification

The approved design consisted of deep angled recesses that contained both fenestration and metal paneling. The combination of the two created a unique visual shadow effect. The applicant is seeking to remove the approved metal paneling from the fenestration recess and replace with this material with glass panels.



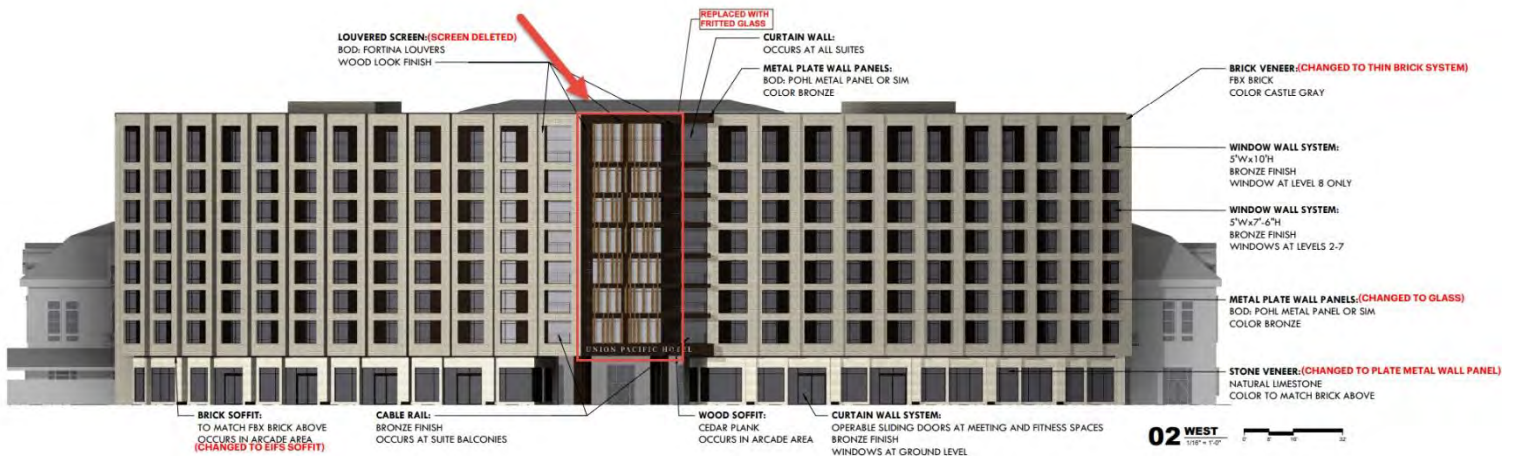
Approved Western Elevation



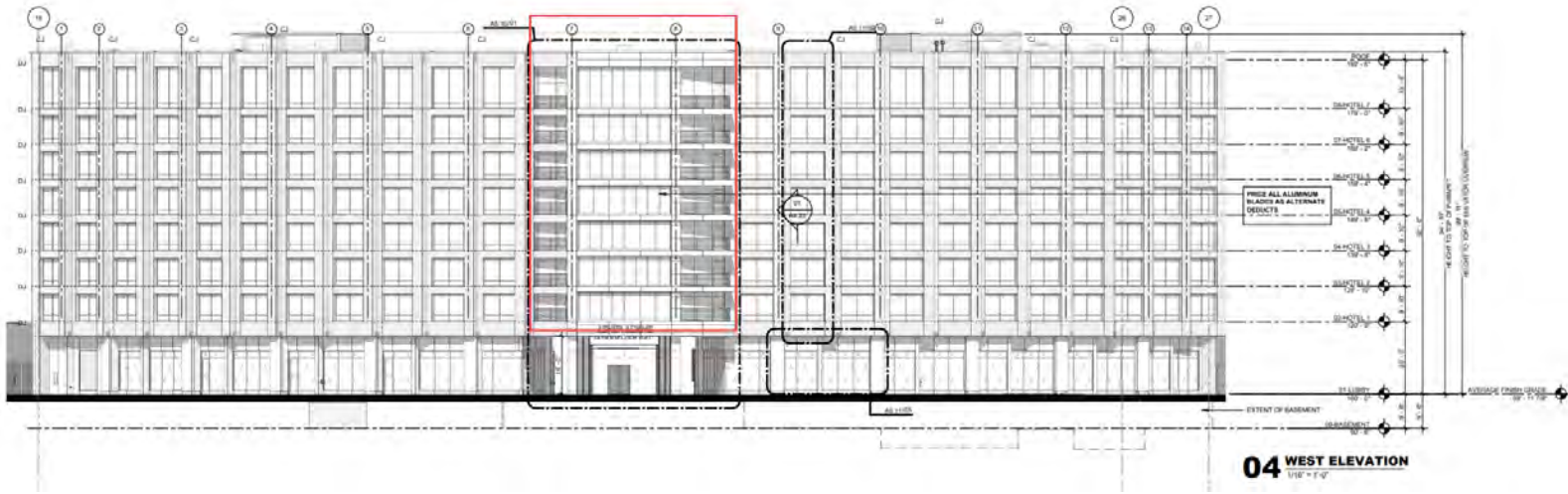
Revised Western Elevation

### Western Elevation Screen Elimination

The approved design contained a fin screening system located on the center of the western elevation. The applicant is seeking to remove the screen system from the western elevation and provide exposed windows and balcony features.



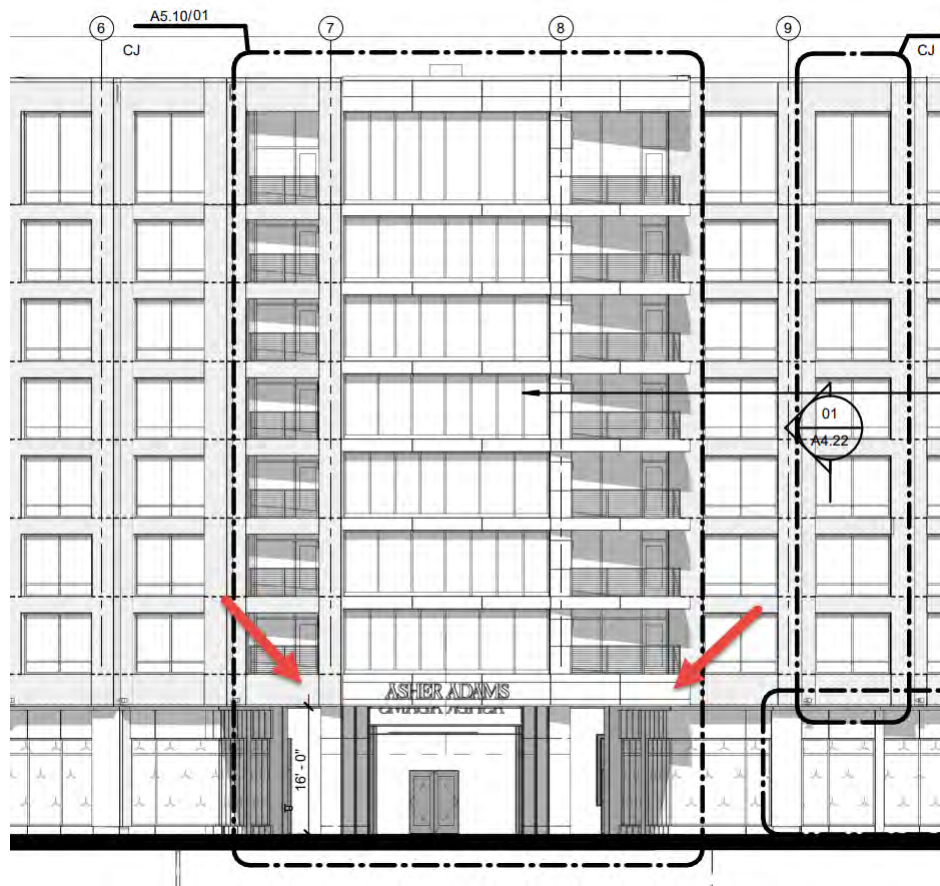
Approved Western Elevation



Revised Western Elevation

### Western Soffit Elevation Change

The applicant adjusted the height from the approved approximate 18' feet in ground to soffit height. The new ground to soffit height for the western entry ranges from 16' at the edges to 17'6" in the center.



Revised Western Elevation

### Eastern Elevation Material and Fenestration Modification

The applicant is requesting to modify the approved metal material to EIFS on the eastern elevation. The metal material was applied to each level in a horizontal band between each building reveal. The proposed EIFS approximates a total 4.3% of the eastern building façade.

The applicant is also seeking approval to adjust the approved window sizes on the eastern elevation, to increase consistency and more variation along the elevation. This elevation is primarily behind the Union Pacific Railroad Station.



Approved Eastern Elevation

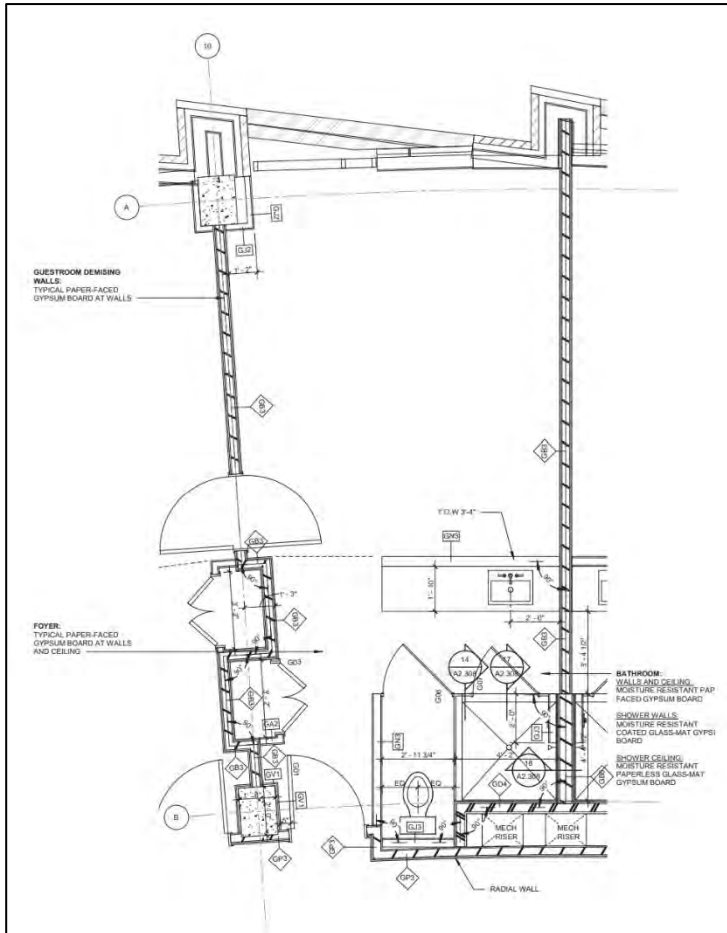


Revised Eastern Elevation

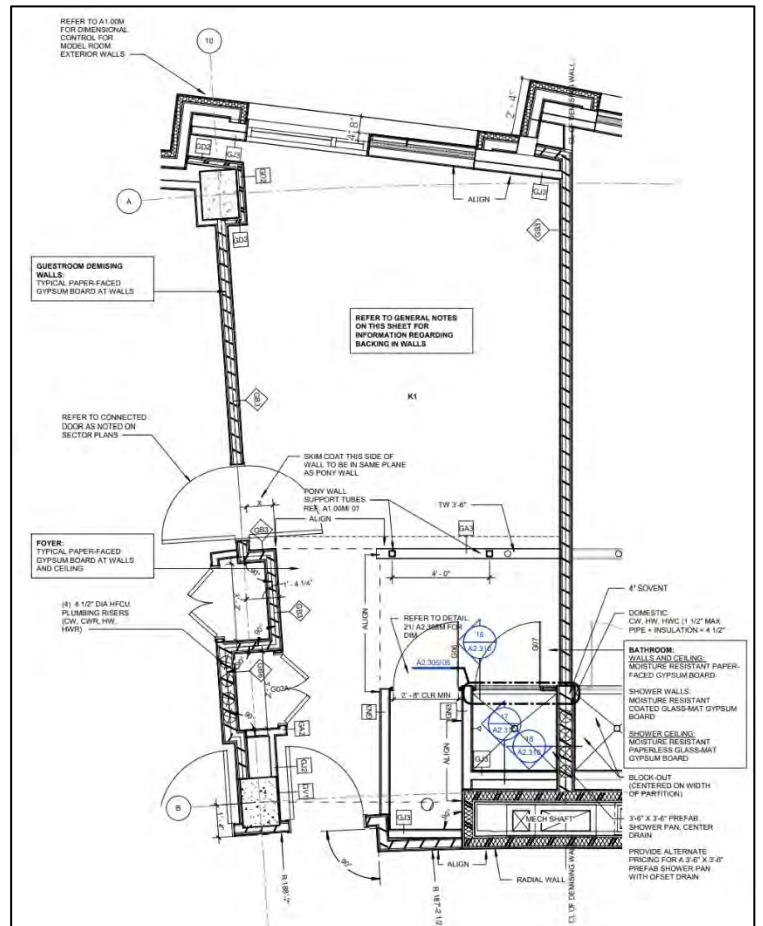
## Reduction of Approved Articulation

Applicant is seeking approval to reduce the approved dimension of façade articulation. The approved articulation consisted of a sever angle. The revised **dimension is approximately 2'4"**. The change reduces the severity of the angle for each recessed feature. Even with the dimensional and angle reduction, the façade has significant articulation.

Approved



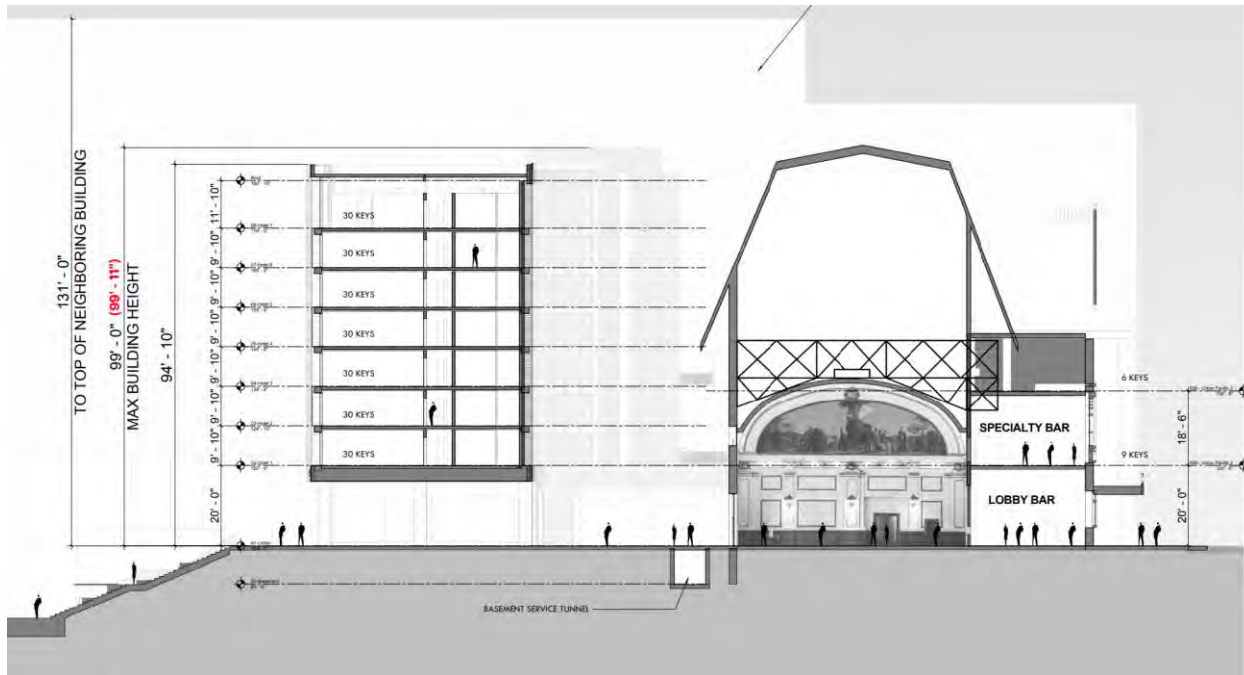
Revised





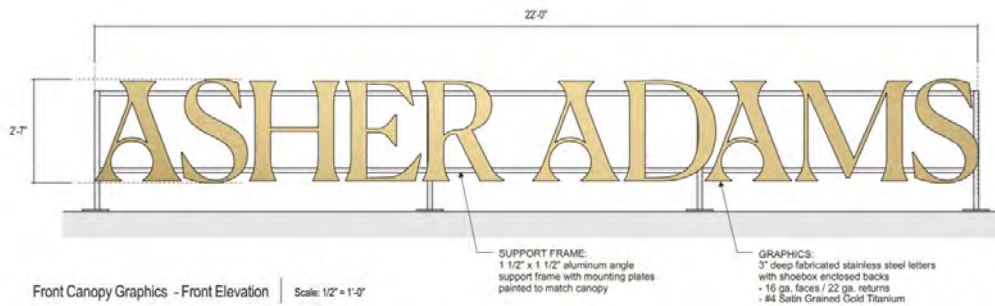
### Building Height Increase

The proposed new construction/major alteration was approved at 99' in height. The current design has a modified height of 99'11".

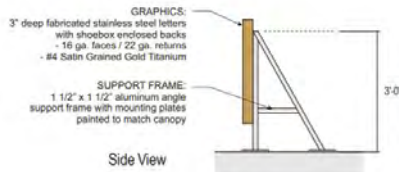


### Proposed Sign Package

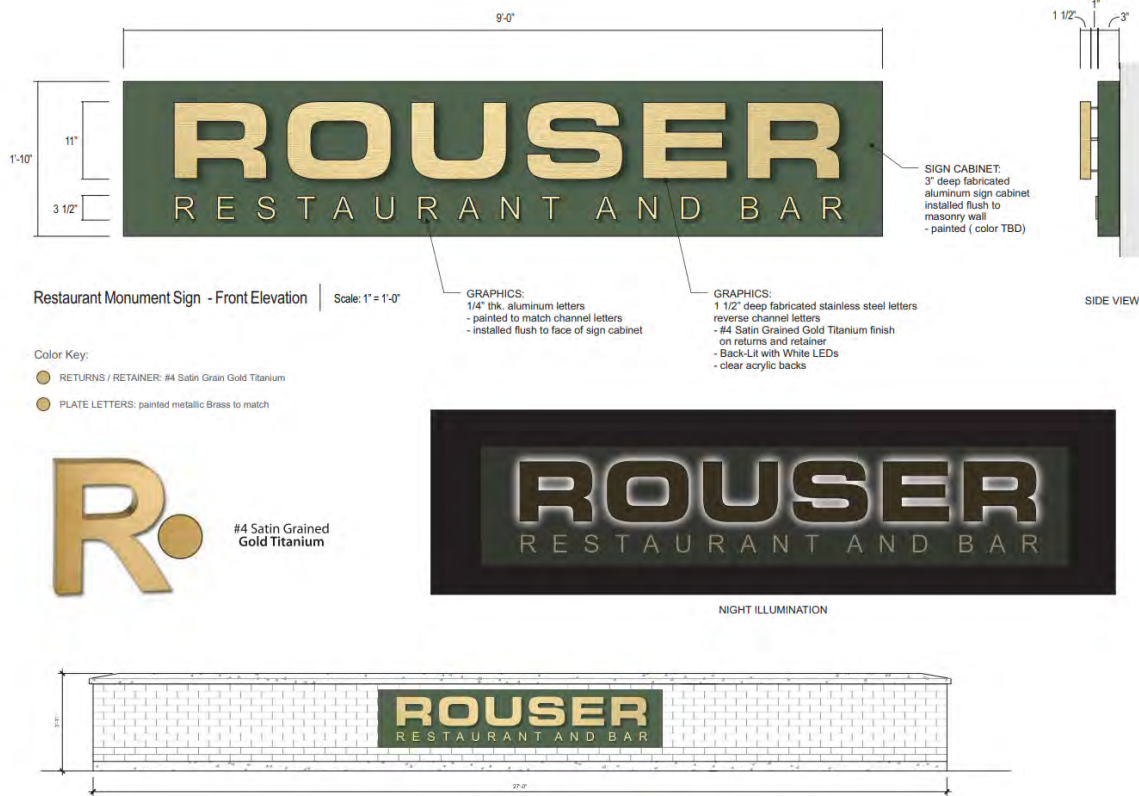
The applicant is proposing a marquee sign approximately 60 square feet in size. The sign will consist of gold stainless steel letters. This marquee sign complies with the limitations for marquee signs.



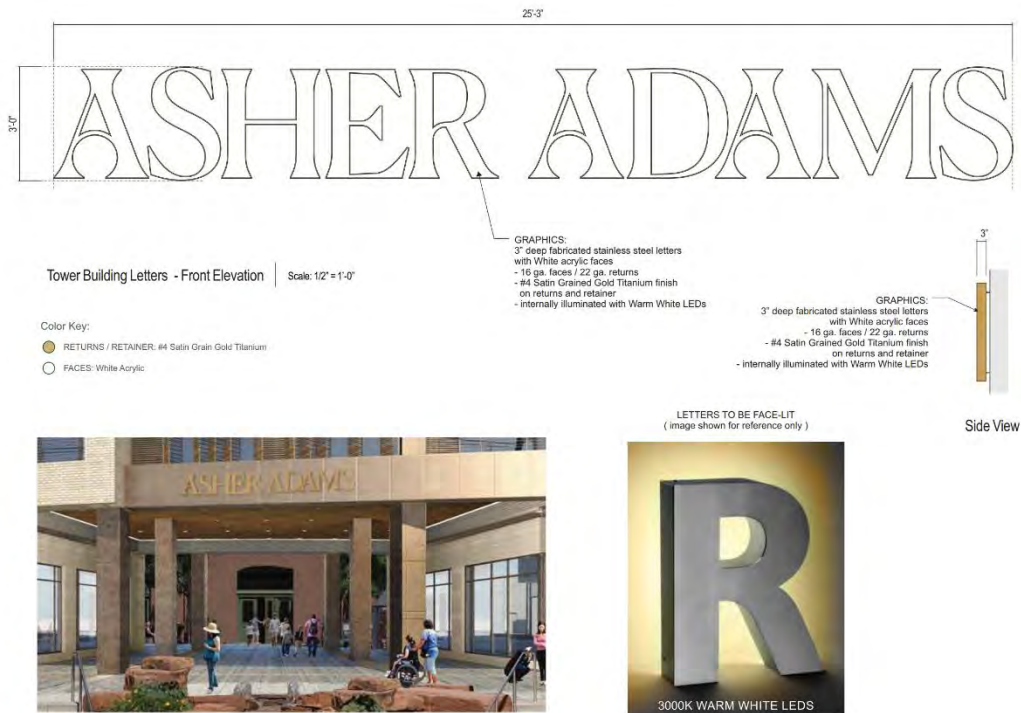
Color Key: ● GRAPHICS: #4 Satin Grain Gold Titanium



Applicant is also proposing to install a monument sign in front of the southern bay of the Union Pacific Station. The sign consists of a brick wall approximately 3'1" in height and 27' in length. The sign itself is approximately 18 square feet in size. The monument sign complies with the ordinance limitations for monument signs.



The sign proposal for the western elevation was simplified to one building sign for the hotel. The building sign is approximately 76 square feet in size. The sign is comprised of internally illuminated stainless steel letters. The sign located on the western elevation faces the interior of the Gateway. The Gateway Master Sign Plan is applicable to this sign. The proposed sign complies with the sign requirements for Gateway.



NEXT STEPS:

If the requested changes and sign package are approved by the Historic Landmark Commission, the applicant would be issued a Certificate of Appropriateness for the project and will then receive the associated building permit. If the Commission disagrees with **Staff's recommendation and the changes are denied, the applicant** would not be issued a Certificate of Appropriateness for the requested changes.

# ATTACHMENT A. VICINITY MAP

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# ATTACHMENT B. PREVIOUS PLAN SET

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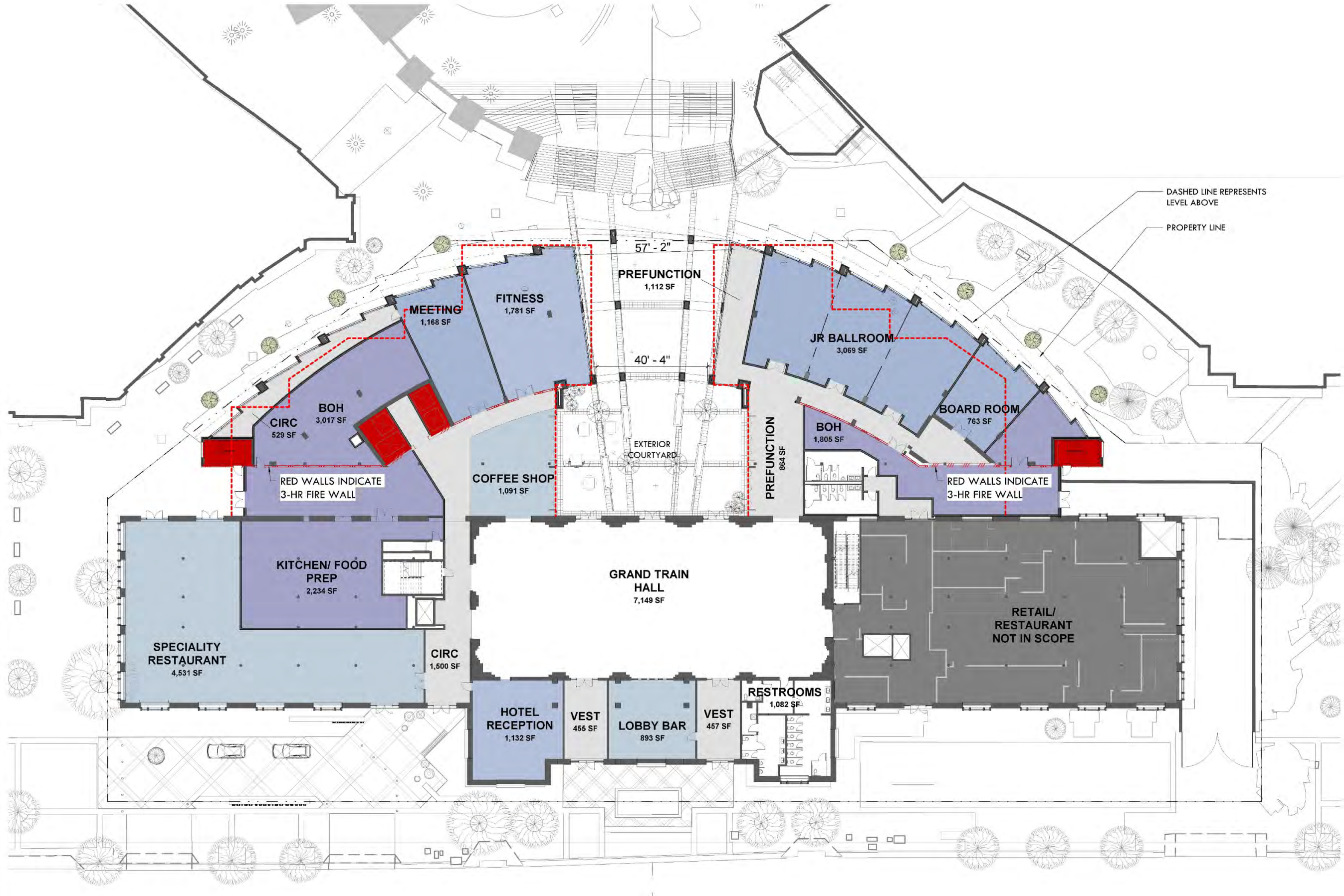
**OWNER**  
 VESTAR GATEWAY, LLC  
 2425 E CAMELBACK RD, SUITE 750  
 PHOENIX, AZ 85016

**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



DASHED LINE REPRESENTS  
 LEVEL ABOVE  
 PROPERTY LINE

RED WALLS INDICATE  
 3-HR FIRE WALL

RED WALLS INDICATE  
 3-HR FIRE WALL

## UNION STATION HOTEL

*The Athens Group*

REVISION NO.	DESCRIPTION	DATE

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

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

**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

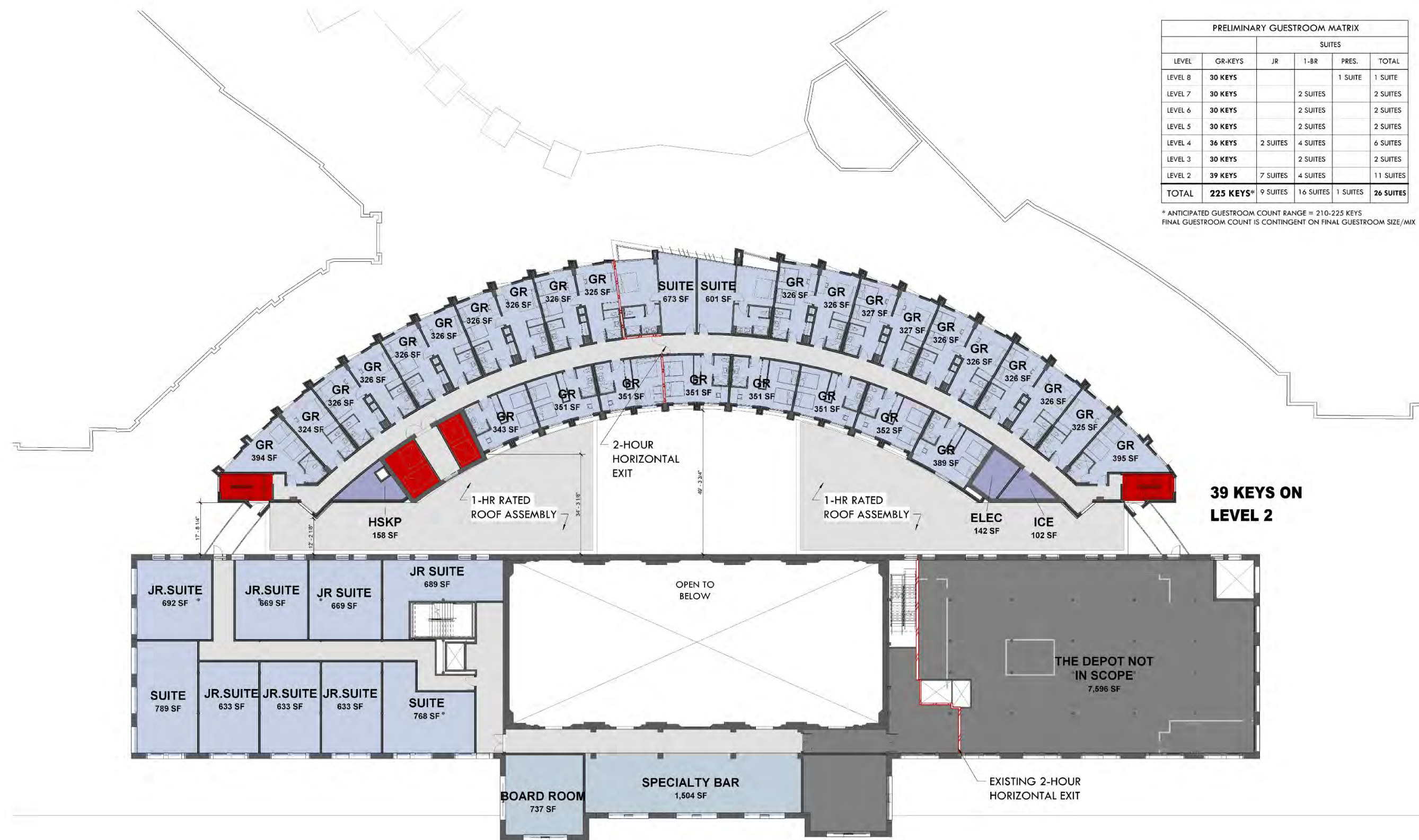
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

**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

PRELIMINARY GUESTROOM MATRIX					
LEVEL	GR-KEYS	SUITES			TOTAL
		JR	1-BR	PRES.	
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
<b>TOTAL</b>	<b>225 KEYS*</b>	9 SUITES	16 SUITES	1 SUITE	<b>26 SUITES</b>

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



**UNION STATION HOTEL**  
*The Athens Group*

REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.02**  
 April 28, 2022







**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

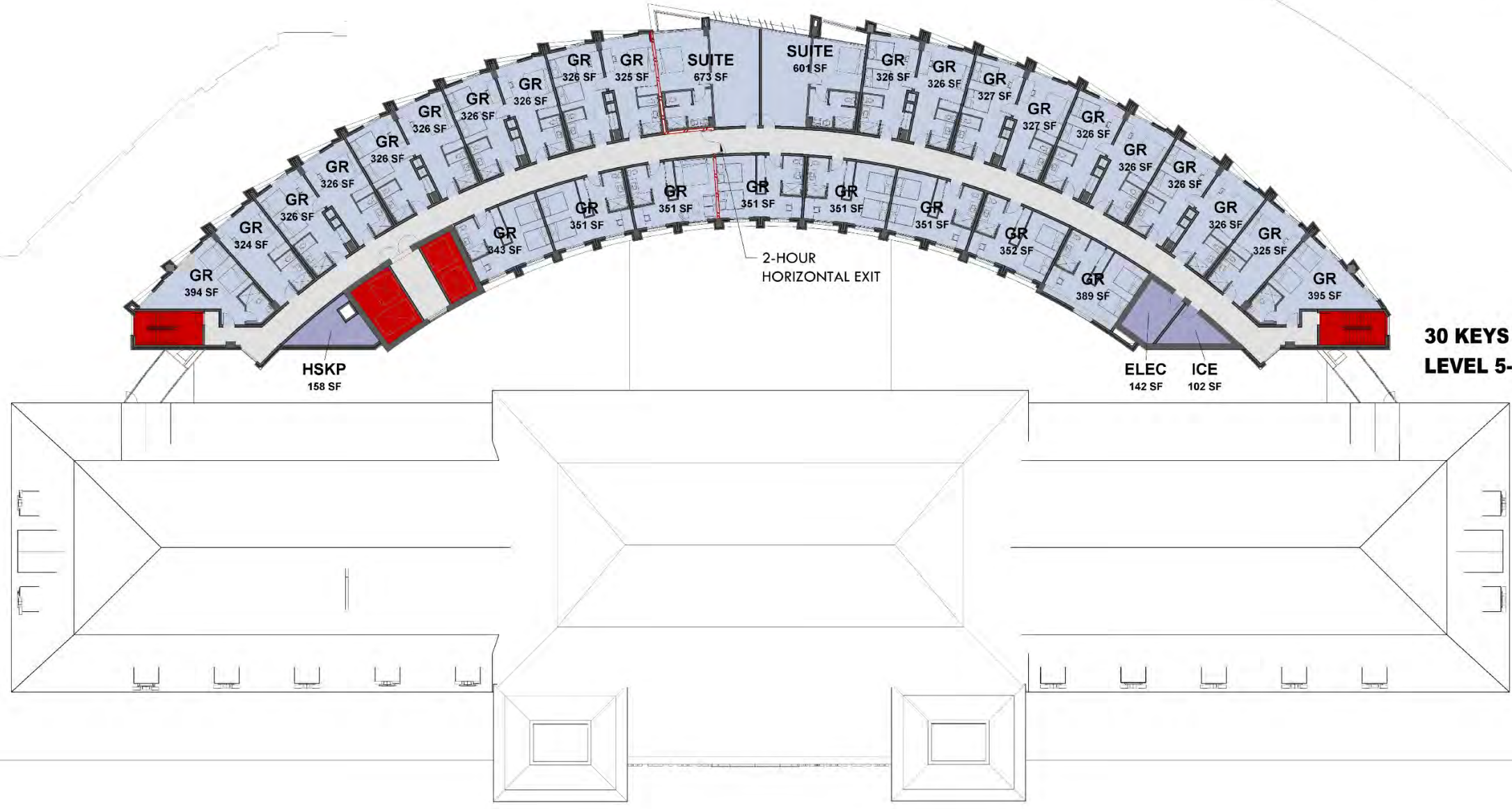
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

**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

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LEVEL 3	30 KEYS		2 SUITES		2 SUITES
LEVEL 2	39 KEYS	7 SUITES	4 SUITES		11 SUITES
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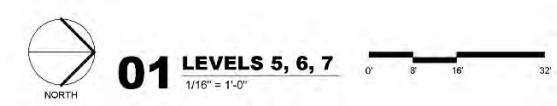
\* ANTICIPATED GUESTROOM COUNT RANGE = 210-225 KEYS  
 FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX



**UNION STATION HOTEL**  
*The Athens Group*

REVISION NO.	DESCRIPTION	DATE

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











Initial Rendering

PLNHLC2018-00616

UNION STATION HOTEL

April 28, 2022







Updated Rendering

PLNHLC2018-00616

UNION STATION HOTEL

April 28, 2022







Updated Rendering

PLNHLC2018-00616

UNION STATION HOTEL

April 28, 2022



Updated Night Rendering

PLNHLC2018-00616

UNION STATION HOTEL

April 28, 2022



# ATTACHMENT C. REVISED PLAN SET

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# Memorandum

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**From:** Emir Tursic

**To:** Kelsey Lindquist

**Date:** April 8, 2022

**Subject:**

Union Station Hotel – Design Alteration Narrative  
PLNSUSUB2018-00617 & PLNSUB2018-00618

**Memo:**

Ms. Lindquist,

Following the Conditional Building and Site Design Review approval in 2018 and completion of the design development in December of 2019, the Union Station Hotel went on hold due to the global pandemic and economic uncertainty that affected the hospitality industry across the globe. The project restarted in late summer of 2021 in a very different economic and construction market that required the project to be financially restructured and the design to be reconsidered to mitigate unprecedented construction cost escalation. The project team worked diligently to respond to the new construction market conditions while keeping the project feasible and maintaining the integrity of the approved design. The following represents the list of design and material alterations for your review and approval that have been identified on the attached set of drawings and comparison to the approved design.

- Exterior Material Alteration:
  - o Concrete pavers in the hotel drop off area on 400 West and courtyard between the historic and new guestroom addition have been replaced with concrete finish while maintaining the same design pattern.
  - o The building base originally specified as limestone has been replaced with aluminum metal plate due to supply chain issues and cost. The specified metal plate will have a 3mm thickness for impact resistance and match the metal plate finish on the center pavilion.
  - o The brick soffit on level O1 along the west façade has been replaced with EIFS
  - o Brick veneer on the east and west façade has been replaced with thin brick veneer which will maintain the same color, texture and visual appearance as the original brick veneer and match the sandstone base of the historic building.
  - o The metal wall panels on the window inset on the west façade has been replaced with exterior insulation finishing system (EIFS). The EIFS color will remain bronze with the metallic finish to maintain the same contrast to the brick frame as the original design.
  - o Louvered screens on the west façade have been eliminated.
  - o Window sill fascia and soffits on the east façade originally specified as metal plate have been replaced with EIFS. The EIFS color will remain bronze with the metallic finish to maintain the same contrast to the brick frame as the original design
  
- Exterior Articulation Alteration:
  - o The window wall inset on the west façade has been changed from an angled recess to a continuous 1'-0" parallel to the brick frame articulation for cost and constructability.



- o The horizontal top mullions have been deleted on the east and west facade windows.
- o The bathroom windows on the east façade have been reduced in width from 5'-0" to 4'-0" in coordination with the guestroom layouts.
- Building Height Alteration:
  - o The approved building height of the main guestroom addition roof has remained at 94'-10" as approved.
  - o The elevator overrun building height has been increased from 99'-0" to 99'-11" to accommodate the elevator overrun and structural requirements. The new building height matches the historic building height of approximately 100'-0" and remains within the maximum building height for the Gateway Mixed Use District.

Lastly, we have attached the landscape, lighting and signage drawings for your review that show the following:

- Historic Building South Wing
  - o Removal of the existing light and flag poles that detract from the historic building façade.
  - o Removal of the existing Urban Outfitters marquee sign and its support.
  - o Relocation of the existing monument sign to accommodate fire department access.
  - o New monument sign located at the new restaurant entrance.
  - o New illuminated bollards to replace the existing light poles.
- Historic Building South Wing
  - o Relocation of the existing Depot marquee sign to accommodate fire department access.
- West Façade
  - o Relocation of the existing kiosk as shown on the landscape plan LL103

We are looking forward to reviewing the design alteration with the Historic Landmark and Planning Commission and providing any additional information you may need.

End of Memorandum



ASHER ADAMS

# UNION STATION HOTEL

DESIGN UPDATE

APRIL 20, 2022

April 28, 2022

## **DESIGN REVIEW APPROVAL MODIFICATIONS**

### **Exterior Building Finishes**

Exterior Building Material Update

### **Facade Articulation**

West Facade Articulation Update

East Facade Window Size Update

### **Building Height Exception**

Increased Building Height

### **Hardscape Design**

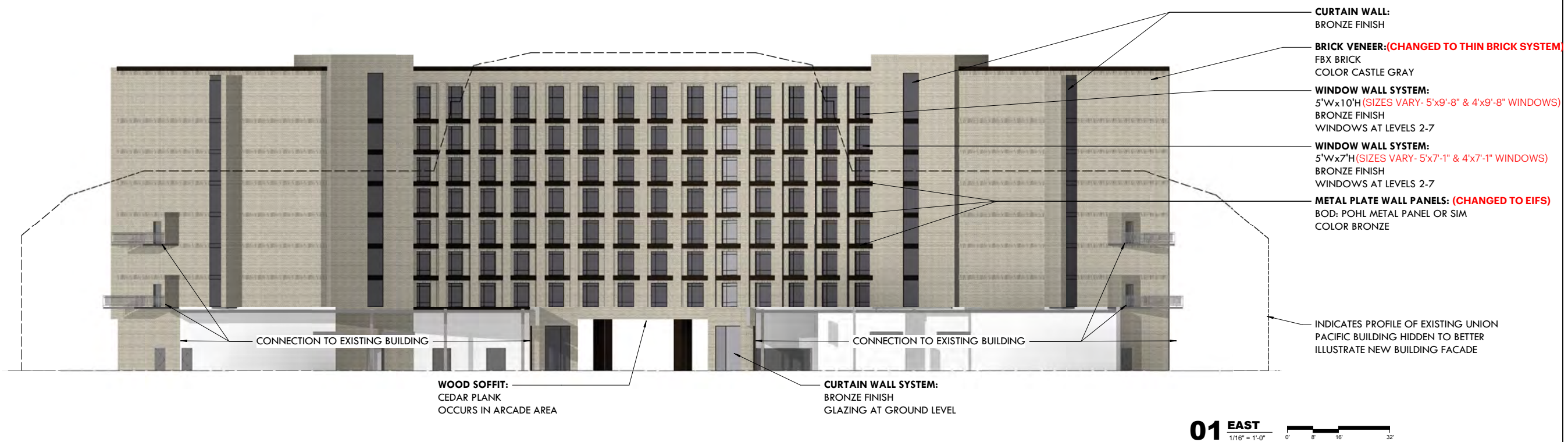
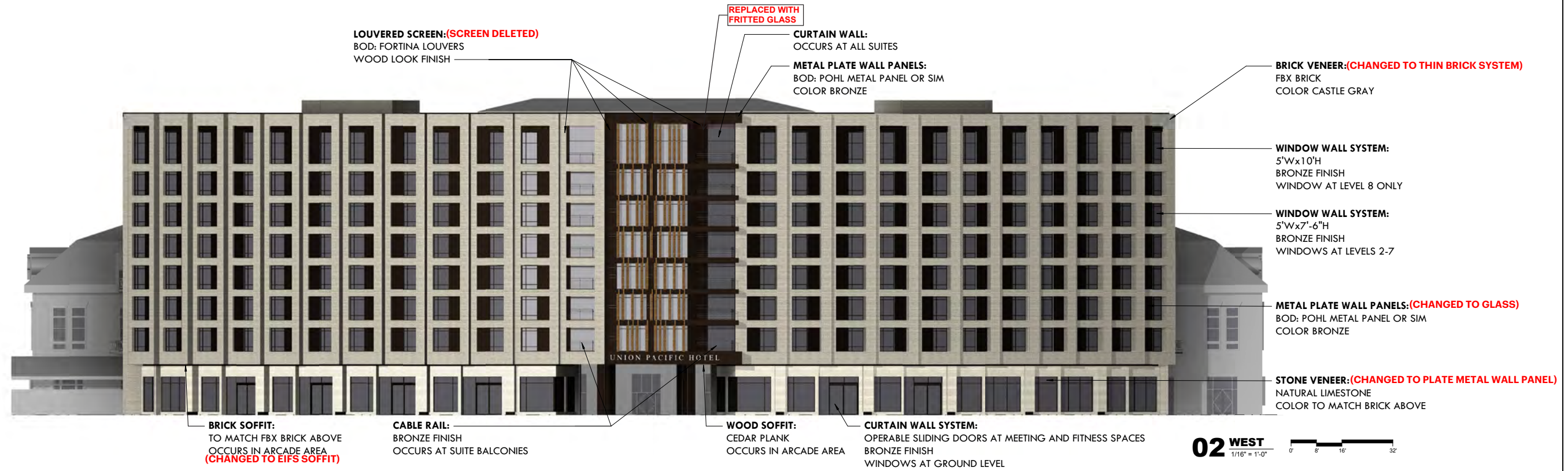
Material Update

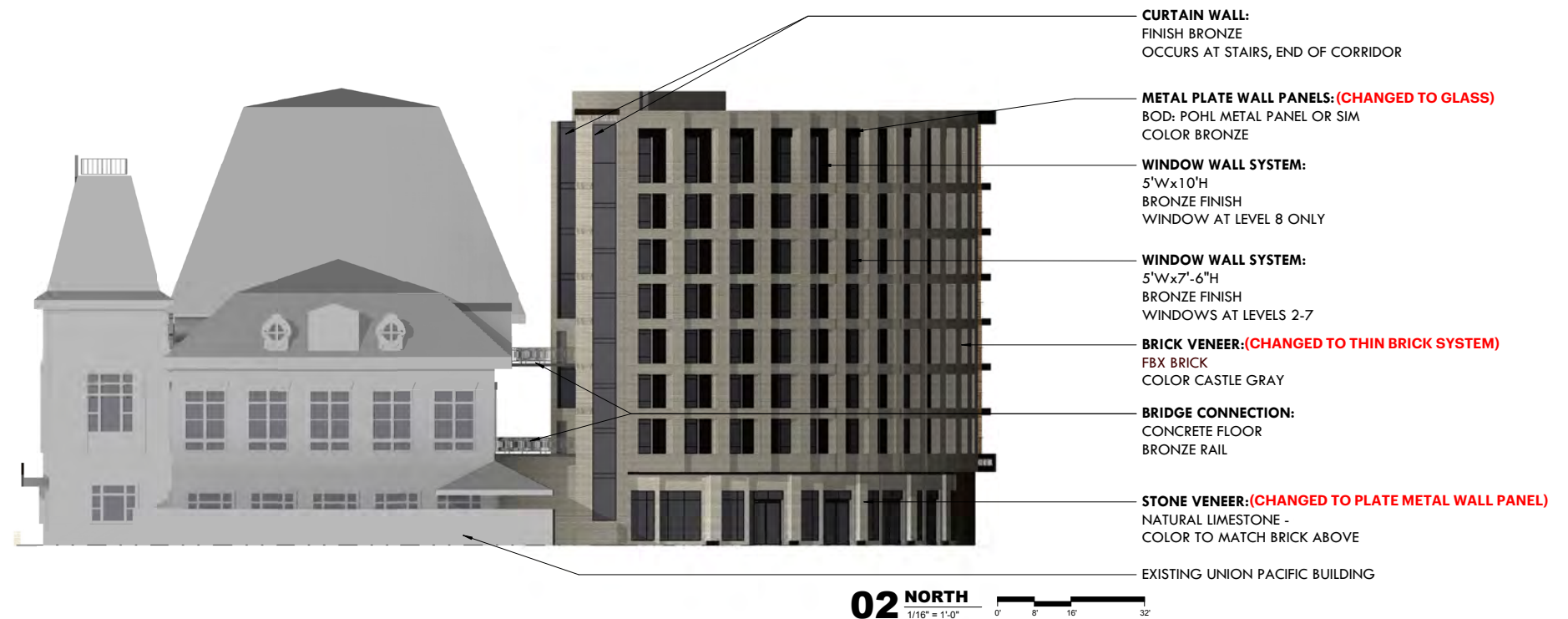
### **Signage Design**

Existing Signage Alteration

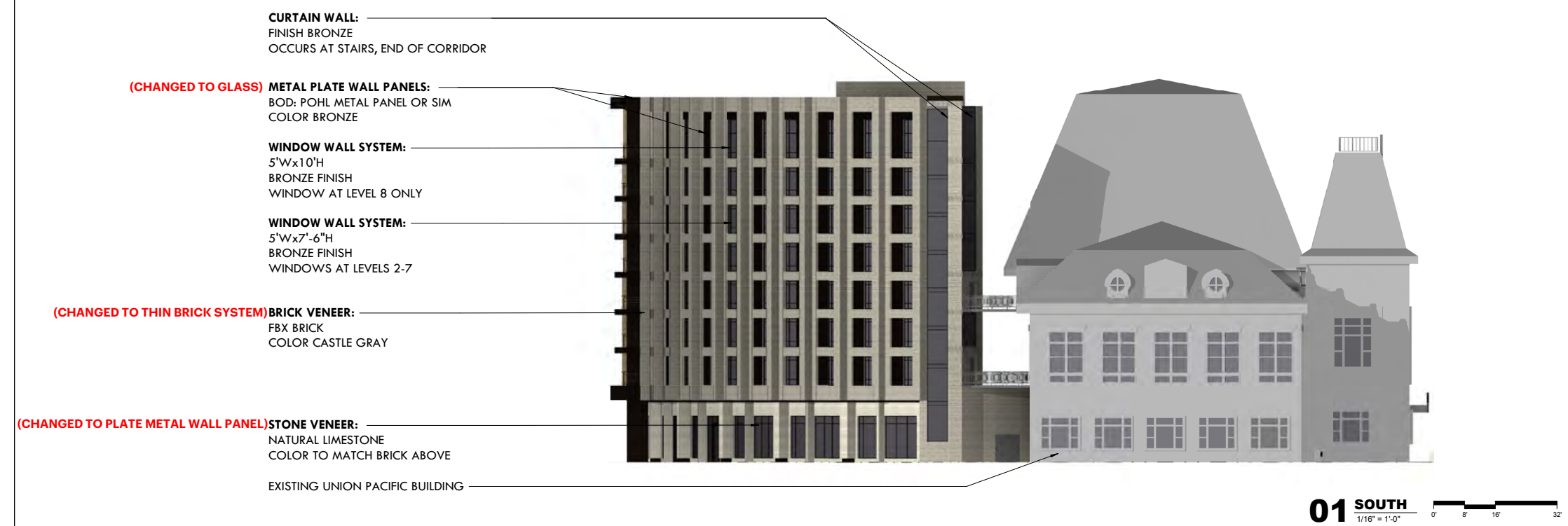
New Signage Design

# EXTERIOR BUILDING FINISH UPDATES

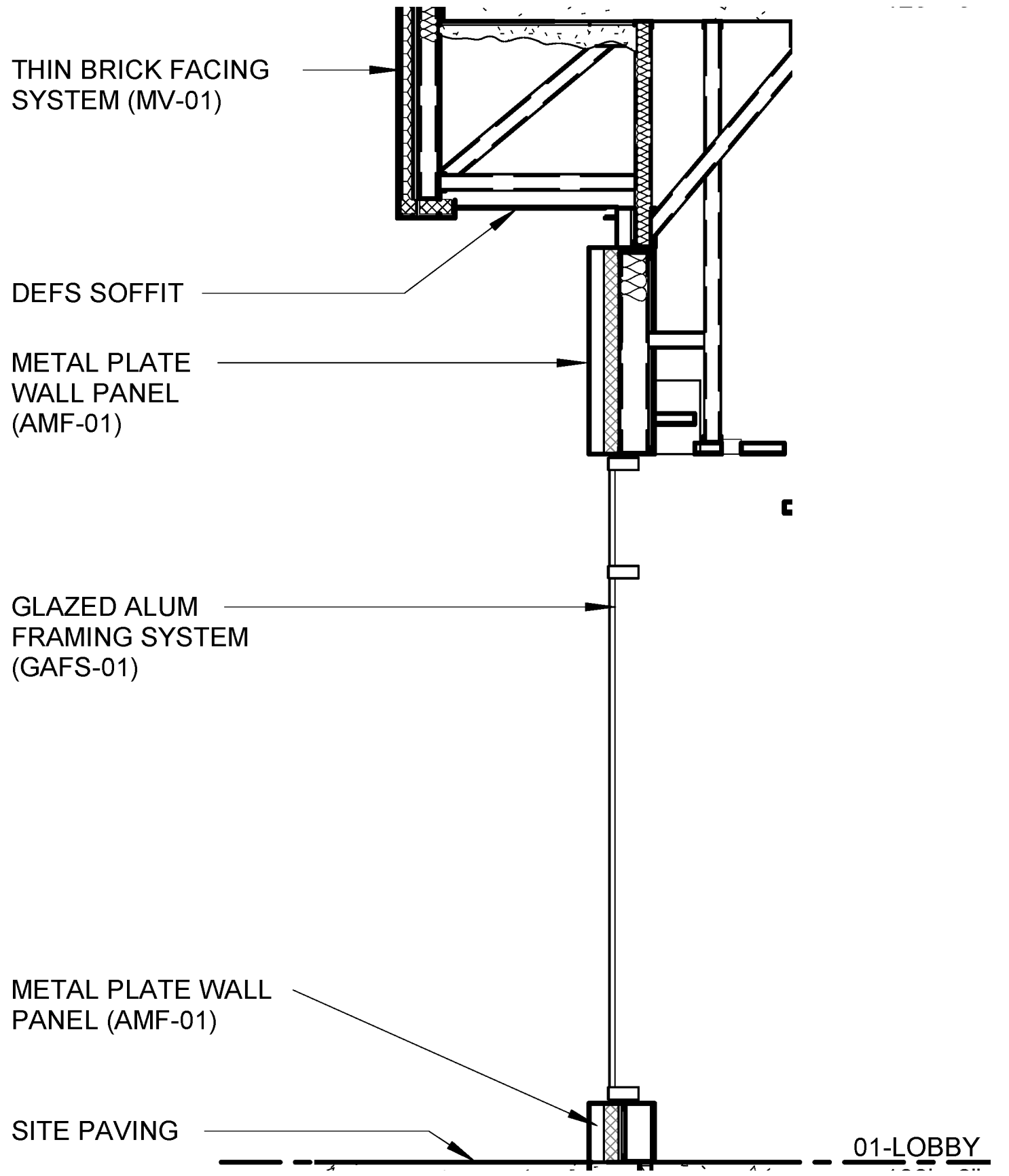
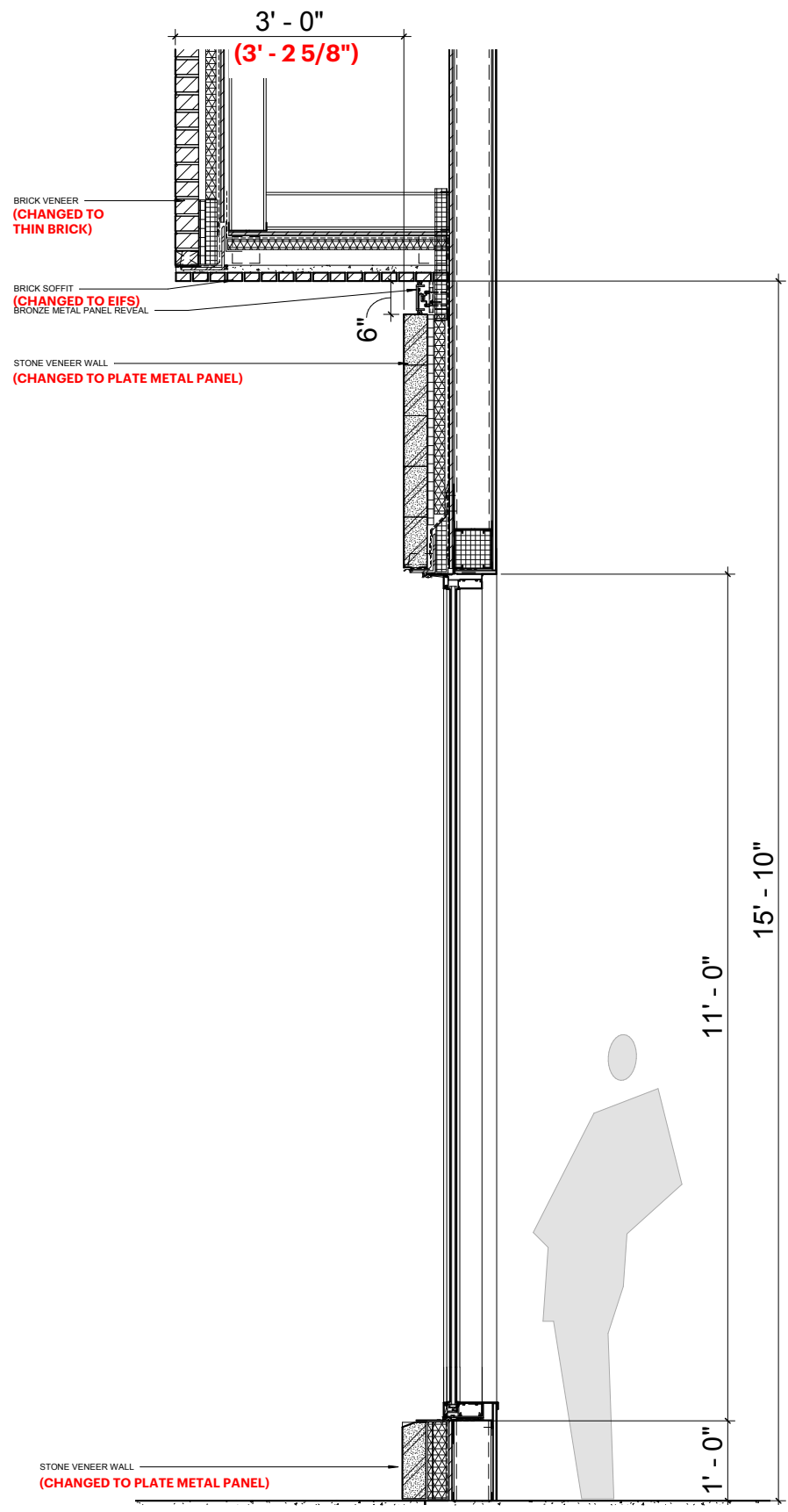




- CURTAIN WALL:**  
FINISH BRONZE  
OCCURS AT STAIRS, END OF CORRIDOR
- METAL PLATE WALL PANELS: (CHANGED TO GLASS)**  
BOD: POHL METAL PANEL OR SIM  
COLOR BRONZE
- WINDOW WALL SYSTEM:**  
5'Wx10'H  
BRONZE FINISH  
WINDOW AT LEVEL 8 ONLY
- WINDOW WALL SYSTEM:**  
5'Wx7'-6"H  
BRONZE FINISH  
WINDOWS AT LEVELS 2-7
- BRICK VENEER: (CHANGED TO THIN BRICK SYSTEM)**  
FBX BRICK  
COLOR CASTLE GRAY
- BRIDGE CONNECTION:**  
CONCRETE FLOOR  
BRONZE RAIL
- STONE VENEER: (CHANGED TO PLATE METAL WALL PANEL)**  
NATURAL LIMESTONE -  
COLOR TO MATCH BRICK ABOVE
- EXISTING UNION PACIFIC BUILDING



- CURTAIN WALL:**  
FINISH BRONZE  
OCCURS AT STAIRS, END OF CORRIDOR
- (CHANGED TO GLASS) 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
- (CHANGED TO THIN BRICK SYSTEM) BRICK VENEER:**  
FBX BRICK  
COLOR CASTLE GRAY
- (CHANGED TO PLATE METAL WALL PANEL) STONE VENEER:**  
NATURAL LIMESTONE  
COLOR TO MATCH BRICK ABOVE
- EXISTING UNION PACIFIC BUILDING



APPROVED DESIGN

CURRENT DESIGN







**DELETED FINS**

**THIN BRICK**

**ENLARGED WINDOWS**

**METAL PANEL**

**BARNES BOOKS**

**ASHER ADAMS**

GOOD COFFEE FOR EVERYONE  
**LA BARBA**

OPENING SPRING 2018



ASHER ADAMS



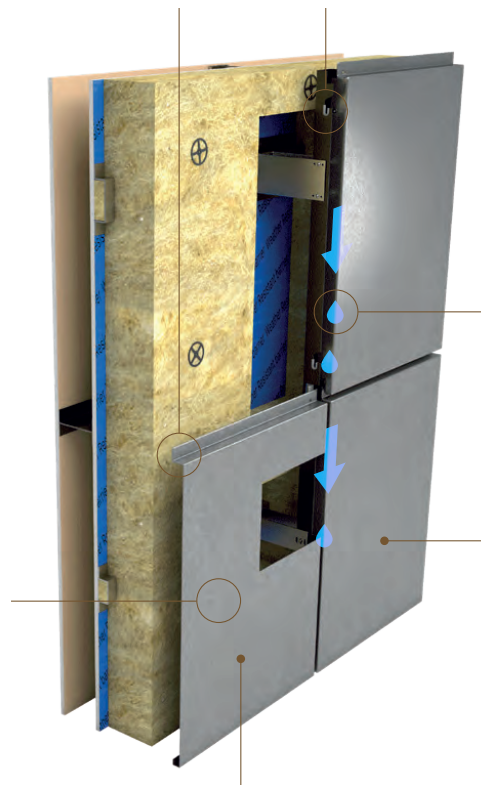


EIFS

THIN BRICK

METAL PANEL





SYSTEM COMPONENTS



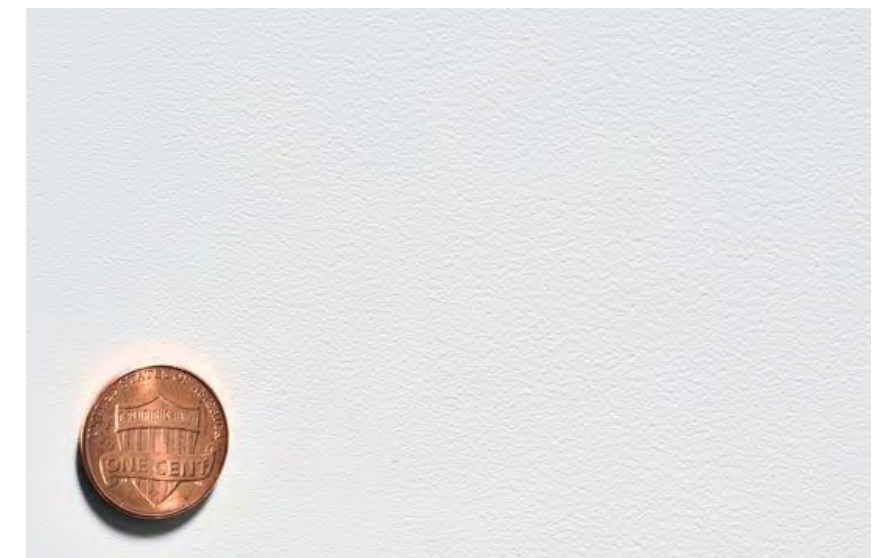
RETURNS



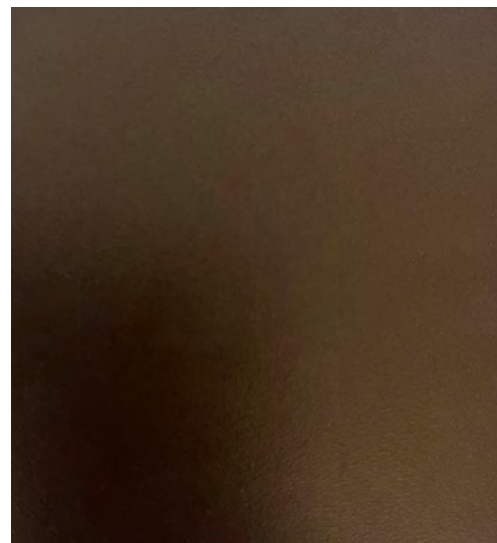
TEXTURES



CASTLE GREY



SMOOTH TEXTURE EIFS



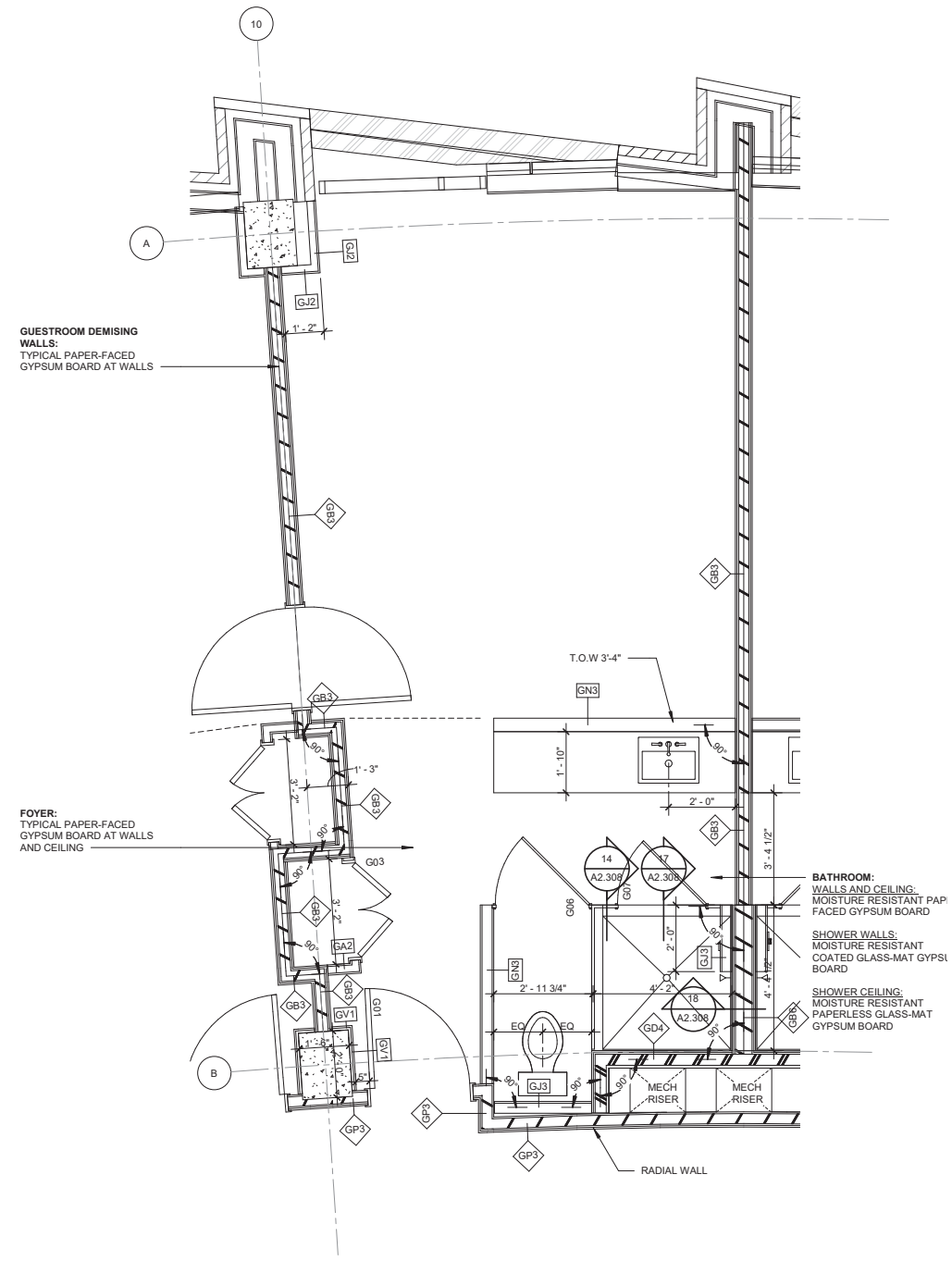
PPG LEXUS BRONZE

PLATE METAL PANEL

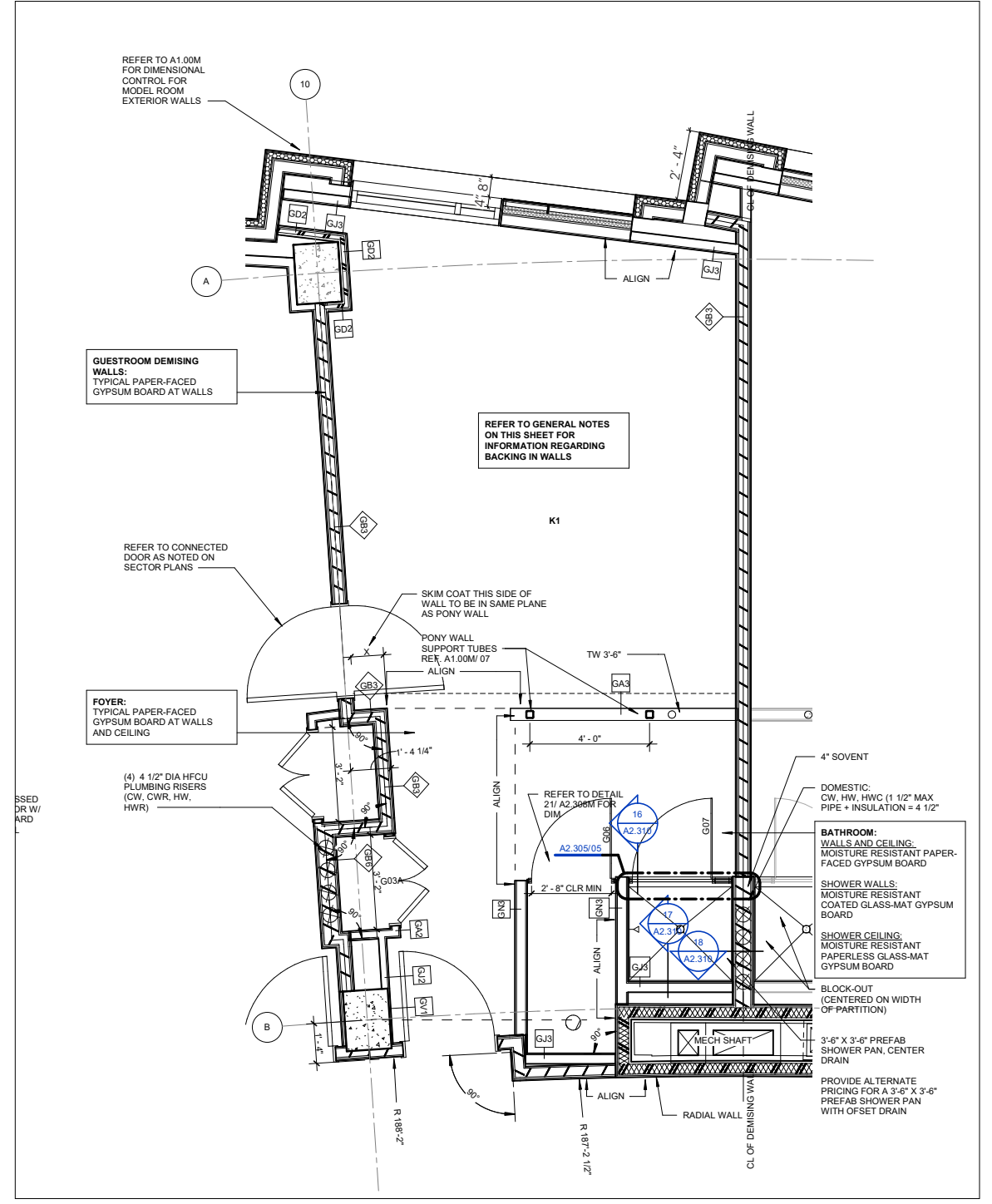
THIN-BRICK

EIFS



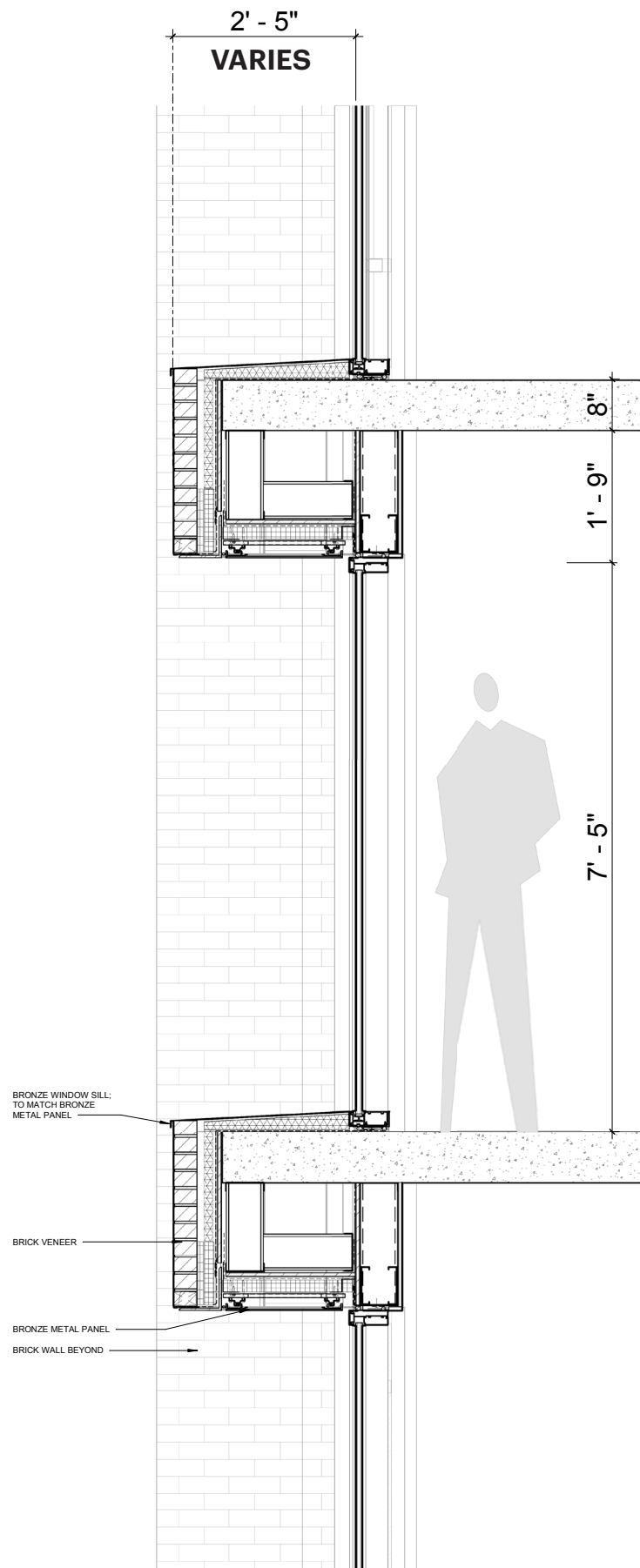


APPROVED DESIGN

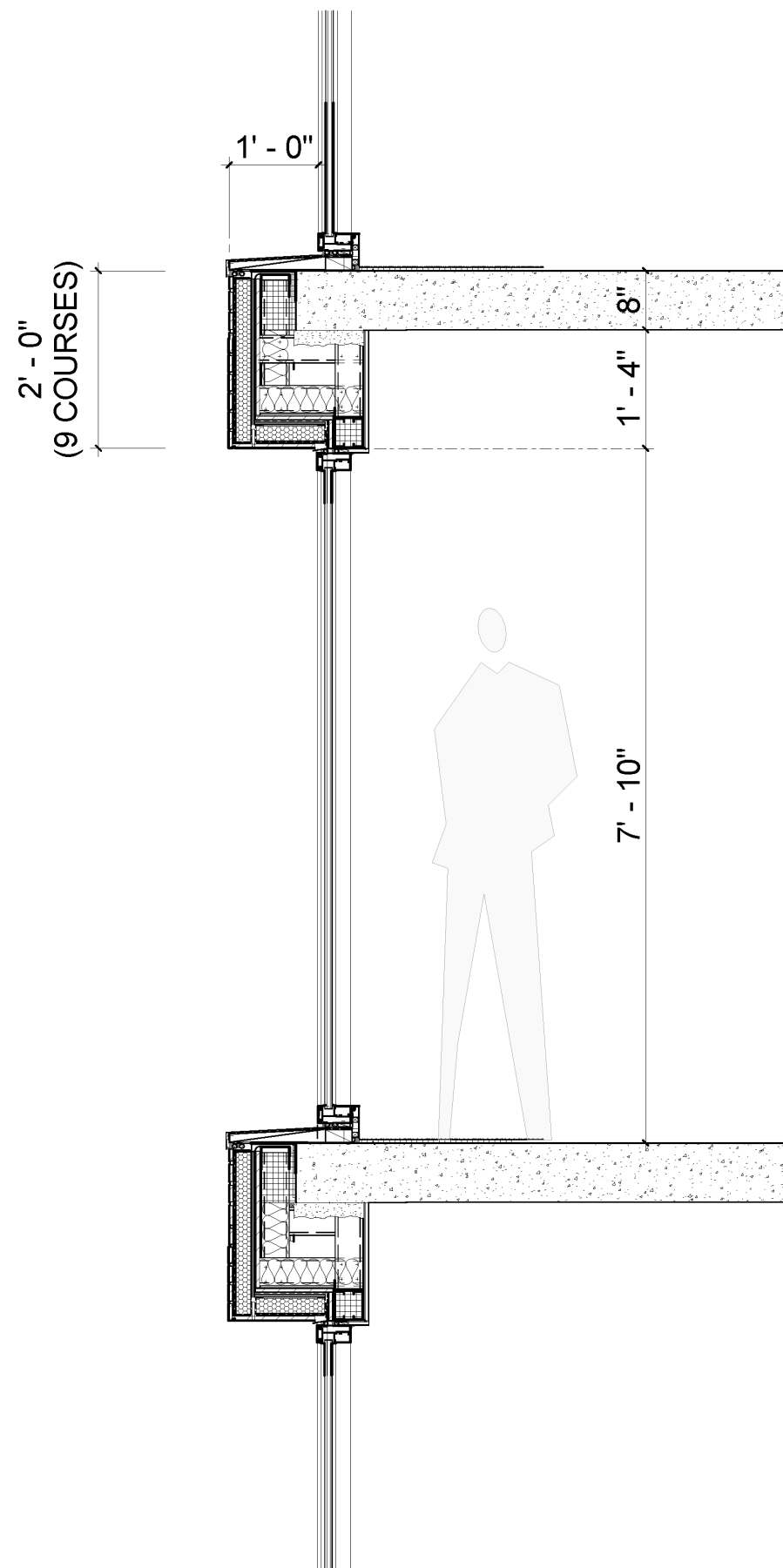


CURRENT DESIGN





APPROVED DESIGN



CURRENT DESIGN



REDUCED RECESS



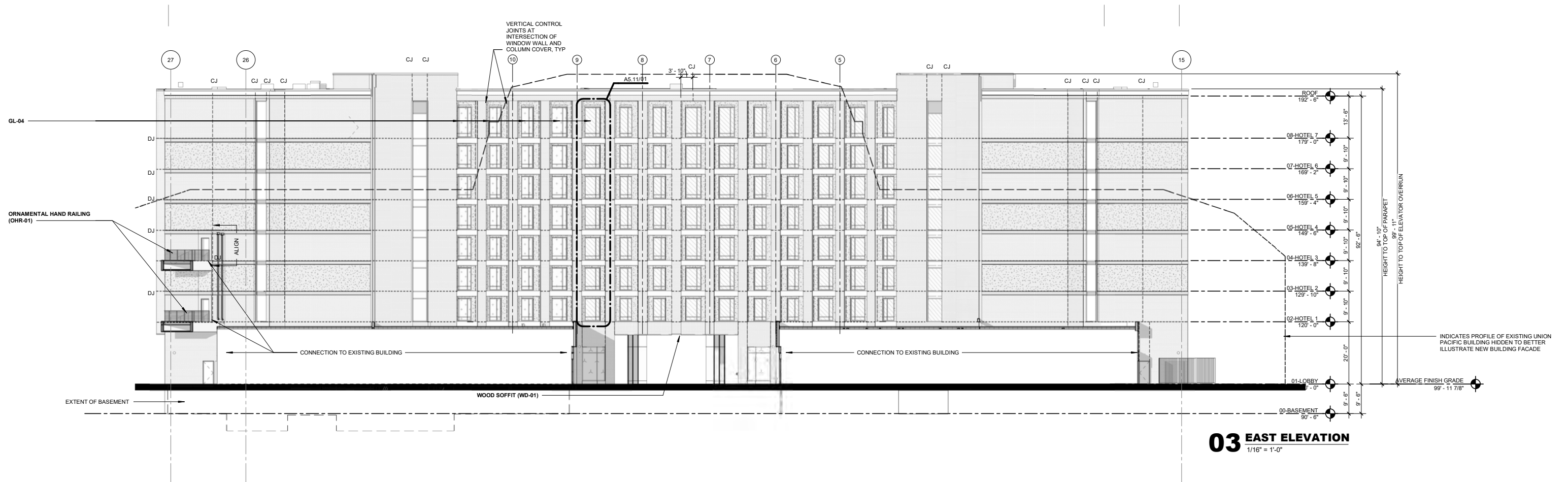


VARIED WINDOW SIZING



# BUILDING HEIGHT INCREASE









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

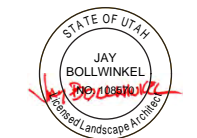
**DEVELOPER**  
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**ARCHITECT**  
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**CIVIL ENGINEER**  
 GREAT BASIN ENGINEERING  
 5746 SOUTH 1475 EAST  
 OGDEN, UTAH 84403

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

**UNION PACIFIC HOTEL**  
*The Athens Group*

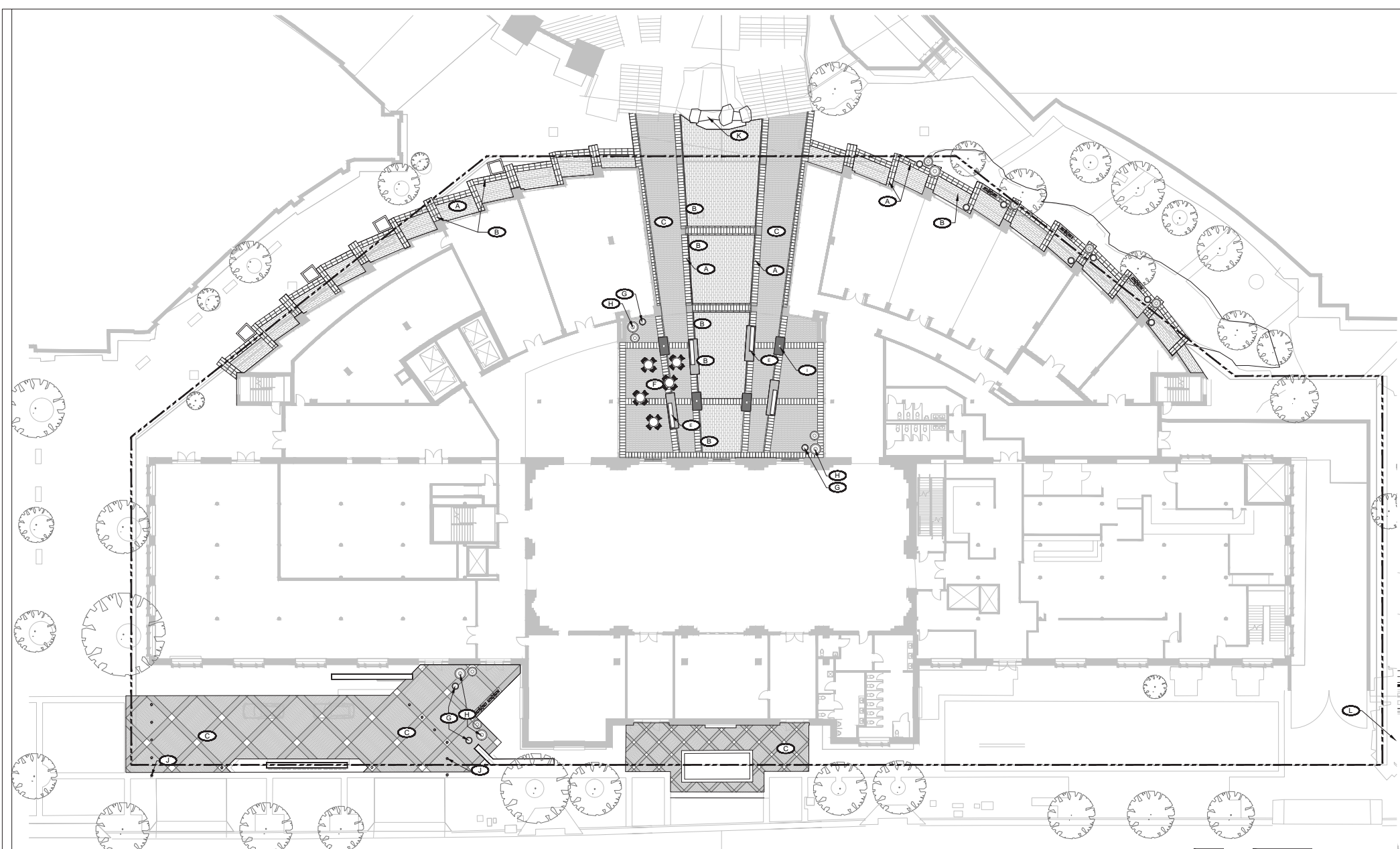


REVISION


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

SHEET TITLE  
 LANDSCAPE  
 LAYOUT PLAN

SHEET NO.  
 April 28, 2022  
**LL101**



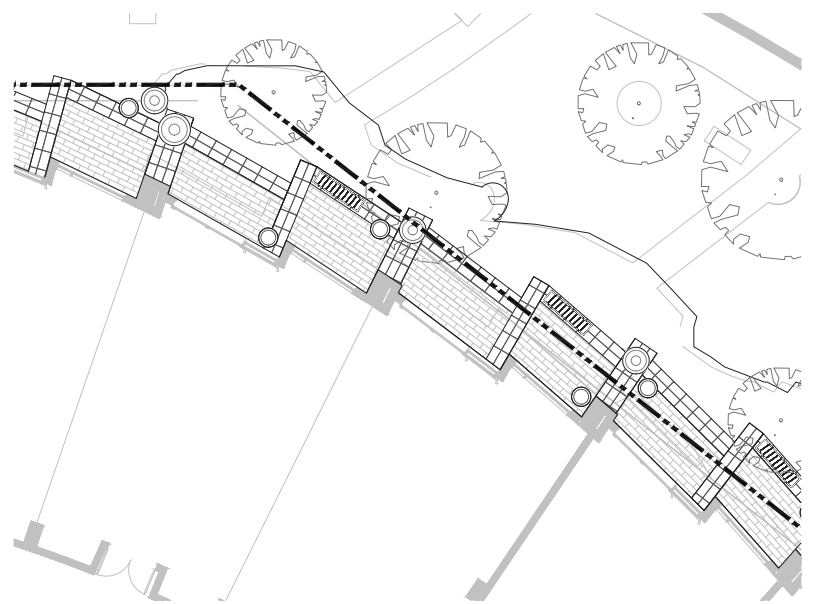
OVERALL SITE PLAN

**SITE ELEMENTS:**

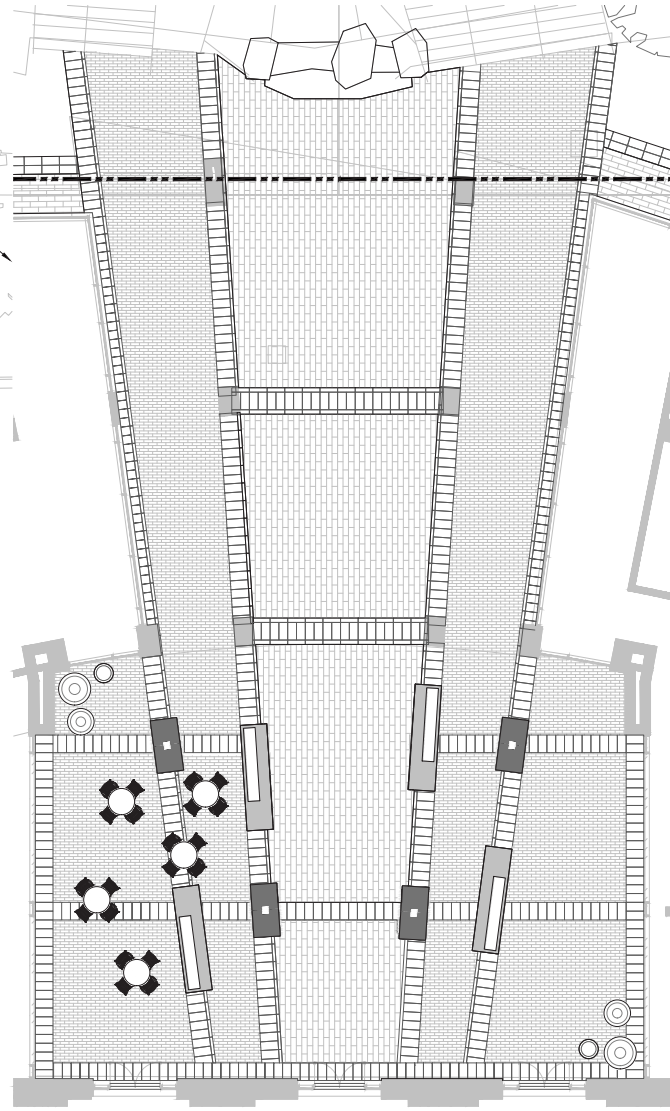
LABEL	DESCRIPTION	SOURCE
(A)	CONCRETE PAVERS 12"x24"	BELGIARD COMMERCIAL
(B)	CONCRETE PAVERS 6" x 24"	BELGIARD COMMERCIAL
(C)	CONCRETE PAVERS 4' X 12" AND 4' X 4"	BELGIARD COMMERCIAL
(D)	PEDESTRIAN CONCRETE: STANDARD COLOR, MEDIUM BROOM FINISH	
(E)	PLAZA BENCH, CONCRETE AND OR STEEL	
(F)	OUTDOOR SEATING 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	

**SITE NOTES:**

- HARDSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
- SOFTSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
- CITY CREEK WATER FEATURE ON NORTH SIDE OF BUILDING TO REMAIN.
- EXISTING BOULDER ELEMENTS WITHIN PLANT BED ON NORTHWEST SIDE OF BUILDING TO BE SALVAGED AND REUSED.
- 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.



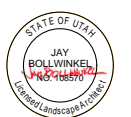
PATIO ENLARGEMENT



CENTRAL COURTYARD ENLARGEMENT

PLNHLC2018-00616





KEY PLAN

REVISION NO.	DESCRIPTION	DATE
1	C&S ADDENDUM #1	03/08/22

HKS PROJECT NUMBER  
21578.000

DATE  
01/24/2022

ISSUE  
GUESTROOM TOWER  
C&S PERMIT SET

SHEET TITLE  
LAYOUT  
ENLARGEMENT

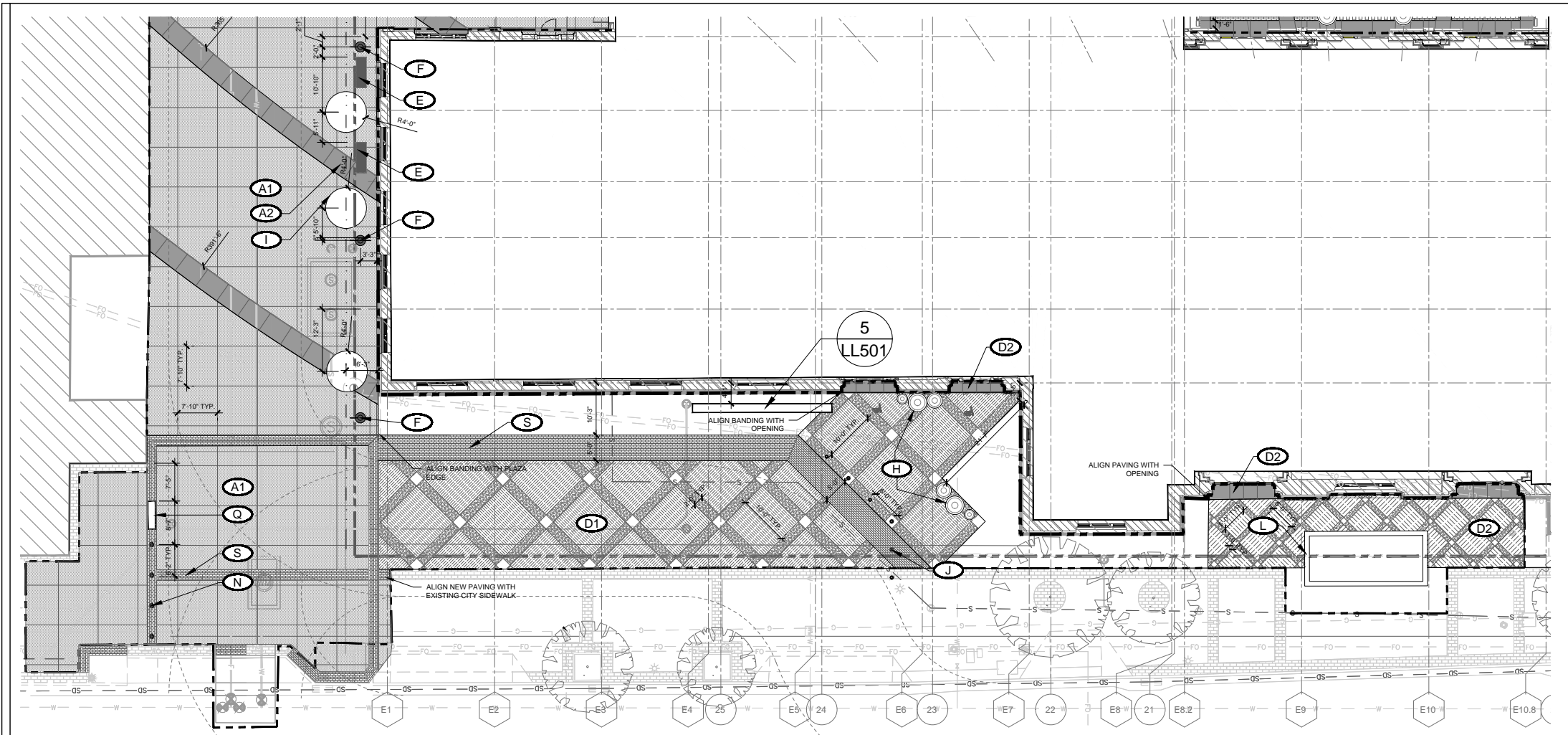
PLANS  
SHEET NO.  
LL102

**SITE ELEMENTS:**

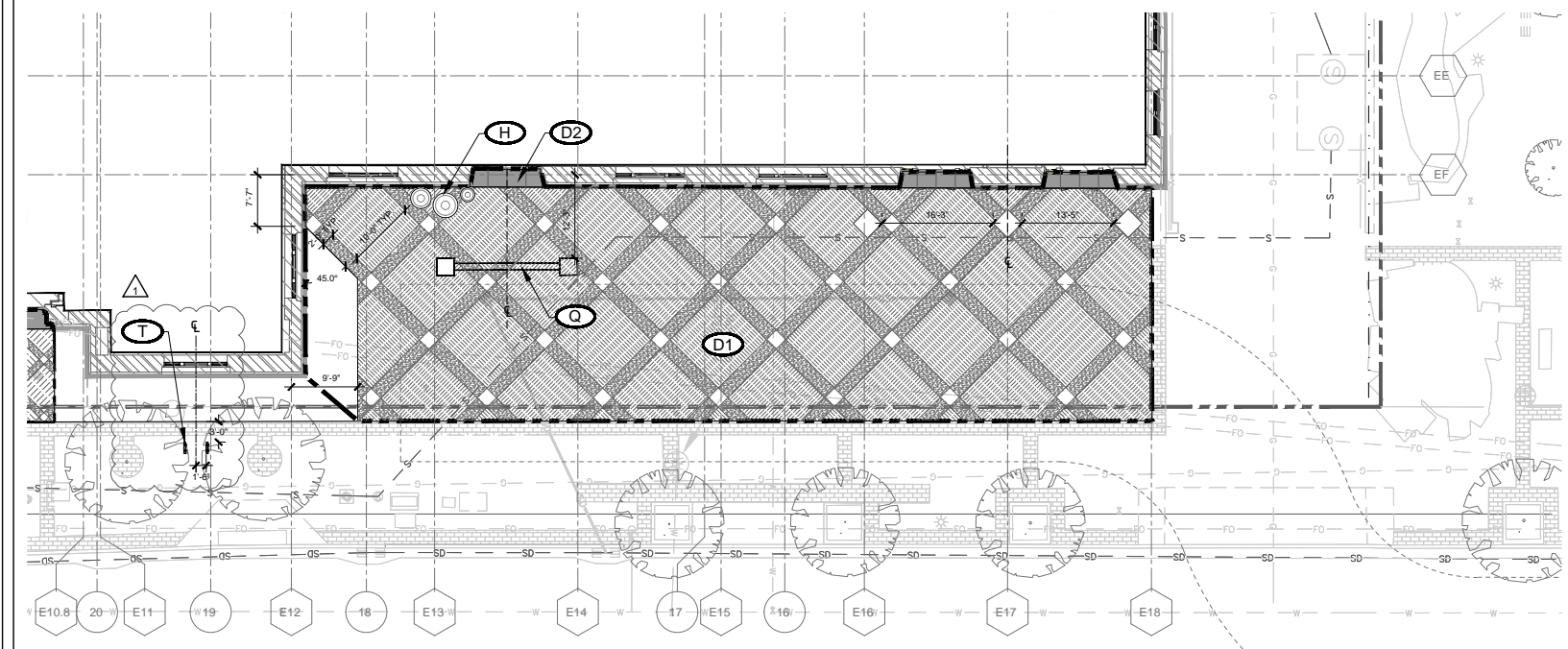
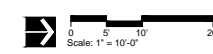
LABEL	DESCRIPTION	SOURCE
A1	VEHICULAR CONCRETE, CHARCOAL COLORED CONCRETE TO MATCH EXISTING CONCRETE FIELD, MEDIUM BROOM FINISH	
A2	VEHICULAR CONCRETE, NATURAL GRAY CONCRETE BANDING, SANDBLAST FINISH	
A3	VEHICULAR CONCRETE, BEIGE COLORED CONCRETE TO MATCH EXISTING	
B	CONCRETE PAVERS - 6" x 24" MODULINE PAVER, COLOR: TRUFFLE	BELGARD COMMERCIAL
C	CONCRETE PAVERS 4" x 12" MODULINE PAVER, COLOR: FOUNDRY	BELGARD COMMERCIAL
D1	VEHICULAR CONCRETE, BANDING: SANDBLAST FINISH FIELD: MEDIUM BROOM FINISH	
D2	PEDESTRIAN CONCRETE, BANDING: SANDBLAST FINISH FIELD: MEDIUM BROOM FINISH	
E	RELOCATED BENCH	
F	RELOCATED LIGHT FIXTURE	
G	TRASH RECEPTACLE - SCARBOROUGH, TOP OPEN, BLACK FORMS	LANDSCAPE FORMS
H	PLANTER - CIRQUE SERIES CS-30, CS-34.5, AND CS-44; COLOR: DUNE	KORNEGAY DESIGNS
I	4" TALL METAL EDGE AROUND PERIMETER OF PLANTER BORDER GUARD 3/16" RADIUS PER PLAN. SEE DETAIL: WLL501	BORDER CONCEPTS
J	FIXED BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
K	MODIFIED WATER FEATURE SOURCE, RELOCATE THREE CONICAL FITTINGS AND PROVIDE NEW BOULDER EDGE.	
L	EXISTING PLANTER TO REMAIN. REPORT AND REPAIR DAMAGE.	
M	ROCK MULCH, APACHE BROWN 1"	STAKER PARSON
N	REMOVABLE BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
O	SLOT DRAIN - ACC BRICKSLOT	
P	TREE GRATE - 3/8" CARBOCHON, COLOR: BAKED ON OIL FINISH	IRON AGE DESIGNS
Q	RELOCATED MARQUEE, MONUMENT SIGN, AND KIOSK	
R	WUNDERCOVER MANHOLE (WC130-130) AND CLEANOUT (WC70-70) COVERS WITH PAVER INFILL.	
S	CONCRETE PAVER, TRADITIONAL PREST BRICK 4"x8" COLOR: RED-15	HANOVER
T	BIKE RACK - EMERSON BIKE RACK, STORMCLOUD COLOR, SURFACE MOUNT	LANDSCAPEFORMS

STRUCTURAL SOIL: AREA OF STRUCTURAL PLANTING SOIL. PROVIDE STRUCTURAL SOIL FOR ALL TREES IN HARDSCAPE. EXTEND 10' DIA. FROM CENTER OF TREE. INSTALL PRIOR TO HARDSCAPE INSTALLATION. CONTRACTOR TO INSTALL STRUCTURAL PLANTING SOIL AT A CONSISTENT GRADE FLUSH W/ ROOT BALL OF STREET TREES. 3'-0" MINIMUM DEPTH (SEE STRUCTURAL SOIL SPECIFICATIONS)

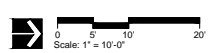
- SITE NOTES:**
- HARDSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
  - SOFTSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
  - WATER FEATURE ON NORTH SIDE OF BUILDING TO REMAIN.
  - EXISTING BOULDER ELEMENTS WITHIN PLANT BED ON NORTHWEST SIDE OF BUILDING TO BE REMOVED.
  - MODIFICATIONS TO FOUNTAIN AT TOP OF STAIR INCLUDE REMOVAL OF UPPER BASIN TO ACCOMMODATE PEDESTRIAN CIRCULATION. IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY. SEE DETAILS.



SOUTHEAST ENLARGEMENT 01  
Scale: 1"=10'



NORTHEAST ENLARGEMENT 02  
Scale: 1"=10'





KEY PLAN

REVISION NO.	DESCRIPTION	DATE
1	C&S ADDENDUM #1	01/28/22

HKS PROJECT NUMBER  
21578.000

DATE  
01/24/2022

ISSUE  
GUESTROOM TOWER  
C&S PERMIT SET

SHEET TITLE  
LAYOUT  
ENLARGEMENT

PLANS  
SHEET NO.  
LL103

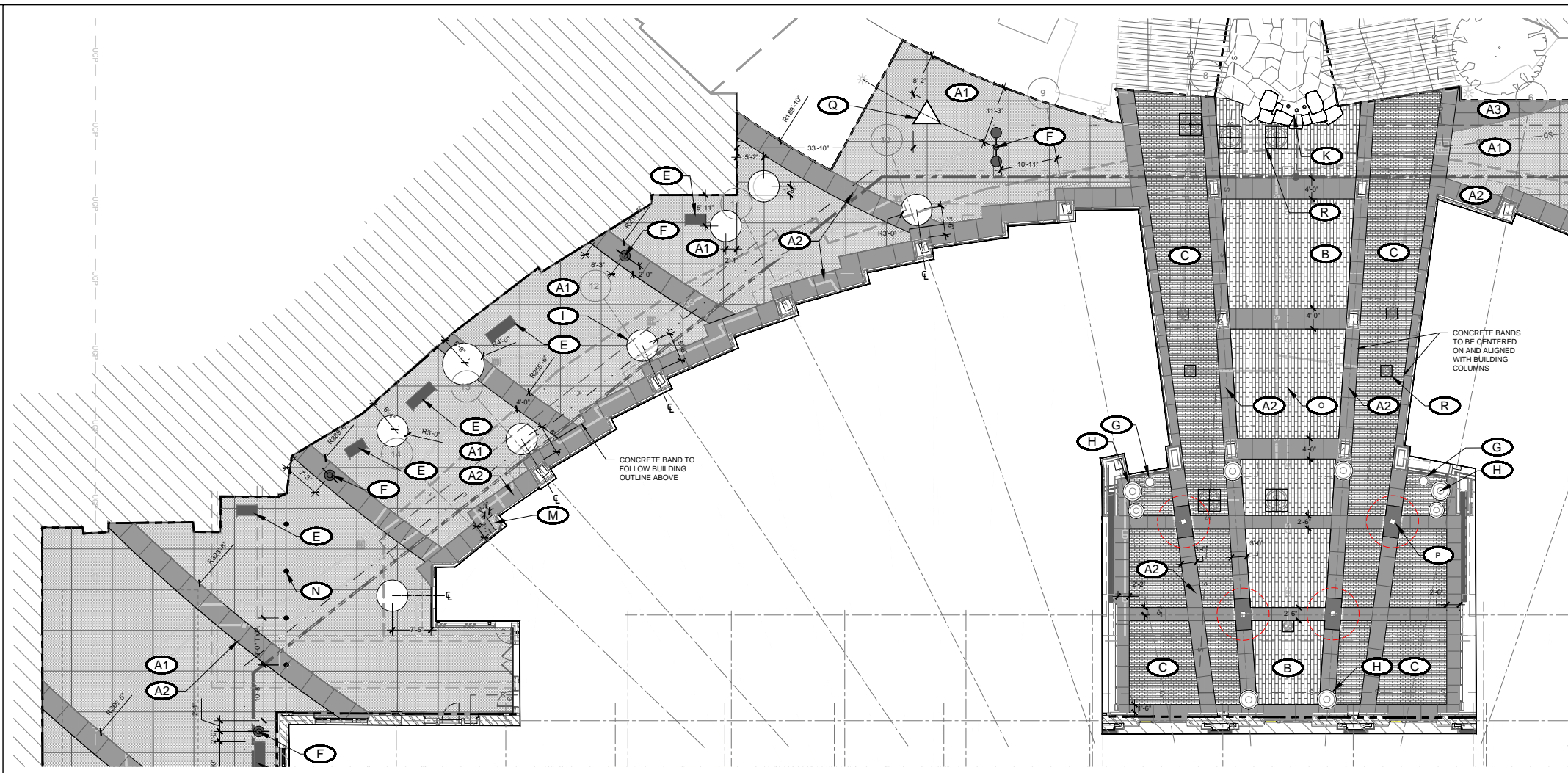
**SITE ELEMENTS:**

LABEL	DESCRIPTION	SOURCE
A1	VEHICULAR CONCRETE. CHARCOAL COLORED CONCRETE TO MATCH EXISTING CONCRETE FIELD. MEDIUM BROOM FINISH	
A2	VEHICULAR CONCRETE. NATURAL GRAY CONCRETE BANDING, SANDBLAST FINISH	
A3	VEHICULAR CONCRETE. BEIGE COLORED CONCRETE TO MATCH EXISTING	
B	CONCRETE PAVERS - 6" x 24" MODULINE PAVER, COLOR: TRUFFLE	BELGARD COMMERCIAL
C	CONCRETE PAVERS 4" x 12". MODULINE PAVER, COLOR: FOUNDRY	BELGARD COMMERCIAL
D1	VEHICULAR CONCRETE. BANDING: SANDBLAST FINISH FIELD. MEDIUM BROOM FINISH	
D2	PEDESTRIAN CONCRETE. BANDING: SANDBLAST FINISH FIELD. MEDIUM BROOM FINISH	
E	RELOCATED BENCH	
F	RELOCATED LIGHT FIXTURE	
G	TRASH RECEPTACLE - SCARBOROUGH, TOP OPEN, BLACK FORMS	LANDSCAPE FORMS
H	PLANTER - CIRQUE SERIES CS-30, CS-34.5, AND CS-44; COLOR: DUNE	KORNEGAY DESIGNS
I	4" TALL METAL EDGE AROUND PERIMETER OF PLANTER BORDER GUARD 3/16" RADIUS PER PLAN. SEE DETAIL WLL501	BORDER CONCEPTS
J	FIXED BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
K	MODIFIED WATER FEATURE SOURCE. RELOCATE THREE CONICAL FITTINGS AND PROVIDE NEW BOULDER EDGE.	
L	EXISTING PLANTER TO REMAIN. REPORT AND REPAIR DAMAGE.	
M	ROCK MULCH, APACHE BROWN 1"	STAKER PARSON
N	REMOVABLE BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
O	SLOT DRAIN - ACC BRICKSLOT	
P	TREE GRATE - 3/8" CARBOCHON, COLOR: BAKED ON OIL FINISH	IRON AGE DESIGNS
Q	RELOCATED MARQUEE, MONUMENT SIGN, AND KIOSK	
R	WUNDERCOVER MANHOLE (WC130-130) AND CLEANOUT (WC70-70) COVERS WITH PAVER INFILL	
S	CONCRETE PAVER, TRADITIONAL PREST BRICK 4"x8" COLOR: RED-15	HANOVER
T	BIKE RACK - EMERSON BIKE RACK, STORMCLOUD COLOR, SURFACE MOUNT	LANDSCAPEFORMS

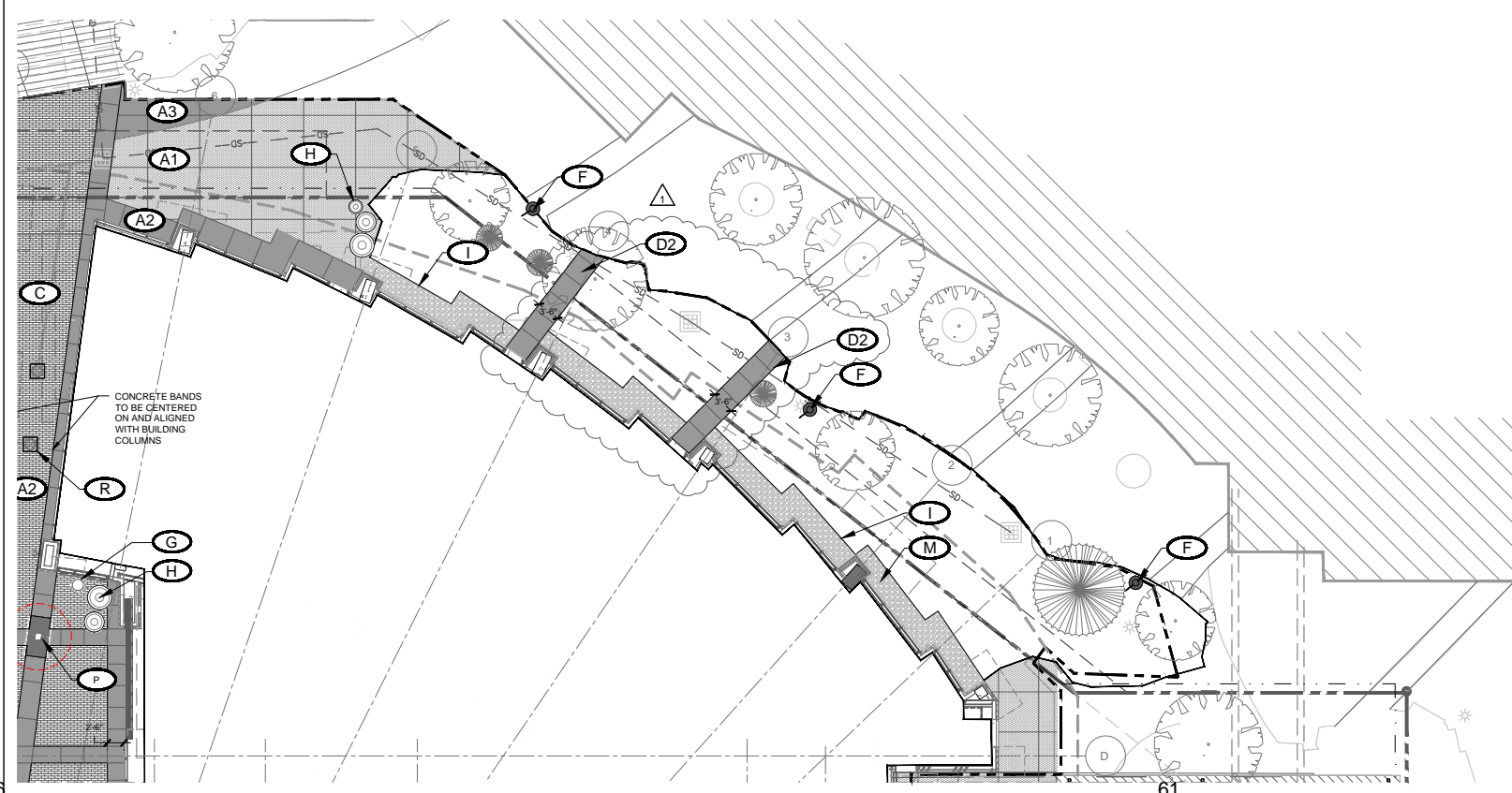
STRUCTURAL SOIL: AREA OF STRUCTURAL PLANTING SOIL. PROVIDE STRUCTURAL SOIL FOR ALL TREES IN HARDSCAPE. EXTEND 10' DIA. FROM CENTER OF TREE. INSTALL PRIOR TO HARDSCAPE INSTALLATION. CONTRACTOR TO INSTALL STRUCTURAL PLANTING SOIL AT A CONSISTENT GRADE FLUSH W/ ROOT BALL OF STREET TREES. 3'-0" MINIMUM DEPTH (SEE STRUCTURAL SOIL SPECIFICATIONS)

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SOUTHWEST ENLARGEMENT 01  
Scale: 1" = 10'-0"



NORTHWEST ENLARGEMENT 02  
Scale: 1" = 10'-0"



UNION PACIFIC RAILROAD  
UNION PACIFIC

ASHER ADAMS

ROUSER

UNION STATION HOTEL  
EXTERIOR SIGNAGE DESIGN

APRIL 08, 2022

April 28, 2022

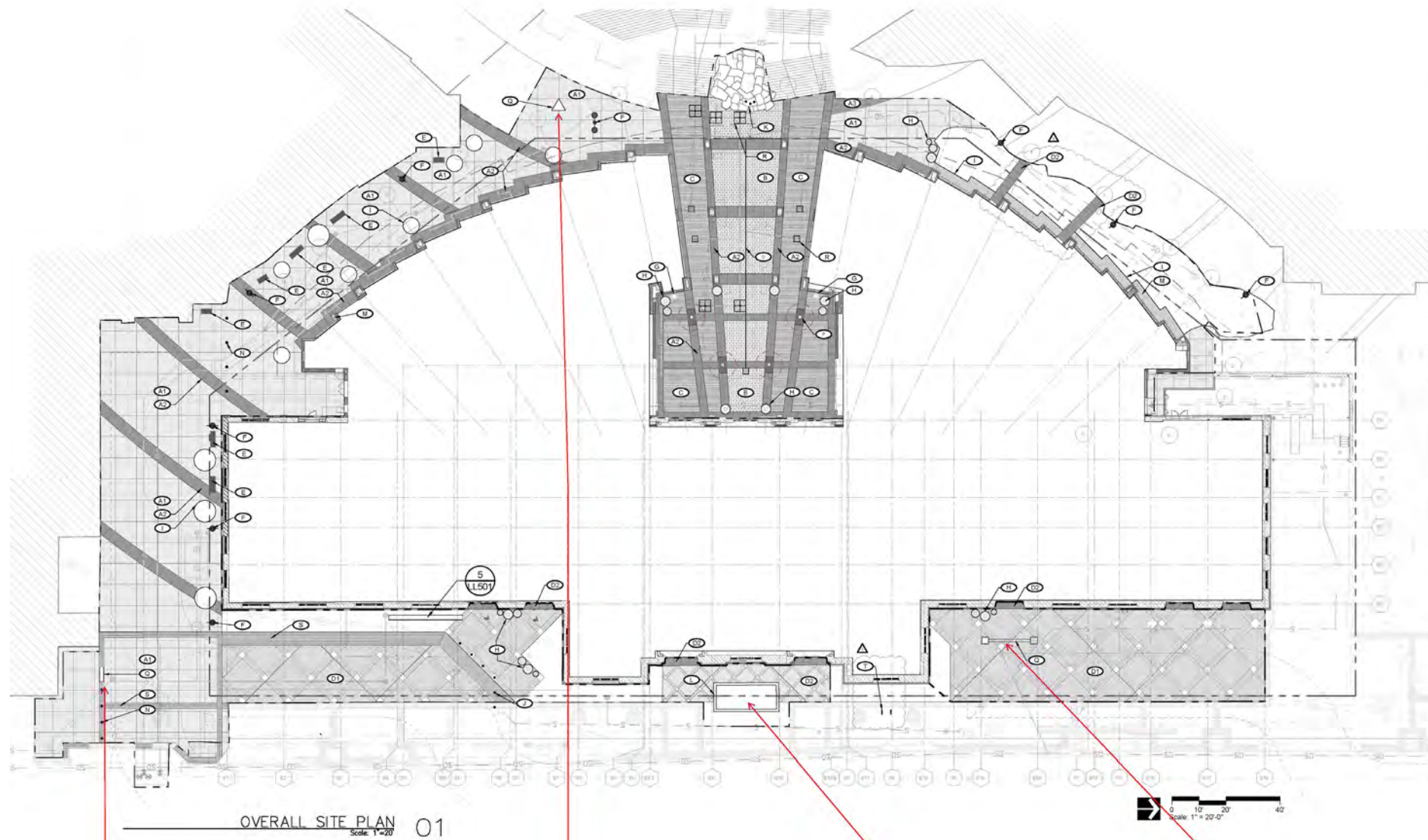
# HISTORIC LANDMARK COMMISSION APPROVAL

The Historic Landmark Commission approval of the hotel development on November 1, 2018, included four conditions.

- 1. That approval of details of alterations other than those mentioned in condition 4 to the Union Pacific Station building is delegated to Staff.*
- 2. That approval of details of the design of the new hotel and associated landscaping is delegated to Staff with exception of condition 4.*
- 3. That all issues related to public use easements be addressed to staff,*
- 4. That final canopy designs, exterior signage, West entries, and details of the Great Hall restoration be submitted for approval separate from this motion.*



# EXISTING SIGNAGE RELOCATION



**SITE ELEMENTS:**

LABEL	DESCRIPTION	SOURCE
A1	VEHICULAR CONCRETE, CHARCOAL COLORED CONCRETE TO MATCH EXISTING CONCRETE FIELD, MEDIUM BROOM FINISH	
A2	VEHICULAR CONCRETE, NATURAL GRAY CONCRETE, BANDING, SANDBLAST FINISH	
A3	VEHICULAR CONCRETE, BEIGE COLORED CONCRETE TO MATCH EXISTING	
B	CONCRETE PAVERS - 8" x 24" MODULINE PAVL, COLOR: TRUFFLE	BELGARD COMMERCIAL
C	CONCRETE PAVERS 4" X 12" MODULINE PAVL, COLOR: FOUNDRY	BELGARD COMMERCIAL
D1	VEHICULAR CONCRETE, BANDING, SANDBLAST FINISH FIELD, MEDIUM BROOM FINISH	
D2	PEDESTRIAN CONCRETE, BANDING, SANDBLAST FINISH FIELD, MEDIUM BROOM FINISH	
E	RELOCATED BENCH	
F	RELOCATED LIGHT FIXTURE	
G	TRASH RECEPTACLE - SCARBOROUGH, TOP OPEN, BLACK	LANDSCAPE FORMS
H	PLANTER - CHIQUE BURES CS-30, CS-34 S, AND CS-44, COLOR: DUNE	KORNEGAY DESIGNS
I	4" TALL METAL EDGE AROUND PERIMETER OF PLANTER, BORDER GUARD 3/16" RADIUS PER PLAN, SEE DETAIL 911501	BORDER CONCEPTS
J	FIXED BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
K	MODIFIED WATER FEATURE, SOURCE: RELOCATE THREE CONICAL FITTINGS AND PROVIDE NEW BOULDER EDGE	
L	EXISTING PLANTER TO REMAIN, REPOINT AND REPAIR DAMAGE	
M	ROCK MULCH, APACHE BROWN 1"	STAKER PARSON
N	REMOVABLE BOLLARD - MODEL: R-7591	RELIANCE FOUNDRY
O	SLOT DRAIN - ACC BRICKSLOT	
P	TREE GRATE - 3/4" CARBORON, COLOR: BAKED ON OIL FINISH	IRON AGE DESIGNS
Q	RELOCATED MARQUEE, MONUMENT SIGN, AND KIOSK	
R	WUNDERKINDER MARKER (NCS130-133) AND CLEANOUT (WCTD-70) COVERS WITH PAVL INFILL	
S	CONCRETE PAVER, TRADITIONAL PREST BRICK 4"X8" COLOR: RED-15	HANOVER
T	BIKE RACK - EMERSON BIKE RACK, STORMCLOUD COLOR, SURFACE MOUNT	LANDSCAPEFORMS



PARCEL BOUNDARY

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Relocated Gateway sign



Relocated Directory



No change to historic marker indicated in our plans

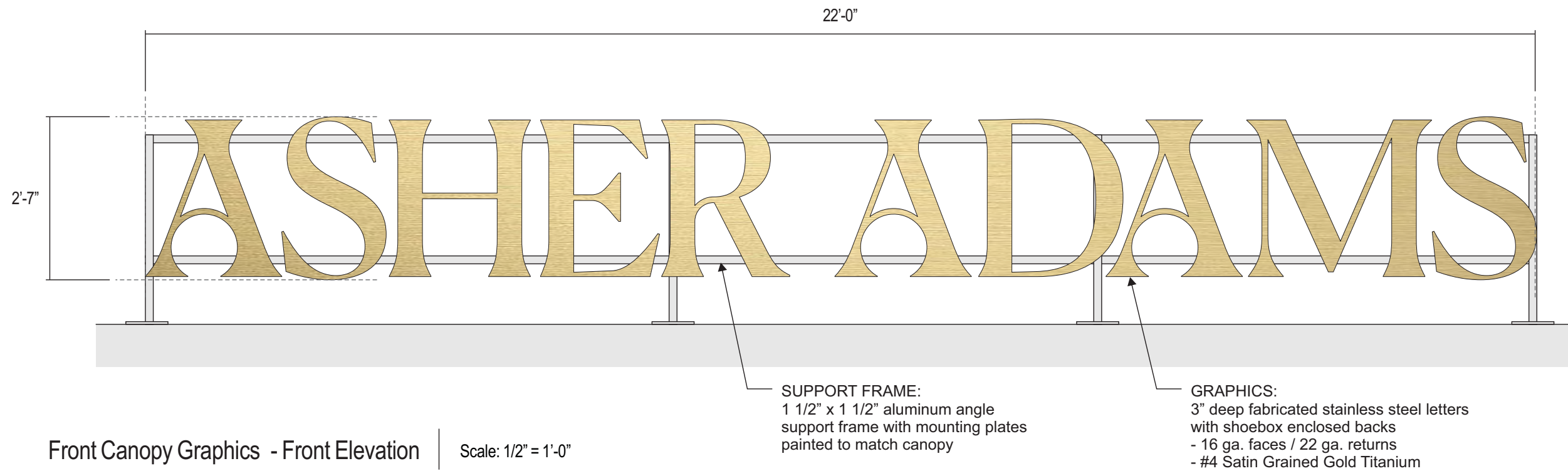


Relocated Depot marquee

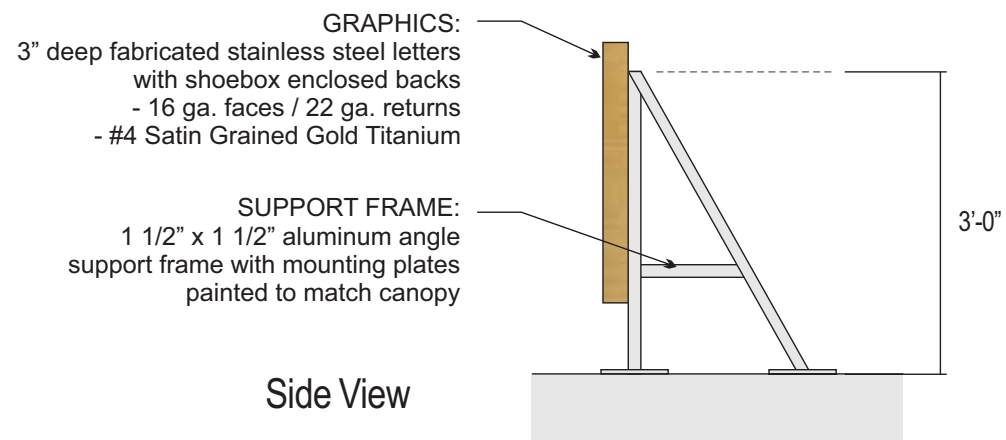


# NEW EXTERIOR SIGNAGE





Color Key: ● GRAPHICS: #4 Satin Grain Gold Titanium



#4 Satin Grained  
Gold Titanium





Restaurant Monument Sign - Front Elevation

Scale: 1" = 1'-0"

GRAPHICS:  
1/4" thk. aluminum letters  
- painted to match channel letters  
- installed flush to face of sign cabinet

GRAPHICS:  
1 1/2" deep fabricated stainless steel letters  
reverse channel letters  
- #4 Satin Grained Gold Titanium finish on returns and retainer  
- Back-Lit with White LEDs  
- clear acrylic backs

Color Key:

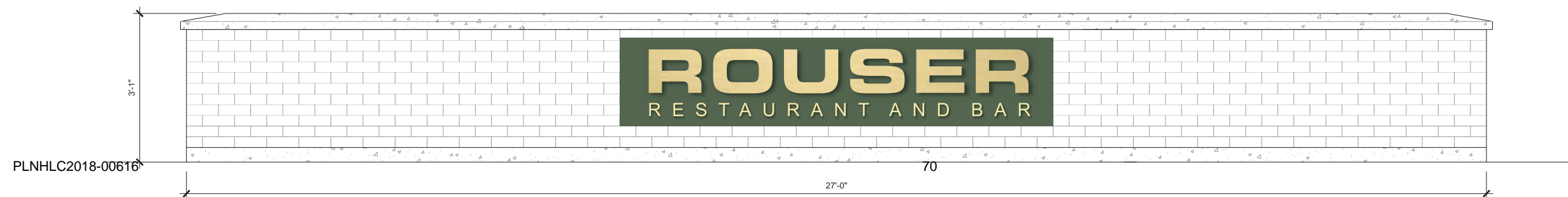
- RETURNS / RETAINER: #4 Satin Grain Gold Titanium
- PLATE LETTERS: painted metallic Brass to match



#4 Satin Grained Gold Titanium

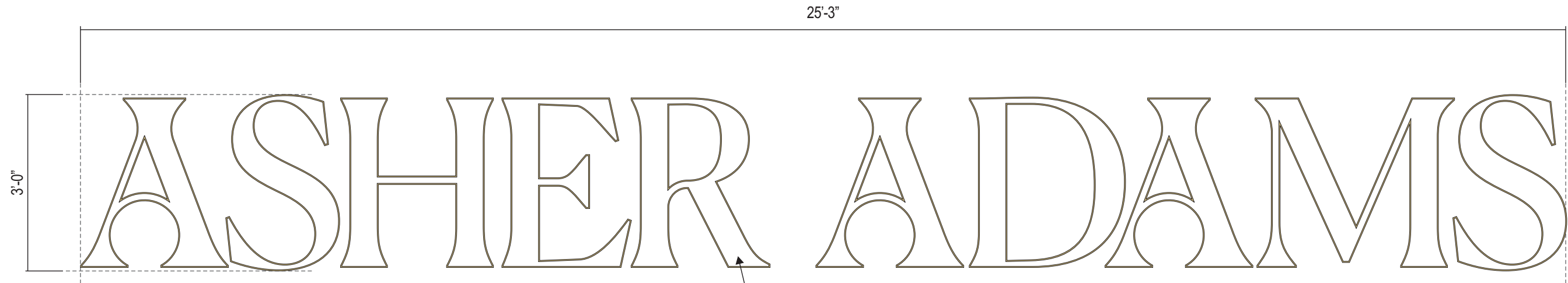


NIGHT ILLUMINATION





ASHER ADAMS



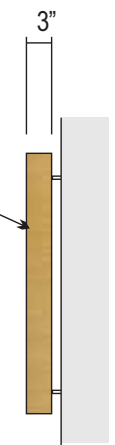
Tower Building Letters - Front Elevation | Scale: 1/2" = 1'-0"

Color Key:

- RETURNS / RETAINER: #4 Satin Grain Gold Titanium
- FACES: White Acrylic

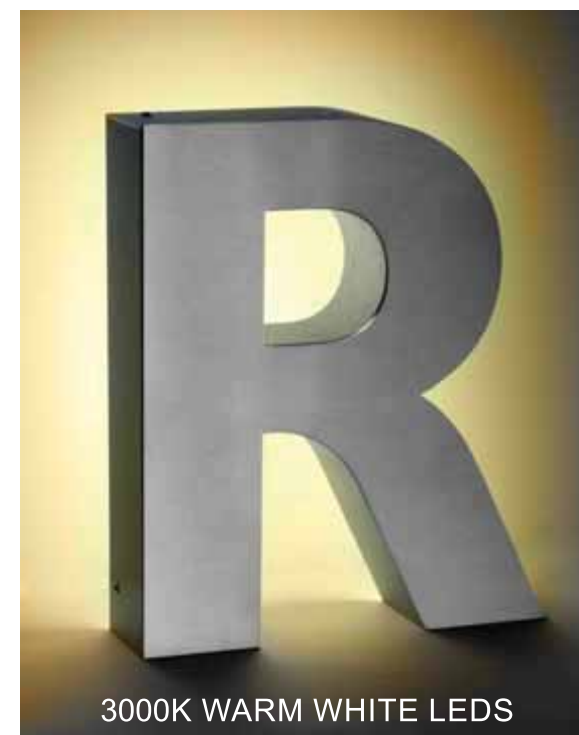
GRAPHICS:  
 3" deep fabricated stainless steel letters  
 with White acrylic faces  
 - 16 ga. faces / 22 ga. returns  
 - #4 Satin Grained Gold Titanium finish  
 on returns and retainer  
 - internally illuminated with Warm White LEDs

GRAPHICS:  
 3" deep fabricated stainless steel letters  
 with White acrylic faces  
 - 16 ga. faces / 22 ga. returns  
 - #4 Satin Grained Gold Titanium finish  
 on returns and retainer  
 - internally illuminated with Warm White LEDs



Side View

LETTERS TO BE FACE-LIT  
 ( image shown for reference only )





**OWNER/ DEVELOPER**  
UNION STATION VENTURE, LLC  
2200 E CAMELBACK RD #200  
PHOENIX, AZ 85016

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

**STRUCTURAL**  
REAVELEY ENGINEERS + ASSOCIATES  
675 EAST 500 SOUTH, SUITE 400  
SALT LAKE CITY, UTAH 84111

**MEP**  
BLUM CONSULTING ENGINEERS INC  
8144 WALNUT HILL LN #200  
DALLAS, TX 75231

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

**INTERIOR DESIGNER**  
JOHNSON NATHAN STROHE  
1600 WYNWOOD ST, SUITE 100  
DENVER, CO 80202

**LANDSCAPE ARCHITECT**  
MGB+A LANDSCAPE ARCHITECTS  
145 WEST 200 SOUTH  
SALT LAKE CITY, UTAH 84101

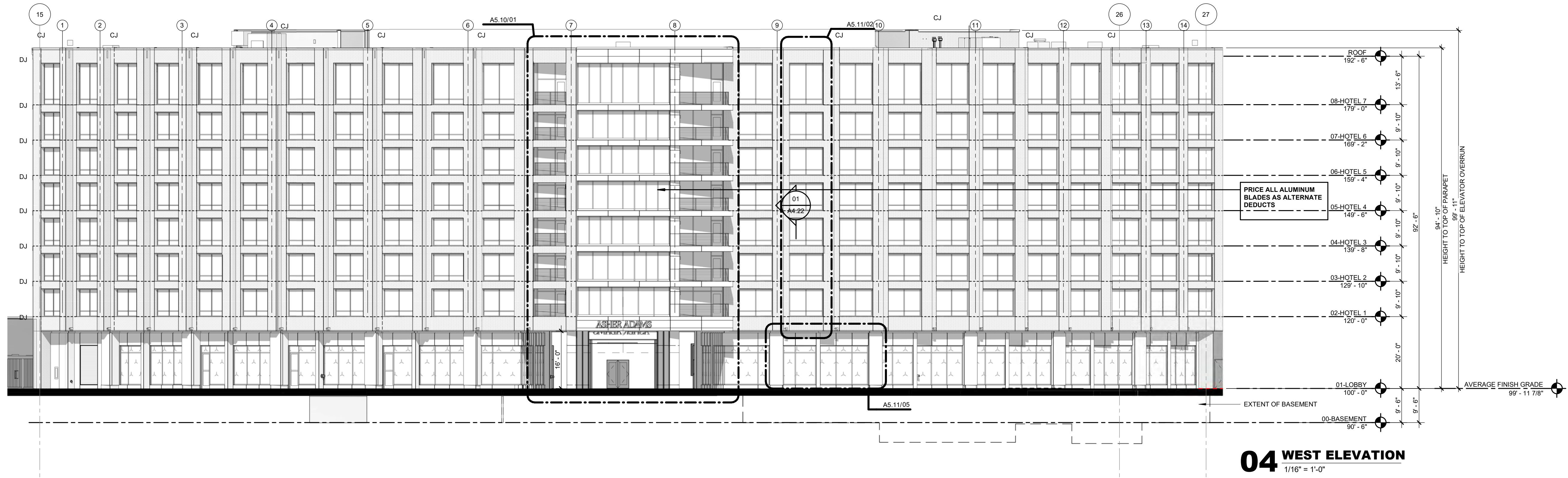
**TELECOMMUNICATIONS**  
ENGINEERING PLUS  
9018 HERITAGE PKWY, SUITE 1000  
WOODBRIDGE, IL 60517

**LIGHTING DESIGN**  
LANG LIGHTING DESIGN  
4645 N CENTRAL EXPRESSWAY, SUITE 120  
DALLAS, TX 75205

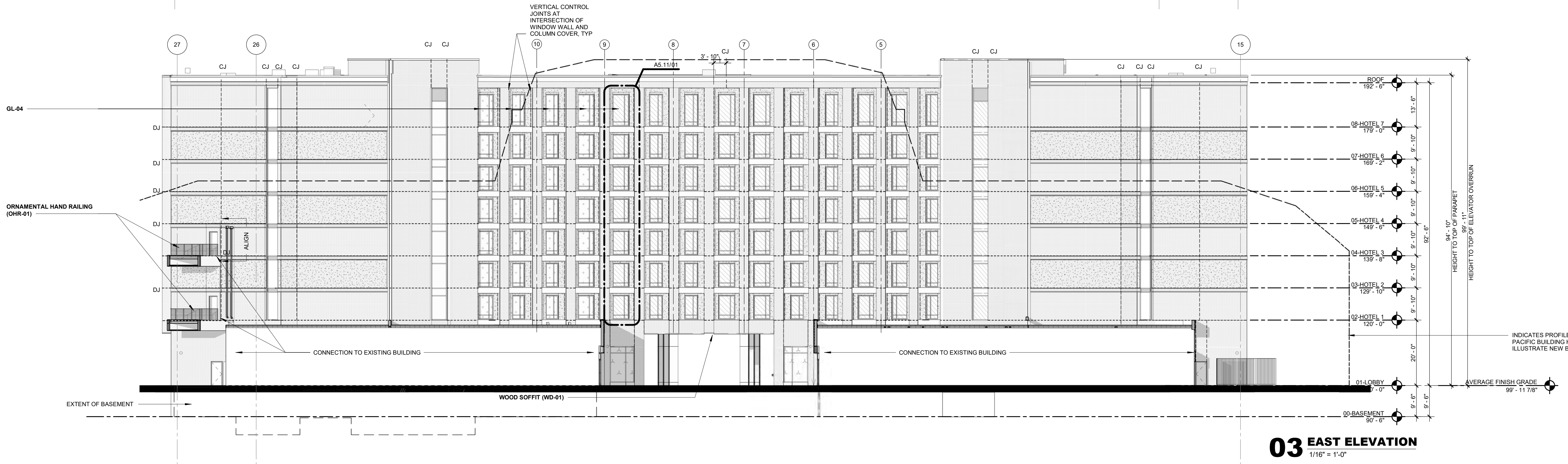
**ACOUSTICS**  
JAFFE HOLDEN  
114-A WASHINGTON STREET  
NORWALK, CONNECTICUT 06854

**KITCHEN CONSULTANT**  
TRIMARK  
4575 RIVER GREEN PARKWAY, SUITE 100  
DULUTH, GEORGIA 30096

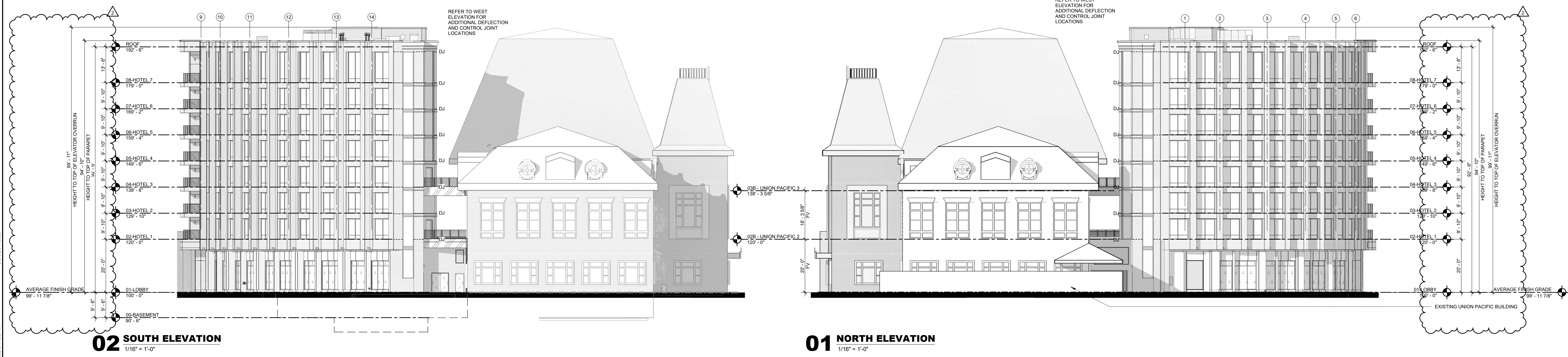
## UNION STATION HOTEL UNION STATION VENTURE, LLC



**04 WEST ELEVATION**  
1/16" = 1'-0"



**03 EAST ELEVATION**  
1/16" = 1'-0"



**02 SOUTH ELEVATION**  
1/16" = 1'-0"

**01 NORTH ELEVATION**  
1/16" = 1'-0"

KEY PLAN

REVISION NO.	DESCRIPTION	DATE
1	CAS ADDENDUM #1	02.08.2022
2	CAS PERMIT REVISIONS	04.15.2022

HKS PROJECT NUMBER  
**21578.000**

DATE  
**01/24/2022**

ISSUE  
**GUESTROOM TOWER**

**C&S PERMIT SET**

**BUILDING ELEVATIONS**

SHEET NO.  
**A5.00**

PLOT DATE: 4/20/22 4:27:59 AM TEMPLATE VERSION: 3.0.0.20170623

# ATTACHMENT D: GMU ZONING STANDARDS

## GATEWAY MIXED-USE DISTRICT:

Statement Of Intent: The Gateway Districts are intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential.

## Zoning Ordinance Standards for the GMU District

Standard	Finding	Rationale
<p>Front/Corner Side Yard:</p> <p>No minimum except that a minimum of 25% of the façade shall be no more than 5 feet from the right-of-way.</p>	Complies	The proposed development does not incorporate a front or corner side yard setback.
<p>Side/Rear Yard:</p> <p>No minimum required</p>	Complies	The proposal does not incorporate a side or rear yard setback.
<p>H. Restrictions On Parking Lots And Structures: The following regulations shall apply to surface or aboveground parking facilities:</p> <ol style="list-style-type: none"> <li>1. Block Corner Areas: Within block corner areas, surface parking lots and structures shall be located behind principal buildings, or at least seventy five feet (75') from front and corner side lot lines.</li> <li>2. Mid Block Areas: Within the mid block areas, parking structures shall be located behind principal buildings, or at least thirty feet (30') from front and corner side lot lines. A modification to this requirement may be granted as a conditional use, subject to conformance with the standards and procedures of <a href="#">chapter 21A.54</a> of this title. Parking structures shall meet the following: <ol style="list-style-type: none"> <li>a. Retail goods/service establishments, offices and/or restaurants shall be provided on the first floor adjacent to the front or corner side lot line. The facades of such first floors shall be compatible and consistent with the associated retail or office portion of the building and other retail uses in the area.</li> <li>b. Levels of parking above the first level facing the front or corner side lot line shall have floors and/or facades that are horizontal, not sloped.</li> <li>c. Mid block surface parking lots shall have a fifteen foot (15') landscaped setback.</li> </ol> </li> <li>3. Accessory And Commercial Parking Structures: Accessory parking structures built prior to the principal use, and commercial parking structures, shall be permitted as</li> </ol>	Complies	The project is part of an adaptive reuse of an existing landmark site. No additional parking structure is proposed as part of this project.

<p>conditional uses with the approval of the Planning Commission pursuant to the provisions of <a href="#">chapter 21A.54</a> of this title.</p> <p>4. Belowground Parking Facilities: No special design and setback restrictions shall apply to belowground parking facilities.</p> <p>5. Height Requirements: The minimum height for a parking structure shall be forty five feet (45'). The maximum height shall not exceed seventy five feet (75').</p> <p>6. Site Plan Review: Parking structures shall be required to go through the site plan review process.</p>		
<p>Architectural character and materials:</p> <p>1. Architectural Character And Materials:</p> <p>a. A differentiated base (on a building over 45 feet high) will provide human scale through change, contrast, and intricacy in facade form, color and/or material where the lower levels of the building face the sidewalk(s) and street(s). Scaling elements such as insets and projections serve to break up flat or monotonous facades, and respond to older nearby buildings. Therefore, all buildings in the Gateway Districts are subject to the following standards:</p> <p>(1) All buildings over forty five feet (45') in height shall be designed with a base that is differentiated from the remainder of the building. The base shall be between one and three (3) stories in height, be visible from pedestrian view, and appropriately scaled to the surrounding contiguous historic buildings. The base shall include fenestration that distinguishes the lower from upper floors. Insets and/or projections are encouraged.</p> <p>(2) All new buildings in the Gateway District shall have a minimum of seventy percent (70%) of the exterior material (excluding windows) be brick, masonry, textured or patterned concrete and/or cut stone. With the exception of minor building elements (e.g., soffit, fascia) the following materials are allowed only through the design review process: EIFS, tilt-up concrete panels, corrugated metal, vinyl and aluminum siding, and other materials.</p> <p>(3) All buildings which have been altered over seventy five percent (75%) on the exterior facade shall comply with the exterior material requirement for new construction. Buildings older than fifty (50) years are exempt from this requirement if alterations are consistent with the existing architecture.</p>	<p>Complies with HLC Approval</p>	<p>1A. The subject development provides a distinct base with a human scale through the integration of durable materials and articulation along the elevations.</p> <p>1A(1). The development have a distinct base, middle and top.</p> <p>1A(2). The applicant is seeking a modification of the 70% durable material requirement through the design review process. The applicant is proposing to utilize EIFS on the eastern elevation. The total percentage of EIFS is 4%. This material modification will be requires review by both Historic Landmark Commission and Planning Commission.</p> <p>1A(3). The provided materials are considered durable and achieve the required life time performance.</p>
<p>Windows and fenestration:</p> <p>2. Windows And Building Fenestration:</p>	<p>Complies</p>	<p>2. The development does not propose a smooth exterior. The proposal includes a detailed and</p>

<p>a. Buildings whose exteriors are smooth, and do not provide any three-dimensional details or fenestration are not appropriate in the Gateway District. Recessed windows will eliminate flat, sterile elevations. Highly reflective materials are distracting, and focus attention away from the positive qualities of the Gateway District. Therefore, all buildings in the Gateway Districts are subject to the following standards:</p> <p>(1) Buildings with completely smooth exterior surfaces shall not be permitted, all new construction shall have three-dimensional details on the exterior that includes cornices, windowsills, headers and similar features.</p> <p>(2) All windows shall be recessed from the exterior wall a minimum of three inches (3"). Bay windows, projecting windows, and balcony doors are exempt from this requirement.</p> <p>(3) The reflectivity of the glass used in the windows shall be limited to eighteen percent (18%) as defined by the ASTA standard.</p>		<p>articulated exterior with durable materials.</p> <p>2(2). The windows for this development are angled and <b>recessed approximately 1’</b>.</p> <p>2(3). The reflectivity of the glass will comply with the required 18% standard.</p>
<p>4. Building Lines And Front Area Requirements:</p> <p>a. A continuity of building frontage adjacent and parallel to the street encourages a more active involvement between building uses and pedestrians. Leftover or ambiguous open space that has no apparent use or sense of place will not contribute positively to an active street life. Therefore, all buildings in the Gateway District are subject to the following standard:</p> <p>(1) The majority of the ground level facade of a building shall be placed parallel, and not at an angle, to the street.</p>	Complies	The proposed development does not face a public street. The proposed development is not sited at an angle to either street.
<p>5. Public Amenities And Public Art:</p> <p>a. Amenities and works of art enhance quality of life as well as visual interest. Public amenities and public art encourage pedestrian activity and contribute to the pedestrian experience. A cohesive, unified lighting and amenity policy will help give the Gateway District its own distinctive identity. Therefore, public amenities and public art are subject to the following standards:</p> <p>(1) Sidewalks and street lamps installed in the public right-of-way shall be of the type specified in the sidewalk/street lighting policy document.</p> <p>(2) Public art (which may include artists' work integrated into the design of the building and landscaping, sculpture, painting, murals, glass, mixed media or work by artisans), that is accessible or directly viewable to the general public shall be</p>	Complies	The proposed development will comply with the required street lamp policy regulated by Public Utilities.

<p>included in all projects requiring design review approval for a site or design standard. The plan to incorporate public art shall be reviewed by the Salt Lake Art Design Board.</p>		
<p>E. Building Height: The minimum building height shall be forty five feet (45') and the 200 South Street corridor shall have a minimum height of twenty five feet (25'). The maximum building height shall not exceed seventy five feet (75') except buildings with nonflat roofs (e.g., pitched, shed, mansard, gabled or hipped roofs) may be allowed, up to a maximum of ninety feet (90') (subject to subsection I of this section). The additional building height may incorporate habitable space.</p> <p>1. Design Review: A modification to the minimum building height or to the maximum building height (up to 120 feet) provisions of this section may be granted through the design review process, subject to conformance with the standards and procedures of <a href="#">chapter 21A.59</a> of this title, and subject to compliance to the applicable master plan.</p> <p>2. Height Exceptions: Spires, tower, or decorative noninhabitable elements shall have a maximum height of ninety feet (90') and with design review approval may exceed the maximum height, subject to conformance with the standards and procedures of <a href="#">chapter 21A.59</a> of this title.</p>	<p>Complies with HLC Approval</p>	<p>The proposed development was <b>approved at 99'</b>. The new design has an approximate height of <b>99'11"</b>. This modification requires approval by the Historic Landmark Commission.</p>

# ATTACHMENT D. STANDARDS FOR NEW CONSTRUCTION IN A HISTORIC DISTRICT

The impacted standards are italicized in the table.

## NEW CONSTRUCTION: H Historic Preservation Overlay District – Standards For Certificate Of Appropriateness Involving New Construction Or Alteration Of A Noncontributing Structure (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:

Standard	Analysis	Finding
<p>1. Settlement Patterns and Neighborhood Character:</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>CONTEXT &amp; CHARACTER: SITE DESIGN &amp; ORIENTATION</p> <p>13.1 The traditional historic development pattern should be recognized and maintained in new development.</p> <ul style="list-style-type: none"> <li>• A new building should be situated on its site in a manner similar to the historic buildings in the area.</li> <li>• Orient a building facade and primary entrance toward the street.</li> <li>• 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.</li> <li>• New construction should not interfere with or encroach upon historic or early street or alley patterns and widths.</li> <li>• Extend intern alley networks wherever possible.</li> </ul> <p>13.3 Distinctive features that emphasize buildings on corner lots should be considered.</p>	<p>Complies</p>

<p>should maintain the setback demonstrated by existing buildings of that type constructed in the district or site's period of significance.</p> <p>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.</p>	<ul style="list-style-type: none"> <li>• A corner entrance can be used to accentuate corner sites.</li> <li>• Both street facades should be designed as important public facades.</li> <li>• Design emphasis can accentuate the corner role. 13.4 Indigenous plant materials should be included in new landscape designs.</li> <li>• Drought-tolerant varieties, which are in character with plantings used historically, are preferred.</li> </ul> <p>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 &amp; 1.b)</p> <p>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 &amp; 1.d)</p> <p>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</p>	
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	<p>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 <b>would thus address both ‘street’</b> frontages, and would meet the objectives of Std 1.e.</p>	
<p>2. Site Access, Parking, And Services:</p> <p>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.</p> <p>(1) Pedestrian: Safe pedestrian access is provided through architecturally highlighted entrances and walkways, consistent with patterns common in the historic context and the block face.</p> <p>(2) Vehicular: 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.</p> <p>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.</p>	<p>13.30 Walkways should safely lead pedestrians from parking areas to building entrances.</p> <p>13.27 Bikeways and pedestrian walkways should be separated and buffered from external and internal circulation within parking lots.</p> <p>13.25 Parking areas should be located away from the street frontage and where they are least visually obtrusive.</p> <ul style="list-style-type: none"> <li>• Off -street parking should be located inside or behind a building, where its visual impact will be minimized.</li> <li>13.26 Landscaping should be integrated with surface parking to screen the view of parked vehicles from the street.</li> <li>• New parking areas should be screened through the use of planted areas, fences, hedges and decorative walls.</li> <li>• Landscape materials should have a similar setback and location as the streetscape elements of adjacent properties.</li> <li>• Large parking areas should be divided with plantings.</li> <li>• Mature trees should not be removed to construct new lots or expand parking areas.</li> </ul> <p>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.</p>	<p>Complies</p>



	<p>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)</p> <p>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 &amp; 2.b)</p> <p>There are no current proposals to locate any services or utilities externally to the existing or the new building. (Std 2.b)</p>	
<p>3. Landscape And Lighting:</p> <p>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.</p> <p>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.</p> <p>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.</p>	<p>13.23 The visual impact of site and architectural lighting should be minimized.</p> <p>Lighting should be a subtle addition to the property.</p> <p>It should not visually dominate the site or intrude on adjacent property.</p> <p>Where used, lighting should accent architectural details, building entrances and signs.</p> <p>Avoid lighting expansive wall planes.</p> <p>13.24 Fixture design should complement the design of the building.</p> <p>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</p>	<p>Complies</p>

	<p>the stated objective of enhancing the character of the station and the hotel. (Stds 3.a, b &amp; c)</p>	
<p>4. Building Form And Scale:</p> <p>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.</p> <p>(1) Height: 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.</p> <p>(2) Width: 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.</p> <p>(3) Massing: The shape, form, and proportion of buildings, reflects the character of the historic context and the block face.</p> <p>(4) Roof Forms: The building incorporates roof shapes that reflect forms found in the historic context and the block face.</p>	<p>MASS, SCALE &amp; FORM</p> <p>13.5 The height of a new building design should reflect the established building scale of the setting and area.</p> <ul style="list-style-type: none"> <li>• Design the building to equate with the height range seen in the area.</li> <li>• Consider stepping back upper stories from the plane of the primary facade where a building is taller than those found in the block.</li> <li>• 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.</li> <li>• Simple rectangular solids on smaller lots are typically appropriate.</li> <li>• Consider more complex massing on large sites.</li> <li>• 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.</li> </ul> <p>3.7 The street facade should appear similar in scale to the established scale of the current street block.</p> <ul style="list-style-type: none"> <li>• The primary plane of the front facade should reflect the typical widths and heights of historic buildings in the block.</li> <li>• The front facade should include a one-story storefront element influenced by traditional design proportions.</li> </ul>	<p>Complies</p>

	<p>13.8 A new building should be designed to reinforce a sense of human scale.</p> <ul style="list-style-type: none"> <li>• A new building may convey a sense of human scale by employing techniques such as these: <ul style="list-style-type: none"> <li>○ Using quality building materials that help express human scale in their design, detail and proportions.</li> <li>○ Using changes in building materials, color and texture.</li> <li>○ Using vertical and horizontal divisions and emphasis.</li> <li>○ Using architectural features to create visual interest.</li> </ul> </li> </ul> <p>13.9 Roof forms should be an integral part of the building design and overall form of the building.</p> <ul style="list-style-type: none"> <li>• Where roof lines are visible, they should relate to the general design of other commercial roofs in the district.</li> <li>• Flat roof forms are characteristic and appropriate for primary roof forms in most commercial areas.</li> <li>• Screen roof top mechanical equipment from view with architecturally compatible screening features or parapet walls.</li> </ul> <p>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</p>	
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	<p>roofscape of the central range of the historic building.</p> <p><b>Although technically an ‘addition’,</b> 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.</p> <p>The proposed development would accord with the Form &amp; Scale objectives of Stds 4.a.1, 2, 3 &amp; 4. 31 PLNHLC2018-00616 Union Pacific Hotel Meeting Date: November 1, 2018 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.</p>	
<p>5. Building Character:</p> <p>a. Facade Articulation And 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</p>	<p>ARCHITECTURAL CHARACTER 13.10 Contemporary designs compatible with the character of the area and/or district may be used.</p> <ul style="list-style-type: none"> <li>• A new design should draw upon the fundamental design elements of its context.</li> <li>• An interpretation of a historic style may be considered if it is subtly distinguishable as being new.</li> </ul>	<p>Complies</p>

<p>depth of not less than twelve inches (12").</p> <p>(1) <i>Rhythm Of Openings: The facades are designed to reflect the rhythm of openings (doors, windows, recessed balconies, etc.) established in the historic context and the block face.</i></p> <p>(2) <b>Proportion And Scale Of Openings:</b> 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.</p> <p>(3) <b>Ratio Of Wall To Openings:</b> 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.</p> <p>(4) <b>Balconies, Porches, And External Stairs:</b> The project, as appropriate, incorporates entrances, balconies, porches, stairways, and other projections that reflect patterns established in the historic context and the block face.</p>	<ul style="list-style-type: none"> <li>• New storefront designs create interest and visual compatibility, while helping to convey the fact that a building is new.</li> </ul> <p>13.11 The exact imitation of earlier architectural styles is discouraged.</p> <ul style="list-style-type: none"> <li>• This can blur the distinction between old and new buildings making it difficult to interpret the architectural evolution of the district.</li> <li>• New buildings should reflect their period of construction.</li> </ul> <p>13.12 Creative interpretations of historical architectural details can be successful.</p> <ul style="list-style-type: none"> <li>• New designs for traditional detailing such as columns and cornices can be used in new ways to create aesthetic appeal.</li> <li>• Materials, finishes, structural systems and construction methods may be used to express a compatible new building design.</li> </ul> <p>13.13 The design of a new building should include the three basic building elements: a base, a middle and a top.</p> <ul style="list-style-type: none"> <li>• On low rise buildings, the different parts might be expressed through detailing at the building base and eave or cornice line.</li> <li>• On taller buildings, the distinction between upper and lower floors can be expressed through detailing, material, fenestration and color.</li> <li>• Departures may be considered if the project better meets the intent of the design guidelines.</li> </ul> <p>13.14 The ground floor level of a building should be designed to encourage pedestrian activity and provide visual interest.</p> <ul style="list-style-type: none"> <li>• Historically, the first floor usually received greater design attention and embellishment.</li> <li>• Primary building entrances should be clearly identifiable and help define a human scale.</li> <li>• The ground level of the primary facade is generally predominantly transparent glass.</li> </ul>	
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	<ul style="list-style-type: none"> <li>• Facades that are visible from the public way should be visually interesting.</li> <li>• Extensive blank walls detract from the experience and appearance of an active street scene.</li> <li>• The use of shaded or reflective glass should be avoided.</li> </ul> <p>13.15 Design elements and details should be employed to integrate a new building with its setting.</p> <ul style="list-style-type: none"> <li>• Scale, proportion and composition should be influenced by the design traditions found in the immediate and wider setting.</li> <li>• Similarity in fenestration patterns (arrangement of openings) among buildings in a block is an important characteristic to continue.</li> <li>• Overhangs, projections, moldings and reveals create light and shadow patterns and are encouraged.</li> <li>• Other elements might include signs, lighting, cornices, parapets, awnings and other decorative features.</li> <li>• The absence of ornamentation may be appropriate for contemporary interpretations of modern architecture.</li> </ul> <p>13.16 Consider building designs that emphasize floor levels.</p> <ul style="list-style-type: none"> <li>• Express the distinction between the street level and upper floors through rhythm and patterns of windows, building materials and other architectural features.</li> <li>• Adequate visual access and potential physical access to ground floor spaces should be provided.</li> </ul> <p>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 <b>'encircled' open court at the rear of the station</b>, and presenting distinctly different facades to the concave east and convex west sides. Each façade is</p>	
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<p>6. Building Materials, Elements And Detailing:</p> <p><i>a. Materials: Building facades, other than windows and doors, incorporate no less than eighty percent (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.</i></p> <p><i>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.</i></p> <p><i>c. Windows: Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.</i></p> <p><i>d. Architectural Elements And Details: The design of the building features architectural elements and details that reflect those characteristic of the district and/or setting.</i></p>	<p>strongly modeled and articulated with a distinct vertical</p> <p>FAÇADE ELEMENTS</p> <p>13.20 Exterior building materials should be of a high quality and compatible with adjacent buildings.</p> <ul style="list-style-type: none"> <li>• Materials should be varied to provide architectural interest.</li> <li>• Combine building materials in patterns to articulate the design and create a sense of human scale through the scale of the components.</li> <li>• 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.</li> <li>• Alternative materials for new buildings may be used if they provide texture and scale that complements their surroundings.</li> <li>• Alternative materials should have a proven durability in <b>Salt Lake City's climate.</b></li> <li>• Different materials may be appropriate for commercial areas with historic architecture from the recent past.</li> </ul> <p>13.15 Design elements and details should be employed to integrate a new building with its setting.</p> <ul style="list-style-type: none"> <li>• Scale, proportion and composition should be influenced by the design traditions found in the immediate and wider setting.</li> <li>• Similarity in fenestration patterns (arrangement of openings) among buildings</li> </ul>	<p>Complies</p>
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	<p>in a block is an important characteristic to continue.</p> <ul style="list-style-type: none"> <li>• Overhangs, projections, moldings and reveals create light and shadow patterns and are encouraged.</li> <li>• Other elements might include signs, lighting, cornices, parapets, awnings and other decorative features.</li> <li>• The absence of ornamentation may be appropriate for contemporary interpretations of modern architecture.</li> </ul> <p>13.17 Canopies and awnings should be considered to emphasize the first floor and entrance.</p> <ul style="list-style-type: none"> <li>• Install awnings that fit the dimensions of the opening to emphasize the rhythm and proportions.</li> <li>• Cloth, canvas, or metal awnings or canopies are appropriate.</li> <li>• Vinyl and other synthetic materials are discouraged.</li> <li>• Illumination that shines through an awning is inappropriate and should be avoided.</li> </ul> <p>13.19 The use of date stones or cornerstones displaying the <b>building's date of construction</b> is encouraged.</p> <p>13.22 Large areas of wall plane should have an appropriate finish.</p> <ul style="list-style-type: none"> <li>• Consider articulation and modeling of the materials.</li> <li>• Mirrored glass should be avoided as a primary material.</li> </ul>	
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	<p>The new hotel building is designed around the use of a thin 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 by a distinct metal paneling.</p> <p>Brick tone, variation in detailing, and the use of metal 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 introduction of the small percentage of EIFS on the eastern elevation will not impact the high percentage and application of durable materials on the building. Additionally, the reduction of thin brick in the recessed areas of the building which will be replaced by glazing further enhances the solid to void ratio.</p>	
<p><i>7. Signage Location: Locations for signage are provided such that they are an integral part of the site and architectural design and are complementary to the principal structure.</i></p>	<p>Design Objective: Signs for a new multifamily building, and for any non-residential use associated with it, should compliment the building and setting in a subtle and creative way, as a further architectural detail.</p> <p>The Gateway has a master sign plan package which will be applicable to this building. All signs will be required to comply with the applicable sign plan. The proposed sign package for the hotel does not conflict with the</p>	<p>Complies</p>

	applicable design guidelines for signs associated with a local landmark site.	
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