Staff Report

PLANNING DIVISION
DEPARTMENT *of* COMMUNITY *and* NEIGHBORHOODS

To: Salt Lake City Historic Landmark Commission

From: Aaron Barlow, Principal Planner
aaron.barlow@slcgov.com, 801-535-6182

Date: January 5, 2023

Re: PLNHLC2022-00675- Alta Terra Trolley North Student Housing at 675 East 500 South

New Construction in a Historic District

PROPERTY ADDRESS: Approximately 657 East 500 South
PARCEL ID NUMBERS: 16-05-307-011-0000 & 16-05-307-010-0000
MASTER PLANS: Central Community Master Plan, and
400 South Livable Communities Project (Transit Oriented Development)
ZONING DISTRICT: TSA-UN-C Transit Station Area Urban Neighborhood Core District, and
H Historic Preservation Overlay (Central City Local Historic District)
COUNCIL DISTRICT: District 4, Ana Valdemoros

Request:

Mark Isaac of Pinyon8 Consulting, LLC, representing Alta Terra Real Estate, LLC, the property owner, is requesting a Certificate of Appropriateness for the construction of a new, 8-story (85-foot-tall) mixed-use/multi-family development (intended for student housing) at approximately 675 East 500 South. The subject property is located within the TSA-UN-C (Transit Station Area Urban Neighborhood Core) zoning district and the Central City Local Historic District. Approval to demolish the existing structures on the site has already been granted by Planning staff. As part of this petition, the applicant has requested modifications to the following development standards:

1. An increase to the allowed spacing between entry doors along all the street-facing façades (21A.37.050.D)
2. An allowance for all street-facing façades to exceed the 200-foot maximum length (21A.37.050.F)
3. An increase in the maximum setback along Green Street from 5 feet to 10 feet (21A.26.078.E.3.b)

Recommendation:

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards of approval and therefore recommends that the Historic Landmark Commission approve the petition as proposed with the requested modifications to the development standard.

ATTACHMENTS:

A. Vicinity Map
B. Applicant Submittal
C. Property & Vicinity Photos
D. Zoning & Design Standards
E. New Construction Standards and Design Guidelines
F. Public Process and Comments
G. Department Review Comments

PROJECT DESCRIPTION

This is a proposal to construct a new mixed-use building, addressed at approximately 675 East 500 South, that would be used and designed specifically for student housing. The project site, which includes two parcels and a private right-of-way, is approximately 1.5 acres and sits on the corner of 700 East and 500 South. The proposed 8-story building would be constructed in a podium style (often called 5 over 1) with parking located entirely within the structure. The subject site is currently occupied by Big Daddy's Pizza (formerly Fendall's Ice Cream), the Utah School and Institutional Trust Lands Administration (SITLA) building, and a parking garage serving the SITLA building.

The subject site sits within the TSA-UN-C (Transit Station Area Urban Neighborhood Core) zoning district. The Urban Neighborhood station area typology is intended for multi-level buildings with a mix of uses that may be a bit smaller than station-area development closer to downtown. Core areas of a station area typology are meant for relatively intense land development with an active mix of uses close to a transit station.

Quick Facts

Height: Approx. 85 feet (8 stories)

Number of Residential Units: 195 units

Ground Floor Uses: Lobby, leasing office, retail space, residential units, and parking

Upper Floor Uses: Residential units, 4th-floor rooftop deck, gym, "sky lounge," and a co-working area

Exterior Materials: Brick, fiber cement panels, metal panels, and aluminum-framed windows

Parking: 382 stalls

Review Process & Standards: HLC New Construction, TSA-UN-C zoning standards, Design Standards, and other general zoning standards



Rendering of southeast perspective

The subject properties are also located within the Central City Historic District. As of the day this report was published, all buildings on the site (Big Daddy's Pizza, the SITLA building, and the parking garage) are listed as either non-contributing structures or out of the district's historic periods of significance. New Construction in a local historic district requires Landmark Commission approval for a Certificate of Appropriateness. As part of a request, the applicant has requested the following development standard modifications:

1. The design standard requiring an entry every 40 feet along street-facing facades
2. The design standard limiting street-facing facades to 200 feet in length, and
3. The maximum allowed setback along Green Street—from 5 feet to 10 feet.

Settlement Patterns & Neighborhood Character

The project site is bound on three sides by public streets—Green Street to the west, 500 South to the south, and 700 East to the east. The nearest transit station—less than a quarter mile away (roughly 600 feet)—is the Trolley Station at 400 South, served by the Trax Red Line. The entirety of the block where the property is located sits within the TSA-UN-C zoning district, and new development has typically consisted of mixed-use and multi-family projects. Uses within the vicinity of the subject property vary. To the west, across Green Street is the recently completed Liberty Square townhome-style development. Immediately to the north is the Thomas Mulloy House, listed as a significant contributing structure to the character of the Central City Local Historic District. Just north of the Mulloy Mansion, but adjacent to the subject site along Green Street, is Modern Display where the recently-approved Station 424 development is proposed to be located. Commercial property with a bar and an office furniture store occupy the properties to the east across 700 East. Finally, across 500 South, is the Whole Foods and parking garage building at Trolley Square.



View of project site, facing northwest

As mentioned earlier in this report, the project site is currently occupied by the SITLA building and Big Daddy's Pizza. Both properties were approved administratively for demolition. The 2013 Reconnaissance Level Survey (RLS) of the Central City Historic District identified the SITLA building as a structure built outside any of the district's periods of historic significance. However, it listed the building occupied by Big Daddy's Pizza as an eligible contributing structure (historically known as Fendall's Ice Cream), which was a change from previous surveys. The property owner disputed this determination and requested a reassessment of the building's status, submitting an Intensive Level Survey (ILS) of the building. After careful review, Planning staff determined that the building did not, in fact, qualify as an eligible contributing structure within the district. That determination can be found here.



Mulloy Mansion

Limited historic resources are located within the immediate vicinity of the subject site. The previously mentioned Mulloy Mansion, Ensign Floral on 600 East, and the historic buildings within Trolley Square (including the trolley stables and the water tower) are the only contributing or significant

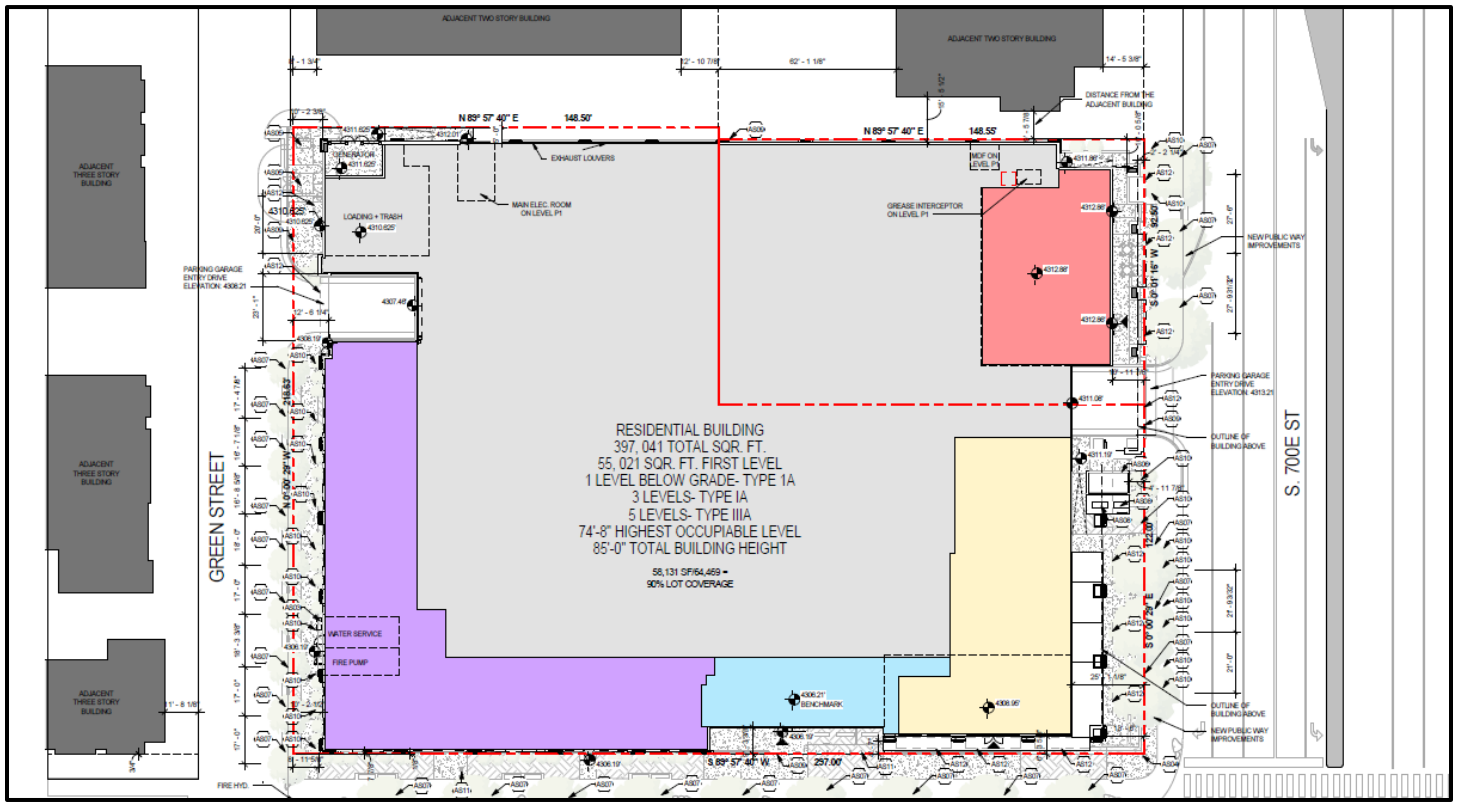
structures in the Central City Local Historic District that are within the immediate vicinity of the project site, limiting resources available as a design reference (see map below).



Proposed Building Details

Layout

The proposed building would consist of eight stories and one basement level. Parking is located in the basement, and the first three stories with active uses wrapping the garage's above-ground sections. These uses include residential units, a leasing office, a residential lobby, and a retail space at the northeast corner. The remainder of the floors will contain residential units and private amenities. On the fourth floor, the proposal includes an outdoor amenity space wrapped around by the building's remaining floors. The outdoor space will include a pool, fitness area, and several gathering spaces.



Site plan of Proposed Development

Along 700 East and 500 South, the building meets applicable setback requirements. In order to accommodate additional space required for fire access, the façade along Green Street has been set back 10 feet. The applicant has requested a modification to the maximum setback that requires at 50% of a street-facing façade to be within 5 feet of the property line.

The TSA zoning regulations do not require a building to be setback from a interior side property line, which in this case would be the north property line. As permitted by the setback standards for TSA districts, the proposed building would be built right up to the north property line. Earlier plans proposed a blank concrete wall along this façade (there are no design requirements for interior side yards). Staff expressed concern about this feature and also received complaints from the owners of the adjacent Mulloy Mansion. In response to these concerns, the applicant updated the plans to include brick veneer along the façade (materials are further discussed in the next section).

Design

The base middle and top of the proposed building are each separate and distinct. On the ground floor, the brick veneer and large ground-floor windows appear to mimic and are in the scale of historical commercial properties found along 700 East (in and out of the Central City Historic District. The materials and proportions provide visual weight to the first three floors, keeping them at a scale appropriate for pedestrians. The building's middle section carries the patterns and colors of the lower levels without the visual weight using metal and fiber cement panels. The top of the building is only clad with the gray fiber cement, making it distinct from the rest of the building.



Rendering of northeast perspective

Materials

The proposed plans show the majority of the building's first three floors wrapped in red, black, and tan brick veneer with a light mortar (see details below). Sections of the ground floor's brick façade are broken up by



FB-1 - FACE BRICK - CEDAR RIDGE



FB-2 - FACE BRICK - SANDSTONE

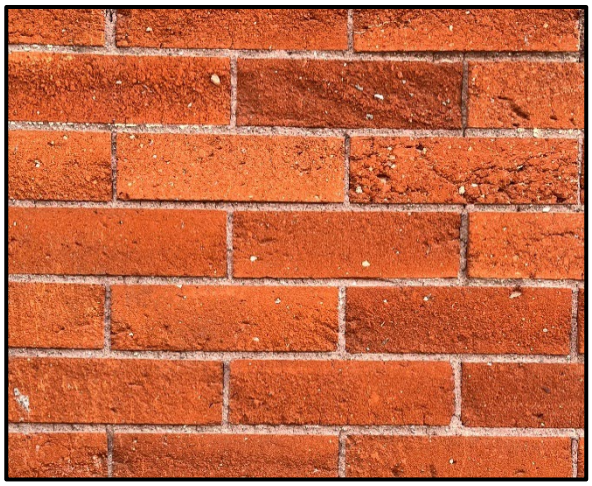


FB-3 - FACE BRICK - EBONY

sections of dark gray fiber cement. While fiber cement is not a material typically found on historic structures, it does help to break up the long facades while receding into the background compared to the warm-colored brick. These materials frame large windows that open into the lobby, leasing office, and retail space. The exterior materials of the middle section (floors 4-7) shift to brown metals accented by the occasional fiber cement lap siding. The gray fiber cement fills in the remaining space ad continues upward to the top floor.



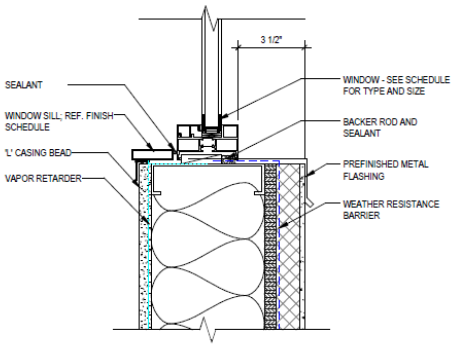
Close-up of modern brick found on Whole Foods building



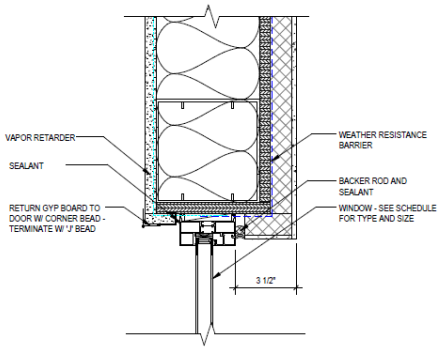
Close-up of historic brick found at Trolley Square

Windows

As mentioned above, the first floor features large windows looking into the lobby, leasing office, and retail space. Residential units on the main floor feature the divided windows that are present on the rest of the building. To add texture, express the character of the facades, and to help the building better integrate into the district, the window reveals (outside frames) would be set within the façade, instead of flush with the exterior materials. The diagram below illustrates how the windows would sit within the building's exterior walls.



3 A.11 TYP/ WINDOW SILL 3" = 1'-0"



1 A.11 TYP. WINDOW HEAD 3" = 1'-0"

Site Access, Parking, & Services

Utilizing the new parking regulations (adopted in October), the proposal includes 382 parking stalls entirely within the structure. The project woul d include enclosed bike parking as well as sufficient ADA and electrical vehicle parking. The parking garage is accessed from an entrance on 700 East and an entrance on Green Street. Dumpster access and residential loading areas are proposed to be located off of Green Street, screened from public view at the northwest corner of the structure.

Within the 10-foot setback along Green Street (required for fire access), the proposal includes a pedestrian walkway with shade trees and bollard lighting. This pedestrian pathway will improve access to the nearby Trolley Station served by the Red Trax Line, which is within a quarter mile of the project site.

APPROVAL PROCESS AND COMMISSION AUTHORITY

Review Process: New Construction in a Historic District

The Historic Landmark Commission has decision-making authority for this review. The applicant has submitted an application for New Construction in the Central City Historic District and has requested the following modifications to the TSA and Design Standard zoning regulations:

1. **Maximum Setback in TSA districts:** 21A.26.078.E.3, which requires at least 50% of the street-facing facades to be within 5 feet of the property line.
2. **Building Entrances on street-facing facades:** 21A.37.050.C.1, which requires building entrances every 40 feet along street-facing facades.
3. **Maximum Building Façade Length:** 21A.37.050.F, which prohibits street-facing facades longer than 200 feet.

The Commission may make modifications to the lot, bulk, and design standards for buildings within historic districts. In making a decision for this New Construction petition, the Historic Landmark Commission should consider whether the proposal meets the necessary standards found in 21A.34.020.H. The standards of review are found in this report as Attachment F.

KEY CONSIDERATIONS

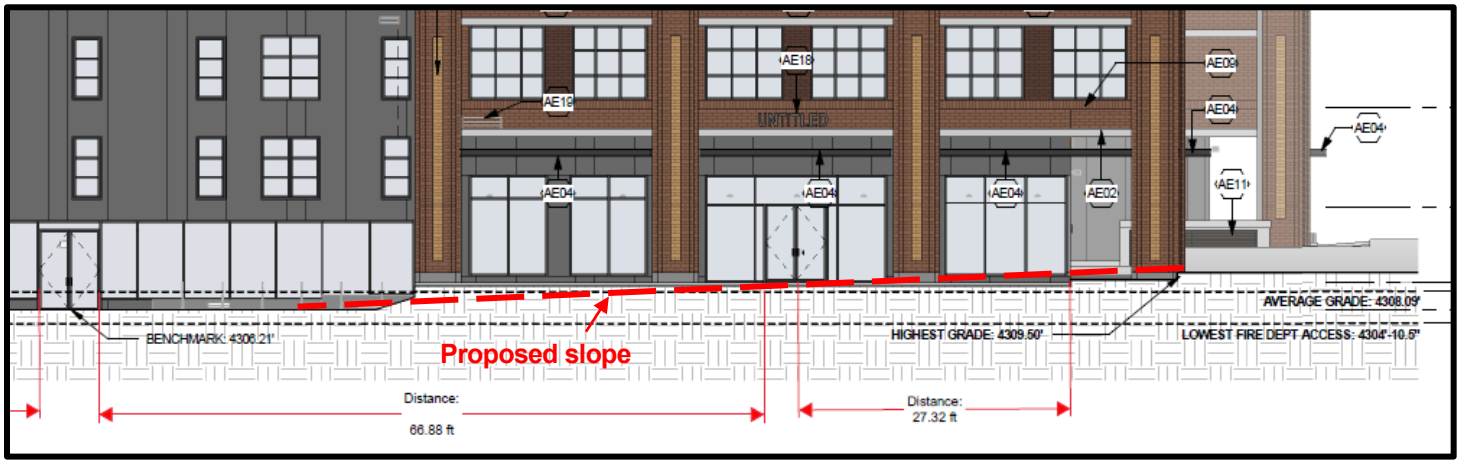
The key considerations listed below were identified through the analysis of the project:

1. Requested Modifications to Design Standards
2. Character of Surrounding Development
3. Master Plan Compatibility
4. Transit Station Area Development Review Approval
5. Impact on Adjacent Property

Consideration 1 – Requested Modifications to Design Standards

The following summarizes the modifications requested from the Historic Landmark Commission. The applicant has provided information on the proposed modifications in Attachment C.

- **Maximum Front and Corner Side Yard Setbacks in TSA Districts:** At least 50% of all street-facing facades must be within 5 feet of the property line.
  - Due to fire code requirements, the building façade along Green Street needs to be set back ten feet from the property line
    - In order to maintain a pedestrian-oriented design, the proposal includes a 10-foot-wide public walking path that will include street trees and bollard lighting.
  - All other street-facing facades meet this requirement
    - No more than 50% of either facade facing 700 East, or 500 South is more than five feet away from the property line.
- **Building Entrances on Street-facing Façades:** Building entrances are required every 40 feet along street-facing facades.
  - None of the three street-facing facades meet this requirement. The applicant has provided the following justifications:
    - *700 East:* The sidewalk's finished grade will be ~2.5 feet above the finished floor of the ground floor. Entry doors would impede on the proposed sidewalk and reduce its width out of code compliance.
    - *500 South:* Due to the grading of the site providing doors to meet the code requirements would make the exterior path between the doors exceed the minimum slope (see diagram below). Having two apartment units at the southwest corner of the building, spanning approximately 90 feet, also contributes to the area not having an entry to the building. In order to enhance the relationship to the street the recessed plaza area offers trees and amenities such as seating and bike racks.



- *Green Street:* Like the 700 East façade, the exterior finished grade would be ~2.5 feet above the finished floor. No residential unit entry doors are proposed along this facade due to grading, draining and security issues. The finish grading along Green Street will be higher than the finish floor elevation. If doors were to remain to access each unit at the ground floor, steps and landings would be needed that would intrude into the proposed sidewalk

- **Maximum Building Façade Length:** Street-facing facades are limited to 200 feet in length.
  - All street-facing facades exceed 200 feet in length:
    - South façade:298 feet
    - East Façade: 207 feet
    - West Façade: 210 feet
  - The proposed façades are broken up with changes in vertical plans, changes in materials, as well as massing changes. The longest façade along 500 South is broken into two masses by the space above the leasing office. The south half of the façade facing 700 east is set back 10 feet farther from the street and includes a section of the gray fiber cement that carries less visual weight than the brick veneer and metal panels. The Green Street façade is also broken up by a section of fiber cement which also includes a break in the vertical plane.

Consideration 2 – Character of Surrounding Development

The subject property and surrounding properties are within the TSA-UN-C zoning district. This particular zoning district promotes retail, high-density housing, and a variety of additional uses. The site is surrounded by widely varying uses, from the Modern Display site (where the HLC approved the Station 424 development) and the historic Mulloy Mansion immediately North, to the recently completed Liberty Square townhouse-style development to the west. Additionally, there are multiple large retail outlets (including Trolley Square, Trader Joes, and the Smith's Block) are within walking distance of the project site.

The periods of construction and styles in the immediate vicinity also vary, leaving little reference and context for this development. Even though a great portion of the historic fabric of the surrounding area has been lost, this



Rendering of Station 424 Development

site and the design of the proposed structures will help to become the context for future redevelopment and construction for the surrounding properties. The proposal to incorporate references to historical buildings within the vicinity while adding a contemporary flare and palette will help establish the age and the setting of the proposed structure and the surrounding context.

Consideration 3 – Master Plan Compatibility

Plan Salt Lake (2015)

Plan Salt Lake outlines an overall vision of sustainable growth and development in the city. This includes the development of a diverse mix of uses which is essential to accommodate responsible growth. At the same time, compatibility, how new development fits into the scale and character of existing neighborhoods is an important consideration. New development should be sensitive to the context of surrounding development while also providing opportunities for new growth.

Guiding Principles specifically outlined in Plan Salt Lake include the following:

- *Growing responsibly while providing people with choices about where they live, how they live, and how they get around.*
- *A beautiful city that is people focused.*
- *A balanced economy that produces quality jobs and foster an environment for commerce, local business, and industry to thrive.*

Staff Analysis:
The proposed development is aligned with the vision and guiding principles contained in Plan Salt Lake and is supported by the policies and strategies in the document.

Central Community Master Plan (2005)
Several goals and criteria in the *Central Community Master Plan* are applicable to this project. The plan's Vision for the Future identifies several applicable criteria among four goals:

Livable communities and neighborhoods

- A variety of residential land use supports all types of housing and the affordability of the housing stock.
- The appropriate transition of multi-family housing with mixed land uses in designated areas supports sustainable development within the community.
- *Vital and sustainable commerce*
- Increased pedestrian accessibility and cultural activities encourage more housing that supports the employment center of the downtown area.
- An enhanced built environment encourages employees to work and live in the Central Community and supports the creation of smaller locally owned businesses.

Unique and active places

- New places where people can gather, meet, socialize, and recreate are created using design excellence and shared resources.
- Existing destination centers and gathering places are enhanced through urban design recommendations.

Pedestrian mobility and accessibility

- Children, senior adults, and those with disabilities can access destination points without being threatened by vehicular movement.
- Improved pedestrian movement along arterials and collectors ensures pedestrian safety.

Staff Analysis:
The proposed development addresses several criteria of the Central Community Master Plan's vision for the Future and would not detrimentally impact any of the plan's stated goals. The proposal would bring more residents into the vicinity without displacing any existing households. The new residents will support businesses within the vicinity of the development and other Trax stations. The proposed walkway along the west side of the development will make Green Street safer for Pedestrians and improve accessibility within the block.

21A.34.020 H- Historic Preservation Overlay District
Purpose Statement: In order to contribute to the welfare, prosperity and education of the people of Salt Lake City, the purpose of the H historic preservation overlay district is to:

1. Provide the means to protect and preserve areas of the city and individual structures and sites having historic, architectural or cultural significance;
2. Encourage new development, redevelopment and the subdivision of lots in historic districts that is compatible with the character of existing development of historic districts or individual landmarks;
3. Abate the destruction and demolition of historic structures;
4. Implement adopted plans of the city related to historic preservation;
5. Foster civic pride in the history of Salt Lake City;
6. Protect and enhance the attraction of the city's historic landmarks and districts for tourists and visitors;
7. Foster economic development consistent with historic preservation; and
8. Encourage social, economic and environmental sustainability.

Staff Analysis:
The purpose of the Historic Preservation Overlay District (21A.34.020A.2.) is to allow the development and redevelopment of historic properties with the caveat that any new development would need to be compatible with the existing development. An underlying goal of these provisions is to allow property owners to derive

positive economic benefit and enjoyment from their property while balancing these actions and desires with protecting structures and sites that contribute to the unique cultural and historic fabric of the City. This purpose statement was intended to provide a balance between protection and development.

400 South Livable Communities Project

The 400 South Livable Communities Project, adopted in 2012, is an amendment to the Central Community Master plan focused on Transit Oriented Development (TOD) around the Trax stations along 400 South. Its purpose is to first, "establish Transit-Oriented Districts that will provide residents with housing, transportation, and employment options at various densities near transit stations," and second, "Encourage the development of mixed-use projects near light rail stations to create a livable, walkable urban environment."

The plan includes recommendations for the Library, Trolley, and 900 East Stations. For the Trolley Station Area, The plan suggests that new infill development within the *core* area (which includes the project site) should include "…bigger buildings with the most dwelling units and a higher intensity level of commercial space." It also notes that while the station area is located within the Central City Historic District, "the blocks that front on 400 South have lost most, if not all, of their historic character." The following goals for the Trolley Station Area are relevant to this proposal:

1. *The primary purpose of the Trolley Station Area is to provide housing and access to higher intensity employment, commercial centers, downtown, and the University of Utah*
5. *Require midblock connections from 300 South and 500 South that connect to 400 South.*
8. *Review the appropriateness of and consider amendments to the boundaries of the Central City Historic District to remove those blocks and portions of blocks that front on 400 South from the historic district due to the lack of remaining historic character.*
15. *Encourage development that is compatible with the historic development pattern in the Central City Historic District when appropriate.*

Staff Analysis:

The proposed development meets the above goals in a number of ways. First, this proposal is specifically intended for student housing and would serve the University of Utah (and other educational institutions in the area) as intended by the plan. Second, the proposal includes an improvement of pedestrian infrastructure along Green Street, connecting uses along 500 South to the Trolley Station. Finally, the proposal meets the relevant standards for New Construction in a Historic District, confirming its compatibility with the historic development patterns in the Central City Historic District.

Consideration 4 – Transit Station Area Development Review Approval

All new development within a Transit Station Area (TSA) district requires a Development Review application before any Planning petition, or Building Permit application can be reviewed. Prior to reviewing this request, Planning staff reviewed a TSA Development Review petition for this project. Approval requires projects to meet a certain number of development guidelines. Projects are awarded a development score according to the number of design guidelines that are met (which can be found here). Projects that meet a certain threshold (125 points) are entitled to faster review and administrative approval. Design Review approval by the Planning Commission is required for projects that do not meet that threshold. To meet the required number of points, this proposal earned a total of 129 points by providing a number of design features and amenities that would be beneficial to the City, including the following:

- Redevelopment of surface parking lots
- Durable exterior materials
- Public spaces and plazas
- Streetscape amenities
- Sidewalks wider than 6 feet on private property
- Bicycle amenities
- A parking structure incorporated within the development

Consideration 4 – Impact on Adjacent Property

The greatest concern from staff regarding this proposal is related to the impact that the proposed project would have on the adjacent Mulloy Mansion during construction and after the project is completed. Constructed in the late 1890s, the mansion is listed as a significant contributing structure within the Central City Local Historic District, and new development should avoid creating a context that diminishes or harms the building's character-defining features. However, the TSA-UN-C zoning district permits development at the scale proposed by this request.

Initial designs of the proposed development included a large, blank concrete wall along the building's north (rear) façade, directly adjacent to the Mulloy Mansion. Neither the TSA district zoning standards nor the design standards require any material changes or openings along an interior side or rear property line. If the proposed development wasn't within a historic district, openings or changes in materials would be impractical as future development on the adjacent property would be built right up to the wall because a building setback would not be required along this property line. However, since the adjacent property includes a significant structure within the Central City Historic District, new development is not anticipated in the immediate future. Because the adjacent property contains a historic building and because future development is not anticipated for the foreseeable future, the proposal was updated to include brick veneer in an effort to soften the transition from the subject site to the adjacent property.



Initial proposal for north façade (top) versus current proposal (bottom)

STAFF RECOMMENDATION

Based on the information and findings listed in the staff report, it is the Planning Staff's opinion that the request generally meets the applicable standards for New Construction in a Local Historic District and therefore recommends the Historic Landmark Commission approve the request.

NEXT STEPS

Approve the Request

If the Historic Landmark Commission (HLC) approves the request, the applicant may proceed with the project and will be required to obtain all necessary permits. The applicant would be required to submit and record a parcel consolidation.

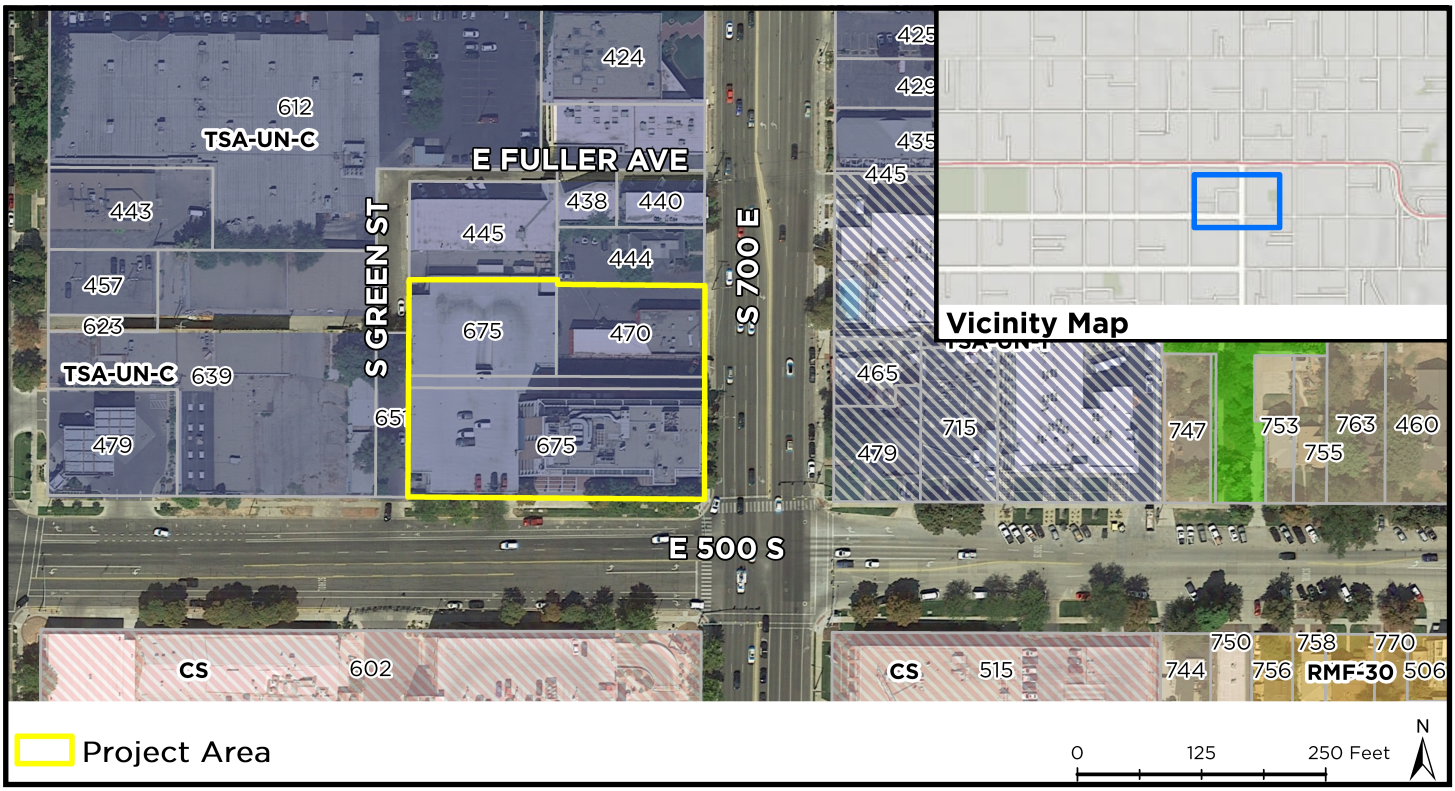
Table/Continue the Request

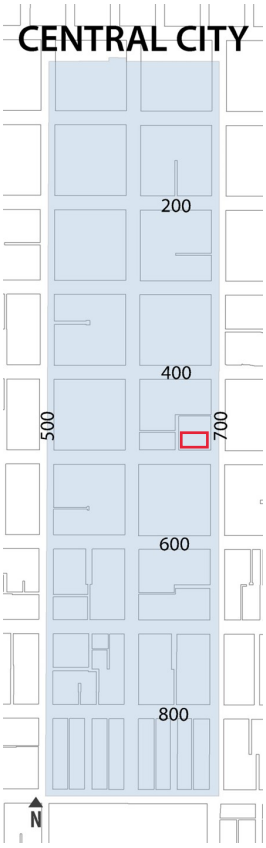
If the HLC tables this New Construction petition and requests changes to the plan or additional details, the applicant will have the opportunity to make changes to the design and/or further articulate details in order to return to the commission for further review and a decision on the proposal.

Deny the Request

If the HLC denies the request, the applicant would not be allowed to construct the proposed development. They would be given 30 days to request an appeal of the decision.

ATTACHMENT A: Vicinity Map





ATTACHMENT B: Applicant Submittal



TROLLEY NORTH

675 E 500 S, SALT LAKE CITY, UT 84102

HP NEW CONSTRUCTION SUBMITTAL

DECEMBER 09, 2022

ALTA TERRA

BKV GROUP

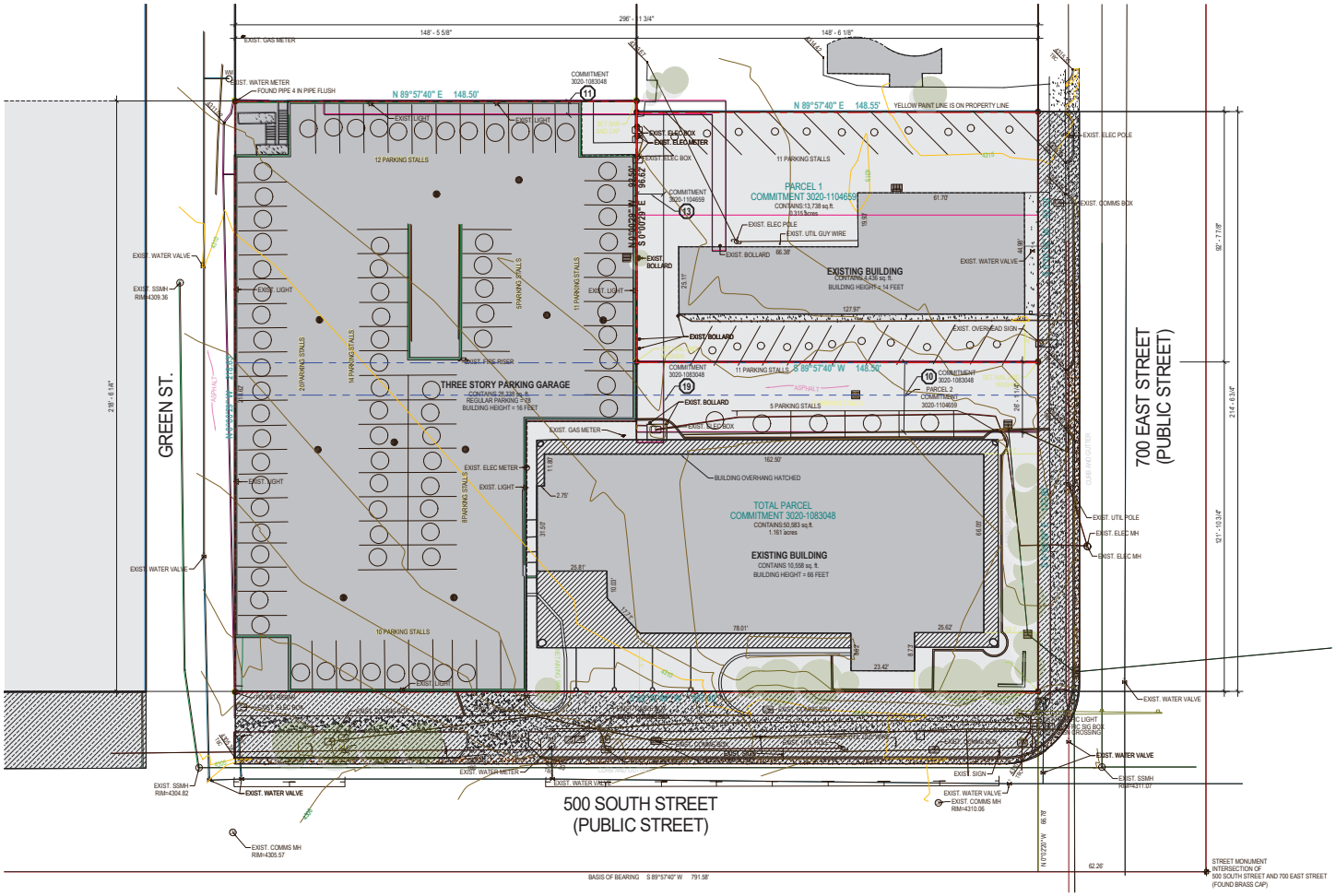
CONTEXT PLAN



ALTA TERRA

BKV GROUP

EXISTING SITE PLAN



ALTA TERRA

0' 10' 20' 40' 60'

BKV GROUP

ZONING SUMMARY

• ZONE URBAN NEIGHBORHOOD TRANSIT STATION/HISTORIC (TSA-UN-C)

• MINIMUM LOT AREA
- 195 TOTAL UNITS
- REQUIRED SITE AREA: N/A
- PROVIDED SITE AREA: 1.48 ACRES (64,469 SF)
- MAX LOT COVERAGE: N/A

• HEIGHT AND SETBACK:
- FRONT SETBACK: EQUAL TO AVERAGE SETBACK OF PRINCIPAL BUILDINGS
- REAR SETBACK:0 FT
- SIDE SETBACK: EQUAL TO AVERAGE SETBACK OF PRINCIPAL BUILDINGS
- MAX SETBACK: AT LEAST 50% OF THE STREET FACING BUILDING FACADE SHALL BE WITHIN 5' OF THE FRONT OR CORNER SIDE PROPERTY LINE.
- PARKING SETBACK: 8 FT
- MAX HEIGHT: 75 FT + BONUS LEVEL WITH DEVELOPMENT SCORE - 85' MAX

• PARKING (NEW ORDINANCE):
- NOT REQUIRED - 382 PROVIDED
- BIKE PARKING:
  - REQ. RESIDENTIAL1 PER 2 UNITS = 98 BIKE PARKING
  - REQ. COMMERCIAL: 1 PER 2,000 SF = 2 BIKE PARKING
  - PROVIDED: 100 BIKE PARKING TOTAL
- EV PARKING: 1 PER 25 SPACES, 16 REQUIRED, 16 SPACES PROVIDED
- ACCESSIBLE STALLS: 1 PER 50, 8 PROVIDED
- VAN STALLS: 1 PER 6, 2 PROVIDED
- COMPACT: NOT ALLOWED

• AGGREGATE STREET LEVEL USE SHALL NOT EXCEED 50% OF FLOOR LEVEL
• GARAGE PARKING MUST BE SCREENED
• STALL SIZE: 8'-6" x 17'-6" @ 24'-1" AISLES
COMPACT: NOT ALLOWED

• LOADING REQUIRED:
- 1 SMALL PER 200 UNITS (10' x 35')

• LOADING PROVIDED:
- ONE SMALL 10' x 35'

Base Zoning Ordinance Standards

STANDARDS	PROPOSED	COMPLIES (Y/N)
Minimum Lot Area: 2,500 SF	Minimum Lot Area: 56,380 SF	Y
Maximum Lot Area: NA	Maximum Lot Area: NA	NA
Minimum Lot Width: 40'	Minimum Lot Width: 297'	Y
Maximum Building Coverage of all Principal and Accessory Structures: NA	Maximum Building Coverage of all Principal and Accessory Structures: NA	NA
Front Yard Setback: EQUAL TO ADJACENT BUILDING	Front Yard Setback: EQUAL TO ADJACENT BUILDING	Y
Rear Yard Setback: 0'	Rear Yard Setback: 1' MIN.	Y
Interior Side Yard Setback: NA	Interior Side Yard Setback: NA	NA
Maximum Building Height: 75' + BONUS	Maximum Building Height: 85'	Y
Maximum Wall Height: 3' MAX	Maximum Wall Height: 3' MAX	Y
Required Landscaped Yards: 5000 SF MAX CORE AREA	Required Landscaped Yards: 3,720 SF	Y
Landscaped Buffer: NOT REQUIRED	Landscaped Buffer: NOT REQUIRED	NA

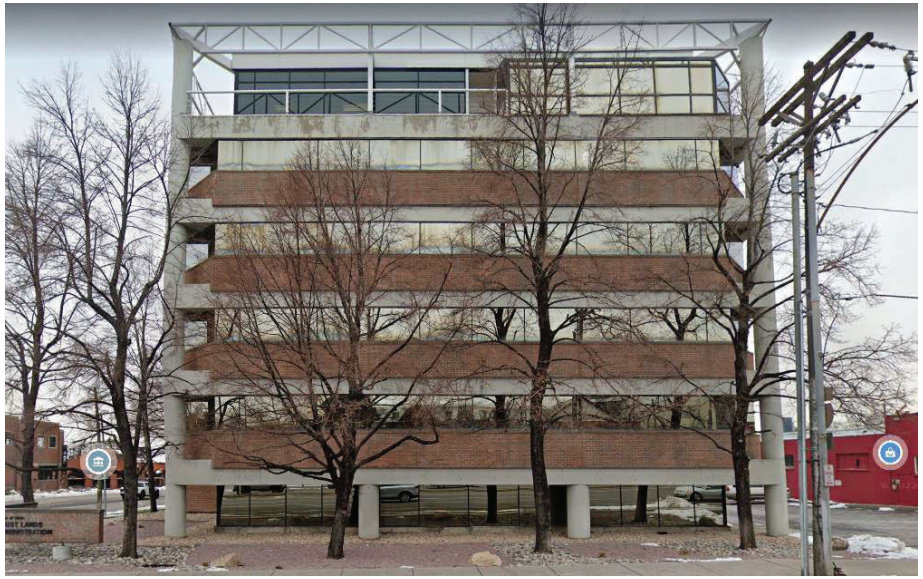
NEW ORDINANCE		
Parking - TSA-UN-C District (21A.44.040-A)		
Minimum and Maximum Count		
	Minimum	
	Required	*Proposed*
Residential	No Spaces Required	*363 Stalls*
Non-Residential	No Spaces Required	*19 Stalls*
Total		**382 Stalls**
	Maximum	
	Required	*Proposed*
Residential:		**363 Stalls**
2 stalls per Studio & 1 Bed Units	54 Stalls @ 27 Units	
3 stalls per 2+ Bed units	504 @ 168 Units	
Non-Residential:	16 Stalls	**16 Stalls**
Indoor area: 5 Stalls per 1,000 SF	15 Stalls	
Outdoor Area: 4 Stalls per 1,000 SF	1 Stall	
Total	**574 Stalls**	**382 Stalls**
Dimensions (21A.44.020)		
Typical Stall	8'-6" Wide x 17'-6" Deep	
Accessible Stall	8'-0" Wide x 18'-0" Deep with 5' Aisle	
Van Accessible Stall	8'-0" Wide x 18'-0" Deep with 8' Aisle	
Drive Aisle Width	24'-1" Wide	
Accessible Stalls (21A.44.040-B)		
	Required	*Proposed*
101-500 Provided - 1 per 50 Parking Stalls	8 Stalls	8 Stalls
Van Accessible: 1 per 6 Accessible Stalls	2 Stalls	2 Stalls (Included in total Accessible Stall Count)
Total	**8 Accessible Stalls**	**8 Accessible Stalls**
Electrical Vehical Stalls (21A.44.020.B.2)		
	Required	*Proposed*
Multi-family only: 1 stall per 25 parking stalls	4%	16 Stalls
Future Ready EV Stalls	20% (Total)	61 Infrastructure-Ready Stalls
Total	**16 Stalls**	**77 Stalls**
Bicycle Parking (21A.44.040.C)		
	Required	*Proposed*
Residential: 1 per 2 units	98 Parking	98 Parking
* Each 1 bicycle parking in a secure/enclosed space will satisfy the req. of 2 bicycle parking		
Commercial: 1 per 2,000 SF	2 Parking	2 Parking
Total	**100 Parking**	**100 Parking**
Loading Berths (21A.44.080)		
	Required (14' clear)	*Proposed*
Multi-family:		
80-200 Units	1 Short (10'x35')	1 Short (10'x35')
Greater than 200 Units	1 Short (10'x35')	N/A
Retail/Commercial:		
50,000 - 100,000 SF	1 Short (10'x35')	0 (Below 25,000 SF)
Total	**1 Short (10'x35')**	**1 Short (10'x35')**

EXISTING BUILDING

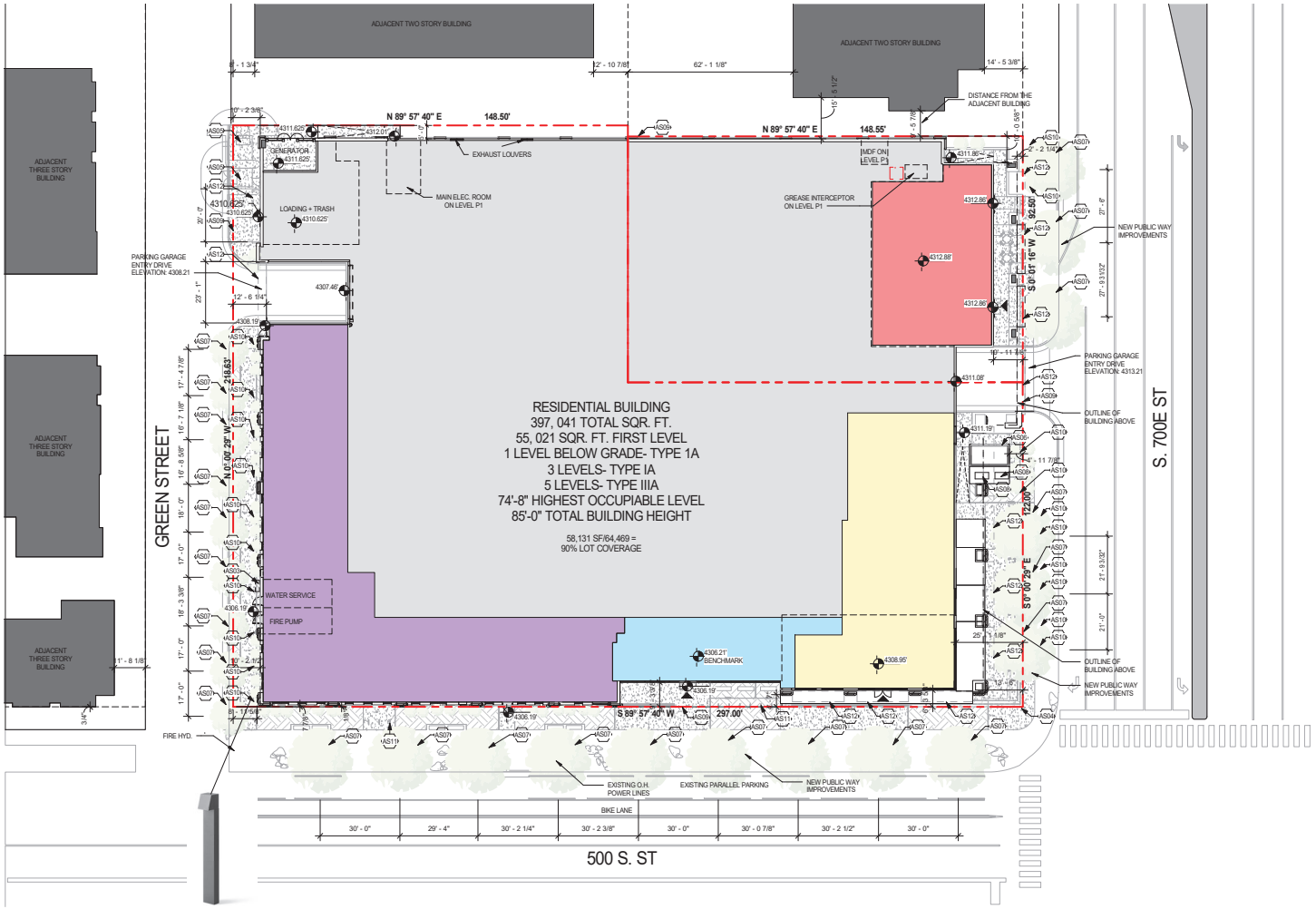








SITE PLAN



1 SITE PLAN
A-02 1" = 20'-0"

SITE PATHWAY LIGHT FIXTURE SPEC ON NEXT PAGE

LEGEND

- EXISTING BUILDINGS
- PROPOSED NEW BUILDING
- SANITARY
- STORM SEWER
- WATER MAIN
- OVER HEAD POWER
- EXISTING DATA
- EXISTING EASEMENTS
- EXISTING GUY WIRE
- PUBLIC ENTRY
- RETAIL - 2,873 SF
- LOBBY - 4,362 SF
- LEASING OFFICES - 1,741 SF
- RESIDENTIAL - 7,892 SF

SITE PLAN KEYNOTES

AS02	BENCHMARK: 4308' - 2.5", REF. CIVIL
AS03	PROPOSED GAS METER LOCATION
AS04	EXISTING FIRE HYDRANT
AS05	PROPOSED TRANSFORMER LOCATION ON GROUND LEVEL
AS06	INTAKE LOUVER FOR LEVEL P1 PARKING GARAGE VENTILATION
AS07	PROPOSED NEW TREE; REF: LANDSCAPE
AS08	PROPOSED CONDENSING UNIT
AS09	PROPERTY LINE
AS10	PROPOSED SITE LIGHTING; REF. LANDSCAPE
AS11	BIKE RACKS
AS12	CANOPY

PARKING (NEW ORDINANCE):
- NOT REQUIRED - 382 PROVIDED
- BIKE PARKING:
  - REQ. RESIDENTIAL1 PER 2 UNITS = 98 BIKE PARKING
  - REQ. COMMERCIAL: 1 PER 2,000 SF = 2 BIKE PARKING
  - PROVIDED: 100 BIKE PARKING TOTAL
- EV PARKING: 1 PER 25 SPACES, 16 REQUIRED, 16 SPACES PROVIDED
- ACCESSIBLE STALLS: 1 PER 50, 8 PROVIDED
- VAN STALLS: 1 PER 6, 2 PROVIDED
- COMPACT: NOT ALLOWED

- **AGGREGATE STREET LEVEL USE SHALL NOT EXCEED 50% OF FLOOR LEVEL**
- **GARAGE PARKING MUST BE SCREENED**
- **STALL SIZE:** 8'-6" x 17'-6" @ 24'-1" AISLES
  COMPACT: NOT ALLOWED

- **LOADING REQUIRED:**
- 1 SMALL PER 200 UNITS (10' x 35')

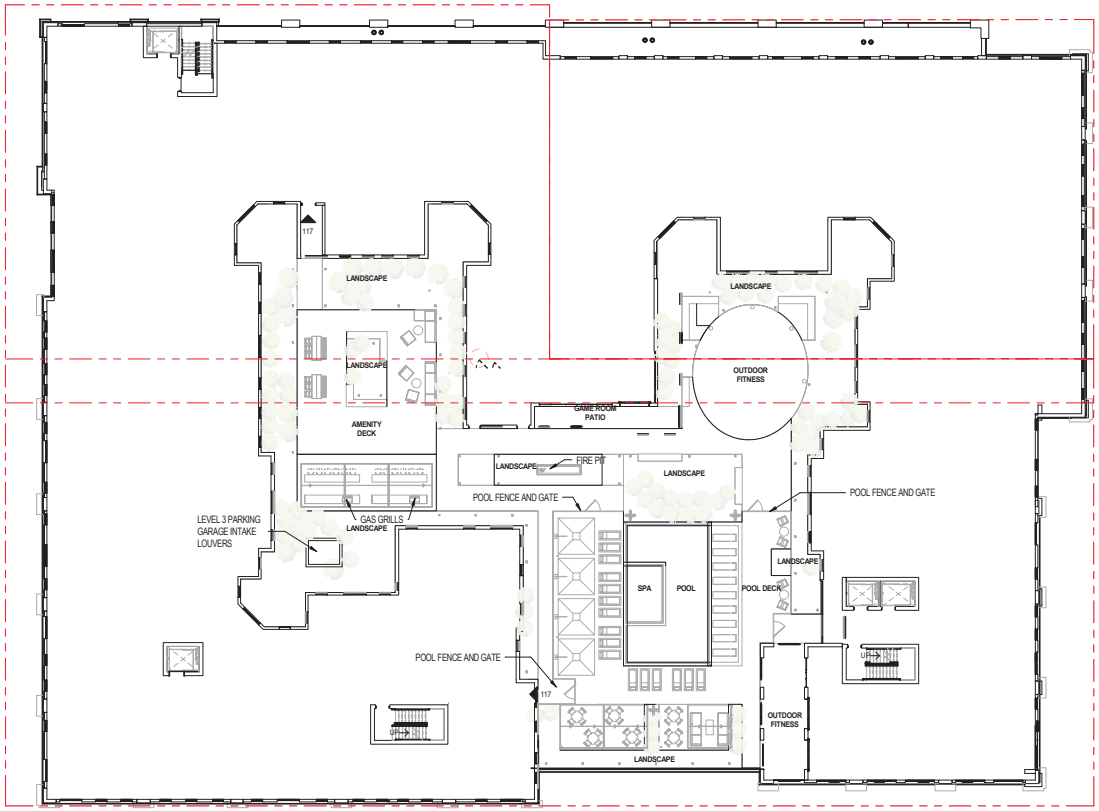
- **LOADING PROVIDED:**
- ONE SMALL 10' x 35'

ALTA TERRA

0' 10' 20' 40' 60'

BKV GROUP

AMENITY DECK AREA



1 / A.04b LEVEL 4 - AMENITY DECK
1/16" = 1'-0"

OPEN SPACE CALCULATION	
AMENITY DECK	1,915 SF
OUTDOOR FITNESS	912 SF
SPA	198 SF
POOL	1,285 SF
POOL DECK	2,198 SF
OUTDOOR FITNESS	403 SF
TOTAL	6,911 SF

OPEN SPACE CALCULATION	
SITE AREA	15,791 SF
LANDSCAPED YARD	6,590 SF

LED garden and pathway bollard

Post construction: One piece extruded aluminum. All aluminum in the construction is marine grade and copper free.

Lamp Enclosure: One piece die cast aluminum housing attached to post by two (2) stainless steel set screws. Matte safety glass lens. Fully gasketed using a one piece molded silicone gasket.

Electrical: 2.1W LED luminaire, 3.4 total system watts, -30°C start temperature. Integral 12V AC driver provided must be operated using remote magnetic transformer. Standard LED color temperature is 3000K with a >90 CRI.

Note: LEDs supplied with luminaire. Due to the dynamic nature of LED technology, LED luminaire data on this sheet is subject to change at the discretion of BEGA-US. For the most current technical data, please refer to www.bega-us.com.

Anchor base: Anchor post provided made of galvanized steel. Bollards are secured to post using two (2) stainless steel set screws.

Finish: Available in four standard BEGA colors: Black (BLK); White (WHT); Bronze (BRZ); Silver (SLV). To specify, add appropriate suffix to catalog number. Custom colors supplied on special order.

Please note: BEGA's approach to product design is to innovate, not follow. With a steadfast commitment to quality, each product is conceived to satisfy a general or specific lighting task as defined by its architectural or exterior surroundings. The Home and Garden Collection is designed specifically for use in Residential and Light Commercial applications. Please reference our standard BEGA portfolio when mounting provisions for the rigorous demands of high-use commercial and/or vandal prone settings are required.

CSA certified to U.S. and Canadian standards, suitable for wet locations. Protection class IP65

Weight: 6.3 lbs.

Type:
BEGA Product:
Project:
Voltage:
Color:
Options:
Modified:



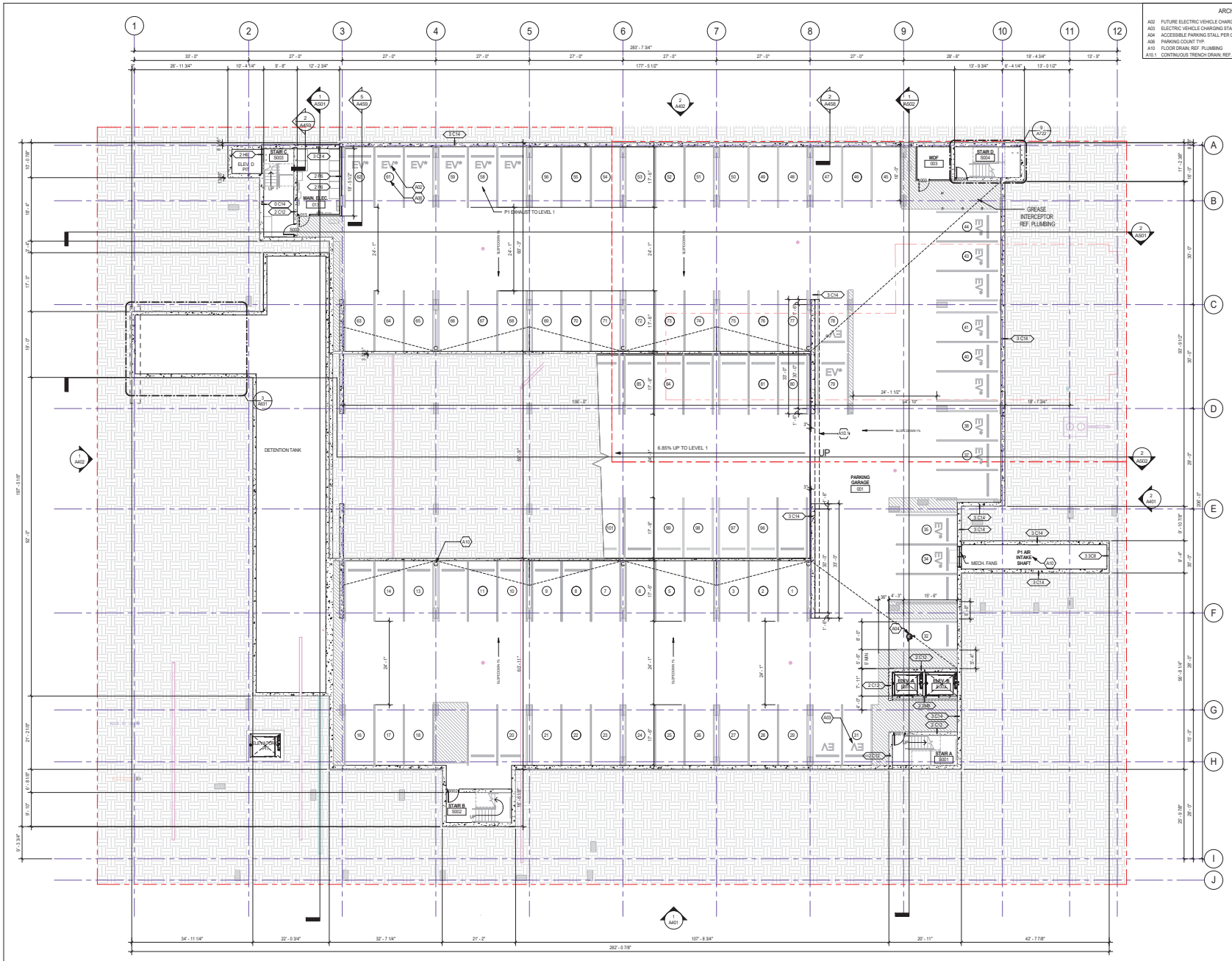


		Lamp	A	B	C	D
77238	with hardscape base	2.1W LED	3¼	27½	4¼	2½

ALTA TERRA

0' 20' 40' 80' 120'

BKV GROUP



P1
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

A02	FUTURE ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A03	ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A04	ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A06	PARKING COUNT TYP.
A10	FLOOR DRAIN; REF. PLUMBING
A10.1	CONTINUOUS TRENCH DRAIN; REF. PLUMBING

BUILDING PLAN GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. REFER TO SHEET G130 FOR ABBREVIATIONS.
3. REFERENCE TO SHEET G140 FOR MOUNTING HEIGHTS FOR PUBLIC RESTROOMS.
4. REFER TO SHEET A040 FOR OVERALL ROOF PLAN. NOTES, MATERIALS, ROOF SLOPES AND DRAINAGE INFO.
5. REFER TO A200 SERIES FOR ENLARGED UNIT FLOOR PLANS INCLUDING PLAN DIMENSIONS AND WALL TYPES.
6. REFER TO A400 SERIES FOR EXTERIOR ELEVATIONS, INCLUDING EXTERIOR MATERIALS AND WINDOW TYPES.
7. REFER TO A450 SERIES FOR WALL SECTIONS.
8. REFER TO A800 SERIES FOR INTERIOR ELEVATIONS.
9. REFER TO A850 SERIES FOR UNIT KITCHEN AND BATH ELEVATIONS AND DETAILS.
10. REFER TO SHEET A060 FOR DOOR SCHEDULE AND FRAME TYPES AND DETAILS.
11. REFER TO SHEET A601 FOR WINDOW AND STOREFRONT TYPES.
12. SEE INTERIORS SHEETS FOR FINISH SCHEDULES, FINISH PLANS AND FURNITURE PLANS.
13. ALL OUTSIDE CORNERS AT ALL COMMON AREAS INCLUDING CORRIDORS OF GYP. BOARD WALLS TO RECEIVE CORNER GUARDS AS SPECIFIED. ALL WALLS AT TRASH ROOMS TO RECEIVE CORNER GUARDS AS SPECIFIED.
14. REMOVE ALL BARCODE, TAGS, ETC. FROM CONDUIT, PIPING AND DUCTWORK PRIOR TO INSTALLATION. ROTATE PERMANENT MARKINGS TO CONCEAL.
15. BUILDING FIRST FLOOR ELEVATION OF 100'-0" EQUATES TO CIVIL ELEVATION OF 4306' - 2.5" SEE CIVIL DRAWINGS FOR RELATED INFORMATION INCLUDING EXTERIOR GRADING AND VERTICAL CONTROL.
16. ROOM NUMBERS SHOWN CORRESPOND WITH LEVEL, EXAMPLE 200 SERIES AT THE 2ND LEVEL, ETC.
17. OPERABLE PARTS OF THE EV-CHARGING STATION SERVING THE ACCESSIBLE STALL SHALL COMPLY WITH ICC A117.1-09 SECTION 309.
18. IBC 703.7 MARKING AND IDENTIFICATION.

    WHERE THERE IS AN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACE, FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS, SMOKE BARRIERS AND SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING IN THE CONCEALED SPACE. SUCH IDENTIFICATION SHALL:

    1. BE LOCATED WITHIN 15 FEET (4572 MM) OF THE END OF EACH WALL AND AT INTERVALS NOT EXCEEDING 30 FEET (9144 MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITIONS.

    2. INCLUDE LETTERING NOT LESS THAN 3 INCHES (76 MM) IN HEIGHT WITH A MINIMUM 3/8-INCH (9.5 MM) STROKE IN A CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING, "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS," OR OTHER WORDING.
19. ALL ANGLES ARE 45 DEGREES TO HORIZONTAL AND VERTICAL DIRECTIONS, UNO.
20. SLOPE 2% MAX. AT ALL ACCESSIBLE DOORS FOR A DISTANCE OF 60" PERPENDICULAR TO THE DOOR. SPOT ELEVATIONS SHOW TOP OF DECK OR TOP OF CONCRETE UNO.
21. APPLY BROOM FINISH ON SLOPED CONCRETE SURFACES.
22. INSTALL FULL HEIGHT CONTROL JOINT EVERY 30 FEET MAX., AS WELL AS AT DOOR JAMBS, RAMPS, AND CONSTRUCTION JOINTS. INSTALL CONTROL JOINTS WHERE THERE IS A CHANGE IN DIRECTION IN CEILING FRAMING OR SPACE.
23. APPLY 1-HOUR FIRE PROTECTION INTUMESCENT PAINT ON STEEL STRUCTURAL MEMBERS.
24. INSTALL PORTABLE FIRE EXTINGUISHERS EVERY 75 FEET MAX. IN CORRIDORS. REFER TO THE PLANS FOR LOCATIONS.
25. ALL EXPOSED COLUMNS IN GARAGE TO BE PROTECTED WITH CORNER GUARDS IF NO BOLLARDS ARE SHOWN FOR PROTECTION.
26. ALL EXPOSED PLUMBING PIPES IN GARAGE TO BE PROTECTED FROM VEHICLE IMPACT WITH BENT PLATE GUARDS.

WALL TYPE NOTES

1. WALL TYPES ARE DESIGNATED WITH SYMBOL.
2. REFER TO SHEETS A601 AND A602 FOR EXTERIOR AND INTERIOR PARTITION ASSEMBLIES AND CONSTRUCTION TYPES.
3. REFER TO SHEETS A6054 AND A6058 FOR RATED CONSTRUCTION ASSEMBLY DETAILS
4. REFER TO SHEETS A606A, A606B AND A606C FOR CONSTRUCTION ASSEMBLY DETAILS.

DIMENSIONING/LAYOUT NOTES

1. UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN TO:
   - A. THE CENTER LINE OF STUD AT INTERIOR WALLS UNO.
   - B. THE FACE OF GYP. BD AT CORRIDOR WALLS (GRID @ CORRIDOR SIDE).
   - C. THE CENTERLINE OF UNIT SEPARATION WALLS (GRID @ CENTERLINE)
   - D. THE OUTSIDE FACE OF MATERIAL AT EXTERIOR WALLS (GRID).
2. SEE ENLARGED PLANS FOR COMMON AREA DIMENSIONS AND NOTES.
3. SEE ENLARGED UNIT PLANS FOR UNIT AND UNIT ENTRY BAY DIMENSIONS, WALL TYPES AND NOTES.

TRUE NORTH PLAN NORTH

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CONSULTANTS

PROJECT TITLE

TROLLEY NORTH

675 E 500 S, SALT LAKE CITY, UT 84102

ISSUE #	DATE	DESCRIPTION
	10/14/2022	PERMIT PACKAGE

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	2367.08

SHEET TITLE

LEVEL P1 OVERALL FLOOR PLAN

SHEET NUMBER

A099

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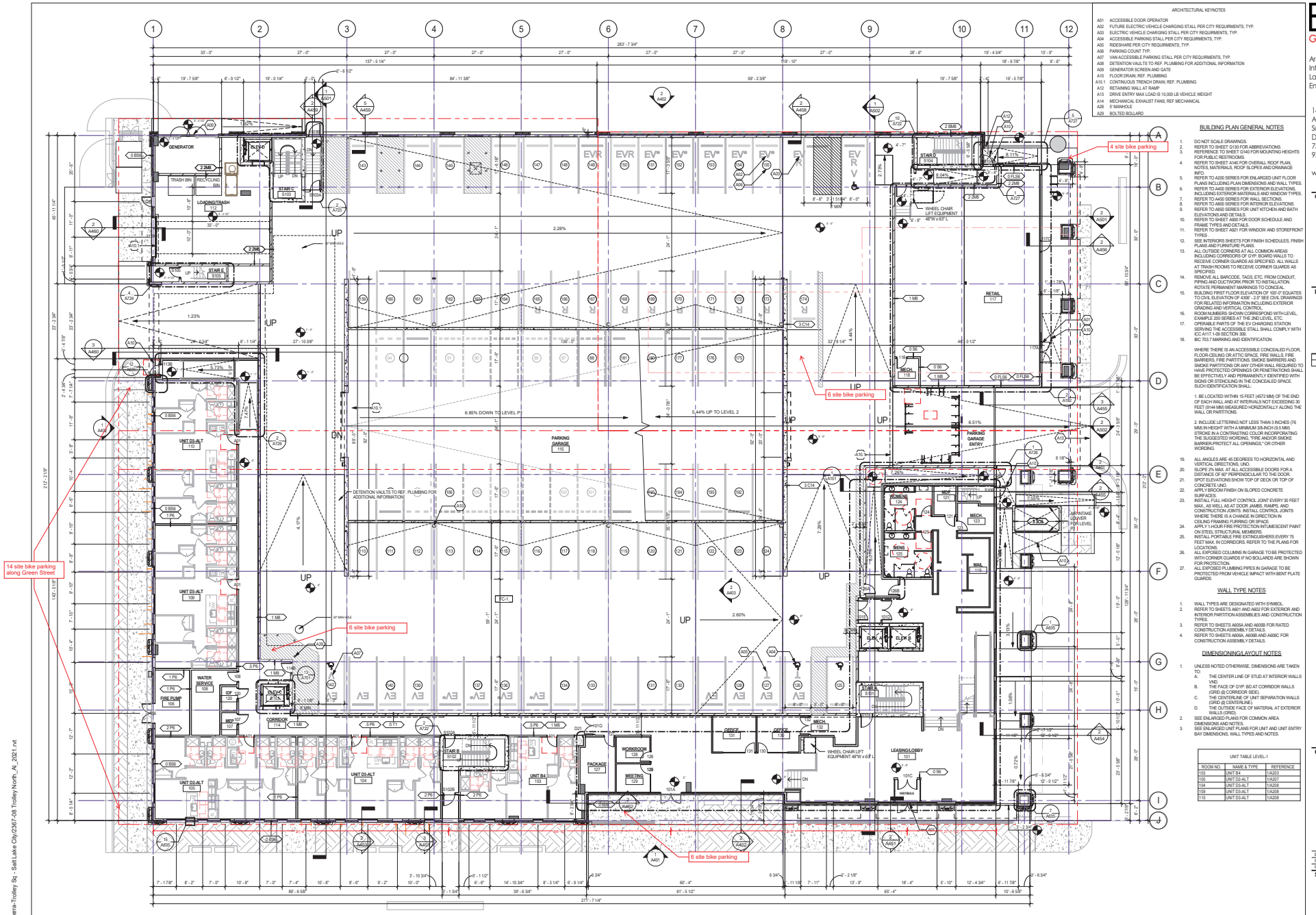

ARCHITECTURAL KEYNOTES

A01	ACCESSIBLE DOOR OPERATOR
A02	FUTURE ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A03	ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A04	ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A05	RIDESHARE PER CITY REQUIRMENTS, TYP.
A06	PARKING COUNT TYP.
A07	VAN ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A08	DETENTION VAULTS TO REF. PLUMBING FOR ADDITIONAL INFORMATION
A09	GENERATOR SCREEN AND GATE
A10	FLOOR DRAIN; REF. PLUMBING
A10.1	CONTINUOUS TRENCH DRAIN; REF. PLUMBING
A12	RETAINING WALL AT RAMP
A13	DRIVE ENTRY MAX LOAD IS 10,000 LB VEHICLE WEIGHT
A14	MECHANICAL EXHAUST FANS; REF MECHANICAL
A25	5' MANHOLE
A29	BOLTED BOLLARD

BUILDING PLAN GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. REFER TO SHEET G130 FOR ABBREVIATIONS.
3. REFERENCE TO SHEET G140 FOR MOUNTING HEIGHTS FOR PUBLIC RESTROOMS.
4. REFER TO SHEET A040 FOR OVERALL ROOF PLAN, NOTES, MATERIALS, ROOF SLOPES AND DRAINAGE INFO.
5. REFER TO A200 SERIES FOR ENLARGED UNIT FLOOR PLANS INCLUDING PLAN DIMENSIONS AND WALL TYPES
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7. REFER TO A450 SERIES FOR WALL SECTIONS.
8. REFER TO A800 SERIES FOR INTERIOR ELEVATIONS.
9. REFER TO A850 SERIES FOR UNIT KITCHEN AND BATH ELEVATIONS AND DETAILS.
10. REFER TO SHEET A900 FOR DOOR SCHEDULE AND FRAME TYPES AND DETAILS.
11. REFER TO SHEET A901 FOR WINDOW AND STOREFRONT TYPES.
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18. IBC 703.7 MARKING AND IDENTIFICATION.

WHERE THERE IS AN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACE, FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS, SMOKE BARRIERS AND SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING IN THE CONCEALED SPACE. SUCH IDENTIFICATION SHALL:

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22. INSTALL FULL HEIGHT CONTROL JOINT EVERY 30 FEET MAX., AS WELL AS AT DOOR JAMBS, RAMPS, AND CONSTRUCTION JOINTS. INSTALL CONTROL JOINTS WHERE THERE IS A CHANGE IN DIRECTION IN CEILING FRAMING FURRING OR SPACE.
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   - C. THE CENTERLINE OF UNIT SEPARATION WALLS (GRID @ CENTERLINE).
   - D. THE OUTSIDE FACE OF MATERIAL AT EXTERIOR WALLS (GRID).
2. SEE ENLARGED PLANS FOR COMMON AREA DIMENSIONS AND NOTES.
3. SEE ENLARGED UNIT PLANS FOR UNIT AND UNIT ENTRY BAY DIMENSIONS, WALL TYPES AND NOTES.

UNIT TABLE LEVEL-1

ROOM NO.	NAME & TYPE	REFERENCE
103	UNIT B4	1/A203
105	UNIT D2-ALT	1/A207
104	UNIT D3-ALT	1/A208
109	UNIT D3-ALT	1/A208
110	UNIT D3-ALT	1/A208

TRUE NORTH PLAN NORTH

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CONSULTANTS

PROJECT TITLE

TROLLEY NORTH

675 E 500 S, SALT LAKE CITY, UT
84102

ISSUE #	DATE	DESCRIPTION
A	xx/xx/2022	ADDENDUM A

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	2367.08

SHEET TITLE

LEVEL 1 OVERALL FLOOR PLAN

SHEET NUMBER

A101

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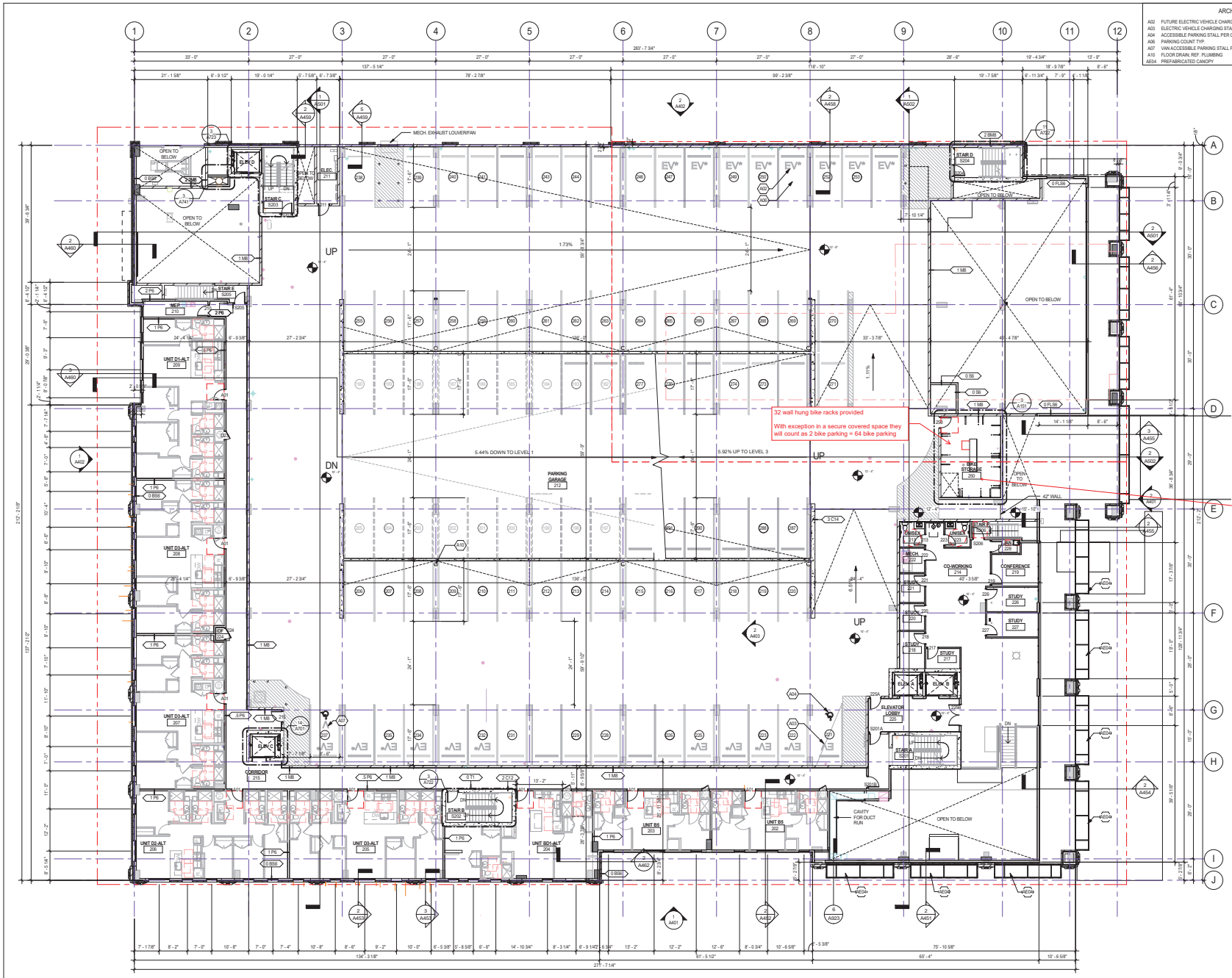

LEVEL 2
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

A02	FUTURE ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A03	ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A04	ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A06	PARKING COUNT TYP.
A07	VAN ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A10	FLOOR DRAIN; REF. PLUMBING
AE04	PREFABRICATED CANOPY

BUILDING PLAN GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. REFER TO SHEET G130 FOR ABBREVIATIONS.
3. REFERENCE TO SHEET G140 FOR MOUNTING HEIGHTS FOR PUBLIC RESTROOMS.
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5. REFER TO A200 SERIES FOR ENLARGED UNIT FLOOR PLANS INCLUDING PLAN DIMENSIONS AND WALL TYPES.
6. REFER TO A400 SERIES FOR EXTERIOR ELEVATIONS. INCLUDING EXTERIOR MATERIALS AND WINDOW TYPES.
7. REFER TO A450 SERIES FOR WALL SECTIONS.
8. REFER TO A800 SERIES FOR INTERIOR ELEVATIONS.
9. REFER TO A850 SERIES FOR UNIT KITCHEN AND BATH ELEVATIONS AND DETAILS.
10. REFER TO SHEET A900 FOR DOOR SCHEDULE AND FRAME TYPES AND DETAILS.
11. REFER TO SHEET A901 FOR WINDOW AND STOREFRONT TYPES.
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14. REMOVE ALL BARCODE, TAGS, ETC. FROM CONDUIT, PIPING AND DUCTWORK PRIOR TO INSTALLATION. ROTATE PERMANENT MARKINGS TO CONCEAL.
15. BUILDING FIRST FLOOR ELEVATION OF 100'-0" EQUATES TO CIVIL ELEVATION OF 4356' - 2.5" SEE CIVIL DRAWINGS FOR RELATED INFORMATION INCLUDING EXTERIOR GRADING AND VERTICAL CONTROL.
16. ROOM NUMBERS SHOWN CORRESPOND WITH LEVEL, EXAMPLE 200 SERIES AT THE 2ND LEVEL, ETC.
17. OPERABLE PARTS OF THE EV CHARGING STATION SERVING THE ACCESSIBLE STALL SHALL COMPLY WITH ICC A117.1-09 SECTION 309.
18. IBC 703.7 MARKING AND IDENTIFICATION.

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1. BE LOCATED WITHIN 15 FEET (4572 MM) OF THE END [illegible]

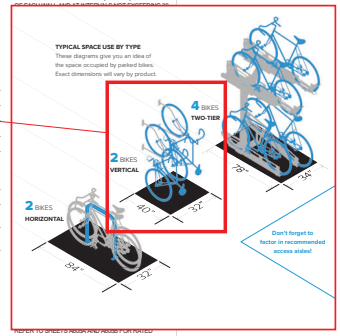
1. [illegible]
2. [illegible]
3. [illegible] CONSTRUCTION ASSEMBLY DETAILS.
4. REFER TO SHEETS A606A, A606B AND A606C FOR CONSTRUCTION ASSEMBLY DETAILS.

DIMENSIONING/LAYOUT NOTES

1. UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN TO:
   - A. THE CENTER LINE OF STUD AT INTERIOR WALLS (IND.)
   - B. THE FACE OF GYP. BD AT CORRIDOR WALLS (GRID @ CORRIDOR SIDE).
   - C. THE CENTERLINE OF UNIT SEPARATION WALLS (GRID @ CENTERLINE)
   - D. THE OUTSIDE FACE OF MATERIAL AT EXTERIOR WALLS (GRID).
2. SEE ENLARGED PLANS FOR COMMON AREA DIMENSIONS AND NOTES.
3. SEE ENLARGED UNIT PLANS FOR UNIT AND UNIT ENTRY BAY DIMENSIONS, WALL TYPES AND NOTES.

UNIT TABLE LEVEL-2

ROOM NO.	NAME & TYPE	REFERENCE
202	UNIT B5	3/A204
203	UNIT B5	3/A204
204	UNIT BD1-ALT	2/A205
205	UNIT D-ALT	1/A206
206	UNIT D2-ALT	1/A207
207	UNIT D3-ALT	1/A208
208	UNIT D3-ALT	1/A208



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CONSULTANTS

PROJECT TITLE

TROLLEY NORTH
675 E 500 S, SALT LAKE CITY, UT
84102

ISSUE #	DATE	DESCRIPTION
A	xx/xx/2022	ADDENDUM A

CERTIFICATION

NOT FOR CONSTRUCTION

DRAWN BY	Author
CHECKED BY	Checker
COMMISSION NUMBER	2367.08

SHEET TITLE

LEVEL 2
OVERALL FLOOR PLAN

SHEET NUMBER

A102

TRUE NORTH PLAN NORTH

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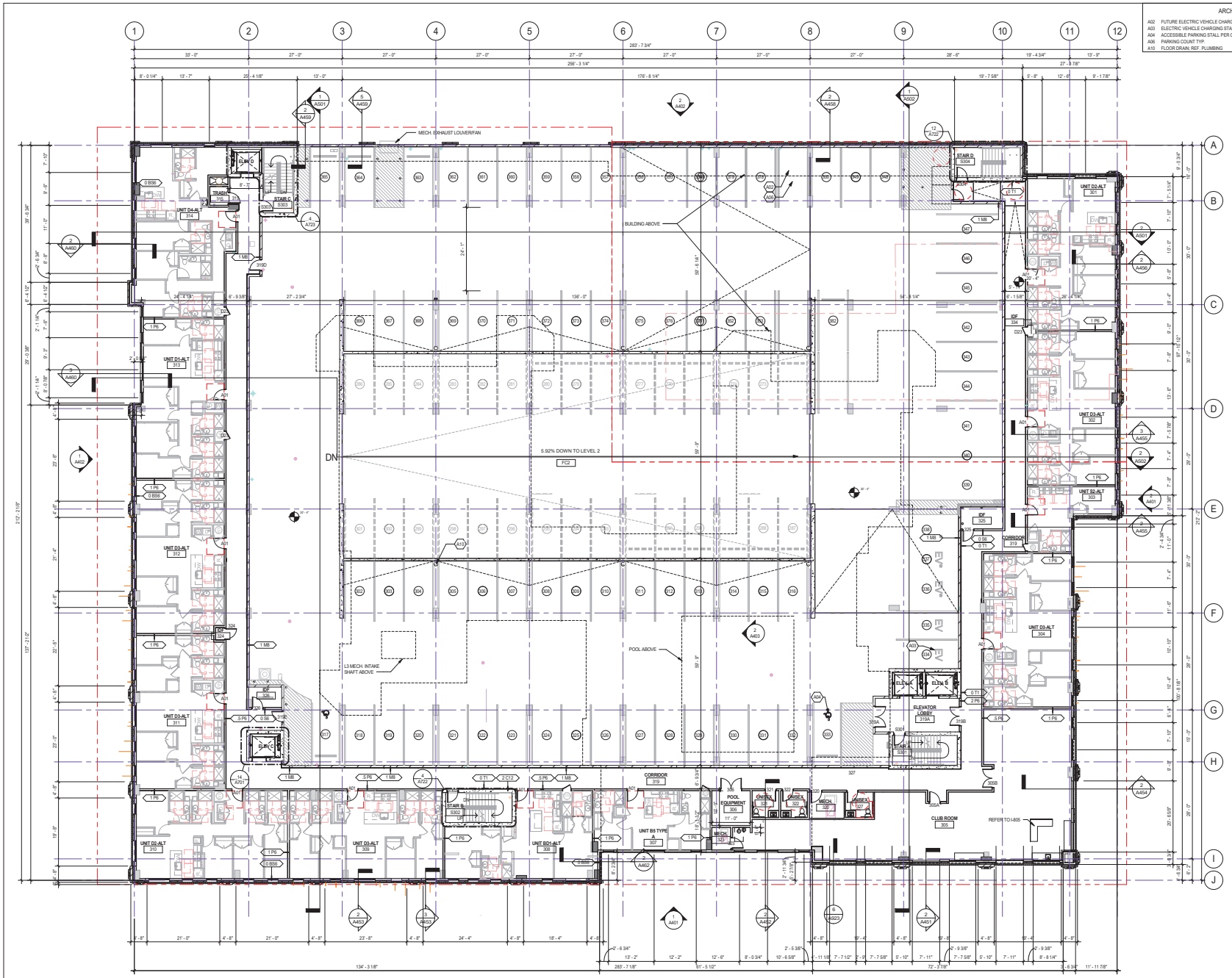

LEVEL 3
1/A103 3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

A02 FUTURE ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A03 ELECTRIC VEHICLE CHARGING STALL PER CITY REQUIRMENTS, TYP.
A04 ACCESSIBLE PARKING STALL PER CITY REQUIRMENTS, TYP.
A06 PARKING COUNT TYP.
A10 FLOOR DRAIN; REF. PLUMBING

BUILDING PLAN GENERAL NOTES

1. DO NOT SCALE DRAWINGS.
2. REFER TO SHEET G130 FOR ABBREVIATIONS.
3. REFERENCE TO SHEET G140 FOR MOUNTING HEIGHTS FOR PUBLIC RESTROOMS.
4. REFER TO SHEET A140 FOR OVERALL ROOF PLAN, NOTES, MATERIALS, ROOF SLOPES AND DRAINAGE INFO.
5. REFER TO A200 SERIES FOR ENLARGED UNIT FLOOR PLANS INCLUDING PLAN DIMENSIONS AND WALL TYPES.
6. REFER TO A400 SERIES FOR EXTERIOR ELEVATIONS, INCLUDING EXTERIOR MATERIALS AND WINDOW TYPES.
7. REFER TO A450 SERIES FOR WALL SECTIONS.
8. REFER TO A800 SERIES FOR INTERIOR ELEVATIONS.
9. REFER TO A850 SERIES FOR UNIT KITCHEN AND BATH ELEVATIONS AND DETAILS.
10. REFER TO SHEET A600 FOR DOOR SCHEDULE AND FRAME TYPES AND DETAILS.
11. REFER TO SHEET A601 FOR WINDOW AND STOREFRONT TYPES.
12. SEE INTERIORS SHEETS FOR FINISH SCHEDULES, FINISH PLANS AND FURNITURE PLANS.
13. ALL OUTSIDE CORNERS AT ALL COMMON AREAS INCLUDING CORRIDORS OF GYP. BOARD WALLS TO RECEIVE CORNER GUARDS AS SPECIFIED. ALL WALLS AT TRASH ROOMS TO RECEIVE CORNER GUARDS AS SPECIFIED.
14. REMOVE ALL BARCODE, TAGS, ETC. FROM CONDUIT, PIPING AND DUCTWORK PRIOR TO INSTALLATION. ROTATE PERMANENT MARKINGS TO CONCEAL.
15. BUILDING FIRST FLOOR ELEVATION OF 100'-0" EQUATES TO CIVIL ELEVATION OF 4306' - 2.5" SEE CIVIL DRAWINGS FOR RELATED INFORMATION INCLUDING EXTERIOR GRADING AND VERTICAL CONTROL.
16. ROOM NUMBERS SHOWN CORRESPOND WITH LEVEL, EXAMPLE 200 SERIES AT THE 2ND LEVEL, ETC.
17. OPERABLE PARTS OF THE EV CHARGING STATION SERVING THE ACCESSIBLE STALL SHALL COMPLY WITH ICC A117.1-09 SECTION 309.
18. IBC 703.7 MARKING AND IDENTIFICATION.

WHERE THERE IS AN ACCESSIBLE CONCEALED FLOOR, FLOOR-CEILING OR ATTIC SPACE, FIRE WALLS, FIRE BARRIERS, FIRE PARTITIONS, SMOKE BARRIERS AND SMOKE PARTITIONS OR ANY OTHER WALL REQUIRED TO HAVE PROTECTED OPENINGS OR PENETRATIONS SHALL BE EFFECTIVELY AND PERMANENTLY IDENTIFIED WITH SIGNS OR STENCILING IN THE CONCEALED SPACE. SUCH IDENTIFICATION SHALL:

1. BE LOCATED WITHIN 15 FEET (4572 MM) OF THE END OF EACH WALL AND AT INTERVALS NOT EXCEEDING 30 FEET (9144 MM) MEASURED HORIZONTALLY ALONG THE WALL OR PARTITIONS.

2. INCLUDE LETTERING NOT LESS THAN 3 INCHES (76 MM) IN HEIGHT WITH A MINIMUM 3/8-INCH (9.5 MM) STROKE IN A CONTRASTING COLOR INCORPORATING THE SUGGESTED WORDING, "FIRE AND/OR SMOKE BARRIER-PROTECT ALL OPENINGS," OR OTHER WORDING.

19. ALL ANGLES ARE 45 DEGREES TO HORIZONTAL AND VERTICAL DIRECTIONS, UNO.
20. SLOPE 2% MAX. AT ALL ACCESSIBLE DOORS FOR A DISTANCE OF 60" PERPENDICULAR TO THE DOOR.
21. SPOT ELEVATIONS SHOW TOP OF DECK OR TOP OF CONCRETE UNO.
22. APPLY BROOM FINISH ON SLOPED CONCRETE SURFACES.
23. INSTALL FULL HEIGHT CONTROL JOINT EVERY 30 FEET MAX., AS WELL AS AT DOOR JAMBS, RAMPS, AND CONSTRUCTION JOINTS. INSTALL CONTROL JOINTS WHERE THERE IS A CHANGE IN DIRECTION IN CEILING FRAMING FURRING OR SPACE.
24. APPLY 1-HOUR FIRE PROTECTION INTUMESCENT PAINT ON STEEL STRUCTURAL MEMBERS.
25. INSTALL PORTABLE FIRE EXTINGUISHERS EVERY 75 FEET MAX. IN CORRIDORS. REFER TO THE PLANS FOR LOCATIONS.
26. ALL EXPOSED COLUMNS IN GARAGE TO BE PROTECTED WITH CORNER GUARDS IF NO BOLLARDS ARE SHOWN FOR PROTECTION.
27. ALL EXPOSED PLUMBING PIPES IN GARAGE TO BE PROTECTED FROM VEHICLE IMPACT WITH BENT PLATE GUARDS.

WALL TYPE NOTES

1. WALL TYPES ARE DESIGNATED WITH SYMBOL.
2. REFER TO SHEETS A601 AND A602 FOR EXTERIOR AND INTERIOR PARTITION ASSEMBLIES AND CONSTRUCTION TYPES.
3. REFER TO SHEETS A605A AND A605B FOR RATED CONSTRUCTION ASSEMBLY DETAILS.
4. REFER TO SHEETS A606A, A606B AND A606C FOR CONSTRUCTION ASSEMBLY DETAILS.

DIMENSIONING/LAYOUT NOTES

1. UNLESS NOTED OTHERWISE, DIMENSIONS ARE TAKEN TO:
   A. THE CENTER LINE OF STUD AT INTERIOR WALLS VND.
   B. THE FACE OF GYP. BD AT CORRIDOR WALLS (GRID) @ CORRIDOR SIDE).
   C. THE CENTERLINE OF UNIT SEPARATION WALLS (GRID) @ CENTERLINE).
   D. THE OUTSIDE FACE OF MATERIAL AT EXTERIOR WALLS (GRID).
2. SEE ENLARGED PLANS FOR COMMON AREA DIMENSIONS AND NOTES.
3. SEE ENLARGED UNIT PLANS FOR UNIT AND UNIT ENTRY BAY DIMENSIONS, WALL TYPES AND NOTES.

UNIT TABLE LEVEL-3

ROOM NO.	NAME & TYPE	REFERENCE
307	UNIT B5 TYPE A	2/A213
308	UNIT BD1-ALT	1/A205
313	UNIT D1-ALT	1/A209
301	UNIT D2-ALT	1/A207
310	UNIT D2-ALT	1/A207
302	UNIT D3-ALT	1/A208
304	UNIT D3-ALT	1/A208
309	UNIT D3-ALT	1/A208
311	UNIT D3-ALT	1/A208
312	UNIT D3-ALT	1/A208
314	UNIT D4-ALT	1/A209
303	UNIT S2-ALT	2/A201

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SHEET NUMBER

A103

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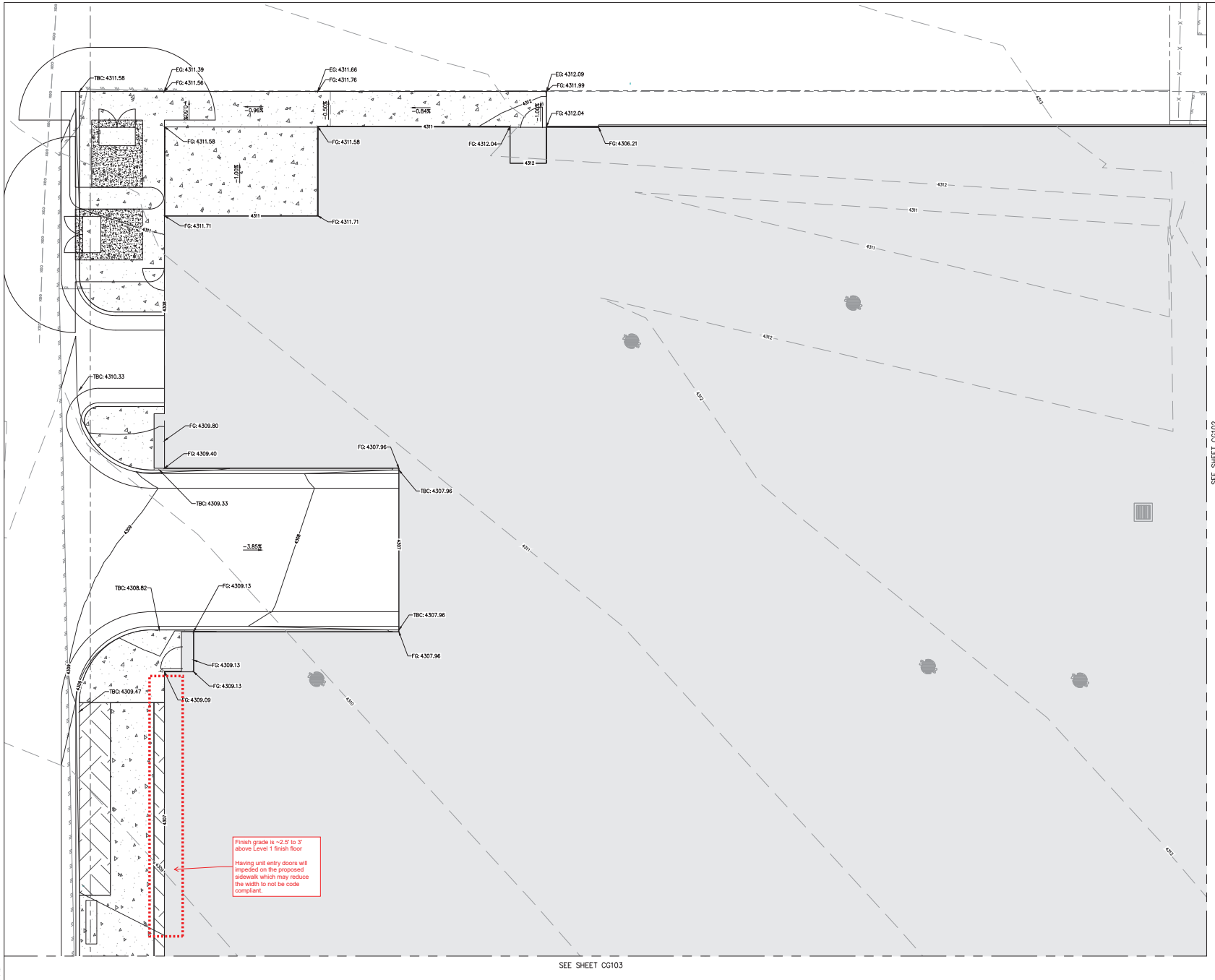

Know what's **below.** **Call** before you dig.

SCALE OF FEET
FULL SIZE (22x34) 1"=5'

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CERTIFICATION

REGISTERED PROFESSIONAL ENGINEER
TYSON J GRANT
No. 5563395
STATE OF UTAH
10/14/22

DRAWN BY	TJG
CHECKED BY	TJG
COMMISSION NUMBER	2387.04

SHEET TITLE

GRADING PLAN

SHEET NUMBER

CG101

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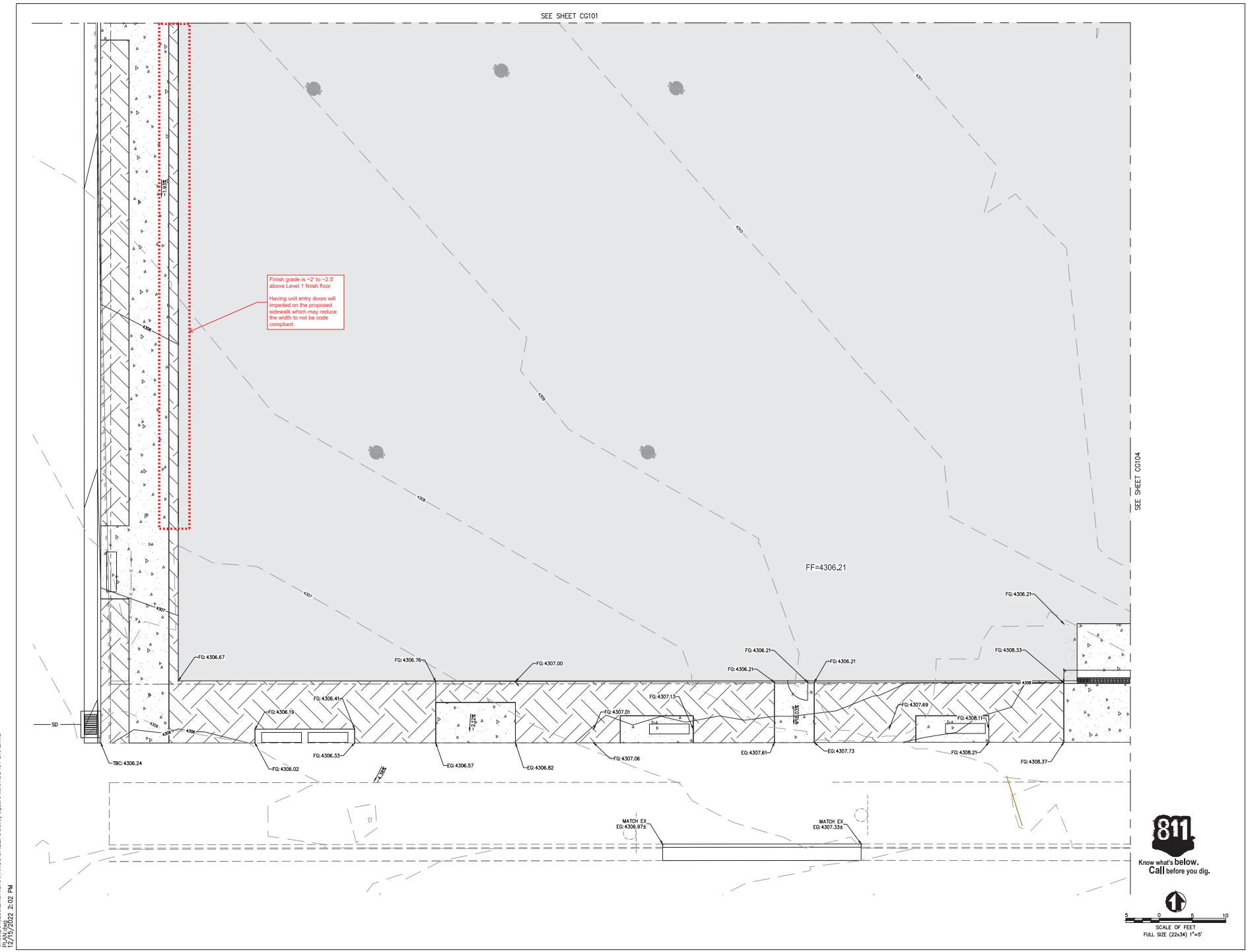

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STATE OF UTAH
10/14/22

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GRADING PLAN

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CG103

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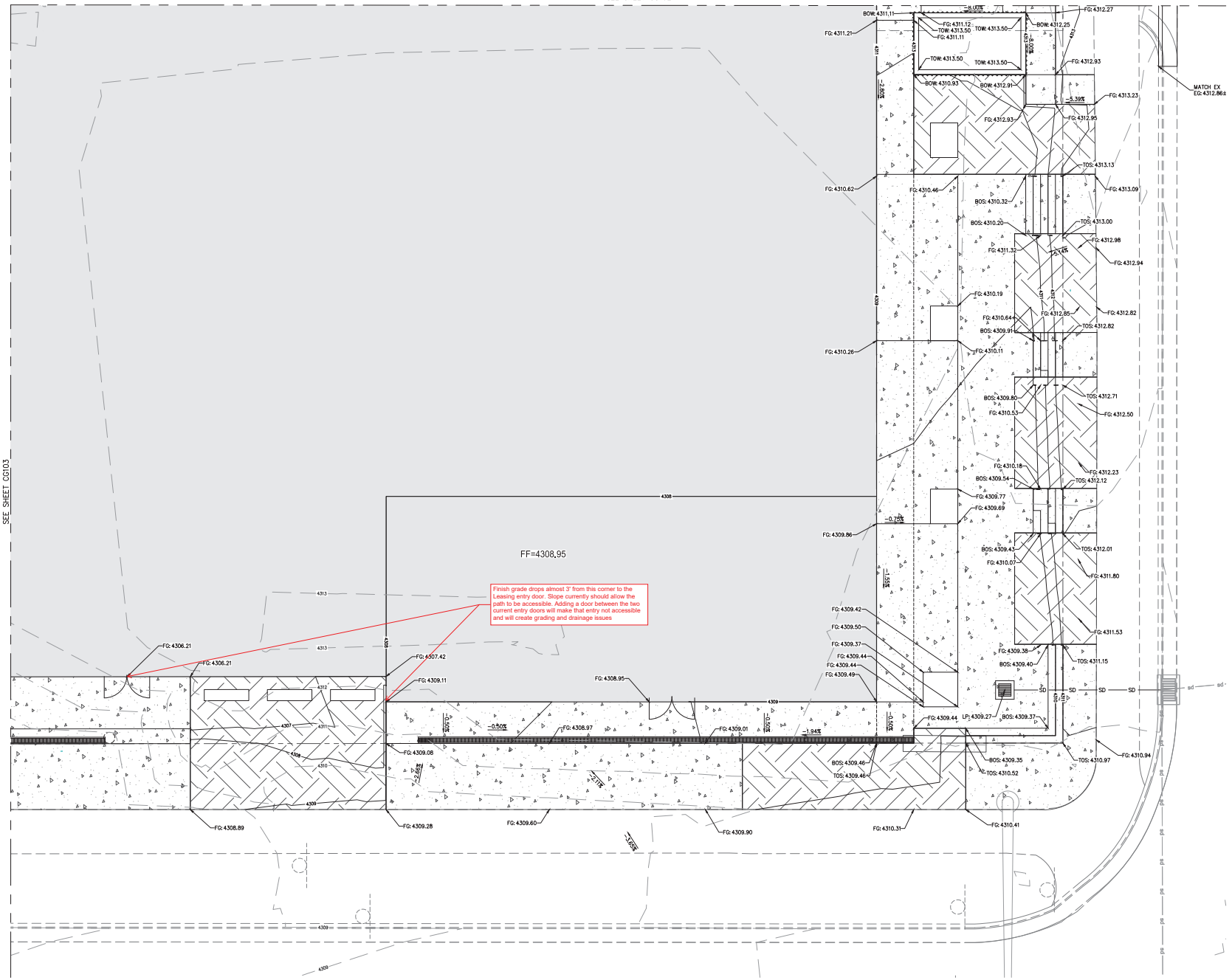

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CG104

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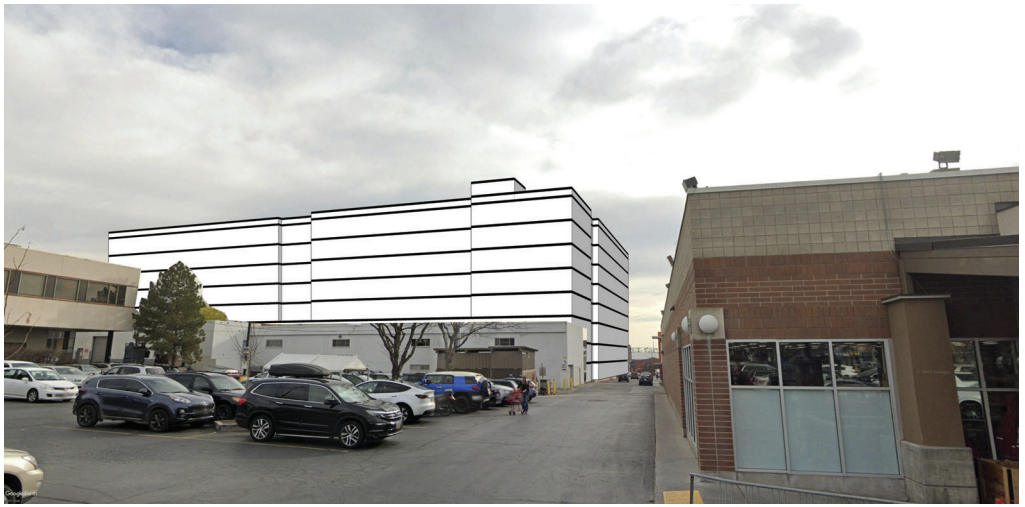
STREETSCAPE STUDY









SOUTH ELEVATION

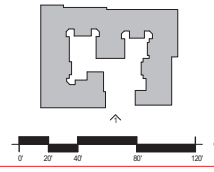


1 A-08 SOUTH ELEVATION
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES	
AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE07	ALUMINUM GLASS RAILING
AE09	FB-1 SOLDIER BRICK COURSING
AE10	ROOF TOP UNIT; REF. MECHANICAL
AE11	INTAKE LOUVER FOR LEVEL P1 PARKING GARAGE VENTILATION
AE17	CONTROL JOINT
AE18	BUILDING ADDRESS
AE19	AIR INTAKE LOUVER

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



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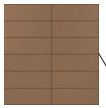
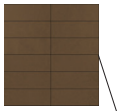
EAST ELEVATION


MP-1 - METAL WALL PANEL
BROWN


MP-2 - METAL WALL PANEL
DARK BROWN


FDSG-1 - FIBER CEMENT PANEL
LIGHT GRAY


ALUMINUM WINDOW
DARK BRONZE

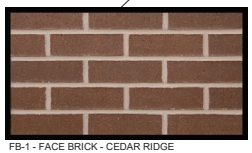

HLP-1 - COMPOSITE WALL PANEL
DRAK GRAY


GLASS RAILING
DARK BRONZE


STOREFRONT - DARK BRONZE



1 A-09 EAST ELEVATION
3/32" = 1'-0"


FB-1 - FACE BRICK - CEDAR RIDGE


FB-2 - FACE BRICK - SANDSTONE


FB-3 - FACE BRICK - EBONY


OPEN GRILL OVER HEAD GARAGE ENTRY DOOR

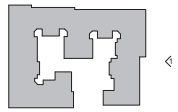

STOREFRONT ENTRANCE - DARK BRONZE

ARCHITECTURAL KEYNOTES

AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE07	ALUMINUM GLASS RAILING
AE09	FB-1 SOLDIER BRICK COURSING
AE17	CONTROL JOINT
AE18	BUILDING SIGNAGE

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



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NORTH ELEVATION



1 NORTH ELEVATION
A-10 3/32" = 1'-0"

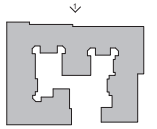


CMU-1 - SPLIT FACED CMU - BROWN

ARCHITECTURAL KEYNOTES	
AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE07	ALUMINUM GLASS RAILING
AE09	FB-1 SOLDIER BRICK COURSING
AE13	MECHANICAL EXHAUST FANS; REF. MECHANICAL
AE14	GENERATOR SCREEN AND GATE
AE15	ELECTRICAL EQUIPMENT; REF. ELECTRICAL
AE16	DRAIN AT BOTTOM OF RAMP LANDING; REF. PLUMBING
AE17	CONTROL JOINT

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



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WEST ELEVATION



1 A-11 WEST ELEVATION
3/32" = 1'-0"

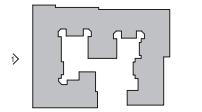
SITE PATHWAY LIGHT FIXTURE

ARCHITECTURAL KEYNOTES

AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE09	FB-1 SOLDIER BRICK COURSING
AE12	GAS METER LOCATION; REF. PLUMBING
AE15	ELECTRICAL EQUIPMENT, REF. ELECTRICAL
AE17	CONTROL JOINT
AE20	EQUIPMENT SCREENING

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



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COURTYARD ELEVATIONS



1 A-12 COURTYARD ELEVATION - WEST
3/32" = 1'-0"



2 A-12 COURTYARD ELEVATION - WEST
3/32" = 1'-0"



4 A-12 COURTYARD ELEVATION - EAST
3/32" = 1'-0"



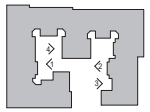
3 A-12 COURTYARD ELEVATION - EAST
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

AE01 PREFINISHED METAL COPING
AE02 CAST STONE COPING
AE05 INTAKE PENTHOUSE, REF. MECHANICAL
AE07 ALUMINUM GLASS RAILING

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



0' 10' 20' 40' 60'

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COURTYARD ELEVATIONS



1 A-13 COURTYARD NORTH ELEVATION
3/32" = 1'-0"

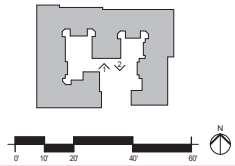


2 A-13 COURTYARD SOUTH ELEVATION
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES	
AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE05	INTAKE PENTHOUSE; REF. MECHANICAL
AE07	ALUMINUM GLASS RAILING
AE10	ROOF TOP UNIT; REF. MECHANICAL

EXTERIOR MATERIAL LEGEND

FB-1	FACE BRICK - CEDAR RIDGE	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-2	METAL PANEL - DARK BROWN
FB-2	FACE BRICK - SANDSTONE	HPL-1	COMPOSITE WALL PANEL - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - ONYX	MP-1	METAL PANEL - BROWN		



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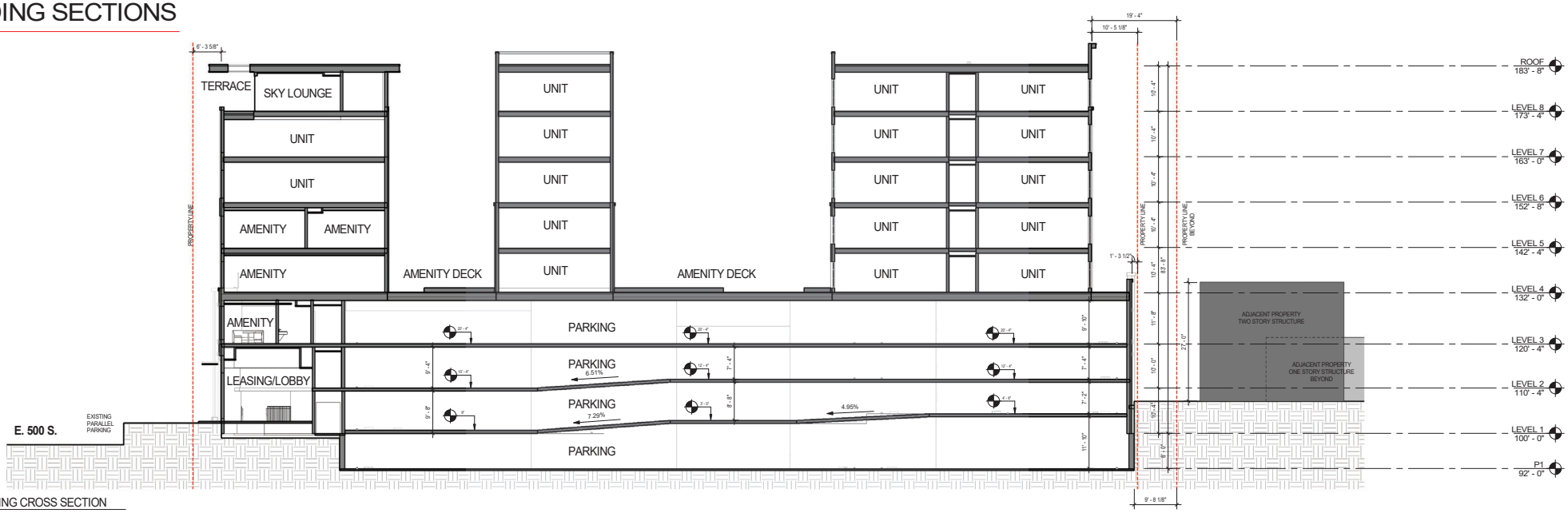
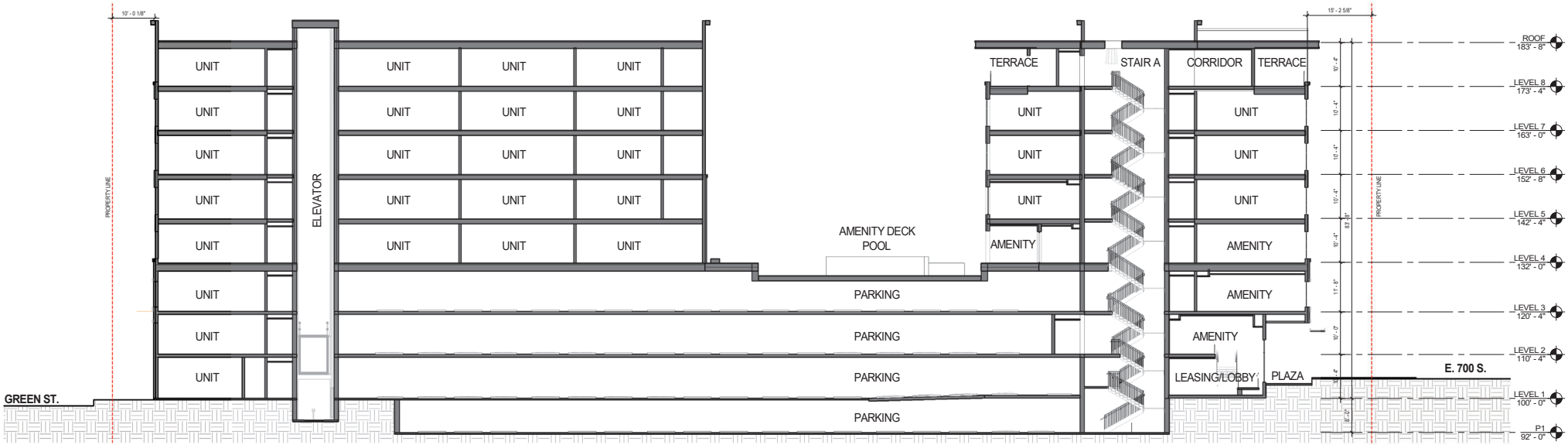
BUILDING SECTIONS



2 / A.10 BUILDING CROSS SECTION 3/32" = 1'-0"



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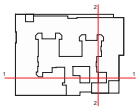
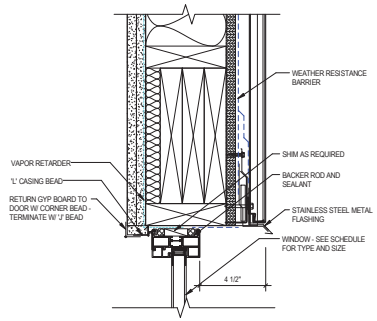


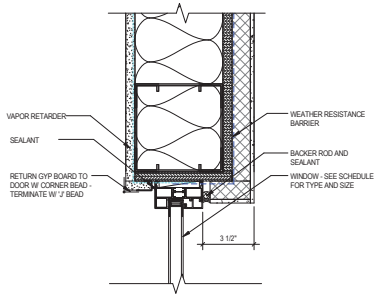
ALTA TERRA

BKV GROUP

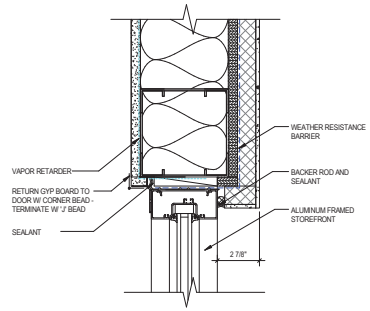
EXTERIOR WINDOWS AND STOREFRONT DETAILS



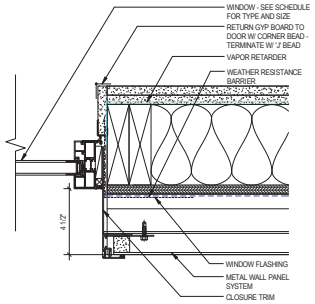
7 A.11 TYP. WINDOW HEAD ABOVE PODIUM
3" = 1'-0"



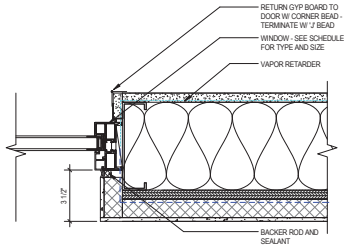
1 A.11 TYP. WINDOW HEAD
3" = 1'-0"



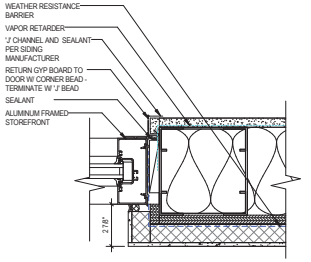
4 A.11 TYP. STOREFRONT HEAD
3" = 1'-0"



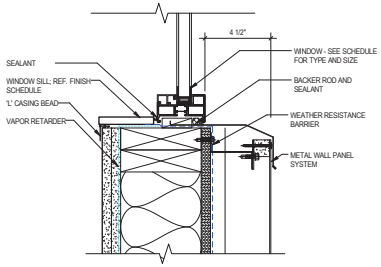
8 A.11 TYP. WINDOW JAMB ABOVE PODIUM
3" = 1'-0"



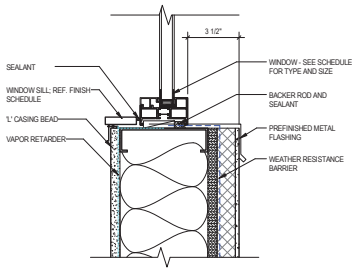
2 A.11 TYP. WINDOW JAMB
3" = 1'-0"



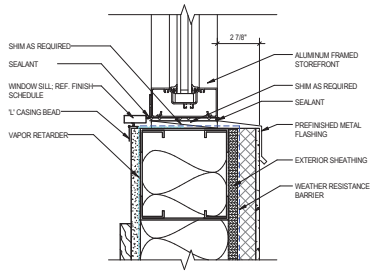
5 A.11 TYP. STOREFRONT JAMB
3" = 1'-0"



9 A.11 TYP. WINDOW SILL ABOVE PODIUM
3" = 1'-0"



3 A.11 TYP/ WINDOW SILL
3" = 1'-0"



6 A.11 TYP. STOREFRONT SILL
3" = 1'-0"

3D MODELS



1. SOUTHWEST PERSPECTIVE



2. SOUTHEAST PERSPECTIVE



3. SOUTHEAST PERSPECTIVE



4. SOUTHEAST PERSPECTIVE



ALTA TERRA

NC STANDARDS FOR CERTIFICATE OF APPROPRIATENESS

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

	Standard	Proposed
1. SETTLEMENT PATTERNS AND 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.	The historical plan of blocks, streets, and alleys, essential to the historical character of a district and setting, are preserved and celebrated within the design of the new proposed project. The proposed project utilizes the alley for parking garage entry and service access, retaining the historical characteristics of the block in use and pattern. The building and the lot size are within the varied range of the neighborhood, preserving the historical street pattern.
	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.	The new building will replace the existing office building, maintaining the current lot and site pattern. It is situated and designed to reinforce and enhance the established character of the street block and building patterns.
	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.	The new building's placement, setbacks, massing, and landscape character are consistent with the immediate context and the surrounding district and contribute in a creative and compatible way to the public and the civic realm. The new design actively enhances the streetscape and pedestrian experience by activating the ground level with outdoor public/private space by utilizing retail and building operations at the ground level. The design intention along Green Street is to provide a front yard feel similar to the Liberty Square. Please note that Green Street is used as the aerial fire apparatus access road which requires a minimum of 10' to the building. This sets the building line more than 5' from the property line.
	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.	The proposed multifamily building reflects the established development patterns, directly addresses and engages with the street, and includes well-planned common and private spaces. Further, it provides for improved access by addressing the site's grade changes due to the east entry being 3.5' higher than the west entry. Situated in the corner lot of S 700 E and 500 S, the modulated east façade answers to the vibrance of S 700 E, and the recessed retail and lobby/leasing area engages with the street to frame the walkable urban space and easy public access. The proposed project improves the existing condition by extending the historic district's landscaping pattern, pedestrian pathways, and building envelope setbacks.
	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.	Within the historical context and the block face, principal entrances were street facing, and pathways (sidewalks) were parallel to streets. The proposed development maintains street-facing entrances and parallel pathways.
2. SITE ACCESS, PARKING, AND 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. (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. (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.	The new building provides pedestrian access to each street consistent with historical patterns. The proposed pedestrian pathways are identical to the existing and historical pathways with improved pedestrian building access. Parking and onsite vehicular traffic is directed to the existing alleyway and into the structured parking deck. This is an improvement to the current condition that ceate queuing of vehicles along 500 S. The site grading prevents from adding building entrances every 40' along S 700 E. A series of the storefront windows all along the street as well as around the corner onto 500 S Street is intended to create transparency and a sense of security.
	b. Site and Building Services and Utilitiess: 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.	Utilities and services are located in the back of the building along Green Street. The condensing units are placed on the roof and screened from public view.
3. LANDSCAPE AND 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.	The existing grade is incorporated into the site design with retaining walls and porches keeping with the historical context and block face. The entry area to the leasing office is fronted by a sunken patio with retaining walls and ramps to maintain the harmonious relationship between the street and the building.
	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.	In keeping with the historic context and block face, landscape features are limited between the building face and streets. Proposed features extend and enhance the existing streetscape and public realm.
	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.	The exterior lighting is stragegically located to enhance the significant building elements and mimic the existing lighting within the historical district. The locations are tagged on the site plan. Please note that the lighting on the E 500 facade will need to be off the property due to the proximity of the building to the property line.
4. BUILDING FORM AND 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. (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. (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. (3) Massing The shape, form, and proportion of buildings, reflects the character of the historic context and the block face. (4) Roof Forms The building incorporates roof shapes that reflect forms found in the historic context and the block face.	The height of the new building reflects the existing office building and other large buildings in the historic context. The geometry and massing of the structure and the roof form are designed to replicate the historical context and block face. The parking structure is wrapped along all street frontages with habitable space of residential, amenity, or commercial use. A series of the storefront windows all along the street as well as around the corner onto 500 S Street connects the building to the streets.
5. BUILDING CHARACTER	**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 depth of not less than 12 inches. (1) 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. (2) Proportion and Scale of Openings 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. (3) Ratio of Wall to Openings 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. (4) Balconies, Porches, and External Stairs The project, as appropriate, incorporates entrances, balconies, porches, stairways, and other projections that reflect patterns established in the historic context and the block face.	The rhythm, proportion, and scale of openings and the ratio of wall to openings are in sync with the historic apartment buildings in the district. The storefront windows placed at the restaurant/retail space and the leasing office reflect the characteristics of the commercial buildings in the context, are human scale and friendly to the public outside, yet creates modern, sophisticated image. The proposed development does not have unit balconies, porches, or external stairs but does include rooftop amenity balconies.
6.A BUILDING MATERIALS, ELEMENTS AND 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.	The building materials are predominantly brick with infill fiber cement panels to blend into the neighborhood's historical context. Either brick or cast stone is used for the banding.
	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.	Vinyl siding and aluminum siding are not used.
	c. Windows: Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.	Windows and openings follow the patterns seen in other apartment buildings in the historic district. They are recessed in the exterior walls, typical of the historical buildings.
	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.	The building is designed using brick and fiber cement panels, typically used in the context. Masonry details and articulation are utilized within the proposed façade, which is common within the context.
7. Signage Location	**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.	The signage locations will be finalized to complement the building structure. A place holder for the size and the approximate location is shown on the building elevation as "UNTITLED" and "RETAIL".

ATTACHMENT C: Property and Vicinity Photos


State of Utah
TRUST LANDS
ADMINISTRATION


State of Utah
TRUST LANDS
ADMINISTRATION


State of Utah
TRUST LANDS
ADMINISTRATION
PIZZA
WE DELIVER
ALL NIGHT


PUSH BUTTON
FOR
PUSH BUTTON
FOR
CITY WEEKLY


FOR LEASE


TO
5




$4.99
PIZZA
MONDAY MADNESS


PIZZA
WE DELIVER
ALL NIGHT
BIG DADDY'S
$4.99
PIZZA
MONDAY
MADNESS


PIZZA
WE DELIVER
ALL NIGHT
BIG DADDY'S
Now Hiring


PIZZA
WE DELIVER
ALL NIGHT
BIG DADDY'S
$4.99
PIZZA
MONDAY MADNESS
$4.99
PIZZA
MONDAY MADNESS




BIG DADDY'S
PIZZA
BIG DADDY'S
PIZZA
PIZZA
WE DELIVER
ALL NIGHT
$4.99
PIZZA
MONDAY MADNESS
ACE










BIG DADDY'S
PIZZA














★NOTICE★
PRIVATE PROPERTY
NO TRESPASSING
NO PARKING OR
NO LOITERING AFTER HOURS
CUSTOMERS ONLY DURING
BUSINESS HOURS
VIOLATORS WILL BE CITED
OR VEHICLES TOWED
LOW
CLEARANCE
6'7"
EXIT


X WIFE'S PLACE


X WIFES PLACE


X WIFES PLACE
Coors
Meet Me at
The X-Wife's Place
$1.75
JIM BEAM






X WIFES PLACE
Coors
$1.75
Meet Me at
The X-Wife's Place


TO
15
Rocky


PIZZA
WE DELIVER
ALL NIGHT


500 South
TROLLEY SQUARE




TROLLEY SQUARE
WHOLE FOODS
FREE


LIBERTY SQUARE
LOT IS PATROLLED
TOWING ENFORCED


NO
PARKING
FIRE
LANE

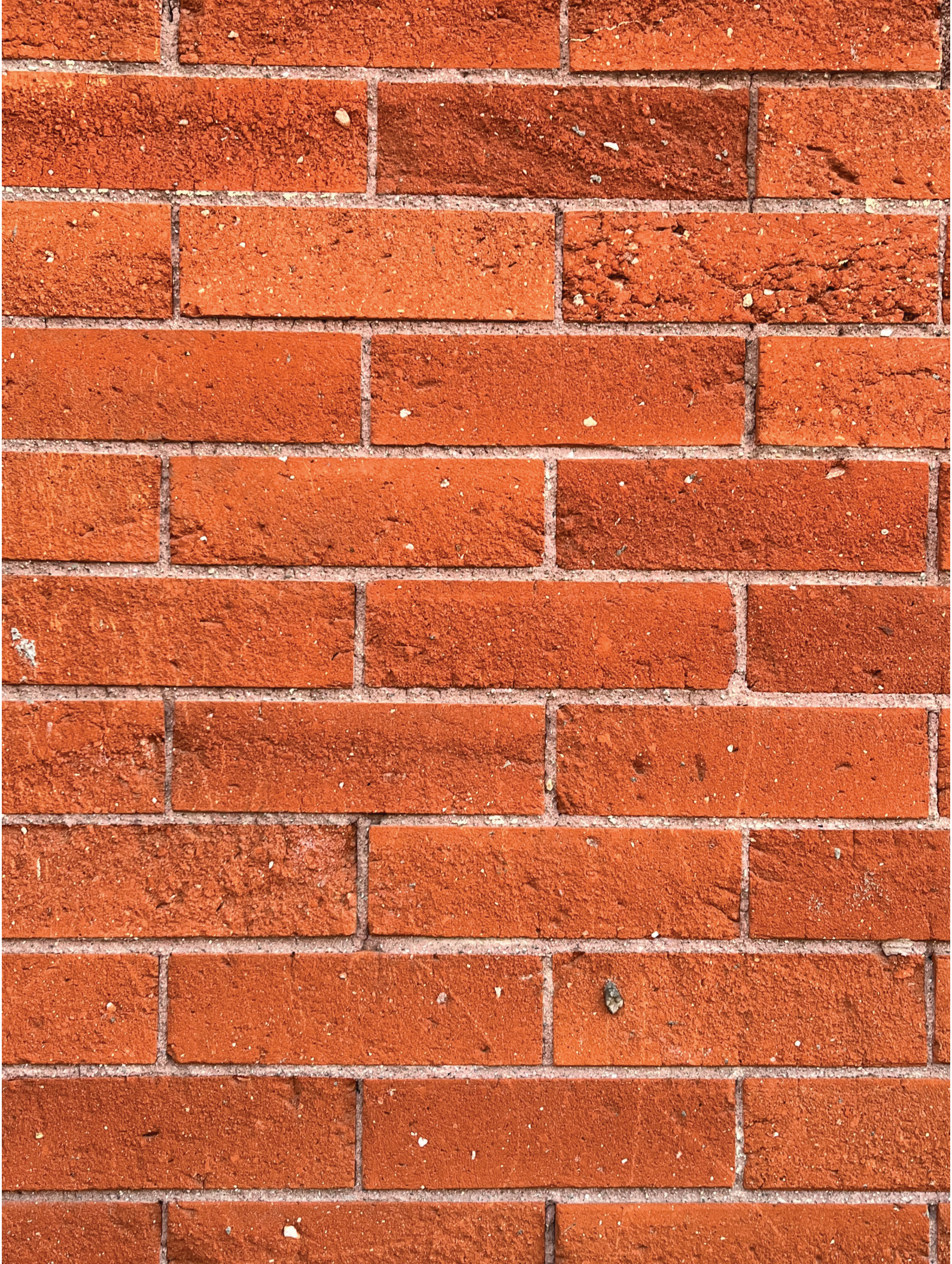



675
700 East


675


WHOLE
FOODS
MARKET






It's not pasta salad.
It's salad pasta.
WHOLE FOODS MARKET
WHOLE FOODS MARKET


CREATIVE/CONTEMPORARY
FOR LEASE
OFFICE SPACE/SPEC SUITES
Eric Smith | Kreg Peterson | Laurie Adair
+1 801 869 8008
CBRE
CREATIVE/CONTEMPORARY
FOR LEASE
OFFICE SPACE/SPEC SUITES
Eric Smith | Kreg Peterson | Laurie Adair
+1 801 869 8008
CBRE
ABS Kids
Ballet West Academy


700 East
PIZZA


700 East
PIZZA


700 East
PIZZA




PIZZA
WE DELIVER
ALL NIGHT
BIG DADDY'S
PIZZA


PIZZA
BIG DADDY'S
PIZZA


PIZZA
WE DELIVER
ALL NIGHT
BIG DADDY'S
PIZZA

ATTACHMENT D: Zoning & Design Standards

TSA Transit Station Area Purpose Statement (21A.26.078.A)

The purpose of the TSA Transit Station Area District is to provide an environment for efficient and attractive transit and pedestrian oriented commercial, residential and mixed use development around transit stations. Redevelopment, infill development and increased development on underutilized parcels should include uses that allow them to function as part of a walkable, Mixed-Use District. Existing uses that are complementary to the district, and economically and physically viable, should be integrated into the form and function of a compact, mixed-use pedestrian-oriented neighborhood. Each transit station is categorized into a station type. These typologies are used to establish appropriate zoning regulations for similar station areas. Each station area will typically have two (2) subsections: the core area and the transition area. Due to the nature of the area around specific stations, the restrictions of Overlay Zoning Districts, and the neighborhood vision, not all station areas are required to have a core area and a transition area.

Core Area

The purpose of the core area is to provide areas for comparatively intense land development with a mix of land uses incorporating the principles of sustainable, transit oriented development and to enhance the area closest to a transit station as a lively, people oriented place. The core area may mix ground floor retail, office, commercial and residential space in order to activate the public realm.

Urban Neighborhood Station

An evolving and flexible development pattern defines an urban neighborhood station area. Urban neighborhoods consist of multilevel buildings that are generally lower scale than what is found in the urban center station area. The desired mix of uses would include ground floor commercial or office uses with the intent of creating a lively, active, and safe streetscape.

Standard	Proposed	Finding
Minimum Lot Area: 2,500 sq. ft.	Roughly 64,300 sq ft	**Complies**
Minimum Lot Width: 40 ft	Approximately 297 feet wide	**Complies**
Maximum Building Height: 75' + one additional floor **Minimum Building Height:** 25' (for at least 50% of the width of the street facing façade)	South Elevation – ~82 feet East Elevation – ~79 feet North Elevation – ~77 feet West Elevation – ~81 feet	**Complies**
Front/Corner Yard Setback: 500 S: **Minimum:** Equal to the average setback of other principal buildings on the same block face. *The adjacent Liberty Square development is built up to the front lot line.* **Maximum:** None	The proposed development would match that existing setback.	**Complies**
Front/Corner Yard Setback: All other **Minimum:** None **Maximum:** At least 50% of the street facing building facade shall be within 5' of the front or corner side property line.	**700 East** – at least 50% is within 5 feet of the property line **Green Street** – 10 feet *required for fire lane*	**Modification request for Green Street**
Interior Side Setback: no min or max	n/a	**N/A**
Rear Yard Setback: no minimum or maximum	West half – ~5 feet East half – 0 feet	**Complies**

Open Space: 1 sq-ft per 10 sq ft of lot area, up to 5,000 square feet in core areas	5,000 square feet required **6,911** square feet proposed	**Complies**
Building Material Limitation: Use of Exterior Insulation and Finishing System (EIFS) or traditional stucco is not allowed as a building material on the ground floor of street facing building facades. Use of EIFS and stucco is allowed for up to ten percent (10%) of the upper level street facing facades.	No EIFS or stucco used	**Complies**
Landscaping: At least fifty percent (50%) of the front or corner side yards shall be covered in live plant material. This can include raised planter boxes. This percentage can be reduced to thirty percent (30%) if the yard includes outdoor dining, patios, outdoor public space, or private yards for ground floor residential uses that cover at least fifty percent (50%) of the provided front or corner side yard.	Landscaping is proposed on either side of the proposed walkway along Green Street, meeting the requirement At least 50% of the yards on 500 South and 700 East are proposed to be landscaped	**Complies**
Landscaping: At least 1 shade tree per 30 ft in yards deeper than 10 feet	Shade trees are proposed along the Green Street Walkway and along the section 700 East that would have a 10-foot setback	**Complies**
Outdoor Public Space: At least thirty percent (30%) of the front or corner side yard shall be occupied by outdoor dining areas, patios, outdoor public space, or private yards for ground floor residential uses.	Public amenities are provided within all areas where the building is set back from the property line	**Complies**
Entries: All required building entrances shall include at least one of the features in 21A.26.078.F.2.c	Entries meet this standard	**Complies**
Parking: No minimum parking requirement. **Maximum:** *Residential* • 2 stalls per studio or 1-bedroom unit • 3 stalls per 2+ bedroom unit *Non-residential* • 5 stalls per 1,000 SF of indoor space • 4 stalls per 1,000 SF of outdoor space	**Minimum:** zero stalls **Maximum:** 574 stalls **Proposed:** 382 stalls	**Complies**

Applicable Design Standards (see table 21A.37.060.B)

Requirement	Standard	Proposed	Finding
Ground Floor Use (21A.37.050.A)	**Option 1:** Use other than parking must occupy at least **80%** of ground-floor façade length (excluding parking access)	**South:** 100% **East:** 90% **West:** 100%	**Complies**
Building Materials, ground floor (21A.37.050.B.1)	At least **90%** of street-facing facades must be clad in durable materials (excluding doors and windows)	**South:** 100% **East:** 100% **West:** 100%	**Complies**

Building Materials, upper floors (21A.37.050.B.2)	At least **60%** of street-facing facades must be clad in durable materials (excluding doors and windows)	**South:** 100% **East:** 100% **West:** 100%	**Complies**
Glass: ground floor (21A.37.050.C.1)	**60%** of street-facing façades must have transparent glass **40%** for residential uses	**South:** 61% **East:** 68% **West:** 40%	**Complies**
Building Entrances (21A.37.050.D)	Required **every 40 feet**	**South:** Does not comply **East:** Does not comply **West:** Does not comply	**Modification Requested**
Blank wall Maximum Length (21A.37.050.E)	**15 feet**	All façades comply with this standard	**Complies**
Max Length of Street-facing Façade (21A.37.050.F)	**200 ft**	All street-facing facades exceed 200'.	**Modification Requested**
Lighting: exterior (21A.37.050.H)	All proposed exterior lighting must be shielded and directed downward.	No lighting plan has been submitted.	**Defer to Staff**
Lighting: parking lot (21A.37.050.I)	All lighting for parking lots cannot exceed 16 feet in height and must be directed downward when adjacent to a residential zoning district	Not applicable	**Not Applicable**
Screening of mechanical equipment (21A.37.050.J)	All mechanical equipment must be screened from view	All mechanical equipment is proposed to be screened	**Complies**
Screening of service areas (21A.37.050.K)	Screened from public view	Dumpster located within loading area	**Complies**

ATTACHMENT E: New Construction Standards and Design Guidelines

H Historic Preservation Overlay District – Standards for Certificate of Appropriateness for New Construction (21A.34.020.H)
In considering an application for a Certificate of Appropriateness for new construction in a historic district, the Historic Landmark Commission shall find that the project substantially complies with all of the general standards that pertain to the application and that the decision is in the best interest of the City.

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

Historic Apartment & Multifamily Buildings in Salt Lake City

Historic Apartment & Multifamily Buildings in Salt Lake City, Chapter 12 New Construction

Design Standards	Design Guidelines	Analysis - Complies/Does Not Comply
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.	**Settlement Patterns & Neighborhood Character** **Block, Street & Site Patterns - Design Objective** The urban residential patterns created by the street and alley network, lot and building scale and orientation, are a unique characteristic of every historic setting in the city, and should provide the primary design framework for planning any new multifamily building. **12.1** The historic plan of streets and alleys, essential to the historic character of a district and setting, should be preserved and promoted. Consider the following: • Retain the historic pattern of smaller streets and alleys as a particular characteristic of the street block. • Reinstate sections of secondary street or alleys where these have been lost. • Design for the particular street patterns of e.g. Capitol Hill. • Refer to the specific design guidelines for the historic district for additional details and considerations. **12.2** The historic street pattern, as the unifying framework for a varied range of lot sizes and buildings, should be preserved and reinforced. • Retain historic alignments and widths wherever possible. • Plan the site to avoid adversely affecting the historic integrity of this pattern. **12.3** The historic street pattern, including the network of public and private ways within the street block, should be retained and reinforced. • Secondary streets and alleys maintain the historic permeability within the street block as a means of access and a historic setting for: • Direct and quieter street frontage for smaller buildings. • Rear access to the property and to accessory buildings. • An attractive focus for community social interaction. • An alternative and more intimate choice of routes, helping to reinforce a walkable and livable neighborhood.	**Staff Analysis – Complies** The historical plan of blocks, streets, and alleys, essential to the historical character of a district and setting, are preserved within the design of the proposed project. Green Street would be utilized for parking garage entry service access, and pedestrian connections. This will retain the historical characteristics and use patterns of the block. The building and the lot size fit within the context of the neighborhood, preserving the historic street pattern.

1. Settlement Patterns & Neighborhood Character **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.	**12.4** The pattern and scale of lots in a historic district should be maintained, as the basis of the historic integrity of the intricate 'fine grain' of the neighborhood. • Avoid assembling or subdividing lots where this would adversely affect the integrity of the historic settlement pattern. **12.5** A new apartment or multifamily building should be situated and designed to reinforce and enhance the established character, or master plan vision, of the context, recognizing its situation and role in the street block and building patterns. • Respect and reflect the scale of lots and buildings associated with both primary and secondary street frontages. • Site a taller building away from nearby small scale buildings. • A corner site traditionally might support a larger site and building. • A mid-block location may require careful design consideration to integrate a larger building with an established lower building scale. • Respect and reflect a lower scale where this is characteristic of the inner block.	**Staff Analysis – Complies** The property containing Big Daddy's pizza is already bound on two sides by the SITLA property. Consolidating the lots will not have an adverse effect on the block's historic context. Lots within the vicinity of the subject site are relatively large. Trolley Square, Trader Joes, andLiberty Square are all relativeliy large lots and the proposed development fits into this pattern.
1. Settlement Patterns & Neighborhood Character **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.	**The Public Realm - Design Objective** A new multifamily building should respect the characteristic placement, setbacks, massing and landscape character of the public realm in the immediate context and the surrounding district. **12.6** A new building should contribute in a creative and compatible way to the public and the civic realm. **12.7** A building should engage with the street through a sequence of public to semi-private spaces. **12.8** A new multifamily building should be situated and designed to define and frame adjacent streets, and public and common spaces, in ways that are characteristic of the setting. • Reflect and/or strengthen adjacent building quality, setbacks, heights and massing. • Reinforce the historic streetscape patterns of the facing primary and secondary streets and/ or alleys. **12.9** A building on a corner lot should be designed to define, frame and contribute to the historic character of the public realm of both adjacent streets. • The street character will also depend on the adjacent street blocks and frontage. • Building setbacks may be different. • The building scale may also vary between the streets.	**Staff Analysis – Complies** The proposed building would be built right up to the public right of way, like other historic commercial buildings in the district. The columns create a quasi-public space between the building and the sidewalk, adding permeability between the public and private realm. The façade of the first three floors mimics historic commercial storefronts in design. The proposed building would be similar in scale to the recently-approved Station 424 development and would have a similar impact on the block face. Additionally, the proposed façade of the first three stories creates a scale closer t historicc buildings that are located farther away from the project site. This façade helps support consistency when defining public and private spaces, while still allowing the additional height that is permitted by the TSA zoning district.

1. Settlement Patterns & Neighborhood Character **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.	**Building Placement, Orientation & Use - Design Objective** A new multifamily building should reflect the established development patterns, directly address and engage with the street, and include well planned common and private spaces, and access arrangements. **12.10** The established historic patterns of setbacks and building depth should be respected in the siting of a new multifamily building. **12.11** The front and the entrance of the building should orient to and engage with the street. • A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block. • An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill. **12.12** Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage. **12.13** The situation, orientation, configuration and design of a new multifamily building should include provision for common exterior open spaces at ground level. Site and design such space/s to address the following: • Reducing the bulk and the scale of the building. • Configuration for residential amenity and casual social interaction. • Shelter from traffic and traffic noise. • Plan for solar access and seasonal shade. • Landscape and light to enhance residential relaxation, enjoyment and neighboring environmental quality. **12.14** Consider additional common open space on higher terrace or roof levels to enhance residential amenity and city views. • Locate and design to preserve neighboring privacy. • Plan and design for landscape amenity and best practices in sustainable design. (PART IV) **12.15** Private open space for each unit, whether ground level, terrace or balcony space, should be designed to create attractive outdoor space, and to help articulate the design of the building to reduce its bulk and scale. • Private space should be contiguous with the unit. • Private space should be clearly distinguished from common open space. **12.16** Common internal and external social space should be planned and designed to take advantage of solar aspect and energy efficient design. • See Guidelines for Sustainable Design (PART IV)	**Staff Analysis – Complies** The building maintains setbacks established by historic commercial buildings in the district. Setbacks are used to incorporate quasi-public plaza space. While the proposal includes a setback along Green Street, the design of the yard provides a public sidewalk and the building is designed to engage with the sidewalk in the same manner as the other facades. Except for the Mulloy Mansion, the subject site is surrounded by buildings with zero setbacks (ncluding the Station 424 development, approved by the commission). The proposed development continues that pattern and brings it to the corner of the block, where the existing SITLA building currently separates itself from the public right of way.

1. Settlement Patterns & Neighborhood Character **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.	**12.10** The established historic patterns of setbacks and building depth should be respected in the siting of a new multifamily building. **12.11** The front and the entrance of the building should orient to and engage with the street. • A new building should be oriented parallel to lot lines, maintaining the traditional, established development pattern of the block. • An exception might be where early settlement has introduced irregular street patterns and building configurations, e.g. parts of Capitol Hill. **12.15** Private open space for each unit, whether ground level, terrace or balcony space, should be designed to create attractive outdoor space, and to help articulate the design of the building to reduce its bulk and scale. • Private space should be contiguous with the unit. • Private space should be clearly distinguished from common open space. **12.16** Common internal and external social space should be planned and designed to take advantage of solar aspect and energy efficient design. • See Guidelines for Sustainable Design (PART IV)	**Staff Analysis – Complies** Existing and recently-approved buildings along the 700 East and 500 South block faces all have entrances that are oriented toward the street. The proposed building continues this pattern, as all proposed entries would be oriented toward and address the street. This also reflects orientations found in historic contexts. Setbacks also reflect established patterns for commercial properties in the district.
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. **(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. **(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.	**Site Access, Parking & Services - Design Objective** The site planning and situation of a new multi-family building should prioritize access to the site and building for pedestrians and cyclists, motorized vehicular access and parking should be discreetly situated and designed, and building services and utilities should not detract from the character and appearance of the building, the site and the context. **12.12** Access arrangements to the site and the building should be an integral part of the planning and design process at the earliest stage. **12.17** The primary public entrance to the building should be afforded priority and prominence in access from the street, and appropriately scaled in the design of the street façade/s. • Avoid combining with any vehicular access or drive. • Provide direct access to the sidewalk and street. • Landscape design should reinforce the importance of the public entrance. **12.18** Where the secondary street or alley network is available, rear public access should be retained and used. • Residential access options to the site and building should be retained and/or maximized. • Alternative vehicular access from secondary streets and alleys should be retained and reused. **12.19** Bicycle parking should be situated so that it is convenient and readily accessible within or immediately adjacent to the building, including design for secure storage. **12.20** Convenient storage space for each residential unit should be included to obviate the use of personal outdoor balcony space for bicycle and other storage	**Staff Analysis – Complies** Utilizing the new parking regulations (adopted in October), the proposal includes 382 parking stalls entirely within the structure. The project would include enclosed bike parking as well as sufficient ADA and electrical vehicle parking. The parking garage is accessed from an entrance on 700 East and an entrance on Green Street. Dumpster access and residential loading areas are proposed to be located off of Green Street, screened from public view at the northwest corner of the structure. The number of conflict points between pedestrians and vehicles leaving the site will be reduced by this proposal. Vehicular access is similar in design to development along both block faces and within the immediate vicinity. Green Street acts as an access point for Liberty Square, and the proposed project would use it in a similar manner. The project would reduce the number of access points on 700 East from two to one. This is similar to the recently-approved Station 424 development. The proposal has fewer vehicular access points than Trolley Square. The proposal improves pedestrian circulation on the site and within the block. Within the 10-foot setback along Green Street (required for fire access), the proposal includes a pedestrian walkway with shade trees and bollard lighting. This pedestrian pathway would improve access to the nearby Trolley Station served by the Red Trax Line, which is within a quarter mile of the project site.

	12.21 A vehicular access and drive should not be combined with a pedestrian access and entrance. • Place vehicle access away from commercial uses such as cafe, restaurant or retail. **12.22** A vehicular access and driveway should be discreetly placed to the side or to the rear of the building. • A vehicular entrance which incorporates a ramp should be screened from street views. • Landscape should be designed to minimize visual impact of the access and driveway. **12.23** A single curb cut or driveway should not exceed the minimum width required. • Avoid curb cuts and driveways close to street corners. **12.24** Driveways serving groups of similar uses should be consolidated to minimize visual intrusion, and to provide less interruption to the sidewalk, pedestrian character and flow. • Curb cuts should be shared between groups of buildings and uses where possible. • Joint driveway access is encouraged. **12.25** Wherever possible, vehicular parking should be situated below the building, or alternatively behind the building in a manner that does not conflict with pedestrian access from the street. • Surface parking areas should be screened from views from the street and adjacent residential properties.	

2. Site Access, Parking & Services **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.	**Site & Building Services & Utilities - Design Objective** The visual impact of common and individual building services and utilities, as perceived from the public realm and nearby buildings, should be avoided or completely integrated into the design of the building. **12.26** Utility areas and other ground level building services should be situated away from the frontage of the building. • Screen from street views and adjacent buildings. • Integrate these facilities with the architecture of the building through design, color and the choice of materials. **12.27** Rooftop and other higher level mechanical services and utilities should be situated away from, and also screened from, street views. • Locate the utility equipment within an architectural screen or dedicated housing. • Enclose the facility within a roof that is an integral part of the building. • Select and locate the utility equipment so that it is not seen from adjacent primary and secondary streets. • Finish to match the building where visibility might occur. **12.28** Mechanical services should be acoustically screened from nearby residential properties. • Screening should be compatible with and also integrated into the design of the building. **12.29** Small utilities, such as air conditioning units, should be located away from primary and secondary facades of the building, unless integrated and fully concealed as part of the building design. • Avoid placing AC or other equipment in balcony spaces. **12.30** Exhaust and intake vents and pipes on facades and roofscapes should be avoided through early and coordinated planning of facilities for common utility systems. • Coordinate, group and screen from view where any might penetrate the facade. • Finish to match the facade color unless specifically designed as a detailed architectural embellishment. **12.31** Cellular phone and other antennae, and associated equipment, should not be visible from the public way. • Plan for common satellite TV equipment, with positioning to avoid or minimize any visual impact.	**Staff Analysis – Must comply at time of building permit approval** Because the subject site fronts three public streets, placing all utility boxes at the rear of the building is difficult. However, all utility boxes, transformers, parking lot venting fans, and other utilities will be screened from public view as required by the zoning regulations. The location of all HVAC systems and other utilities that are proposed to be on top of the building are yet to be determined and will be reviewed before Building Permit Approval. Zoning regulations require that all utilities are screened from public view. The loading and dumpster area is located within the building, accessed by a garage on the Green Street side of the building.

3. Landscape and 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.	**Front Yard Landscape - Design Objective** The design of residential and commercial front yard landscapes should contribute to a coherent and creative public realm. **12.32** The front yard landscaping for a new multifamily building should coordinate with historic and/or established patterns. • Evaluate existing historic patterns and character. • Design a creative complement to the established historic character. **12.33** Landscape walls and fences perpendicular to the street, which could separate front yards, should be minimized or avoided where this separation is not an inherent part of the established topographic or historic character. • Retaining walls provide significant opportunity for creative design and natural materials, when they are a characteristic of the setting. • Where retaining walls are a part of established historic character, avoid excessive retaining wall height by terracing a change in grade. • Design any fencing to be low and transparent in form. **12.34** Where it is a characteristic of the street, a front yard should be designed and graded to reflect this pattern, retaining the relationship and continuity of open space, and the sense of progression from public to private space. • Reflect the historic grading and landscaping of the area between the street pavement and the building. • The building should readily engage with the street and public realm.	**Staff Analysis – Complies** The project's grading is not changing the existing topology of the site or the sidewalk..
3. Landscape and Lighting **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.	**Front Yard Landscape - Design Objective** The design of residential and commercial front yard landscapes should contribute to a coherent and creative public realm. **12.35** Where a new multifamily building includes another use/s, such as restaurant or café, seating should be considered as part of the landscape design for front yard area and/or sidewalk. • Design any seating as a creative element of the landscape design. • Low walls in the landscape design can provide the opportunity for integrated informal seating. • Use ergonomic and durable materials in the design and choice of seating, e.g. wood & metal.	**Staff Analysis – Complies** The proposal includes furnishing within all public plazas and public dining areas. Benches are proposed along the public walkway on Green Street. Details about these amenities have not yet been provided, but will reflect the style of the proposed building.

3. Landscape and Lighting **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.	**Lighting - Design Objective** External lighting of the building and site should be carefully considered for architectural accent, for basic lighting of access and service areas, and to avoid light trespass. **12.36** Exterior lighting should be discreetly designed to illuminate entrances and exterior spaces such as balconies, terraces or common spaces. • Design to avoid light trespass beyond the area to be lit. • Design for creative and discrete task lighting. **12.37** Where architectural lighting is appropriate, it should be designed to strengthen the historic context, providing selective visual accent to specific elements of the primary facades, using discreet and creatively designed light fittings. • Avoid general illumination of a façade or undue prominence of an individual building, since this will detract from the nighttime character of the historic setting. • Design building light fixtures for architectural quality and durability. • Shield architectural illumination at higher levels to avoid a view of any exposed light source from the street or adjacent occupied space. **12.38** Building lighting should be discreetly designed to integrate, in design, location and choice of fittings, with the architecture of the building. **12.39** Landscape lighting should be designed discreetly and creatively to enhance pathways and entrances, while accentuating planting design. • Light specific design features. • Avoid light trespass and glare. **12.40** Conduit and electrical supply equipment for both architectural and utility light fittings should be concealed from view from all streets and adjacent properties. • Plan and design supply runs at an early stage to avoid external surface conduit and equipment. • Conceal within, or integrate with, the design of the building. **12.41** Utilitarian building lighting for service areas should be concealed from view from primary and secondary streets, and from adjacent properties. • Use effective 'cut-off' shields to confine light spread. • Position light fittings to reduce public visibility. • Choose fittings and finishes that complement the design of the building.	**Staff Analysis – Must comply at time of building permit approval** Building lighting has not been fully designed, but there will be no building lighting that trespasses onto neighboring properties, or excessively illuminates balconies, terraces, or other design features.

4. Building Form and 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. **(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. **(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. **(3) Massing** The shape, form, and proportion of buildings, reflects the character of the historic context and the block face. **(4) Roof Forms** The building incorporates roof shapes that reflect forms found in the historic context and the block face.	**Building Form & Scale - Design Objective** The form, scale and design of a new multifamily building in a historic district should equate with and complement the established patterns of human scale characteristics of the immediate setting and/or broader context. **12.42** A new multifamily building should appear similar in scale to the scale established by the buildings comprising the current street block facade. • Subdivide a larger mass into smaller "modules" which are similar in size to buildings seen traditionally. • The scale of principal elements, such as entrances, porches, balconies and window bays, are critical to creating and maintaining a compatible building scale. **12.43** A new multifamily building should be designed to create and reinforce a sense of human scale. In doing so consider the following: • Design building massing and modulation to reflect traditional forms, e.g. projecting wings and balcony bays. • Design a solid-to-void (wall to window/door ratio that is similar to that seen traditionally. • Design window openings that are similar in scale to those seen traditionally. • Articulate and design balconies that reflect traditional form and scale. • Design an entrance, porch or stoop that reflects the scale characteristic of similar traditional building types. • Use building materials of traditional dimensions, e.g. brick, stone, terracotta. • Choose materials that express a variation in color and/or texture, either individually or communally. **12.44** A new multifamily building should be designed to respect the access to light and the privacy of adjacent buildings. **12.45** The principal elements of the front facade should reflect the scale of the buildings comprising the block face and historic context. • The primary plane/s of the front facade should not appear to be more than a story higher than those of typical historic structures in the block and context. • Where the proposed building would be taller than those in the historic context, the upper floor/s should step back from the plane of the façade below. • A single wall plane or bay of the primary or secondary facades should reflect the typical maximum facade width in the district. **12.46** The secondary elements, patterns and modeling of the facade composition should reinforce the massing and scale established by the primary elements of the facade/s. • Design a fenestration pattern and a window scale that reflect those of the context and historic district. • Arrange and design balconies to articulate the architecture of both the primary and secondary facades. • In a taller structure, design the ground floor/s to differentiate in stature, plane, detailing and/ or materials from the façade above.	**Staff Analysis – Complies** **(1) Height** The proposed height of the proposed development is not much different from the existing SITLA building or the recently approved Station 424 development. The first three floors are within scale of the district and th block face. The remaining stories would be stepped back and made of materials that carry less visual weight than the brick façade below. **(2) Width** The width of the project is similar to existing development on the block face and in the immediate vicinity. Trolley Square, Libery Square and the recently-approved Station 424 all have street-facing facades close to, or wider than 200 feet. Since the proposed façades are wider than 200 feet, they arebroken up with changes in vertical planes, changes in materials, as well as massing changes. The longest façade along 500 South is broken into two masses by the space above the leasing office. The south half of the façade facing 700 east is set back 10 feet farther from the street and includes a section of the gray fiber cement that carries less visual weight than the brick veneer and metal panels. The Green Street façade is also broken up by a section of fiber cement which also includes a break in the vertical plane. **(3) Massing** The base middle and top of the proposed building are each separate and distinct. On the ground floor, the brick veneer and large ground-floor windows appear to mimic and are in the scale of historical commercial properties found along 700 East (in and out of the Central City Historic District. The materials and proportions provide visual weight to the first three floors, keeping them at a scale appropriate for pedestrians. The building's middle section carries the patterns and colors of the lower levels with contemporary materials (including metal and fiber cement panels) that create vertical and horizontal emphasis. The top of the building is only clad with the gray fiber cement, making it distinct from the rest of the building. **(4) Roof Forms**

	• Express the 'base' for the front facade/s of the building through primary architectural elements and patterns, e.g. entrance/porch/portico, fenestration. • Reinforce this definition through detailing and materials. • Design a distinct 'foundation' course for the primary and secondary facades, employing a combination of wall plane, materials, texture and/or color. • In a taller structure, consider defining a top floor by a distinct variation in design treatment as part of an architectural hierarchy in the design of the facade. **12.47** Respect the role that architectural symmetry can play in the form of the established historic street frontage and wider setting. • This can be effective in composing the modulation of a wider façade, helping to integrate this within a smaller scale setting. • Evaluation of historic apartment façade symmetry, or asymmetry, will provide valuable direction and inspiration. **Height - Design Objective** The maximum height of a new multifamily building should not exceed the general height and scale of its historic context, or be designed to reduce the perceived height where a taller building might be appropriate to the context. **12.48** The building height should be compatible with the historic setting and context. • The immediate and wider historic contexts are both of importance. • The impact upon adjacent historic buildings will be paramount in terms of scale and form. **12.49** Characteristic of traditional buildings types and context, the first two floors should be designed with greater stature. **12.50** Where there is a significant difference in scale with the immediate context, the building height should vary across the primary façade, and/or the maximum height should be limited to part of the plan footprint of the building. • Step back the upper floor/s of a taller building to achieve a height similar to that historically characteristic of the district. • Restrict maximum building height to particular sections of the depth and length of the building. **12.51** The upper floor/s should step back where a taller building will approach established neighborhoods, streets or adjacent buildings of typically lower height. **12.52** The primary and secondary facades should be articulated and modulated to reduce an impression of greater height and scale, and to enhance a sense of human scale. • Design a distinctive and a taller first floor for the primary and secondary facades. • Design a distinct top floor to help terminate the façade, and to complement the architectural hierarchy and visual interest. • Design a hierarchy of window height and/or width, when defining the fenestration pattern.	The roof is flat and treated with simple parapets, which are characteristic of historic apartments in the district and help to reduce the perceived height of the buildings

	• Consider designing for a distinctive projecting balcony arrangement and hierarchy. • Use materials and color creatively to reduce apparent height and scale, and maximize visual interest. **Width - Design Objective** The design of a new multifamily building should articulate the patterns established by the buildings in the historic context to reduce the perceived width of a wider building and maintain a sense of human scale. **12.53** A new multifamily building should appear similar to the width established by the combination of single and multifamily historic buildings in the context. • Reflect the modulation width of larger historic apartment buildings. • If a building would be wider overall than structures seen historically, the facade should be subdivided into significantly subordinate planes which are similar in width to the building facades of the context. • Step back sections of the wall plane to create the impression of similar façade widths to those of the historic setting. **Massing** **12.54** The overall massing of a new multifamily building should respect and reflect the established scale, form and footprint of buildings comprising the street block and historic context. • Modulate the building where height and scale are greater than the context. • Arrange the massing to step down adjacent to a smaller scale building. • Respect, and/or equate with the more modest scale of center block buildings and residences where they provide the immediate context. **Roof Forms** **12.55** The proportions and roof forms of a new multifamily building should be designed to respect and reflect the range of building forms and massing which characterize the district. • Focus on maintaining a sense of human scale. • The variety often inherent in the context can provide a range of design options for compatible new roof forms. • Vary the massing across the street façade/s and along the length of the building on the side facades. Respect adjacent lower buildings by stepping down additional height in the design of a new building.	

5. Building Character **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 depth of not less than 12 inches. **(1) 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. **(2) Proportion and Scale of Openings** 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. **(3) Ratio of Wall to Openings** 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. **(4) Balconies, Porches, and External Stairs** The project, as appropriate, incorporates entrances, balconies, porches, stairways, and other projections that reflect patterns established in the historic context and the block face.	**Façade Articulation, Proportion & Visual Emphasis - Design Objective** The design of a new multifamily building should relate sensitively to the established historic context through a thorough evaluation of the scale, modulation and emphasis, and attention to these characteristics in the composition of the facades. **12.56** Roof forms should reflect those seen traditionally in the block and within the historic district. • Flat roof forms, with or without parapet, are an architectural characteristic of particular building types and styles, including many historic apartment buildings. • Gable and hip roofs are characteristic of the roof forms of smaller scale buildings in most residential historic areas, and in specific styles of historic apartment buildings. • Where it is expressed, roof pitch and form should be designed to relate to the context. • In commercial areas, a wider variety of roof forms and building profiles may be evident, providing a more eclectic architectural context, and wider range of potential design solutions. • Consider roof profiles when planning the location and screening of rooftop utilities. **12.57** Overall facade proportions should be designed to reflect those of historic buildings in the context and neighborhood. • The "overall proportion" is the ratio of the width to the height of the building, especially the front facade. • The modulation and articulation of principal elements of a facade, e.g. projecting wings, balcony sequence and porches, can provide an alternative and a balancing visual emphasis. • With townhouse development, the individual houses should be articulated to identify the individual unit sequence and rhythm. • See the discussion of individual historic districts (PART III) and the review of typical historic building styles (PART I) for more information on district character and façade proportions. **12.58** To reduce the perceived width and scale of a larger primary or secondary façade, a vertical proportion and emphasis should be employed. Consider the following: • Vary the planes of the façade for all or part of the height of the building. • Subdivide the primary façade into projecting wings with recessed central entrance section in character with the architectural composition of many early apartment buildings. • Modulate the height down toward the street, and/or the interior of the block, if this is the pattern established by the immediate context and the neighborhood. • Modulate the façade through the articulation of balcony form, pattern and design, either as recessed and/or projecting elements. • Vary the planes of the primary and secondary facades to articulate further modeling of the composition.	**Staff Analysis – Complies** The pattern and rhythm established by the proposed masonry façade on the lower floors appears to be heavily influenced by historic commercial buildings within the district and along the east side of 700 East. The windows and entries (including the awnings) along the ground floor incorporate design elements found along Ttolley Squares commercial façades. The base middle and top of the proposed building are each separate and distinct. On the ground floor, the brick veneer and large ground-floor windows appear to mimic and are in the scale of historical commercial properties found along 700 East (in and out of the Central City Historic District. The materials and proportions provide visual weight to the first three floors, keeping them at a scale appropriate for pedestrians. The building's middle section carries the patterns and colors of the lower levels without the visual weight using metal and fiber cement panels. The top of the building is only clad with the gray fiber cement, making it distinct from the rest of the building. To maintain appropriate proporions, the proposed façades are broken up with changes in vertical plans, changes in materials, as well as massing changes. The longest façade along 500 South is broken into two masses by the space above the leasing office. The south half of the façade facing 700 east is set back 10 feet farther from the street and includes a section of the gray fiber cement that carries less visual weight than the brick veneer and metal panels. The Green Street façade is also broken up by a section of fiber cement which also includes a break in the vertical plane.

	• Design for a distinctive form and stature of primary entrance. • Compose the fenestration in the form of vertically proportioned windows. • Subdivide horizontally proportioned windows using strong mullion elements to enhance a sense of vertical proportion and emphasis. **12.59** A horizontal proportion and emphasis should be designed to reduce the perceived height and scale of a larger primary or secondary façade. Consider the following: • The interplay of horizontal and vertical emphasis can create an effective visual balance, helping to reduce the sense of building scale. • Step back the top or upper floors where a building might be higher than the context along primary and/or secondary facades as appropriate. • Design for a distinctive stature and expression of the first floor of the primary, and if important in public views, the secondary facades. • Design a distinct foundation course. • Employ architectural detailing and/or a change in materials and plane to emphasize individual levels in the composition of the facade. • Design the fenestration to create and/or reflect the hierarchy of the façade composition. • Change the materials and/or color to distinguish the design of specific levels. **Solid to Void Ratio, Window Scale & Proportion - Design Objective** The design of a new multifamily building in a historic context should reflect the scale established by the solid to void ratio traditionally associated with the setting and with a sense of human scale. **12.60** The ratio of solid to void (wall to window) should reflect that found across the established character created by the historic structures in the district. Consider the following: • Achieve a balance, avoiding areas of too much wall or too much window. • Large surfaces of glass can be inappropriate in a context of smaller residential buildings. • Design a larger window area with framing profiles and subdivision which reflect the scale of the windows in the established context. • Window mullions can reduce the apparent scale of a larger window. • Window frame and mullion scale and profiles should be designed to equate with the composition. **12.61** Window scale and proportion should be designed to reflect those characteristic of this traditional building type and setting. **Fenestration - Design Objective** The window pattern, the window proportion and the proportion of the wall spaces between, should be a central consideration in the architectural composition of the facades, to achieve a coherence and an affinity with the established historic context. **12.62** Public and more important interior spaces should be planned and designed to face the street. • Their fenestration pattern consequently becomes a significant design element of the primary facade/s.	

	• Avoid the need to fenestrate small private functional spaces on primary facades, e.g. bathrooms, kitchens, bedrooms. **12.63** The fenestration pattern, including the proportions of window and door openings, should reflect the range associated with the buildings creating the established character of the historic context and area. • Design for a similar scale of window and window spacing. • Reflect characteristic window proportions, spacing and patterns. • Design for a hierarchy within the fenestration pattern to relieve the apparent scale of a larger facade, and especially if this is a characteristic of the context. • Arrange and/or group windows to complement the symmetry or proportions of the architectural composition. • Emphasize the fenestration pattern by distinct windows reveals. • Consider providing emphasis through the detailing of window casing, trim, materials, and subdivision, using mullions and transoms, as well as the profiles provided by operable/ opening windows. See also guideline 12.71-74 on window detailing. **Balconies & Entrance - Design Objective** The design of a new multifamily building in a historic context should recognize the importance of balcony and primary entrance features in achieving a compatible scale and character. **12.64** Balconies, encouraged as individual semipublic outdoor spaces, should be designed as an integral part of the architectural composition and language of the building. • Use projecting and/or recessed balcony forms to complement and embellish the design composition of the facades, and to establish visual emphasis and architectural accent. • Use a balcony or a balcony arrangement to echo and accentuate the fenestration pattern of the building. • Design balcony forms to be transparent or semi-transparent, using railings and/or glass to avoid solid balcony enclosures. • Select and design balcony materials and details as a distinct enrichment of the building facade/s. **12.65** An entrance porch, stoop or portico should be designed as a principal design focus of the composition of the facade. • Design for greater stature to enhance visual focus, presence and emphasis. • Design for a distinct identity, using different wall planes, materials, details, texture and color. • Consider designing the name of the apartment building into the facade or the porch/stoop. **12.66** A secondary or escape stairway should be planned and designed as an integral part of the overall architecture of the building, and positioned at or towards the rear of the building.	

6. Building Materials, Elements and 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.	**Materials - Design Objective** The design of a new multifamily building should recognize and reflect the palette of building materials which characterize the historic district, and should help to enrich the visual character of the setting, in creating a sense of human scale and historical sequence. **12.67** Building materials that contribute to the traditional sense of human scale and the visual interest of the historic setting and neighborhood should be used. • This helps to complement and reinforce the palette of materials of the neighborhood and the sense of visual continuity in the district. • The choice of materials, their texture and color, their pattern or bond, joint profile and color, will be important characteristics of the design. • Creative design, based on analysis of the context, will be invaluable in these respects. **12.68** Building materials that will help to reinforce the sense of visual affinity and continuity between old and new in the historic setting should be used. • Use external materials of the quality, durability and character found within the historic district. **12.69** Design with materials which provide a solid masonry character for lower floors and for the most public facades of the building. Consider the following: • Use brick and/or natural stone, in preference to less proven alternatives for these areas. • Limit panel materials to upper levels and less public facades. • Where panel materials are considered, use high quality architectural paneling with a proven record of durability in the regional climate. • Synthetic materials, including synthetic stucco, should be avoided on grounds of limited durability and longevity, and weathering characteristics. **12.70** Materials should have a proven durability for the regional climate, as well as the situation and aspect of the building. • Avoid materials which merely create the superficial appearance of authentic, durable materials. • The weathering characteristics of materials become important as the building ages, in that they should compliment rather than detract from the building and historic setting as they weather and mature. • New materials, which have a proven track record of durability in the regional climatic conditions, may be considered.	**Staff Analysis – Complies** As required by the design standards, all proposed façades include at least 80& durable materials. No stucco, EIFS, vinyl, or aluminum siding is proposed. On the ground floor, all street-facing facades would be clad with brick veneer and windows. The design and detailing of the brick façade appear to reflect designs found in historic structures within the district and along the east side of 700 East. Vertical and horizontal elements on the upper floor reflect the pattern established on the ground floor without adding additional visual clutter or weight. They provide a contemporary complement to the masonry on the lower floors.

6. Building Materials, Elements and Detailing **c. Windows** Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.	**Windows - Design Objective** The design of a new multifamily building should include window design subdivision, profiles, materials, finishes and details which ensure that the windows play their characteristic positive role in defining the proportion and character of the building and its contribution to the historic context. **12.71** Windows should be designed to be in scale with those characteristic of the building and the historic setting. • Excessive window scale in a new building, whether vertical or horizontal, will adversely affect the sense of human scale and affinity with buildings in the district. • Subdivide a larger window area to form a group or pattern of windows creating more appropriate proportions, dimensions and scale. **12.72** Windows with vertical proportion and emphasis are encouraged. • A vertical proportion is likely to have greater design affinity with the historic context. • It helps to create a stronger vertical emphasis which can be valuable integrating the design of a larger scale building within its context. • See also the discussion of the character of the relevant historic district and architectural styles. (PART I) **12.73** Window reveals should be a characteristic of masonry and most public facades. • These help to express the character of the facade modeling and materials. • Window reveals will enhance the degree to which the building integrates with its historic setting. • A reveal should be recessed into the primary plane of the wall, and not achieved by applying window trim to the façade. • This helps to avoid the impression of superficiality which can be inherent in some more recent construction, e.g. with applied details like window trim and surrounds. • A hierarchy of window reveals can effectively complement the composition of the fenestration and facades. **12.74** Windows and doors should be framed in materials that appear similar in scale, proportion and character to those used traditionally in the neighborhood. • Frame profiles should project from the plane of the glass creating a distinct hierarchy of secondary modeling and detail for the window opening and the composition of the facade. • Durable frame construction and materials should be used. • Frame finish should be of durable architectural quality, chosen to compliment the building design. • Vinyl should be avoided as a non-durable material in the regional climate. • Dark or reflective glass should be avoided. • See also the rehabilitation section on windows (PART II, Ch.3) as well as the discussions of specific historic districts (PART III) and relevant architectural styles (PART I).	**Staff Analysis – Complies** The design of the windows give a strong vertical emphasis and draw the eyes upward. They are not overly large and their proportions reflect windows found in the district. Larger windows are broken up into smaller lights to avoid distracting contemporary designs. Window reveals are set within the building façade to provide greater texture. The placement of the reveals within the wall also reflect historic structures within the vicinity of the proposed project. Where the vertical brick columns terminate and the upper levels change to paneling, the colors of the panels continue the vertical emphasis by connecting the windows together vertically with a band of colored paneling. This creates some variety in the façade and enhances the vertical emphasis already established in the project.

6. Building Materials, Elements and Detailing **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.	**Details - Design Objective** The design of a new multifamily building should reflect the rich architectural character and visual qualities of buildings of this type within the district. **12.75** Building elements and details should reflect the scale, size, depth and profiles of those found historically within the district. • These include windows, doors, porches, balconies, eaves, and their associated decorative composition, supports and/or details. **12.76** Where used, ornamental elements, ranging from brackets to porches, should be in scale with similar historic features. • The scale, proportion and profiles of elements, such as brackets or window trim, should be functional as well as decorative. **12.77** Creative interpretations of traditional details are encouraged. • New designs for window moldings and door surrounds, for example, can create visual interest and affinity with the context, while conveying the relative age of the building. • The traditional and characteristic use of awnings and canopies should be considered as an opportunity for creative design which can reinforce the fenestration pattern and architectural detail, while being a sustainable shading asset in reducing energy consumption. See also PART IV on Sustainable Design.	**Staff Analysis – Complies** The building elements proposed along the street-facing facades incorporate traditional elements used throughout the district. The proposed detailing of the brick on the lower levels reflects common detailing seen in brick buildings within the district, including soldier and accent coursing. Awnings are proposed at each entry (that meet zoning standards) and reflect traditional awnings used on many historic properties, including Trolley Square.

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 - 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. **12.78** Signs should be placed on the building or the site where they are traditionally located in the historic context. **12.79** Identify a non-residential use with a sign location, placement, form and design, which relates directly to the 'storefront' and window design. • See also the Design Guidelines for Signs in Historic Districts in Salt Lake City. • See the Design Guidelines for Historic Commercial Buildings and Districts in Salt Lake City. **12.80** Signs and lettering should be creatively designed to respect traditional sign scales and forms. **12.81** Signs for the primary and any secondary use should be designed as an integral part of the architecture of the façade. • Lettering or graphic motif dimensions should be limited to the maximum required to identify the building and any other use/s. • Creativity and subtlety are objectives of the design of any sign for a new multifamily building in a historic setting. **12.82** Signs should take the form of individual lettering or graphic motif with no, or minimal, illumination. **12.83** Any form of illumination should relate discretely to the sign lettering, and avoid any over-stated visual impact upon any residential use or historic setting. • The light source should not be visible. • Internally illuminated lettering and sign boxes should be avoided. • Internally illuminated lettering using a transparent of translucent letter face or returns should be avoided. • Where illumination might be appropriate, it should be external and concealed, or in 'halo' form. • Banner or canopy signs are not characteristic and will not be appropriate. **12.84** Sign materials should be durable and of architectural quality to integrate with the building design. **12.85** Power supply services and associated fittings should be concealed and not be readily visible on the exterior of the building. **12.86** Refer to the City's Design Guidelines for Signs in Historic Districts for more detailed and extensive advice.	**Staff Analysis – Must comply at time of building permit approval** While examples of proposed signage are included with the proposal, no concrete plans are in place at this time. The applicant will need to submit a sign permit application with a separate Certificate of Appropriateness prior to any signage installation.

ATTACHMENT F: Public Process & Comments

Public Notice, Meetings, Comments

The following is a list of public meetings that have been held, and other public input opportunities, related to the proposed project since the applications were submitted:

- December 23, 2021
  - Public hearing notice sign posted on the property
- December 22, 2021
  - Public hearing notice mailed
  - Public notice posted on City and State websites and Planning Division list serve

Public Input:

Staff received comments and concerns from Steve and Danell Murdock, the owners of the adjacent Mulloy Mansion. Their emailed comments are attached. Staff met with them and discussed their concerns on December 8, 2022.

Barlow, Aaron

From: Steve Murdock <smurdock@designoftoday.com>
Sent: Wednesday, November 30, 2022 4:43 PM
To: Larsen, Nannette; Barlow, Aaron
Cc: Clark, Aubrey; Planning Admin; Danell Murdock
Subject: (EXTERNAL) New Construction PLNHLC2022-01117 and the demolition of 470 East
Attachments: Dev_Around_HancockMansion copy[2].jpg; 500 East 2.jpeg; 500 East.jpeg; 500 East 3.jpeg

Hello Arron and Nannette,

Thank you in advance for reading this email that addresses our concerns about the development that is taking place around our property(444 South 700 East).

By chance are you both the principle planners on the Station 424 Multi-family Development – New Construction PLNHLC2022-00233 and the demolition of the McCarther House? I know you are involved with PLNHLC2022-01117 Alta Terra Trolley Square development.

Would like to meet with both of you on Thursday(12/1) to make sure our concerns will be presented to at the Historic Commission meeting on 12/1.

Please reach out to us if you have questions about our concerns below.
Thanks,
Steve Murdock
801-550-6447
Danell Murdock
801-201-7680

Here are our concerns.

The Hancock Mansion, Victorian eclectic in style, owned by Manor House Properties (Steve and Danell Murdock) at 444 south 700 east located in the Central City Historic District and is soon to be the ONLY historic building / home / anything on the full city block within this historic neighborhood.

The mansion has significant historical value as it was built in 1890 by Thomas Mulloy, SLC's supervisor of streets, and was purchased in 1901 by Col. William Montague Ferry, former Salt Lake City Mayor with ownership in the Silver King Mine in park City. The Ferry family was instrumental in donating the land to build Westminster College.

With the potential approval of the demolition of Big Daddy's Pizza and The McCarther House (both originally deemed historically significant) our historic home will be surrounded on the north, west and south sides by construction and ultimately two new high density apartment complexes that are 85 feet tall.

There are two different groups and petition cases:

PLNHLC2022-01117
DEVELOPMENT NEIGHBORS SOUTH: ALTA TERRA TROLLEY SQUARE
This developer IF able to tear down Big Daddy's Pizza IS NOT offering any set-backs and is offering us the back side of their building in the form of a 3 story gray wall that will sit directly on the property line.

The south side our historic building has six 9’ and two smaller windows that will now be butted against a proposed gray wall. In-order to even see the sky one will need to press their face to the glass.

We would ask that they stair step their building in height on the North side to allow the Handcock Mansion some solar access on our South side. With the full 85’ structure we will only have shaded light on the South and West side of our building.

CONSTRUCTION MITIGATION / CONCERNS Our main concern is two fold. 1) Demolishing Big Daddy Pizza and building on the property line will likely cause further sinking of our property. 2) Even with a set-back our property is not far enough away to be digging so deeply/closely to a historic building.

Our building was designed with a sandstone and dirt foundation with late 1800’s home building standards of being in a quaint neighborhood with surrounding homes built fair distances apart.

We are concerned that the demolition, digging, and building and will cause serious damage to our building and restored interior / exterior.

We are requesting that the Historic Committee and the Planning Commission require the developers to hire a historical building structural engineer to put systems and process in place to protect the structural integrity of our historic building.

Without a set-back how will Alta Terra access the north side of their building during construction? How will it place upper windows and do exterior finishes? Our driveway will not only be tight – but is active and does not have the space to accommodate any machinery or building crew.

Will the roof drainage plan for Alta Terra keep debris and water run off / snow pack from falling into / onto our property?

SAFETY

With this tight driveway – difficulty turning in tight enough from 700 east in 40 mile an hour traffic. IF a set-back is offered with either green space or sidewalk the front ends our cars have less chance of hitting Alta Terra.

PARKING is not currently available in front of our building on 700 east HOWEVER with 195 units to the south and the same to the north it is likely cars will park in-front of our building (due to the minimum parking building requirements) making the turn in and out harder and less safe. CURRENTLY it is posted as “No Parking” HOWEVER to the EAST of us that was changed to 2 hour parking when the Development Liberty Blvd 455 so 700e was built.

GRAFFITTI

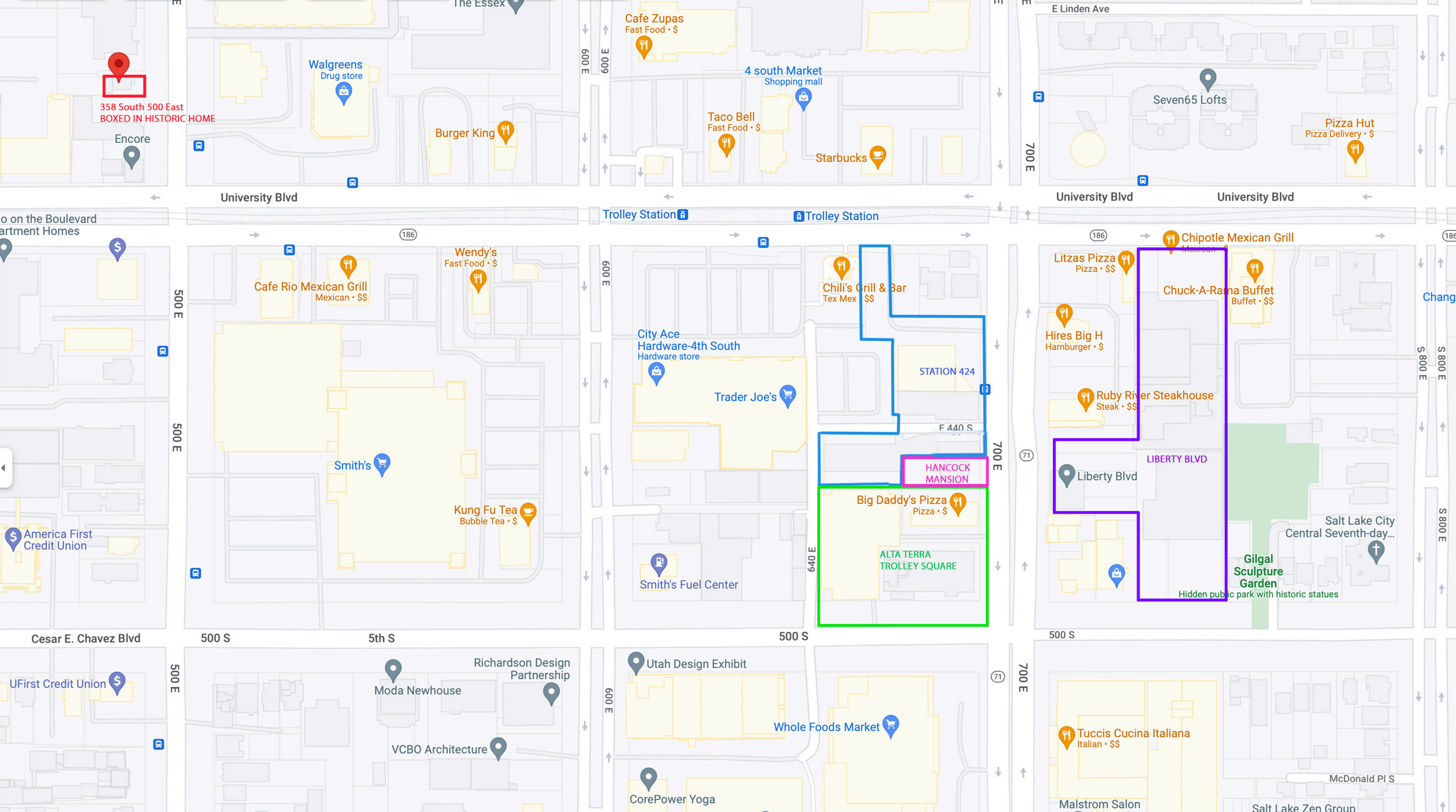
There is a fair amount of tagging taking place monthly on Big Daddy’s Pizza and the parking structure that will now be part of Alta Terra. Exposing a 2 ½ story gray wall to a tight alley way likely attract graffiti and tagging.

Attached you will find Dev_Around_HancockMansion copy.jpg an image of where the Handcock Mansion sits next to this massive build and will be surrounds as the property to the south is also being developed.




SALT LAKE CITY


SIDEWALK
CLOSED
PLEASE USE OTHER SIDE
KIER
CONSTRUCTION
PRO MIX


358 South 500 East
BOXED IN HISTORIC HOME
Encore
Walgreens
Drug store
Burger King
The Essex
Cafe Zupas
Fast Food • $
4 south Market
Shopping mall
Taco Bell
Fast Food • $
Starbucks
E Linden Ave
Seven65 Lofts
Pizza Hut
Pizza Delivery • $
University Blvd
University Blvd
University Blvd
Trolley Station
Trolley Station
186
186
600 E
700 E
500 E
Cafe Rio Mexican Grill
Mexican • $$
Wendy's
Fast Food • $
Smith's
Kung Fu Tea
Bubble Tea • $
America First
Credit Union
City Ace
Hardware-4th South
Hardware store
Trader Joe's
Smith's Fuel Center
Chili's Grill & Bar
Tex Mex • $$
STATION 424
E 440 S
HANCOCK
MANSION
Big Daddy's Pizza
Pizza • $
ALTA TERRA
TROLLEY SQUARE
640 E
Chipotle Mexican Grill
Litzas Pizza
Pizza • $$
Chuck-A-Rama Buffet
Buffet • $$
Hires Big H
Hamburger • $
Ruby River Steakhouse
Steak • $$
LIBERTY BLVD
Liberty Blvd
Salt Lake City
Central Seventh-day...
Gilgal
Sculpture
Garden
Hidden public park with historic statues
S 800 E
71
Cesar E. Chavez Blvd
500 S
5th S
500 S
500 S
UFirst Credit Union
Moda Newhouse
Richardson Design
Partnership
VCBO Architecture
Utah Design Exhibit
Whole Foods Market
CorePower Yoga
Tuccis Cucina Italiana
Italian • $$
McDonald Pl S
Malstrom Salon
Salt Lake Zen Group

ATTACHMENT G: Department Review Comments

This proposal was reviewed by the following departments. Any requirement identified by a City Department is required to be complied with.

Engineering:

- Engineering and Transportation Permits are required for staging, occupying, and/or excavating in the public right of way. Plans, License, Bond and Insurance required with permit application. All work in the public right of way shall follow current APWA Standards
- Show property line callouts on all civil sheets.

Fire:

- 10 additional feet will be required for fire lane on Green Street.
- Electric Vehicle Charging Stations (Sheets E099 through E103). Where provided, electric vehicle charging stations shall be installed in accordance with the National Electrical Code. Electric vehicle charging system equipment shall be listed and labeled in accordance with UL 2202 Electric Vehicle Charging System Equipment (2009 Edition). Electric vehicle supply equipment shall be listed and labeled in accordance with UL 2594 Electric Vehicle Supply Equipmen
- Rooftop Garden Maintenance Plan. The fire code official may require a maintenance plan for vegetation placed on roofs due to the size of a roof garden, materials used or where a fire hazard exists to the building or exposures due to the lack of maintenance.

Urban Forestry:

- The three Honey Locust trees on the 500 S public ROW parkstrip need to be shown as protected AND have the Tree Protection Zone (TPZ) fencing depicted on the Site, Demolition, and Grading & Drainage plans
- Please provide the name of the property owner responsible for the proper planting of the trees, their contact phone number, and their e-mail address that I can send the permit for their review and signature.

Police:

No comments received.

Public Utilities:

The following comments are provided for information only and do not provide official project review or approval. Comments are provided to assist in design and development by providing guidance for project requirements.

- Plat review and acceptance does not provide building or utility permits.
- A separate demolition permit will be required for each building demolished as part of this project.
- Public Utility permit, connection, survey, and inspection fees will apply.
- Water, Sewer, Street Light and Storm Drain infrastructure will be required for this proposed development. All improvements will be the responsibility of the developers.
- All utility design and construction must comply with APWA Standards and SLCPU Standard Practices, Policies and Ordinances.
- All utilities must meet horizontal and vertical clearance requirements. Water and sewer lines require 10 ft minimum horizontal separation and 18" minimum vertical separation. Sewer must maintain 5 ft minimum horizontal separation and 12" vertical separation from any non-water utilities. Water must maintain 3 ft minimum horizontal separation and 12" vertical separation from any non-sewer utilities.
- Contact SLCPU Street Light Program Manager, Dave Pearson (801-483-6738), for information regarding street lights.
- Utilities cannot cross property lines without appropriate easements and agreements between property owners. This includes public utilities on private property and easements between the new lots for utility services.
- Site utility and grading plans will be required for building permit 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.

- One culinary water meter is permitted per parcel. If the parcel is larger than 0.5 acres, a separate irrigation meter is also permitted. Fire lines will be permitted, as necessary. Each service must have a separate tap to the main.
- Site stormwater must be collected on site and routed to the public storm drain system. Stormwater cannot discharge across property lines or public sidewalks.
- Stormwater Retention is required. Retention of the 80th percentile storm is required. Stormwater detention is required for this project. The allowable release rate is 0.2 cfs per acre. Detention must be sized using the 100-year 3-hour design storm using the farmer Fletcher rainfall distribution. Provide a complete Technical Drainage Study including all calculations, figures, model output, certification, summary and discussion.
- Projects larger than one acre require that a Stormwater Pollution Prevention Plan (SWPPP) and Technical Drainage Study are submitted for review.
- LID and stormwater quality treatment is required for this project.
- Additional offsite improvements to the sewer and storm drain system may be required.