



# Memorandum

PLANNING DIVISION  
DEPARTMENT of COMMUNITY and NEIGHBORHOODS

To: Salt Lake City Historic Landmark Commission  
From: Aaron Barlow, Principal Planner, [aaron.barlow@slcgov.com](mailto:aaron.barlow@slcgov.com) or 801-535-6182  
Date: June 1, 2023  
Re: PLNHLC2022-00675 – Trolley North Student Housing Development

## ACTION REQUIRED:

This memorandum provides updated information on the proposed Trolley North Student Housing Development New Construction Petition PLNHLC2023-00675. The referenced application was discussed at the Historic Landmark Commission Meeting on January 5, 2023. At that meeting, the commission tabled the request citing shortcomings in the submitted materials and failure to comply with a number of standards. Their feedback was articulated in a letter sent to the applicant (dated January 17, 2023, included in [Attachment I](#)) and was based upon the standards of review for New Construction in a Historic District ([21A.34.020.H](#)) and the Design Guidelines for Historic Apartment and Multifamily Buildings found in [Chapter 12](#): New Construction.

Since the meeting in January, the applicant has made significant changes to their submittal package and the proposed development to bring the proposal in line with the commission's requested revisions. At this point in the process, the Historic Landmark Commission is tasked with making a decision on the proposed New Construction Petition based on the revisions made by the applicant. Planning staff's analysis of the requested revisions (based upon the New Construction Standards and the Design Guidelines for New Construction of Multifamily Buildings) can be found in [Attachment D](#).

## REQUEST:

Michael Augustine of 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 & rooming (boarding) house development (intended for student housing) at approximately 675 East 500 South. The subject property is in the TSA-UN-C (Transit Station Area Urban Neighborhood Core) zoning district and the Central City Local Historic District. Planning staff has already granted approval to demolish the existing noncontributing structures on the site. As part of this petition, the applicant has requested modifications to the following TSA-UN-C zoning district development and design 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 this memorandum and the staff report dated January 5, 2023 (a link can be found in [Attachment F](#)), it is the Planning Staff's opinion that the modifications that the applicant has made to the request since the request was tabled on January 5, 2023, generally bring the proposed Student Housing Development into compliance with the standards of approval that are applicable to the revisions requested by the commission. Therefore, staff recommends that the Historic Landmark Commission approve the updated request with the requested modifications to development standards with the following condition:

- Final review of the development is delegated to staff during the Building Permit review process. In addition to showing compliance with zoning regulations and design standards not modified through this request, the plans shall show compliance with the following New Construction Standard:
  - 3c – Lighting.

## ATTACHMENTS:

- |  |   |
|--|---|
| A. <a href="#">Vicinity Map</a>                    | F. <a href="#">Design Guidelines for New Construction</a> |
| B. <a href="#">Revised Plan Set</a>                | G. <a href="#">Previous staff Report</a>                  |
| C. <a href="#">Zoning and Design Standards</a>     | H. <a href="#">Meeting Minutes</a>                        |
| D. <a href="#">Analysis of Requested Revisions</a> | I. <a href="#">Staff Correspondence with Applicant</a>    |
| E. <a href="#">New Construction Standards</a>      | J. <a href="#">Public Process and Comments</a>            |

## BACKGROUND:

The Historic Landmark Commission reviewed the New Construction proposal during a public hearing on January 5, 2023. A link to the staff report from that meeting can be found in [Attachment G](#). The proposal was for an 8-story (85-foot-tall) mixed-use & rooming (boarding) house development (intended for student housing) at approximately 675 East 500 South. The proposed wood frame over concrete podium structure would consist of eight stories and one basement level. Parking would be within 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 would contain residential units and private amenities. On the fourth floor, the proposal would include an outdoor amenity space wrapped around by the building's remaining floors featuring a pool, fitness area, and several gathering spaces. Additional details about the proposal can be found in Planning staff's original report.

Upon review of the initial proposal, the Historic Landmark Commission determined that the applicant's submittal did not provide sufficient information about the context of the project site, nor did the plans clearly articulate the proposal's relationship with the existing neighborhood. The Commission also asked for additional details about the texture and articulation of the proposed building's materials.

In addition to their comments on the deficiencies in the submitted plans, the Commission also asked for several revisions to the proposal based on the Standards for Certificates of Appropriateness Involving New Construction in [21A.34.020.H](#). Those requested revisions were articulated by staff in the Record of Action Letter that was delivered to the applicant on January 17, 2023 (included with [Attachment I](#)). In summary, the Historic Landmark Commission asked for the following:

- A Streetscape Study that met the application requirements and included Trolley Square
- Floor Plans showing how ground-floor uses interact with exterior features and the public right of way
- A shade study showing how the mass of the proposal would affect adjacent properties
- Changes in the design that would help buffer the proposed building from adjacent properties
- Redesign of street-facing facades to help reduce the perceived size of the building
- Reduce the proposed mass by reducing parking
- Entries to ground-floor residential units along Green Street that are designed to interact with the public realm
- Set the building back from the Mulloy (Hancock) Mansion
- Remove the parking ventilation box in front of the building on 700 East
- Additional details about the proposed materials, including the panel size, material articulation, and the depth of material modulations (point of change).

The minutes for the meeting on January 5, 2023, can be found in [Attachment H](#). A video recording of the Historic Landmark Commission meeting can be viewed at the link below:

<https://www.youtube.com/live/OFLx-6qiMXU?feature=share&t=1122>.

## Applicant Response to Requested Revisions

After receiving Planning staff's summary of the HLC's rationale for the tabled decision, the applicant worked with staff through several iterations of the proposal from January to May 2023. The applicant also met with the owners of the Mulloy (Hancock) Mansion on several occasions to solicit feedback about changes to the proposal. The complete plan set containing the applicant's revisions can be found in [Attachment C](#). Correspondence between staff and the applicant is included in [Attachment I](#).

# Comparison of Previous and Revised Submittals

## Elevations South Elevation



# East Elevation

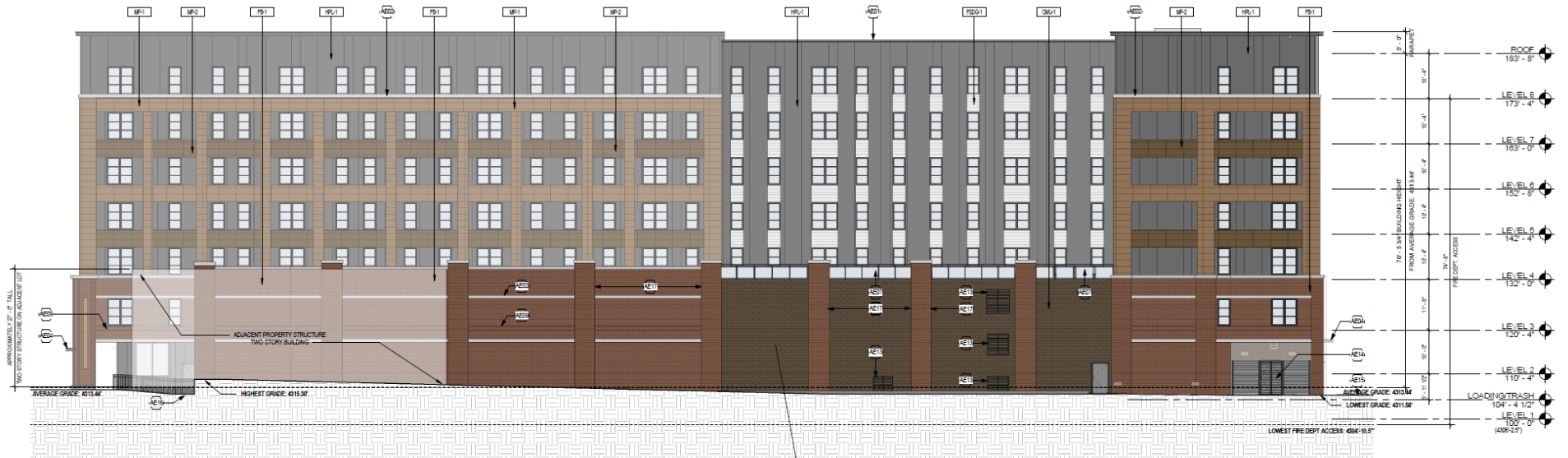


# West Elevation

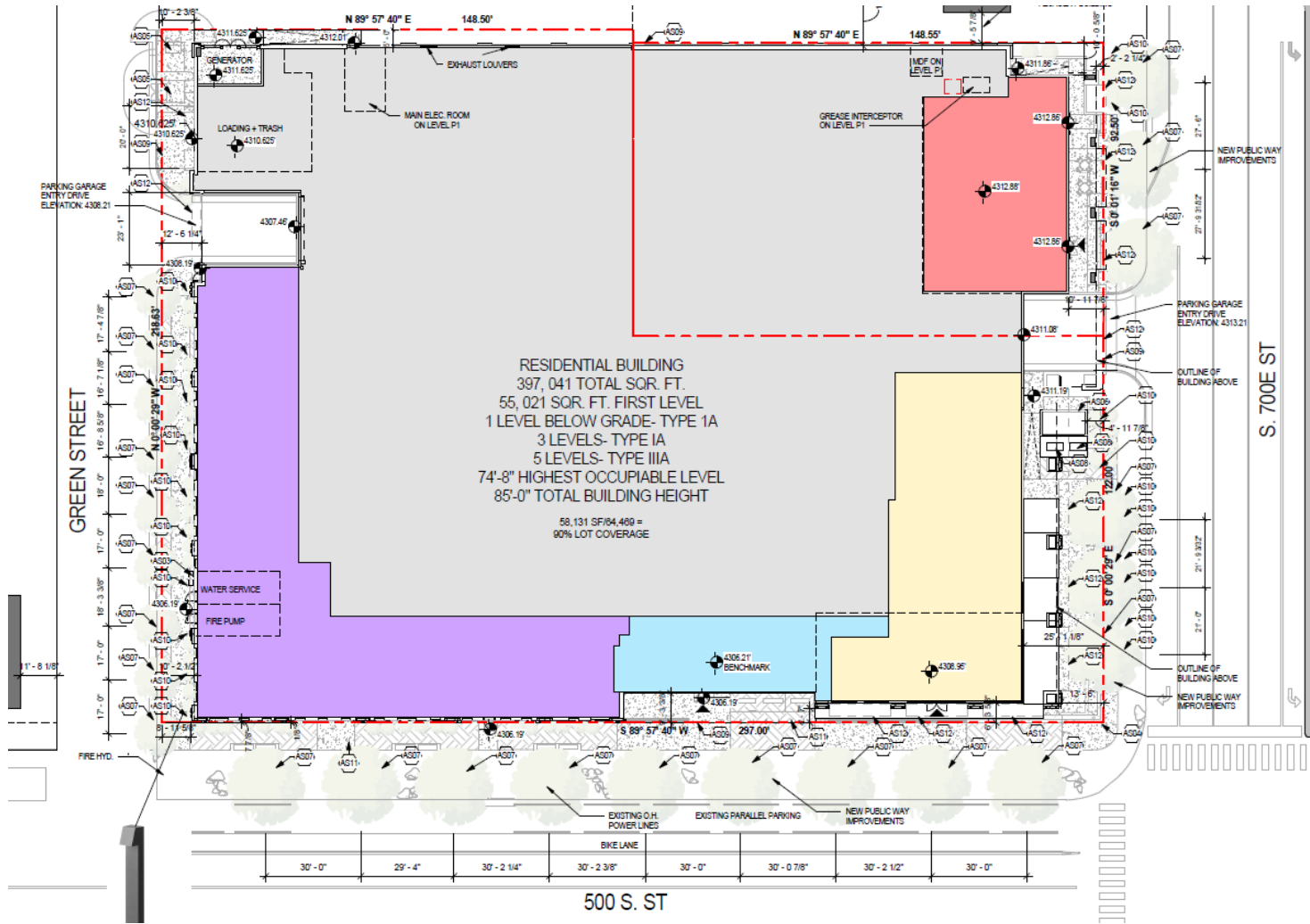


Location of new ground-floor unit entries

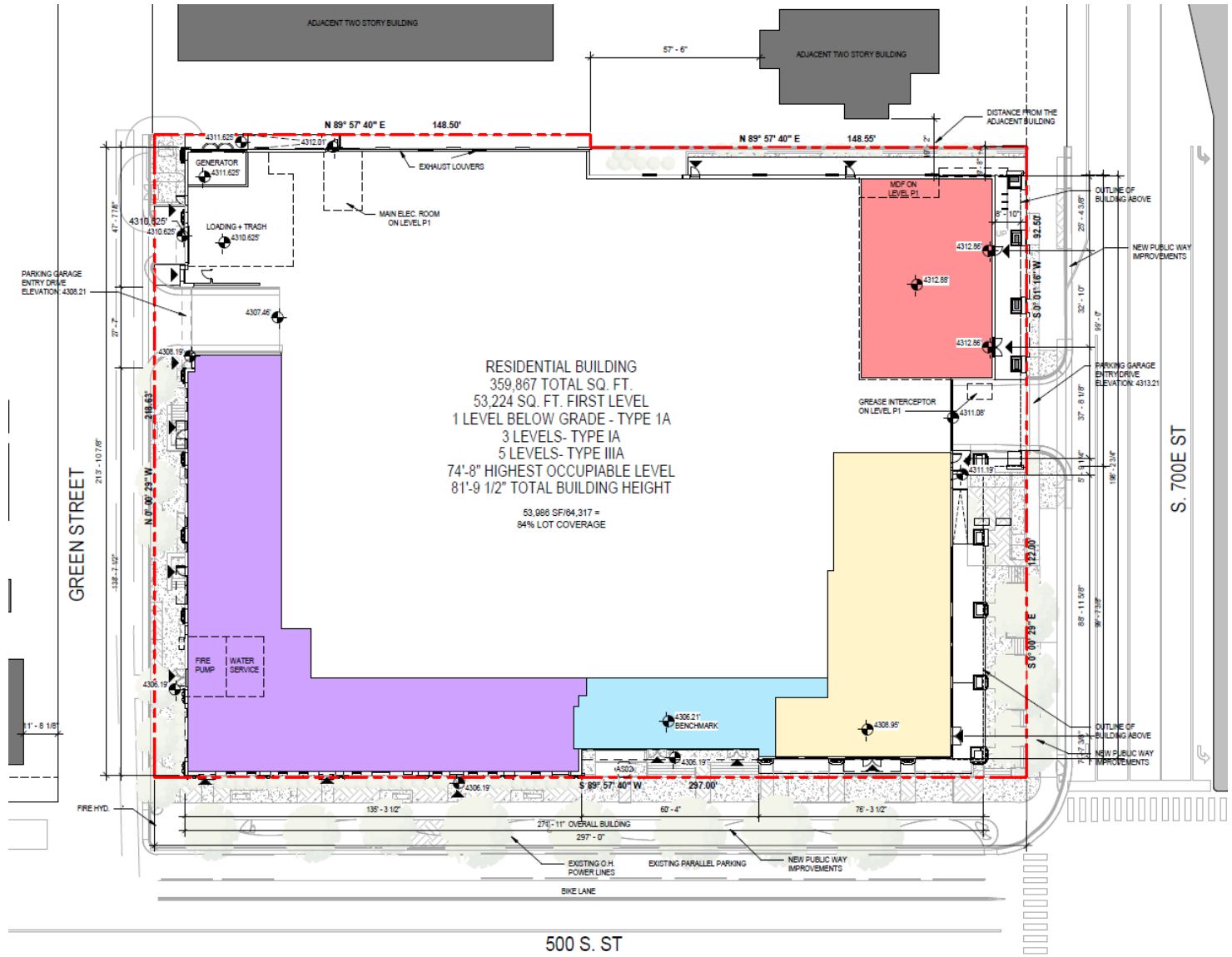
# North Elevation



**Site Plan**  
Original Submittal



Revised Submittal





**Renderings**

*Northeast Corner, Original Submittal*



*Northeast Corner, Revised Submittal*



*Southeast Corner, Original Submittal*



*Southeast Corner, Revised Submittal*



*Southwest Corner, Original Submittal*



*Southwest Corner, Revised Submittal*



## Summary of Revisions:

The most recent iteration includes modifications to the site's layout, the location and design of entries, landscaping, building massing (including step backs), material details, window and fenestration design, and the location of mechanical equipment. Planning staff's analysis of these revisions can be found in [Attachment D](#). Staff's analysis of any New Construction Standard or Design Guideline that is not addressed in [Attachment D](#) has not changed and can be found in the original Staff report dated January 5, 2023 (included in [Attachment G](#)). For convenience, the revisions have been organized below in the same manner as the summary letter sent to the applicant:

## Plan Details

### Floor Plans

The updated plan set provides context for each entry and details about the units within the proposed structure. The Commission asked that the applicant provide floor plans of interior uses on the ground floor to better illustrate how they would interact with the public way. Floor plans can help explain why the site's grade has made placing doors difficult and justify the requested door spacing modification.

### Shade Study

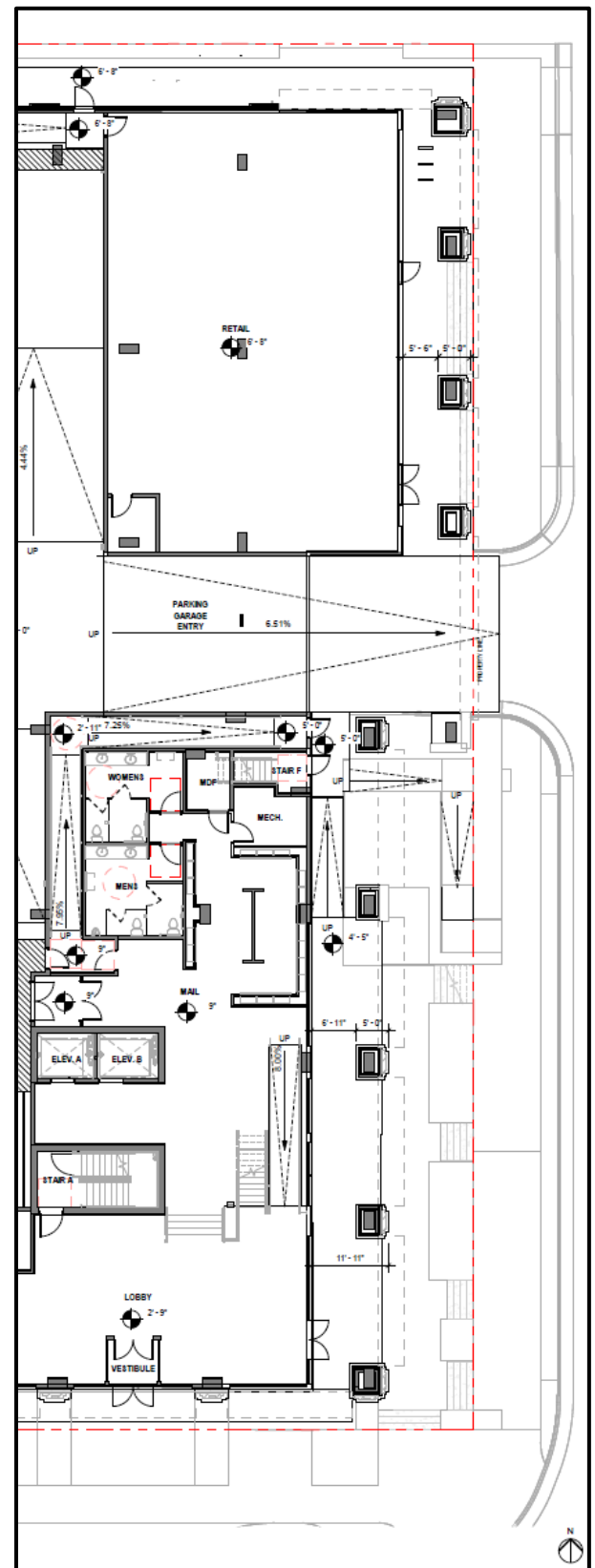
The new plan set includes a shade study showing the anticipated light impacts of the proposed development during different times of the day. The study illustrates that the building would impact the Mulloy (Hancock) Mansion's access to sunlight but would not cover the property in year-round shade.

### Streetscape Study

The commission requested that the applicant provide a complete street study that includes Trolley Square (because of its significance to the Central City Historic District). The most recent submittal includes a detailed streetscape study of existing and proposed development (including the Station 424 development). Details in the study help illustrate how the proposal's scale relates to adjacent and nearby buildings.

### Plan Accuracy

The commission identified several errors in the previous plan set, including essential measurements and the location of the Mulloy (Hancock) Mansion. Many details meant for construction documents also distracted from effective review of the project plans. The most recent revised plans have been corrected for accuracy and are much easier to review. While some minor errors may still be present (which, from Planning staff's perspective, is typical for large plan sets like these), they do not detract from the interpretation of the proposed development and should not prevent the commission from making a well-informed decision on the proposal.



*Floor plan of ground floor facing 700 East*



500 South Study



Green Street Study



700 East Study



Shadow Study of proposal



## Scale and Design

### *Relationship to Surrounding Development*

The updated street studies in the revised plan set contain details illustrating the building's relationship to nearby development, including comparisons to the scale of elements in the proposal to the scale of surrounding structures. One example is the relationship between the podium floors on the southwest corner of the proposal with Liberty Square. Adding more glazing on the upper floors helps to draw a better connection between the massing of Liberty Square and the proposed lower levels that would be across the street.

### *Impact on Mulloy (Hancock) Mansion*

The applicant has made considerable plan revisions in an attempt to mitigate the anticipated impact of the proposed development on the adjacent Mulloy Mansion (a contributing structure in the Central City Historic District, one of only two on the block), including the following:

- Increasing the setback from the north property line from zero feet to ~9 feet (no setback is required within the TSA-UN-C district).
- Stepping back the front ~15 feet of the upper floors from 700 East at the northeast corner of the building
- Climbing vines along the section of the north wall that is adjacent to the Mulloy Mansion property.
- A landscape buffer between the structure and the north property line within the added 9-foot setback
- Additional fenestration and glazing on every floor of the east portion of the north façade.



*East-most section of North Elevation*

### *Street-facing Façade Mass*

To reduce the proposed building's perceived scale, the applicant has implemented several design elements to mitigate the length and height of the street-facing façades.

- The façade facing Green Street now features more openings at the base and large windows on the south end.
- The 500 South façade features a mural above the main entrance to better separate the two larger masses on either side. The large windows mentioned above wrap around and cover the upper levels of the west section of the façade, shrinking the perceived width.
- The 700 East façade differs substantially from the previous proposal. Like the southwest corner of the building, the plans show a new wall of glass covering the upper floors of the building's northeast corner. The revisions also include an additional step back at the northeast corner, creating a patio area above the retail space. The revised plans also have increased the north building setback from the adjacent property.

### *Ground-floor Unit Entries*

Units on the ground floor facing Green Street and 500 South now have openings to the exterior of the building. Of particular note are the improved porches on Green Street that would add character and pedestrian traffic to this part of the development. The units on Green Street are highlighted in the comparison of the original and revised West Elevations on [page 5](#).

*Elevation Massing Studies – Each color represents a different vertical plane.*



*South Elevation*



*East Elevation*

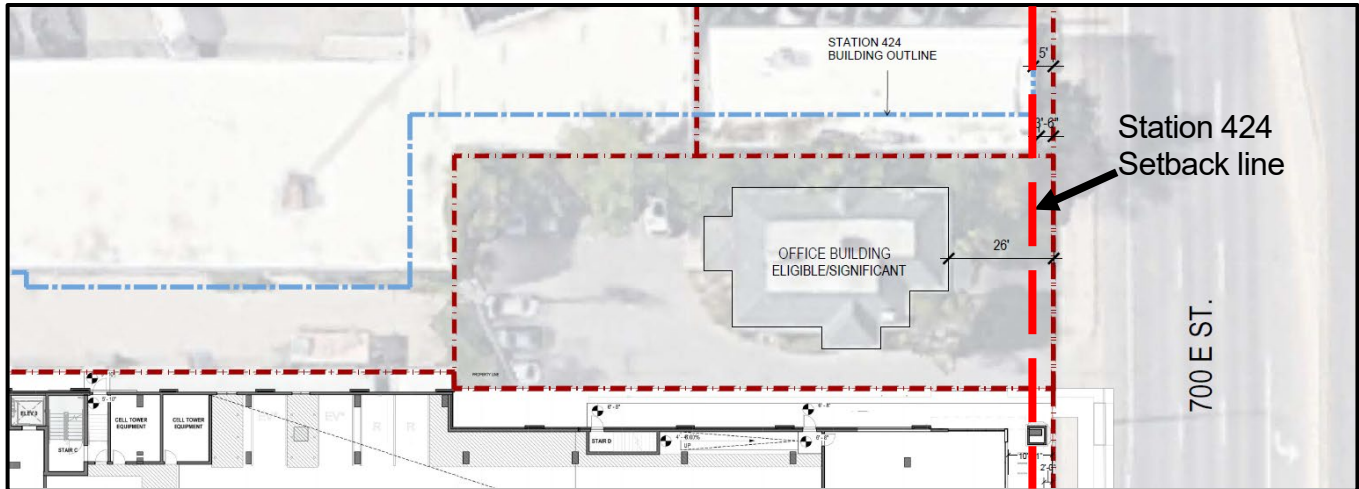


*West Elevation*

## Site Layout

### *Setback from 700 East*

The HLC brought up concerns about the compatibility of the proposed setback from 700 East. The applicant has provided a diagram illustrating that the proposed setback from 700 East (that would reflect the existing setback of Big Daddy's Pizza) is not substantially different from the approved setback for station 424. To mitigate impacts on the Mulloy (Hancock) Mansion, the updated proposal includes significant changes to the northeast corner of the building. The floors above the podium have been stepped back, significantly more glazing on the upper floors, and openings on the ground floor wrap around to the north façade.



### *Utility Box*

The revised plans show that the parking ventilation utility box that was proposed in front of the 700 East façade has been removed and alternative accommodations have been moved to the west side of the north façade.



*New parking ventilation locations*

### *Landscaping*

The plan set includes an updated landscaping plan and the proposed location and types of plant materials meet the requirements of the underlying zoning district. Trees are proposed along each street-facing façade. The walkway along Green Street would have ample shade to improve the experience of pedestrians.

### *Door Spacing*

The revised plans propose more doors and openings than the initial submittal. Ground-floor residential units along the south and west façades are now accessible through exterior entries. The plans also add more entries to the leasing office (at the southeast corner) and retail uses (at the northeast corner). While not every entry is exactly within 40 feet, the revisions show a significant improvement over the initial submittal. The average door spacing between entries along the south and west façades is well below 40 feet. To address this increase in spacing, the revisions include additional glazing and larger recesses to maintain safe pedestrian access.

## **Materials**

### ***Panel Size & Articulation***

While the proposed metal and fiber cement materials did not change in the revisions, the revised plans do clarify the size of each panel. In addition to improvements in the detail of the elevations and renderings, the plan set also includes architectural details illustrating how materials are articulated (how the depth and texture change between each material). The diagrams help to visualize the overall texture of the proposed development and how it relates to and is complementary to nearby buildings in the district (existing and proposed).

### ***Warranty Details***

The submittal includes details about the 20-year warranty for the metal panels to comply with [21A.37.050.B.2](#) that lists permitted materials for new development in the TSA district. The proposed materials will be durable in nature and are compatible with other materials found in other projects within the district.

## **Additional Considerations**

In addition to review of the requested revisions, Planning staff identified the following items are also relevant to this request:

1. TSA Approval Score
2. Rooming/Boarding House Use
3. Wireless Telecommunications Facilities

## **Transit Station Area TSA Review Score**

Staff has reviewed the updated proposal for a Transit Station Area (TSA) review score and has found that the modifications do not reduce the number of points issued for the building in 2022. In fact, adding the mural adds two points, bringing the total to 131 points out of the required 125. Planning Staff will issue an updated TSA score approval letter if the Historic Landmark Commission approves the New Construction request.

## **Rooming/Boarding House Use**

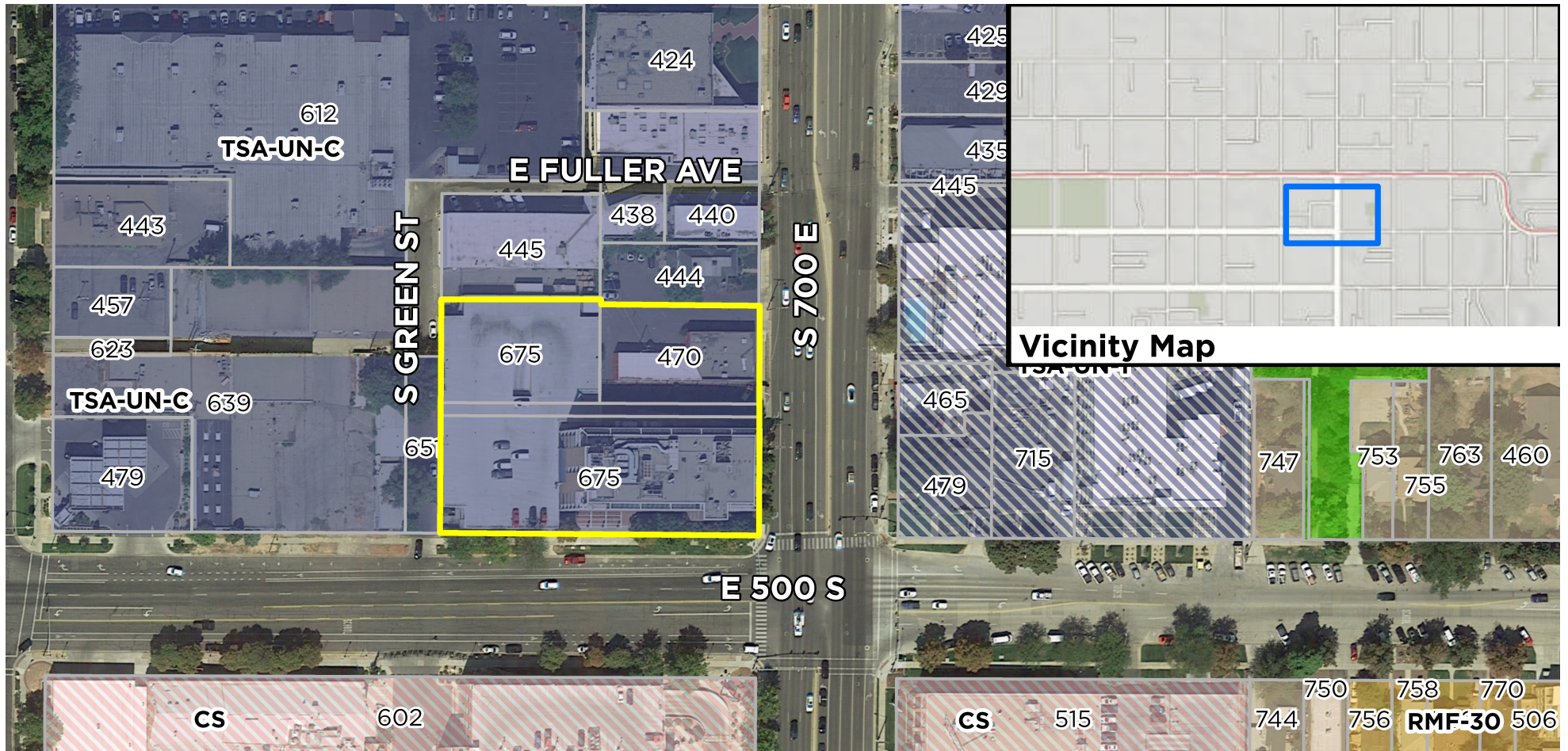
The proposed use is a rooming/boarding house and permitted within the TSA-UN-C zoning district. Although the HLC does not have authority to regulate use, the proposed use does help explain the significant number of parking spaces in the development. Needed parking for the development has been calculated based on the number of rooms available (staff estimates approximately 780 rooms) rather than the number of units (plans show 195 units).

## **Wireless Telecommunication Facilities**

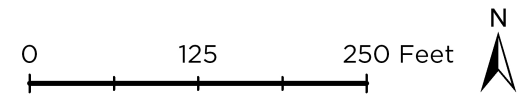
To accommodate cellular service between the demolition of the Xerox building and the completion of this proposal. The applicants have worked with the cell providers to construct a temporary wireless telecommunication facility on the northwest corner of the project site. The commission will review the request for the temporary facility under a separate application (PLNHLC2023-00252) immediately after making a decision on this request. The commission's decision on this request would not have bearing on their decision related to the wireless telecommunication facility.

The proposed interim facility would be 121 feet tall and consist of an antenna structure on top of a stair tower. The stair tower portion of the proposal would eventually be incorporated into the Trolley North development. Upon completion of this development, the 26.5-foot-tall antenna portion of the facility would be removed, and antennas would be incorporated into stealth facilities (disguised as elevator and stairwell bulkheads) that are part of this proposal. Additional details about the interim wireless telecommunication facility can be found in Staff's report for petition PLNHLC2023-00252.

# Attachment A: Vicinity Map



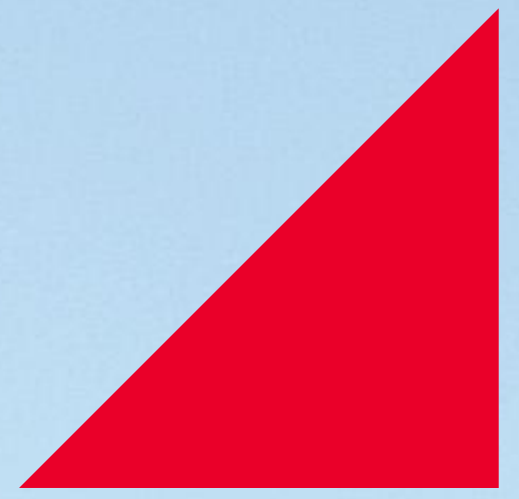
 Project Area



# Attachment B: Revised Plan Set

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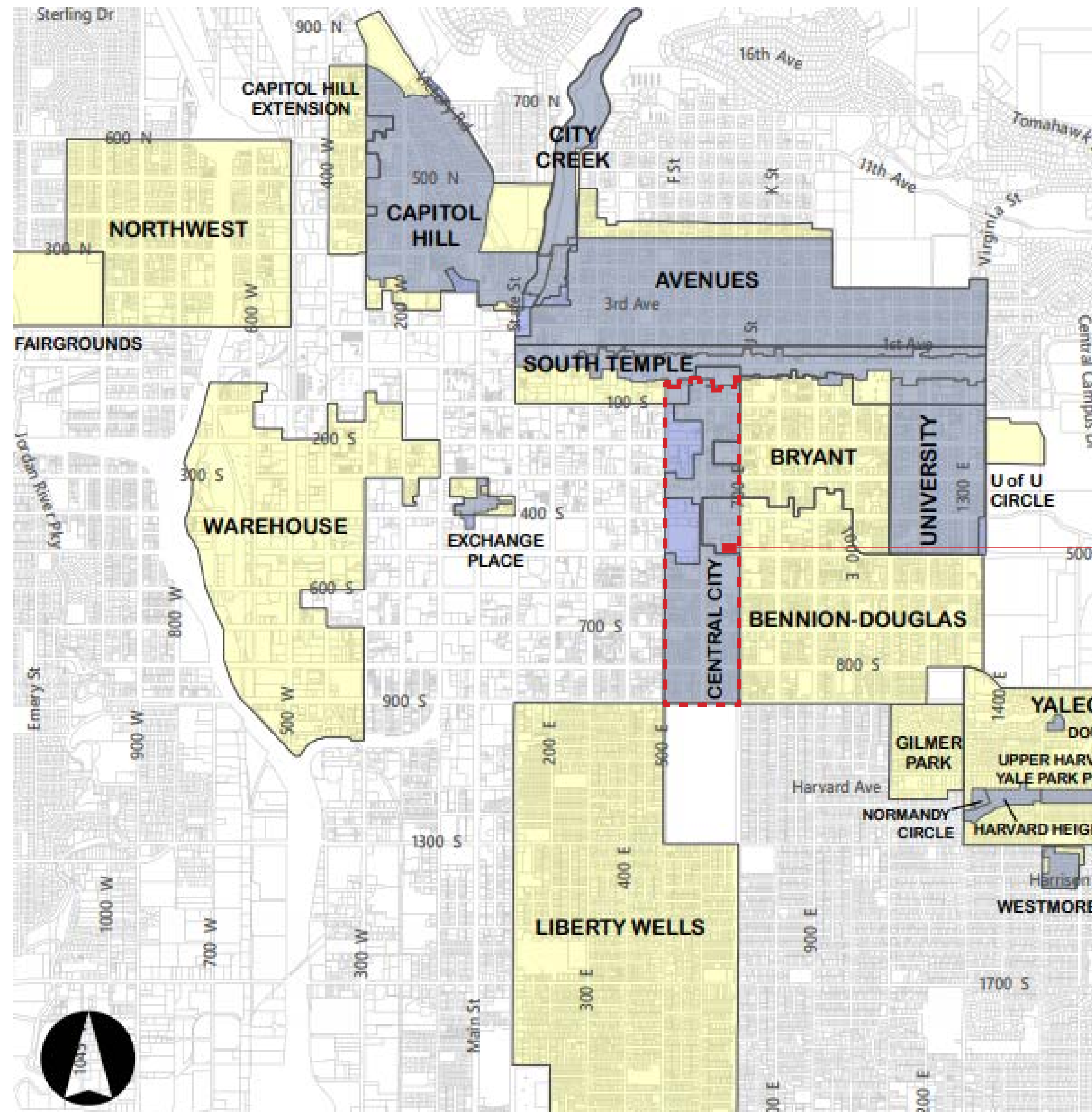
# TROLLEY NORTH

675 E 500 S, SALT LAKE CITY, UT 84102

HP NEW CONSTRUCTION SUBMITTAL

05/16/23





PROJECT SITE



# SITE CONTEXT



1 SLC CITY & COUNTY BUILDING



2 SLC LIBRARY



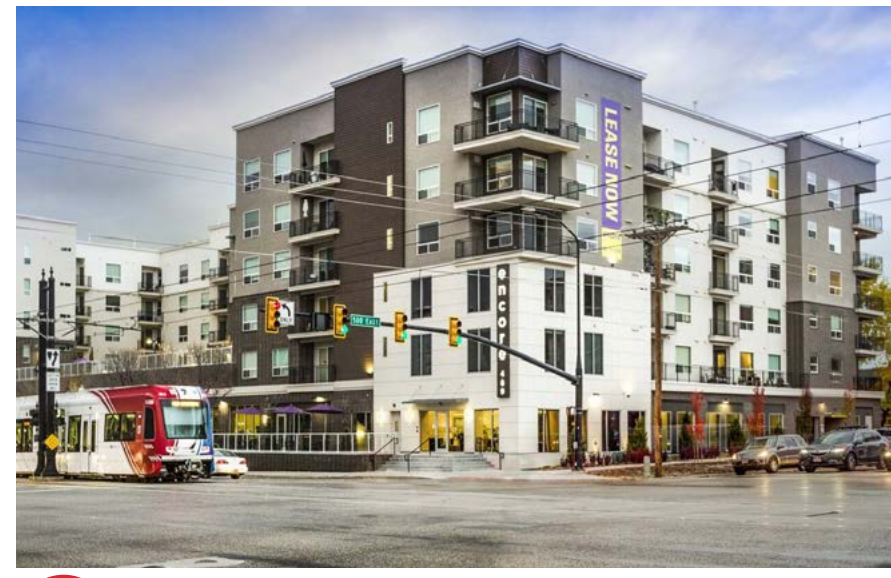
3 AVIA APARTMENTS



4 BLOCK 44 APARTMENTS



5 QUATTRO APARTMENTS



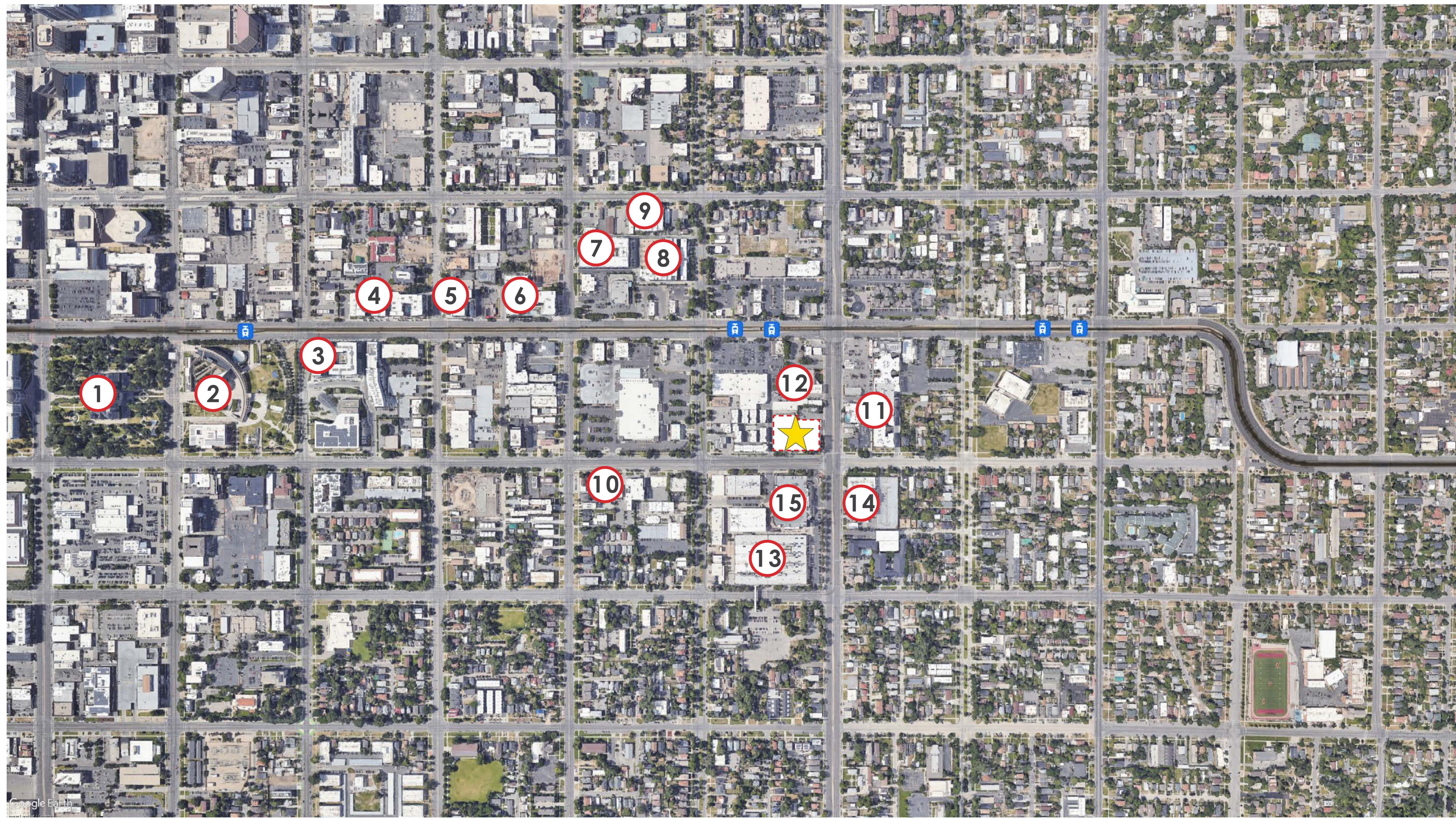
6 ENCORE APARTMENTS



7 ELEVATE ON 5TH APARTMENTS



8 THE ESSEX APARTMENTS



VICINITY MAP



SITE AREA



9 THE MERCER APARTMENTS



10 MODA NEWHOUSE APARTMENTS



11 LIBERTY BOULEVARD APARTMENTS



12 STATION 424



13 TROLLEY SQUARE

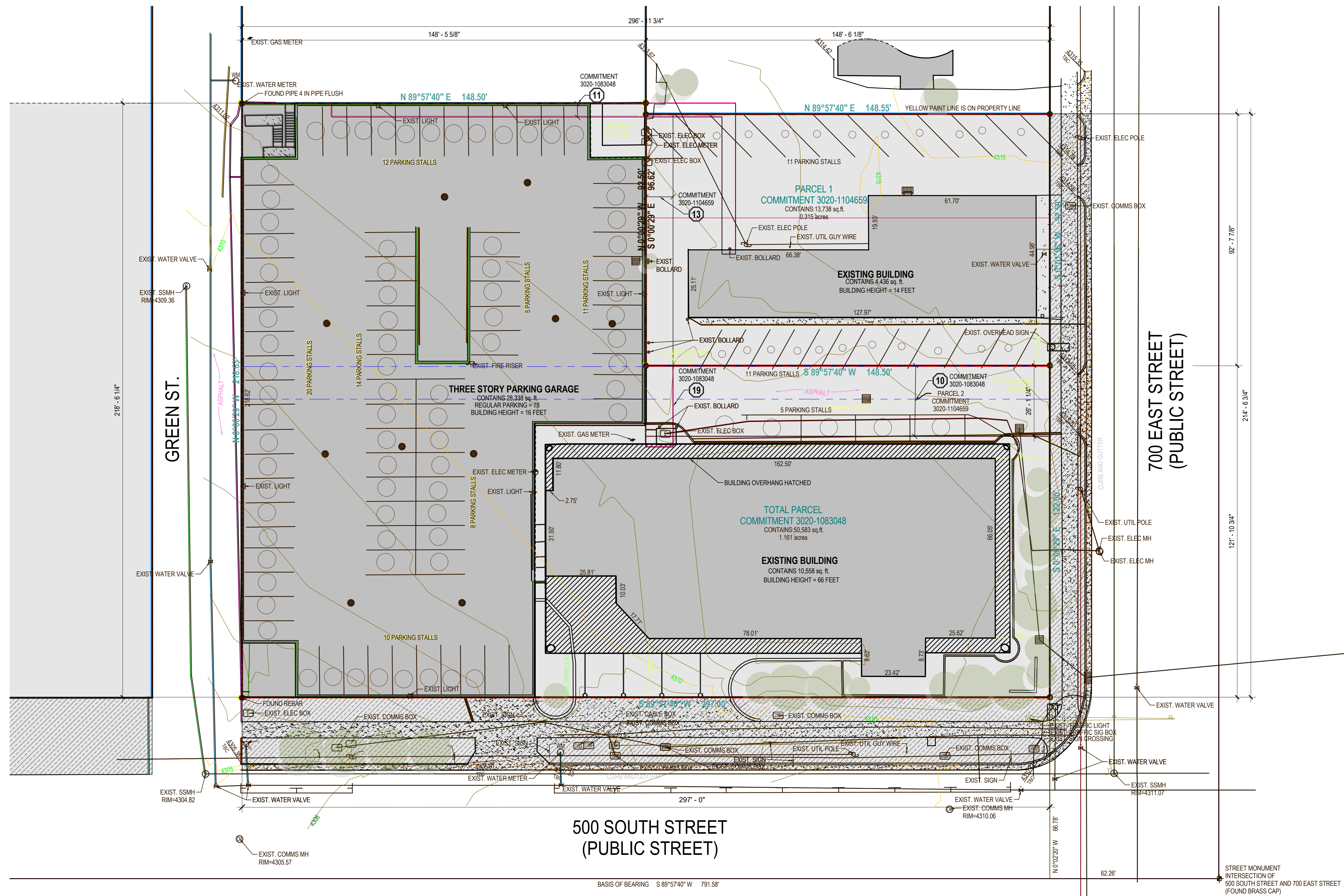


14 TROLLEY CORNERS



15 WHOLE FOODS

# EXISTING SITE PLAN



EXISTING BUILDING



# 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 - 327 PROVIDED
- BIKE PARKING:
  - REQ. RESIDENTIAL 1 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, 13 REQUIRED, 13 SPACES PROVIDED
- ACCESSIBLE STALLS: 1 PER 50, 8 PROVIDED
- VAN STALLS: 1 PER 6, 3 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:**

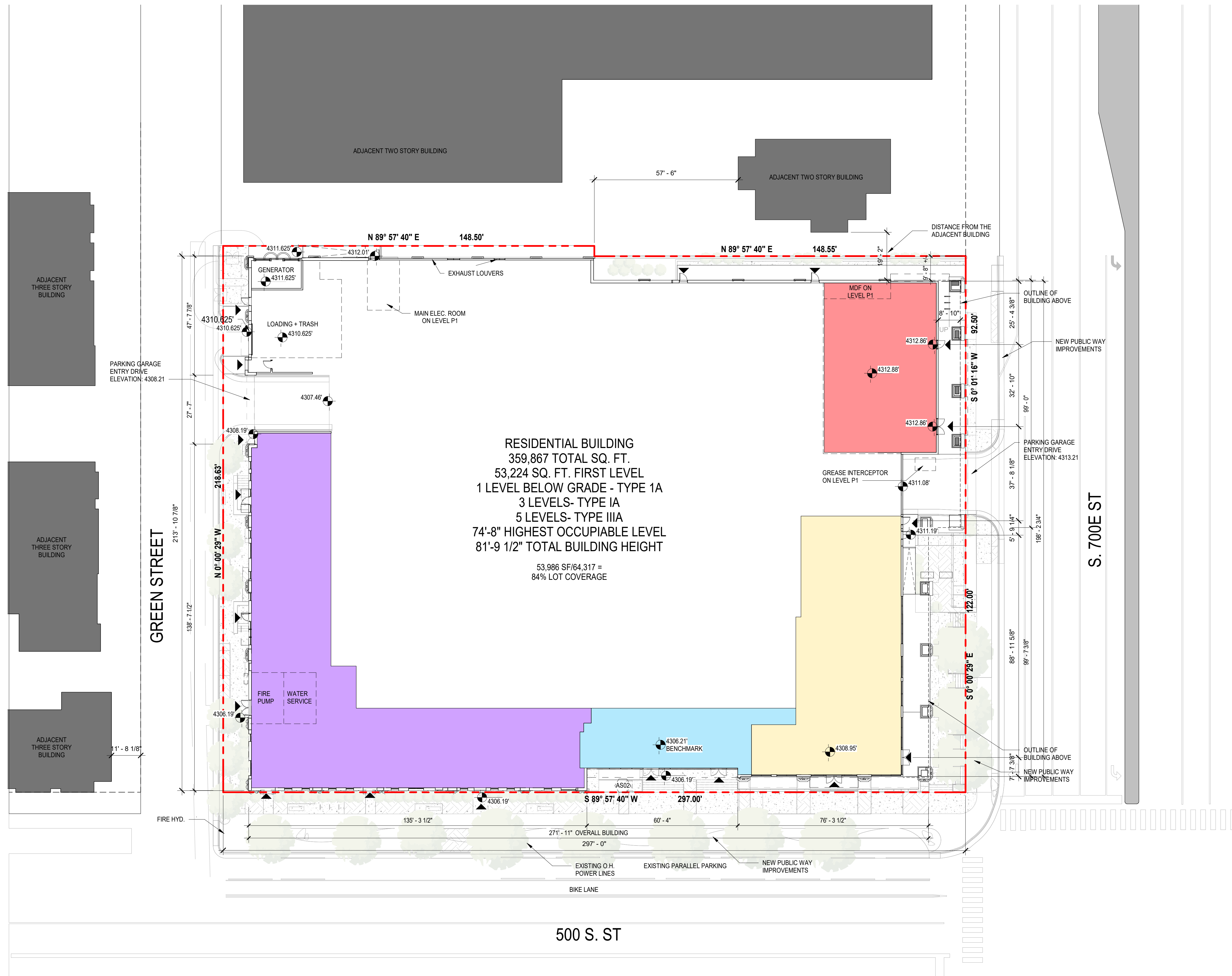
- ONE SMALL 10' x 35'

**Base Zoning Ordinance Standards**

STANDARDS		PROPOSED	COMPLIES (Y/N)
Minimum Lot Area:	2,500 SF	Minimum Lot Area: 53,960 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: 81' - 9 1/2"	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		
	Required	Proposed
<b>Minimum</b>		
Residential	No Spaces Required	311 Stalls
Non-Residential	No Spaces Required	16 Stalls
<b>Total</b>		<b>327 Stalls</b>
<b>Maximum</b>		
Residential:		<b>311 Stalls</b>
2 stalls per Studio & 1 Bed Units 3 stalls per 2+ Bed units	54 Stalls @ 27 Units 504 @ 168 Units	
Non-Residential:		<b>16 Stalls</b>
Indoor area: 5 Stalls per 1,000 SF Outdoor Area: 4 Stalls per 1,000 SF	16 Stalls 15 Stalls 1 Stall	
<b>Total</b>	<b>574 Stalls</b>	<b>327 Stalls</b>
<b>Dimensions (21A.44.020)</b>		
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	
<b>Accessible Stalls (21A.44.040-B)</b>		
	Required	Proposed
		Standard (302 Stalls)
101-500 Provided - 1 per 50 Parking Stalls	7 Stalls	8 Stalls
Van Accessible: 1 per 6 Accessible Stalls	2 Stalls	3 Stalls (Included in total Accessible Stall Count)
		Electric Vehicle (14 Stalls)
101-500 Provided - 1 per 50 Parking Stalls	1 Stalls	1 Stalls
Van Accessible: 1 per 6 Accessible Stalls	1 Stalls	1 Stalls (Included in total Accessible Stall Count)
<b>Total</b>	<b>9 Accessible Stalls</b>	<b>8 Accessible Stalls</b>
<b>Electrical Vehical Stalls (21A.44.020.B.2)</b>		
	Required	Proposed
Multi-family only: 1 stall per 25 parking stalls	4%	13 Stalls
Future Ready EV Stalls		32 Infrastructure-Ready Stalls
<b>Total</b>	<b>13 Stalls</b>	<b>45 Stalls</b>
<b>Bicycle Parking (21A.44.040.C)</b>		
	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
<b>Total</b>	<b>100 Parking</b>	<b>100 Parking</b>
<b>Loading Berths (21A.44.080)</b>		
	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)
<b>Total</b>	<b>1 Short (10'x35')</b>	<b>1 Short (10'x35')</b>

# SITE PLAN



RESIDENTIAL BUILDING  
 359,867 TOTAL SQ. FT.  
 53,224 SQ. FT. FIRST LEVEL  
 1 LEVEL BELOW GRADE - TYPE 1A  
 3 LEVELS- TYPE IA  
 5 LEVELS- TYPE IIIA  
 74'-8" HIGHEST OCCUPIABLE LEVEL  
 81'-9 1/2" TOTAL BUILDING HEIGHT  
 53,986 SF/64,317 =  
 84% LOT COVERAGE

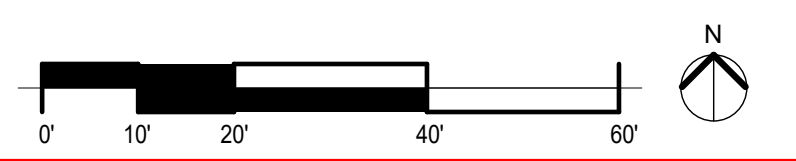
## LEGEND

- EXISTING BUILDINGS
- PROPOSED NEW BUILDING
- SANITARY
- STORM SEWER
- WATER MAIN
- OVER HEAD POWER
- EXISTING DATA
- EXISTING EASEMENTS
- EXISTING GUY WIRE
- PUBLIC ENTRY
- RETAIL - 3,041 SF
- LOBBY - 4,631 SF
- LEASING OFFICES - 1,741 SF
- RESIDENTIAL - 7,892 SF

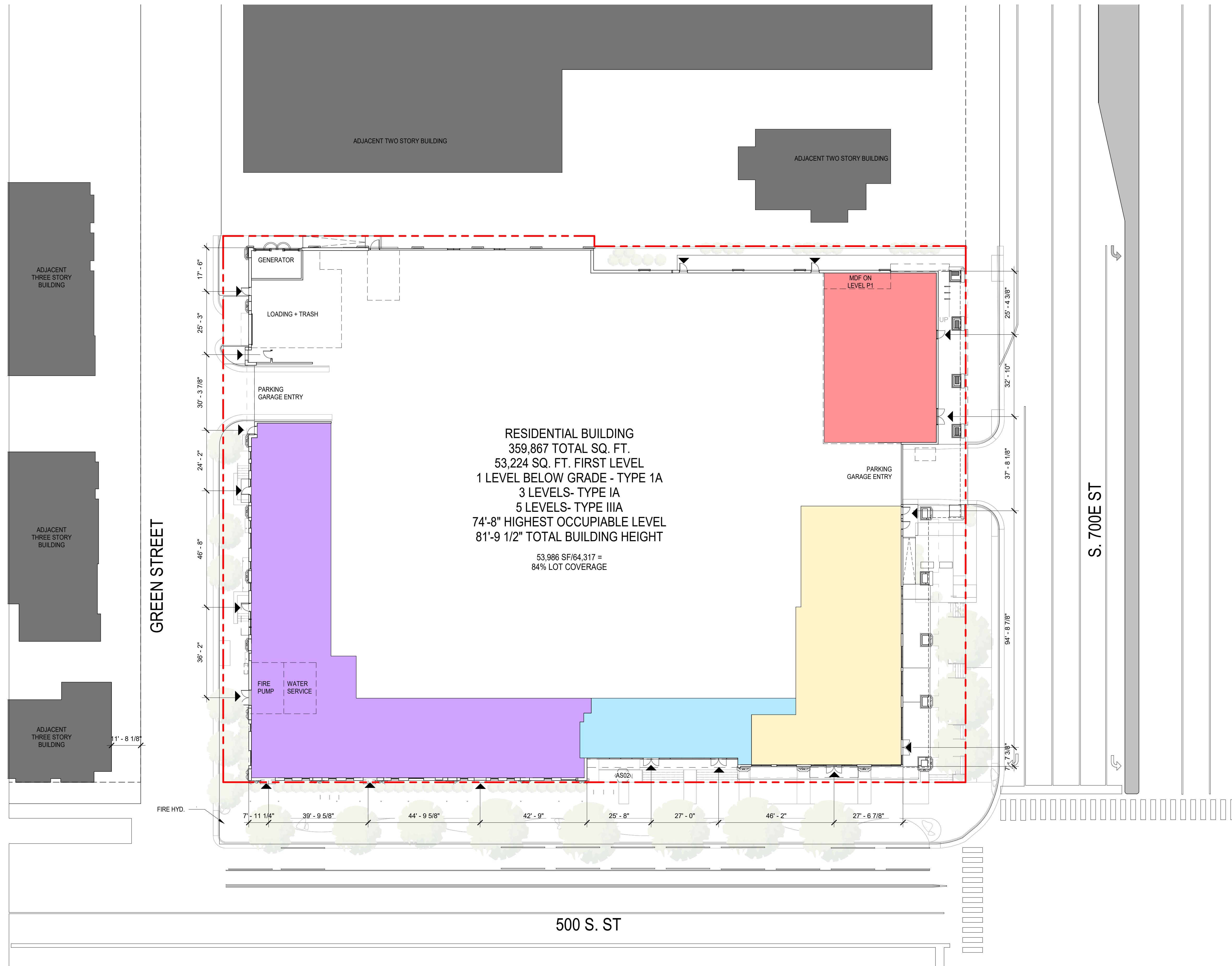
SITE PLAN KEYNOTES

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 COMPACT: NOT ALLOWED
- LOADING REQUIRED:**
- 1 SMALL PER 200 UNITS (10' x 35')
- LOADING PROVIDED:**
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1 SITE PLAN  
 A-02 1" = 20'-0"

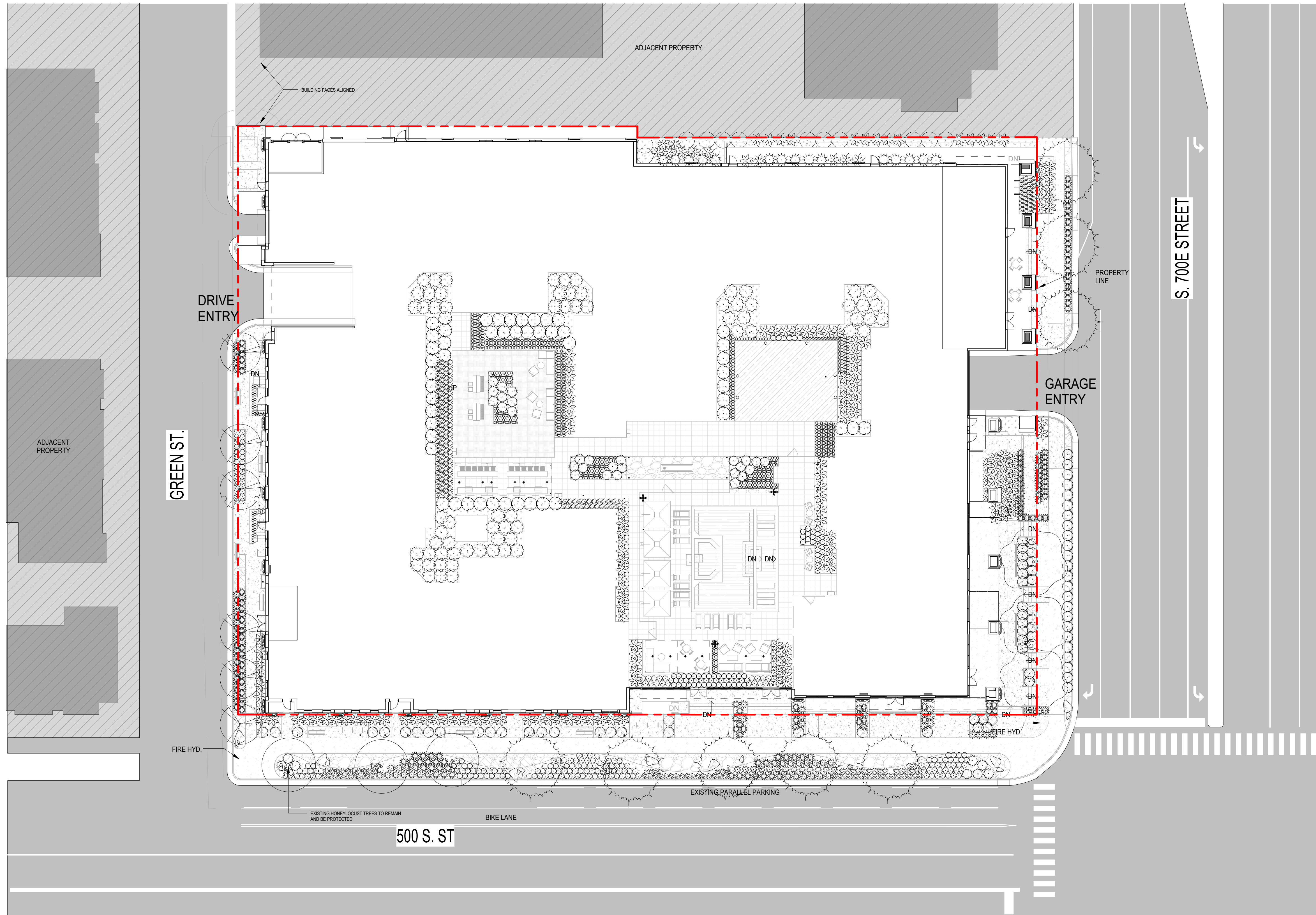


# EXTERIOR DOOR LOCATIONS



1 EXTERIOR DOOR LOCATIONS  
 A-02B 1" = 20'-0"

# LANDSCAPE PLAN



## PROPOSED PLANT SCHEDULE:

IMG	QTY	SYM	COMMON NAME	BOTANICAL NAME	PLANTING SIZE	COMMENTS
<b>Deciduous Canopy Tree</b>						
8	8	QUE MUH	CHINKAPIN OAK	<i>Quercus muhlenbergii</i>	3" CAL. MIN. @ PLANTING	B&B OR CONTAINER, FULL & MATCHED
3	3	TIL TOM	SILVER LINDEN	<i>Tilia tomentosa</i>	3" CAL. MIN. @ PLANTING	B&B OR CONTAINER, FULL & MATCHED
<b>11 Ornamental Tree</b>						
5	5	AME LAE	AUTUMN BRILLIANCE SERVICEBERRY	<i>Amelanchier laevis</i> 'Autumn Brilliance'	2" CAL. MIN. @ PLANTING	B&B OR CONTAINER, FULL & MATCHED
2	2	CRA VIR	WINTER KING GREEN HAWTHORN	<i>Crataegus viridis</i> 'Winter King'	2" CAL. MIN. @ PLANTING	B&B OR CONTAINER, FULL & MATCHED
<b>7 Deciduous Shrub</b>						
23	23	ABE GRA	COMMON NINEBARK	<i>Physocarpus opulifolius</i>	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
45	45	MAH JAP	MAGICAL GOLD FORSYTHIA	<i>Forsythia x intermedia</i> 'Kolgold'	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
4	4	PHY OPU	COLE'S COMPACT BURNING BUSH	<i>Eunymous alatus</i> 'Cole's Compact'	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
<b>72 Evergreen Shrub</b>						
20	20	GRE MAN	ARCTOSTAPHYLOS PATULA	<i>Greenleaf manzanita</i>	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
56	56	MAH AQU	OREGON GRAPE	<i>Mahonia aquifolium</i>	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
116	116	TAX MED	DENSE YEW	<i>Taxus x media</i> 'Densiformis'	5 GAL. MIN. 24" HT. MIN @ PLANTING	CONTAINER
<b>192 Perennials/Grasses</b>						
166	166	ATH FIL	COMMON LADY FERN	<i>Athyrium filix-femina</i>	3 GAL. MIN. 18" HT. MIN.	CONTAINER
333	333	CAL HAR	HARTWEG'S SUNDROPS	<i>Calylophus hartwegii</i>	1 GAL. MIN. 12" HT.	CONTAINER
231	231	HAU LIN	WHIRLING BUTTERFLIES	<i>Gaura lindheimeri</i> 'Whirling Butterflies'	3 GAL. MIN. 18" HT. MIN.	CONTAINER
6	6	JUN HOR	CREEPING JUNIPER	<i>Juniperus horizontalis</i>	1 GAL. MIN. 12" HT.	CONTAINER
32	32	PER ATR	RUSSIAN SAGE	<i>Perovskia atriplicifolia</i>	1 GAL. MIN. 12" HT.	CONTAINER
145	145	RHU ARO	AUTUMN AMBER SUMAC	<i>Rhus aromatica</i> 'Autumn Amber'	3 GAL. MIN. 18" HT. MIN.	CONTAINER
132	132	THY PSE	WOOLLY THYME	<i>Thymus pseudolanuginosus</i>	1 GAL. MIN. 12" HT.	CONTAINER
43	43	YUC FIL	COLOR GUARD ADAM'S NEEDLE	<i>Yucca filamentosa</i> 'Color Guard'	3 GAL. MIN. 18" HT. MIN.	CONTAINER

NOTE: PLANTING PLAN REPRESENTED IN GRAPHIC PERSPECTIVE REPRESENTS FORM AND SIZE AND CHARACTER INTENT. NOT REPRESENTATIVE OF EXACT SPECIES. PROPOSED SPECIES SELECTED FROM SALT LAKE CITY APPROVED LARGE, MEDIUM, AND SMALL LIST AND SALT LAKE CITY HYDRO-ZONE SCHEDULE.

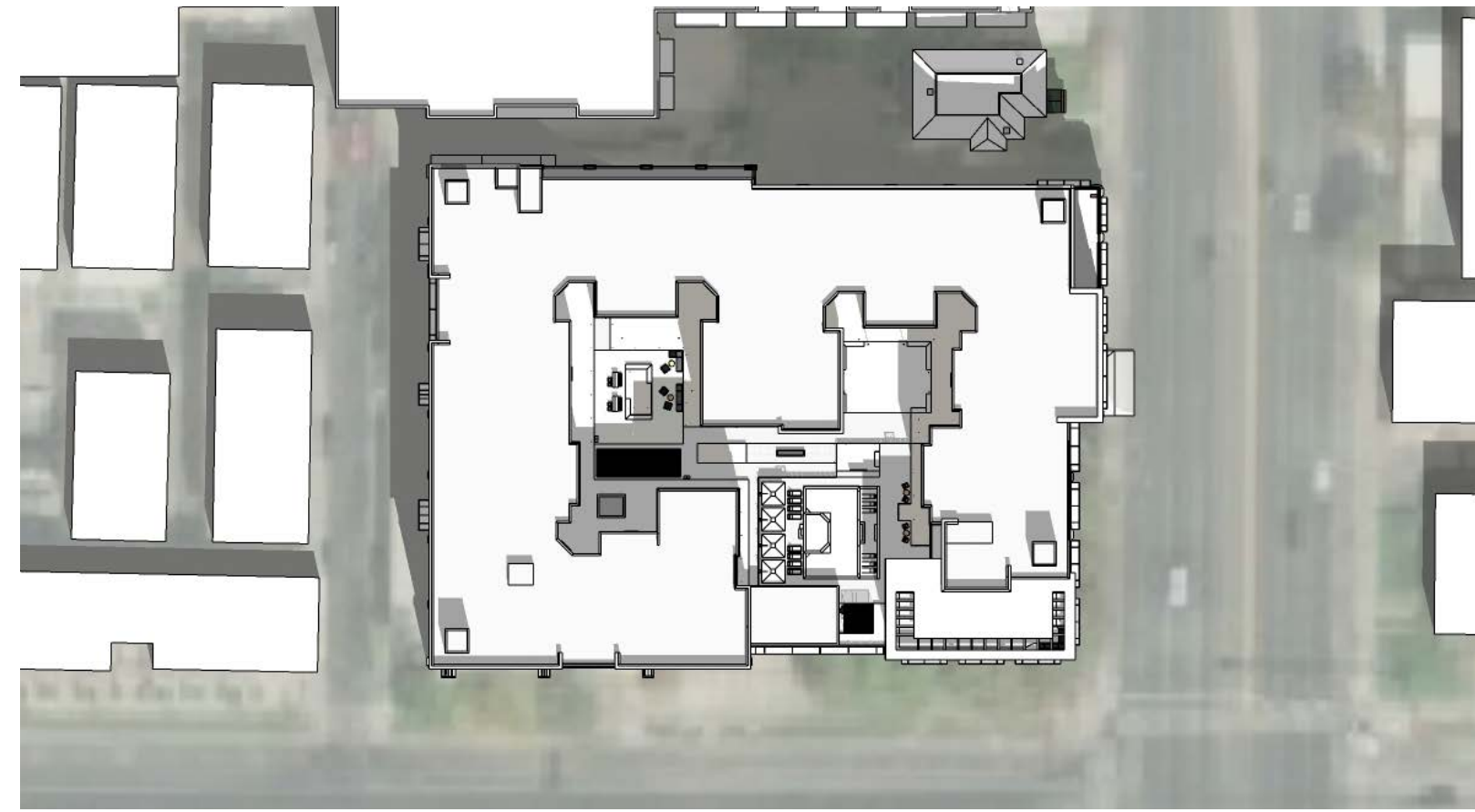
1 LANDSCAPE PLAN  
A-02C 1" = 20'-0"

# SHADOW STUDY OF BUILDING STEPBACK



**VERNAL EQUINOX**

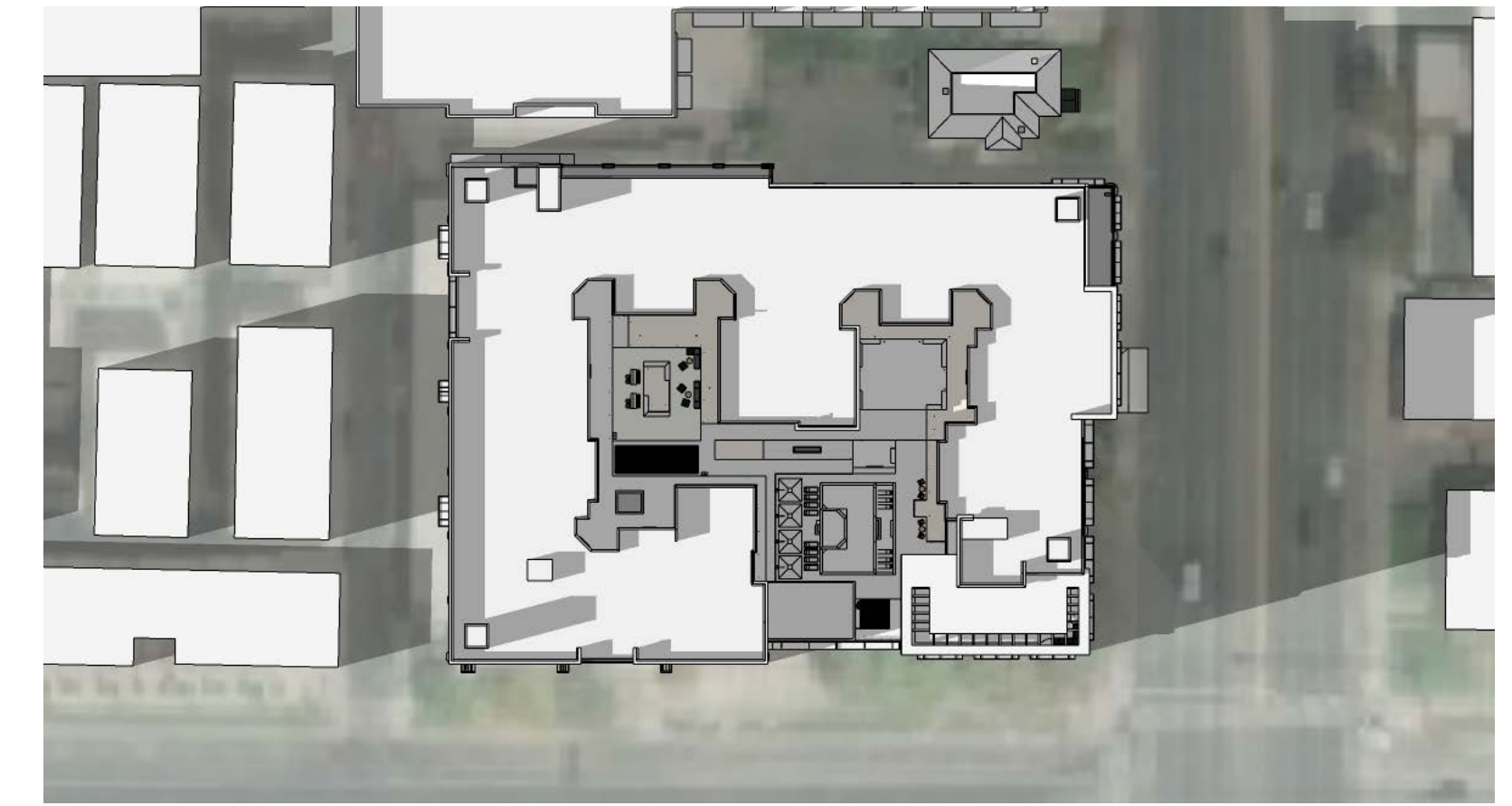
MARCH 21 - 9 AM



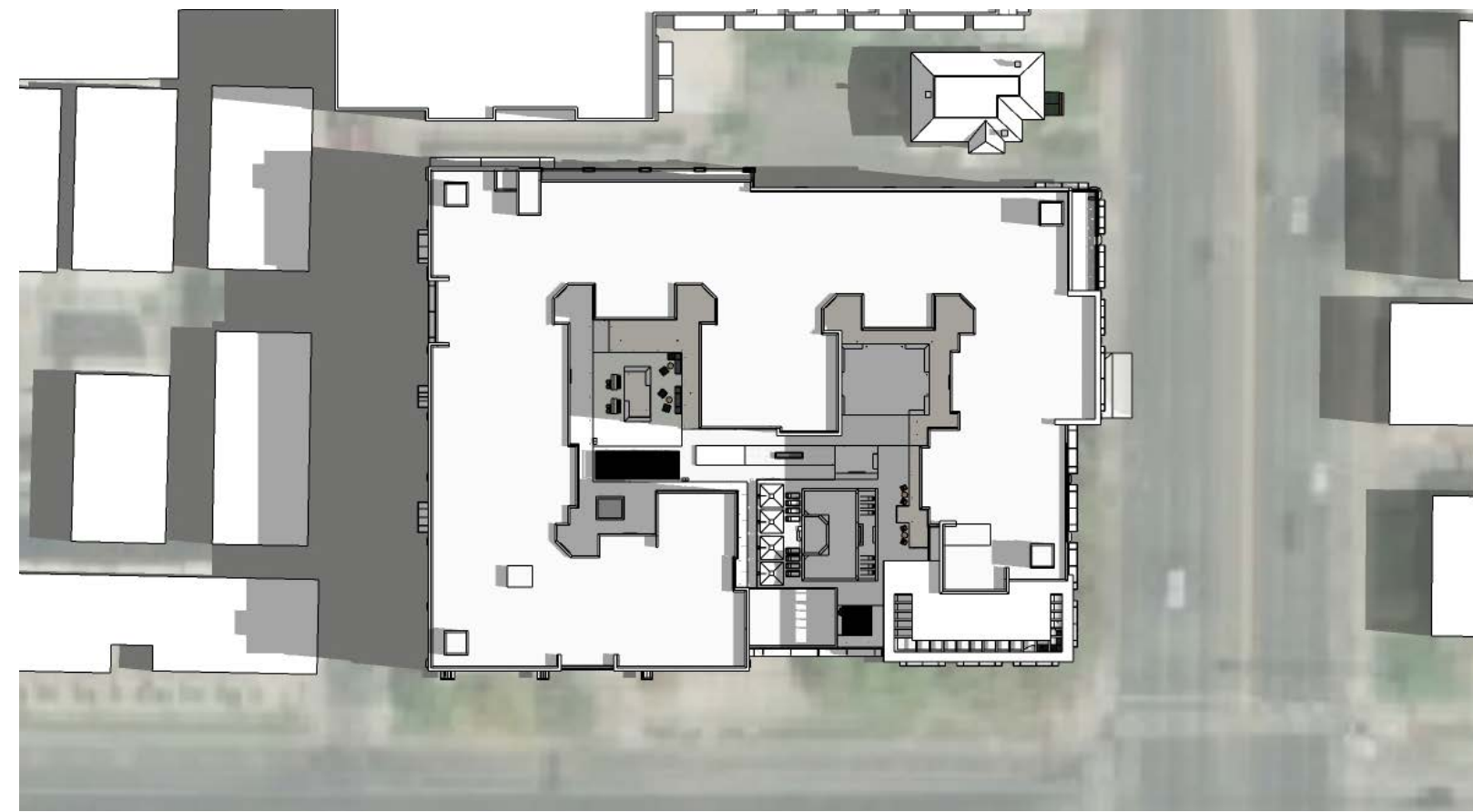
MARCH 21 - 12 PM



MARCH 21 - 3 PM

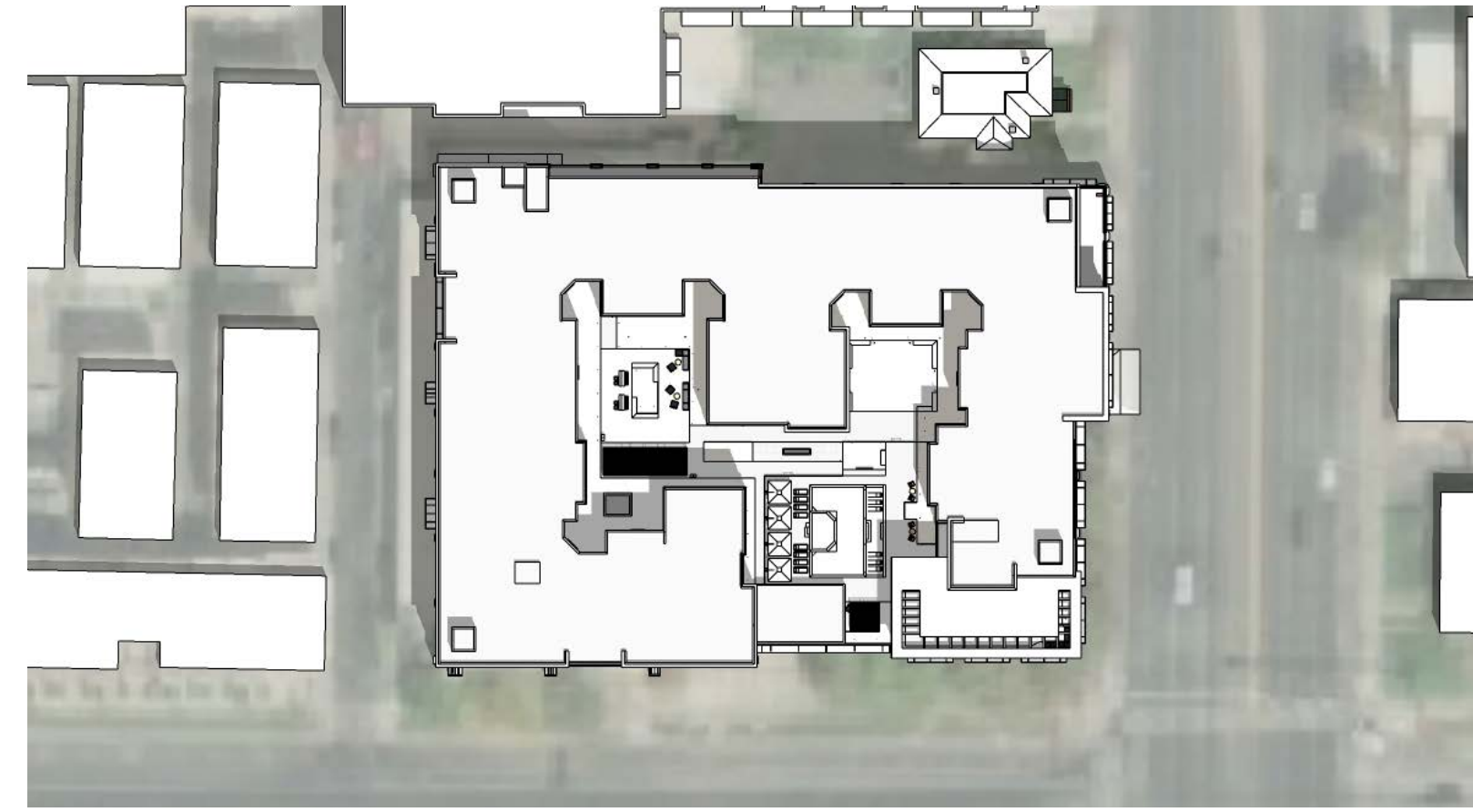


MARCH 21 - 5 PM



**SUMMER SOLSTICE**

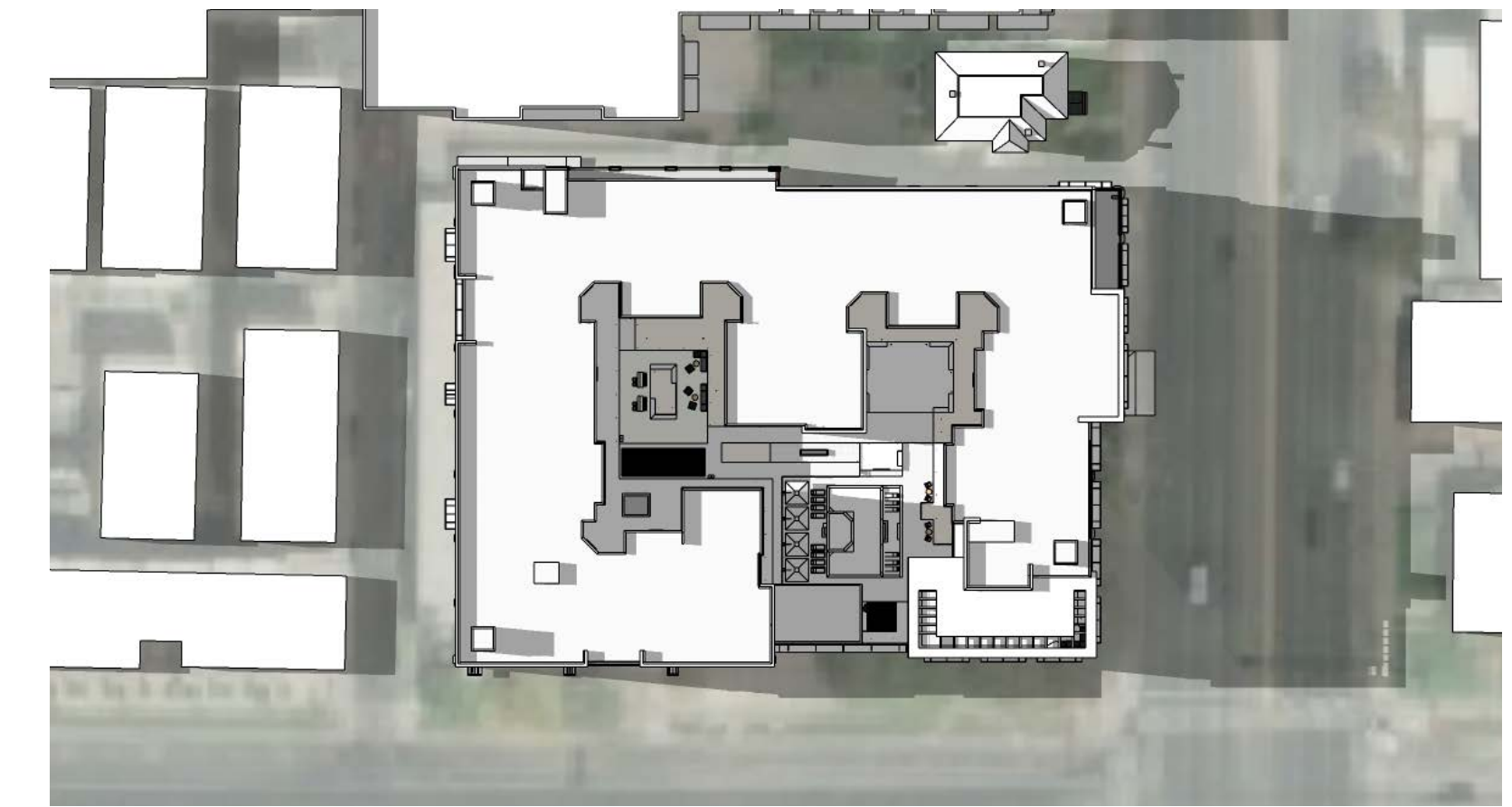
JUNE 21 - 9 AM



JUNE 21 - 12 PM



JUNE 21 - 3 PM



JUNE 21 - 5 PM



**AUTUMN EQUINOX**

SEPTEMBER 21 - 9 AM



SEPTEMBER 21 - 12 PM



SEPTEMBER 21 - 3 PM



SEPTEMBER 21 - 5 PM



**WINTER SOLSTICE**

DECEMBER 21 - 9 AM



DECEMBER 21 - 12 PM



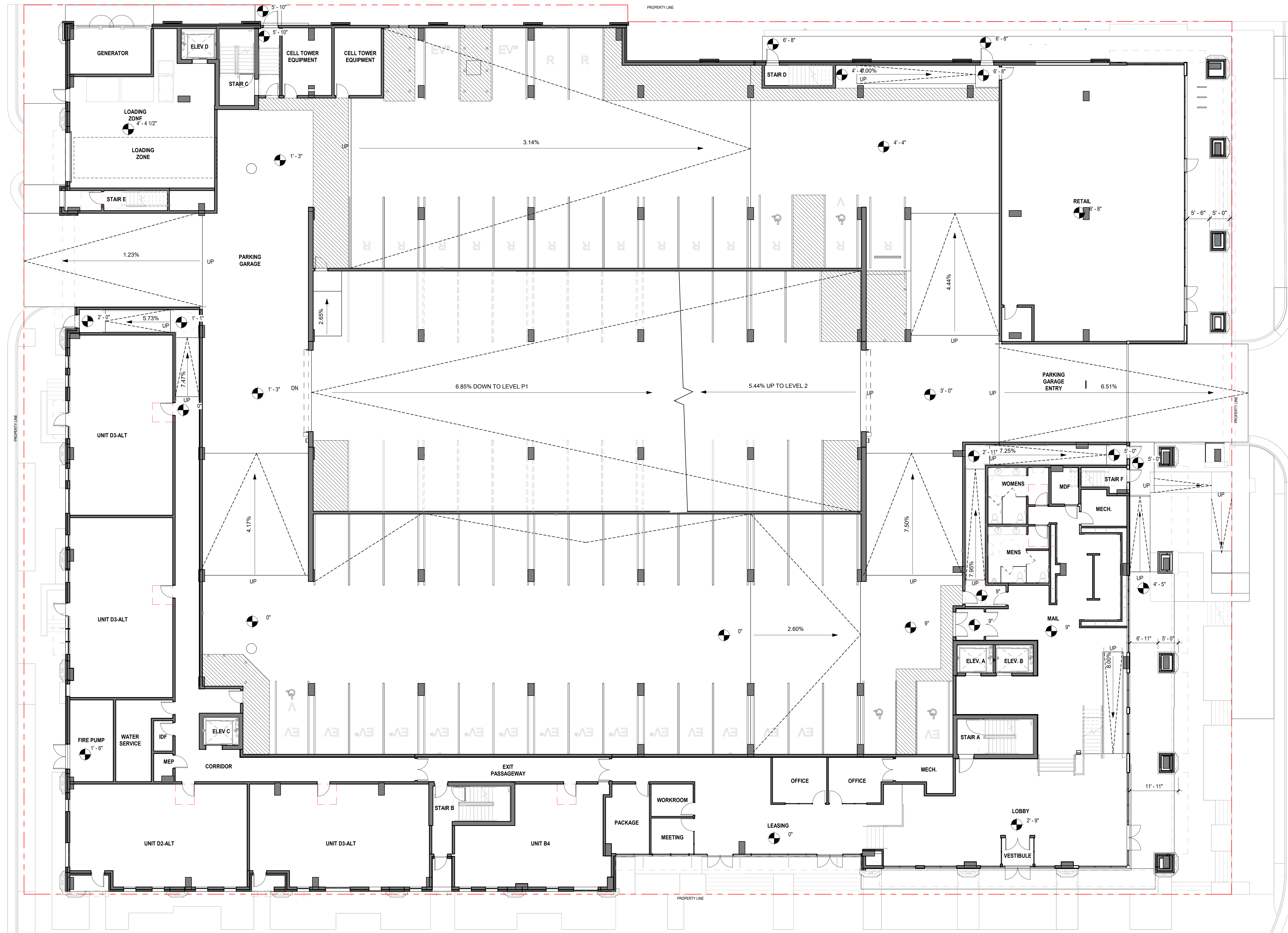
DECEMBER 21 - 3 PM



DECEMBER 21 - 5 PM

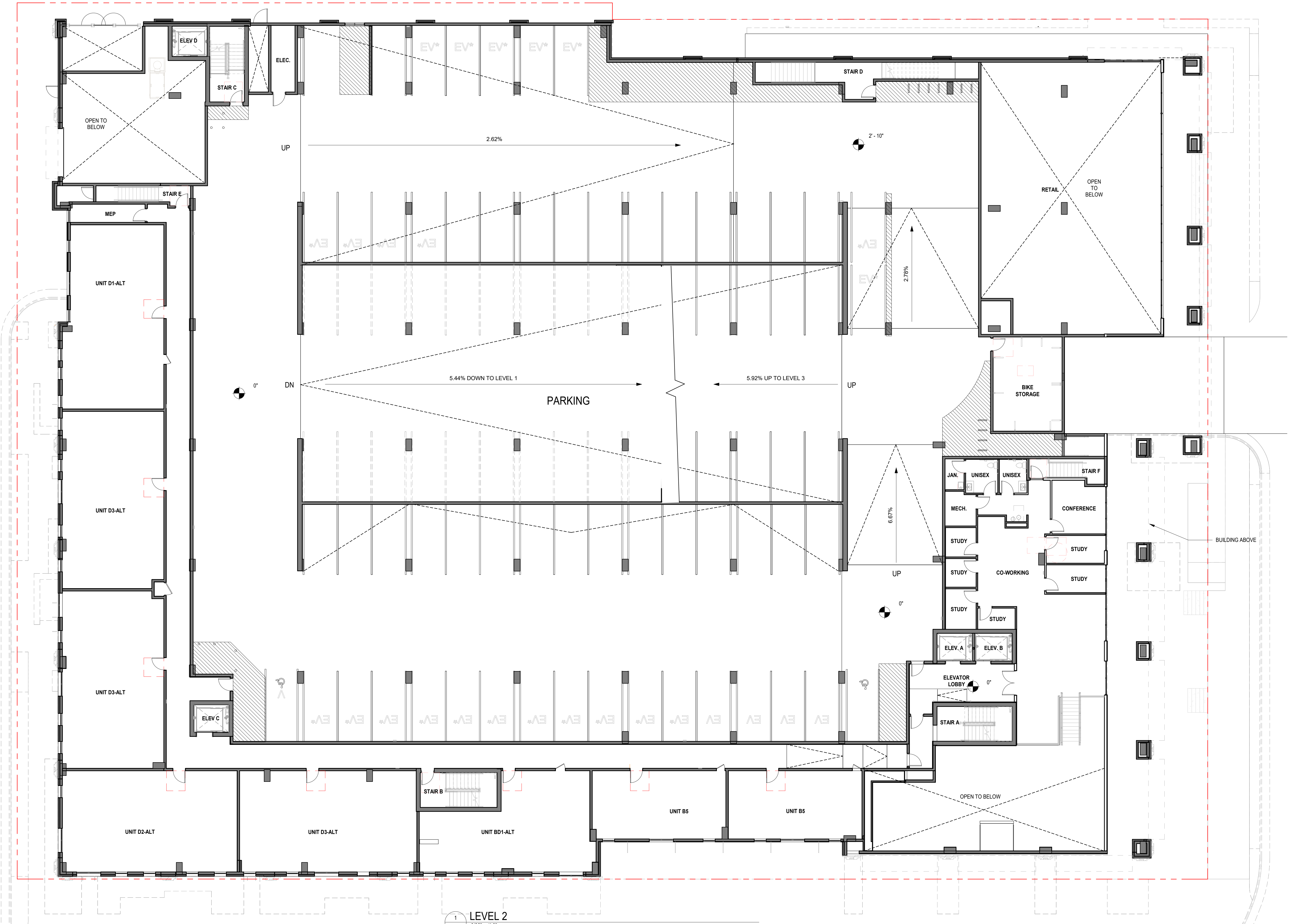


# LEVEL 1

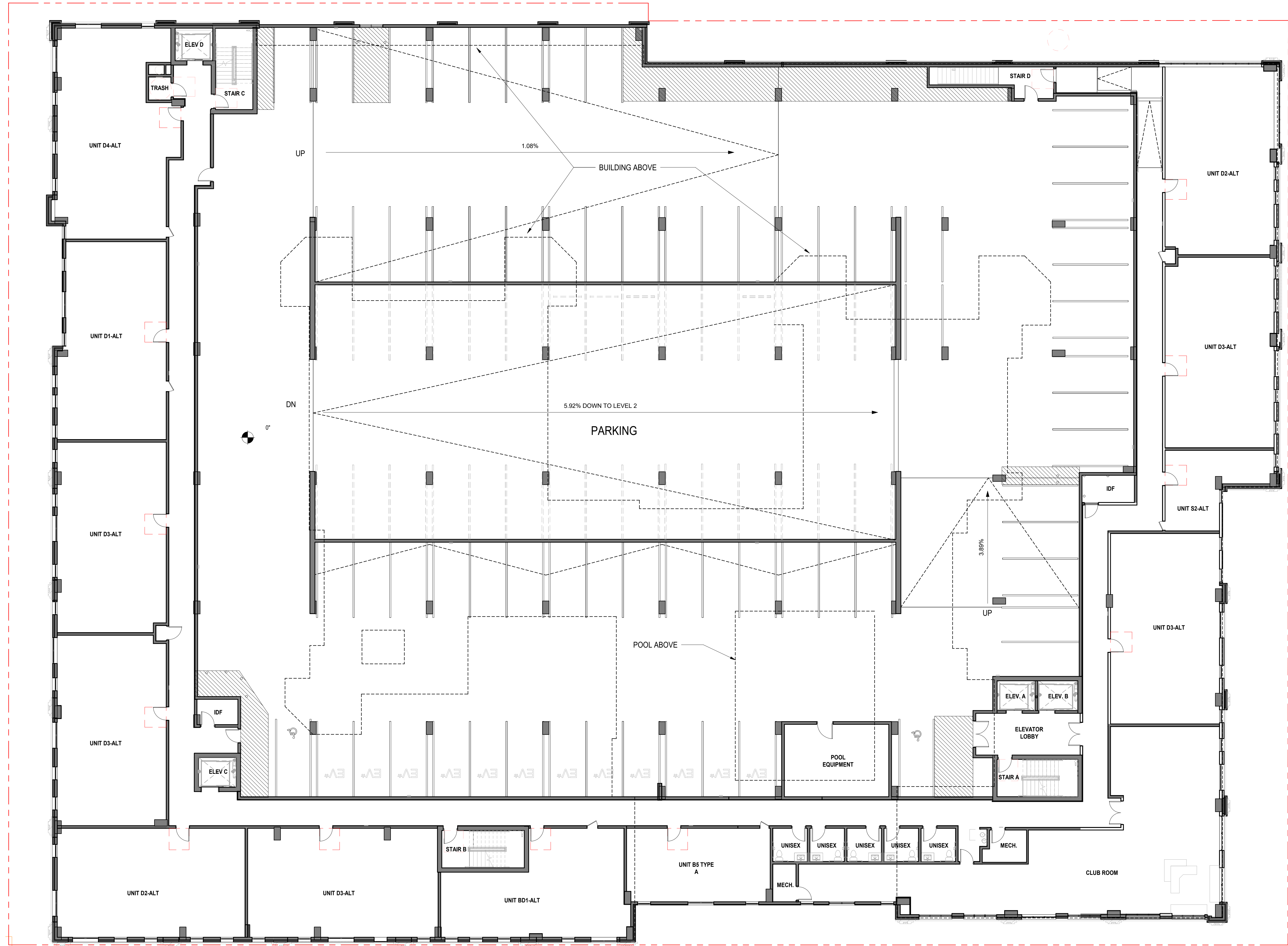


1 LEVEL 1  
A.03a 3/32" = 1'-0"

LEVEL 2



1 LEVEL 2  
A.03b 3/32" = 1'-0"



# LEVEL 4



# LEVEL 5

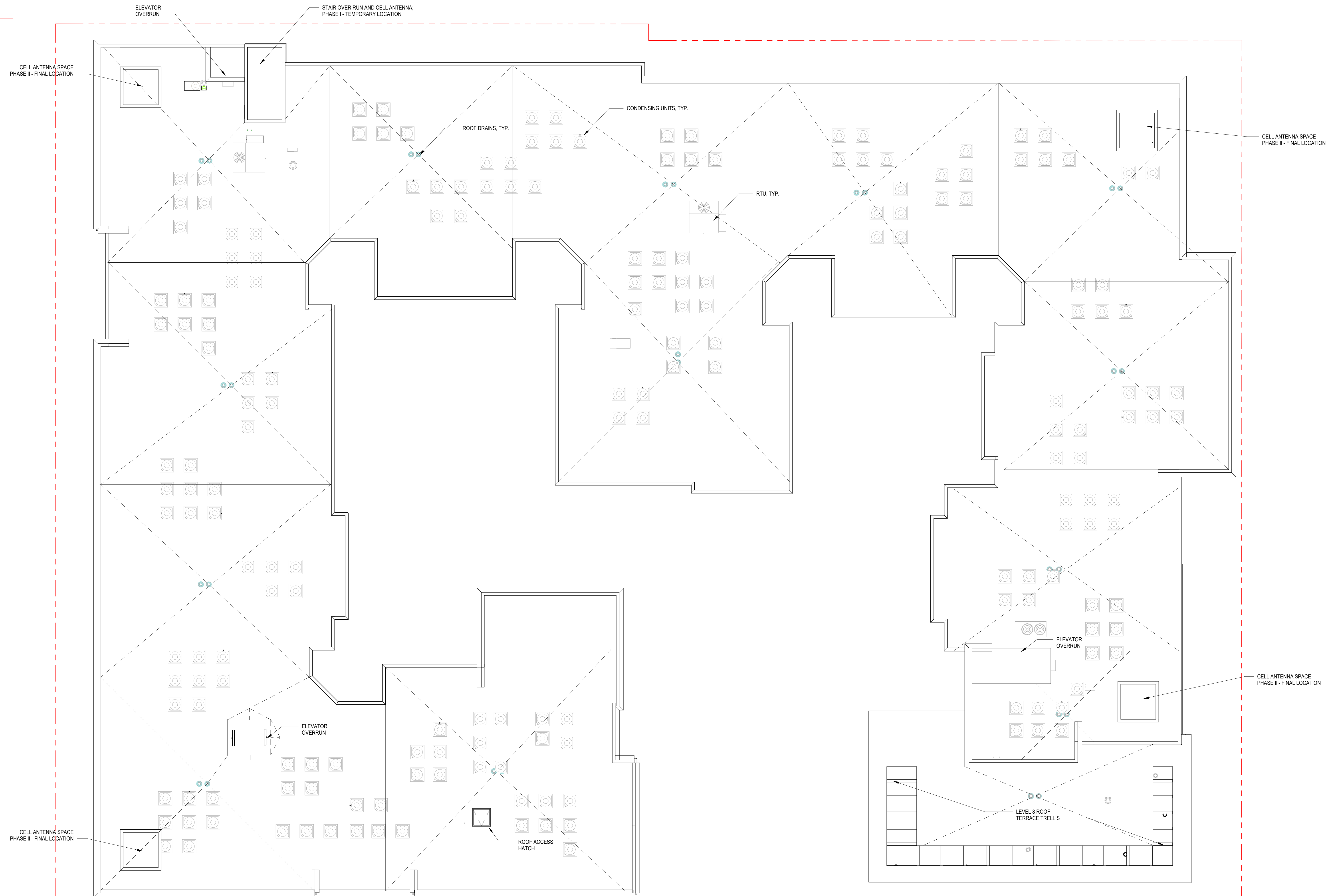




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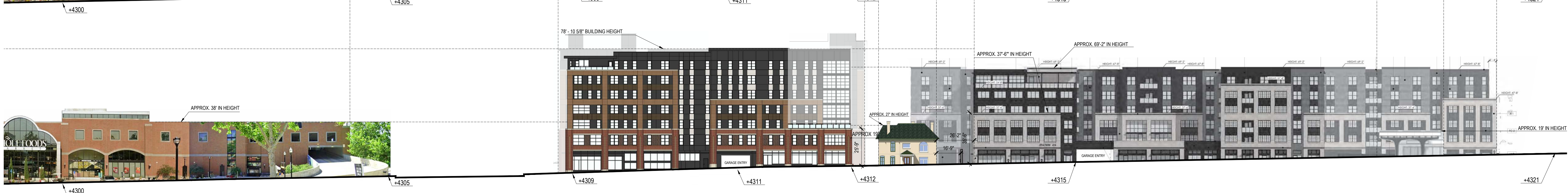
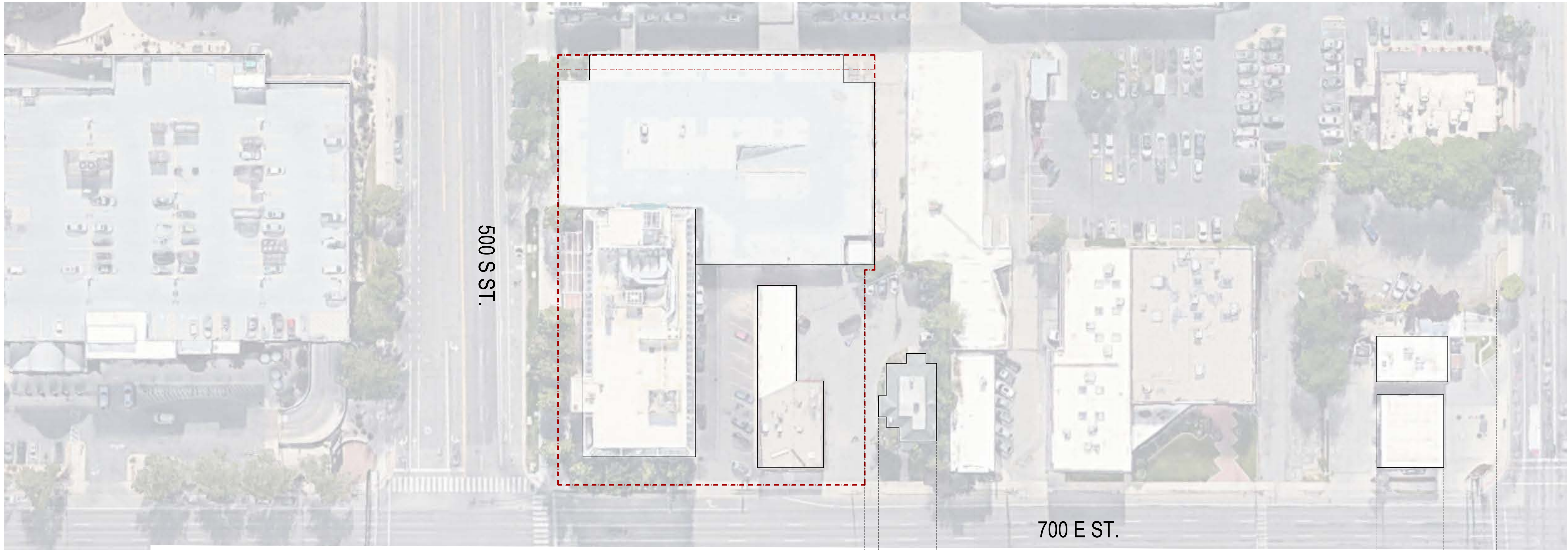


# ROOF

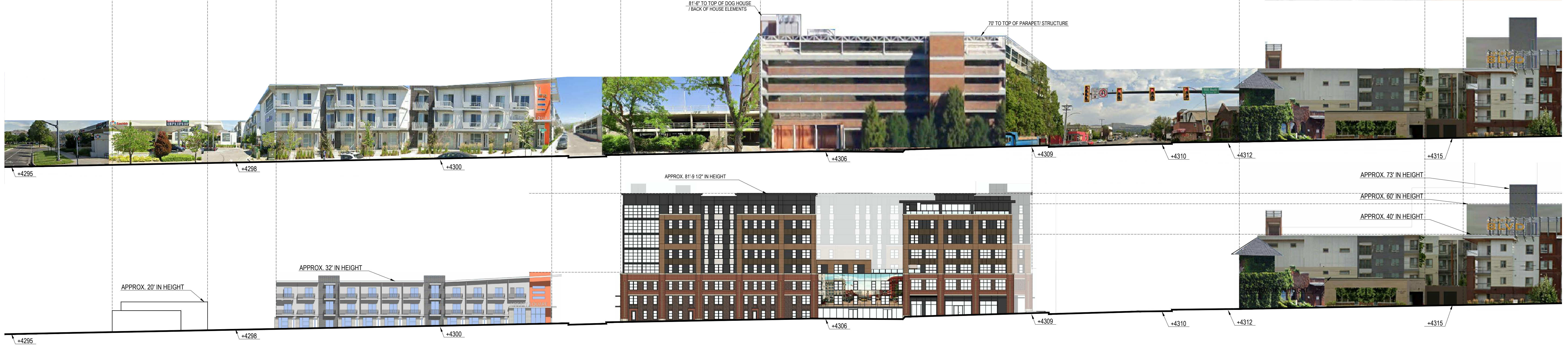
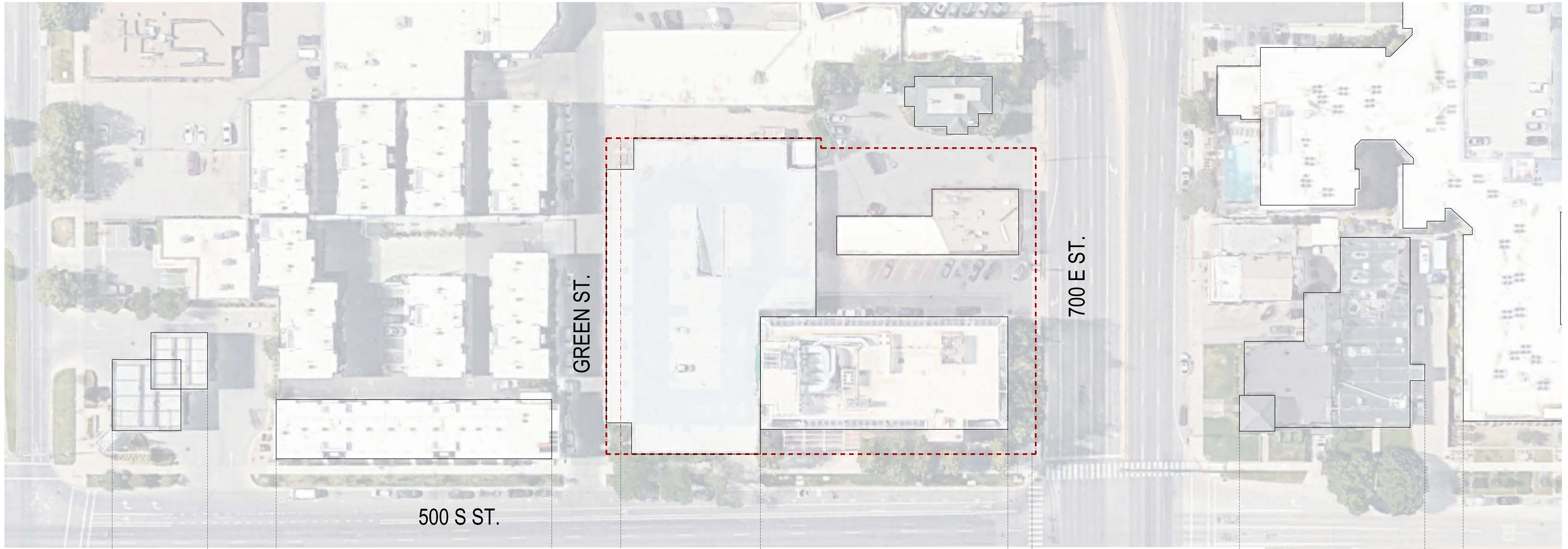




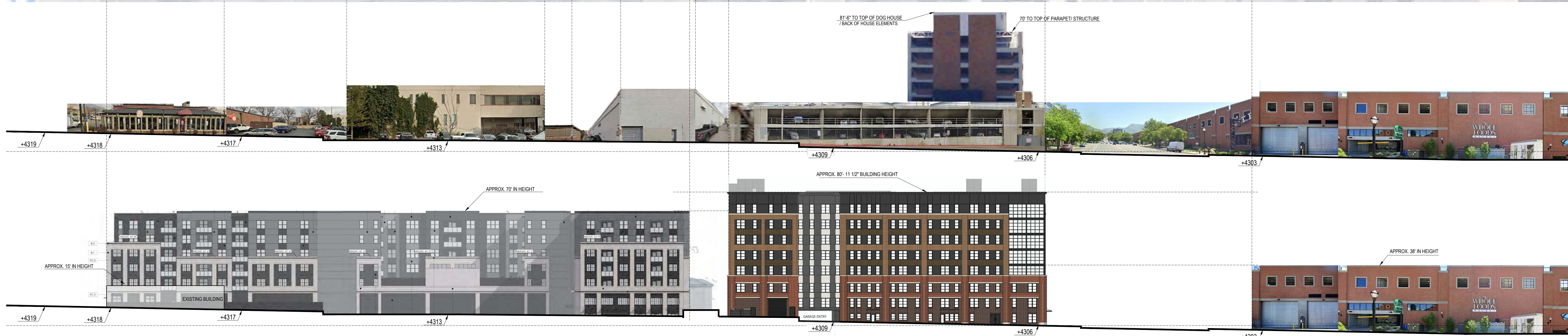
# 700 S STREETSCAPE



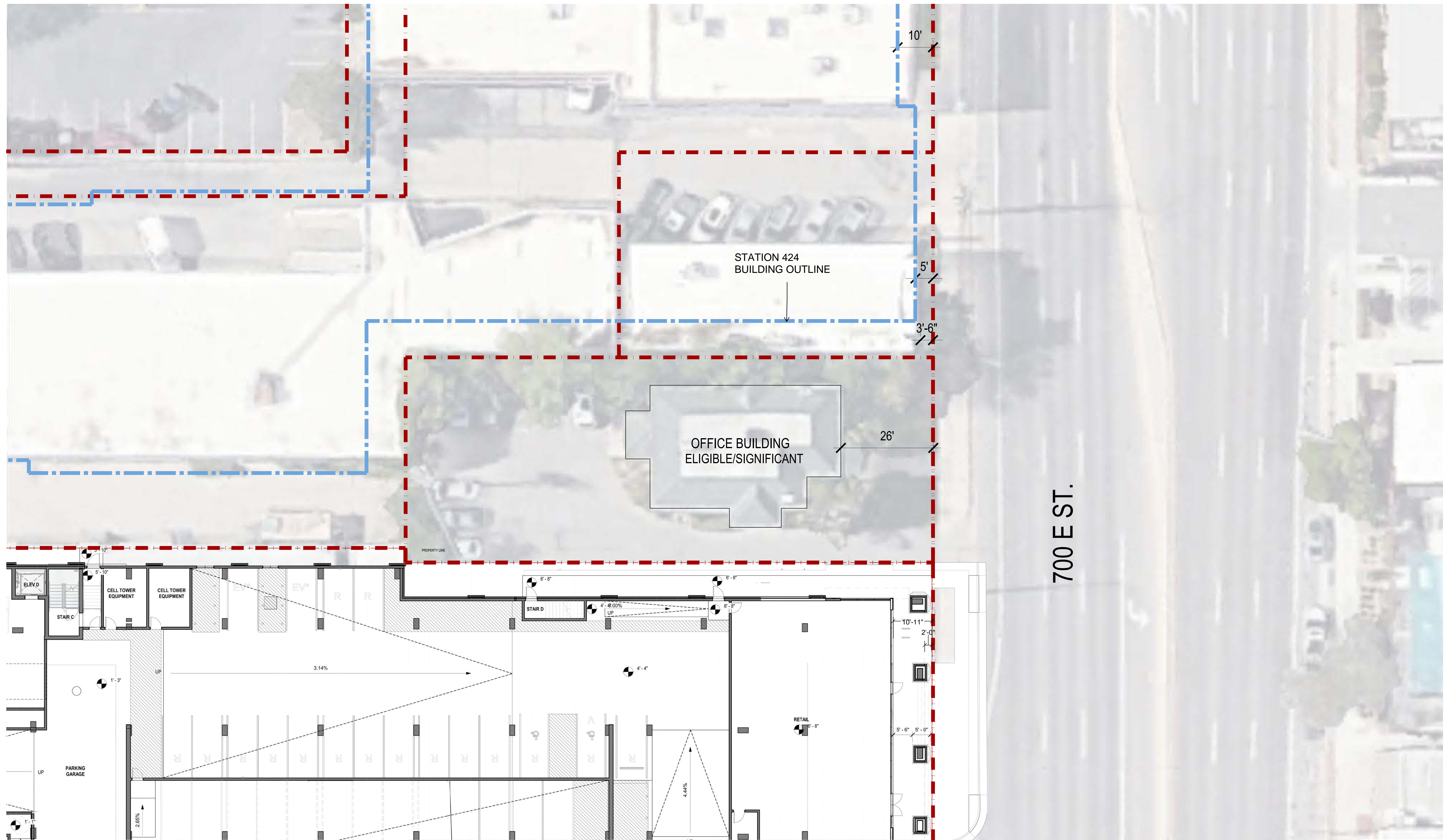
# 500 S STREETSCAPE



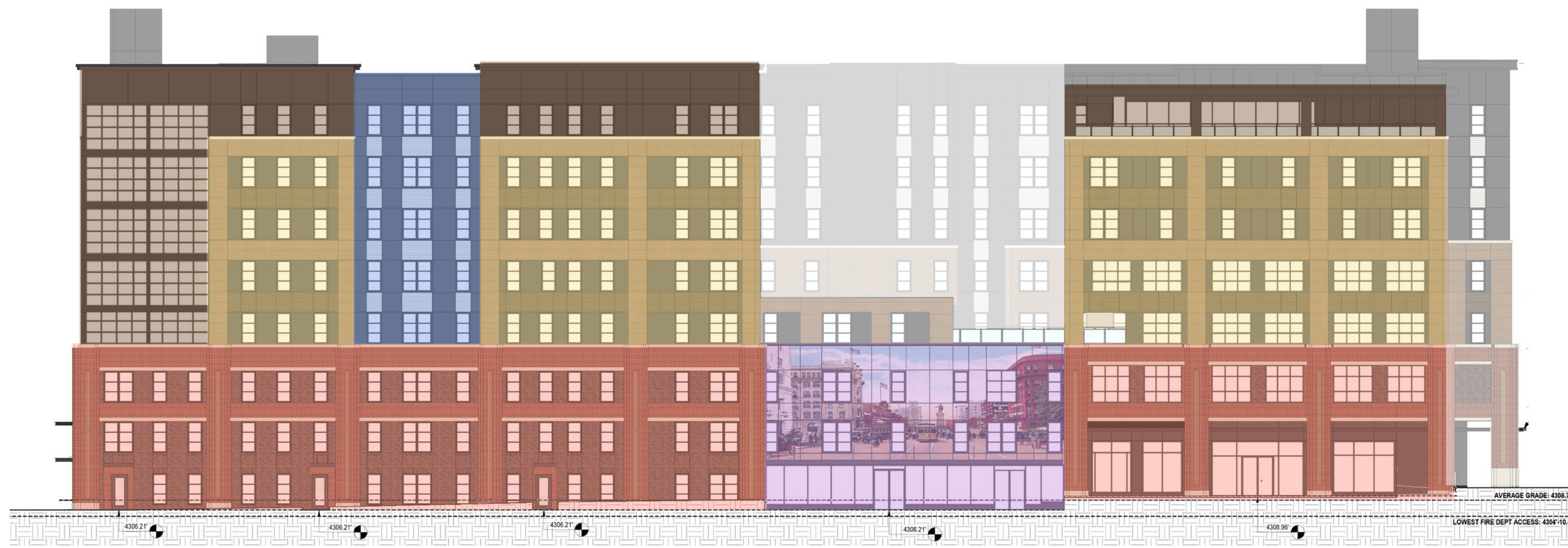
# GREEN ST. STREETSCAPE



# SETBACKS & CONTEXT



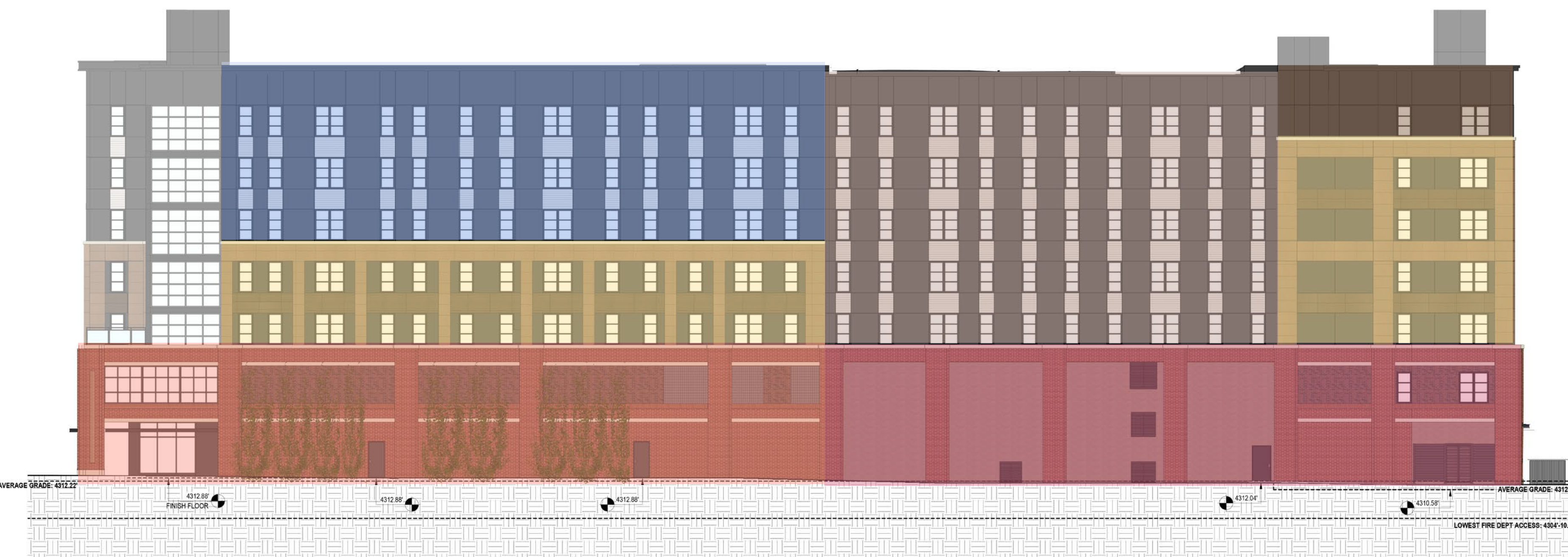
# FACADE DIAGRAM



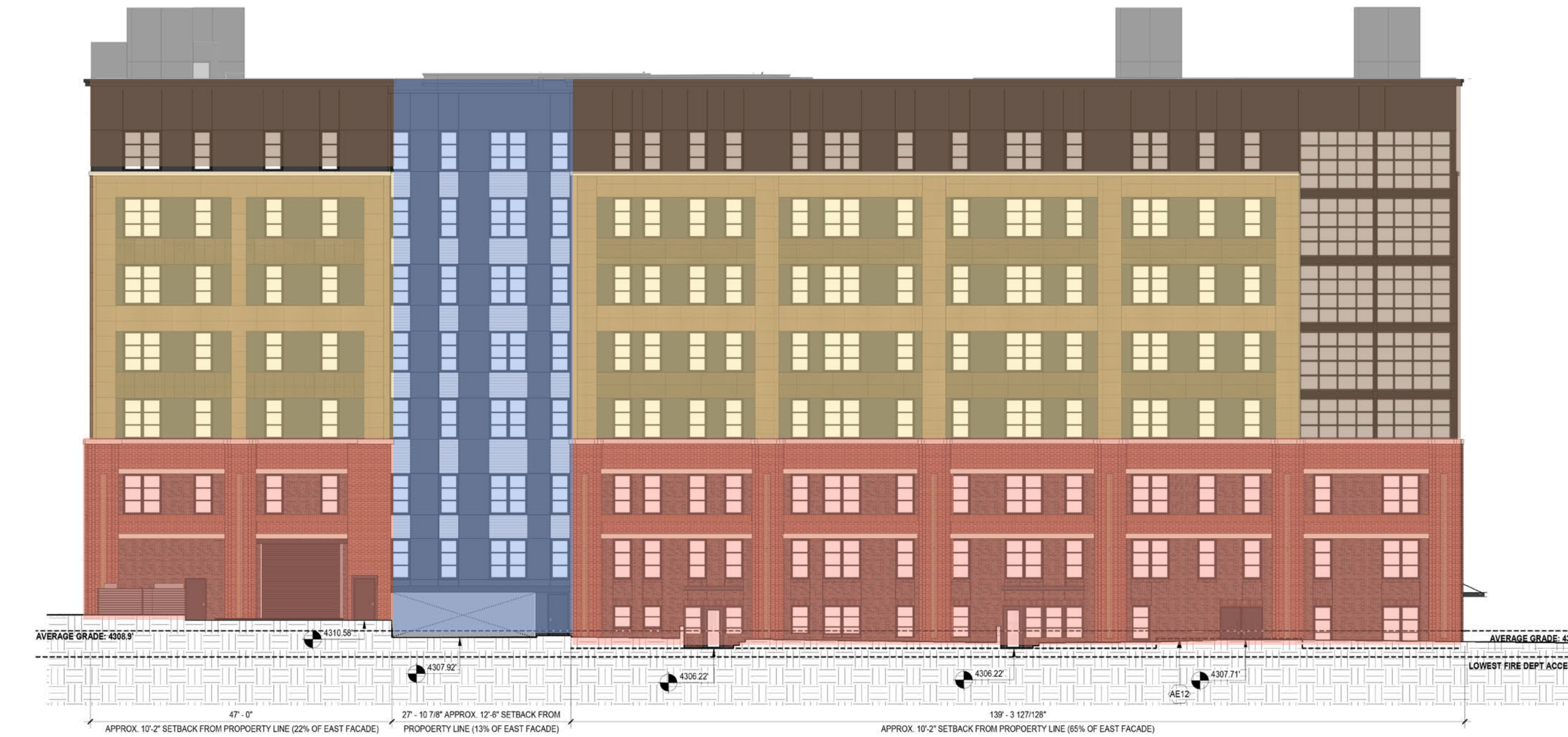
SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

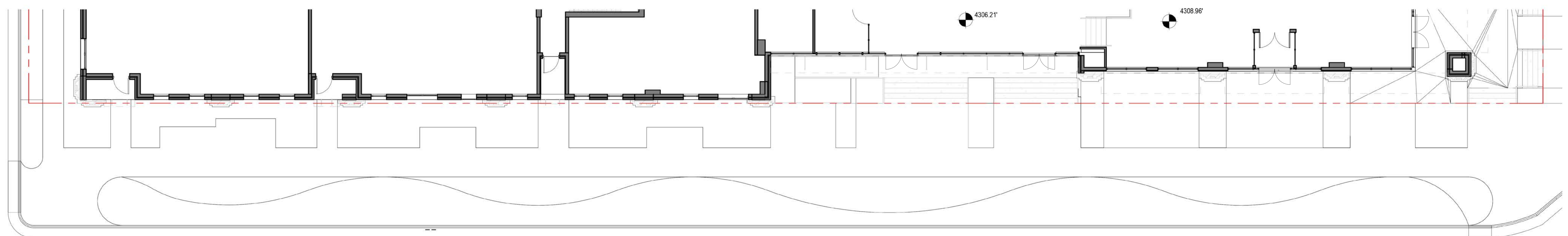


WEST ELEVATION

# SOUTH ELEVATION



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



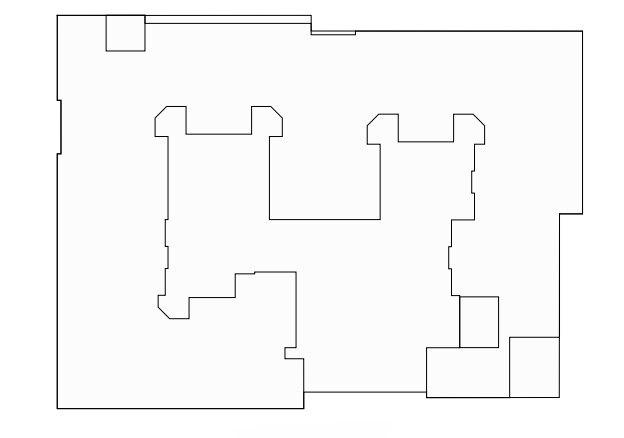
2 LEVEL 1 - SOUTH  
3/32" = 1'-0"

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
AE18	BUILDING SIGNAGE
AE19	AIR INTAKE LOUVER
AE23	STAIR OVER RUN

EXTERIOR MATERIAL LEGEND

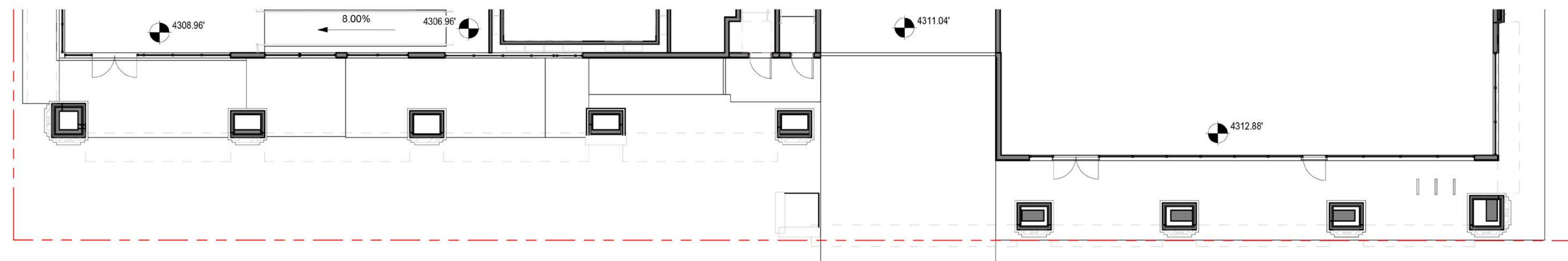
	FB-1	FACE BRICK - INTERSTATE TERRA COTTA		FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY		MP-3	METAL PANEL-3 - DARK BROWN
	FB-2	FACE BRICK - INTERSTATE DESERT SAND		MP-1	METAL PANEL-1 - DARK GRAY		CMU-1	SPLIT FACED CMU - BROWN
	FB-3	FACE BRICK - INTERSTATE MONTEREY AND MIDNIGHT BLACK MIX		MP-2	METAL PANEL-2 - BROWN		MTL-S	PERFORATED METAL SCREEN - GRAY



# EAST ELEVATION



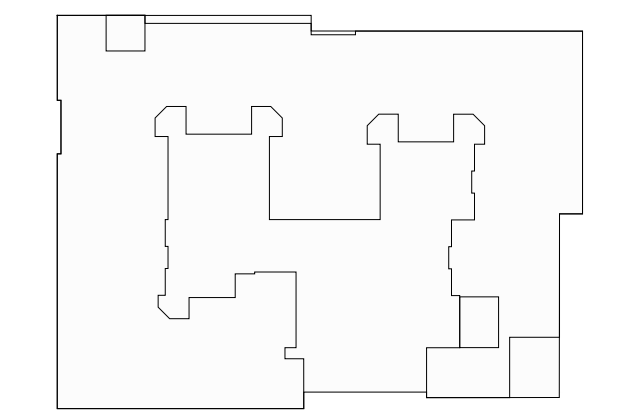
1 EAST ELEVATION  
3/32" = 1'-0"



2 LEVEL 1 - EAST  
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
AE18	BUILDING SIGNAGE

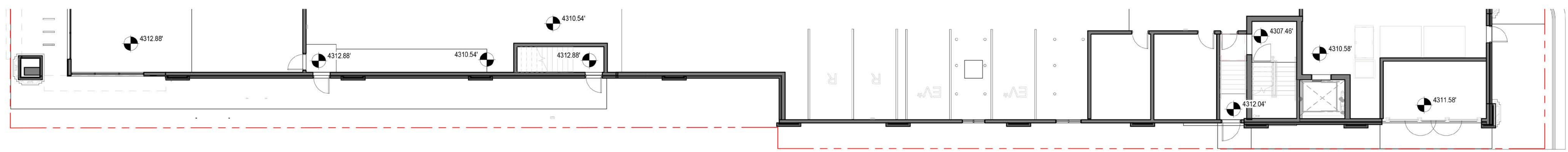
EXTERIOR MATERIAL LEGEND		
	FB-1	FACE BRICK - INTERSTATE TERRA COTTA
	FB-2	FACE BRICK - INTERSTATE DESERT SAND
	FB-3	FACE BRICK - INTERSTATE MONTERY AND MIDNIGHT BLACK MIX
	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY
	MP-1	METAL PANEL-1 - DARK GRAY
	MP-2	METAL PANEL-2 - BROWN
	MP-3	METAL PANEL-3 - DARK BROWN
	CMU-1	SPLIT FACED CMU - BROWN
	MTL-S	PERFORATED METAL SCREEN - GRAY



# NORTH ELEVATION



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



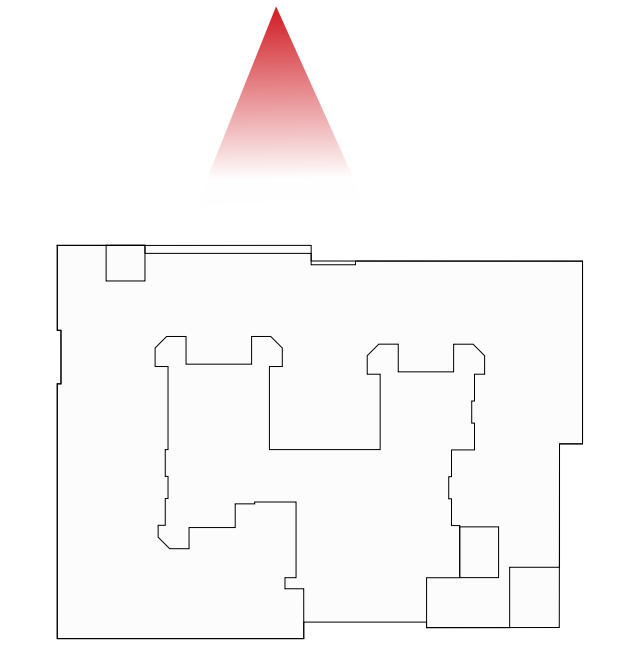
2 LEVEL 1 - NORTH  
A-10 3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE09	FB-1 SOLDIER BRICK COURSING
AE13	MECHANICAL EXHAUST FANS, REF. MECHANICAL
AE14	GENERATOR SCREEN AND GATE
AE15	ELECTRICAL EQUIPMENT, REF. ELECTRICAL
AE17	CONTROL JOINT
AE23	STAIR OVER RUN

EXTERIOR MATERIAL LEGEND

	FB-1 FACE BRICK - INTERSTATE TERRA COTTA		FSDG-1 FIBER CEMENT PANEL - LIGHT GRAY		MP-3 METAL PANEL-3 - DARK BROWN
	FB-2 FACE BRICK - INTERSTATE DESERT SAND		MP-1 METAL PANEL-1 - DARK GRAY		CMU-1 SPLIT FACED CMU - BROWN
	FB-3 FACE BRICK - INTERSTATE MONTERY AND MIDNIGHT BLACK MIX		MP-2 METAL PANEL-2 - BROWN		MTL-S PERFORATED METAL SCREEN - GRAY

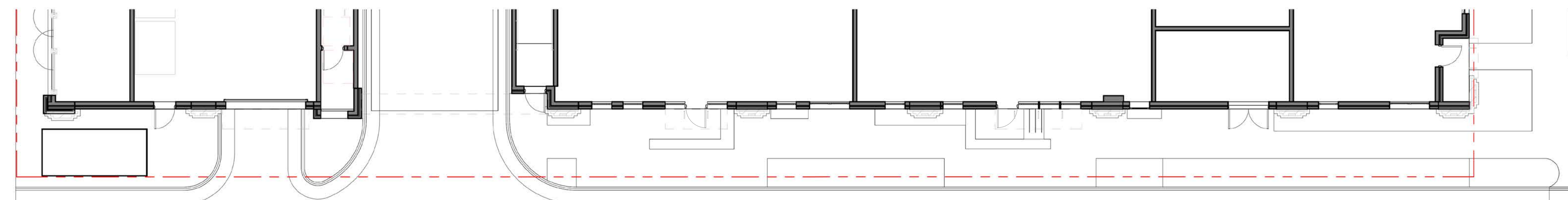




# WEST ELEVATION



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



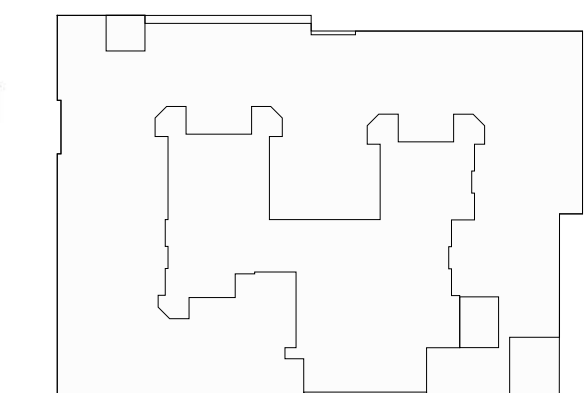
2 LEVEL 1 - WEST  
3/32" = 1'-0"

ARCHITECTURAL KEYNOTES

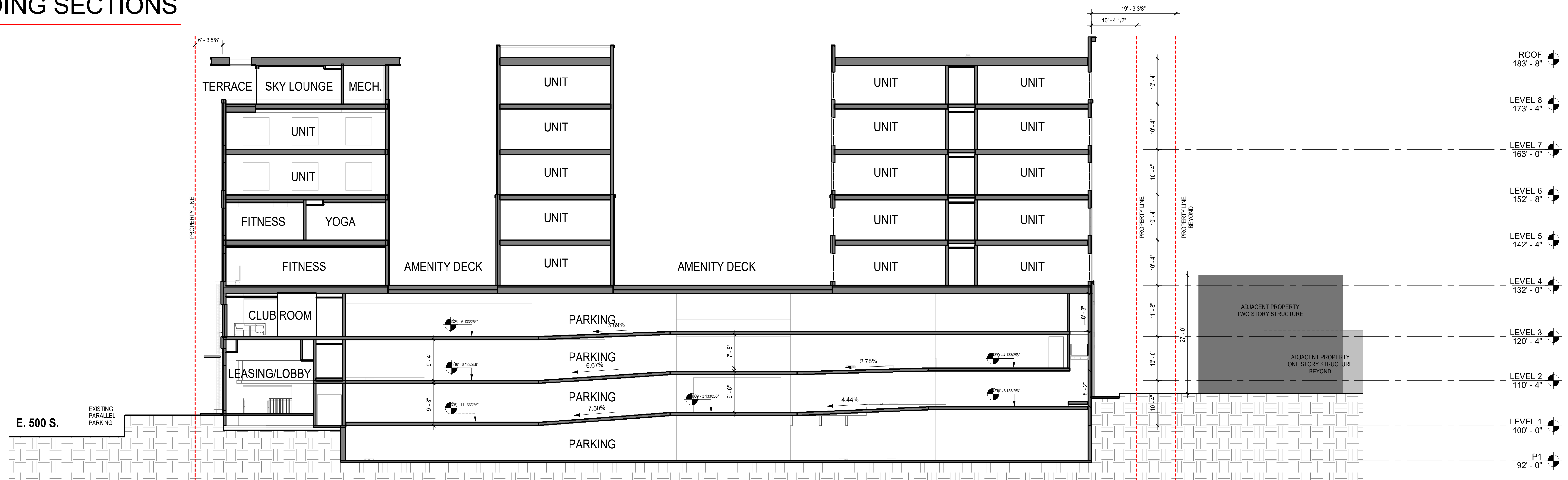
AE01	PREFINISHED METAL COPING
AE02	CAST STONE COPING
AE04	PREFABRICATED CANOPY
AE09	FB-1 SOLDIER BRICK COURSING
AE12	GAS METER LOCATION, REF. PLUMBING
AE15	ELECTRICAL EQUIPMENT, REF. ELECTRICAL
AE20	EQUIPMENT SCREENING
AE23	STAIR OVER RUN

EXTERIOR MATERIAL LEGEND

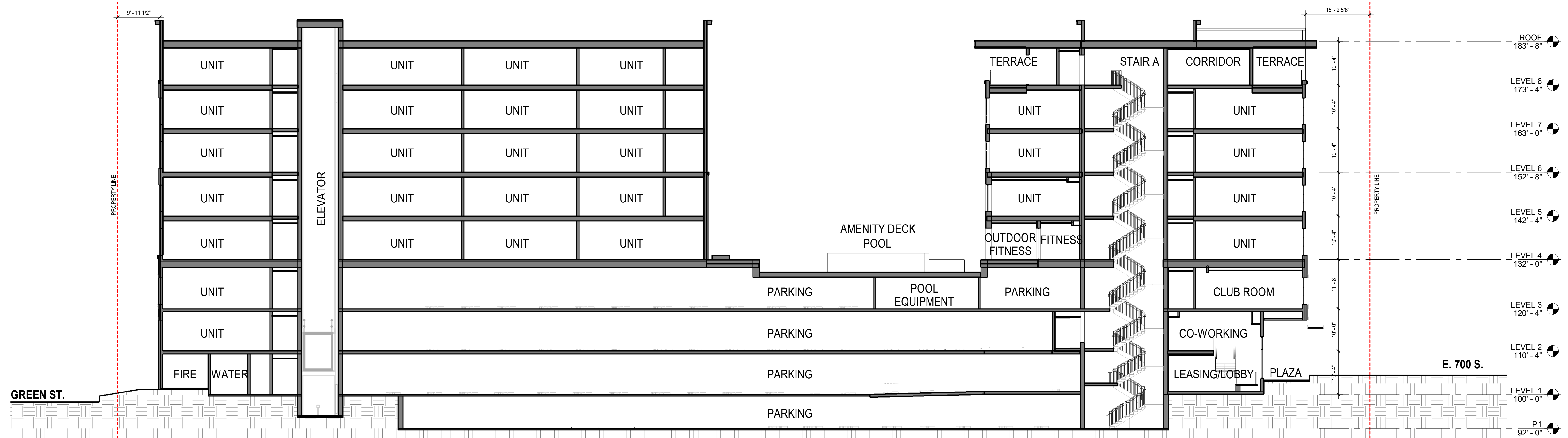
FB-1	FACE BRICK - INTERSTATE TERRA COTTA	FSDG-1	FIBER CEMENT PANEL - LIGHT GRAY	MP-3	METAL PANEL-3 - DARK BROWN
FB-2	FACE BRICK - INTERSTATE DESERT SAND	MP-1	METAL PANEL-1 - DARK GRAY	CMU-1	SPLIT FACED CMU - BROWN
FB-3	FACE BRICK - INTERSTATE MONTERY AND MIDNIGHT BLACK MIX	MP-2	METAL PANEL-2 - BROWN	MTL-S	PERFORATED METAL SCREEN - GRAY



# BUILDING SECTIONS

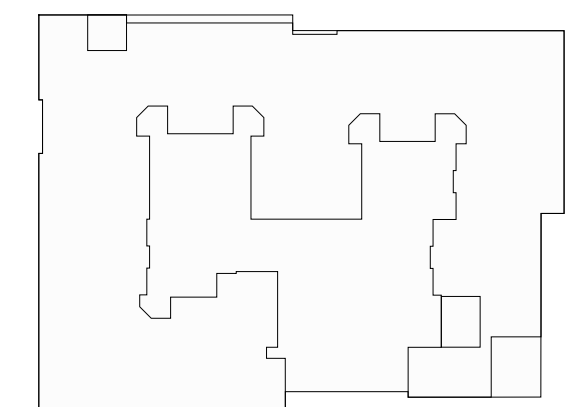


2 BUILDING CROSS SECTION  
3/32" = 1'-0"

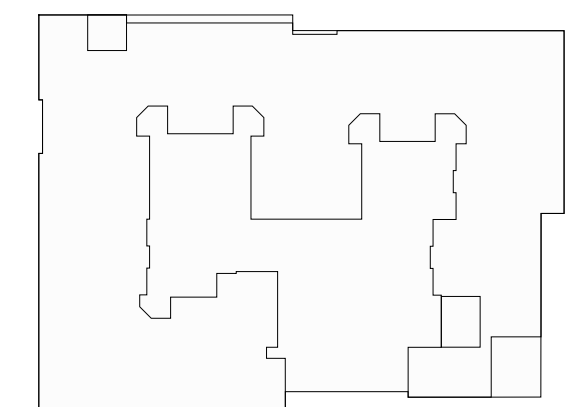


1 BUILDING SECTION  
3/32" = 1'-0"

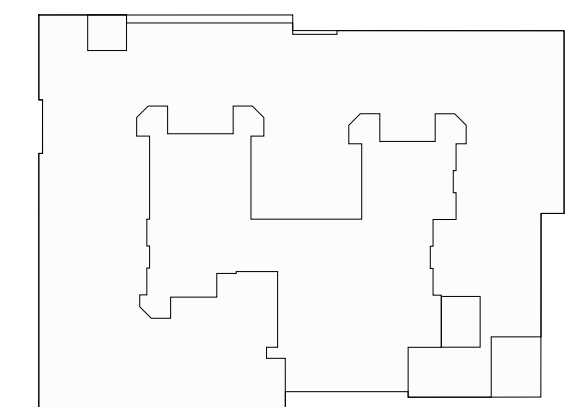
# STREETSCAPE RENDERING 1



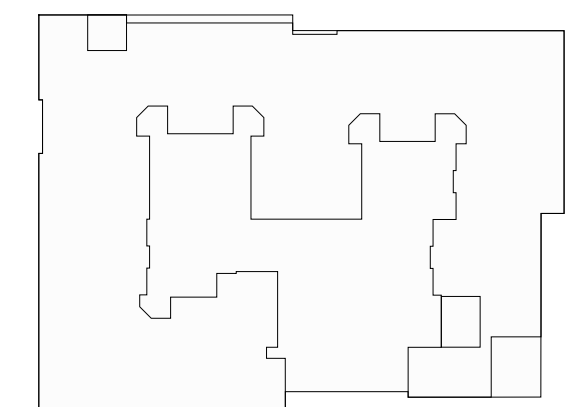
# STREETSCAPE RENDERING 2

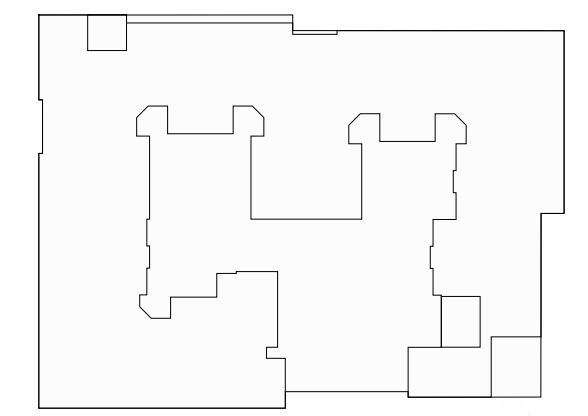


# 500 S & 700 E CORNER RENDERING

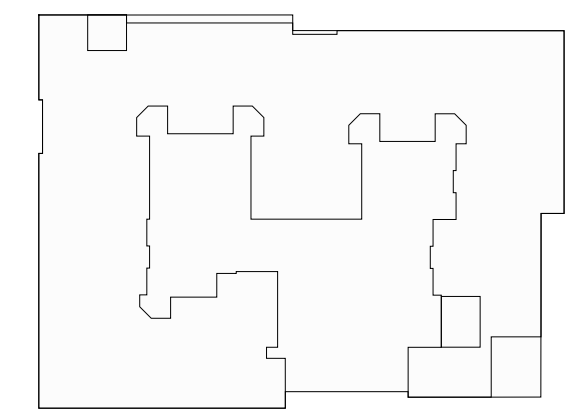


# GREEN ST. & 500 S CORNER RENDERING



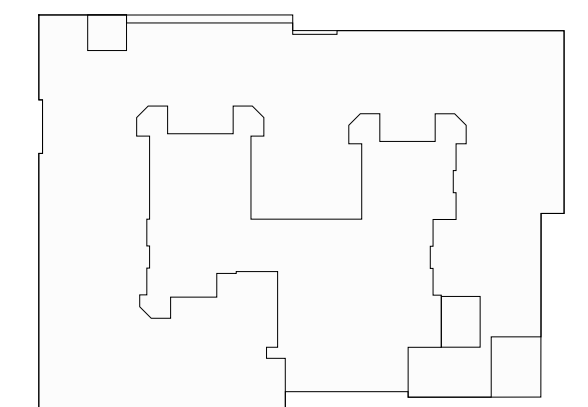


# PLAZA RENDERING

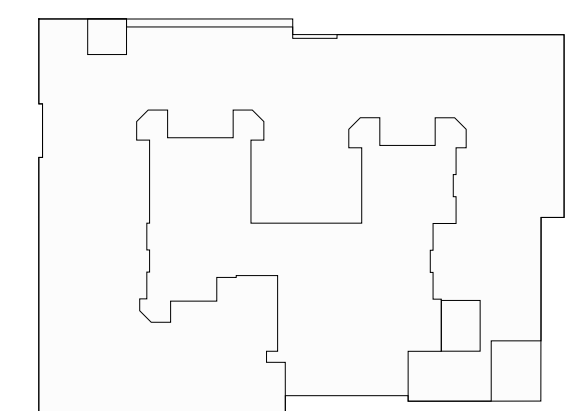




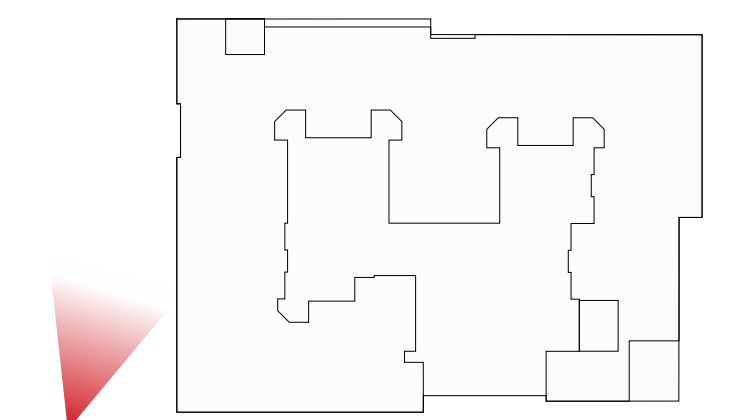
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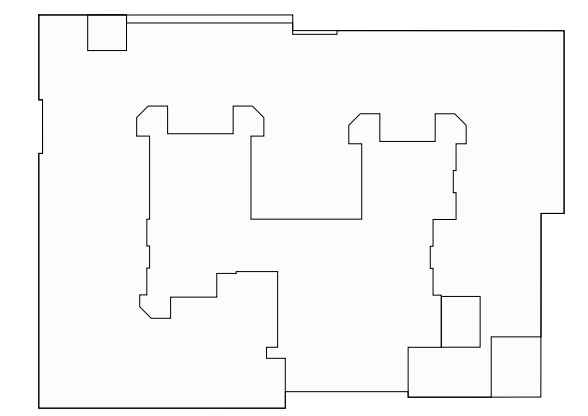
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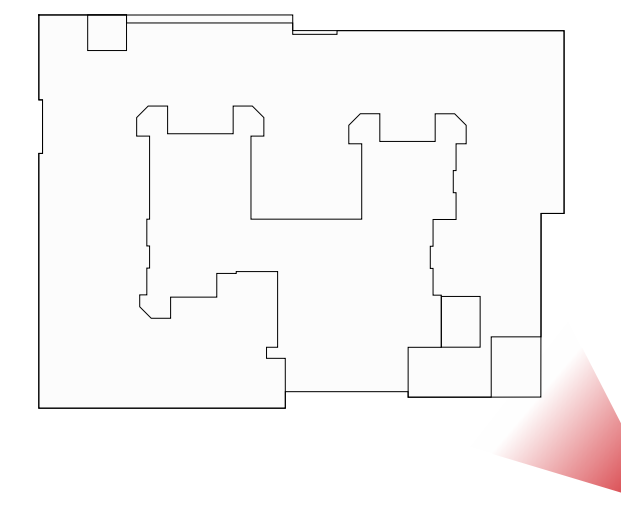
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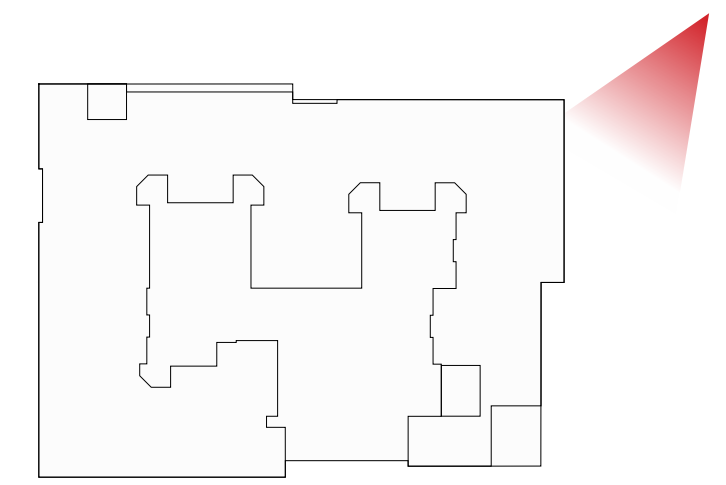


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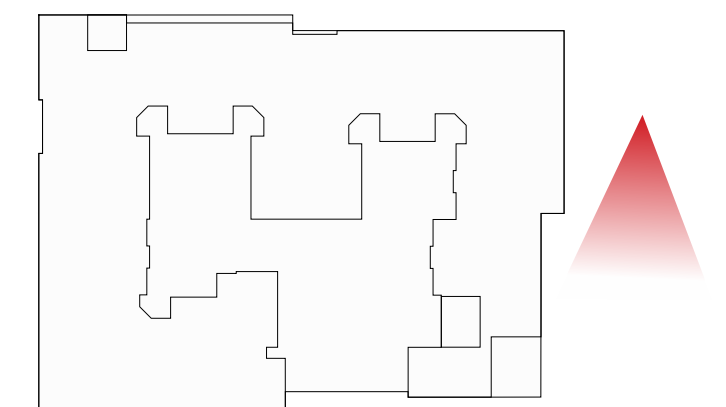


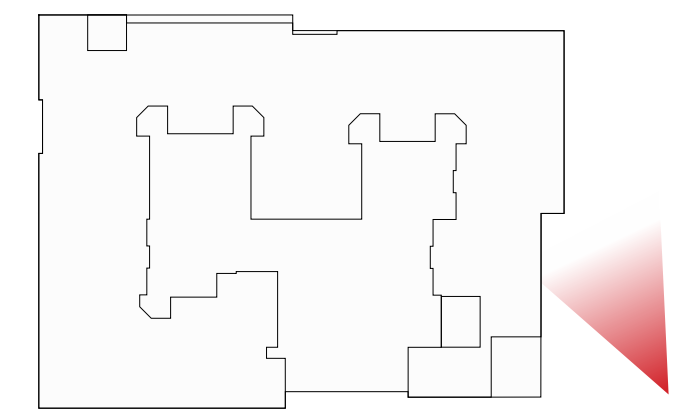
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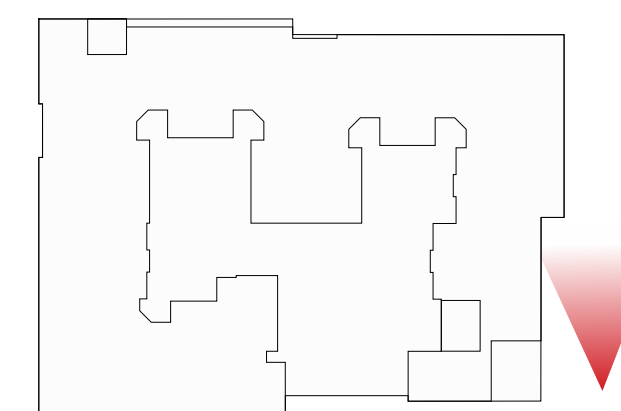
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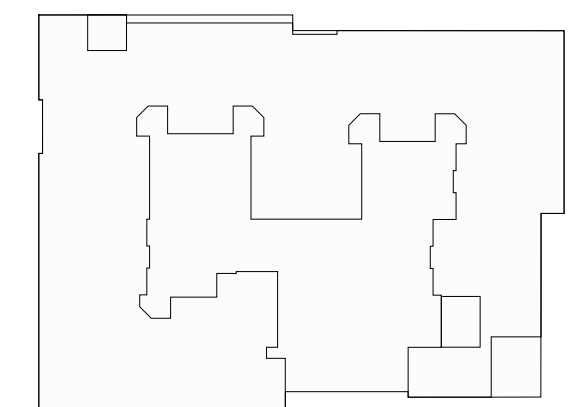
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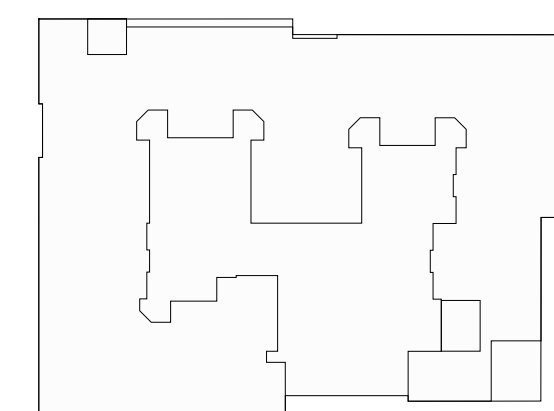
# AERIAL RENDERING 1



Google Earth



# AERIAL RENDERING 2



# 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	<p><b>a. Block and Street Patterns:</b> The design of the project preserves and reflects the historic block, street, and alley patterns that give the district its unique character. Changes to the block and street pattern may be considered when advocated by an adopted city plan.</p>	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 with the neighborhood character and the gathering space along the alley facade. The building and the lot size are within the varied range of the neighborhood, preserving the historical street pattern.
	<p><b>b. Lot and Site Patterns:</b> The design of the project preserves the pattern of lot and building site sizes that create the urban character of the historic context and the block face. Changes to the lot and site pattern may be considered when advocated by an adopted city plan.</p>	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.
	<p><b>c. The Public Realm:</b> The project relates to adjacent streets and engages with sidewalks in a manner that reflects the character of the historic context and the block face. Projects should maintain the depth of yard and height of principal elevation of those existing on the block face in order to support consistency in the definition of public and semi-public spaces.</p>	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.
	<p><b>d. Building Placement:</b> 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.</p>	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 facade 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 recess in the east side of the north facade provides additional distance to the adjacent mansion and limits the facade length along 700 E. The proposed project improves the existing condition by extending the historic district's landscaping pattern, pedestrian pathways, and building envelope setbacks.
	<p><b>e. Building Orientation:</b> The building is designed such that principal entrances and pathways are oriented such that they address the street in the pattern established in the historic context and the block face.</p>	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	<p><b>a. Site Access:</b> 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.</p>	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 building entrances are placed every 40'. Where not possible due to the site grading, only two locations along 500S St. and 700E St., double 3-0 doors and large recess in the building facade are provided to compensate for the longer than 40' spacing, adding transparency and breaking up the mass.
	<p><b>b. Site and Building Services and Utilities:</b> Utilities and site/building services (such as HVAC systems, venting fans, and dumpsters) are located such that they are to the rear of the building or on the roof and screened from public spaces and public properties.</p>	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	<p><b>a. Grading of Land:</b> The site's landscape, such as grading and retaining walls, addresses the public way in a manner that reflects the character of the historic context and the block face.</p>	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.
	<p><b>b. Landscape Structures:</b> Landscape structures, such as arbors, walls, fences, address the public way in a manner that reflects the character of the historic context and the block face.</p>	Proposed features extend and enhance the existing streetscape and public realm. In keeping with the historic context and block face, landscape features are limited between the building face and streets. Streetscape parallel to Green Street utilizes the allowable width to provide a safe, walkable, comfortable, well-lit, and activated pedestrian experience. •Native and adapted planting separates the vehicular way and pedestrian walkway providing a buffer and encouraging pedestrian safety. •Ornamental Serviceberry trees planted along the street provide an ordered canopy and emphasize a pedestrian scale. •Where possible four ADA accessible benches have been placed that provide pedestrian respite and encourage an active pedestrian presence that fosters security and activity. •Pedestrian walkway is 4' wide minimum and undulates at unit stoops.
	<p><b>c. Lighting:</b> Where appropriate lighting is used to enhance significant elements of the design and reflects the character of the historic context and the block face.</p>	The exterior lighting is strategically located to enhance the significant building elements and mimic the existing lighting within the historical district. The locations are tagged on the site plan. Path garden lights are located along the Green Street in-between the building and the sidewalk enhancing pedestrian experience and safety. 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	<p><b>a. Character of the Street Block:</b> 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.</p>	(1)The proposed height of the proposed development is not much different from the existing SITLA building and the recently approved Station 424 development. The first three floors are within scale of the district and the block face. (2) The width of the proposed development is similar to existing developments on the block face and in the immediate vicinity. Trader Joes (both public street-facing sides), Liberty Blvd, Trolley Corners, all 3 buildings at Trolley Square (all 3 sides of 500 S, 700 E, and 600 S), and the recently approved Station 424 development all have street-facing facades wider than 200 feet. Revisions were made to the NE corner of the building, pulling back the north wall of the building by 9.5' reducing the 700 E street-facing facade below 200 feet and providing more relief to the neighboring Mulloy building. (3) The base, middle and top of the proposed building are each separate and distinct. Additionally, there are vertically breaks along the facades using a combination of materials, building step backs, and material transitions which add depth changes. Revisions were made to the NE and SE corners of the building, per feedback from the previous HLC meeting and at the request of city planning, to step back the NE corner of the building for a softer transition to the neighboring Mulloy building and Liberty Square. The NE corner now has a step back (upper 5 floors) of approximately 12.5' from 700 E above podium, and a step back (upper 5 floors) of approximately 26' from the adjacent Mulloy property to the north. The building height at the podium level at the NE corner is now approximately 27' in height which is consistent with the height of the adjacent Mulloy building. This revision includes transitions that are far greater than what was designed and recently approved as part of the Station 424 development. To compare, the proposed development's (at the NE corner) podium base is approx. 27' height with an approx. 12.5' step back versus Station 424's 37'6" height with a 6' step back. Additionally, the proposed development has added storefront windows all the way up the NE corner of the building and at the upper floors of the SW corner of the building. This design feature helps further soften the transitions from the adjacent properties. (4) 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.
	<p><b>a. Facade Articulation and Proportion:</b> 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.</p>	The pattern and rhythm established by the proposed masonry facade on the lower floors appears is heavily influenced by the historical commercial buildings with the district and along the east side of 700 E. The windows and entries (including the awnings) along the ground floor incorporate design elements found along Trolley Square's commercial facades. The base, middle, and top of the proposed building are each separate and distinct. The materials and proportions provide visual weight to the first 3 floors, keeping them at a scale appropriate for pedestrians. The building's middle section carries the patterns and colors of the lower levels with the visual weight, using metal and fiber cement panels. The top of the building is only clad with gray fiber cement, making it distinct from the rest of the building. To maintain appropriate proportions, the proposed facades are broken up with changes in the vertical planes, changes in materials, as well as massing changes. The longest facade, along 500 S, is broken up into tow masses by the open courtyard above the leasing area/mural. The south half of 700 E and the upper floors of the NE section of 700 E are setback 10 feet or more. Along Green Street, the ground-level units have sunken porches, awnings, and soldier course bands around the entry doors.
5. BUILDING CHARACTER	<p><b>a. Materials:</b> 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.</p>	As required by the design standards, all proposed facades include at least 80% durable materials. No stucco, EIFS, vinyl, or aluminum siding is proposed. On the ground floor, all street-facing facades will be clad with brick veneer and windows. The design and detail of the brick facade reflects the design found in the historic structures with the district and along the east side of 700 E. Vertical and horizontal elements on the upper floors reflect the pattern established on the ground floor without adding additional clutter or weight. This provides a contemporary compliment to the masonry on the lower floors.
	<p><b>b. Materials on Street-facing Facades:</b> 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.</p>	Vinyl siding and aluminum siding are not used.
	<p><b>c. Windows:</b> Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.</p>	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.
	<p><b>d. Architectural Elements and Details:</b> The design of the building features architectural elements and details that reflect those characteristic of the district and/or setting.</p>	The building elements 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, which meet the zoning standards, and reflect traditional awnings used on many historic properties, including Trolley Square
6.A. BUILDING MATERIALS, ELEMENTS AND DETAILING	<p><b>7. Signage Location:</b> 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.</p>	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".

**SECTION 074243  
ALUMINUM COMPOSITE WALL PANELS**

**PART 1 - GENERAL**

**1.1 SUMMARY**

- A. Section includes:
  - 1. Formed aluminum-composite wall panels.
- B. Related Sections:
  - 1. Section 054000 – Cold-Formed Metal Framing.
  - 2. Section 061600 – Sheathing.
  - 3. Section 072719 – Mechanically Attached Air and Water Barriers.
  - 4. Section 072727 – Fluid-Applied Membrane Weather Barriers.
  - 5. Section 074253 – Composite Wall Panels, for HPL/phenolic composite panels.
  - 6. Section 079200 – Joint Sealants.

**1.2 SUBMITTALS**

- A. Product Data: For each type of product.
  - 1. Include construction details, material descriptions, dimensions of individual components and profiles, and finishes for each type of panel and accessory.
- B. Shop Drawings:
  - 1. Include fabrication and installation layouts of metal composite material panels; details of edge conditions, joints, panel profiles, corners, anchorages, attachment assembly, trim, flashings, closures, and accessories; and special details.
  - 2. Accessories: Include details of the flashing, trim and anchorage, at a scale of not less than 1-1/2 inches per 12 inches (1:10).
- C. Informational Submittals:
  - 1. Product Test Reports: For each product, tests performed by a qualified testing agency.
- D. Closeout Submittals:
  - 1. Maintenance Data: For metal composite material panels to include in maintenance manuals.
  - 2. Special warranties specified in this Section.

**1.3 QUALITY ASSURANCE**

- A. Installer Qualifications: An employer of workers trained and approved by manufacturer.
- B. Delegated-Design Professional Engineer: A professional engineer who is legally qualified to practice in jurisdiction where Project is located and who is experienced in providing engineering services of the kind indicated. Engineering services are defined as those performed for installations of the system, assembly, or product that are similar in material, design, and extent to those indicated for this Project.
  - 1. State of Licensure: Utah.

- C. Mockups: Incorporate aluminum composite wall panels into exterior wall mockup assembly as indicated and as appropriate for a complete installation of related materials. Mock-up shall verify selections made under Sample submittals, demonstrate aesthetic effects, and set quality standards for assembly materials, connections to adjacent work, and installation workmanship.
  - 1. Include specified attachment and anchorage devices, flashings, seals, and finishes.
  - 2. Include portions of adjacent construction indicated. Coordinate the work of this Section with other Sections applicable to the work indicated.
  - 3. Approved mockups will be used to establish the standard of quality by which the Work will be judged.
  - 4. Mockup Size and Location: Indicated on Drawings location, or as otherwise directed by Architect.
- D. Preinstallation Conference: Conduct conference at Project site.

#### 1.4 **WARRANTY**

- A. **Special Warranty: Manufacturer's standard form in which manufacturer agrees to repair or replace components of metal wall panel assemblies that fail in materials or workmanship within specified warranty period.**
  - 1. **Failures include, but are not limited to, the following:**
    - a. **Structural failures, including rupturing, cracking, or puncturing.**
    - b. **Deterioration of metals, metal finishes, and other materials beyond normal weathering.**
  - 2. **Warranty Period: Two years from date of Substantial Completion.**
- B. **Special Warranty on Panel Finishes: Manufacturer's standard form in which manufacturer agrees to repair finish or replace metal wall panels that show evidence of deterioration of factory-applied finishes within specified warranty period.**
  - 1. **Fluoropolymer Finish Warranty Period: 20 years from date of Substantial Completion.**

## PART 2 - PRODUCTS

### 2.1 METAL PANEL PERFORMANCE REQUIREMENTS

- A. Delegated Design: Engage a qualified professional engineer, as defined in Quality Assurance Article, to design metal wall panels, using performance requirements and design criteria indicated.
- B. General: Provide metal wall panel assemblies that comply with performance requirements specified as determined by testing manufacturers' standard assemblies similar to those indicated for this Project, by a qualified testing and inspecting agency.
- C. Structural Loads: Indicated on Structural Drawings:
  - 1. Minimum wind pressures in accordance with ASCE 7, with
  - 2. Maximum allowable deflection of L/180, tested per ASTM E330.
- D. Movement caused by an ambient temperature range of 120 degrees F and a surface temperature range of 160 degrees F.
- E. Fire-Resistance Ratings: Comply with ASTM E 119; testing by a qualified testing agency. Identify products with appropriate markings of applicable testing agency.

1. Indicate design designations from UL's "Fire Resistance Directory" or from the listings of another qualified testing agency.
- F. Fire Propagation Characteristics: Metal composite material wall panel system passes NFPA 285 testing.

## 2.2 ALUMINUM COMPOSITE MATERIAL PANELS

- A. **MP-1:** Formed Aluminum-Composite Metal Wall Panels: Factory-formed metal-faced composite wall panels fabricated from two metal facings bonded to solid, extruded fire-resistive thermoplastic core; formed into profile for installation method indicated.
1. Acceptable Manufacturers: One of the following:
    - a. Alpolic.
    - b. Alucobond.
    - c. Arconic Architectural Products, Reynobond / Reynolux.
    - d. Citadel.
    - e. DAMS Inc.
    - f. Kingspan Metal Panels, Benchmark ACM Façade System.
  2. Sheet Facing: Formed with 0.020-inch- (0.50-mm-) thick, coil-coated aluminum sheet facings.
  3. Panel Thickness: 0.157 inch (4 mm).
  4. Panel Core: Fire-resistive.
  5. Joint Design: Open.
    - a. Joint Width: 1/2 inch.
  6. Panel Sizes and Configurations: Indicated on Drawings.
  7. Exterior Finish: High-Performance Organic Finish: 2-coat fluoropolymer finish complying with AAMA 2604 and containing not less than 70 percent PVDF resin by weight in color coat.
    - a. Color: Selected by Architect from manufacturer's full range of options.
- B. Attachment Assembly: Manufacturer's standard clips, subgirt and spline, or track support as required to product rainscreen assembly indicated.
1. Material: Formed from extruded aluminum.
  2. Include system attachment components as required for a complete installation, such as modified clips, shims, weep slots, perimeter extrusions, concealed fasteners, starter clips, closures, structural adhesive, channel inserts, and F-clips.

## 2.3 MISCELLANEOUS MATERIALS

- A. Miscellaneous Metal Subframing and Furring: ASTM C 645, cold-formed, metallic-coated steel sheet ASTM A 653/A 653M, G90 (Z275 hot-dip galvanized) coating designation or ASTM A 792/A 792M, Class AZ50 (Class AZM150) aluminum-zinc-alloy coating designation unless otherwise indicated. Provide manufacturer's standard sections as required for support and alignment of metal composite material panel system.
- B. Panel Accessories: Provide components required for a complete, weathertight panel system including trim, copings, fasciae, mullions, sills, corner units, clips, flashings, sealants, gaskets, fillers, closure strips, and similar items. Match material and finish of metal composite material panels unless otherwise indicated.

- C. Flashing and Trim: Provide flashing and trim formed from same material as metal composite material panels as required to seal against weather and to provide finished appearance. Locations include, but are not limited to, bases, drips, sills, jambs, corners, endwalls, framed openings, rakes, fasciae, parapet caps, soffits, reveals, and fillers. Finish flashing and trim with same finish system as adjacent metal composite material panels.
- D. Panel Fasteners: Self-tapping screws designed to withstand design loads. Provide exposed fasteners with heads matching color of metal composite material panels by means of plastic caps or factory-applied coating. Provide EPDM or PVC sealing washers for exposed fasteners.
- E. Panel Sealants: ASTM C 920; elastomeric polyurethane or silicone sealant; of type, grade, class, and use classifications required to seal joints in metal composite material panels and remain weathertight; and as recommended in writing by metal composite material panel manufacturer.

## 2.4 FABRICATION

- A. General: Fabricate and finish metal composite material panels and accessories at the factory, by manufacturer's standard procedures and processes, as necessary to fulfill indicated performance requirements demonstrated by laboratory testing. Comply with indicated profiles and with dimensional and structural requirements.
- B. Fabricate metal composite material panel joints with factory-installed captive gaskets or separator strips that provide a weathertight seal and prevent metal-to-metal contact, and that minimize noise from movements.
- C. Sheet Metal Flashing and Trim: Fabricate flashing and trim to comply with manufacturer's recommendations and recommendations in SMACNA's "Architectural Sheet Metal Manual" that apply to design, dimensions, metal, and other characteristics of item indicated.
  1. Form exposed sheet metal accessories that are without excessive oil canning, buckling, and tool marks and that are true to line and levels indicated, with exposed edges folded back to form hems.
  2. Seams for Aluminum: Fabricate nonmoving seams with flat-lock seams. Form seams and seal with epoxy seam sealer. Rivet joints for additional strength.
  3. Seams for Other Than Aluminum: Fabricate nonmoving seams in accessories with flat-lock seams. Tin edges to be seamed, form seams, and solder.
  4. Sealed Joints: Form non-expansion, but movable, joints in metal to accommodate sealant and to comply with SMACNA standards.
  5. Conceal fasteners and expansion provisions where possible. Exposed fasteners are not allowed on faces of accessories exposed to view.
  6. Fabricate cleats and attachment devices from same material as accessory being anchored or from compatible, noncorrosive metal recommended in writing by metal panel manufacturer.
    - a. Size: As recommended by SMACNA's "Architectural Sheet Metal Manual" or metal wall panel manufacturer for application but not less than thickness of metal being secured.

## 2.5 FINISHES

- A. Protect mechanical and painted finishes on exposed surfaces from damage by applying a strippable, temporary protective covering before shipping.
- B. Appearance of Finished Work: Variations in appearance of abutting or adjacent pieces are acceptable if they are within one-half of the range of approved Samples. Noticeable variations in



same piece are not acceptable. Variations in appearance of other components are acceptable if they are within the range of approved Samples and are assembled or installed to minimize contrast.

C. Aluminum Panels and Accessories:

1. Two-Coat Fluoropolymer: AAMA 2605. Fluoropolymer finish containing not less than 70 percent PVDF resin by weight in color coat. Prepare, pretreat, and apply coating to exposed metal surfaces to comply with coating and resin manufacturers' written instructions.

## **PART 3 - EXECUTION**

### **3.1 EXAMINATION**

- A. Examine substrates, areas, and conditions, with Installer present, for compliance with requirements for installation tolerances, metal composite material panel supports, and other conditions affecting performance of the Work.
  1. Examine wall framing to verify that girts, angles, channels, studs, and other structural panel support members and anchorage have been installed within alignment tolerances required by metal composite material wall panel manufacturer.
  2. Examine wall sheathing to verify that sheathing joints are supported by framing or blocking and that installation is within flatness tolerances required by metal composite material wall panel manufacturer.
    - a. Verify that air- or water-resistive barriers have been installed over sheathing or backing substrate to prevent air infiltration or water penetration.
- B. Examine roughing-in for components and assemblies penetrating metal composite material panels to verify actual locations of penetrations relative to seam locations of metal composite material panels before installation.
- C. Proceed with installation only after unsatisfactory conditions have been corrected.

### **3.2 PREPARATION**

- A. Miscellaneous Supports: Install subframing, furring, and other miscellaneous panel support members and anchorages according to ASTM C 754 and metal composite material panel manufacturer's written recommendations.

### **3.3 ALUMINUM COMPOSITE MATERIAL PANEL INSTALLATION**

- A. General: Install metal composite material panels according to manufacturer's written instructions in orientation, sizes, and locations indicated on Drawings. Install panels perpendicular to supports unless otherwise indicated. Anchor metal composite material panels and other components of the Work securely in place, with provisions for thermal and structural movement.
  1. Shim or otherwise plumb substrates receiving metal composite material panels.
  2. Flash and seal metal composite material panels at perimeter of all openings. Fasten with self-tapping screws. Do not begin installation until air- or water-resistive barriers and flashings that will be concealed by metal composite material panels are installed.
  3. Install screw fasteners in predrilled holes.
  4. Locate and space fastenings in uniform vertical and horizontal alignment.
  5. Install flashing and trim as metal composite material panel work proceeds.

6. Locate panel splices over, but not attached to, structural supports. Stagger panel splices and end laps to avoid a four-panel lap splice condition.
  7. Align bottoms of metal composite material panels and fasten with blind rivets, bolts, or self-tapping screws. Fasten flashings and trim around openings and similar elements with self-tapping screws.
  8. Provide weathertight escutcheons for pipe- and conduit-penetrating panels.
- B. Fasteners:
1. Aluminum Panels: Use aluminum or stainless-steel fasteners for surfaces exposed to the exterior; use aluminum or galvanized-steel fasteners for surfaces exposed to the interior.
- C. Metal Protection: Where dissimilar metals contact each other or corrosive substrates, protect against galvanic action as recommended in writing by metal composite material panel manufacturer.
- D. Attachment Assembly, General: Install attachment assembly required to support metal composite material wall panels and to provide a complete weathertight wall system, including subgirts, perimeter extrusions, tracks, drainage channels, panel clips, and anchor channels.
1. Include attachment to supports, panel-to-panel joinery, panel-to-dissimilar-material joinery, and panel-system joint seals.
- E. Installation: Attach metal composite material wall panels to supports at locations, spacings, and with fasteners recommended by manufacturer to achieve performance requirements specified.
1. Wet Seal Systems: Seal horizontal and vertical joints between adjacent metal composite material wall panels with sealant backing and sealant. Install sealant backing and sealant according to requirements specified in Section 079200 "Joint Sealants."
  2. Rainscreen Systems: Do not apply sealants to joints unless otherwise indicated.
- F. Clip Installation: Attach panel clips to supports at locations, spacings, and with fasteners recommended by manufacturer. Attach routed-and-turned flanges of wall panels to panel clips with manufacturer's standard fasteners.
1. Seal horizontal and vertical joints between adjacent panels with sealant backing and sealant. Install sealant backing and sealant according to requirements specified in Section 079200 "Joint Sealants."
  2. Seal horizontal and vertical joints between adjacent metal composite material wall panels with manufacturer's standard gaskets.
- G. Rainscreen-Principle Installation: Install using manufacturer's standard assembly with vertical channel that provides support and secondary drainage assembly, draining at base of wall. Notch vertical channel to receive support pins. Install vertical channels supported by channel brackets or adjuster angles and at locations, spacings, and with fasteners recommended by manufacturer. Attach metal composite material wall panels by inserting horizontal support pins into notches in vertical channels and into flanges of panels. Leave horizontal and vertical joints with open reveal.
1. Install wall panels to allow individual panels to be installed and removed without disturbing adjacent panels.
  2. Do not apply sealants to joints unless otherwise indicated.
- H. Accessory Installation: Install accessories with positive anchorage to building and weathertight mounting, and provide for thermal expansion. Coordinate installation with flashings and other components.

1. Install components required for a complete metal composite material panel assembly including trim, copings, corners, seam covers, flashings, sealants, gaskets, fillers, closure strips, and similar items. Provide types indicated by metal composite material panel manufacturer; or, if not indicated, provide types recommended in writing by metal composite material panel manufacturer.
- I. Flashing and Trim: Comply with performance requirements, manufacturer's written installation instructions, and SMACNA's "Architectural Sheet Metal Manual." Provide concealed fasteners where possible, and set units true to line and level as indicated. Install work with laps, joints, and seams that are permanently watertight.
    1. Install exposed flashing and trim that is without buckling and tool marks and that is true to line and levels indicated, with exposed edges folded back to form hems. Install sheet metal flashing and trim to fit substrates and to result in waterproof performance.
    2. Expansion Provisions: Provide for thermal expansion of exposed flashing and trim. Space movement joints at a maximum of 10 feet (3 m) with no joints allowed within 24 inches (605 mm) of corner or intersection. Where lapped expansion provisions cannot be used or would not be sufficiently waterproof, form expansion joints of intermeshing hooked flanges, not less than 1 inch (25 mm) deep, filled with mastic sealant (concealed within joints).

### **3.4 ERECTION TOLERANCES**

- A. Installation Tolerances: Shim and align metal composite material wall panel units within installed tolerance of 1/4 inch in 20 feet (6 mm in 6 m), non-accumulative, on level, plumb, and location lines as indicated, and within 1/8-inch (3-mm) offset of adjoining faces and of alignment of matching profiles.

### **3.5 CLEANING AND PROTECTION**

- A. Remove temporary protective coverings and strippable films, if any, as metal composite material panels are installed, unless otherwise indicated in manufacturer's written installation instructions. On completion of metal composite material panel installation, clean finished surfaces as recommended by metal composite material panel manufacturer. Maintain in a clean condition during construction.
- B. After metal composite material panel installation, clear weep holes and drainage channels of obstructions, dirt, and sealant.
- C. Replace metal composite material panels that have been damaged or have deteriorated beyond successful repair by finish touchup or similar minor repair procedures.

END OF SECTION

# Attachment C: 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 of 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
<b>Minimum Lot Area:</b> 2,500 sq. ft.	Roughly 64,300 sq ft	<b>Complies</b>
<b>Minimum Lot Width:</b> 40 ft	Approximately 297 feet wide	<b>Complies</b>
<b>Maximum Building Height:</b> 75' + one additional floor <b>Minimum Building Height:</b> 25' (for at least 50% of the width of the street facing façade)  (Excluding permitted obstructions)	South Elevation – ~82 feet East Elevation – ~79 feet North Elevation – ~77 feet West Elevation – ~81 feet  Proposed obstructions into maximum height for stealth wireless facilities are permitted per table 21A.36.020.	<b>Complies</b>
<b>Front/Corner Yard Setback: 500 S:</b> <b>Minimum:</b> Equal to the avg setback of other principal buildings on the same block face. <i>The adjacent Liberty Square development is built up to the front lot line.</i>  <b>Maximum:</b> None	The proposed development would match that existing setback.	<b>Complies</b>
<b>Front/Corner Yard Setback: All other</b> <b>Minimum:</b> None <b>Maximum:</b> At least 50% of the street facing building facade shall be within 5' of the front or corner side lot line.	<b>700 East</b> – at least 50% is within 5 feet of the property line <b>Green Street</b> – 10 feet required for fire lane	<b>Modification request for Green Street</b>
<b>Interior Side Setback:</b> no min or max	n/a	<b>N/A</b>
<b>Rear Yard Setback:</b> no minimum or maximum	West half – ~5 feet East half – 0 feet	<b>Complies</b>
<b>Open Space:</b> 1 sq-ft per 10 sq ft of lot area, up to 5,000 square feet in core areas	5,000 square feet required <b>6,911</b> square feet proposed	<b>Complies</b>

<b>Building Material Limitation:</b> 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	<b>Complies</b>
<b>Landscaping:</b> 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	<b>Complies</b>
<b>Landscaping:</b> 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	<b>Complies</b>
<b>Outdoor Public Space:</b> 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	<b>Complies</b>
<b>Entries:</b> All required building entrances shall include at least one of the features in <a href="#">21A.26.078.F.2.c</a>	Entries meet this standard	<b>Complies</b>
<b>Parking:</b> No minimum parking requirement. <b>Maximum:</b> <i>Residential</i> <ul style="list-style-type: none"> <li>• 2 stalls per studio or 1-bedroom unit</li> <li>• 3 stalls per 2+ bedroom unit</li> </ul> <i>Non-residential</i> <ul style="list-style-type: none"> <li>• 5 stalls per 1,000 SF of indoor space</li> <li>• 4 stalls per 1,000 SF of outdoor space</li> </ul>	<b>Minimum:</b> zero stalls <b>Maximum:</b> 574 stalls <b>Proposed:</b> 327 stalls	<b>Complies</b>

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

Requirement	Standard	Proposed	Finding
<b>Ground Floor Use</b> <a href="#">(21A.37.050.A)</a>	<b>Option 1:</b> Use other than parking must occupy at least <b>80%</b> of ground-floor façade length (excluding parking access)	<b>South:</b> 100% <b>East:</b> 90% <b>West:</b> 100%	<b>Complies</b>
<b>Building Materials, ground floor</b> <a href="#">(21A.37.050.B.1)</a>	At least <b>90%</b> of street-facing facades must be clad in durable materials (excluding doors and windows)	<b>South:</b> 100% <b>East:</b> 100% <b>West:</b> 100%	<b>Complies</b>
<b>Building Materials, upper floors</b> <a href="#">(21A.37.050.B.2)</a>	At least <b>60%</b> of street-facing facades must be clad in durable materials (excluding doors and windows)	<b>South:</b> 100% <b>East:</b> 100% <b>West:</b> 100%	<b>Complies</b>
<b>Glass: ground floor</b> <a href="#">(21A.37.050.C.1)</a>	<b>60%</b> of street-facing façades must have transparent glass. <b>40%</b> for residential uses	<b>South:</b> 61% <b>East:</b> 68% <b>West:</b> 40%	<b>Complies</b>

<b>Building Entrances</b> <b>(21A.37.050.D)</b>	<i>Required every 40 feet</i>	<b>South:</b> Does not comply. <i>Average separation is less than 40 feet.</i> <b>East:</b> Does not comply <b>West:</b> Does not comply. <i>Average separation is less than 40 feet.</i> <i>The revisions have provided additional entries beyond the original submittal</i>	<b>Modification Requested</b>
<b>Blank wall Maximum Length</b> <b>(21A.37.050.E)</b>	<b>15 feet</b>	All façades comply with this standard	<b>Complies</b>
<b>Max Length of Street-facing Façade</b> <b>(21A.37.050.F)</b>	<b>200 ft</b>	<i>All street-facing facades exceed 200'. The revisions have implemented design features to reduce the perceived size.</i>	<b>Modification Requested</b>
<b>Lighting: exterior</b> <b>(21A.37.050.H)</b>	All proposed exterior lighting must be shielded and directed downward.	No lighting plan has been submitted.	<b>Defer to Staff</b>
<b>Lighting: parking lot</b> <b>(21A.37.050.I)</b>	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	<b>Not Applicable</b>
<b>Screening of mechanical equipment</b> <b>(21A.37.050.J)</b>	All mechanical equipment must be screened from view	All mechanical equipment is proposed to be screened	<b>Complies</b>
<b>Screening of service areas</b> <b>(21A.37.050.K)</b>	Screened from public view	Dumpster located within loading area	<b>Complies</b>

# Attachment D: Analysis of Requested Revisions

## Basis for Comments and Requested Revisions to Submitted Plans

The Historic Landmark Commission based their comments on the standards of review for New Construction, found in Chapter [21A.34.020.H](#) of the Zoning Ordinance and the Design Guidelines for Historic Apartment and Multifamily Buildings, [Chapter 12](#) New Construction. Applicable comments may also be based on the purpose statement of the Historic Preservation Overlay ([21A.23.020.A](#)), the purpose statement of the TSA-UN-C Transit Station Area Urban Neighborhood Core Zoning District ([21A.26.078.A](#)), the information contained in the original staff report, the project details provided by the applicant, testimony from the public, and the discussion of the Historic Landmark Commission.

## Staff Analysis of Compliance with Requested Revisions

The table below is an analysis of the updated plans based on the Historic Landmark Commission’s requested revisions of the original proposal. Planning Staff provided the revision requests to the applicant shortly after the public hearing for the original proposal. Each revision item listed in the table below references the standards of review for New Construction in a Historic District ([21A.34.020.H](#)) and the Design Guidelines for Historic apartment and Multifamily Buildings found in [Chapter 12](#): New Construction, where the commission found deficiencies in the initial submittal. The referenced standards and guidelines provided the basis for each requested revision. Analysis of relevant New Construction Standards and Design Guidelines that are not included in the table below can be found in the original Staff report included in [Attachment G](#). In this case, the revised proposal’s compliance with a requested revision would mean that the updated proposal complies with the referenced standards of review or design guidelines.

If the commission finds that the revised proposal complies with the revision items listed below, then they may conclude that the proposal substantially complies with all of the general standards that pertain to this application and approve the request. For ease of reference, the Standards for New Construction have been included in [Attachment E](#), and the Design Guidelines for New Construction are included in [Attachment F](#).

Requested Revision	Analysis	Finding
<b>Plans</b>		
As indicated by the New Construction application, a streetscape study is required. Examples have been included with this letter. <ul style="list-style-type: none"> <li>Submittal Requirements (<a href="#">21A.34.020.F.2.d.6</a>)</li> </ul>	The revised submittal includes streetscape studies of existing and proposed development (including Station 424). The study effectively illustrates how the proposal relates to existing development by providing measurements when necessary, connecting adjacent building forms, and clearly indicating the proposed materials along a given façade.	<b>Complies</b>
Floor plans need to clearly indicate how the interior of the building will be used and how it will interact with exterior features and the public realm. <ul style="list-style-type: none"> <li>New Construction Standards 1d, 2a, &amp; 5a</li> <li>Design Guidelines 12.10 &amp; 12.12</li> </ul>	The revised submittal includes floorplans for all stories of the proposed development. On the ground floor, the plans show each entry into the building and how the interior space would open up into the public way. Dimensions of exterior spaces have also been provided that help to interpret the scale of exterior features, including the ground-floor vestibule and plaza areas.	<b>Complies</b>
A shade study of the proposed building is required. <ul style="list-style-type: none"> <li>New Construction Standards 1d &amp; 4a</li> <li>Design Guidelines 12.13, 12.12, 12.44</li> </ul>	The updated plans include a shade study that illustrates the expected impact of the proposed building on adjacent property.	<b>Complies</b>
Please confirm that all renderings, elevations, and plans accurately portray the proposed development and buildings within the vicinity.	Staff has reviewed the revised plans for accuracy and has yet to identify any significant issues. While some minor errors may still be present (which, from Planning staff’s perspective, is common for large plan sets like these), they do not detract from the interpretation of the plans and should not prevent the commission from making a well-informed decision on the proposal.	<b>Complies</b>

<b>Scale and Design</b>		
<p>The proposed building appears to be much larger than the surrounding development. Please show how it will fit into the neighborhood in your streetscape study.</p> <ul style="list-style-type: none"> <li>• New Construction Standards 1c, 1d, 4a, &amp; 5a</li> <li>• Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, &amp; 12.57</li> </ul>	<p>The streetscape studies included with the revised proposal illustrate how the design of the proposed building acknowledges and relates to adjacent development by drawing lines between masses of the design with nearby buildings. In staff's view, the updated proposal has much more carefully considered adjacent buildings with the proposed mass and design.</p>	<b>Complies</b>
<p>The proposal fails to acknowledge the discrepancy in scale between the new building and the existing Mulloy (Hancock) Mansion. Due to its proximity, you will need to reduce the new building's impact on the adjacent buildings. While this can be addressed through any number of changes to the proposal, additional setbacks and stepbacks should be seriously considered. Please consider buffering the proposal from the adjacent property. This should also include additional treatment to the North façade to soften the scale of the blank wall.</p> <ul style="list-style-type: none"> <li>• New Construction Standards 1c, 1d, 4a, &amp; 5a</li> <li>• Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, &amp; 12.59</li> </ul>	<p>Revisions to the proposal illustrate several strategies that have been implemented to acknowledge the discrepancy in size between the proposed building and the Mulloy (Hancock) Mansion. Specifically, the applicant has implemented the following:</p> <ul style="list-style-type: none"> <li>• Increasing the setback from the north property line from zero feet to ~9 feet</li> <li>• Stepping back the front ~15 feet of the upper floors from 700 East at the northeast corner of the building</li> <li>• Climbing vines along the section of the north wall that is adjacent to the Mulloy Mansion property.</li> <li>• A landscape buffer between the structure and the property line</li> <li>• Additional fenestration and glazing on every floor of the east portion of the north façade.</li> </ul> <p>All these modifications have enabled the proposal's design to mitigate visual impacts on the historic mansion and other adjacent buildings (including Liberty Square).</p>	<b>Complies</b>



<p>All three street-facing façades need to be redesigned to reduce the perceived size of the building and reflect the scale of the existing and historical context. The commission recommended the following elements during their discussion:</p> <ul style="list-style-type: none"> <li>• Setbacks (distance from the north property line)</li> <li>• Stepbacks (more setbacks on upper floors)</li> <li>• Changes in massing (building shape/form)</li> <li>• modulation (changes in the vertical plane)</li> <li>• Articulation (relationship between materials) <ul style="list-style-type: none"> <li>○ New Construction Standards 1c &amp; 4a</li> <li>○ Design Guidelines 12.6, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, 12.57, 12.58, &amp; 12.59</li> </ul> </li> </ul>	<p>The updated plans have incorporated most of the elements recommended by the commission to break up the mass of the street-facing façades:</p> <p><i>Green Street:</i></p> <ul style="list-style-type: none"> <li>• The Green Street façade has been divided into four separate vertical plans.</li> <li>• A section that includes the vehicular entrance has been significantly set back from the front wall to break up the length of the ground floor.</li> <li>• Floors above the brick podium have been stepped back.</li> <li>• Additional fenestration on the south end of the elevation helps to further reduce the perceived size of the façade.</li> </ul> <p><i>500 South:</i> This is the longest of the three façades and should require more design treatments than the other two.</p> <ul style="list-style-type: none"> <li>• To emphasize the break between the two larger masses facing 500 East, the updated plans include a mural area above the main entrance. The plans show a lithograph taken from a postcard Ca. 1920, but the final product would be a revolving mural (the applicant has indicated that they have partnered with a number of artists).</li> <li>• This façade section is also set back further from the street than the masses on either side.</li> <li>• The additional glazing on the upper floors of the southwest corner of the building help to decrease the perceived scale at the west end of the façade.</li> <li>• Like the Green Street façade, the updated plans include additional stepbacks above the brick podium.</li> <li>• Overall, the façade has been broken into six separate vertical planes.</li> </ul> <p><i>700 East:</i></p> <ul style="list-style-type: none"> <li>• The ~9-foot setback from the north property line has shortened the section of the façade closest to 700 east to below 200 feet.</li> <li>• Like the southwest corner of the building, the updated plans have added significant glazing on the upper floors, shortening the perceived length.</li> <li>• In an effort to minimize the proposal’s impact on the Mulloy (Hancock) Mansion, a ~50-foot-wide section on the north side of the façade has been stepped back nearly 15 feet from 700 East.</li> <li>• To help draw eyes down toward the Mulloy (Hancock) Mansion, the brown metal sections of the façade step down from 500 South.</li> <li>• The north half of the façade is set 10 feet back from 700 East.</li> </ul>	<p><b>Complies</b></p>
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<p>The overall mass of the building needs to be reduced. The parking structure appears to be the main driver of the building's size. The updated proposal will need to show how this issue is addressed; possible options include removing spaces or pushing parking to lower levels.</p> <ul style="list-style-type: none"> <li>• New Construction Standards 4a</li> <li>• Design Guidelines, 12.8, 12.25, 12.42, 12.43, 12.44, 12.46, 12.54, 12.53, &amp; 12.54</li> </ul>	<p>The new proposal sets the building back from the north property line by roughly 9 feet. In addition, there is a new upper-floor step back at the northeast corner on the 4th floor. To meet this request, the applicant has indicated that they have reduced the number of parking spaces and the size of some units near the building's northeast corner. While not a significant adjustment, the revised plans show a reduction in the building's perceived size in several key locations.</p> <p>In addition to the setbacks and stepbacks, the proposal includes additional glazing on all floors of the northeast corner and the upper floors of the southwest corner. The additional fenestration on each façade helps to cut down on the building's perceived size, reducing its visual impact on the Mulloy (Hancock) Mansion and Liberty Square.</p>	<p><b>Complies</b></p>
<p>Ground-floor residential units should interact with the public realm with ample windows and exterior entrances to each unit, especially along Green Street. They should be designed to engage with the public realm and the proposed walkway.</p> <ul style="list-style-type: none"> <li>• New Construction Standards 1c &amp; 1d</li> <li>• Design Guidelines 12.10 &amp; 12.13</li> </ul>	<p>The updated plans show new entries for every ground-floor unit. Along Green Street, the entries have been provided porch areas that add additional transparency and engage with the public way. Even with the difference in grade, the design of the proposed porches effectively establishes the location of each unit, adding character to the west façade that was missing from the previous design.</p>	<p><b>Complies</b></p>
<p><b>Site Layout</b></p>		
<p>Show how the proposed setback is compatible with the existing streetscape. An increased setback along the north section of the 700 East façade will reduce the amount of treatment required along the north façade.</p> <ul style="list-style-type: none"> <li>• New Construction Standards 1c &amp; 1d</li> <li>• Design Guidelines 12.10 &amp; 12.13</li> </ul>	<p>The applicant has illustrated how the proposed setback from 700 East along the south half of the building is not substantially different from the approved setback for the Station 424 development. The front wall of both structures would be within a foot of each other in relation to the street.</p> <p>Additionally, the proposed setback for this section of the proposal is no different from the Big Daddy's Pizza building that is currently on the site. The proposed setback along 700 East is reflective of existing development on the site.</p>	<p><b>Complies</b></p>
<p>The utility box for parking ventilation on 700 East needs to be in an acceptable location.</p> <ul style="list-style-type: none"> <li>• New Construction Standard 2b</li> <li>• Design Guidelines 12.26 &amp; 12.29</li> </ul>	<p>The utility box has been removed from the yard along 700 East and additional ventilation has been added to the north façade, out of sight from the right of way.</p>	<p><b>Complies</b></p>
<p><b>Materials</b></p>		
<p>Provide additional details about the proposed materials, especially the metal and composite paneling, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Panel size</li> <li>• Material articulation and modulation (the depth, texture, and rhythm of the materials and how they interact with one another. A flat plane of materials on the upper stories will be considered inappropriate)</li> <li>• Warranty details for any proposed materials not explicitly listed in <a href="#">21A.37.050.B.2</a> (stone, brick, masonry, textured or patterned concrete, and fiber cement board). <ul style="list-style-type: none"> <li>○ New Construction Standards 6a &amp; 6b</li> <li>○ Design Guidelines, 12.67, 12.68, 12.69, &amp; 12.70</li> </ul> </li> </ul>	<p><i>Panel Size:</i> The elevations in the updated plans are much more effective at illustrating the proposed panel size and design.</p> <p><i>Articulation and Modulation:</i> Architectural details have been provided at each material transition. These details help to illustrate the differences in depth at each point of a material change. The renderings included with the plans also more effectively represent the anticipated texture of each material. Finally, the plans include diagrams that show the different vertical plans along each façade with a different color for each plane.</p> <p><i>Warranty Details:</i> The updated plans include warranty details for the proposed metal panels that meet the material requirements in <a href="#">21A.37.050.B.2</a>.</p>	<p><b>Complies</b></p>

# Attachment E: Standards for New Construction

The standards for New Construction in a Historic District below were reviewed in the previous staff report (dated January 5, 2023, [Attachment G](#)). Standards where the commission found deficiencies in the previous submittal were referenced with the revision requested from the commission. If the commission finds that the revised proposal complies with the revision items listed in [Attachment D](#), they may conclude that the proposal substantially complies with all of the general standards that pertain to this application and approve the request. The New Construction standards and Staff’s associated analysis that were addressed in [Attachment D](#) have been bolded in the table below.

## Standards for New Construction

### *H Historic Preservation Overlay District – Standards for Certificate of Appropriateness Involving New Construction or Alteration of a Noncontributing Structure (21A.34.020.H)*

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

Standard	Analysis	Finding
<p><b>1. Settlement Patterns and Neighborhood Character:</b></p> <p><b>a. Block and Street Patterns:</b> The design of the project preserves and reflects the historic block, street, and alley patterns that give the district its unique character. Changes to the block and street pattern may be considered when advocated by an adopted City plan.</p> <p><b>b. Lot and Site Patterns:</b> The design of the project preserves the pattern of lot and building site sizes that create the urban character of the historic context and the block face. Changes to the lot and site pattern may be considered when advocated by an adopted City plan.</p> <p><b>c. The Public Realm:</b> The project relates to adjacent streets and engages with sidewalks in a manner that reflects the character of the historic context and the block face. Projects should maintain the depth of yard and height of principal elevation of those existing on the block face in order to support consistency in the definition of public and semi-public spaces.</p> <p><b>d. Building Placement:</b> 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</p>	<p>a. 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.</p> <p>b. The property containing Big Daddy’s pizza is already bound on two sides by the Xerox 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, and Liberty Square are all relatively large lots and the proposed development fits into this pattern.</p> <p><b>c. The applicant has illustrated how the proposed setback from 700 East along the south half of the building is not substantially different from the approved setback for the Station 424 development. The front wall of both structures would be within a foot of each other in relation to the street.</b></p> <p><b>Additionally, the proposed setback for this section of the proposal is no different from the Big Daddy’s Pizza building that is currently on the site. The proposed setback along 700 East is reflective of existing development on the site.</b></p> <p>d. The streetscape studies included with the revised proposal illustrate how the design of the proposed building acknowledges and relates to adjacent development by drawing lines between masses of the design with nearby buildings. In staff’s view, the updated proposal has much more carefully considered adjacent buildings with the proposed mass and design.</p>	<p><b>Complies</b></p>

<p><b>that type constructed in the district or site's period of significance.</b></p> <p><b>e. Building Orientation:</b> The building is designed such that principal entrances and pathways are oriented such that they address the street in the pattern established in the historic context and the block face.</p>	<p>e. 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.</p>	
<p><b>2. Site Access, Parking, And Services:</b></p> <p><b>a. Site Access:</b> The design of the project allows for site access that is similar, in form and function, with patterns common in the historic context and the block face.</p> <p><b>(1) Pedestrian:</b> Safe pedestrian access is provided through architecturally highlighted entrances and walkways, consistent with patterns common in the historic context and the block face.</p> <p><b>(2) Vehicular:</b> Vehicular access is located in the least obtrusive manner possible. Where possible, garage doors and parking should be located to the rear or to the side of the building.</p> <p><b>b. Site and Building Services and Utilities:</b> Utilities and site/building services (such as HVAC systems, venting fans, and dumpsters) are located such that they are to the rear of the building or on the roof and screened from public spaces and public properties.</p>	<p>a. 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.</p> <p><b>(1) The revised submittal includes floor plans for all stories of the proposed development. On the ground floor, the plans show each entry into the building and how the interior space would open up into the public way. Dimensions of exterior spaces have also been provided that help to interpret the scale of exterior features, including the ground-floor vestibule and plaza areas.</b></p> <p><b>(2) 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.</b></p> <p>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.</p> <p><b>b. The utility box has been removed from the yard along 700 East and additional ventilation has been added to the north façade, out of sight from the right of way.</b></p>	<p><b>Complies</b></p>

<p><b>3. Landscape and Lighting:</b></p> <p><b>a. Grading of Land:</b> The site's landscape, such as grading and retaining walls, addresses the public way in a manner that reflects the character of the historic context and the block face.</p> <p><b>b. Landscape Structures:</b> Landscape structures, such as arbors, walls, fences, address the public way in a manner that reflects the character of the historic context and the block face.</p> <p><b>c. Lighting:</b> Where appropriate lighting is used to enhance significant elements of the design and reflects the character of the historic context and the block face.</p>	<p>a. The project's grading does not change the existing topology of the site or the sidewalk.</p> <p>b. 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.</p> <p>c. 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. Staff recommends that the commission delegate approval of this standard to the building permit approval process.</p>	<p><b>Complies with condition</b></p>
<p><b>4. Building Form and Scale:</b></p> <p><b>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.</b></p> <p>(1) <b>Height:</b> The height of the project reflects the character of the historic context and the block face. Projects taller than those existing on the block face step back their upper floors to present a base that is in scale with the historic context and the block face.</p> <p>(2) <b>Width:</b> The width of the project reflects the character of the historic context and the block face. Projects wider than those existing on the block face modulate the facade to express a series of volumes in scale with the historic context and the block face.</p> <p>(3) <b>Massing:</b> The shape, form, and proportion of buildings, reflects the character of the historic context and the block face.</p> <p>(4) <b>Roof Forms:</b> The building incorporates roof shapes that reflect forms found in the historic context and the block face.</p>	<p><b>(1) Height</b> 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.</p> <p><b>(2) Width &amp; (3) Massing</b> <b>The new proposal sets the building back from the north property line by roughly 9 feet. In addition, there is a new upper-floor step back at the northeast corner on the 4th floor. To meet this request, the applicant has indicated that they have reduced the number of parking spaces and the size of some units near the building's northeast corner. While not a significant adjustment, the revised plans show a reduction in the building's perceived size in several key locations.</b></p> <p>In addition to the setbacks and stepbacks, the proposal includes additional glazing on all floors of the northeast corner and the upper floors of the southwest corner. The additional fenestration on each façade helps to cut down on the building's perceived size, reducing its visual impact on the Mulloy (Hancock) Mansion and Liberty Square.</p> <p>The updated plans have incorporated most of the elements recommended by the commission to break up the mass of the street-facing facades:</p> <p><b>Green Street:</b></p> <ul style="list-style-type: none"> <li>• The Green Street façade has been divided into four separate vertical plans.</li> <li>• A section that includes the vehicular entrance has been significantly set back from the front wall to break up the length of the ground floor.</li> <li>• Floors above the brick podium have been stepped back.</li> <li>• Additional fenestration on the south end of the elevation helps to further reduce the perceived size of the façade.</li> </ul>	<p><b>Complies</b></p>

	<p><b>500 South:</b> This is the longest of the three facades and should require more design treatments than the other two.</p> <ul style="list-style-type: none"> <li>To emphasize the break between the two larger masses facing 500 East, the updated plans include a mural area above the main entrance. The plans show a lithograph taken from a postcard Ca. 1920, but the final product would be a revolving mural (the applicant has indicated that they have partnered with a number of artists).</li> <li>This façade section is also set back further from the street than the masses on either side.</li> <li>The additional glazing on the upper floors of the southwest corner of the building helps to decrease the perceived scale at the west end of the façade.</li> <li>Like the Green Street façade, the updated plans include additional stepbacks above the brick podium.</li> <li>Overall, the façade has been broken into six separate vertical planes.</li> </ul> <p><b>700 East:</b></p> <ul style="list-style-type: none"> <li>The ~9-foot setback from the north property line has shortened the section of the façade closest to 700 east to below 200 feet.</li> <li>Like the southwest corner of the building, the updated plans have added significant glazing on the upper floors, shortening the perceived length.</li> <li>In an effort to minimize the proposal’s impact on the Mulloy (Hancock) Mansion, a ~50-foot-wide section on the north side of the façade has been stepped back nearly 15 feet from 700 East.</li> <li>To help draw eyes down toward the Mulloy (Hancock) Mansion, the brown metal sections of the façade step down from 500 South.</li> </ul> <p>The north half of the façade is set 10 feet back from 700 East.</p> <p><b>(3) Roof Forms</b> 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.</p>	
<p><b>5. Building Character:</b></p> <p><b>a. Facade Articulation &amp; Proportion:</b> 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 twelve inches (12").</p> <p><b>(1) Rhythm Of Openings:</b> The facades are designed to reflect the rhythm of openings (doors, windows, recessed</p>	<p>Revisions to the proposal illustrate several strategies that have been implemented to acknowledge the discrepancy in size between the proposed building and the Mulloy (Hancock) Mansion. Specifically, the applicant has implemented the following:</p> <ul style="list-style-type: none"> <li>Increasing the setback from the north property line from zero feet to ~9 feet</li> <li>Stepping back the front ~15 feet of the upper floors from 700 East at the northeast corner of the building</li> <li>Climbing vines along the section of the north wall that is adjacent to the Mulloy Mansion property.</li> <li>A landscape buffer between the structure and the property line</li> <li>Additional fenestration and glazing on every floor of the east portion of the north façade.</li> </ul>	<p><i>Complies</i></p>

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.

All these modifications have enabled the proposal's design to mitigate visual impacts on the historic mansion and other adjacent buildings (including Liberty Square).

The streetscape studies included with the revised proposal illustrate how the design of the proposed building acknowledges and relates to adjacent development by drawing lines between masses of the design with nearby buildings. In staff's view, the updated proposal has much more carefully considered adjacent buildings with the proposed mass and design.

The revised submittal includes floor plans for all stories of the proposed development. On the ground floor, the plans show each entry into the building and how the interior space would open up into the public way. **Dimensions of exterior spaces have also been provided that help to interpret the scale of exterior features, including the ground-floor vestibule and plaza areas.**

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 proportions, 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.

<p><b>6. Building Materials, Elements and Detailing:</b></p> <p><b>a. <u>Materials:</u> Building facades, other than windows and doors, incorporate no less than eighty percent (80%) durable material such as, but not limited to, wood, brick, masonry, textured or patterned concrete and/or cut stone. These materials reflect those found elsewhere in the district and/or setting in terms of scale and character.</b></p> <p><b>b. <u>Materials on Street-Facing Facades:</u> 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.</b></p> <p><b>c. <u>Windows:</u> Windows and other openings are incorporated in a manner that reflects patterns, materials, and detailing established in the district and/or setting.</b></p> <p><b>d. <u>Architectural Elements and Details:</u> The design of the building features architectural elements and details that reflect those characteristic of the district and/or setting.</b></p>	<p>a. As required by the design standards, all proposed façades include at least 80% durable materials. No stucco, EIFS, vinyl, or aluminum siding is proposed.</p> <p>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.</p> <p>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.</p> <p><b>Panel Size: The elevations in the updated plans are much more effective at illustrating the proposed panel size and design.</b></p> <p><b>Articulation and Modulation: Architectural details have been provided at each material transition. These details help to illustrate the differences in depth at each point of a material change. The renderings included with the plans also more effectively represent the anticipated texture of each material. Finally, the plans include diagrams that show the different vertical plans along each façade with a different color for each plane.</b></p> <p>b. No vinyl or aluminum siding is proposed.</p> <p><b>Warranty Details: The updated plans include warranty details for the proposed metal panels that meet the material requirements in 21A.37.050.B.2.</b></p> <p>c. The design of the windows gives a strong vertical emphasis and draws 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.</p> <p>Window reveals are set within the building façade to provide greater texture. The placement of the reveals within the wall also reflects historic structures within the vicinity of the proposed project.</p> <p>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.</p> <p>d. 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.</p> <p>Awnings are proposed at each entry (that meet zoning standards) and reflect traditional awnings used on many historic properties, including Trolley Square.</p>	<p><b>Complies</b></p>
<p><b>7. Signage Location:</b> Locations for signage are provided such that they are an integral part of the site and architectural design and are complementary to the principal structure.</p>	<p>While examples of proposed signage are included with the proposal, no concrete plans are in place at this time. The applicant will submit a sign permit prior to any signage installation when Certificate of Appropriateness will be issued.</p>	<p><b>N/A</b></p>



# Attachment F: Applicable Design Guidelines

## DESIGN GUIDELINES

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](#)

### Block, Street & Site Patterns

**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.

**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.

### The Public Realm

#### *Mass & Scale*

**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

### **Building Placement, Orientation, & Use**

**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.

### **Site access, Parking & Services**

**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

**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.

### **Site & Building Services & Utilities**

**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.

### **Front Yard Landscape**

**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.

**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.

## **Lighting**

**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

## Building Form & Scale

**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
- 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

**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.
- 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

**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.

## **Façade Articulation, Proportions & Visual Emphasis**

**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.
- 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**

**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**

**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 & Entrances**

**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



## Materials

**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

## Windows

**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)

**2.73** 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.

## Details

**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.

## Signs

**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 or 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.

# Attachment G: January 5, 2023 Staff Report

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A link to the Staff report can be found below:

<http://www.slcdocs.com/Planning/HLC/2023/01.%20January/PLNHLC2022-00675%20-%20Staff%20Report.pdf>

# Attachment H: Meeting Minutes

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Links to Historic Landmark Commission meeting minutes can be found below:

- January 5, 2023:  
<http://www.slcdocs.com/Planning/HLC/2023/03.%20March/HLC01.05.2023minutes.pdf>
- February 2, 2023:  
<http://www.slcdocs.com/Planning/HLC/2023/03.%20March/HLC02.02.2023minutes.pdf>

# **Attachment I: Staff Correspondence with Applicant**

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1/17/2022

Mark Isaac  
Pinyon8 Consulting, LLC  
1165 E Wilmington, Ste 265  
Salt Lake City, Utah 84106

**RE: Record of Action for Petition PLNHLC2022-00675 – Trolley North – 675 East 500 South**

Dear Mr. Isaac:

On Thursday, January 5, 2022, the Salt Lake City Historic Landmark Commission voted to *table* the request for a Certificate of Appropriateness to construct the Trolley North (Alta Terra) development at the property located at approximately 675 East 500 South. This letter is provided to you as a record of the Historic Landmark Commission's action regarding the request and the comments they provided that will need to be addressed before scheduling another public hearing.

**Project Description**

The Historic Landmark Commission reviewed and *tabled* the following project:

*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 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](#))*

**Comments and Requested Changes to Submitted Plans**

The following is a summary of the comments the Historic Landmark Commission provided during their meeting on January 5, 2022, with their decision to table this request. These comments will serve as the basis for staff review before the public hearing. Please review and address each item in your updated proposal. They are based on the relevant New Construction standards (found in [21A.34.020.H](#) of the zoning regulations) and Design Guidelines (Found in [Chapter 12](#) of the Design Guidelines for Historic Apartment and Multifamily Buildings) that are listed under each comment. While staff has made every effort to include every comment expressed by the commission, the points below are only a summary. Please review the video recording of the meeting (which can be found [here](#)) for full details of the Commission's comments.

• **Plans**

- As indicated by the New Construction application, a streetscape study is required. Examples have been included with this letter.
  - Because it is listed as a Landmark Site, please include Trolley Square in your streetscape study.
- Floor plans need to clearly indicate how the interior of the building will be used and how it will interact with exterior features and the public realm.
  - New Construction Standards 1d, 2a, & 5a
  - Design Guidelines 12.10 & 12.12

- All notes, measurements, and details within the submitted plans should only be included to support compliance with relevant standards and guidelines. Please remove any mark-ups that may distract from or inhibit interpretation by the Historic Landmark Commission.
- Please provide a shade study for the proposed building.
  - New Construction Standards 1d & 4a
  - Design Guidelines 12.13, 12.12, 12.44
- Please confirm that all renderings, elevations, and plans accurately portray the proposed development and buildings within the vicinity.
- **Scale & Design**
  - The proposed building appears to be much larger than the surrounding development. Please show how it will fit into the neighborhood in your streetscape study.
    - New Construction Standards 1c, 1d, 4a, & 5a
    - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, & 12.57
  - The proposal does not succeed in acknowledging the discrepancy in scale between the new building and the existing Mulloy Mansion. Please consider buffering the proposal from the adjacent property.
    - New Construction Standards 1c, 1d, 4a, & 5a
    - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, & 12.55
  - Due to its proximity, you will need to reduce the new building's impact on the adjacent Mulloy Mansion. While this can be addressed through any number of changes to the proposal, additional setbacks and stepbacks should be seriously considered.
  - This should also include additional treatment to the North façade to soften the scale of the blank wall.
    - New Construction Standards 1c, 1d, 4a, & 5a
    - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, & 12.59
  - All three street-facing façades need to be redesigned to reduce the perceived size of the building and reflect the scale of the existing and historic context. The commission recommended the following elements during their discussion:
    - *Setbacks (distance from north property line)*
    - *Stepbacks (more setback on upper floors)*
    - *Changes in massing (building shape/form)*
    - New Construction Standards 1c & 4a
    - Design Guidelines 12.6, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, 12.57, 12.58, & 12.59
    - *modulation (changes in the street-facing plane)*
    - *articulation (relationship between different materials)*
  - The overall mass of the building needs to be reduced. The parking structure appears to be the main driver of the building's size. The updated proposal will need to show how this issue is addressed; possible options include removing spaces or pushing parking to lower levels.
    - New Construction Standards 4a
    - Design Guidelines, 12.8, 12.25, 12.42, 12.43, 12.44, 12.46, 12.54, 12.53, & 12.54
  - Ground-floor residential units should interact with the public realm with ample windows and exterior entrances to each unit, especially along Green Street.
  - Ground floor uses on Green Street should be designed to engage with the public realm and the proposed walkway. Based on their comments, it appears likely that the commission will not grant a modification to the spacing between entrances.
    - New Construction Standards 1c, 1e, 2a, & 4a
    - Design Guidelines, 12.11, 12.12, 12.18, 12.43, 12.46, 12.54, 12.53, & 12.54
- **Site Layout**
  - Please consider increasing the proposed setback along 700 East, especially for the north half of the building closest to the Mulloy Mansion.
  - Show how the proposed setback is compatible with the existing streetscape. An increased setback along this section of the building will reduce the amount for treatment required along the north façade.
    - New Construction Standards 1c & 1d
    - Design Guidelines 12.10 & 12.13

- The utility box for parking ventilation on 700 East is not in an acceptable location.
  - New Construction Standard 2b
  - Design Guidelines 12.26 & 12.29
- **Materials**
  - Provide additional details about the proposed materials, especially the metal and composite paneling, including, but not limited to:
    - Panel size
    - Material articulation and modulation (the depth, texture, and rhythm of the materials and how they interact with one another. A flat plane of materials on the upper stories will be considered inappropriate)
    - Warranty details for any proposed materials not explicitly listed in [21A.37.050.B.2](#) (stone, brick, masonry, textured or patterned concrete, and fiber cement board).
    - New Construction Standards 6a & 6b
    - Design Guidelines, 12.67, 12.68, 12.69, &12.70

***Basis for Comments and Requested Changes to Submitted Plans***

The Historic Landmark Commission based their comments on the standards of review for New Construction, found in Chapter [21A.34.020.H](#) of the Zoning Ordinance and the Design Guidelines for Historic Apartment and Multifamily Buildings, [Chapter 12](#) New Construction. Applicable comments may also be based on the purpose statement of the Historic Preservation Overlay ([21A.23.020.A](#)), the purpose statement of the TSA-UN-C Transit Station Area Urban Neighborhood Core Zoning District ([21A.26.078.A](#)), the information contained in the staff report, the project details provided by you, testimony from the public, and the discussion of the Historic Landmark Commission.

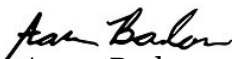
***Timeline for Review by the Historic Landmark Commission***

A public hearing for review by the Historic Landmark Commission cannot be scheduled until all the above-listed comments have been addressed by the modified plans. The commission meets on the first Thursday of every month (excluding holidays). Planning staff will need sufficient time (at least 4-6 weeks) before a meeting to review the plans, provide a recommendation effectively and publish their report. Please reach out if you have any questions or concerns about scheduling the next public hearing.

A summary of this information and the action taken by the Historic Landmark Commission will be made available here: <https://www.slc.gov/boards/historic-landmark-commission-agendas-minutes/>.

If you have any questions, please do not hesitate to contact me at 801-535-6182 or at [aaron.barlow@slcgov.com](mailto:aaron.barlow@slcgov.com).

Sincerely,

  
 Aaron Barlow  
 Principal Planner

cc: File

enc.



# Staff Review of Trolley North Revisions

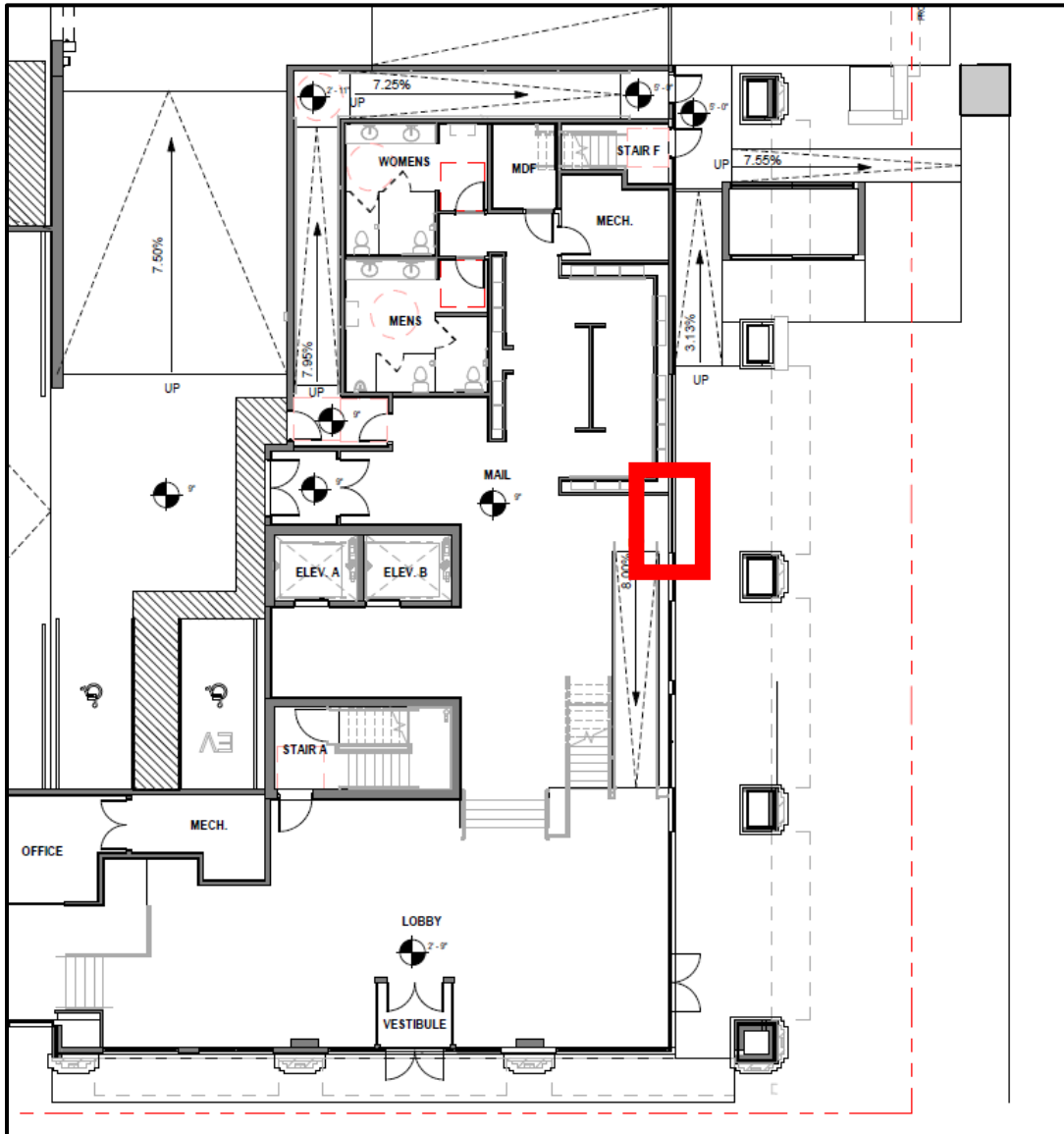
675 East 500 South – PLNHLC2022-00675 - 3/27/2023

## General Comments

*These comments were provided as general responses to the current plans from Planning staff.*

- North Façade:
  - Consider including openings (windows or cages) to 2<sup>nd</sup> floor of the parking to improve transparency and to break up façade. A cage might be able to help support plants.
  - Please step back the upper floors (4 and up) from the adjacent mansion.
  - What plants have you considered for the wall? Please provide some options and how they would survive at that location.
- Green Street:
  - Make it more clear from the façade design where the units are located. Some ideas included: extending the door canopies to the length of each unit. Moving the windows around to clearly delineate each unit.
  - The doors feel like an afterthought. Please consider designing the unit entries to be more distinctive and significant.
  - What sort of drainage is proposed for the sunken porches
  - All entries (even utility entries) need to meet the requirements of [21A.26.078.F.2.c](#) and include one of the following:
    - (1) An awning or canopy over the entrance that extends a minimum of five feet (5') from the street facing building facade;
    - (2) A recessed entrance that is recessed at least five feet (5') from the street facing facade;
    - (3) A covered porch that is at least five feet (5') in depth and at least forty (40) square feet in size; or
    - (4) A stoop that is at least two feet (2') above sidewalk level and that includes an awning or canopy that extends at least three feet (3') from the street facing building facade.
- Please show the finished grade on all elevations, especially along Green Street. It is hard to tell how deep the porches will sit below ground level.
- Please provide physical examples of the proposed materials.
- The commission will ask about window details. Please provide window schedule that shows type and size.
- 500 South:
  - Do you have a plan for the mural? Felicia Baca at the Salt Lake City Arts Council might be able to help.
    - [Felicia.baca@slcgov.com](mailto:Felicia.baca@slcgov.com)
    - 801-535-6501
  - The entry canopy under the mural seems incomplete. Please extend for the entire length of the façade section (under the mural). The other entry will also need a canopy (per [21A.26.078.F.2.c](#))
  - All entries west of the mural section will also need to comply with [21A.26.078.F.2.c](#).
- 700 East:
  - Please provide the dimensions from the outer columns to the interior wall along façade facing 700 East
  - The ventilation box at 700 East needs to be moved to another location. I do not anticipate that the commission will approve the proposal with the current location.

- Why is it not possible to add a door between the two entries into the lobby/leasing space (facing 700 East)? It looks like an entry could be added at the top of the ramp inside the building (see below).



- Please provide a cross-section of the building's façade showing how the materials' projection changes, especially between the 3<sup>rd</sup> and 4<sup>th</sup> stories. Does the brown metal paneling project farther out than the gray? How about the white fiber cement?
- Please provide renderings without people and vehicles.
  - The venting box (and how it will be screened) is blocked by a white truck on the rendering from 700 East.
- Please provide a landscaping plan.

## Review of Comments Included in Record of Action Letter

In my memo to the Historic Landmark Commission, I will be reviewing the updated proposal according to the comments provided in the Record of Action letter (attached, dated January 17, 2023). Every comment should be addressed by this proposal. Please provide a written response to each comment in the letter. Each response should either refer how the plans meet the comment or explain why it is not possible. If you disagree with a comment or believe it to be overly restrictive, please indicate such (i.e. Mr. Baird's comments about the right to sunlight in Utah).

- **Plans**

- As indicated by the New Construction application, a streetscape study is required. Examples have been included with this letter.
  - Because it is listed as a Landmark Site, please include Trolley Square in your streetscape study.

*The streetscape study is exceptional and clearly illustrates how the building would fit within the broader context of the neighborhood.*

- Floor plans need to clearly indicate how the interior of the building will be used and how it will interact with exterior features and the public realm.
  - New Construction Standards 1d, 2a, & 5a
  - Design Guidelines 12.10 & 12.12

*The floorplans meet this request.*

- All notes, measurements, and details within the submitted plans should only be included to support compliance with relevant standards and guidelines. Please remove any mark-ups that may distract from or inhibit interpretation by the Historic Landmark Commission.

*Thank you for doing this.*

- Please provide a shade study for the proposed building.
  - New Construction Standards 1d & 4a
  - Design Guidelines 12.13, 12.12, 12.44

***No shade study has been provided.***

- Please confirm that all renderings, elevations, and plans accurately portray the proposed development and buildings within the vicinity.

*As far as I can tell, all renderings and plans appear to be accurate. Please update me on any errors you may notice during your review.*

- **Scale & Design**

- The proposed building appears to be much larger than the surrounding development. Please show how it will fit into the neighborhood in your streetscape study.
  - New Construction Standards 1c, 1d, 4a, & 5a
  - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, & 12.57

*In your streetscape studies, please illustrate how your proposal responds to the scale of adjacent and nearby buildings. This can be done with lines connecting the height to adjacent buildings, comparisons of bulks and masses, or through other illustrations. The purpose of the streetscape study is to support your request and help you persuade the HLC to see how it meets the related standards.*

- The proposal does not succeed in acknowledging the discrepancy in scale between the new building and the existing Mulloy Mansion. Please consider buffering the proposal from the adjacent property.
  - New Construction Standards 1c, 1d, 4a, & 5a
  - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, & 12.55

*The renderings show landscaping in addition to the landscape wall. However, I have not received a landscaping plan. The renderings show shrubs, but none of the plans show such.*

- Due to its proximity, you will need to reduce the new building's impact on the adjacent Mulloy Mansion. While this can be addressed through any number of changes to the proposal, additional setbacks and stepbacks should be seriously considered.

***If you do not plan to step back the upper floors along the wall adjacent to the mansion. Please provide an explanation as to why it is not possible or how you have determined it is not required.***

- This should also include additional treatment to the North façade to soften the scale of the blank wall.
  - New Construction Standards 1c, 1d, 4a, & 5a
  - Design Guidelines 12.6, 12.7, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, & 12.59

***Please provide a landscaping plan. Are additional openings (either windows or cages) an option?***

- All three street-facing façades need to be redesigned to reduce the perceived size of the building and reflect the scale of the existing and historic context. The commission recommended the following elements during their discussion:
  - *Setbacks (distance from north property line)*
  - *Stepbacks (more setback on upper floors)*
  - *Changes in massing (building shape/form)*
  - *modulation (changes in the street-facing plane)*
  - *articulation (relationship between different materials)*
- New Construction Standards 1c & 4a
- Design Guidelines 12.6, 12.8, 12.9, 12.10, 12.42, 12.45, 12.46, 12.50, 12.53, 12.54, 12.55, 12.57, 12.58, & 12.59

***Please illustrate (preferably on elevation drawings, but other plans can be used too), how this proposal reduces the perceived size of the building. Highlight design details such as breaks in the vertical plane, material changes, color changes, and massing changes.***

- The overall mass of the building needs to be reduced. The parking structure appears to be the main driver of the building's size. The updated proposal will need to show how this issue is addressed; possible options include removing spaces or pushing parking to lower levels.
  - New Construction Standards 4a
  - Design Guidelines, 12.8, 12.25, 12.42, 12.43, 12.44, 12.46, 12.54, 12.53, & 12.54

***Please provide your justification/reasoning for the amount of parking provided with this proposal.***

- Ground-floor residential units should interact with the public realm with ample windows and exterior entrances to each unit, especially along Green Street.

*With some of the modifications suggested in the "General Comments" section above, the Green Street-facing units are like to meet this request. **The units facing 500 South should receive a similar treatment.***

Ground floor uses on Green Street should be designed to engage with the public realm and the proposed walkway. Based on their comments, it appears likely that the commission will not grant a modification to the spacing between entrances.

- New Construction Standards 1c, 1e, 2a, & 4a
- Design Guidelines, 12.11, 12.12, 12.18, 12.43, 12.46, 12.54, 12.53, & 12.54

*The renderings show landscaping in addition to the landscape wall. However, I have not received a landscaping plan. The renderings show shrubs, but none of the plans show such.*

#### • **Site Layout**

- Please consider increasing the proposed setback along 700 East, especially for the north half of the building closest to the Mulloy Mansion.
- Show how the proposed setback is compatible with the existing streetscape. An increased setback along this section of the building will reduce the amount of treatment required along the north façade.
  - New Construction Standards 1c & 1d
  - Design Guidelines 12.10 & 12.13

*The north section of the 700 East façade is not set back as required by this comment. There may be an acceptable reason for the design choice, however, you will need to explain why. The HLC will ask why you did not respond to this comment.*

- The utility box for parking ventilation on 700 East is not in an acceptable location.
  - New Construction Standard 2b
  - Design Guidelines 12.26 & 12.29

***You will need to either move the ventilation box or provide a justification for its location.***

### **Materials**

- Provide additional details about the proposed materials, especially the metal and composite paneling, including, but not limited to:
  - Panel size
  - Material articulation and modulation (the depth, texture, and rhythm of the materials and how they interact with one another. A flat plane of materials on the upper stories will be considered inappropriate)
  - Warranty details for any proposed materials not explicitly listed in [21A.37.050.B.2](#) (stone, brick, masonry, textured or patterned concrete, and fiber cement board).
  - New Construction Standards 6a & 6b
  - Design Guidelines, 12.67, 12.68, 12.69, &12.70

*As mentioned in the “General Comments,” please provide a cross-section showing how the depth of the varying materials changes at each transition point.*

# Attachment J: Public Process and Comments

## Public Notice, Meetings, Comments

The Historic Landmark Commission reopened the Public Hearing for this request during their meeting on Thursday, February 2, 2023. In accordance with City and State requirements for public hearings, the following is a summary of notices that have been provided since the Commission reopened the public hearing:

### Public Hearing Notice:

Notice of the public hearing for this project includes:

- Public hearing notice mailed on May 19, 2023.
- Public hearing notice posted on City and State websites on May 19, 2023
- Sign posted on the property on May 22, 2023.

### Public Comments:

Staff Received several comments from the owners of the Mulloy (Hancock) Mansion (located at 444 South 700 East) over the period of time between the Public Hearing on January 5, 2023, and the day this report was published. They are all included with this attachment.

## Barlow, Aaron

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**From:** Danell Murdock [REDACTED]  
**Sent:** Monday, May 8, 2023 6:28 PM  
**To:** Barlow, Aaron  
**Cc:** Steve Murdock  
**Subject:** (EXTERNAL) Questions for Alta Terra' 05/02/23 pan submission for Trolley North

Caution: This is an external email. Please be cautious when clicking links or opening attachments.

Hi Aaron,

Did you find out what the rule is on the site triangle? I would love to better understand how it impacts the south east corner of Alta Terra.

Please let me know if you have any questions.

Many thanks in advance,

D

Here is where I am at on my questions for Alta Terra.

Alta Terra's Trolley North continues to be a behemoth building that towers over EVERYTHING for blocks in all directions. Including Historic Trolley Square, but most noticeably over the Mulloy Mansion due to proximity.

- Is it right to place such a behemoth building between two historic properties?
- Is it right to say because poor decisions have been made in the past to the 700 east streetscape those poor decisions should continue to be made? Why is it easier to use the poor decisions as justification to move forward in a non-responsible way?

### **Will they look at their plans once again and tighten them up so they are no longer bungled?**

**Site Plan** the wrong scale dimensions on site plan – making it difficult to determine accurate measurements.

- Mulloy Mansion incorrectly rendered on its north side.
- Mulloy Mansion incorrectly positioned on the site map.
- Station 424 incorrectly positioned on the site map.
- The HLC requested an increasing of the proposed setback along 700 East, especially for the north half of the building closest to the Mulloy Mansion.

Why was this not at all addressed?

**Rendering 2** is not accurate – the space between Trolley North and the Mulloy Mansion is 19', the space between the North East two front facing columns of Trolley North is 25'. Currently the 25' distance is shown to be smaller – Making the rendering of Trolley North not accurate and smaller than it actually will be.

**500 south & 700 east corner rendering** shows Station 424 jutting out to the street Much further than Trolley North. Looking at this perspective Station 424 should move back in its mass vs moving forward. The perspective is not accurate and is advantageous to make Trolley North look less aggressive.

**Green St. & 500 S corner rendering** the building that is rendered on the North east corner is not the building that occupies that space nor it is even close in mass or scale. The renderer has covered this with green trees in hopes no one will notice.

**The Plaza rendering looking east** - once again does not show the correct or actual building to the east of Trolley North. The building that is shown has a larger scale and looks completely different from the building that is actually there.

**Plaza rendering south toward Trolley Square** shows the full garage of Whole foods from the vantage point of where Big Daddy's currently Sits. From this vantage point, and due to the set back of Trolley Square, the Glass front of Whole foods is not visible, only the water tower is visible and beyond due to the Xerox building structure mass.

**Plaza rendering South East** from this vantage point Trolley Square can be seen – however is being shown to be almost as tall as the second floor of Trolley North this would be the correct perspective if looking at it straight on. When in the shown perspective Trolley Square barely reaches the top of the first floor of the Xerox building which is supposedly similar in floor height to the main floor of Trolley North.

**The Ariel Rendering 1** Shows Trolley North as a smaller foot print than it is, Trolley North has been placed on at least 30' away from the Mulloy mansion (this can be determined by the shadow of the existing telephone/light poles as well as the width of the driveway shown between the mansion and Trolley North). IF the building is placed correctly on the South corner of 700 east and 500 south – the building mass would be even larger and crowd the Mulloy mansion and Station 424 even more as well as being larger and taller than Trolley Square.

**Ariel Rendering 2** inaccurately shows the size of Trolley North as it is placed on the edge of where Big Daddy's currently sits at least 35' to 40' away from the Mulloy mansion. (this trick has been played before in earlier renderings) Again if accurately rendered the building mass would be even larger and the Mulloy mansion front of mass would not be seen with Trolley North crowding closer to Station 424 even more as well as being even more significantly larger and taller than Liberty Square.

### **Setbacks / Building mass:**

The HLC recommended more setback on upper floors as well as Changes in massing / building shape/form – Why does Alta Terra believe what they have presented makes as big an impact or relief needed for the streetscape as what was directed by the HLC?

- Will Alta Terra change the positioning of the building on 700 east facing so the forward step is towards at the corner of 700 E. 500 S. and the set back is equal to the Mulloy Mansion mass?
- Why is Alta Terra using Station 424 as an excuse to push their building so far forward on the north east corner – when they are willing to have a deeper set back equal to the Mulloy mansion on the South East corner of their building. Why won't they flip this and help the human scale of their building mass to the Mulloy Mansion?
- Why does Alta Terra prefer to crowd the Mulloy mansion and deny it natural light 90% of the year?
- If Trolley North were to set back the mass of it's north section on 700 east to the mass of the Mulloy Mansion – would the Mulloy mansion receive more light during the year?
- Why does Trolley North give the setback distance that is current to the Mulloy mansion to the street corner as well as Trolley Square which is larger in mass and a MUCH farther distance away as opposed to the Mulloy mansion?
- Has Trolley North truly reduced it's impact on the Mulloy Mansion? The Mulloy Mansion sit 9'9" off the shared property line. Currently the proposed set back from Trolley North is only 9'8" Why not 10' Why playing a game of tit for tat or even less?
- The HLC has asked for the mass of the building to be reduced or pushing parking spaces to lower levels. Why has the mass only been reduced sparingly and in a greedy fashion. Why has an option for a deeper dig for parking spaces not been explored allow more units on the second and third floors of Trolley North allowing for greater set backs on floors that loom above the Mulloy mansion?

### **Step backs / Building mass:**



- Why a step back ONLY on level/floor 8? This does nothing to unite the buildings in scale, nor does it provide any more sunlight to the Mulloy Mansion.
- Why is Alta Terra willing to give a step back (from the third floor up) on the 500 south side and not the north side of the building to change the feel of mass and scale and help the city scape?

**Visual building definition:**

- Will Alta Terra reduce the size of the glass windows placed on the north east corner of Trolley North to square cuts to 1) match the windows throughout Trolley North 2) feel more in line with the capabilities of an older factory warehouse build so the windows are not elongated – making Trolley North feel like a more modern structure undoing much of the charm they have worked to bring with their brick work?



- Will Alta Terra Continue the vertical dimensional base bricking on the north side to make it more charming / appealing to look at?

**Is there a lighting plan?**

Will they please light the north side of their for safety purposes?

**ADDITIONAL Neighborly contributions regardless of outcome from the HLC.**

- Will Alta Terra pay to put in a heated driveway for the Mulloy Mansion as discussed?
- Will Alta Terra pay or help pay to sure up our foundation prior to deep digging and heavy construction by them?
- Will Alta Terra pay to Place our powerlines are underground?
- Will Alta Terra provide four (4) parking spaces either in perpetuity or as a 20 year paid lease?

Danell Murdock  
Design of Today  
Chief Creative Officer

[REDACTED]