

PLANNING DIVISION -COMMUNITY & NEIGHBORHOODS

Work Session Memorandum

То:	Salt Lake City Planning Commission
From:	Lauren Parisi, Principal Planner
Date:	October 10 th , 2018
Re:	Union Pacific Hotel – PLNPCM2018-00617 & PLNSUB2018-00618

Planned Development & Conditional Building and Site Design

REQUEST: The Athens Group and HKS Architects, representing the property owner Vestar Gateway, LLC, have initiated Planned Development and Conditional Building and Site Design petitions to accommodate the construction of an 8-story hotel building on the west side of the existing Union Pacific Railroad Station at 2 S. 400 West. The hotel project is in conjunction with the adaptive reuse of the historic train station itself, which entails the preservation of the existing Grand Train Hall in the center of the station and the addition of other hotel amenities inside the building. The proposed development will also be reviewed by the Historic Landmark Commission for approval of new construction of the hotel building, a major addition to Salt Lake Union Pacific Railroad Station, and demolition of non-contributing structures (PLNHLC2018-00616).

- <u>*Planned Development*</u> All new construction in the Gateway-Mixed Use zoning district must be reviewed as a planned development. This process is intended to allow for the efficient use of land while encouraging innovative, compatible new development.
- <u>Conditional Building and Site Design Review</u> New buildings are allowed up to 75 feet tall in the Gateway-Mixed Use zoning district. The CBSDR process allows for additional height to be granted up to a maximum of 120 feet. The applicants have elected to go through this process with the Planning Commission to accommodate approximately 99 feet of building height, which will be no taller than the existing Union Pacific Railroad Station.

ATTACHMENTS:

- A. <u>Photos of the Vicinity</u>
- B. Application Materials
- C. <u>Review Standards</u>
- D. City Review Comments
- E. <u>Public Comments</u>

ACTION: Because this is a multifaceted project – being that it's located on a Local Landmark Site and must also be reviewed by the Historic Landmark Commission and given its prominent location in a highly public area of the City, Planning Staff is asking that the Planning Commission review the above-mentioned requests and identify any potential concerns and/or clarification needed as they relate to the Planned Development and Conditional Building and Site Design Review standards before the public hearing is held. Questions or concerns, if any, will be considered by the before returning applicants to the Commission with their finalized proposal.



PROJECT DETAILS:

The Athens Group and HKS Architects are requesting Planned Development and Conditional Building and Site Design Review approval to accommodate the construction of a new 8-story hotel building on the west side of the existing Union Pacific Railroad Station at 2 S. 400 West. It is anticipated that the hotel will have 210-225 rooms, depending on the size of the rooms, with fitness space, meeting space and a ballroom featured on the ground floor. The historic Union Pacific Train Station (a Local and National Landmark building), will also be renovated to accommodate the lobby for the hotel, a specialty restaurant and bar, and additional hotel suites on its second floor. The north wing of the station is not a part of this proposal and will remain in use as *The Depot* live music venue.

The hotel building will be located on the same property as the train station and arc around its back, or west façade, taking on somewhat of a crescent-shape. Though two distinct buildings, the hotel and the station will be connected at the ground level by two smaller retail spaces on either side of the proposed public courtyard or walkway that cuts through the middle of the building (see pgs. 21 and 23 of project narrative for details). Elevated walkways will also connect the buildings between the hotel's 2nd and 4th floors to existing openings on the station as depicted below.





Building Connections (public walkway will run through center of hotel)

The existing single-story commercial buildings (built in 2001) that currently sit behind the train station will be removed to accommodate the new hotel; however, the hotel's footprint will be similar to that of the existing structures in terms of shape, just slightly bigger (see Sheet C2.00 for details). The existing walkway between these commercial buildings that facilitates pedestrians from the Gateway Mall to/through the train station onto 400 West will also retain a similar width and depth – approximately 64' x 100'. There is a "Depot Pedestrian and Public Use Easement" recorded on the property by the City's Redevelopment Agency (RDA) to ensure that this walkway space remains. There is also a "Depot

No Building Easement" recorded by the RDA over the walkways *around* the perimeter of the property to ensure that these pathways remain open. As the hotel's footprint will be slightly bigger than the existing buildings', it will encroach in this No Build Easement, but this area is negligible and should not impact the functionality of the walkways. Any modifications made to these easements to accommodate the hotel building would need to be reviewed and approved by the RDA.



Project Location

The subject property is located in the Gateway-Mixed Use (G-MU) zoning district. The City's Gateway districts are:

"Intended to provide controlled and compatible settings for residential, commercial, and industrial developments, and implement the objectives of the adopted gateway development master plan through district regulations that reinforce the mixed use character of the area and encourage the development of urban neighborhoods containing supportive retail, service commercial, office, industrial uses and high density residential."

The properties to the north, south and west are also zoned G-MU; however, the property directly across the street of the station to the west is zoned D-4: Downtown Secondary Central Business District. This property across the street happens to be the Vivint Smart Home Arena – SLC's major sports and entertainment arena. All of the immediately surrounding land uses are as follows:

- North (49 N. 400 West/6 N. Rio Grande Street) 7-story office building/retail space (former Barnes & Nobel) a part of Gateway Mall
- **South** (424 W. 100 South) Recursion Pharmaceuticals (former Dick's Sporting Goods) a part of Gateway Mall
- East (301 W. South Temple) Vivint Smart Home Arena
- West (55 S. 500 West) Open Space within Gateway Mall and Gateway Condominiums

The Salt Palace Convention Center, City Creek Mall and Temple Square are all located just 2-3 blocks to the east of the proposed hotel site. Salt Lake City's light rail runs right in front of the Union Pacific Station down 400 West. Aside from being a part of the Gateway Mall, the subject property is well connected to many other destinations in downtown Salt Lake City attractive to visitors and residents alike. Salt Lake City's previous Gateway Specific Plan, explains that this area's significance derives from its location at the most important entrance to downtown from the regional highway system and international airport, its nearness to the Central Business District and several residential neighborhoods, and its incredible development/redevelopment potential – a literal gateway into Salt Lake City.



Zoning Map

Parking and Utilities

The parking requirement for nonresidential uses in the G-MU zoning district states *no spaces are required up to 10,000 square feet of usable floor area - 1 space per 1,000 usable square feet over 10,000 square feet is required thereafter*. Based on this, the hotel is required to have 126 stalls. The property owner has allocated 150 parking spots to accommodate the development within the existing Gateway parking garage to the south of the site. Off-site parking is permitted in the G-MU zoning district through a parking lease agreement. The hotel building will also connect to an existing underground service tunnel a part of the Gateway mall to facilitate service access and trash collection (see pg. 37 of project narrative for details).

City Review Processes

First, all new construction in the Gateway-Mixed Use zoning district must be reviewed as a <u>*Planned Development*</u>. This process is intended to allow for the efficient use of land while encouraging innovative, compatible new development. This also allows for a closed review of the G-MU Urban Design Standards – Section 21A.31.010P

Second, new buildings are allowed up to 75 feet tall in the Gateway-Mixed Use zoning district. <u>The</u> <u>Conditional Building and Site Design</u> review process allows for some additional building height to be granted for new buildings – up to 120 feet maximum – in exchange for more pedestrianoriented development. The proposed height of the hotel is 99 feet at its tallest and would be no taller than the Union Pacific Railroad Station. The Planning Commission has final decision making authority for all Planned Developments and Conditional Building and Site Design Review. The review standards for these processes have been attached to this memo in <u>Attachment C</u>.

Third, this project will also be reviewed by Salt Lake City's Historic Landmark Commission for <u>new construction of the hotel building, a major addition to Salt Lake Union Pacific Railroad Station</u>, <u>and demolition of non-contributing structures</u> because this is a local landmark site. This process focuses on the details of the proposed design along with compatibility of the new structure with the Union Pacific Train Station and surrounding historic development.

To note, an open house was held for this project on September 19, 2018 at the Union Pacific Station. Approximately 15 people attended and generally left positive feedback. The few concerns raised involved the proposed height, reduced privacy for the residents within the Gateway Condominium building to the west of the site and the modern design of the hotel (*Attachment E*).

City Master Plans

The subject property is located in the Depot Sub-District of the overarching Downtown District. The Downtown Master Plan's vision states that Downtown Salt Lake City "will be the premier center for sustainable urban living, commerce and cultural life in the Intermountain West" (pg. 37) Pertinent to this project, the plan hones in on creating a downtown that is vibrant, welcoming, well connected and walkable. With that, a few of the many goals within the plan specify to:

- "Make downtown a <u>unique destination</u> for visitors" (pg. 45), but at the same time, "Encourage a downtown that caters to <u>visitors, residents and workers</u> alike" (pg. 68)
- "Create an <u>urban pedestrian experience</u> that is dynamic and stimulating" (pg. 65)
- "Promote a diverse cache of preserved <u>historic</u> and character-contributing <u>buildings</u> throughout downtown" (pg. 76)



The plan's vision for the Depot District in particular furthers these goals saying this district is a place where:

"New construction complements the historic buildings, respecting street and site patterns, building placement, site access, and building form and scale. The spaces left over from the presence of the railroad allow for new mid-block, small scale streets, alleys and walkways that are well designed and function for all users. The walkways connect to interesting spaces, both private and public" (pg. 104).

The previous Gateway Specific Plan in place before the Downtown plan spoke to the Union Pacific Train Station specifically saying:

It is critical that the historic Union Pacific Depot be adapted and reused so that it remains a focus of neighborhood development. Reuse of the depot as a hotel lobby, retails shopping, or other facility where public access is welcome will assure its continued vitality, importance, and place in the neighborhood (pg. 10).



In general, both plans encourage true mixeduse urban development that compliments Salt Lake City's central business district with residential and work opportunities alike. Transitioning in and out of the city, the Depot District should also establish its own, distinct presence with unique commercial spaces and public attractions – a destination of sorts. While land use is important, both plans note that high quality architecture and pedestrian amenities are just as important. And of course, because this area is so well connected by the City's light rail, commuter rail and local bus services, the plans the importance stress of transit/pedestrian oriented development with well-kept public space.

POSSIBLE DISCUSSION POINTS:

Before holding the public hearing, Planning Staff is asking the Planning Commission to identify potential concerns and/or clarification needed – if any – as it relates to the Planned Development and Conditional Building and Site Design Review standards. With this in mind, Staff has come up with possible discussion points that could be used to facilitate a fruitful conversation.

- 1. Additional Height Request
- 2. Preservation of Public Space and Pedestrian-Oriented Design
- 3. Compliance with Review Standards

1. Additional Height Request

The applicant has requested to go through the Conditional Building and Site Design process to accommodate some additional height over the permitted 75 feet in the Gateway-Mixed Use zoning district. More specifically, the hotel will be approximately 94 feet 10 inches measured to the top of the main roof and 99 feet measured to the top of the stairwells and elevator towers. The Union Pacific Station is approximately 100 feet tall measured to the top of the mansard roof. For reference, the office building to the north is 131 feet tall and the Recursion Pharmaceutical building to the south is 80 feet tall. The applicant's narrative states that the proposed building height is necessary to accommodate the number of rooms that would make this project economically feasible, especially as the shape of the site and public way easements limit the buildable area on the ground.

In addition to the general Conditional Building and Site Design Review standards, there are specific CBSDR standards for requests involving additional height as follows:

A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.

B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.

C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title.



Front of proposed hotel building looking on from the west

In response to these standards, the proposed hotel building features a faceted or sawtooth front (west) facade that extends to the top or "cornice" level of the building, creating a distinct roofline unlike any other building in the area. The top or crown of the building is further distinguished by intentionally taller windows and metal paneling. The top of the east façade which frames the train station is also distinguished or capped by a solider course of vertical brickwork and bronze metal coping (See pgs. 53-54 of project narrative for details).

Of course, with the construction of the new hotel, the back of the Depot will no longer be seen from the North Temple viaduct entrance into the City in particular. The Downtown Master Plan speaks to preserving the front view of the building from South Temple as opposed to the back of the building. Unlike the Rio Grande Depot which has two very ornate facades that could both be considered its "front" off of 400 West *and* 500 West, the east façade of the of the Union Pacific Station was designed as its front and the west its back.

2. Preservation of Public Space and Pedestrian-Oriented Design

As the Downtown Master Plan and existing layout of the Gateway District indicate, public space is a vital part of this area. So much so that the City's Redevelopment Agency has recorded the previously mentioned easements to preserve the walkways through and around the Union Pacific Station. In response, the applicants have proposed to repave these walks with distinct paving patterns to delineated different uses around the entirety of the building and create a stronger sense of place.

Additional trees and native plantings will also be installed around the building to enhance the pedestrian experience as detailed in the applicant's landscape plan.

With the construction of the mall, "City Creek" was resurfaced at the Gateway in the form of water features around the train station – the idea being one could meander down from City Creek Canyon through different areas of the city beside an open water source. The applicants have indicated that the water feature on the north side of the building will be preserved; however, the western-most fountain on top of the stairs leading up to the front of the hotel will be slightly downsized in an effort to create a larger pedestrian walkway.



Of course, the interplay between the built environment and the public way is also very important as detailed in the Downtown Master Plan's Urban Design Framework. One way the applicants have worked to capitalize on this interaction by proposing a significant amount of low-reflective glass on the ground floor of the hotel. The ground floor will also feature multiple "active" uses including conference rooms, a fitness center and a ballroom. Some of these windows will actually be operating sliding doors to create indoor/outdoor, semi-public/private spaces around the new building.

Signage and Lighting – Strategic signage and lighting can enhance both public space and pedestrian oriented design, especially in terms of increasing safety and sense of place. While details of the proposed signage and lighting are still being finalized, the applicants have proposed *types* and *locations* of signage and lighting they are interested in using (pgs. 29-31 and 60 of project narrative for details). The Planning Commission may wish comment on these more general signage and lighting plans as it relates to enhancing the public space.



Proposed Signage Locations

3. Compliance with Review Standards

As the Zoning Ordinance indicates, *The Planning Commission may approve, approve with conditions, or deny a planned development/conditional building and site design review based upon written findings of fact <u>according to each of the [specified] standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the [specified] standards.*</u>

Therefore, the Planning Commission may wish to request clarification/additional materials in an effort to fully understand how the project complies with these standards included in this memo as <u>Attachment C.</u>

NEXT STEPS:

- The applicant may wish to reevaluate portions of the project based on feedback from the Planning Commission
- A public hearing will be held with the Historic Landmark Commission regarding New Construction on a Local Landmark Site
- A public hearing will be held with the Planning Commission regarding the Planned Development and Conditional Building and Site Design requests
- If approved by both Commissions, the applicant may start the building permit process

ATTACHMENT A: PHOTOS OF THE VICINITY



Union Pacific Train Station looking east from inside the Gateway Mall



Gateway Condominium building southwest of the subject property



Existing public plaza through the Train Station (location of the Pedestrian Use Easement)



Existing 1-story buildings to be removed on the site



Front façade of the Union Pacific Train Station



Directly across 400 West to the east of the train station



Walkway on the north side of the site



Walkway on the south side of the site

ATTACHMENT B: APPLICATION MATERIALS



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PROJECT DESCRIPTION AND HISTORY

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

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

Union Pacific Railroad Station building to an upscale boutique hotel that will complement the other components of the mixed use and serve as a gathering place for visitors and residents of Salt Lake City.

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

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



THE UNION PACIFIC HOTEL







OLYMPIC LEGACY PLAZA



SOUTHTEMPLE



A. PLANNED DEVELOPMENT OBJECTIVES

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

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

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

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

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

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

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

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

THE UNION PACIFIC HOTEL

B. MASTER PLAN COMPATIBILITY

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

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

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

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























C. DESIGN AND COMPATIBILITY

BUILDING CONTEXT, MASSING AND ORIENTATION 1.

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

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



The Athens Group







C. DESIGN AND COMPATIBILITY

ARCHITECTURAL CHARACTER AND ARTICULATION 2.

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

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



The Athens Group









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

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







Typical building details and facade articulation

C. DESIGN AND COMPATIBILITY

BUILDING SETBACKS З.

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

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





The Athens Group

120' - 6" EXTERIOR COURTYARD "XX

THE UNION PACIFIC HOTEL

C. DESIGN AND COMPATIBILITY

PEDESTRIAN LEVEL, ACCESS AND TRANSPARENCY 4.

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





The Athens Group












5. BUILDING MATERIALS

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

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

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

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

	BUILDING MATERIAL AREA TAK					
M	laterial	Area (SF)	P			
В	rick	376,333	7			
M	etal Panel	46,746	9			
St	tone	37,198	8			
G	lass	33,477	7			
T	OTAL	493,754	1			
G T	olass OTAL	33,477 493,754				



Existing Union Pacific Building base materials and articulation.

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(E-OFF

Percentage

76% 9% 3% 7% 100%











Castle Grey Brick and Untreated Bronze

Castle Grey Brick and Brushed Bronze

Castle Grey Brick with rough texture

6. LIGHTING DESIGN

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

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

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

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

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

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









7. SIGNAGE

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

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

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

To identify the hotel entrance when approaching the building from the Legacy plaza, the project proposes a new wall sign over the arcade entrance to the courtyard as shown on the rendering. A secondary sign is proposed at the west elevation of the Union Pacific Railroad Station over the existing entrance doors. A historic sign is proposed to attach and sit on the metal molding to avoid attachment to the historic façade. The sign will be centrally positioned

and scaled to the proportion of the facade by covering up a very small percentage of the building. The sign will be indirectly illuminated from below as a part of the overall exterior lighting scheme described in the lighting section above. Lastly, the ground level retail accessed from the courtyard will receive canopy signage that will announce their function and tenants.











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Nasher Sculpture Center

TR()VF



STORAL CROCK

MERION









BUILDING HEIGHT 8.

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

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

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









PARKING 9.

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



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

THE UNION PACIFIC HOTEL







BUILDING SERVICE AREAS 10.

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

> USEABLE FLOOR AREA (SF) NUMBER OF BERTHS AND SIZE 1 Short Each Additional 100,000 1 Short

T T

PROVIDED 2 Short 2 Long

GRAWL SPACE . 6'-0" FLOOR TO FLOO

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50,000-100,000

USE

Hotels

BASEMENT IS EXISTING



D. LANDSCAPING

1. LANDSCAPE PLANTINGS

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

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

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

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

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





E. MOBILITY

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

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

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

Lastly, the project will utilize the existing, enclosed loading dock with direct

access from Rio Grande that will minimize impact on the surrounding areas and public right-of-way as described in Section 10- Building Service Areas.





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F. EXISTING SITE FEATURES

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

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

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

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

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













G. UTILITIES NARRATIVE

WATER/FIRE SUPPRESSION/DISTRIBUTION

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

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

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

STORM WATER CONVEYANCE SYSTEM

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

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

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







SANITARY SEWER SYSTEM

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

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

NATURAL GAS

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



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

CONTEXT AND CHARACTER

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

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



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2. SITE DESIGN AND ORIENTATION

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

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







З. MASS, SCALE AND FORM

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

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

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





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CURTAIN WALL

FINISH BRONZE OCCURS AT STAIRS, END OF CORRIDOR





EAST ELEVATION





CEDAR PLANK OCCURS IN ARCADE AREA CURTAIN WALL SYSTEM: BRONZE FINISH GLAZING AT GROUND LEVEL







03 ENLARGED ELEVATION - EAST FACING WALL





COLOR BRONZE BRICK VENEER: FBX BRICK; SOLDIER COURSE COLOR CASTLE GRAY WINDOW WALL SYSTEM: 5'Wx7'-6"H **BRONZE FINISH** WINDOWS AT LEVELS 2-7 BRICK VENEER: FBX BRICK; ROUGH TEXTURE COLOR CASTLE GRAY - BRICK VENEER: FBX BRICK COLOR CASTLE GRAY

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

ARCHITECTURAL CHARACTER AND FAÇADE ELEMENTS 4.

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

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

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











BUILDING MATERIALS 5.

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

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





Castle Grey Brick and Brushed Bronze



Castle Grey Brick with rough texture




H. HISTORIC DESIGN GUIDELINES COMPLIANCE

LIGHTING 6.

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

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





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THE UNION PACIFIC HOTEL

H. HISTORIC DESIGN GUIDELINES COMPLIANCE

CANOPY CONCEPT DESIGN OPTIONS 7.

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

Option 1

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

Option 2

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

Option 3

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



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OPTION 3: FREE-STANDING CANOPY

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UNION PACIFIC HOTEL SALT LAKE CITY, UTAH



CBSD/PD SUBMITTAL

HKS

OWNER

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

DEVELOPER

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

ARCHITECT

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

CIVIL ENGINEER

GREAT BASIN ENGINEERING 5746 SOUTH 1475 EAST OGDEN, UTAH 84403

LANDSCAPE ARCHITECT

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

OOM NAN		ATIONS	DRAWII	NG ABBREV	/IATION
C LC	AIR CONDITIONING ALCOVE	_	A AB AD	ANCHOR BOLT AREA DRAIN	LLV LOC
TM B	AUTOMATED TELLER		AC ACT ADD	AIR CONDITIONING ACOUSTICAL CEILING TILE ADDENDUM	LP LT LWC
ED RM RD RM R RM	BEDROOM BOARD ROOM BOILER ROOM		ADD'L ADJ AFF	ADDITIONAL ADJACENT ABOVE FINISHED FLOOR	M MAS
TQUE JLK ST	BOUTIQUE BULK STORAGE		AGGR AL ALUM ALT	AGGREGATE ALUMINUM ALTERNATE	MAT'L MAX MECH
; HNG (M-MALE, F-FEMALE,	CHANGING ROOM	-	ANOD APPROX ARCH	ANODIZED APPROXIMATE ARCHITECTURAL	MEMB MEP
C-HANDICAPPED) LN HOLD LN LINEN	CLEAN HOLDING CLEAN LINEN		В	BENCH MARK	MFG MGO MIN
.N ST .ERCL/FLS -	CLEAN STORAGE CLERICAL/FILES CLOSET		BD BETW BE	BOARD BETWEEN BACKEACE	MISC MO MOB
DMM DMM EQ AWP	COMMUNICATION COMMUNICATION EQUIPMENT COMPOSITE METAL WALL PANEL		BG BL BI	BUMPER GUARD BED LOCATOR BUILDING LINE	MOD BIT MOD MSI
OMP OMP SERVER OMP ST	COMPUTER COMPUTER SERVER COMPUTER STATION		BLDG BLKG	BUILDING BLOCKING BEAM	MTL N
ICSN ICRG DNF	CONCESSION AREA CONCIERGE CONFERENCE		BOT BR BRG	BOTTOM BUMPER RAIL BEARING	NA NIC
OPY ORR IYRD	COPY AREA CORRIDOR COURTYARD		BSMT BU ROD BUB	BASEMENT BACK-UP ROD BUILT-UP ROOF	NOA BY
		_	BW C	BEARING WALL	NOM NS NTS
N SH	DINING DISHROOM		C CC	COMPACT PARKING SPACE CUBICK CURTAIN	
EC	ELECTRICAL	_	CDR CEM CER	CARD READER CEMENT CERAMIC	
EC CL IER ELEC IER GEN	ELECTRICAL CLOSET EMERGENCY ELETRICITY EMERGENCY GENERATOR ROOM		CG CIP CJ	CORNER GUARD CAST IN PLACE CONTROL JOINT	OD OD OD
IPM IPM ALC IERC	EQUIPMENT EQUIPMENT ALCOVE EXERCISE		CJ CL CI G	CONSTRUCTION JOINT CENTER LINE CEILING	OFOI
IST	EXISTING		CLR CMU COI	CLEAR CONCRETE MASONRY UNIT COLUMN	OH OPNG
E	FINISH FLOOR FILE STORAGE	-		COMMUNICATIONS CONCRETE CONNECTION	OPP OSF D
ES/ADMIN I OD ST	FILES ADMINISTRATION FINANCE FOOD STORAGE		CONST CONT COOPD	CONSTRUCTION CONTINUOUS COORDINATE	• P LAM PC
CTN RM T EXP	FUNCTION ROOM FUTURE EXPANSION		CPE COOR	CHLORINATED POLYETHYLENE CORRIDOR COLD POLLED	PCF PCP
R	GARAGE	-	CR CSK	CRASH RAIL COUNTERSUNK	PENT PL Pl
IN STORES IN FT	GENERAL STORES GENERATOR GIFT SHOP			CERAMIC TILE CENTERED CENTER	PL PLUMB PLYWD
ROSS	GROSSING		cw D	CURTAIN WALL	PP POL PORT CEM
IWR H/C T H/C STAFF	HANDICAP SHOWERS HANDICAP STAFF TOILET	-	D DBA DET	DEPTH DEFORMED BAR ANCHOR DETAIL	PR PREFAB PSF
TH/C TSHH/C IBH/C	HANDICAP TOILET HANDICAP TOILET/SHOWER HANDICAP TUB		DF DIA DIAPH	DECATIVE FILM DIAMETER DIAPHPAGM	PSI PT PT
KPG	HOUSEKEEPING		DIM DJ	DIMENSION DEFLECTION JOINT	PTD R
O SVSTEM	ICE MACHINE INFORMATION DESK INFORMATION SYSTEM		DN DRG DS	DOWN DRAWING DOWN SPOUL	R RAD
/	INVENTORY		DWGS DWLS	DRAWINGS DOWELS	RAM
'SAT	KITCHEN KITCHEN SATELLITE	_	E	EACH	RAU
		-	EF EFG EIFS	EACH FACE ENTRANCE FLOOR GRILLE EXTERIOR INSULATION AND	RD REBAR RECP
CH	LIBRARY LINEN CHUTE		EJ EL	EXPANSION JOINT ELEVATION	REF REINF RELOC
CK	LIVING ROOM LOADING DOCK		ELEC ELEV EOS	ELECTRIC ELEVATOR EDGE OF SLAB	REQ'D RFVC
RS F RS M	LOCKERS FEMALE LOCKERS MALE		EQ EQUIP ESC	EQUAL EQUIPMENT ESCALATOR	RM RO
K3/CHING	LUCKERS/CHANGING	_	EW EWC EXIST	EACH WAY ELECTRIC WATER COOLER EXISTING	S SAB
ICH RM IL INT	MACHINE ROOM MAIL ROOM MAINTENANCE		EXP BLT EXT	EXPANSION BOLT EXTERIOR	SBC SCHED
;MT XKTG XTL MGMT	MANAGEMENT MARKETING MATERIALS MANAGEMENT		FD FDN	FLOOR DRAIN	SDL SECT S/H
CH CH/ELEC G	MECHANICAL MECHANICAL/ELECTRICAL MEETING ROOM		FEC FEC	FIRE EXTINGUISHER FIRE EXTINGUISHER CABINET	SHWR SIM SO
ZZ IB DK	MEZZANINE MOBILE DOCK		FHC FIB FIN	FIRE HOSE CABINET FIBERGLASS FINISH	SOG SP SPA
F		-	FLR FS FT	FLOOR FAR SIDE FOOT	SPEC SQ SS
		_	FT FTG FV	FLOOR TRANSITION FOOTING FIFLD VERIEY	SSF STA STC
TR IV	PANTRY PRIVATE		FVC G	FIRE VALVE CABINET	STD STIFF STIP
PT/CSHR CYC	RECEPTION/CASHIER	-	GA GALV	GAUGE GALVANIZED	STIK STL STRUC
FR GIST ST	REFRIGERATOR REGISTRATION RESTALIBANT		GB GEN GFRC	GRADE BEAM GENERAL GLASS-FIBER REINFORCED	STM SYS T
51	RESTAURANT	_	GI GL	CONCRETE GALVANIZED IRON GLASS	■ T T&B
CUR C RV ENTRY	SECURITY SERVICE SERVICE ENTRY		GM GND GR	GLAZED MASONRY UNIT GROUND GRADE	TC TEL TEMP
IELL IWR (M-MALE, F-FEMALE, H/C - HANDICAP)	SHELL SPACE SHOWER		GRG GYP BD ₽	GLASS-REINFORCED GYPSUM GYPSUM BOARD	THK TLT TO
NIL LN R	SOILED LINEN STAIR STORAGE				TOB TOC TOF
JPP	SUPPLY SUPPORT			HARDWARE HARDWOOD HOOK	TOP TOS TOSTI
СН	TECHNICIANS	-	HM HOR HP	HOLLOW METAL HORIZONTAL HIGH POINT	TRSH CH TW TYP
L L ALC L CL	TELEPHONE TELEPHONE ALCOVE TELEPHONE CLOSET		HK HS HSKP	HOUR HEADED STUD HOUSEKEEPING	U
EL VND EL/DATA /	TELEPHONE VENDING TELEPHONE/DATA TELEVISION LOUNGE		HT HW HW	HEIGHT HAND WASH HEAD OF WALL	U/C U/G UNO
MP ST T (M-MALE, F-FEMALE, P-PUBLIC H/C-HANDICAP, S-STAFF.	TEMPORARY STORAGE TOILET		IBC.		V
U-UNISEX) T/SH (H/C-HANDICAP, TB-TUB)	TOILET SHOWER TRASH		ID INSTIT	INTERNATIONAL BUILDING CODE INSIDE DIAMETER INSIDE ATION	VAR VCT VERT
SH		_	INT	INTERIOR	VEST VWC
SH					
SH IL	UTILITY		к ко	KIPS (1000 LB) KNOCK-OUT	W/ W/C
SH IL D ST	UTILITY VENDING VESTIBULE	-	K KO KP KPD KSF	KIPS (1000 LB) KNOCK-OUT KICKPLATE KEYPAD KIPS PER SOLIARE FOOT	W/ W/C W/O W WP
		_	K KO KP KSF L	KIPS (1000 LB) KNOCK-OUT KICKPLATE KEYPAD KIPS PER SQUARE FOOT	W/ W/C W/O WP WD WF WL

1

TIONS	INDEX OF DRAWINGS
LONG LEG VERTICAL	NUMBERING SYSTEM:
LOCATION	DISCIPLINE:
LOW POINT	C - CIVIL
LIGHT	L - LANDSCAPE
LIGHTWEIGHT CONCRETE	A - ARCHITECTURE
MASONRY	M - MECHANICAL
MATERIAL	E - ELECTRICAL
MAXIMUM	P - PLUMBING

MECHANICAL
MANUFACTURER
MINIMUM
MISCELLANEOUS MASONRY OPENING
MEDICAL OFFICE BUILDING MODIFIED BITUMEN
MODIFIED MEAN SEA LEVEL
METAL
NOT AVAILABLE NOT IN CONTRACT

NOTIN CONTRACT NOTICE OF ACCEPTANCE FLORIDA GOVERNING AUTHORITY NOMINAL NEAR SIDE NOT TO SCALE NORMAL WEIGHT

OVER ALL ON CENTER OUTSIDE DIAMETER OVERFLOW DRAIN OWNER FURNISHED, CONTRACTOR INSTALLED OWNER FURNISHED, OWNER INSTALLED OPPOSITE HAND OPENING OPPOSITE OUTSIDE FACE

PLASTIC LAMINATE PRECAST CONCRETE POUNDS PER CUBIC FOOT PORTLAND CEMENT PLASTER PENTHOUSE PROPERTY LINE PLATE PLUMBING PLYWOOD PUSH PLATE POLISHED PORTLAND CEMENT PAIR PREFABRICATED POUNDS PER SQUARE FOOT POUNDS PER SQUARE INCH POINT PNEUMATIC TUBE PAINTED

RISER RADIUS RUBBERIZED ASPHALT FLASHING RUBBERIZED ASPHALT MEMBRANE RUBBERIZED ASPHALT UNDERLAYMENT REFLECTED CEILING PLAN ROOF DRAIN REINFORCING BAR RECEPTACLE REFER OR REFERENCE REFER OR REFERENCE REINFORCING RELOCATE/RELOCATED REQUIRED RECESSED FIRE VALVE CABINET ROOM
ROOM ROUGH OPENING

SOUND ATTENUATION
BLANKET
STANDARD BUILDING CODE
SCHEDULE
SUPERIMPOSED DEAD LOAD
SECTION
SLAB ON GRADE
STAND PIPE
SPACE, SPACING
SPECIFICATION
SQUARE
STAINLESS STEEL
SOLID SURFACE
STATION
SOUND TRANSMISSION
STIFFENER
STIRRUP
STEEL
STRUCTURAL
SYMMETRICAL
SYSTEM

TREAD TOP AND BOTTOM TOP OF CURB TELEPHONE TEMPERATURE THICK TOILET TOP OF TOP OF BEAM TOP OF BEAM TOP OF CONCRETE TOP OF FOOTING TOP OF FOOTING TOP OF SLAB TOP OF SLAB TOP OF SLAB TOP OF STEEL TRASH CHUTE TOP OF WALL
TRASH CHUTE TOP OF WALL TYPICAL

UNDER COUNTER UNDERGROUND UNLESS NOTED OTHERWISE

VARIES VINYL COMPOSITION TILE VERTICAL VESTIBULE VINYL WALL COVERING

SUSPENDED LIGHT

SUSPENDED FLUORESCENT

CHANDELIER

FLUORESCENT LIGHT

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WALL WASHER

FIXTURE

STRIP LIGHT

DOWNLIGHT

PENDANT TYPE LIGHT FIXTURE

WALL MOUNTED LIGHT



NUME	BERING SYSTEM:		
	M - MECHANICAL E - ELECTRICAL P - PLUMBING		
	S - STRUCTURAL K - FOOD SERVICE SERII	ES NUMBER	
	SHEE		SERIES
	ON S	HEET	
A2	.10/01		
LEGI	END		
	CONCRETE/ PRECAST CONCRETE		
	SOIL		GYPSUM BOARD
	SAND, EIFS FINISH COAT, OR CEMENT PLASTER		
	BRICK		EXTERIOR GYPSUM SHEATHING
	СМИ		
	STONE		EXTERIOR CEMENT BOARD
	BATT INSULATION		COATED GLASS MAT WATER RESISTANT GYP BD
	GLASS MINERAL FIBER SEMI RIGID INSULATION		
	MINERAL WOOL SEMI RIGID INSULATION		PLYWOOD
	EXPANDED POLYSTYRENE RIGID INSULATION		
	EXTRUDED POLYSTYRENE RIGID INSULATION		COVER BOARD
	POLYISOCYANURATE RIGID INSULATION		
DRAWI	NG SYMBOLS		
		Ļ	CORNER GUARDS
x	CENTERLINE		WALL PROTECTION
(x)	COLUMN CENTERLINE		SOUND ATTENUATION
\mathbf{x}	ACCESSORY	A3 AAA 3	PARTITION TYPE WITH SOUND ATTENUATION
\bigcirc			BUILDING EXPANSION
	NOTES		
01 A0.XX	BUILDING WALL		CIMO WALL
Ŭ			NEW WALL
A0.XX	ELEVATION		EXISTING WALL
	DUMMY SECTION		DIRECTION INDICATOR
		\bigtriangledown	EDGE OF SLAB
	SECTION DETAIL	Y	FACE OF BUILDING
	1 <u>1</u>		
	PLAN, BLOW-UP DETAIL	+9'-0"	CEILING HEIGHT
			INDICATOR
	IG SYMBOLS		
	GYP BD CEILING		WALL MOUNTED FLUORESCENT FIXTURE
	GYP BD CEILING		WALL MOUNTED FLUORESCENT FIXTURE EXIT SIGNS - HATCH INDICATES EXIT TEXT AN ARROW INDICATES DIRECTION
	IG SYMBOLS GYP BD CEILING SUPPLY AIR RETURN AIR		WALL MOUNTED FLUORESCENT FIXTURE EXIT SIGNS - HATCH INDICATES EXIT TEXT AN ARROW INDICATES DIRECTION SMOKE DETECTOR
	IG SYMBOLS GYP BD CEILING SUPPLY AIR RETURN AIR EXHAUST AIR		WALL MOUNTED FLUORESCENT FIXTURE EXIT SIGNS - HATCH INDICATES EXIT TEXT AN ARROW INDICATES DIRECTION SMOKE DETECTOR SPEAKER PROJECTOR

BUILDING SUMMARY

PROJECT INFORMATION

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

- PHONE: 602.648.6531
- APPLICABLE CODES - BUILDING CODE: 2015 IBC INCL. APPENDIX J
- MECHANICAL: 2015 IMC
- PLUMBING: 2015 IPC - ELECTRICAL: 2014 NEC
- FIRE CODE: 2015 IFC - STATE/CITY AMENDMENTS: H.B.203 STATE
- CONSTRUCTION AND FIRE CODE - ENERGY CODE: 20158 IECC

BUILDING PLANNING

OCCUPANCY: R-2 MIXED OCCUPANCY? YES / NO

REQUIRED FIRE SEPARATION: NO

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

ESSENTIAL FACILITY (CHAPTER 16, IBC)

ESSENTIAL FACILITY? YES / NO **GENERAL BUILDING LIMITATIONS**

HIGH RISE? (ES / NO							
ITEM	WED / REQI	JIRED	ACT	JAL / PROV	IDED		
HEIGHT OF BUILDING	180'-0" (12	180'-0" (120'-0" PER G-MU PD)		100'-0"			
NUMBER OF STORIES 12				8			
MAX SINGLE FLOOR AREA	UL		14,736 SQFT				
TOTAL AREA OF BUILDING	UL		NC - 135,323 SQFT EXIST. BLDG - 43,789 SQFT				
PENTHOUSE AND ROOF STRUCTURE	N/A		N/A		_		
PARKING SPACES	STD: 121	ACC: 5	TTL: 126	*STD: 121	ACC: 5	TTL: 126	
* PENDING BUILDING HEIGHT APPROVAL THROUGH CBSD REVIEW PROCESS							

** PARKING PROVIDED OFF-SITE W/LONG TERM LEASE AGREEMENT

FIRE PROTECTION SYSTEMS

- FIRE EXTINGUISHING SYSTEM: (YES)/ NO
- STANDPIPE SYSTEM: YES NO

CLASS: X - SMOKE CONTROL: YES (NO)

FIRE	RESISTANT CONSTRUCT	ION/FIREPROOFING S	CHEDULE			

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

FIRE PROOFING NOTES

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

BUILDING AREA TABULATION

	NEW AREA	EXISTING AREA
BASEMENT	755 SF	4,522 SF
LEVEL 1	19,390 SF	21,485 SF
LEVEL 2	17,181 SF	13,665 SF
LEVEL 3	16,862 SF	0 SF
LEVEL 4	17,181 SF	8,876 SF
LEVEL 5	16,862 SF	0 SF
LEVEL 6	16,862 SF	0 SF
LEVEL 7	16,862 SF	0 SF
LEVEL 8	16,862 SF	0 SF
TOTAL	138,817 SF	48,548 SF
	187,3	65 SF

TYPE: CLASS A

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ENERAL						
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0.01	PROJECT INFO/ SHEET INDEX					
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X101		+ =				
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1.00	ARCHITECTURAL SITE PLAN					
2.00	BASEMENT LEVEL					
2.01	GROUND LEVEL					
2.02	LEVEL 2					
2.03	LEVEL 3					
2.04	LEVEL 4					
2.05	LEVELS 5, 6, 7					
2.08	LEVEL 8					
5.01	EAST + WEST ELEVATIONS					
5.02	NORTH + SOUTH ELEVATIONS					
5.20	ENLARGED TYPICAL ELEVATIONS					
6.00	BUILDING SECTION					
6.20	WALL SECTIONS					
6.21	TYPICAL EXTERIOR DETAILS					
6.22	TYPICAL EXTERIOR DETAILS					
7.00	RENDERINGS					
ANDSCAPE I100 I101 I101 P100 P101 X101 X101 XCHITECTU X1.00 2.00 2.00 2.01 2.02 2.03 2.04 2.03 2.04 2.05 2.03 3.5.01 5.02 5.20 3.5.01 3.5.02 3.5.20 3.5.01 3.5.02 3.5.20 3.5.01 3.5.20	LANDSCAPE IRRIGATION SCHEDULE LANDSCAPE IRRIGATION PLAN LANDSCAPE LAYOUT PLAN LANDSCAPE PLANTING SCHEDULE LANDSCAPE PLANTING PLAN TREE REMOVAL PLAN RAL ARCHITECTURAL SITE PLAN BASEMENT LEVEL GROUND LEVEL LEVEL 2 LEVEL 3 LEVEL 4 LEVEL 4 LEVEL 5, 6, 7 LEVEL 8 EAST + WEST ELEVATIONS NORTH + SOUTH ELEVATIONS ENLARGED TYPICAL ELEVATIONS BUILDING SECTION WALL SECTIONS TYPICAL EXTERIOR DETAILS TYPICAL EXTERIOR DETAILS RENDERINGS					



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

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

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

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

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

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Demolition keyed notes $\langle \# \rangle$

1. PROPERTY LINE 2. DEMOLITION LIMIT LINE

Top=4261.17 FL=CB 1.10X1.1

CONCRETE PAVING

L(12)

CONCRE

CONCRET

0/1/1

413

Exist. Cleanou Top=4261.28

-Exist. Inlet Box Top=4261.36 FL=CB 1.10X1.10

=4262.28

90

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- 3. SAWCUT & REMOVE EXIST. CONCRETE PAVING AS SHOWN 4. DEMOLISH EXIST. EGRESS STAIRCASE AND LANDING
- 5. DEMOLISH SECTION OF BUILDING (SEE ARCHITECTURAL PLANS FOR
- INTERIOR DEMOLITION LIMITS) 6. REMOVE EXIST. BENCH AND TRASH CAN. (REMOVE & STORE FOR REPLACEMENT)
- 7. RETAIN & PROTECT EXIST. FLAG POLES (TYP. (4) PLACES)
- 8. DEMOLISH EXIST. COLORED CONCRETE AS SHOWN 9. EXIST. SIDEWALK PAVERS - OWNER: SALT LAKE CITY (REMOVE & STORE FOR REPLACEMENT)
- 10. REMOVE EXISTING WATER FEATURE
- 11. RETAIN & PROTECT EXIST. WATER FEATURE
- 12. RETAIN & PROTECT EXIST. SD CATCH BASIN 13. RETAIN & PROTECT EXIST. LIGHT POLE
- 14. DEMOLISH EXIST. LIGHT POLE
- 15. DEMOLISH EXIST. 2"Ø WATER LATERAL & METER
- 16. DEMOLISH EXIST. TREE 17. CLEAR & GRUB LANDSCAPING
- 18. DEMOLISH SD CATCH BASIN

Legend (Note: All Items may not appear on drawing San. Sewer Manhole Water Manhole Storm Drain Manhole Cleanout Electrical Manhole Catch Basins Exist. Fire Hydrant Fire Hydrant Exist. Water Valve Water Valve Sanitary Sewer Culinary Water Gas Line Irrigation Line Storm Drain —SD— — T— Telephone Line Secondary Waterline *—S₩*— — *P*— Power Line Fire Line Land Drain — F— —*LD*-Power pole Power pole w/guy Light Pole <u>-x x x</u>--Fence Flowline of ditch -OHP-CMP Overhead Power line Corrugated Metal Pipe Concrete Pipe Reinforced Concrete Pipe Ductile Iron Polyvinyl Chloride op of Asphalt Edge of Åsphalt Centerline Flowline Finish Floor op of Curb op of Wall op of Walk Top of Concrete Natural Ground Finish Grade Match_Existing Fire Department Connection FDC Finish Contour Exist. Contour --90--95.33TA Finish Grade Exist. Grade 95.72TA Ridge Line — R — Direction of Flow V // // Existing Asphalt New Asphalt Heavy Duty Asphalt Existing Concrete New Concrete Spill Curb & Gutter X Demo Tree



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> MORRI 8-6-2018

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HKS PROJECT NUMBER 21578.000 DATE 08/06/18 ISSUE CBSD/PD SUBMITTAL SHEET TITLE DEMOLITION PLAN

SHEET NO.

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Scale: 1" = 20'

Graphic Sca

-Exist. Inlet Box Top=4260.72 FL=CBSQR 1.10X1.10

EXISTING UNION STATION BUILDING FFE VARIES (4260.87-4261.61)

S 0°00'03"-1

STREET

op=4260.9

WEST

79.59' N 0°00'00" E

PROPOSED ADDITION

FFE= +/-4261.25

UTILITY KEYED NOTES (#)

- A. CONST. 6"Ø HOT TAP & SLEEVE W/ 6"Ø GATE VALVE ON EXIST. 12"Ø PVC MAIN.
- B. CONST. 6"Ø WATER METER W/ BYPASS LINE IN PRECAST
- CONCRETE VAULT PER APWA STD. PLANS NO'S 525 & 505 C. CONST. 6"ø DR-18 C-900 PVC WATER LINE LATERAL
- D. CONST. 8"Ø HOT TAP & SLEEVE W/ 8"Ø GATE VALVE ON
- EXIST. 12"Ø PVC MAIN
- E. CONST. 8"Ø DR-14 PVC FIRE LINE LATERAL F. CONNECT TO EXIST. SS MANHOLE
- G. CONST. 8"Ø DR-35 PVC SS LINE
- H. CONST. 5'Ø PRECAST CONCRETE SS MANHOLE
- I. CONST. 4'Ø PRECAST CONCRETE SAMPLING SS MANHOLE J. CONST. 3,000 GALLON GREASE INTERCEPTOR
- K. CONST. 6'Ø GREASE WASTE LINE
- L. CONST. 6"Ø SANITARY SEWER LATERAL M. WYE INTO TOP OF MAIN PER APWA STD. PLAN NO. 431 N. CONNECT TO EXIST. SD MANHOLE
- O. CONST. 12"ø PVC SD LINE
- P. CONST. 5'Ø SD MANHOLE
- Q. CONST. 8"ø ROOF DRAIN LINE

NOTE: ROOF DRAIN OUTFALL SHOWN ON THIS PLAN IS SUBJECT TO CHANGE. THE INTENT OF THIS DESIGN IS TO TIE-IN TO EXISTING INFRASTRUCTURE BENEATH THE C INTO RIO GRANDE STREET.



OLYMPIC PLAZA ANL	OUTFALL
(Note: All Items may not appea	r on drawing)
San. Sewer Manhole Water Manhole Storm Drain Manhole Cleanout Electrical Manhole	
Catch Basins Exist. Fire Hydrant Fire Hydrant Exist. Water Valve Water Valve Sanitary Sewer Culinary Water Gas Line Irrigation Line	■ □
Storm Drain Telephone Line Secondary Waterline Power Line Fire Line Land Drain Power pole Power pole w/guy Light Pole Fence	
Flowline of ditch Overhead Power line Corrugated Metal Pipe Concrete Pipe Reinforced Concrete Pipe Ductile Iron Polyvinyl Chloride Top of Asphalt Edge of Asphalt Centerline	OHP CMP CP DI PVC TA EA CL
Flowline Finish Floor Top of Curb Top of Wall Top of Walk Top of Concrete Natural Ground Finish Grade Match Existing Fire Department Connect	FL FF TC TWL TW TCN NG FG ME tion FDC
Finish Contour Exist. Contour Finish Grade Exist. Grade Ridge Line Direction of Flow Existing Asphalt	<u> </u>
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Spill Curb & Gutter	. SI ALDINUVUL
Demo Tree	X



OWNER

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DEVELOPER

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

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HKS PROJECT NUMBER 21578.000 DATE 08/06/18 ISSUE CBSD/PD SUBMITTAL SHEET TITLE UTILITY PLAN

SHEET NO.



IRRIGATI	ON SCHEDULE		IRRIGATI	ON VALVE & PLANT H	IYDROZONE TAB	BLE
SYMBOL	DESCRIPTION	MANUFACTURER & MODEL	VALVE #	VALVE TYPE	PLANT HYDROZONE	WATER INCHES/MO.
GROUND	LEVEL CONNECTION		D-1	DRIP - TREES/SHRUBS	Td3 Sd2	3 - 4"/ month
POC	POINT OF CONNECTION (TA COORDINATE W/ CIVIL CON METER)	P INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. TRACTOR FOR LOCATION OF IRRIGATION CONNECTION AND WATER	D-2 D-3 D-4	DRIP - TREES DRIP - PERENNIAL DRIP - TREES/SHRUBS	Td3 P1, P2, P3 Td3. Sd2	3"/ month 3"/ month 3 - 4"/ month
BF	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)	D-5 D-6	DRIP - TREES/SHRUBS DRIP - TREES/SHRUBS	Td3, Sd2 Td3, Sd2	3 - 4"/ month 3 - 4"/ month
HM	HYDROMETER	NETAFIM: LHM4FG1-MEL	D-7 D-8	DRIP - TREES/SHRUBS DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1 Sd2, Se2, P3, Tw1	1 -3"/ month 1 -3"/ month
(A)	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER	D-9 D-10	DRIP - PERENNIAL DRIP - TREES/SHRUBS	P1, P2, P3 Sd2, Se2, P3, Tw1	3"/ month 1 -3"/ month
RS	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.	NOTE: P	LANT "HYDROZONES" HAVE B	EEN ADDED PER SLC	
ROOF GAI	RDEN CONNECTION				F THE SALT LAKE CITY	PLANT LIST AND
POC	POINT OF CONNECTION (TA COORDINATE W/ BUILDING	P INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION)				
BF	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)	IRRIGATI	ON GENERAL NOTES		
HM	HYDROMETER	NETAFIM: LHM4FG1-MEL	1. THIS	DRAWING IS DIAGRAMMATIC ONLY.	ALL IRRIGATION COMPONE	ENTS ARE TO BE INSTALLED
В	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER	IN LA CLAF	RITY ONLY. CONTRACTOR TO VERIF	N WALKWAYS AND BUILDING Y STATIC PRESSURE OF 70	PSI PRIOR TO STARTING
RS	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.	WOF TO E THE	RK. REPORT ANY DISCREPANCIES TO E ADJUSTED FROM PLAN TO PROTE IRRIGATION SYSTEM CONTRACTOR) LANDSCAPE ARCHITECT. L CT EXISTING UTILITIES, EXI SHALL BE RESPONSIBLE FO	ATERAL LINES MAY NEED STING TREE ROOTS, ETC OR THE INSTALLATION
QC	QUICK COUPLER	RAINBIRD 44LRC 1" VALVE, 2 PIECE BODY (SEE DETAILS)	LAYONEC	OUT OF THE SYSTEM IN ACCORDANCE ESSARY TO OBTAIN COVERAGE AS N	E WITH THE DRAWINGS. LA	AYOUT MAY BE MODIFIED IF THE SYSTEM SHALL BE
\mathbf{M}	ISOLATION VALVE	ISOLATION PVC BALL VALVE, SEE SPEC., SIZE PER MAINLINE SIZE.	TES ⁻ THE	TED FOR COMPLETE COVERAGE AND	O ALL ADJUSTMENTS MADE	PRIOR TO ACCEPTANCE BY
\bigotimes	NETAFIM DRIP VALVE	NETAFIM LF (LOW FLOW), MODEL #: LVCZS8010075-LF WITH 1" CONTROL VALVE 0.25GPM - 4.4GPM	2. CON	TRACTOR TO CONTACT BLUE STAKE	S AND VERIFY ALL EXISTIN	G UTILITIES AND
	NETAFIM DRIP VALVE	NETAFIM HF (HIGH FLOW), MODEL #: LVCZS8010075-HF WITH 1" CONTROL VALVE 4.5GPM - 17.6GPM	UND AND REM	ERGROUND STRUCTURES BEFORE (PRESERVE ALL EXISTING UTILITIES OVAL ACCORDING TO DEMOLITION F	CONSTRUCTION BEGINS. CO LOCATED ON SITE WHICH A PLAN. ANY DAMAGE TO EXIS	ONTRACTOR TO PROTECT RE NOT SCHEDULED FOR STING UTILITIES SHALL BE
	CONCRETE VALVE PULL BOX	CONCRETE VALVE/PULL BOX: DURACRETE #38 PRECAST CONCRETE VALVE BOX W/ CAST IRON LID. Tel. 801-972-8686 (COORDINATE CONC. BOX LOCATION W/ PLAZA SCORE JOINTS.)	REP REC BE L	AIRED AND/OR REPLACED TO OWNED OMMENDATIONS. ANY EXISTING UTI ABELED AS PART OF THE "AS-BUILT" HITECT ONCE PROJECT IS COMPLET	R'S STANDARDS, SPECIFICA LITIES ENCOUNTERED DUR DRAWING TO BE TURNED I	ATIONS AND ING CONSTRUCTION SHALL N TO THE LANDSCAPE
	SUBSURFACE DRIPLINE ARI RATE 18" O.C. DRIPLINE SPA INCHES/HOUR. DRIPLINE SPA ALL LOCATIONS. SEE DETA	<u>EA:</u> NETAFIM, TECHLINE CV. 0.4 GHP EMITTER ACED 18" O.C. APPLICATION RATE OF 0.29 IALL HAVE A SUPPLY AND EXHAUST HEADERS IN ALL SHEET LI502 FOR DRIPLINE LAYOUTS AND	3. CON REPI	TRACTOR TO HAVE ON-SITE PRE-CO RESENTATIVE AND LANDSCAPE ARC	NSTRUCTION MEETING WIT HITECT PRIOR TO ANY CON	'H OWNER'S STRUCTION.
	COMPONENT DETAILS.		4. THE	CONTRACTOR IS TO READ AND REF	ER TO THE ATTACHED DETA	AILS AND TECHNICAL
	DRIP LINE INDICATOR. TO B	E LOCATED AT THE END OF ALL DRIP	SPE	CIFICATIONS FOR FURTHER CLARIFI	CATION.	
	IRRIGATION ZONES. SEE DE MANUAL FLUSH VALVE, NET LOW POINTS OF DRIP TUBIN	TAIL 12 SHEET LI502. FAFIM, MODEL #: TLSOV. TO BE LOCATED AT ALL NG AREAS TO PROVIDE COMPLETE SYSTEM	5. PLAC MINI	CE VALVE BOXES IN SHRUB BEDS WH MUM OF 24" FROM WALKWAYS, WHE	HERE FEASIBLE. IRRIGATIO RE APPLICABLE.	N BOXES TO BE PLACED A
	DRAINAGE. SEE DETAIL 8,9	SHEET LI502. PVC SCH. 40 (SIZE PER PLAN, ALL DIRECT LATERALS	6. CON CON	TRACTOR SHALL PROVIDE AS-BUILT STRUCTION IS COMPLETE FOR THE	DRAWINGS TO THE LANDS IRRIGATION SPRINKLER SYS	CAPE ARCHITECT ONCE STEM SHOWING EXACT
		TO DRIPLINE AREAS TO BE MIN. 3/4" OR LARGER)	MEA BELC	OW GRADE IRRIGATION EQUIPMENT.	TIE DIMENSIONS TO PERMA	ANENT FEATURES SUCH AS
		1 1/4" PVC SCH 40. (18" MIN. DEPTH)	EXIS	TING STRUCTURES.		
		PVC SCH. 40 (SIZE SLEEVE 2 SIZES LARGER THAN PIPE BEING SLEEVED)	7. CON CON	TRACTOR IS RESPONSIBLE FOR ALL TROLLER OPERATIONAL. ALL ELECT	MATERIALS AND LABOR NE RICAL WORK SHALL BE IN (CESSARY TO MAKE COMPLIANCE WITH ALL
Valve Callout			LOC	AL CODES, STANDARDS AND REGUL/	ATIONS.	
#• #• #"•	Valve Flow Valve Size	COORDINATE NUMBERS OF NEW VALVES WITH EXISTING VALVE COUNT IN CONTROLLER. COORDINATE WITH MAINT. STAFF.	8. THE AND HAR SYS RESI	CONTRACTOR IS RESPONSIBLE FOR PRESSURE SUPPLY LINE UNDER HA DSCAPE PAVING. IF THE CONTRACT TEM OPERATION PRIOR TO THE HAR PONSIBLE FOR ANY AND ALL EXPENS	R INSTALLING SLEEVES FOR RDSCAPE PRIOR TO THE CO OR FAILS TO INSTALL ALL N DSCAPE CONSTRUCTION, T SES OF TRENCHING AND PA	IRRIGATION LATERAL LINE ONSTRUCTION OF ECESSARY SLEEVES FOR HEN THE CONTRACTOR IS TCHING OF CONCRETE

AND/OR PAVING AS DIRECTED BY THE LANDSCAPE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER. COORDINATE ALL SLEEVE AND CONDUIT FOR LATERALS AND WIRING WITH GENERAL CONTRACTOR PRIOR TO HARDSCAPE AND LOADING DOCK WALL CONSTRUCTION.

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

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

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



OWNER

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

DEVELOPER

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

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

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

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

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dno.

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REVISION

HKS PROJECT NUMBER 21578.999

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SHEET TITLE

LANDSCAPE IRRIGATION SCHEDULE SHEET NO.

LI100



IRRIGATION SCHEDULE DESCRIPTION

MANUFACTURER & MODEL

D LE	VEL CONNECTION	
	POINT OF CONNECTION (TAP COORDINATE W/ CIVIL CONT	NITO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. RACTOR FOR LOCATION OF IRRIGATION CONNECTION AND WATER
	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)
	HYDROMETER	NETAFIM: LHM4FG1-MEL
	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER
	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.
SARD	DEN CONNECTION	
	POINT OF CONNECTION (TAP COORDINATE W/ BUILDING C	INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. ONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION)
	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)
	HYDROMETER	NETAFIM: LHM4FG1-MEL
	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER
	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.
	QUICK COUPLER	RAINBIRD 44LRC 1" VALVE, 2 PIECE BODY (SEE DETAILS)
	ISOLATION VALVE	ISOLATION PVC BALL VALVE, SEE SPEC., SIZE PER MAINLINE SIZE.
	NETAFIM DRIP VALVE	NETAFIM LF (LOW FLOW), MODEL #: LVCZS8010075-LF WITH 1" CONTROL VALVE 0.25GPM - 4.4GPM
	NETAFIM DRIP VALVE	NETAFIM HF (HIGH FLOW), MODEL #: LVCZS8010075-HF WITH 1" CONTROL VALVE 4.5GPM - 17.6GPM
	CONCRETE VALVE PULL BOX	CONCRETE VALVE/PULL BOX: DURACRETE #38 PRECAST CONCRETE VALVE BOX W/ CAST IRON LID. Tel. 801-972-8686 (COORDINATE CONC. BOX LOCATION W/ PLAZA SCORE JOINTS.)
	SUBSURFACE DRIPLINE ARE RATE 18" O.C. DRIPLINE SPACE INCHES/HOUR. DRIPLINE SHA ALL LOCATIONS. SEE DETAIL COMPONENT DETAILS.	<u>A:</u> NETAFIM, TECHLINE CV. 0.4 GHP EMITTER CED 18" O.C. APPLICATION RATE OF 0.29 ALL HAVE A SUPPLY AND EXHAUST HEADERS IN _ SHEET LI502 FOR DRIPLINE LAYOUTS AND
	DRIP LINE INDICATOR. TO BE IRRIGATION ZONES. SEE DET	LOCATED AT THE END OF ALL DRIP AIL 12 SHEET LI502.
	MANUAL FLUSH VALVE, NETA LOW POINTS OF DRIP TUBING DRAINAGE. SEE DETAIL 8,9 S	AFIM, MODEL #: TLSOV. TO BE LOCATED AT ALL G AREAS TO PROVIDE COMPLETE SYSTEM HEET LI502.
-	IRRIGATION LATERAL LINE	PVC SCH. 40 (SIZE PER PLAN. ALL DIRECT LATERALS TO DRIPLINE AREAS TO BE MIN. 3/4" OR LARGER)
-	IRRIGATION MAINLINE	1 1/4" PVC SCH 40. (18" MIN. DEPTH)
	IRRIGATION SLEEVE	PVC SCH. 40 (SIZE SLEEVE 2 SIZES LARGER THAN PIPE BEING SLEEVED)
-	LIMIT OF WORK LINE	
!	Valve Number Valve Flow	COORDINATE NUMBERS OF NEW VALVES WITH

EXISTING VALVE COUNT IN CONTROLLER. COORDINATE WITH MAINT. STAFF.

IRRIGATION VALVE & PLANT HYDROZONE TABLE

Valve Size

VALVE TYPE	PLANT HYDROZONE	WATER INCHES/MO.
DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
DRIP - TREES	Td3	3"/ month
DRIP - PERENNIAL	P1, P2, P3	3"/ month
DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
DRIP - TREES/SHRUBS	Td3, Sd2	3 - 4"/ month
DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month
DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month
DRIP - PERENNIAL	P1, P2, P3	3"/ month
DRIP - TREES/SHRUBS	Sd2, Se2, P3, Tw1	1 -3"/ month

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

OWNER

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

HKS

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

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

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





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SHEET TITLE LANDSCAPE IRRIGATION PLAN

SHEET NO.







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



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

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

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STATE OF UT JAY BOLLWINKEL	
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HKS PROJECT NUMBER 21578.999 DATE 08/06/2018 ISSUE CBSD/PD SUBMITTAL

SHEET TITLE LANDSCAPE LAYOUT PLAN

SHEET NO.

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PLANIING	LEGEND					PLANTING	F LEGEND				
SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	Mature Size (HxW)	HYDRO-) ZONE	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	Mature Size (HxW)	HYDRO- ZONE
	TREE PLANTINGS						STREET LEVEL PLANTINGS				
	Acer griseum	PAPER BARK MAPLE	3"	25' x 20'	Td3		STREET LEVEL PLANTINGS				
+	Acer tataricum 'Hot Wings'	HOT WINGS MAPLE	3"	20' x 15'	Td3		ORNAMENTAL SHRUBS				
	Picea omorika	SERBIAN SPRUCE	10' B&I	B 18' x 12'	Te3		Calamag. acu. 'Karl Foerster"	KARL FOERSTER FEATHER REED GRASS	5 GAL.	4'x3'	Tw1
							Pennisetum alopec. 'Hameln'	FOUNTAIN GRASS	5 GAL.	30"x30"	Tw2
F	Pinus edulis	PINYON PINE	10' B&I	B 20' x 15'	Te1		Pinus mugo 'Mops'	MOPS MUGO PINE	5 GAL.	3'x3'	Se2
			0"		T 10		Rosa 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2
)'``'	Pyrus calleryana 'Capital'	CAPITAL FLOWERING PEAR	2"	30° X 15°	103		PERENNIALS				
	ROOF GARDEN PLANTING	SS					Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12	2" P3
-		AIXES					Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
							Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
	Bertram Anderson	Barren Strawberry					Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
	Dragon's Blood Ellacombianum Green Spruce	 Campanula Blue Clips Delosperma Hot Pink Delosperma Fire Spinner 					Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
	 John Creech 	Dianthus Deltoids Red					PERENNIALS				
	 Red Carpet Reflexum Tricolor Tricolor Kamschaticum 	 Dianthus 'Firewitch' Emerald Blue Creeping Phlox Festuca glauca-Elijah Blue Fescue 					PERENNIAL PLANTINGS: PERE	ENNIAL PLANT BEDS			
							Agastache rupestris	LICORICE MINT	1 GAL.	30"x24"	P1
-							Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12	2" P3
╶┎╺┎╺┎╺┎╺┎╺╻ ┙┍┎┍┎┍┎┍┎┍┨	WEST SIDE FOUNDATION PL	ANTINGS					Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
	ORNIAMENITAL SHRLIRS						Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
_			1 0 4 1	011 41	<u></u>		Hemerocallis 'Stella D' Oro'		1 GAL.	14"x18"	P3
ŀ	Arciosiaphylos uva-ursi		ו GAL. ס ק כ או	5' v 5'	GV3 Sd2		Scabiosa species			24 X24" 12" ¥ 12"	г2 Р3
	'Alleman's Compact'	ALLEIVIAN S RED I WIG DUGWUUI	J 5 GAL.	. 5 X 5	Suz		Sedum 'Autumn lou'			12 A 12	г
r	Festuca glauca	BI UE FESCUE	1 GAI	18" x 18"	Tw1		Seaunn Aalannin Joy	AUTUNIN JUT SEDUN	I GAL.	2 NZ	
	Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	5 GAL.	18" x 5'	Sd0						
ł											
I	PERENNIAI S										
	PERENNIALS	COREOPSIS	1 GAU	6-12" X 6 1	2" P3						
- (PERENNIALS Coreopsis auriculata 'Nana' Hemerocallis 'Stella D' Oro'		1 GAL.	. 6-12" X 6-12	2" P3 P3						
- (PERENNIALS Coreopsis auriculata 'Nana' Hemerocallis 'Stella D' Oro' Salvia 'May Night'	COREOPSIS STELLA D' ORO DAYLILY May Night Sage	1 GAL. 1 GAL.	6-12" X 6-12 14"x18" 24"x24"	2" P3 P3 P2						
- (PERENNIALS Coreopsis auriculata 'Nana' Hemerocallis 'Stella D' Oro' Salvia 'May Night' Scabiosa species	COREOPSIS STELLA D' ORO DAYLILY May Night Sage PINCUSHION ELOWER	1 GAL. 1 GAL. 1 GAL. 1 GAL	6-12" X 6-12 14"x18" 24"x24" 12" X 12"	2" P3 P3 P2 P3						

LANDSCAPE PLANTING NOTES

VERIFY LOCATIONS OF PERTINENT SITE IMPROVEMENTS. IF ANY PART OF THE PLAN CANNOT BE FOLLOWED DUE TO SITE CONDITION, CONTACT LANDSCAPE ARCHITECT FOR INSTRUCTIONS PRIOR TO COMMENCING WORK.

EXACT LOCATIONS OF PLANT MATERIAL TO BE APPROVED BY THE LANDSCAPE ARCHITECT IN THE FIELD PRIOR TO INSTALLATION. LANDSCAPE ARCHITECT RESERVES THE RIGHT TO ADJUST PLANTS TO EXACT LOCATIONS IN FIELD.

VERIFY PLANT COUNTS: QUANTITIES ARE PROVIDED AS OWNER INFORMATION ONLY. IF QUANTITIES ON PLANT LIST DIFFER FROM GRAPHIC INDICATIONS, THEN GRAPHICS SHALL PREVAIL. NOTIFY LANDSCAPE ARCHITECT OF ANY DISCREPANCIES FOUND.

PERFORM EXCAVATION IN THE VICINITY OF UNDERGROUND UTILITIES WITH CARE AND IF NECESSARY, BY HAND. THE CONTRACTOR BEARS FULL RESPONSIBILITY FOR THIS WORK AND DISRUPTION OR DAMAGE TO UTILITIES SHALL BE REPAIRED IMMEDIATELY AT NO EXPENSE TO THE OWNER.

PROVIDE MATCHING FORMS AND SIZES FOR PLANT MATERIALS WITHIN EACH SPECIES AND SIZE AS DESIGNATED ON THE DRAWINGS.

ALIGN AND EQUALLY SPACE, IN ALL DIRECTIONS, ALL PLANT MATERIAL AS DESIGNATED PER THE DRAWINGS.

LANDSCAPE ARCHITECT WILL REVIEW PLANT MATERIALS BY PHOTOGRAPHS FURNISHED BY CONTRACTOR PRIOR TO DIGGING OR SHIPPING OF PLANT MATERIAL.

MULCH PRODUCTS: SHREDDED BARK MULCH PLACED AS TOP DRESSING MULCH TO A 3" DEPTH TO TYPICAL SHRUBS/ORNAMENTAL GRASS BEDS.

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

10. PLACEMENT OF SALVAGED BOULDERS TO BE COORDINATED WITH LANDSCAPE ARCHITECT.

2013.



OWNER VESTAR GATEWAY, LLC 2425 E CAMELBACK RD, SUITE 750

PHOENIX, AZ 85016

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

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

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

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





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SHEET TITLE

LANDSCAPE PLANTING SCHEDULE SHEET NO.

LP100



	PLANTING	LEGEND			MATURE	HYDR	D-	g legend			MATURE	HYDRO-	
	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SIZE (HxW)	ZONE	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SIZE (HxW)	ZONE	
		TREE PLANTINGS		0"		THO		STREET LEVEL PLANTINGS					
		Acer griseum	PAPER BARK MAPLE	3"	25° X 20°	103							
	+	Acer tataricum 'Hot Wings'	HOT WINGS MAPLE	3"	20' x 15'	Td3		ORNAMENTAL SHRUBS	KARL FOERSTER FEATHER	5 GAL	4'x3'	Tw1	
		Picea omorika	SERBIAN SPRUCE	10' B&B	18' x 12'	Te3			REED GRASS	0 0/12	1710		
		Pinus edulis	PINYON PINE	10' B&B	20' x 15'	Te1		Pennisetum alopec. 'Hameln' Pinus mugo 'Mops'	FOUNTAIN GRASS MOPS MUGO PINE	5 GAL. 5 GAL.	30"x30" 3'x3'	Tw2 Se2	
		Pyrus calleryana 'Capital'	CAPITAL FLOWERING PEAR	2"	30' x 15'	Td3		Rosa 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2	
			C					PERENNIALS		1 C AI	6 10" V 6 11	רם "נ	
		ROOF GARDEN PLANTING	IXES					Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL. 1 GAL.	6-12" X 6-12 30"x30"	P3	
		SEDUMS: • Bertram Anderson	PERENNIALS: • Barren Strawberry					Gaura 'Whirling Butterflies' Hemerocallis 'Stella D' Oro'	WHIRLING BUTTERFLIES GAURA STELLA D' ORO DAYLILY	1 GAL. 1 GAL.	30"x30" 14"x18"	P1 P3	
		Dragon's BloodEllacombianum	Campanula Blue ClipsDelosperma Hot Pink					Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2	
		 Green Spruce John Creech Red Carpet 	 Delosperma Fire Spinner Dianthus Deltoids Red Dianthus 'Firewitch' 					PERENNIALS					
		Reflexum Tricolor	Emerald Blue Creeping PhloxFestuca glauca-Elijah Blue Fescue				2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PERENNIAL PLANTINGS: PERE	ENNIAL PLANT BEDS				
								Agastache rupestris	LICORICE MINT	1 GAL.	30"x24"	P1	
		WEST SIDE FOUNDATION PLA	ANTINGS					Coreopsis auriculata 'Nana' Gaura lindheimeri 'Siskiyou Pink'	COREOPSIS SISKIYOU PINK GAURA	1 GAL. 1 GAL.	6-12" X 6-12 30"x30"	P3 P1	
		ORNAMENTAL SHRUBS						Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30" 14"x18"	P1	
		Arctostaphylos uva-ursi	BEARBERRY/ KINNIKINNICK	1 GAL.	8" x 4'	GV3		Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2	
		Cornus sericea 'Alleman's Compact'	ALLEMAN'S RED TWIG DOGWOOD	0 5 GAL.	5' x 5'	Sd2		Scabiosa species Sedum 'Autumn Joy'	PINCUSHION FLOWER AUTUMN JOY SEDUM	1 GAL. 1 GAL.	12" X 12" 2'x2'	P3 P1	
		Festuca glauca	BLUE FESCUE	1 GAL.	18" x 18" 18" x 5'	Tw1							
		Rhus aromatica Gro-Low	GRO-LOW SUMAC	5 GAL.	10 X 3	500		/ /		+	/		
		Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12	2" P3							
		Hemerocallis 'Stella D' Oro' Salvia 'May Night'	STELLA D' ORO DAYLILY	1 GAL.	14"x18" 24"x24"	P3 P2							
		Scabiosa species	PINCUSHION FLOWER	1 GAL.	24 x24 12" X 12"	P3				Ħ			
		Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1							
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OWNER VESTAR GATEWAY, LLC 2425 E CAMELBACK RD, SUITE 750 PHOENIX, AZ 85016

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

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

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

HOTEI

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



HKS PROJECT NUMBER 21578.999 DATE

08/06/2018 ISSUE CBSD/PD SUBMITTAL

SHEET TITLE LANDSCAPE

PLANTING PLAN

SHEET NO.





![](_page_87_Picture_2.jpeg)

![](_page_87_Picture_4.jpeg)

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

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

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

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

HOTE

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

Group PACIFIC Athens The 2 **OINIO** 

![](_page_87_Picture_11.jpeg)

REVISION

![](_page_87_Picture_13.jpeg)

HKS PROJECT NUMBER 21578.999

DATE 08/06/2018 ISSUE

CBSD/PD SUBMITTAL

SHEET TITLE TREE REMOVAL PLAN

SHEET NO.

40'

© 2018 HKS ARCHITECTS, INC.

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

![](_page_87_Picture_19.jpeg)

![](_page_88_Figure_0.jpeg)

![](_page_89_Figure_0.jpeg)

PLOT DATE:

![](_page_90_Figure_0.jpeg)

![](_page_90_Picture_3.jpeg)

![](_page_90_Picture_4.jpeg)

![](_page_90_Picture_10.jpeg)

© 2018 HKS ARCHITECTS, INC

![](_page_91_Figure_0.jpeg)

![](_page_91_Picture_1.jpeg)

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

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

GK 395 SF 39 KEYS ON LEVEL 2 THE DEPOT NOT °IN SCOPE°  $\bigcirc$ 7,596 SF

0

**01** <u>LEVEL 2</u> 1/16" = 1'-0"

0

0' 8' 16' 32'

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OWNER VESTAR GATEWAY, LLC

2425 E CAMELBACK RD, SUITE 750 PHOENIX, AZ 85016

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

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

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

LANDSCAPE ARCHITECT MGB+A THE GRASSLI GROUP 145 WEST 200 SOUTH

SALT LAKE CITY, UTAH 84101

![](_page_91_Figure_16.jpeg)

![](_page_92_Figure_0.jpeg)

![](_page_92_Picture_1.jpeg)

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

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#### VESTAR GATEWAY, LLC

OWNER

2425 E CAMELBACK RD, SUITE 750 PHOENIX, AZ 85016

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

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

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

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

Ш 0 dno. 0 5 CIT Athens The Ζ MICHAEL V VELA 5369294-0301 REVISION NO. DESCRIPTION DATE HKS PROJECT NUMBER 21578.000 DATE 08/06/2018 ISSUE CBSD/PD SUBMITTAL SHEET TITLE LEVEL 3 SHEET NO. A2.03

![](_page_93_Figure_0.jpeg)

![](_page_93_Picture_3.jpeg)

OWNER

VESTAR GATEWAY, LLC

PHOENIX, AZ 85016

DEVELOPER

PHOENIX, AZ 85016

ARCHITECT HKS ARCHITECTS, INC.

2425 E CAMELBACK RD, SUITE 750

ATHENS HOTEL DEVELOPMENT, LLC 2200 E CAMELBACK RD # 220

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

LANDSCAPE ARCHITECT

MGB+A THE GRASSLI GROUP

SALT LAKE CITY, UTAH 84101

145 WEST 200 SOUTH

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C L L

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

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

![](_page_93_Picture_6.jpeg)

![](_page_93_Picture_7.jpeg)

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dno. 5 Athens The

ONIO / MICHAEL W VÉLA 5369294-0301 REVISION NO. DESCRIPTION DATE

HKS PROJECT NUMBER 21578.000

DATE 08/06/2018 ISSUE CBSD/PD SUBMITTAL SHEET TITLE LEVEL 4

SHEET NO.

![](_page_93_Picture_14.jpeg)

![](_page_94_Figure_0.jpeg)

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

FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX

HKS

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

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

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

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

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

![](_page_94_Figure_10.jpeg)

![](_page_94_Picture_11.jpeg)

© 2018 HKS ARCHITECTS, INC

![](_page_95_Figure_0.jpeg)

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

FINAL GUESTROOM COUNT IS CONTINGENT ON FINAL GUESTROOM SIZE/MIX

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

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

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

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

![](_page_95_Figure_11.jpeg)

![](_page_96_Picture_0.jpeg)

![](_page_96_Figure_1.jpeg)

**WOOD SOFFIT:** CEDAR PLANK OCCURS IN ARCADE AREA

- CURTAIN WALL SYSTEM: **BRONZE FINISH** GLAZING AT GROUND LEVEL

BRICK VENEER: FBX BRICK COLOR CASTLE GRAY

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

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

COLOR BRONZE

- STONE VENEER: NATURAL LIMESTONE COLOR TO MATCH BRICK ABOVE

![](_page_96_Picture_13.jpeg)

- CURTAIN WALL: **BRONZE FINISH** 

BRICK VENEER: FBX BRICK

COLOR CASTLE GRAY - WINDOW WALL SYSTEM:

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

5'Wx7'H **BRONZE FINISH** WINDOWS AT LEVELS 2-7

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

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

![](_page_96_Picture_21.jpeg)

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A5.01

![](_page_96_Picture_23.jpeg)

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

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

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

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

![](_page_96_Figure_29.jpeg)

![](_page_97_Picture_0.jpeg)

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

#### METAL PLATE WALL PANELS:

BOD: POHL METAL PANEL OR SIM COLOR BRONZE

WINDOW WALL SYSTEM: -5'Wx10'H BRONZE FINISH

WINDOW AT LEVEL 8 ONLY

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

BRICK VENEER: _____ FBX BRICK COLOR CASTLE GRAY

STONE VENEER: NATURAL LIMESTONE COLOR TO MATCH BRICK ABOVE

EXISTING UNION PACIFIC BUILDING

![](_page_97_Picture_11.jpeg)

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

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

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

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

- BRICK VENEER: FBX BRICK COLOR CASTLE GRAY

- BRIDGE CONNECTION: CONCRETE FLOOR BRONZE RAIL

- **STONE VENEER:** NATURAL LIMESTONE COLOR TO MATCH BRICK ABOVE

- EXISTING UNION PACIFIC BUILDING

![](_page_97_Picture_20.jpeg)

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

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

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

CIVIL ENGINEER;HITECT GREAT BASIN ENGINEERING³ 5746 SOUTH 1475 EAST OGDEN, UTAH 84403;H 84101

![](_page_97_Picture_26.jpeg)

#### **BRONZE COPING:** BOD: POHL METAL PANEL OR SIM

COLOR BRONZE		
BRICK VENEER:		
FBX BRICK; SOLDIER COURSE		
2 RELIEF		
BRICK VENEER:		
FBX BRICK; ROUGH TEXTURE		
COLOR CASILE GRAY —		
COLOR CASTLE GRAY —		
BRICK VENEER:		
FBX BRICK; ROUGH TEXTURE		
WINDOW WALL SYSTEM:		
BRONZE FINISH	$ \begin{array}{c} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n$	
BRICK VENEER:		
FBX BRICK		
COLOR CASTLE GRAY —		
EXIT WALKWAYS FROM		
BRONZE RAILING		
BRICK VENEER:		
COLOR CASTLE GRAY		
	$ \begin{array}{c} \left  \begin{array}{c} \left  $	$ \begin{array}{c} \sum_{i=1}^{n} \sum_{j=1}^{n} \frac{1}{2} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{j=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_{i=1}^{n} \sum_$
BRICK VENEER:		
FBX BRICK		
EATT WALKWATS FROM		
PACIFIC BUILDING:		
BRONZE RAILING		

![](_page_98_Figure_4.jpeg)

![](_page_98_Figure_5.jpeg)

![](_page_98_Figure_6.jpeg)

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

![](_page_98_Picture_8.jpeg)

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

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

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

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

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

![](_page_98_Picture_14.jpeg)

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

TYPICAL ELEVATIONS SHEET NO. A5.20

![](_page_98_Picture_17.jpeg)

- METAL PLATE WALL PANELS: BOD: POHL METAL PANEL OR SIM

COLOR BRONZE OCCURS AT SOFFIT AND SILL

- WINDOW WALL SYSTEM: 5'Wx7'-6"H **BRONZE FINISH** 

WINDOWS AT LEVELS 2-7

BRICK VENEER: FBX BRICK COLOR CASTLE GRAY

02 ENLARGED ELEVATION - TYPICAL WEST GUESTROOM  $\frac{1}{4'' = 1'-0''}$ 

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

BRICK VENEER: FBX BRICK; SOLDIER COURSE COLOR CASTLE GRAY - WINDOW WALL SYSTEM: 5'Wx7'-6"H **BRONZE FINISH** WINDOWS AT LEVELS 2-7 - BRICK VENEER: FBX BRICK; ROUGH TEXTURE COLOR CASTLE GRAY - BRICK VENEER: FBX BRICK COLOR CASTLE GRAY

© 2018 HKS ARCHITECTS, INC

![](_page_99_Figure_0.jpeg)

![](_page_100_Figure_0.jpeg)

![](_page_100_Figure_3.jpeg)

# **HKS**

#### OWNER

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

#### DEVELOPER

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

#### ARCHITECT

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

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

#### LANDSCAPE ARCHITECT MGB+A THE GRASSLI GROUP 145 WEST 200 SOUTH

SALT LAKE CITY, UTAH 84101

HOTE dno. 0 5 CIF Athens The ONIO MICHAEL W VELA \$369294-0301 REVISION NO. DESCRIPTION DATE HKS PROJECT NUMBER 21578.000 DATE 08/06/2018 ISSUE CBSD/PD SUBMITTAL SHEET TITLE WALL SECTIONS

A6.20

SHEET NO.

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![](_page_101_Figure_0.jpeg)

![](_page_101_Figure_3.jpeg)

![](_page_101_Figure_4.jpeg)

HKS

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

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

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

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

![](_page_101_Figure_11.jpeg)

![](_page_102_Picture_1.jpeg)

BRICK VENEER -----

BRICK SOFFIT —

BRONZE METAL PANEL REVEAL --

STONE VENEER WALL

![](_page_102_Picture_6.jpeg)

![](_page_102_Picture_7.jpeg)

![](_page_103_Picture_0.jpeg)

![](_page_103_Picture_1.jpeg)

)T DATE:

![](_page_103_Picture_3.jpeg)

![](_page_103_Picture_4.jpeg)

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

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

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

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

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

![](_page_103_Picture_10.jpeg)

**A7.00** 

SHEET NO.

#### **ATTACHMENT C:**

# PLANNED DEVELOPMENT/CONDITIONAL BUILDING AND SITE DESIGN REVIEW STANDARDS

#### **21A.55.050: STANDARDS FOR PLANNED DEVELOPMENTS:**

The Planning Commission may approve, approve with conditions, or deny a planned development based upon written findings of fact according to each of the following standards. It is the responsibility of the applicant to provide written and graphic evidence demonstrating compliance with the following standards:

A. Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (section <u>21A.55.010</u> of this chapter) and will achieve at least one of the objectives stated in said section. To determine if a planned development objective has been achieved, the applicant shall demonstrate that at least one of the strategies associated with the objective are included in the proposed planned development. The applicant shall also demonstrate why modifications to the zoning regulations are necessary to meet the purpose statement for a planned development. The Planning Commission should consider the relationship between the proposed modifications to the zoning regulations and the purpose of a planned development, and determine if the project will result in a more enhanced product than would be achievable through strict application of the land use regulations.

B. Master Plan Compatibility: The proposed planned development is generally consistent with adopted policies set forth in the Citywide, community, and/or small area Master Plan that is applicable to the site where the planned development will be located.

C. Design And Compatibility: The proposed planned development is compatible with the area the planned development will be located and is designed to achieve a more enhanced product than would be achievable through strict application of land use regulations. In determining design and compatibility, the Planning Commission should consider:

1. Whether the scale, mass, and intensity of the proposed planned development is compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

2. Whether the building orientation and building materials in the proposed planned development are compatible with the neighborhood where the planned development will be located and/or the policies stated in an applicable Master Plan related to building and site design;

3. Whether building setbacks along the perimeter of the development:

a. Maintain the visual character of the neighborhood or the character described in the applicable Master Plan.

b. Provide sufficient space for private amenities.

c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.

d. Provide adequate sight lines to streets, driveways and sidewalks.

e. Provide sufficient space for maintenance.

- 4. Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;
- 5. Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;
- 6. Whether dumpsters, loading docks and/or service areas are appropriately screened; and
- 7. Whether parking areas are appropriately buffered from adjacent uses.
- D. Landscaping: The proposed planned development preserves, maintains or provides native landscaping where appropriate. In determining the landscaping for the proposed planned development, the Planning Commission should consider:
- 1. Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;
- 2. Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;
- 3. Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and
- 4. Whether proposed landscaping is appropriate for the scale of the development.
- E. Mobility: The proposed planned development supports Citywide transportation goals and promotes safe and efficient circulation within the site and surrounding neighborhood. In determining mobility, the Planning Commission should consider:
- 1. Whether drive access to local streets will negatively impact the safety, purpose and character of the street;
- 2. Whether the site design considers safe circulation for a range of transportation options including:
- a. Safe and accommodating pedestrian environment and pedestrian oriented design;
- b. Bicycle facilities and connections where appropriate, and orientation to transit where available; and
- c. Minimizing conflicts between different transportation modes;
- 3. Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;
- 4. Whether the proposed design provides adequate emergency vehicle access; and
- 5. Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.
- F. Existing Site Features: The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.

G. Utilities: Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area. (Ord. 8-18, 2018)

#### **21A.59.060: STANDARDS FOR DESIGN REVIEW:**

- In addition to standards provided in other sections of this title for specific types of approval, the following standards shall be applied to all applications for design review:
  - A. Development shall be primarily oriented to the street, not an interior courtyard or parking lot.
  - B. Primary access shall be oriented to the pedestrian and mass transit
  - C. Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction
  - D. Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.
  - E. Parking lots shall be appropriately screened and landscaped to minimize their impact on adjacent neighborhoods. Parking lot lighting shall be shielded to eliminate excessive glare or light into adjacent neighborhoods.
  - F. Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.
  - G. Dumpsters and loading docks shall be appropriately screened or located within the structure.
  - H. Signage shall emphasize the pedestrian/mass transit orientation.
  - I. Lighting shall meet the lighting levels and design requirements set forth in <u>chapter 4</u> of the Salt Lake City lighting master plan dated May 2006.
  - J. Streetscape improvements shall be provided as follows:

1. One street tree chosen from the street tree list consistent with the city's urban forestry guidelines and with the approval of the city's urban forester shall be placed for each thirty feet (30') of property frontage on a street. Existing street trees removed as the result of a development project shall be replaced by the developer with trees approved by the city's urban forester.

2. Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years.

- 3. Hardscape (paving material) shall be utilized to designate public spaces. Permitted materials include unit masonry, scored and colored concrete, grasscrete, or combinations of the above.
- 4. Outdoor storage areas shall be screened from view from adjacent public rights of way. Loading facilities shall be screened and buffered when adjacent to residentially zoned land any public street.
- 5. Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.

- K. The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:
- 1. The orientation and scale of the development shall conform to the following requirements:

a. Large building masses shall be divided into heights and sizes that relate to human scale by incorporating changes in building mass or direction, sheltering roofs, a distinct pattern of divisions on surfaces, windows, trees, and small scale lighting.

b. No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').

2. Public spaces shall be provided as follows:

a. One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.

b. Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:

(1) Sitting space of at least one sitting space for each two hundred fifty (250) square feet shall be included in the plaza. Seating shall be a minimum of sixteen inches (16") in height and thirty inches (30") in width. Ledge benches shall have a minimum depth of thirty inches (30");

(2) A mixture of areas that provide shade;

(3) Trees in proportion to the space at a minimum of one tree per eight hundred (800) square feet, at least two inch (2") caliper when planted;

- (4) Water features or public art; and/or
- (5) Outdoor eating areas.

L. Any new development shall comply with the intent of the purpose statement of the zoning district and specific design regulations found within the zoning district in which the project is located as well as adopted master plan policies, the city's adopted "urban design element" and design guidelines governing the specific area of the proposed development. Where there is a conflict between the standards found in this section and other adopted plans and regulations, the more restrictive regulations shall control. (Ord. 15-13, 2013)

#### **21A.59.065: STANDARDS FOR DESIGN REVIEW FOR HEIGHT:**

In addition to standards provided in section <u>21A.59.060</u> of this chapter, the following standards shall be applied to all applications for conditional building and design review regarding height:

- A. The roofline contains architectural features that give it a distinctive form or skyline, or the rooftop is designed for purposes such as rooftop gardens, common space for building occupants or the public, viewing platforms, shading or daylighting structures, renewable energy systems, heliports, and other similar uses, and provided that such uses are not otherwise prohibited.
- B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.
- C. Lighting highlights the architectural detailing of the entire building but shall not exceed the maximum lighting standards as further described elsewhere in this title. (Ord. 15-13, 2013)
#### **ATTACHMENT D: CITY REVIEW COMMENTS**

#### Building Code (Larry Lincoln) -

1. The architectural site plan appears to indicate that the building encroaches the property lines on the Northwest, West & Southwest. See sheet A1.00. This also may affect the unprotected openings in accordance with IBC 705.8.

2. The code analysis on sheet A0.01 indicates that the occupancy is R-2. Would the dwelling units contain cooking facilities? This question is being asked because R-2 hotels are non-transient as per IBC 310.4.

3. It is not clear as to how and where the firewalls (fire separations) between the new and the old building occur and what those fire ratings actually are.

#### Engineering (Scott Weiler) -

The resolution on the plans is not good enough to understand what impact this will have in the public way of 400 West.

Prior to performing work in the public way, a Permit to Work in the Public Way must be obtained from SLC Engineering by a licensed contractor who has a bond and insurance on file with SLC Engineering.

#### Fire (Ted Itchon) -

We have the following questions regarding the drawings for a meeting with the Fire Prevention Bureau.

• Where is the aerial apparatus access located at the east side of the existing building it does not show on drawings.

• The fire command center is not located on drawing A2.01.

- Horizontal exit wall is not provided in the high-rise building on drawing A2.02, through A2.08.
- Exiting for the board room and Specialty Bar shall have exiting to the north to the exit stair by

a corridor see drawing A2.02.

• We question the length of a corridor which serves 1-BR Suite on drawing A2.04.

#### Public Utilities (Jason Draper) –

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

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

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

Utilities cannot cross property lines without appropriate easements and agreements.

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

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

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

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

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

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

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

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

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

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

#### Transportation (Michael Barry) -

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

#### Zoning (Alan Michelsen) –

• Any public way encroachments will need to be discussed with the SLC Real Property Div. in Room #425 at 451 S. State St. 801-535-7133.

• See 21A.31, 32 for design standards and general and specific regulations of the GMU zoning district.

• See 21A.34 for Landmark Site and Groundwater Source Protection Overlay district regulations.

• See 21A.36.010 for Use Of Land And Buildings.

• See 21A.44 for off-site parking, parking calculations that address the minimum parking required, number provided, bicycle parking required/provided outside of the building and within 50' of the principle entry, off-street loading required/provided and any method of reducing or increasing the parking requirement.

• See 21A.48 for landscaping for the project.

**Redevelopment Agency (Susan Lundmark)** – Easements can be reviewed by City Attorney.

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

**Union Pacific Hotel** GE DEPOYAN Name: Rio GRANDE Address: Zip Code 861456 057 E-mail Tresorie **Phone:** lers dest As one tenants P In **Comments:** Ng avoi 200 C atla idea hoz.) 19 Dming, CHV nD res. atter tion Soo the DIL day Dar Grow oming tran nard no 19 notice Tourism, restaurants, etc.. Pence in DOOL ation ition to he mline his nersonal monumentu trul downtown will fait THANK DЦ

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

Caitlin Arnett Name: 573 E. E.Im Ave. Address: SLC, UT 84106 Zip Code SOI-671-3442 E-mail arnett caitlin@gnail.com **Phone:** Such a creative & effective use of **Comments:** Space. SLC needs so much more hotel Space & this is the perfect place geographically the middle of all the action. Looking torward to having additional bar vestaurant options glong w Droposed indoor Jourdoor Space

# September 19th, 2018



Planning Division Department of Community and Neighborhoods

Union Pa	ncific Hotel
Name:	Judi Short
Address:	862 Harrisom Ave
Dhono.	Zip Code 84105
I none.	E-man <u>Yude Short(Poppal</u> , con
Comments:	Rochsgood. I wish that more of the UP Bdg
woned by	visible from the west, wish there was a
nou tu	ditional feel to the design of the building.
	0 0 /

## September 19th, 2018



Planning Division Department of Community and Neighborhoods

**Union Pacific Hotel** Maggie Gezon Me PARC & Gateway Name: condomin Address: illmy _Zip Code_________ **Phone:** E-mail I am very excited about **Comments:** Nev, taliza apparent Caliber of the have been Moncein ( having η m'c. Train KOU n m( VNI man , a Un 6 as

# September 19th, 2018



Planning Division Department of Community and Neighborhoods

Name:	Ryan Burningham
Address:	136 S Rio Grande St, Sult Lake City, Ly
	84101
	Zip Code
Phone:	801-669-4277 E-mail Ryon Qvirdualities co
Comments:	as a stardup CEO with a
/	ocal Store front at the Gadenay
Is	upport the Union Pacific Hodel Project.
	The railroad stadion is a beautiful
buil	ding and at times has been neglected.
I	can see the hotel being a fantustic
c,da	ition to the nest part of donntonn
	<i>v</i>

# September 19th, 2018



Planning Division Department of Community and Neighborhoods

Union Pacific Hotel		
Name:	Evan Holfeltz	
Address:	57555. Crest Flaver Way, Kearns, UT	
	Zip Code 84118	
Phone:	601-671-8287 E-mail evalut Bymuil.com	
<b>Comments:</b>	It definition will bring new life into the Governage	
I would	miss seeing the old train station from the Solash Dad bernise	
that's how	I grew up. I'm excited to see it especially because	
it's going	to leave the station intact.	

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

Instin Name: Salt Lake Address: Zip Code <u><u>34129</u></u> **Phone:** E-mail allon extra height **Comments:** 

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

Susan Terry John Shannon Pare C Gateway Condos Name: 5 5. 500 W. #502 Address: SLC, UT 84101 · Zip Code 801-556-6923 E-mail Susanterry @msn.com **Phone:** Comments: <u>I approve of the design and appreciate</u> the attention to spaces that will add value to Gateway as a whole. The addition of many services that can be shared y residents of Cateway (Restaurants, bu phop, conference horns ) is an excellent idea. The design of the building that preserves the integrity of the station is ideal,

## September 19th, 2018



Planning Division Department of Community and Neighborhoods

Name:	SHAWN HANCOCK
Address:	5966 DEPRANESCIP, SLC, UT 84121
	Zip CodeZip_Code
Phone:	E-mail Show [32 @ hotmail.com
Comments:	1 FOUE THE DER OF RE-ENERGIZING THIS
ADEA -	EVERY TIME I WALK THE OUGH THE SPACE
of The	TRAIN STATION IT FEELS LIKE A SHAWE THAT
H DODS	N'T GET UTIMZED. A-HOTEL & CONV. CENTER
CREATIN	OG A PORTAL TO A PEQUINARDO CATEWAY
MAY BEF	+ PETERECT WAY TO BEING ACTIVITY TO THE STATION .
1 Fout	THE HOTEL CONCEPT - FEELS VERY OPEN,
NICE CON	NECTION FROM LOO WEST TO PLACE IN GATEWAY.

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

#### **Union Pacific Hotel**

Name:	Kaubaja Tarr	
Address:	1747 E 2300 W	
	SLC UT 84108	
	Zip Code	
Phone:	<u>80/6960146</u> E-mail	· · · · · · · · · · · · · · · · · · ·

**Comments:** 

architects on the project dia such a good this will building books grea 206 renderings activate the area 10definitely Yes your an invitino its 9 a Star 9 ()the nion Paci hic an

#### September 19th, 2018



Planning Division Department of Community and Neighborhoods

**Union Pacific Hotel** PORER PHILLIPS Name: 100 E. 1000 N. Address: CENTEMILLE, UT Zip Code Zip Code 84014 801. 834- 462 - Mail **Phone:** 6REAT MOSERN SESION 6REAT NEW OPPONDUNITY CEREBRATE THIS **Comments:** STORIC UNION DACH-

# September 19th, 2018



Planning Division Department of Community and Neighborhoods

Union Pa	ncific Hotel
Name:	Cortney Roundy
Address:	1260 Wordland Ln
	Bountiful Zip Code 84070
Phone:	881 884 7842 E-mail
Comments:	
Ĩ	love the plan for this
- Aen	Hotel! It will be
a	very exciting place to stay and
phon	rede a wonderful connection
to	the history and heart of
Sal	+ 1 alone.