



# Staff Report

PLANNING DIVISION  
COMMUNITY & NEIGHBORHOODS

**To:** Salt Lake City Planning Commission

**From:** Lauren Parisi, Principal Planner

**Date:** November 14, 2018

**Re:** Union Pacific Hotel – PLNPCM2018-00617 & PLNSUB2018-00618

---

## Planned Development & Conditional Building and Site Design Review

**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 zoned G-MU: Gateway Mixed-Use. 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, repurposing the ticketing office, and addition of other hotel amenities inside the building. The proposed development was also reviewed and approved with conditions by the Historic Landmark Commission for new construction of the hotel building, a major addition to Salt Lake Union Pacific Railroad Station, and demolition of non-contributing structures (PLNHLC2018-00616).

- *Planned Development* - All new construction in the Gateway-Mixed Use zoning district must be reviewed as a planned development. The planned development will also accommodate the general sign plan as proposed, specifically two (2) monument signs in front of the Union Pacific Railroad Station where Salt Lake City's sign code only allows one (1) monument sign per street frontage.
- *Conditional Building and Site Design Review* - New buildings are allowed up to 75 feet tall by right 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 Station.

**RECOMMENDATION:** Based on the analysis and findings listed in the staff report, Staff recommends that the Planning Commission approve the proposal subject to the following condition:

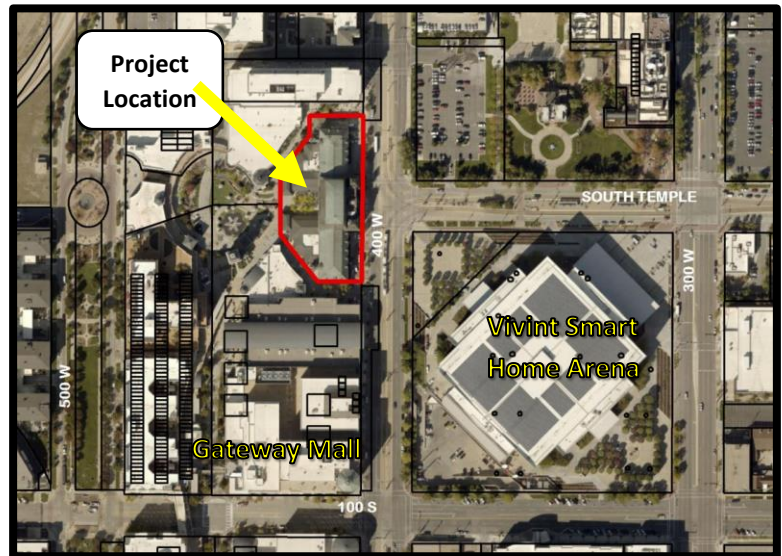
1. Final approval of the details for signage, street lighting, and landscaping to be delegated to staff to ensure compliance with the *Salt Lake City Lighting Master Plan* and the standards for Conditional Building and Site Design and Planned Developments.

### ATTACHMENTS:

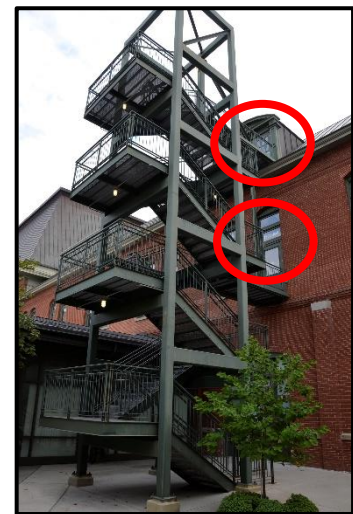
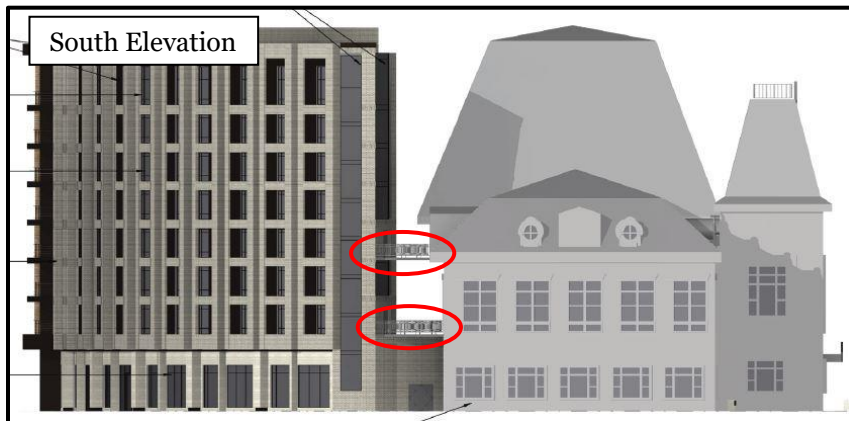
- [A. Photos of the Vicinity](#)
- [B. Application Materials](#)
- [C. G-MU Zoning Standards](#)
- [D. Analysis of Standards – Conditional Building and Site Design](#)
- [E. Analysis of Standards – Planned Development](#)
- [F. Public Process and Comments](#)
- [G. Department Review Comments](#)

**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.

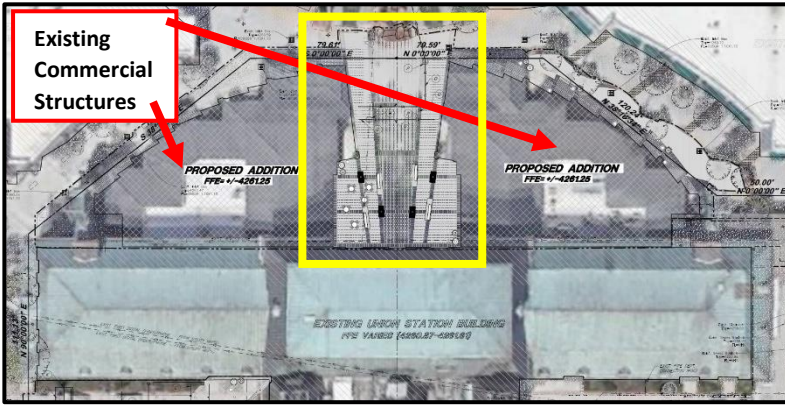


The hotel building will be located on the same property as the train station and arc around its back, or west façade, taking on somewhat of a crescent-shape. Though two distinct buildings, the hotel and the station will be connected at the ground level by two smaller retail spaces on either side of the 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 2<sup>nd</sup> and 4<sup>th</sup> 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 Grand Train Hall of the 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 as well as the interior of the Grand Train Hall remains public. There is also a “Plaza Pedestrian And Public Use Easement And Programming Agreement” recorded by the RDA over the walkways outside of the perimeter of the subject property and over the Olympic Legacy Plaza to ensure that these areas remain open. While it is not anticipated that modifications will need to be made to these easements to accommodate the new hotel building, any changes would need to be reviewed and approved by the RDA and/or City Attorney’s office as a part of the building permit process.



**Project Location**

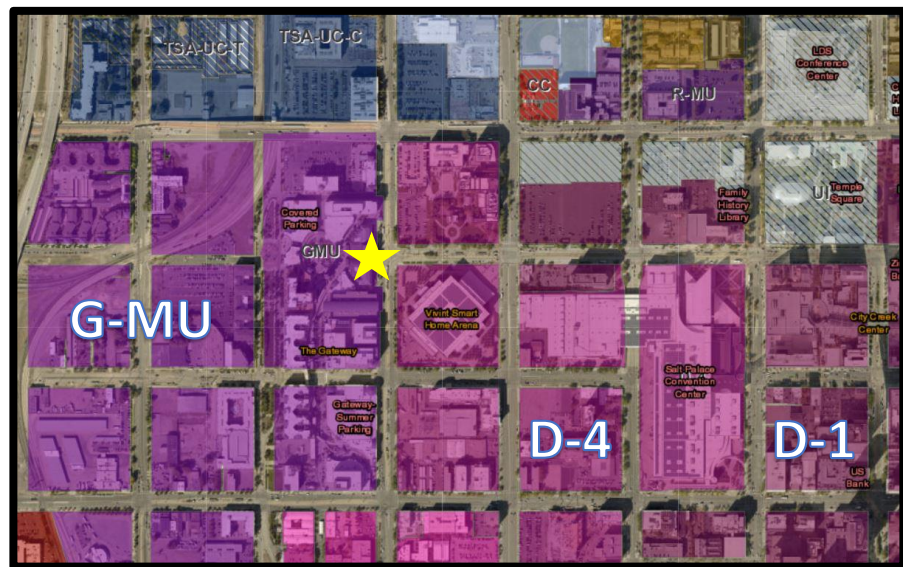
The subject property is located in the Gateway-Mixed Use (G-MU) zoning district. The City’s Gateway districts are:

*“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 400 West to the east is zoned D-4: Downtown Secondary Central Business District. This property across the street is 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 to Central Station and north to North Temple and the Airport. 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.



## **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 Planned Development. This process is intended to allow for the efficient use of land while encouraging innovative, compatible new development. Additionally, planned development approval will accommodate the general sign plan (pg. 29 of the applicant's narrative), specifically two (2) monuments signs in front of the Union Pacific Railroad Station where Salt Lake City's sign code only allows one (1) monument sign per street frontage.

- Second, new buildings are allowed up to 75 feet tall in the Gateway-Mixed Use zoning district. The Conditional Building and Site Design review process allows for some additional building height to be granted for new buildings – up to 120 feet maximum – in exchange for more pedestrian-oriented development. The proposed height of the hotel is 99 feet 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.

- Third, this project was also reviewed by Salt Lake City's Historic Landmark Commission for new construction of the hotel building, a major addition to Salt Lake Union Pacific Railroad Station, and demolition of non-contributing structures at their November 1<sup>st</sup> meeting because this is a local landmark site. At the meeting, the Commission and applicants discussed that though the details of the Grand Hall restoration have yet to be finalized, their intent is to restore it back to what it originally was and add furnishings as part of the hotel lobby. They discussed parking, which will be located in existing underground garages, and that the front drop off area on the southeast side of the building will be slightly modified to better accommodate vehicles. Members of the public brought up that there are public space easements recorded on the property and that the hotel lobby, though it will remain public, might not feel welcoming for everybody. Therefore, the public requested that signage be installed to indicate that the Grand Train Hall/hotel lobby is open to the public. And finally, with this idea of public space in mind, the Commissioners asked if the west entrance to the open courtyard could somehow be enlarged to better draw people into the Depot.

The Commission approved the project with the conditions that final details of the Union Pacific Station, new hotel building, and associated landscaping in addition to the review of the public easements on the property be designated to staff. They also conditioned that the applicant return to the HLC for final review of: the west entry of the hotel building, the front canopy design on the Union Pacific Station, the interior restoration of the Great Hall, and the exterior signage (in relation to acknowledging the public space).

A recording of the November 1<sup>st</sup> public hearing in its entirety can be found here:

<https://www.youtube.com/watch?v=Y4zmlwOlwXY>

## Work Session with the Planning Commission

A work session was held with the Planning Commission on October 10, 2018 to address any initial feedback/concerns that the members may have had regarding the proposal. Questions were posed regarding the existing walkways around the hotel, which will remain open as they are today. It was also asked if other modifications were being requested through the planned development process and, at the time there were not, but one additional monument sign is not being requested through planned development approval. Some Commissioners stated that they felt the height was in line with the existing development and others questioned blocking the view of the train station from the west. They asked if there was ever a plan that allowed the train station to remain visible from the west, to which the applicants explained that studies were done involving the construction of two separate towers on the north and south sides of the lot, but hotel circulation problems and the necessary tower height limited the project's overall feasibility.

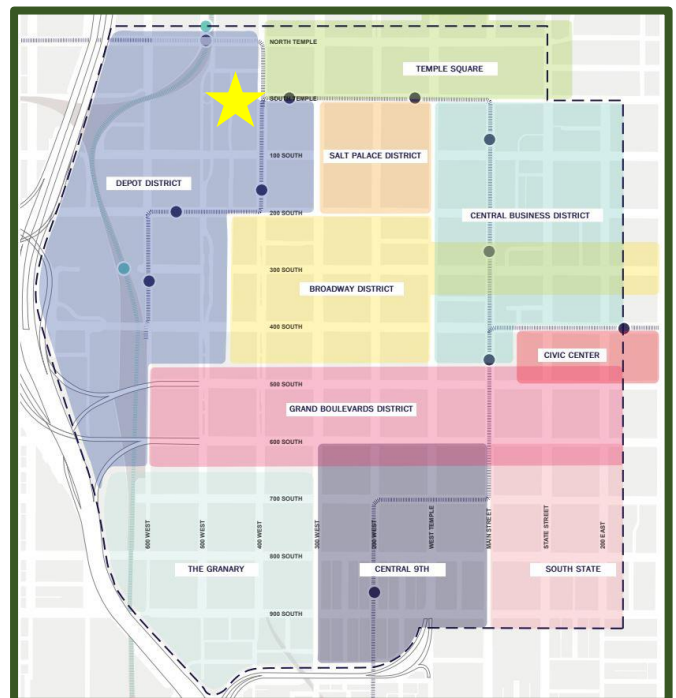
A recording of the October 10<sup>th</sup> work session in its entirety can be found here:

<https://www.youtube.com/watch?v=kqjSCNZDjik>

## City Master Plans

The subject property is located in the Depot District of the overarching Downtown. 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 unique destination for visitors" (pg. 45), but at the same time, "Encourage a downtown that caters to visitors, residents and workers alike" (pg. 68)***
- ***"Create an urban pedestrian experience that is dynamic and stimulating" (pg. 65)***
- ***"Promote a diverse cache of preserved historic and character-contributing buildings 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, retail 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 mixed-use 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 stress the importance of transit/pedestrian oriented development with well-kept public space.

### **KEY CONSIDERATIONS:**

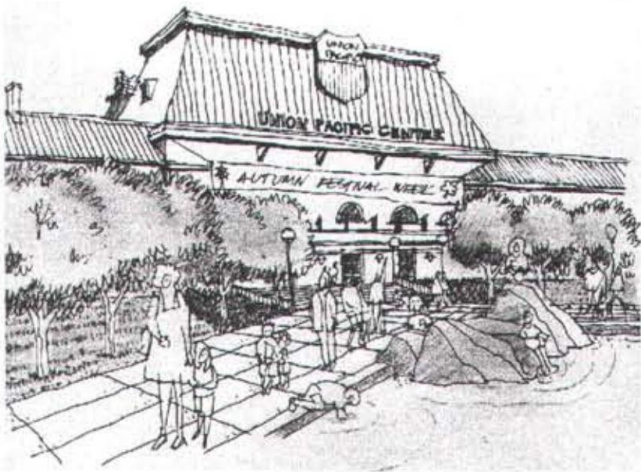
The key considerations listed below that the Planning Commission may wish to discuss have been identified through the analysis of the project, neighbor and community input and department review comments.

1. Additional Height Request
2. Preservation of Public Space and Pedestrian-Oriented Design

### **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.*

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).



*Front of proposed hotel building looking on from the west*

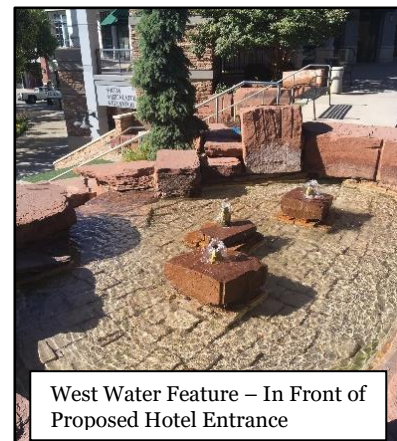
With the construction of the new hotel, the back of the Union Pacific Train Station will no longer be seen from the Olympic Legacy Plaza or North Temple viaduct entrance into the city. This point, that the train station will no longer be seen from the west, was voiced as a concern by members of the Planning Commission at the initial project briefing. The *Downtown Plan (2016)* and the *Urban Design Element (1990)* speak to preserving the view of the front of the Union Pacific Depot from South Temple in particular (pg. 19). 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.

With this in mind, the east façade of the new hotel building that somewhat “frames” the train station was designed to be much less ornate than its west façade in order to showcase the front of the treasured Depot. The applicants explain that they chose to play with brick patterns and textures as opposed to making grandiose architectural gestures on this east façade so not to overshadow the station. They also chose a lighter brick color that matches the foundation of the station for this reason. Looking straight at the site from South Temple, two levels of the hotel building can be seen above the north and south wings of the train station that respect this historic building in terms of massing and scale.

## **2. Preservation of Public Space and Pedestrian-Oriented Design**

As the *Downtown 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, an interpretation of “City Creek” in the form of water features around the train station was constructed – the idea being one could follow the water’s path from City Creek Canyon west beside an open water source. The applicants have indicated that the water feature on the north side of the

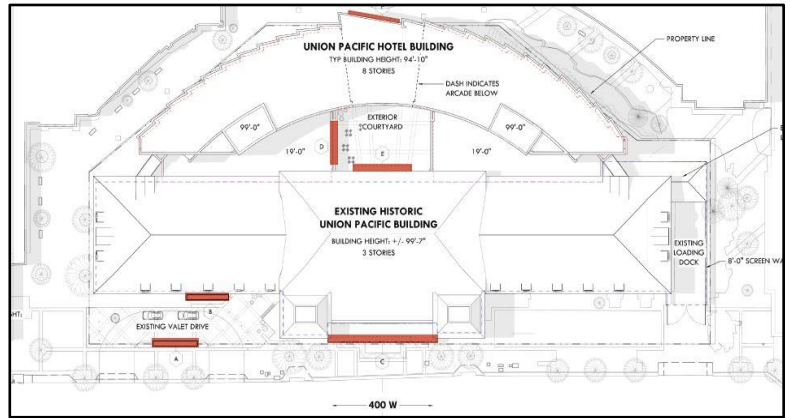


West Water Feature – In Front of Proposed Hotel Entrance

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 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 be operating sliding doors to enable spill out and activate the public/semi-public space 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). As the applicant's general plans indicate there will be two monument signs per the 400 West street frontage, a modification is being requested through the planned development to accommodate more than one monument sign that the sign code allows. Final review of signage and lighting detail will be delegated to staff for review as a condition of this approval.



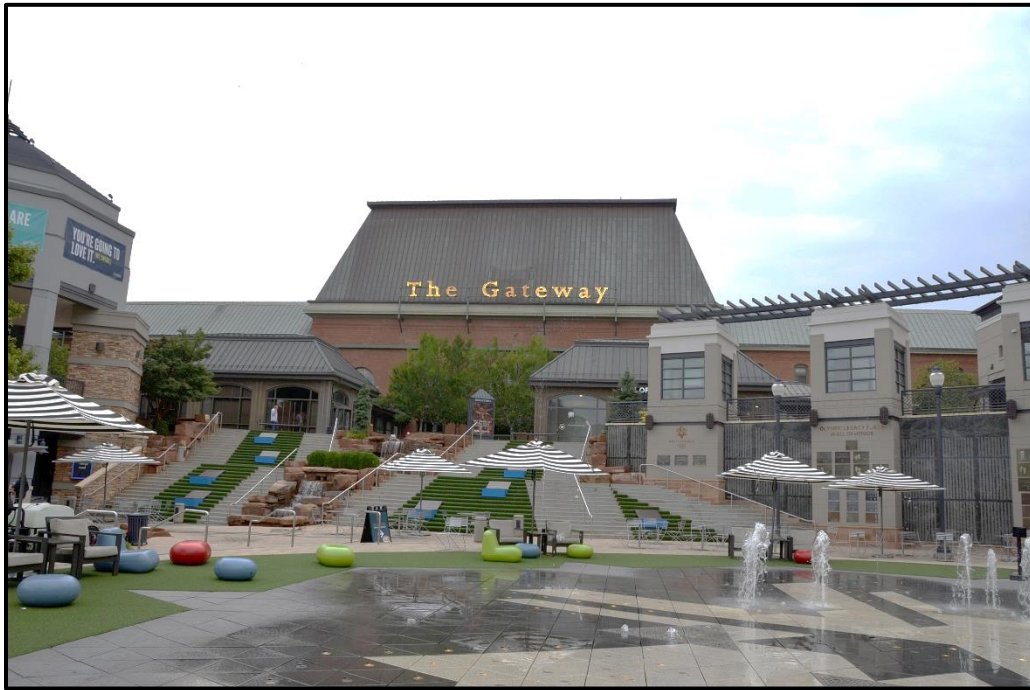
**Proposed Signage Locations**

**NEXT STEPS:**

If approved, the applicant may proceed with the project and will be required to obtain all necessary building permits. The applicants will also have to return to the Historic Landmark Commission for review of some final design details as indicated above. If denied, the applicant will not be able to develop the proposed hotel on the subject property.



## **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)*



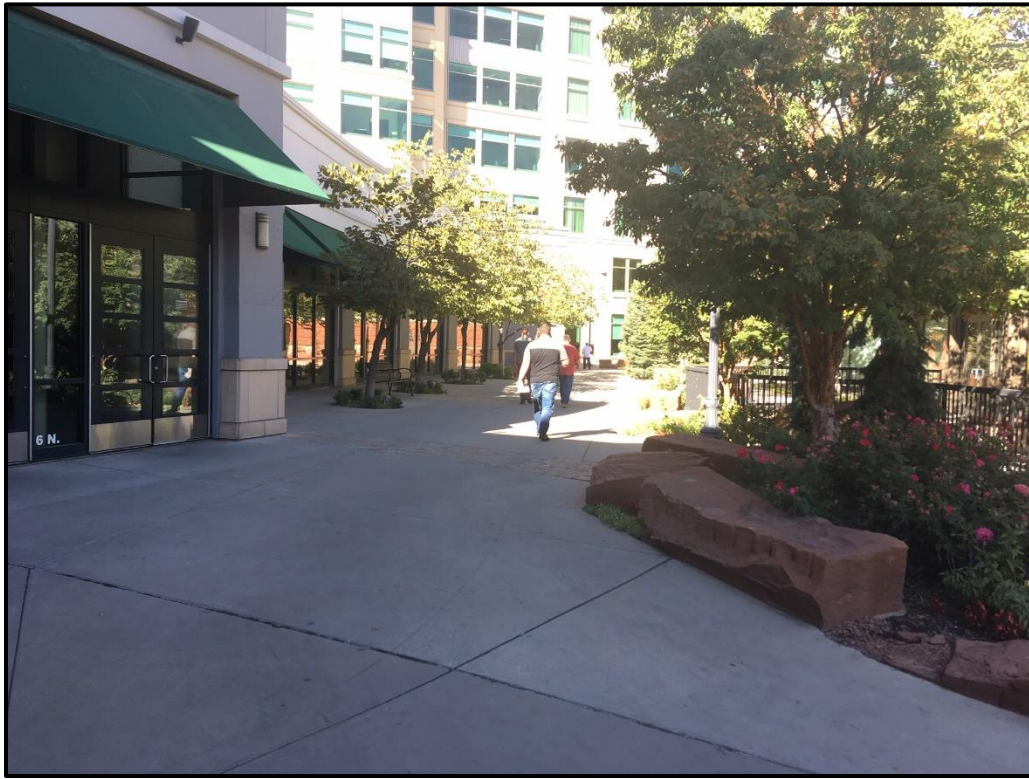
*Existing 1-story buildings to be removed on the site*



*Front façade of the Union Pacific Train Station*



*Directly across 400 West to the east of the train station*



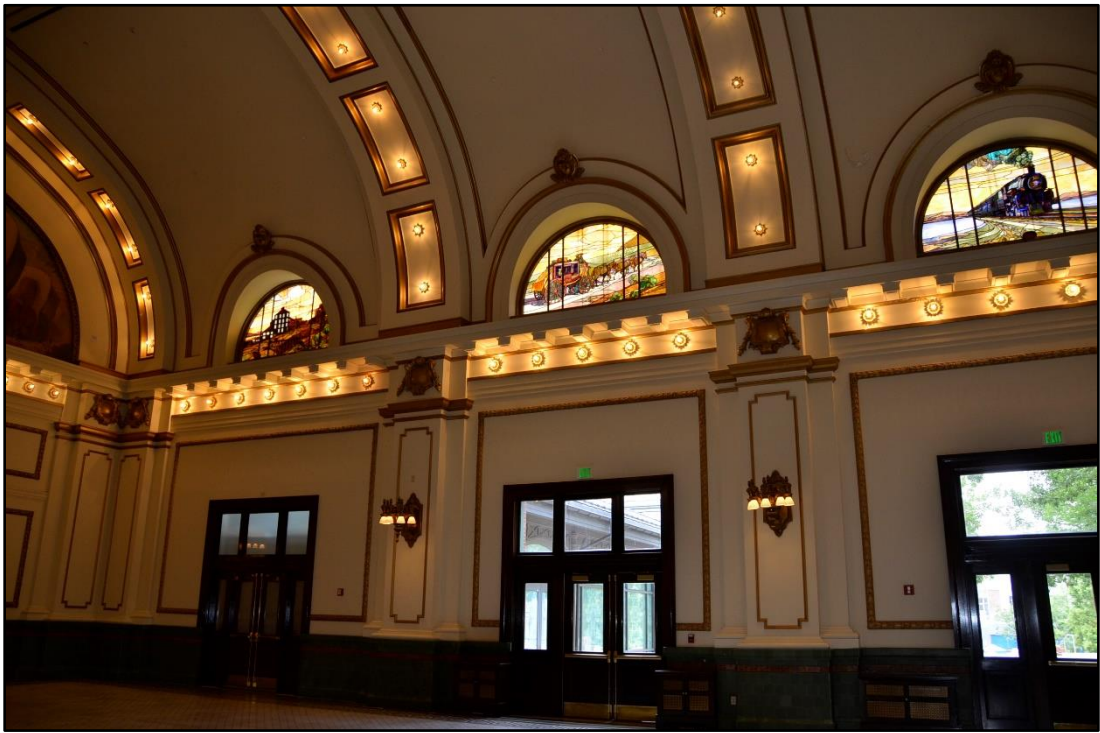
*Walkway on the north side of the site*



*Walkway on the south side of the site*



*Inside the Grand Train Hall*



# **ATTACHMENT B: APPLICATION MATERIALS**



# THE UNION PACIFIC HOTEL

*The Athens Group*

**HKS**





# CONTENTS

PROJECT DESCRIPTION AND HISTORY	01
A. PLANNED DEVELOPMENT OBJECTIVES	09
B. MASTERPLAN COMPATIBILITY	10
C. DESIGN AND COMPATIBILITY	
BUILDING CONTEXT MASSING AND ORIENTATION	14
ARCHITECTURAL CHARACTER AND ARTICULATION	16
BUILDING SETBACKS	19
PEDESTRIAN LEVEL, ACCESS AND TRANSPARENCY	20
BUILDING MATERIALS	24
LIGHTING DESIGN	26
SIGNAGE	28
BUILDING HEIGHT	34
PARKING	36
BUILDING SERVICE AREAS	37
D. LANDSCAPING	38
E. MOBILITY	39
F. EXISTING SITE FEATURES	40
G. UTILITIES NARRATIVE	44
H. HISTORIC DESIGN GUIDELINES COMPLIANCE	
CONTEXT AND CHARACTER	47
SITE DESIGN AND ORIENTATION	48
MASS, SCALE AND FORM	50
ARCHITECTURAL CHARACTER AND FAÇADE ELEMENTS	54
BUILDING MATERIALS	58
LIGHTING	60
CANOPY CONCEPT DESIGN OPTIONS	62



## 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

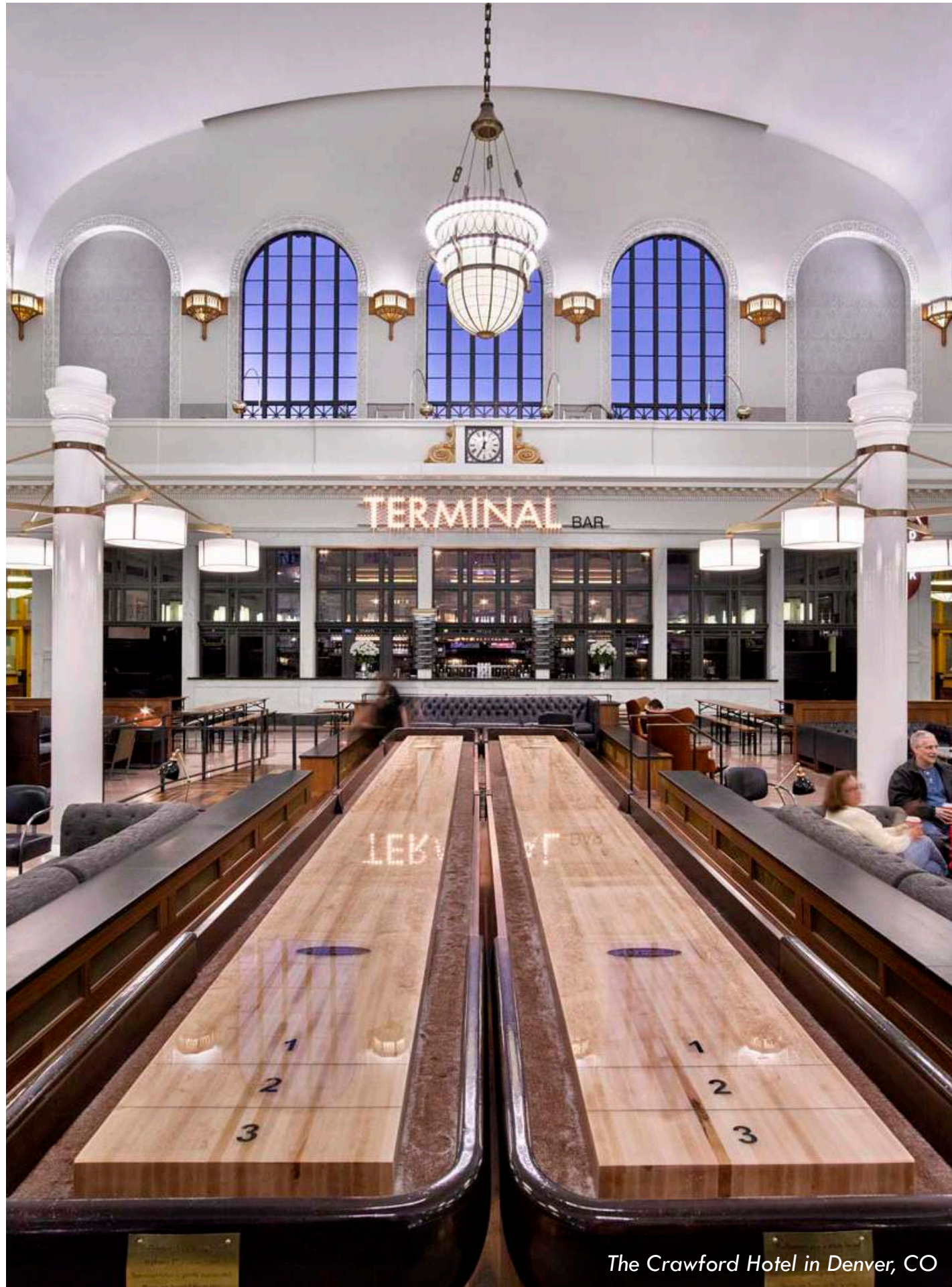
Union Pacific Railroad Station building to an upscale boutique hotel that will complement the other components of the mixed use and serve as a gathering place for visitors and residents of Salt Lake City.

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.

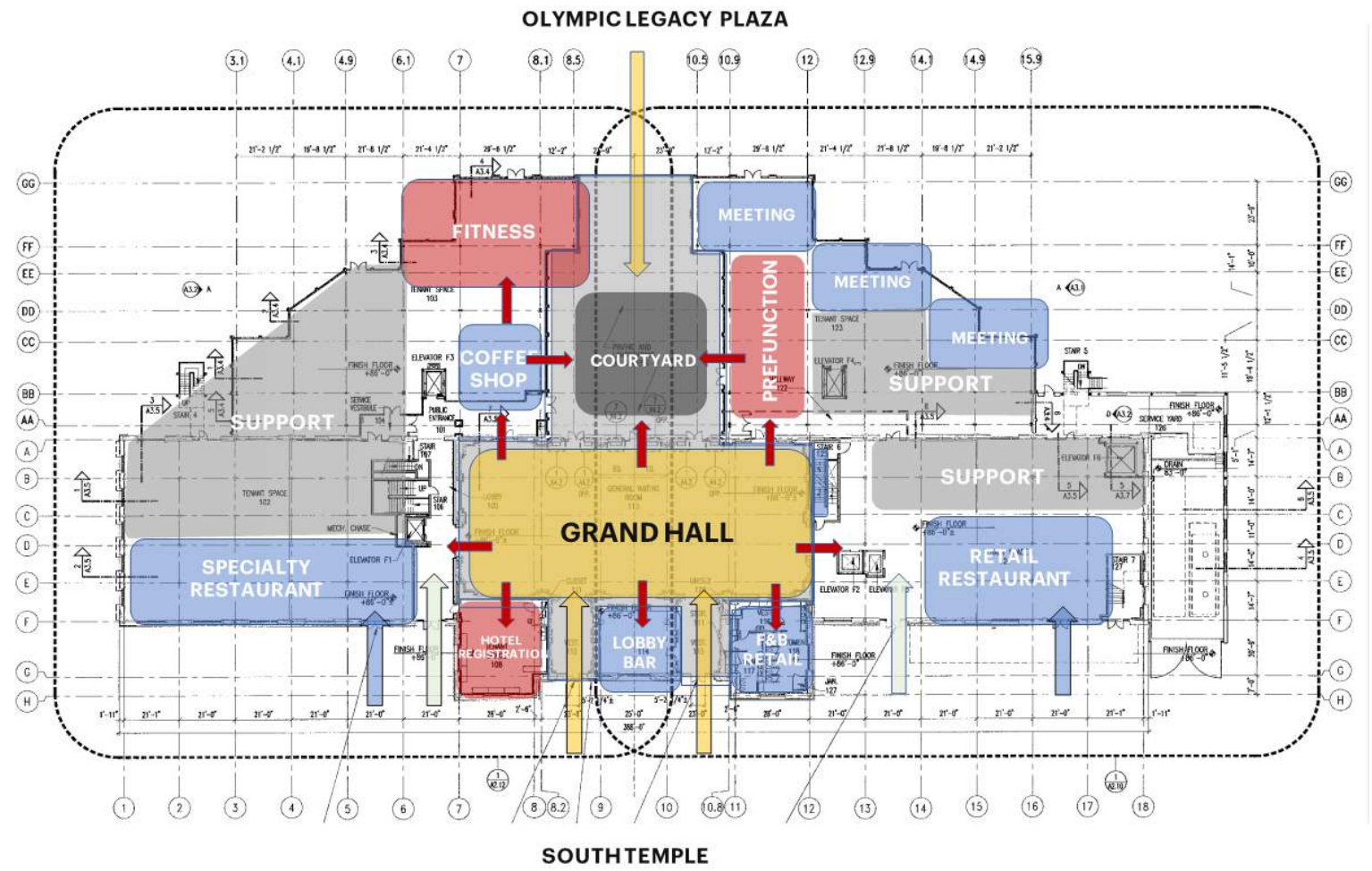
The Union Pacific Hotel project will invigorate the original spirit and historic character of the Union Pacific Railroad Station by exhibiting its rich heritage to the Salt Lake City travelers and hotel guests as well as the Gateway visitors and Salt Lake City residents. Additionally, the Union Pacific 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.



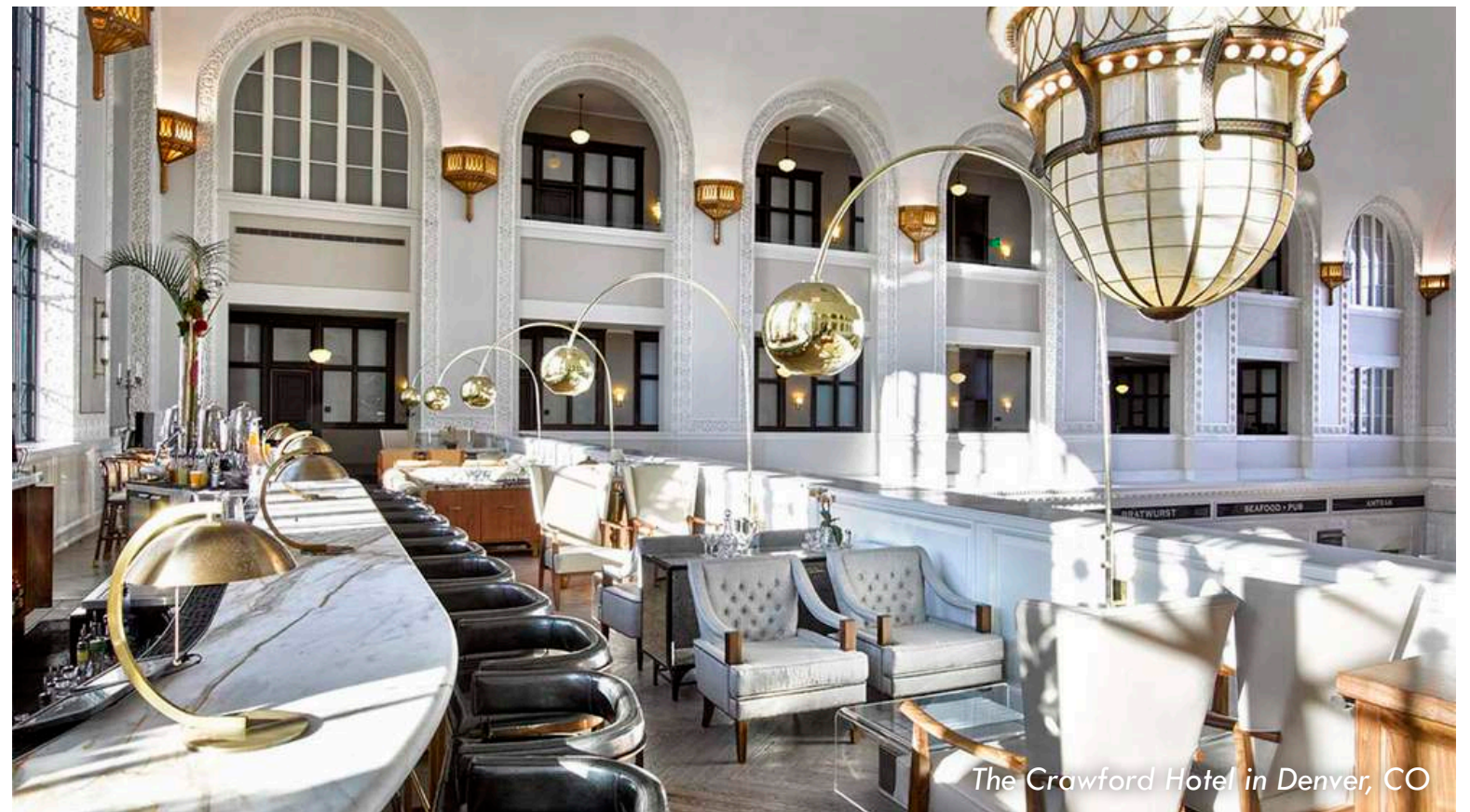




The Crawford Hotel in Denver, CO



SOUTH TEMPLE



The Crawford Hotel in Denver, CO

## A. PLANNED DEVELOPMENT OBJECTIVES

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

1. The new building will be compatible and will relate to its diverse context through its form, architectural style, articulation, scale and materiality as described in the Design Compatibility section. The new building will be particularly sensitive and respectful to the historic Union Pacific Railroad Station and will not compete or distract from its historic architecture by following design guidelines for historic additions and new construction (refer to Section H) .
2. The project will preserve and invigorate currently underutilized portions of the historic Union Pacific Depot by reinstating its original significance and vitality. Through strategic planning and programming, the project will once again expose the historic portions of the Union Pacific Depot to today's travelers and visitors. Taking cues from the Crawford Hotel at the Denver Train Station, the historic grand hall is envisioned to become the center of the hotel's public area that will connect and be activated by the surrounding program elements. The attached concept diagram demonstrates the relationship and permeability of the grand hall to the surrounding restaurants, food and beverage outlets, the outdoor courtyard, hotel and the adjacent entertainment venue. While the proposed program elements have not been set and are yet to be confirmed with the hotel operator, the diagram demonstrates the general concept and the intended use of the Grand Hall. Architecturally, the connection and relationship between the historic and the new building as well as any interior alterations of the existing building will be carefully evaluated with the intent to preserve the original building elements and design character of the building.
3. Being surrounded by public spaces on all four sides, the Union Pacific Hotel will have a significant impact on its urban fabric with opportunities to create a pleasant pedestrian environment through a contextual design and new landscape and architectural features. Furthermore, the project will take

advantage of the existing underground service access, parking facilities and district heating and cooling. The Design Compatibility section provides detailed description of how this will be accomplished.

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

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

5. The project will remove and replace vacant one-story retail buildings (referenced above) that were constructed as a part of the Gateway Mall. The removal of the excess retail space will help the revitalization and transformation of the Gateway into an entertainment district, a new vision set by the Gateway owner and operator.
6. The new hotel project will implement a planned hotel use that was part of the original approved Gateway center mixed use master plan but was never built. The hotel will significantly enhance the local tax base generating new property, sales, franchise and tourism taxes for Salt Lake City and Salt Lake County while adding to the overall Salt Palace Convention Center bed base.

## B. MASTER PLAN COMPATIBILITY

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

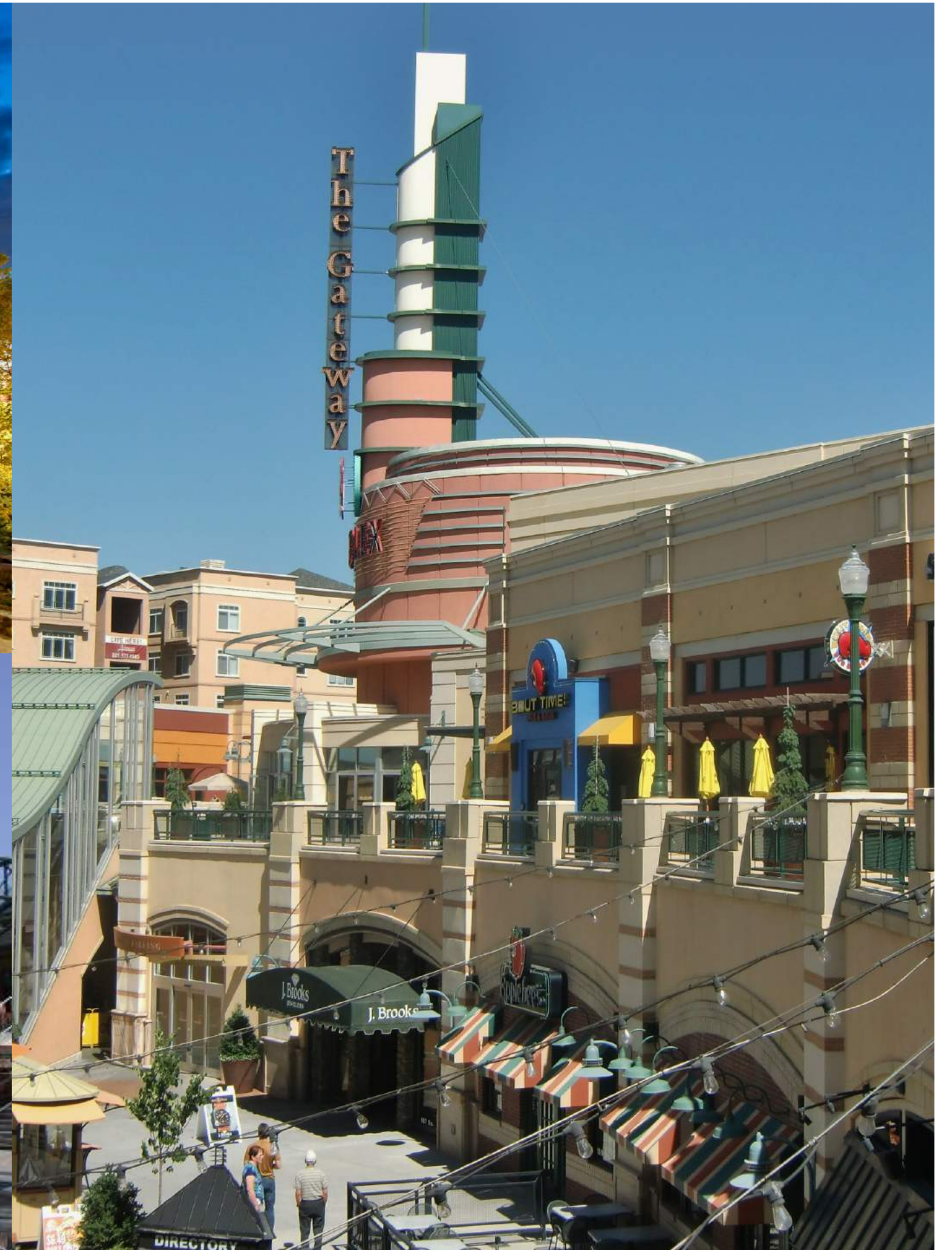
In addition to the economic opportunities spurred by the hotel development, the project is planned to be an upscale boutique hotel that will create new employment opportunities in the hotel industry for years to come. More importantly, the hotel is projected to attract more economic development around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

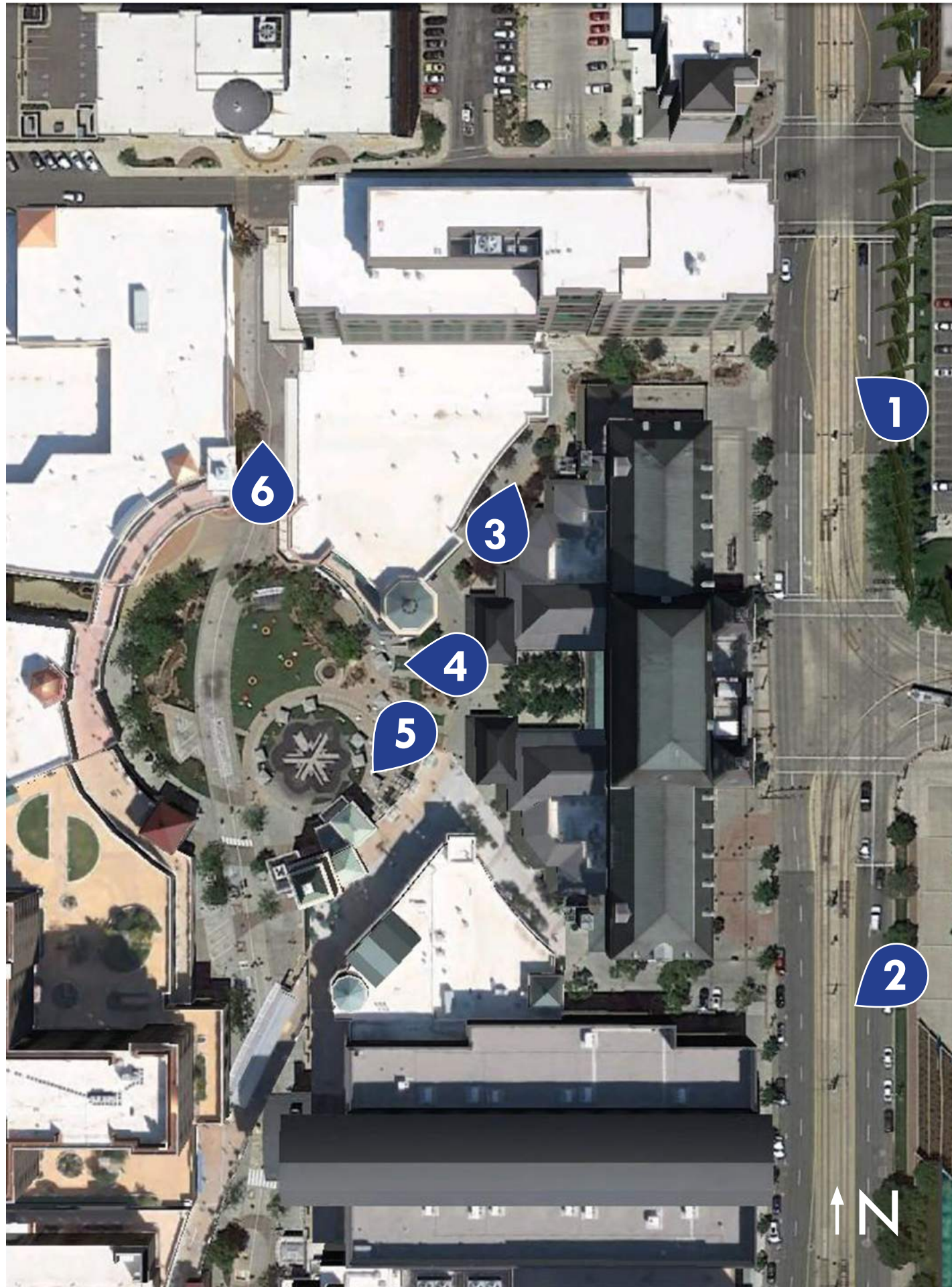
The economic vision will be complemented by a contextual urban and architectural design that is compatible with the surrounding buildings while sensitive and respectful to its historic context. The development will be oriented toward South Temple and 400 West on the east side and the Olympic Legacy Plaza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

Arena, Abravanel Hall, the Salt Palace Convention Center, Temple Square and the BYU Downtown Campus.

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







Union Pacific Hotel  
PLNPCM2018-00617 & PLNSUB2018-00618

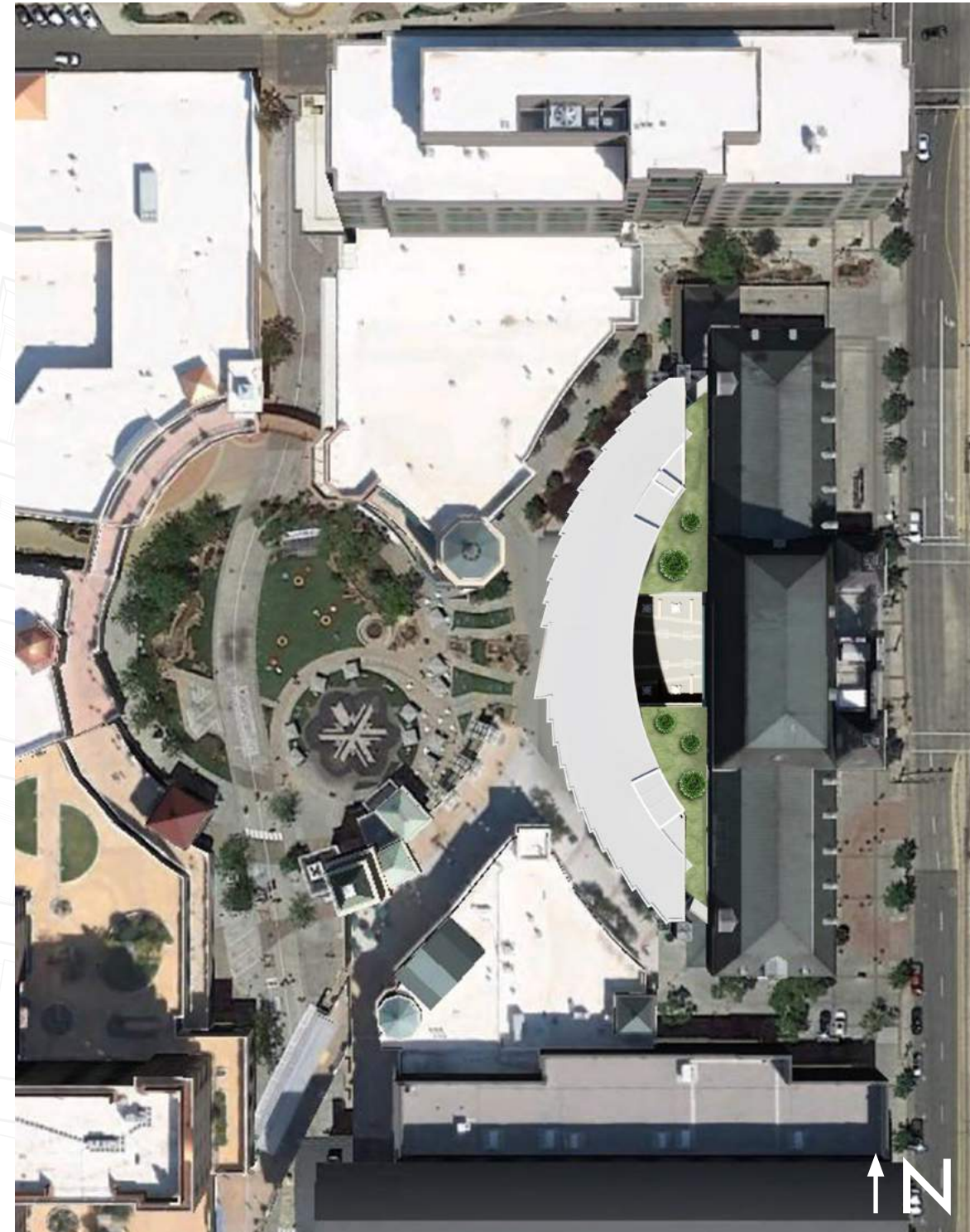


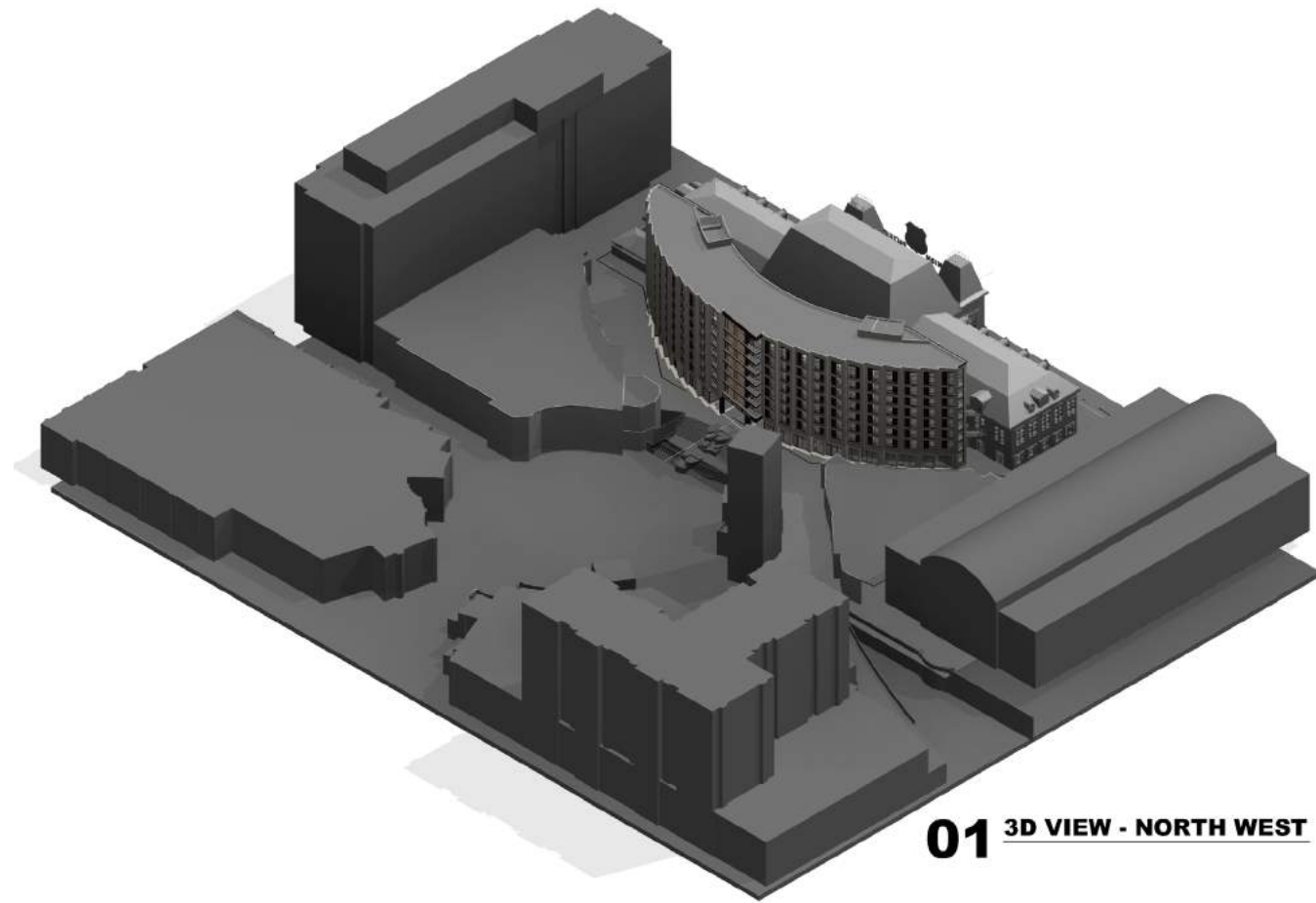
## C. DESIGN AND COMPATIBILITY

### 1. BUILDING CONTEXT, MASSING AND ORIENTATION

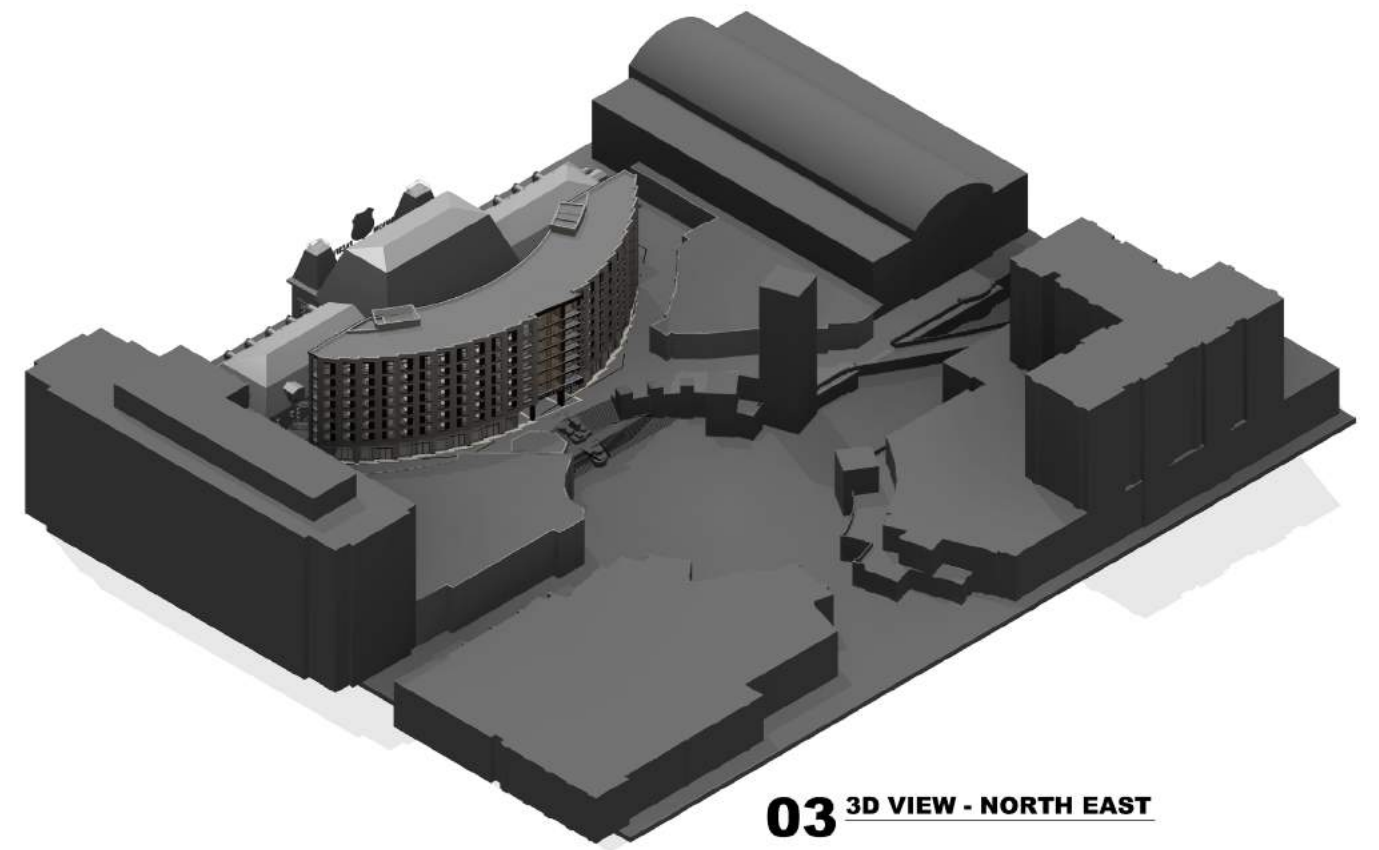
The Union Pacific Hotel will be located between the historic Union Pacific Depot landmark and the Gateway Legacy Plaza and will be surrounded by public spaces on all sides. As a result, the Union Pacific Hotel aims for a balanced design solution that is sensitive and complimentary to the historic building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

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

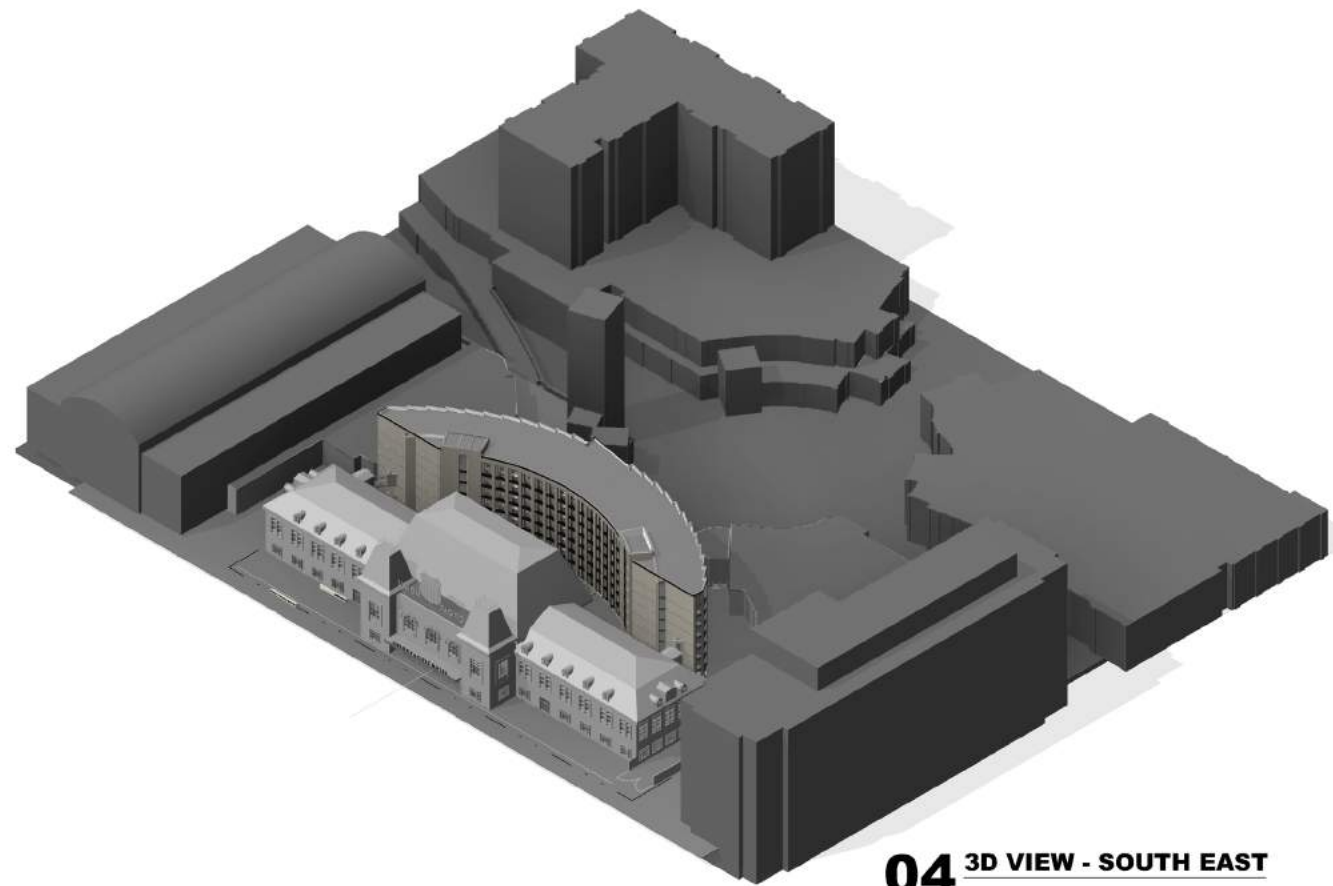




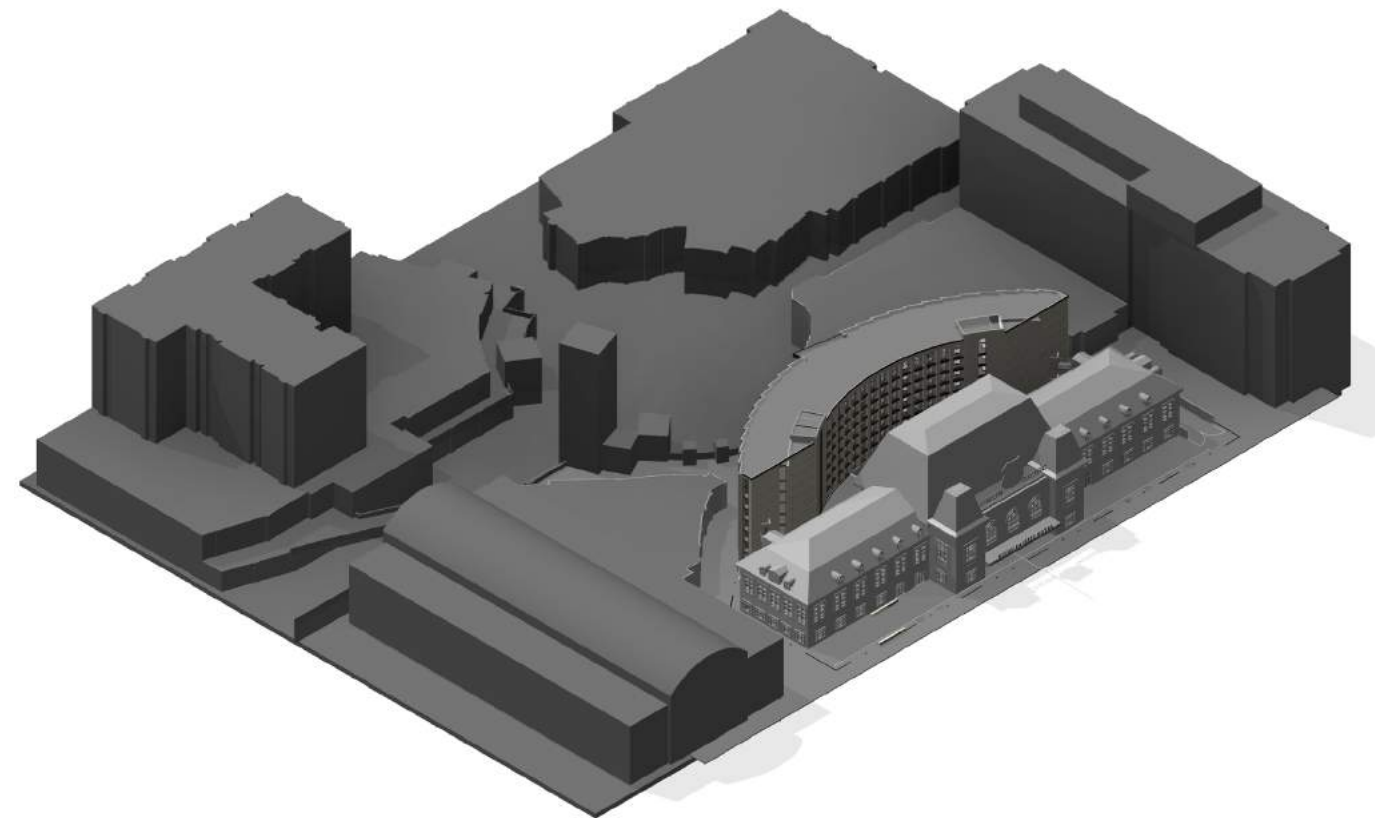
**01** 3D VIEW - NORTH WEST



**03** 3D VIEW - NORTH EAST



**04** 3D VIEW - SOUTH EAST



**02** 3D VIEW - SOUTH WEST

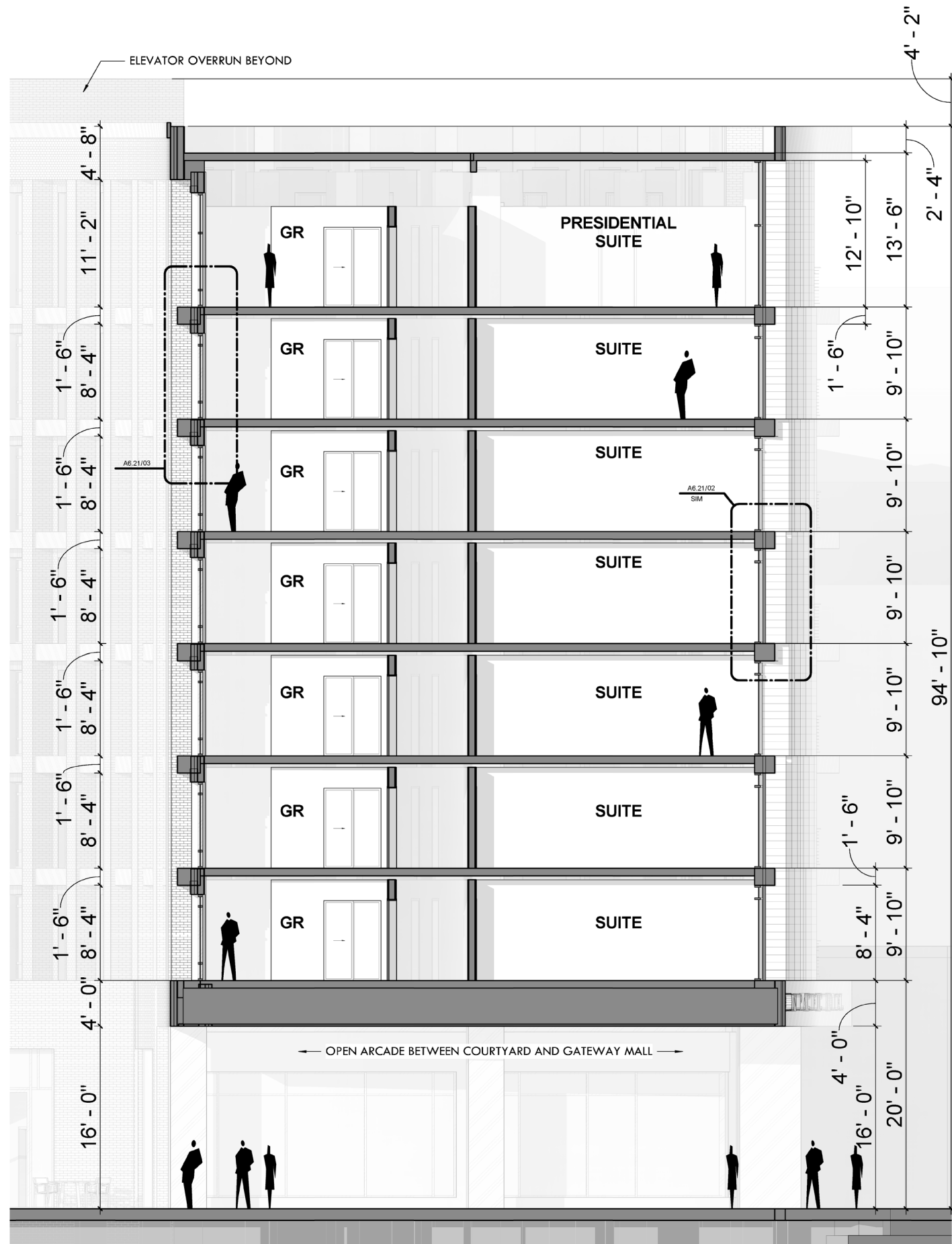
## C. DESIGN AND COMPATIBILITY

### 2. ARCHITECTURAL CHARACTER AND ARTICULATION

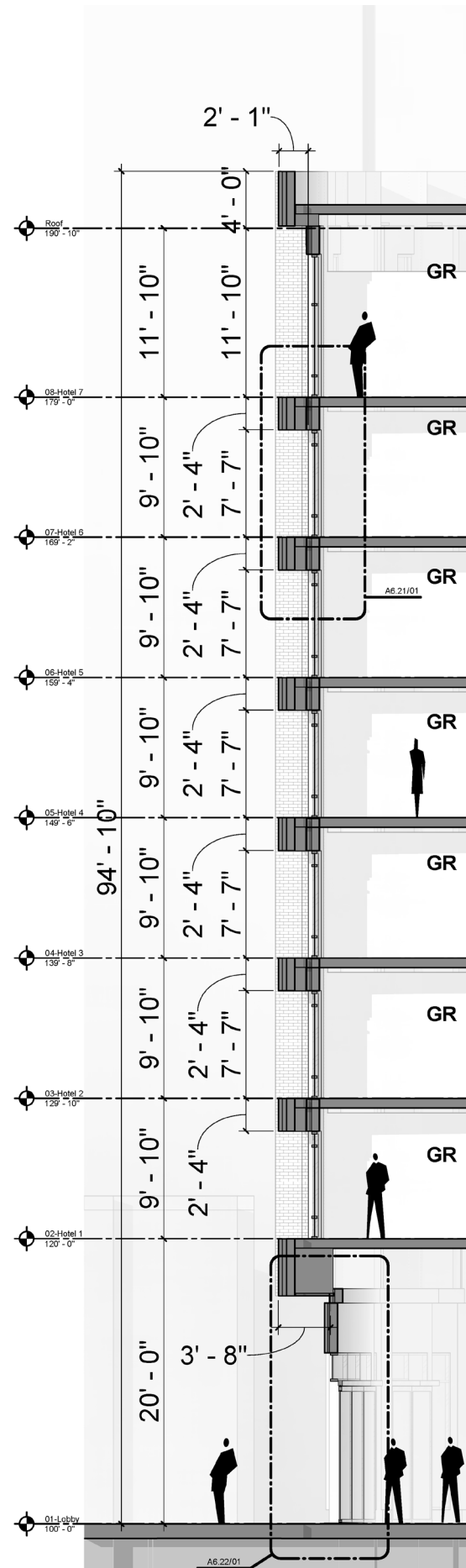
The building shape and massing of the new building is refined through a restrained architectural articulation whose elegance lies in simplicity and details without competing with the adjacent historic landmark. Viewed from South Temple, the new building creates a backdrop for the north and south wings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

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

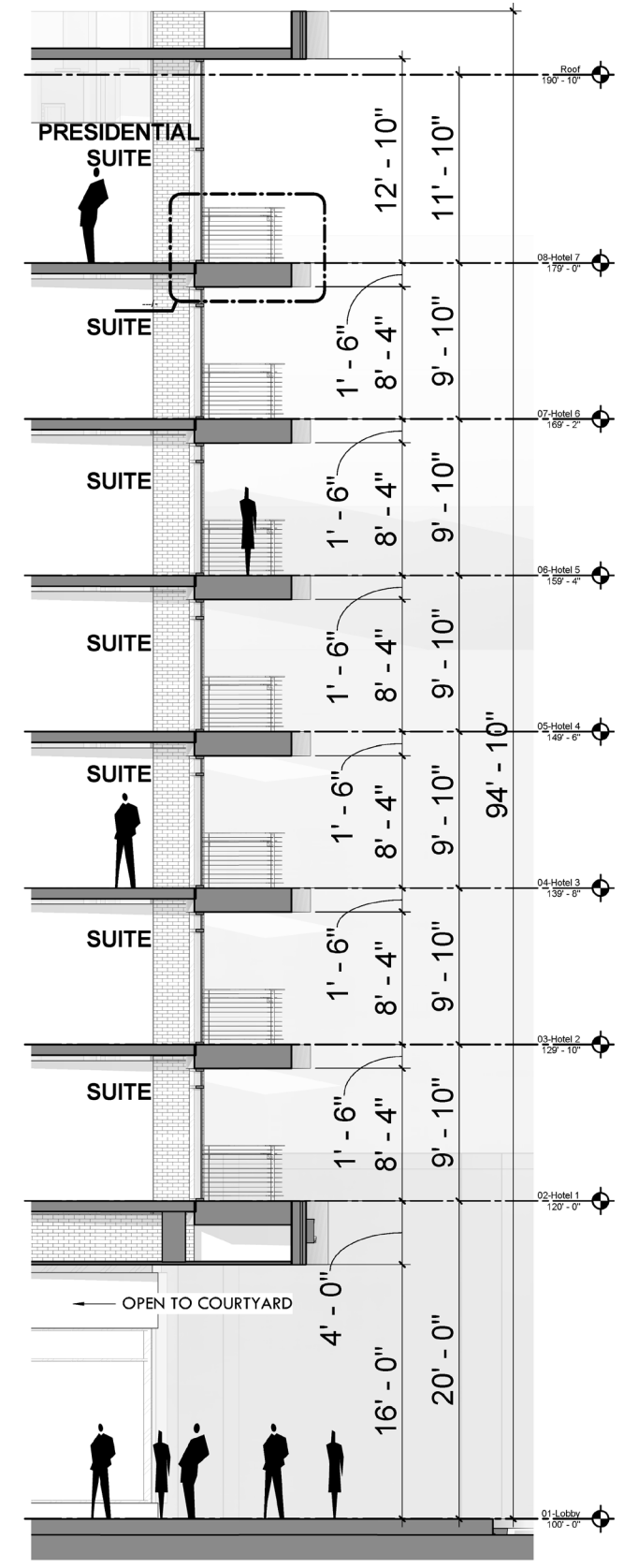




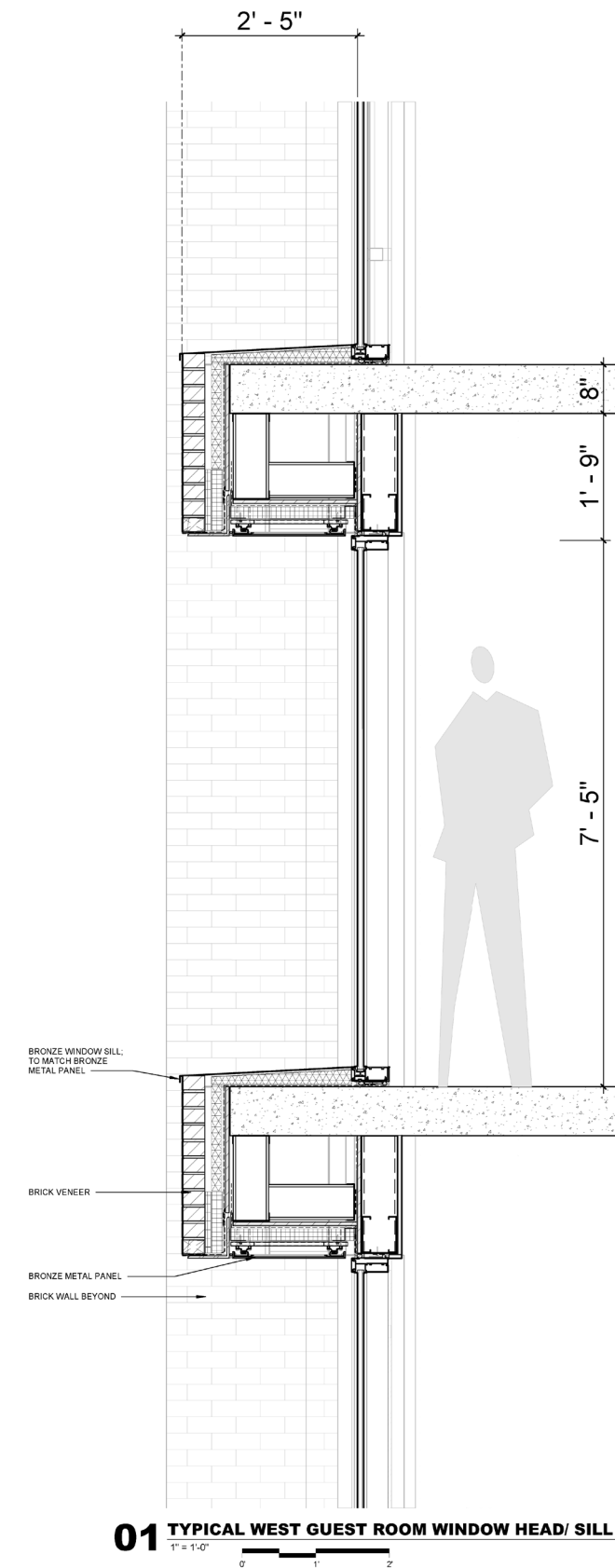
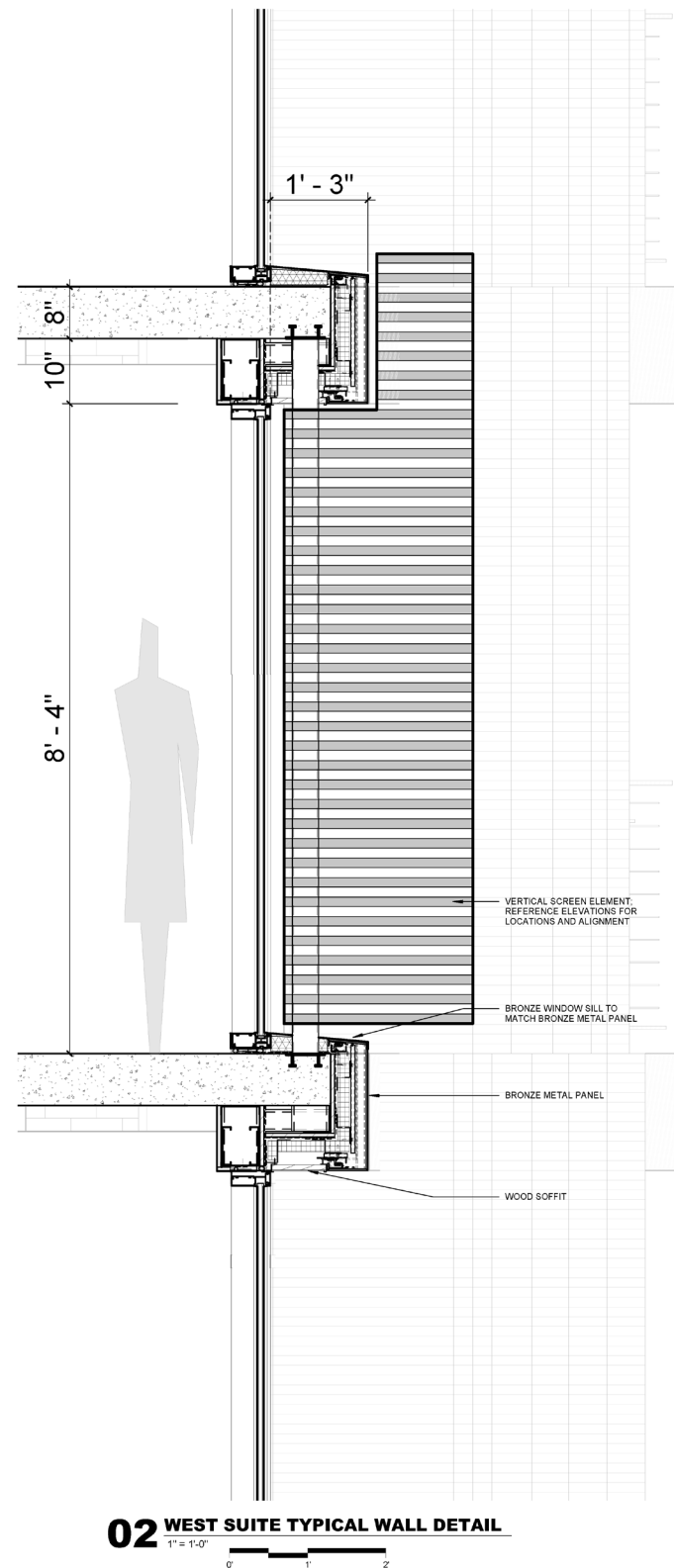
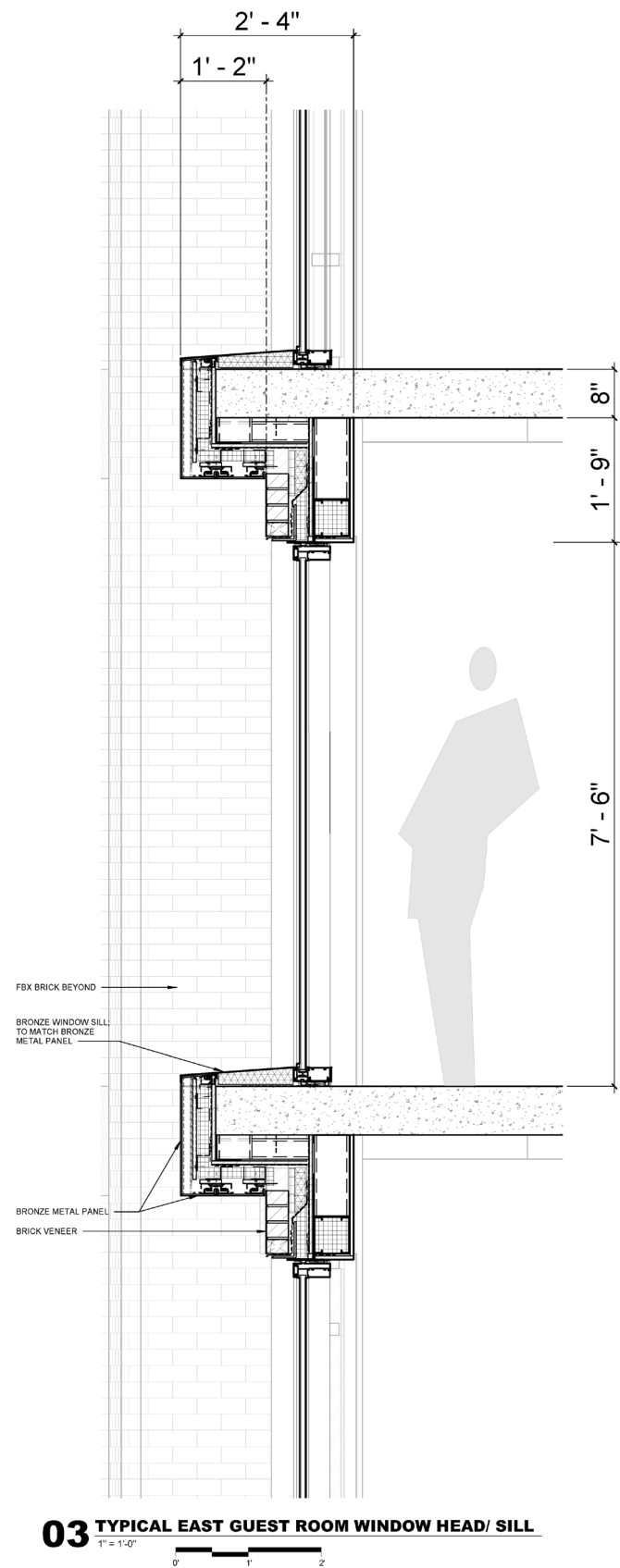
**03 EAST FACADE WALL SECTION**  
3/16" = 1'-0"



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



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



*Typical building details and facade articulation*

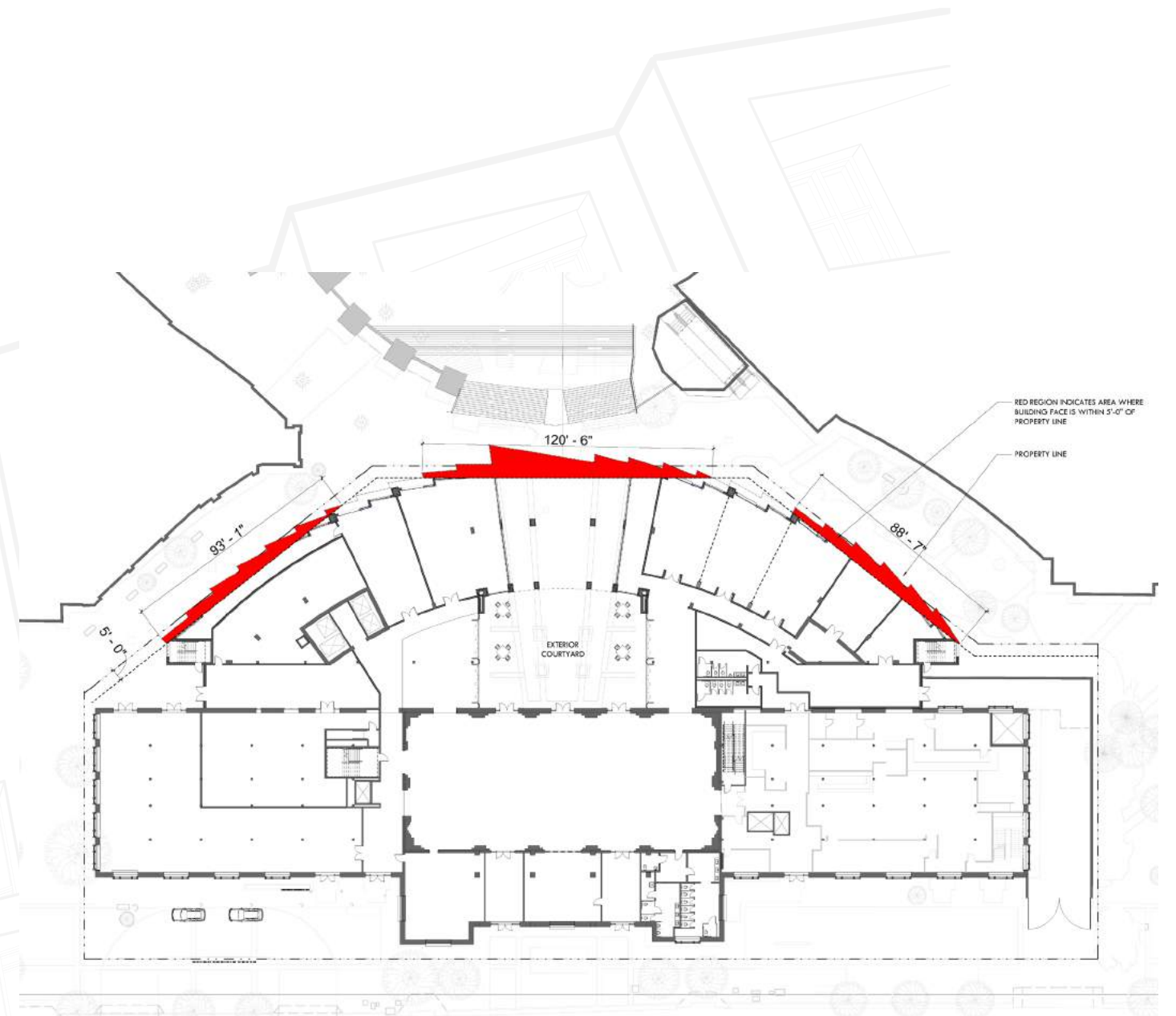


## C. DESIGN AND COMPATIBILITY

### 3. BUILDING SETBACKS

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

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



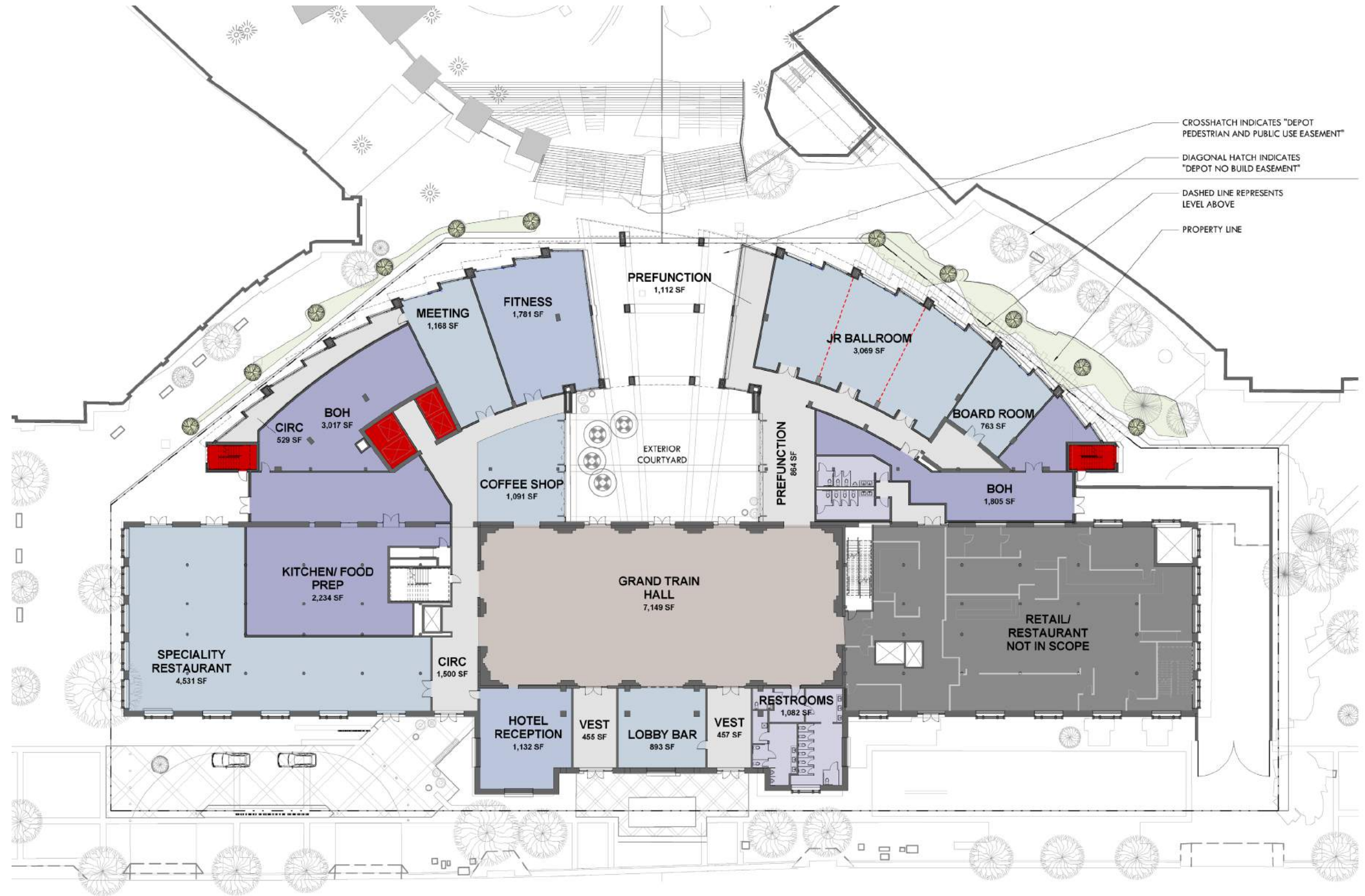
## C. DESIGN AND COMPATIBILITY

### 4. PEDESTRIAN LEVEL, ACCESS AND TRANSPARENCY

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







- CROSSHATCH INDICATES "DEPOT PEDESTRIAN AND PUBLIC USE EASEMENT"
- DIAGONAL HATCH INDICATES "DEPOT NO BUILD EASEMENT"
- DASHED LINE REPRESENTS LEVEL ABOVE
- PROPERTY LINE


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




## C. DESIGN AND COMPATIBILITY

### 5. BUILDING MATERIALS

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

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

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

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

BUILDING MATERIAL AREA TAKE-OFF		
Material	Area (SF)	Percentage
Brick	376,333	76%
Metal Panel	46,746	9%
Stone	37,198	8%
Glass	33,477	7%
<b>TOTAL</b>	<b>493,754</b>	<b>100%</b>



Existing Union Pacific Building base materials and articulation.



Castle Grey Brick and Untreated Bronze



Castle Grey Brick and Brushed Bronze



Castle Grey Brick with rough texture

## C. DESIGN AND COMPATIBILITY

### 6. LIGHTING DESIGN

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

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

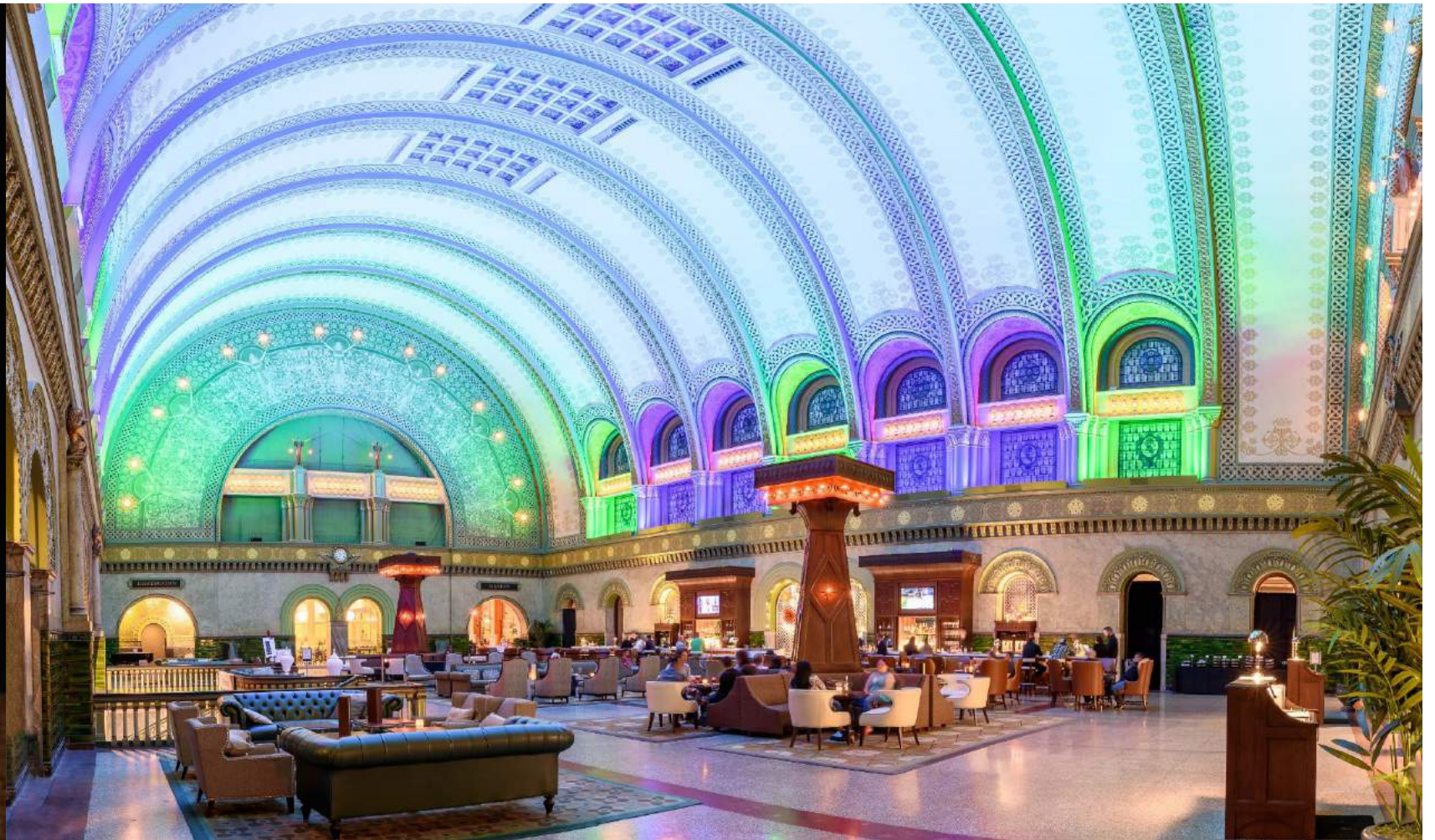
The exterior lighting will also enhance streetscape improvements (described in more detail in the Streetscape Section below) by removing the excessive number of light poles around the current drop off and replacing them with smaller scale, illuminated bollards that will outline the hotel drop off area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

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

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

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





## C. DESIGN AND COMPATIBILITY

### 7. SIGNAGE

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

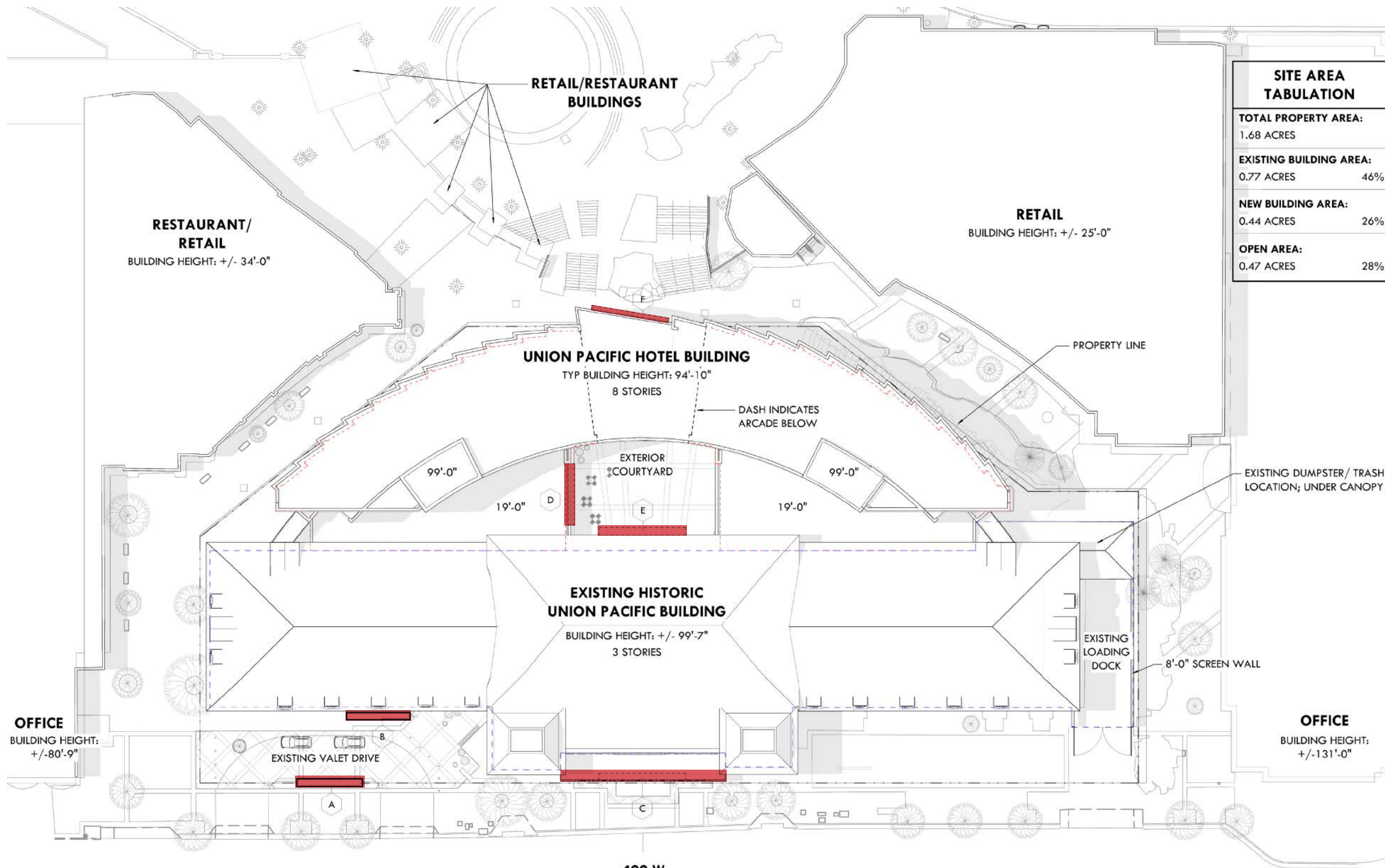
The signage design proposes to replace the existing canopy sign on the east façade of the Union Pacific Railroad Station with the main hotel sign as depicted on the attached diagram. This will signify the new building function and identity and encourage the hotel visitors to use the main building entrance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

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

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

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





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

**OFFICE**  
BUILDING HEIGHT:  
+/- 80'-9"

**RESTAURANT/  
RETAIL**  
BUILDING HEIGHT: +/- 34'-0"

**RETAIL/RESTAURANT  
BUILDINGS**

**RETAIL**  
BUILDING HEIGHT: +/- 25'-0"

**UNION PACIFIC HOTEL BUILDING**  
TYP BUILDING HEIGHT: 94'-10"  
8 STORIES

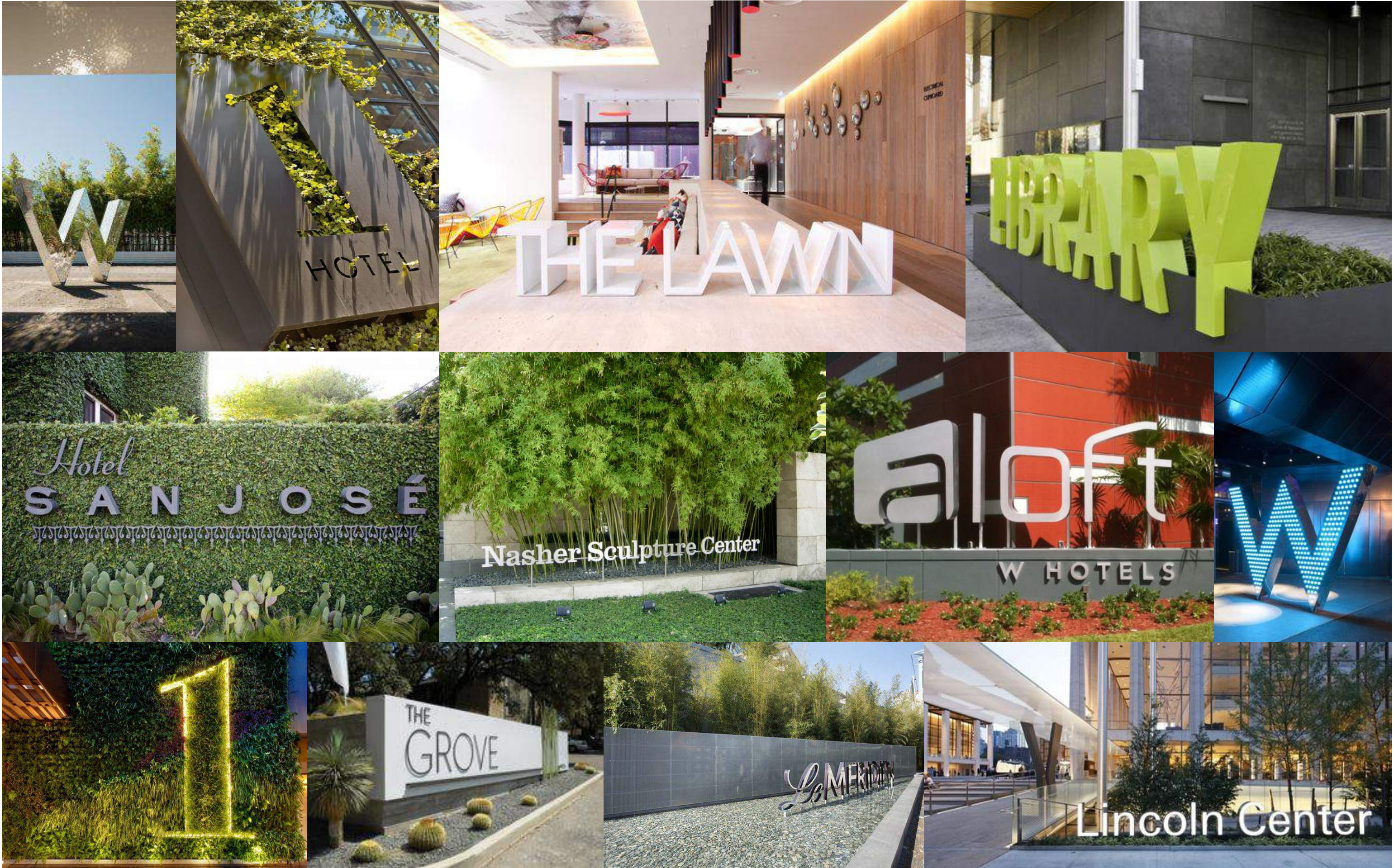
**EXISTING HISTORIC  
UNION PACIFIC BUILDING**  
BUILDING HEIGHT: +/- 99'-7"  
3 STORIES

400 W

SOUTH TEMPLE

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

**01 SITE PLAN**  
1" = 20'-0"  
0 10 20 40

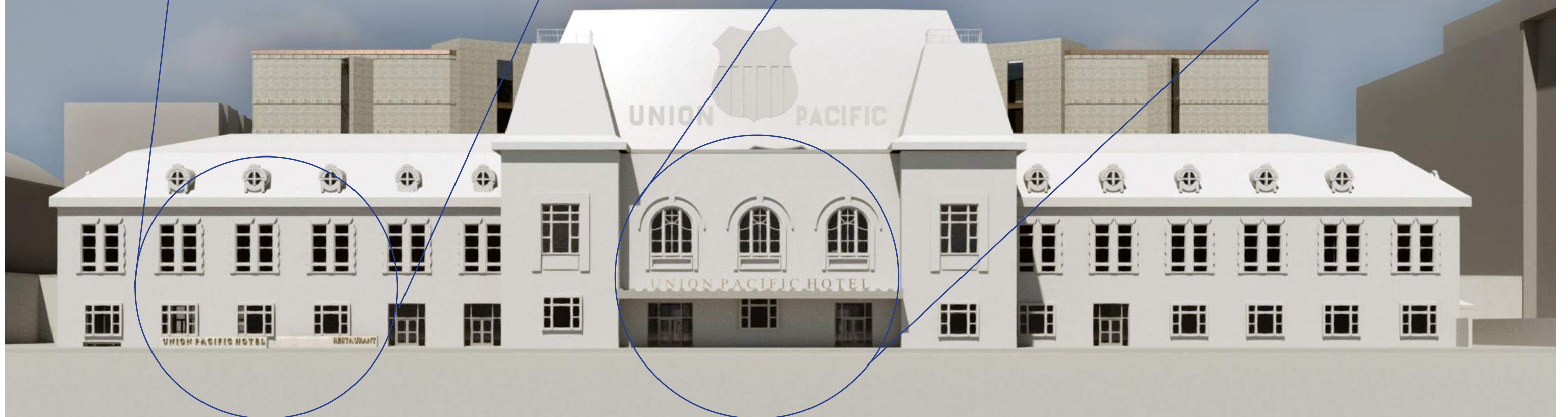


Union Pacific Hotel  
 PLNPCM2018-00617 & PLNSUB2018-00618

*Hotel and Restaurant monument signage within landscaping*



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

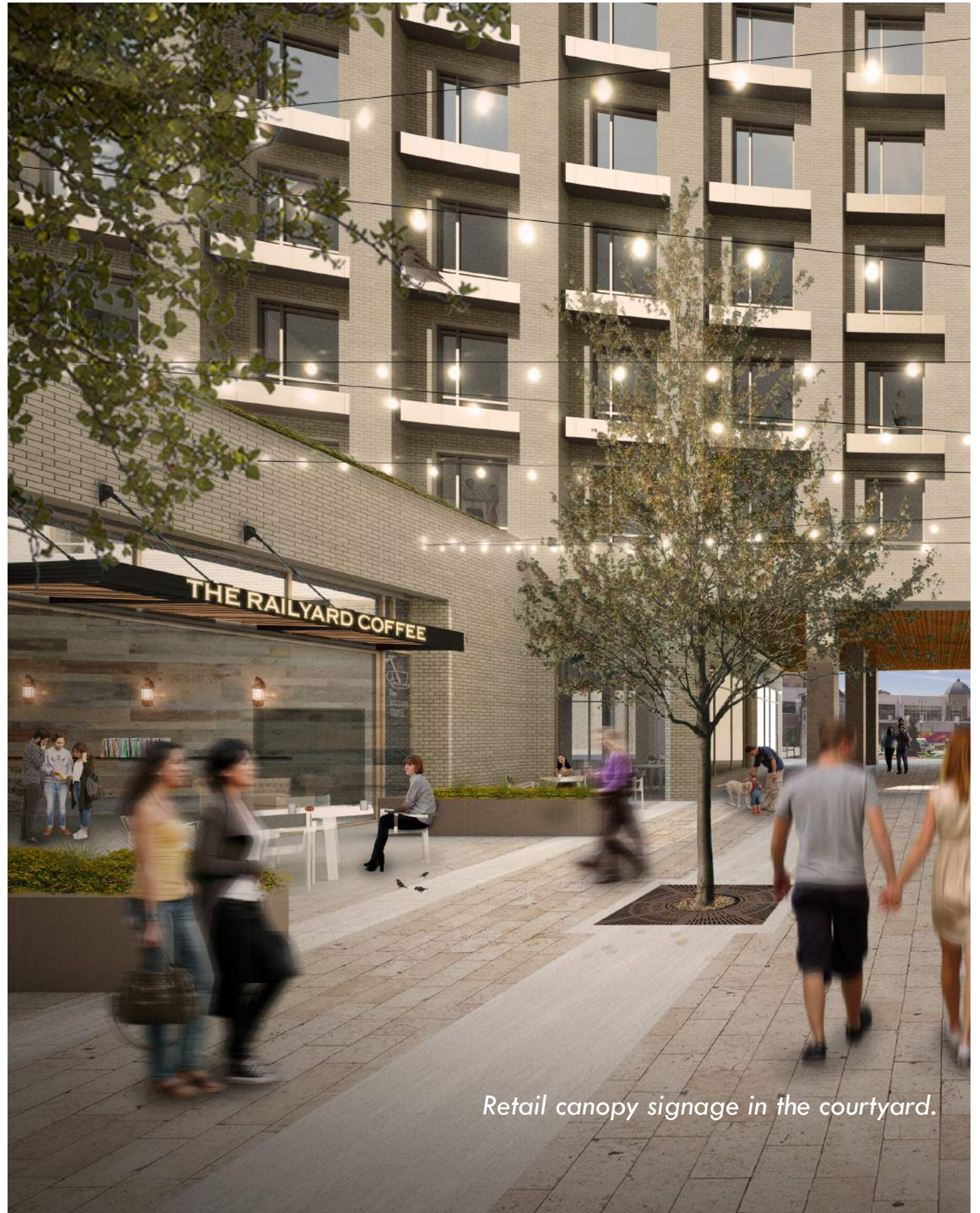




*Hotel and Restaurant monument signage concept at existing valet drive and building entry.*



*Hotel signage above the arcade.*



*Retail canopy signage in the courtyard.*

## C. DESIGN AND COMPATIBILITY

### 8. BUILDING HEIGHT

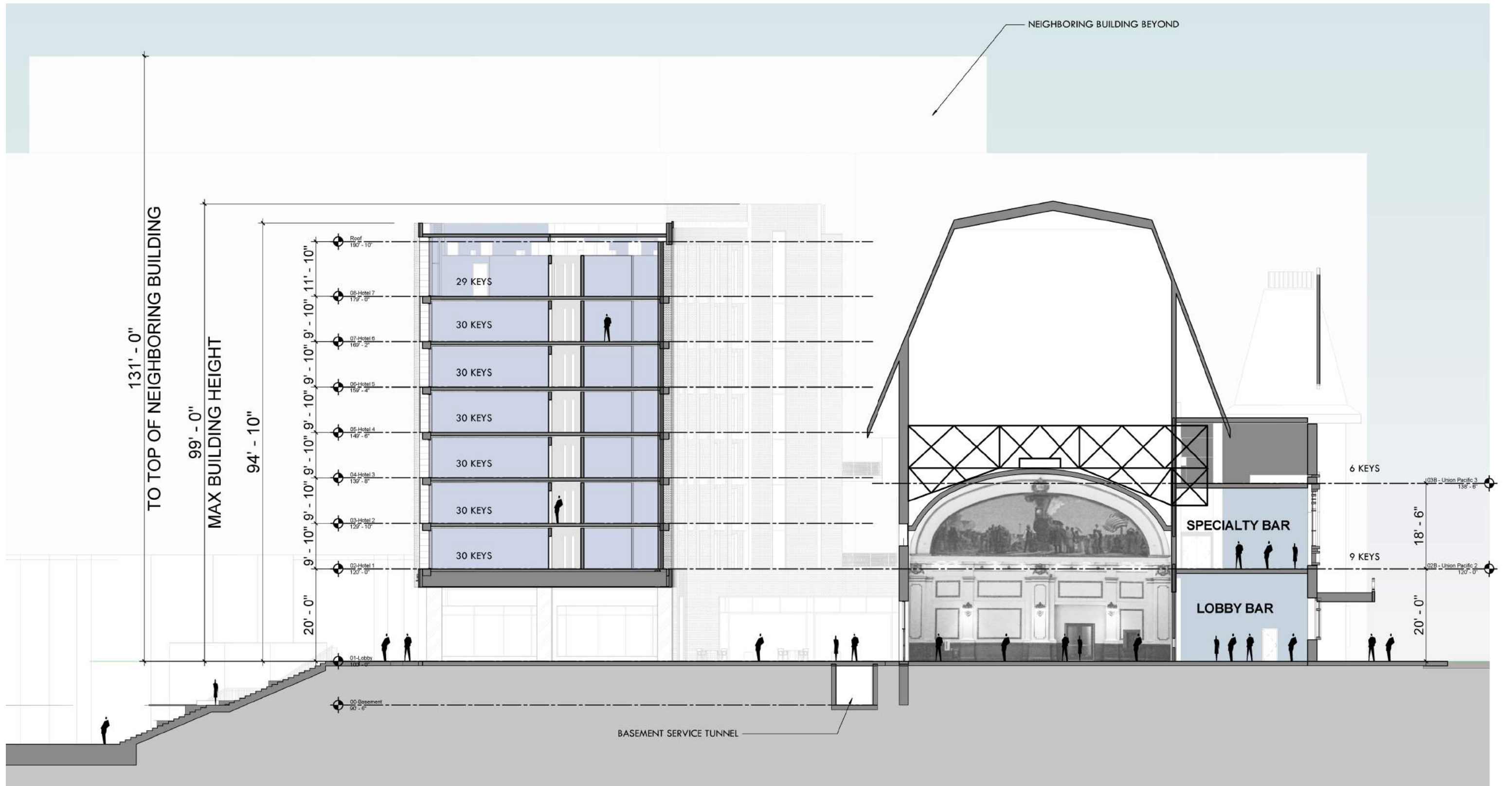
The proposed building height is approximately 95'-0" with the elevator overruns reaching nearly 100'-0" which exceeds the maximum building height of 75'-0". The proposed building height is necessary to provide the required number of guestroom keys to make the project feasible due to the existing easements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

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

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







# C. DESIGN AND COMPATIBILITY

## 9. PARKING

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



Nearest Garage Entry

UPD Building

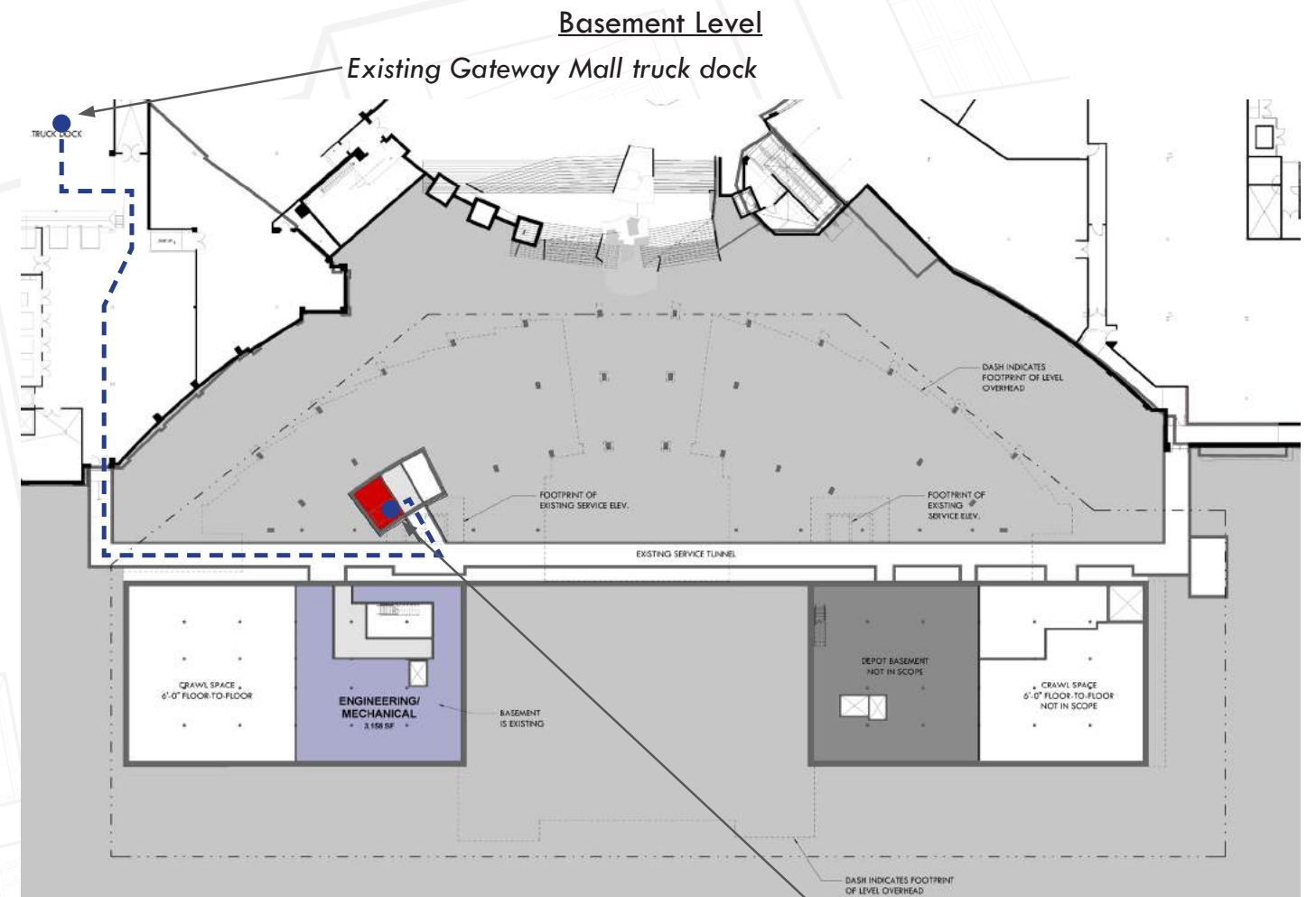
### PARKING CALCULATIONS

DISTRICT	LAND USE	MINIMUM PARKING REQUIREMENTS
GMU	Nonresidential	None up to 10,000 sqft, 1 per 1000 usable sqft thereafter

AREA	REQ'D STALLS
135,336 sqft	126

## 10. BUILDING SERVICE AREAS

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



Service elevator to ground level back of house space

USE  
Hotels

USEABLE FLOOR AREA (SF)  
50,000-100,000  
Each Additional 100,000

NUMBER OF BERTHS AND SIZE  
1 Short  
1 Short

PROVIDED  
2 Short  
2 Long

## D. LANDSCAPING

### 1. LANDSCAPE PLANTINGS

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

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

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

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

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



## E. MOBILITY

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

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

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

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

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



## F. EXISTING SITE FEATURES

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

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

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

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

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











## 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.

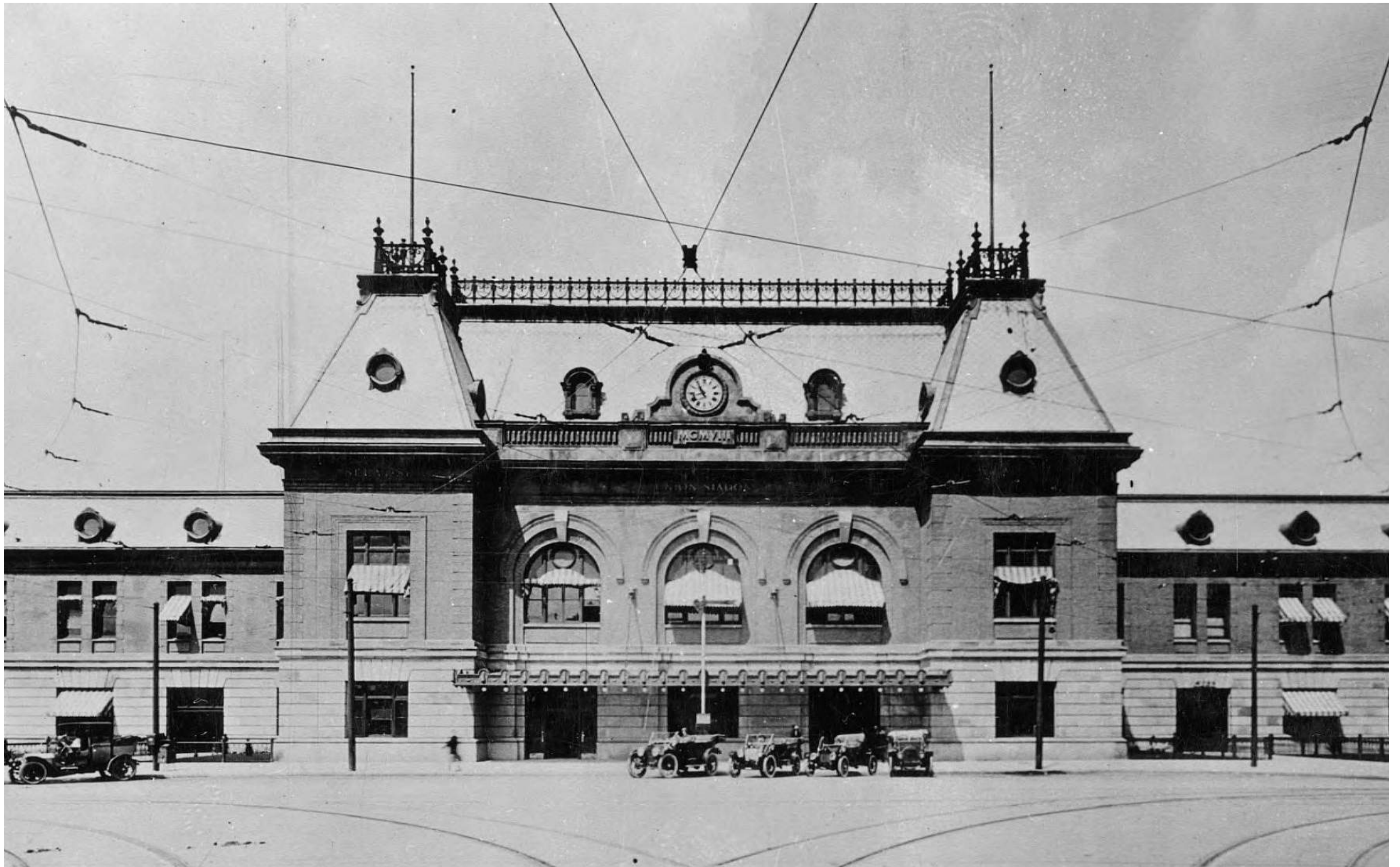
## SANITARY SEWER SYSTEM

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.



Union Pacific Hotel  
PLNPCM2018-00617 & PLNSUB2018-00618

## H. HISTORIC DESIGN GUIDELINES COMPLIANCE

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

### 1. CONTEXT AND CHARACTER

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

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



# H. HISTORIC DESIGN GUIDELINES COMPLIANCE

## 2. SITE DESIGN AND ORIENTATION

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

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





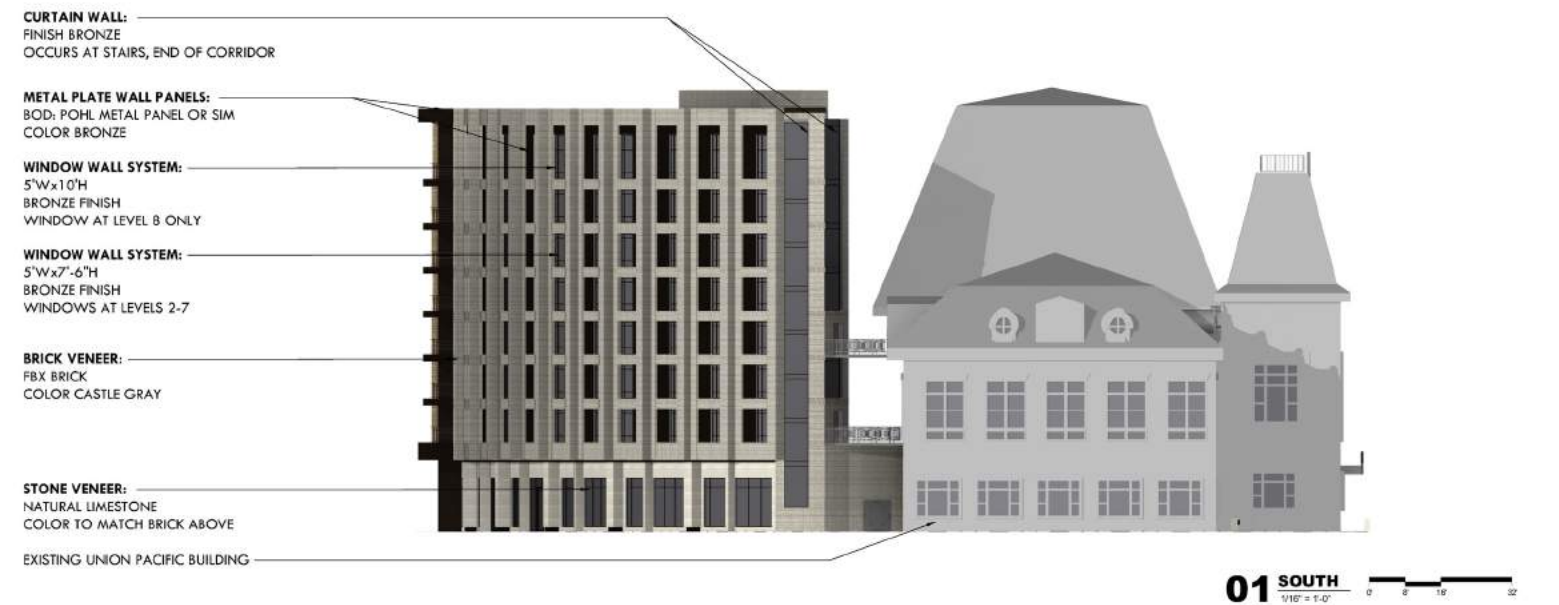
# H. HISTORIC DESIGN GUIDELINES COMPLIANCE

## 3. MASS, SCALE AND FORM

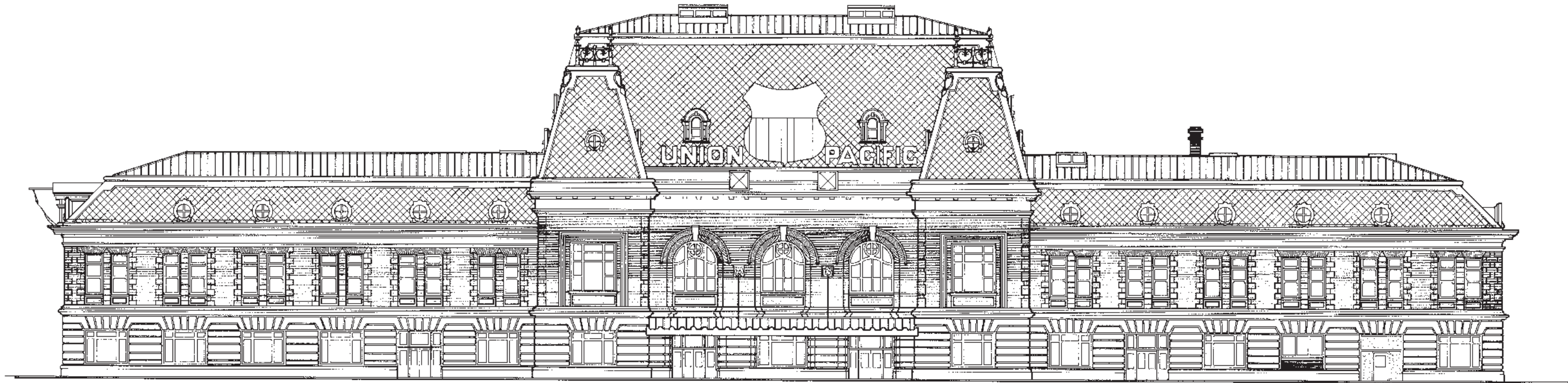
The curvilinear form of the new building springs away from the historic west façade allowing it to maintain its integrity while responding to the shape of the existing buildings to the west. The massing and articulation of the west façade takes cues from the Second French Style of the Union Pacific Railroad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

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

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

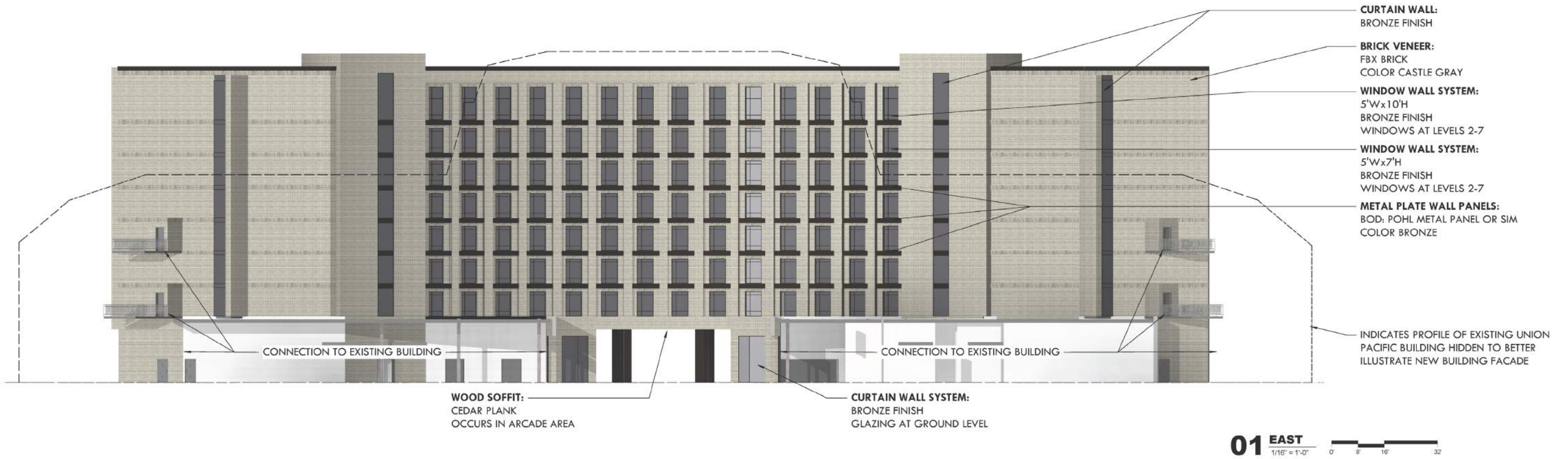


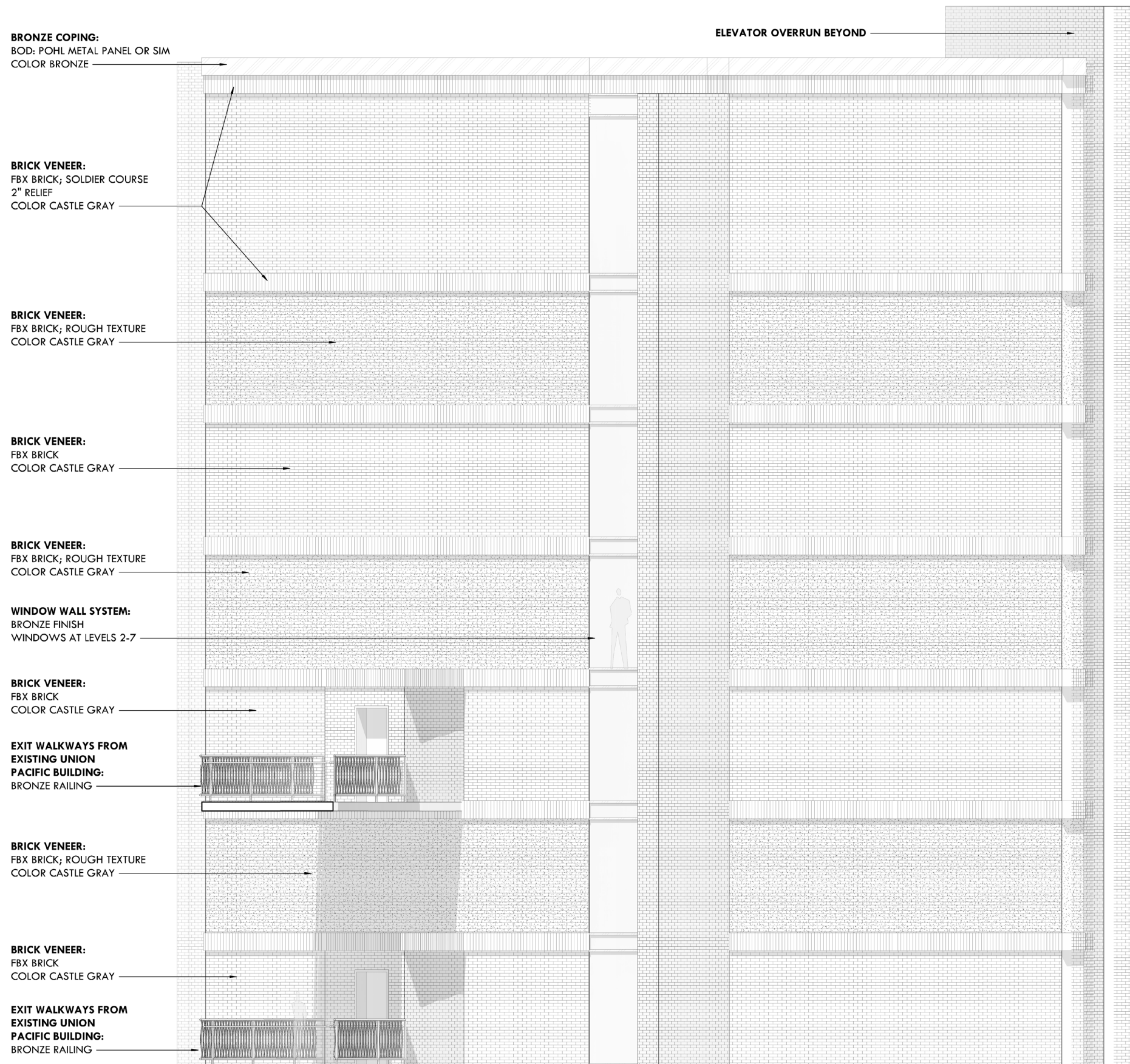




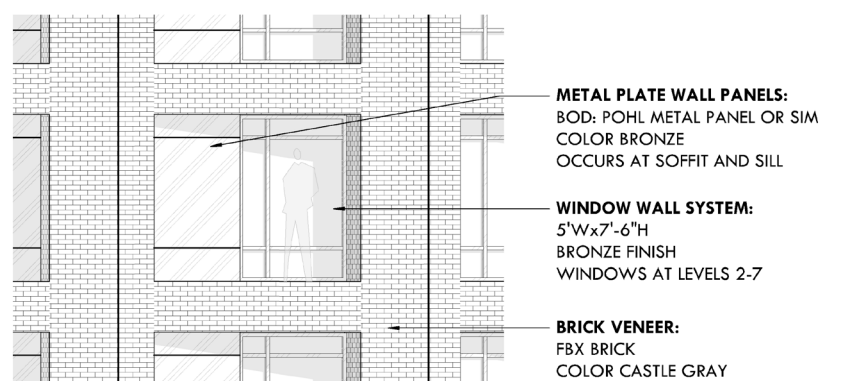
**EAST ELEVATION**  
SCALE: 1/16" = 1'-0"



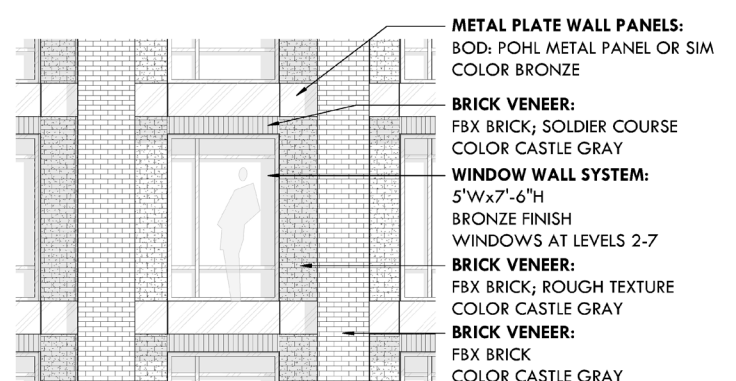




**03 ENLARGED ELEVATION - EAST FACING WALL**  
1/4" = 1'-0"



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



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

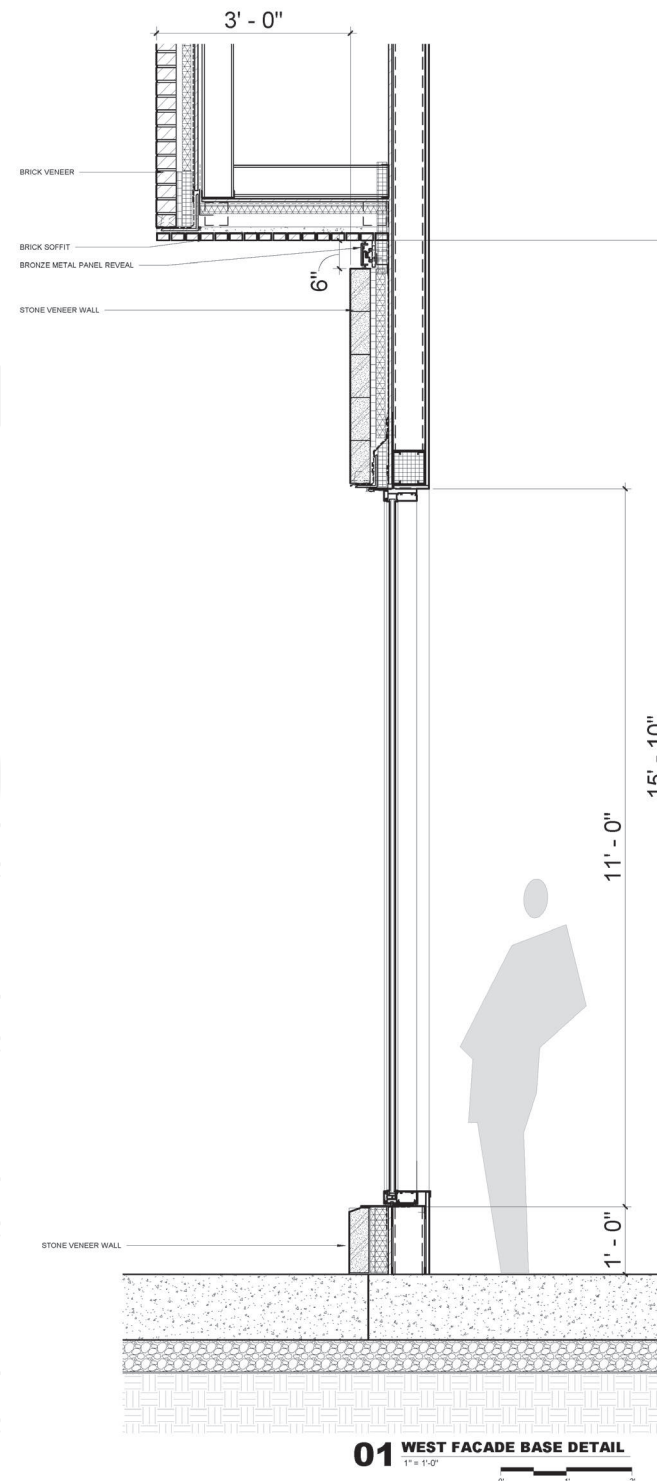
## H. HISTORIC DESIGN GUIDELINES COMPLIANCE

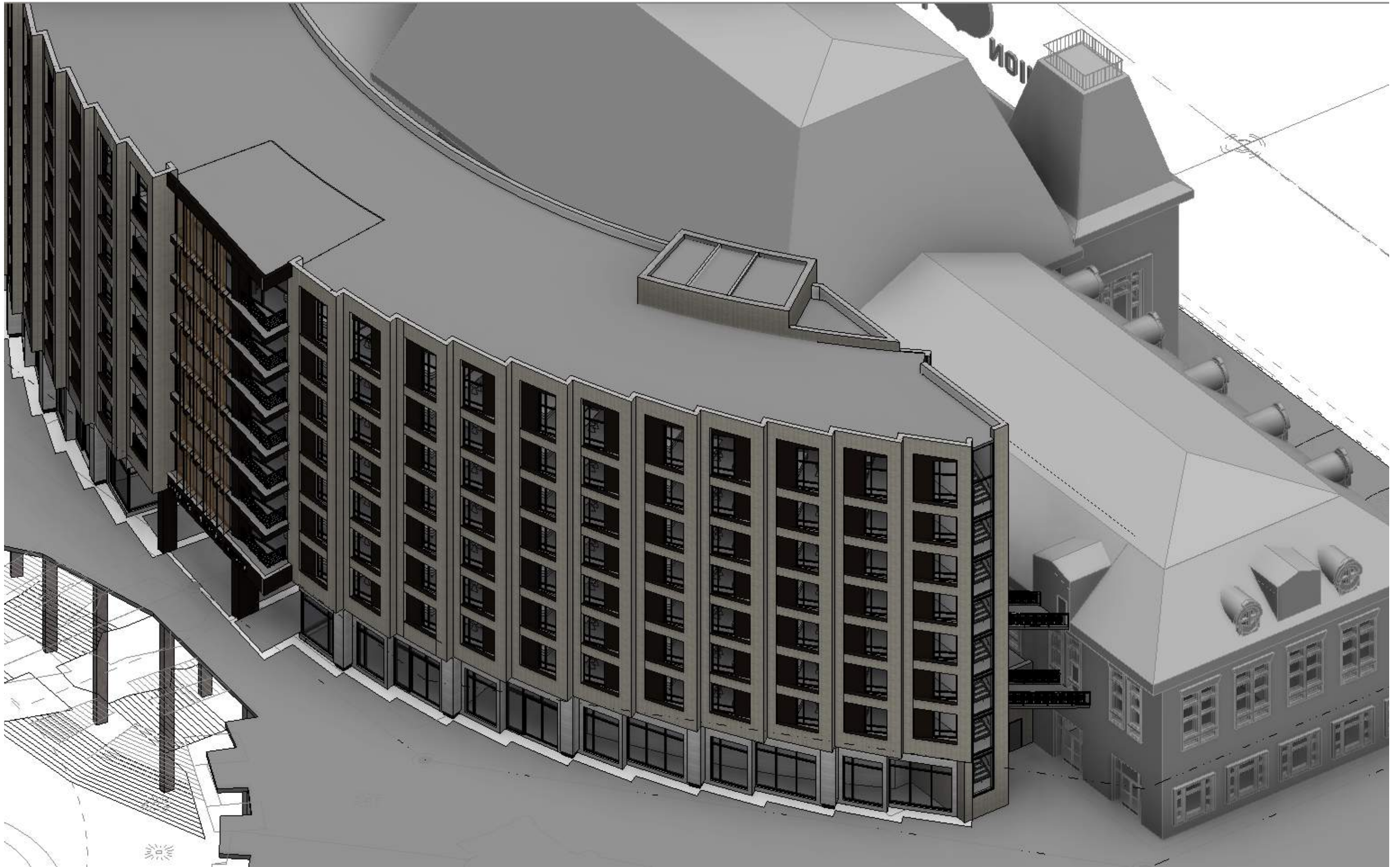
### 4. ARCHITECTURAL CHARACTER AND FAÇADE ELEMENTS

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

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

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









## H. HISTORIC DESIGN GUIDELINES COMPLIANCE

### 5. BUILDING MATERIALS

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

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



Castle Grey Brick and Untreated Bronze



Castle Grey Brick and Brushed Bronze



Castle Grey Brick with rough texture





Union Pacific Hotel  
PLNPCM2018-00617 & PLNSUB2018-00618

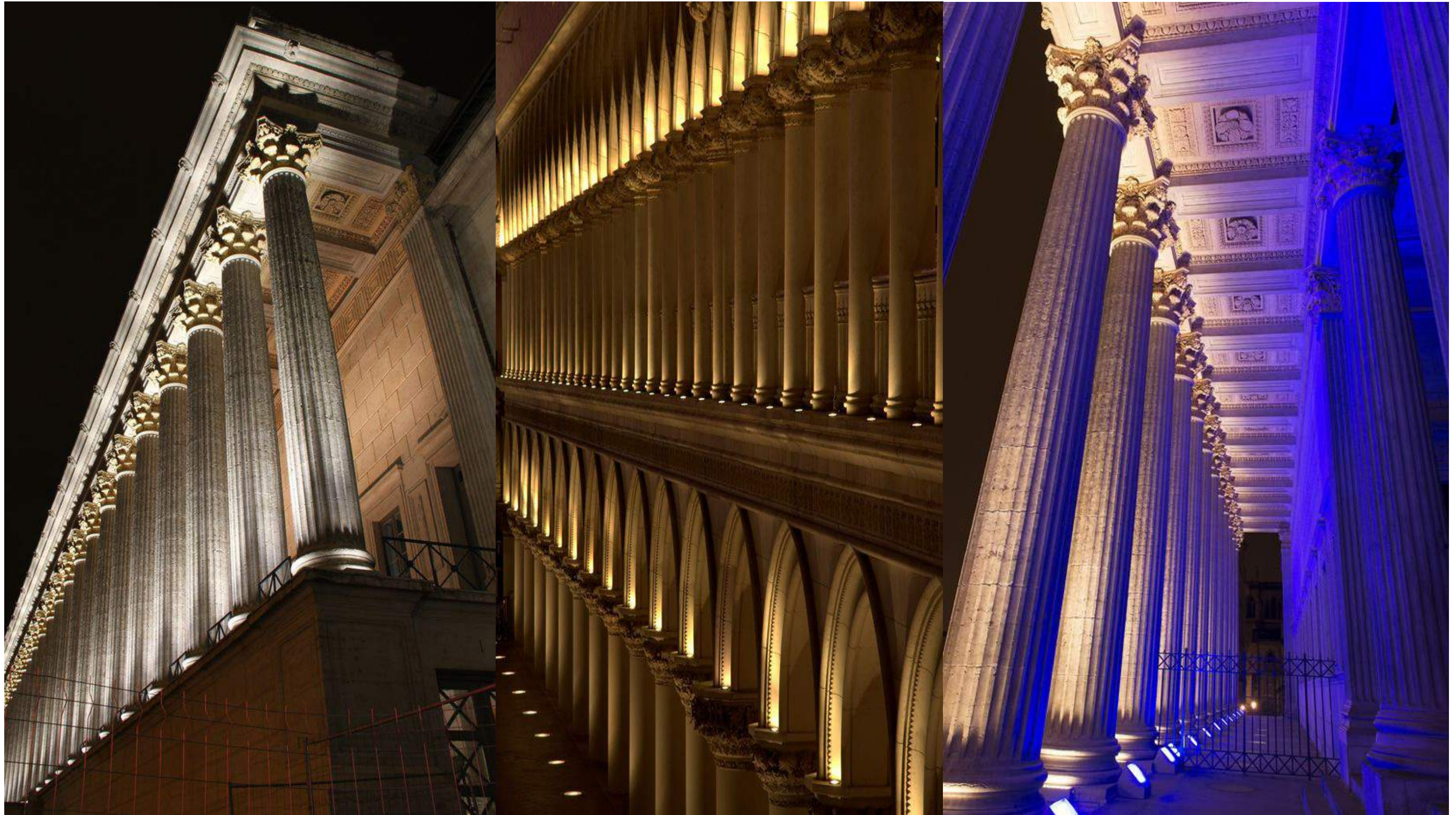
## H. HISTORIC DESIGN GUIDELINES COMPLIANCE

### 6. LIGHTING

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

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





**HKS**

*The Athens Group*

Union Pacific Hotel  
PLNPCM2018-00617 & PLNSUB2018-00618

THE UNION PACIFIC HOTEL

## H. HISTORIC DESIGN GUIDELINES COMPLIANCE

### 7. CANOPY CONCEPT DESIGN OPTIONS

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

#### Option 1

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

#### Option 2

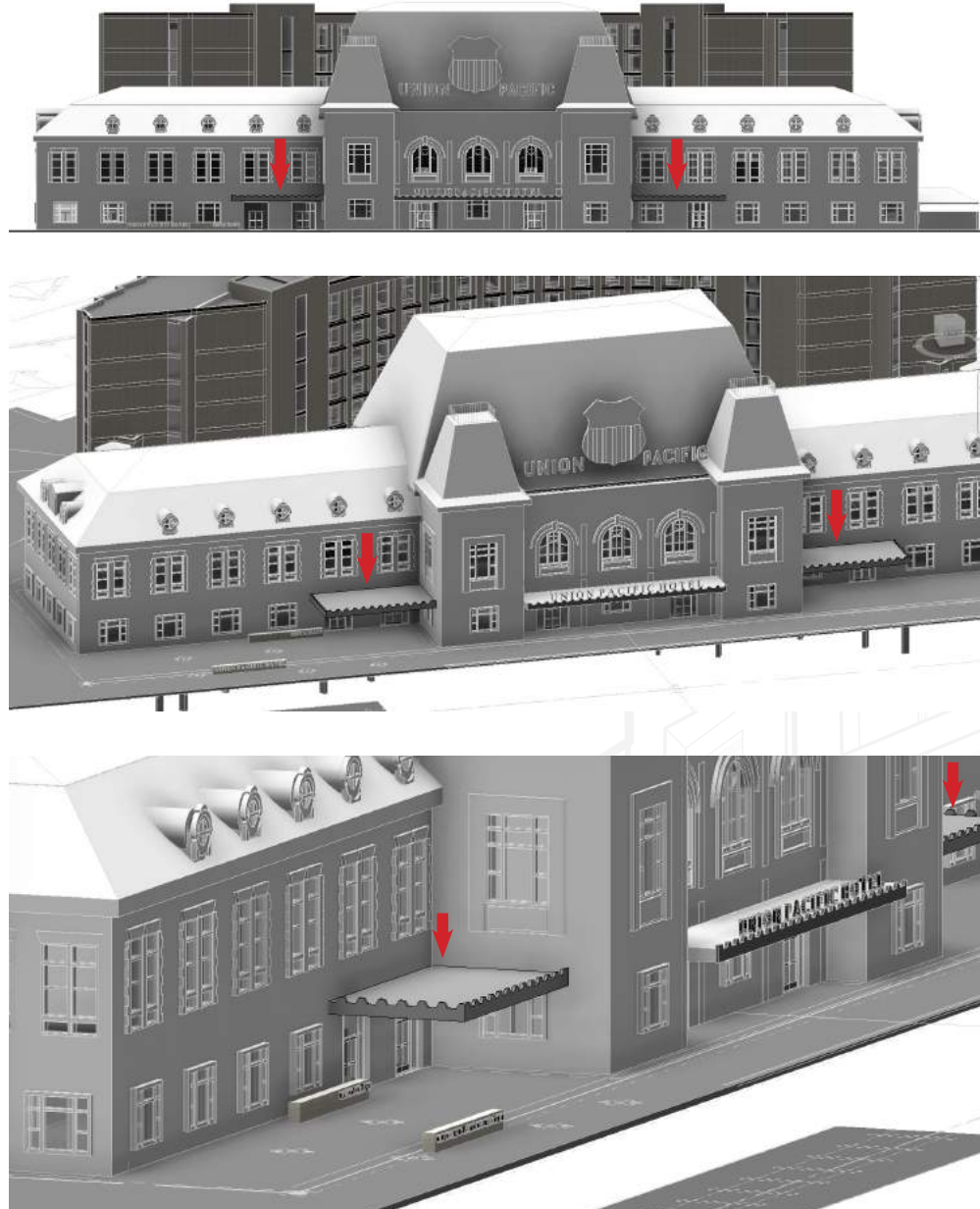
As seen in the historic photography, awnings were once present all along the façade of the UPD building. The second design option proposes four awnings to occur symmetrically across the façade. The awnings would provide limited cover for the entry to the hotel and new restaurant in the South wing, and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

#### Option 3

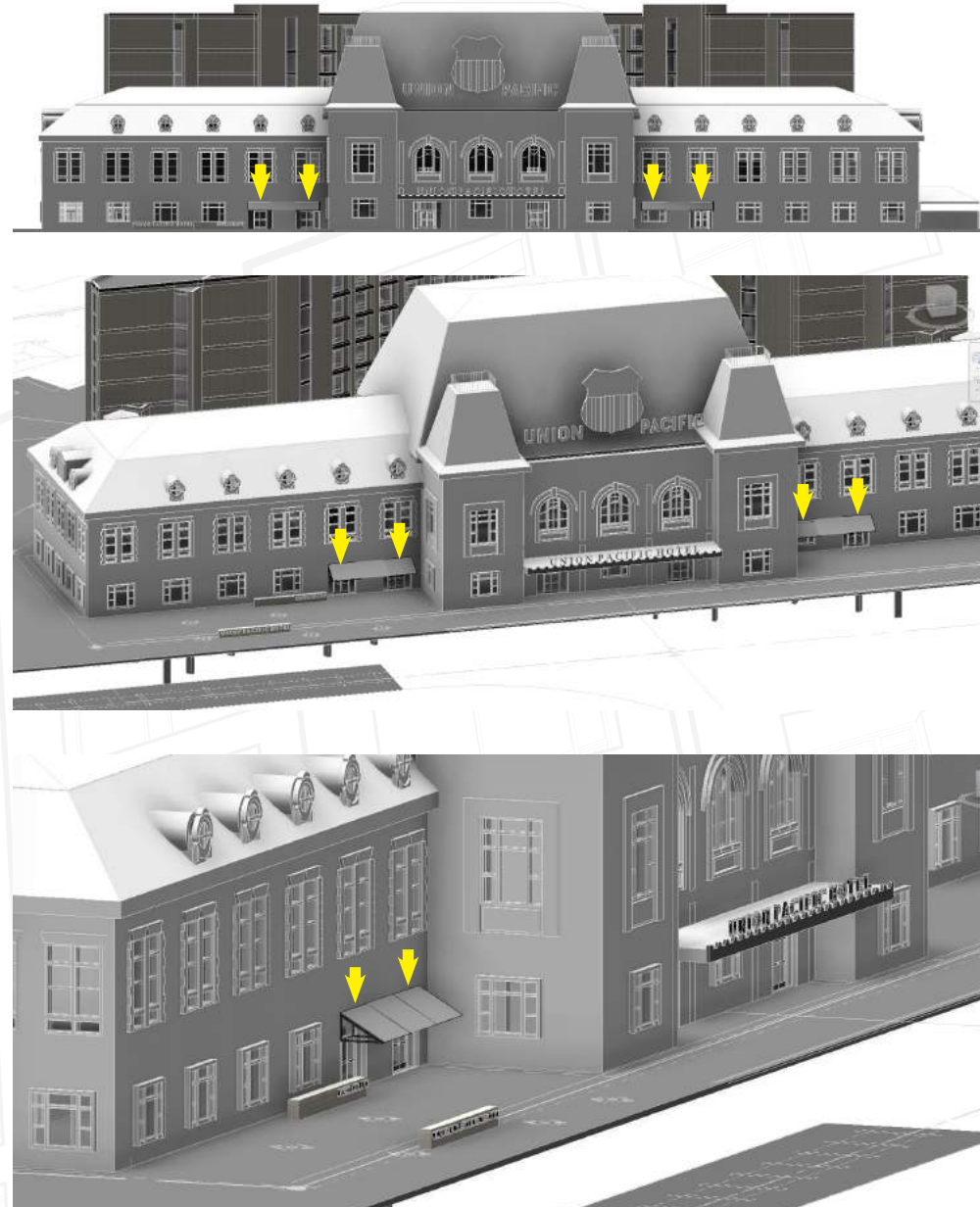
The third option proposes a free-standing structure that provides the maximum amount of coverage from the elements for hotel guests and visitors by covering the entirety of the hotel drop-off. The structure would be constructed out of steel and glass to minimize the visual impact on the existing UPD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



OPTION 1: ATTACHED CANOPY



OPTION 2: ATTACHED AWNINGS



OPTION 3: FREE-STANDING CANOPY





# UNION PACIFIC HOTEL

## SALT LAKE CITY, UTAH



**OWNER**

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

**DEVELOPER**

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

**ARCHITECT**

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

**CIVIL ENGINEER**

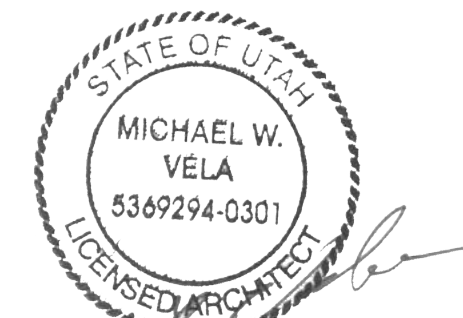
GREAT BASIN ENGINEERING  
5746 SOUTH 1475 EAST  
OGDEN, UTAH 84403

**LANDSCAPE ARCHITECT**

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

## CBSD/PD SUBMITTAL

UNION PACIFIC HOTEL  
The Athens Group



REVISION table with columns for NO., DESCRIPTION, and DATE. Includes project info and sheet index.

INDEX OF DRAWINGS

Table listing drawing sheets and their names, including General, Civil, and Landscape categories.

BUILDING SUMMARY

PROJECT INFORMATION: PROJECT NAME: UNION PACIFIC STATION HOTEL, ADDRESS: 25 400 WEST, SALT LAKE CITY UTAH 84101, PROPOSED USE: HOTEL.

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: 2015 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

Table with 3 columns: ITEM, ALLOWED / REQUIRED, ACTUAL / PROVIDED. Lists building characteristics like height, stories, and area.

FIRE PROTECTION SYSTEMS

- FIRE EXTINGUISHING SYSTEM: (YES) / NO TYPE: CLASS A, - STANDPIPE SYSTEM: (YES) / NO CLASS: X, - SMOKE CONTROL: YES (NO)

FIRE RESISTANT CONSTRUCTION/FIREPROOFING SCHEDULE

Table with 3 columns: ITEM, REQD RATING / HR, U/L/F# WHERE APPLICABLE. Lists fireproofing requirements for walls, floors, and ceilings.

FIRE PROOFING NOTES

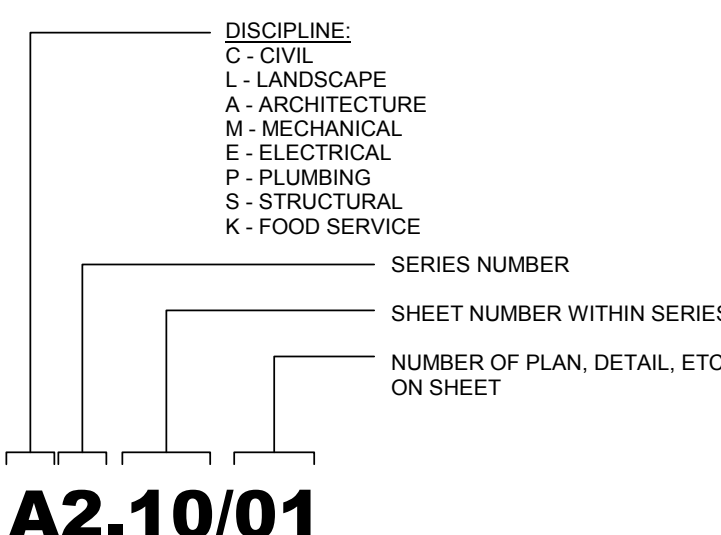
- 1. ALL FIRE RESISTIVE RATINGS ARE ASSUMED TO BE THERMALLY RESTRAINED. 2. ALL BEAMS AND COLUMNS SHALL BE ADJUSTED USING W/D OR A/P RATIOS TO DETERMINE THE CORRECT FIREPROOFING THICKNESS.

BUILDING AREA TABULATION

Table with 3 columns: BASEMENT, NEW AREA, EXISTING AREA. Shows area breakdown for basement and levels 1-8.

INDEX OF DRAWINGS

NUMBERING SYSTEM:



LEGEND

Table listing materials like Concrete/Precast, Brick, Stone, Gypsum Board, etc., with their corresponding graphical symbols.

DRAWING SYMBOLS

Table listing drawing symbols for room names, walls, sections, and details, including symbols for corner guards, wall protection, and section details.

CEILING SYMBOLS

Table listing ceiling symbols for GYP BD CEILING, SUPPLY AIR, RETURN AIR, EXHAUST AIR, ACCESS PANEL, FLUORESCENT LIGHT, SUSPENDED LIGHT, CHANDELIER, and various light fixtures.

DRAWING ABBREVIATIONS

Large table of drawing abbreviations organized in columns A, B, C, D, E, F, G, H, I, J, K, L. Lists abbreviations for structural, mechanical, and general building elements.

ROOM NAME ABBREVIATIONS

Table of room name abbreviations organized in columns A through W. Lists abbreviations for rooms like Air Conditioning, Bedroom, Kitchen, etc.





REVISION


HKS PROJECT NUMBER  
**21578.000**

DATE  
**08/06/18**

ISSUE  
**CBSD/PD**

**SUBMITTAL**

SHEET TITLE  
**DEMOLITION PLAN**

SHEET NO.  
**C0.00**

© 2018 HKS ARCHITECTS, INC.

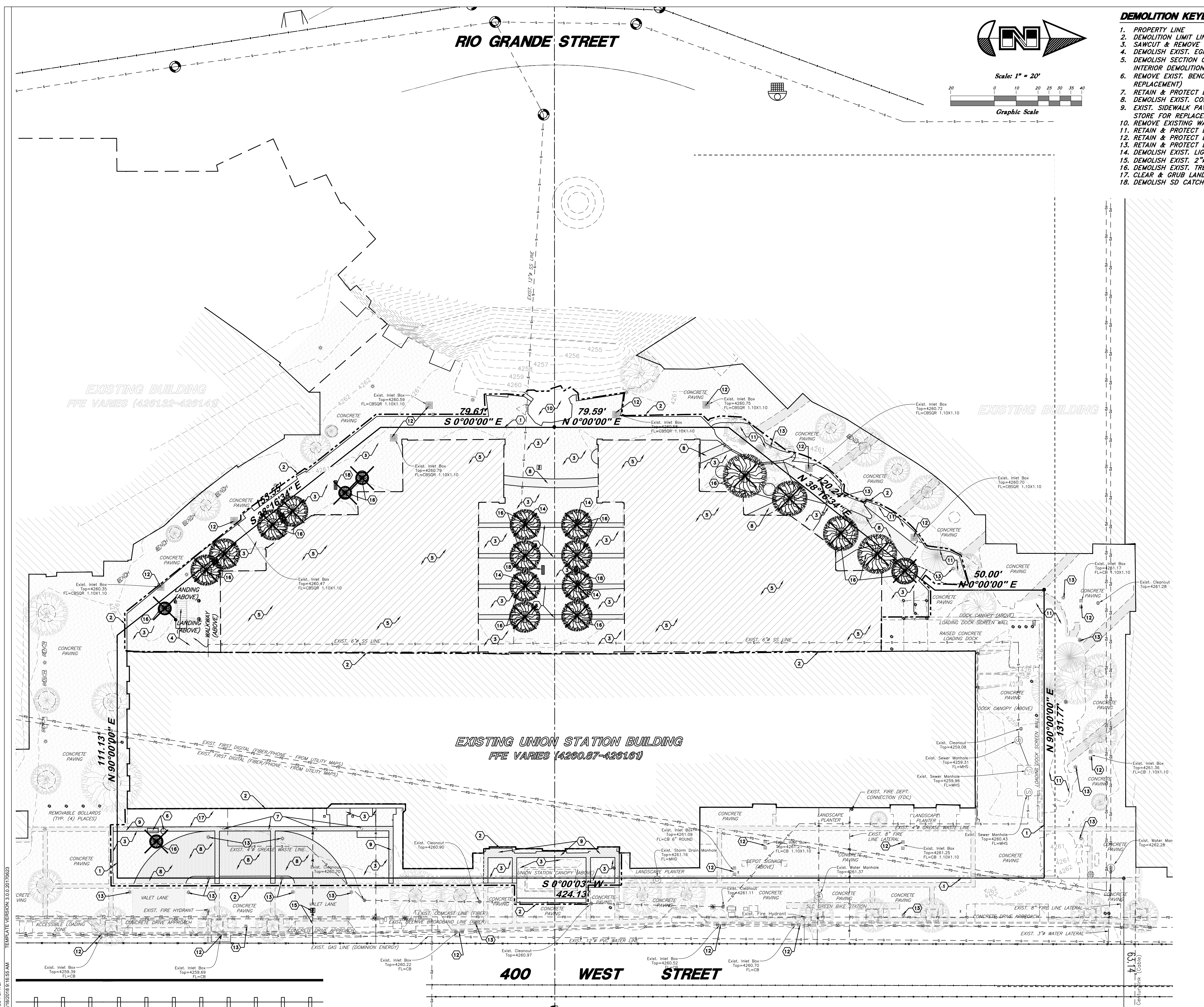
### DEMOLITION KEYED NOTES

1. PROPERTY LINE
2. DEMOLITION LIMIT LINE
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" 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	
Exist. Water Valve	
Water Valve	
Sanitary Sewer	
Culinary Water	
Gas Line	
Irrigation Line	
Storm Drain	
Telephone Line	
Secondary Waterline	
Fire Line	
Land Drain	
Power pole	
Power pole w/guy	
Light Pole	
Fence	
Flowline of ditch	
Overhead Power line	
Corrugated Metal Pipe	
Concrete Pipe	
Ductile Iron	
Polyvinyl Chloride	
Top of Asphalt	
Edge of Asphalt	
Centerline	
Flowline	
Finish Floor	
Top of Curb	
Top of Wall	
Top of Walk	
Top of Concrete	
Natural Ground	
Finish Grade	
Match Existing	
Fire Department Connection	
Finish Contour	
Finish Grade	
Exist. Grade	
Ridge Line	
Direction of Flow	
Existing Asphalt	
New Asphalt	
Heavy Duty Asphalt	
Existing Concrete	
New Concrete	
Spill Curb & Gutter	
Demo Tree	



PLOT DATE: 7/19/2018 9:16:55 AM

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

**DEVELOPER**  
 ATHENS HOTEL DEVELOPMENT, LLC  
 2202 E CAMELBACK RD # 220  
 PHOENIX, AZ 85016

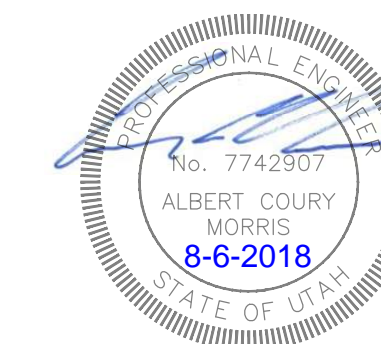
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

**UNION PACIFIC HOTEL**

*The Athens Group*



REVISION

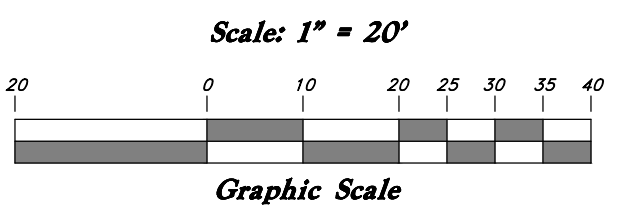
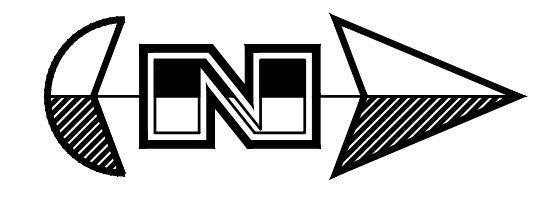

HKS PROJECT NUMBER  
**21578.000**  
 DATE  
**08/06/18**  
 ISSUE  
**CBSD/PD**  
**SUBMITTAL**  
 SHEET TITLE  
**SITE PLAN**

SHEET NO.

**C1.00**

**SITE KEYED NOTES**

1. PROPERTY LINE
2. CONSTRUCTION LIMIT LINE
3. PROPOSED BUILDING ADDITION (GROUND LEVEL)
4. PROPOSED BUILDING ADDITION OVERHANG (UPPER LEVELS)
5. PROPOSED ENTRY PAVERS (SEE LS PLANS)
6. +/-36" SITE WALL
7. NEW PLANTER
8. PROTECTIVE BOLLARDS (TYP. (9) PLACES)
9. COURTYARD PAVERS (SEE LS PLANS)
10. RAISED SEAT WALL/PLANTERS
11. EDGE OF NEW CONCRETE PAVING
12. TRANSITION PAVERS (SEE LS PLANS)
13. NEW CONCRETE PAVING
14. PROPOSED MODIFICATIONS TO EXISTING FOUNTAIN



**Legend**

(Note: All items may not appear on drawing)

- San. Sewer Manhole (Symbol)
- Water Manhole (Symbol)
- Storm Drain Manhole (Symbol)
- Cleanout (Symbol)
- Electrical Manhole (Symbol)
- Catch Basins (Symbol)
- Exist. Fire Hydrant (Symbol)
- Fire Hydrant (Symbol)
- Exist. Water Valve (Symbol)
- Water Valve (Symbol)
- Sanitary Sewer (Symbol)
- Culinary Water (Symbol)
- Gas Line (Symbol)
- Irrigation Line (Symbol)
- Storm Drain (Symbol)
- Telephone Line (Symbol)
- Secondary Waterline (Symbol)
- Power Line (Symbol)
- Fire Line (Symbol)
- Land Drain (Symbol)
- Power pole w/guy (Symbol)
- Light Pole (Symbol)
- Fence (Symbol)
- Flowline of ditch (Symbol)
- Overhead Power line (Symbol)
- Corrugated Metal Pipe (Symbol)
- Concrete Pipe (Symbol)
- Reinforced Concrete Pipe (Symbol)
- Ductile Iron (Symbol)
- Polyvinyl Chloride (Symbol)
- Top of Asphalt (Symbol)
- Edge of Asphalt (Symbol)
- Centerline (Symbol)
- Flowline (Symbol)
- Finish Floor (Symbol)
- Top of Curb (Symbol)
- Top of Wall (Symbol)
- Top of Walk (Symbol)
- Top of Concrete (Symbol)
- Natural Ground (Symbol)
- Finish Grade (Symbol)
- ME (Symbol)
- Fire Department Connection (Symbol)
- Finish Contour (Symbol)
- Exist. Contour (Symbol)
- Finish Grade (Symbol)
- Exist. Grade (Symbol)
- Ridge Line (Symbol)
- Direction of Flow (Symbol)

- Existing Asphalt (Hatched Pattern)
- New Asphalt (Solid Grey)
- Heavy Duty Asphalt (Hatched Pattern)
- Existing Concrete (Stippled Pattern)
- New Concrete (Solid White)
- Spill Curb & Gutter (Symbol)
- Demo Tree (Symbol)

**RIO GRANDE STREET**

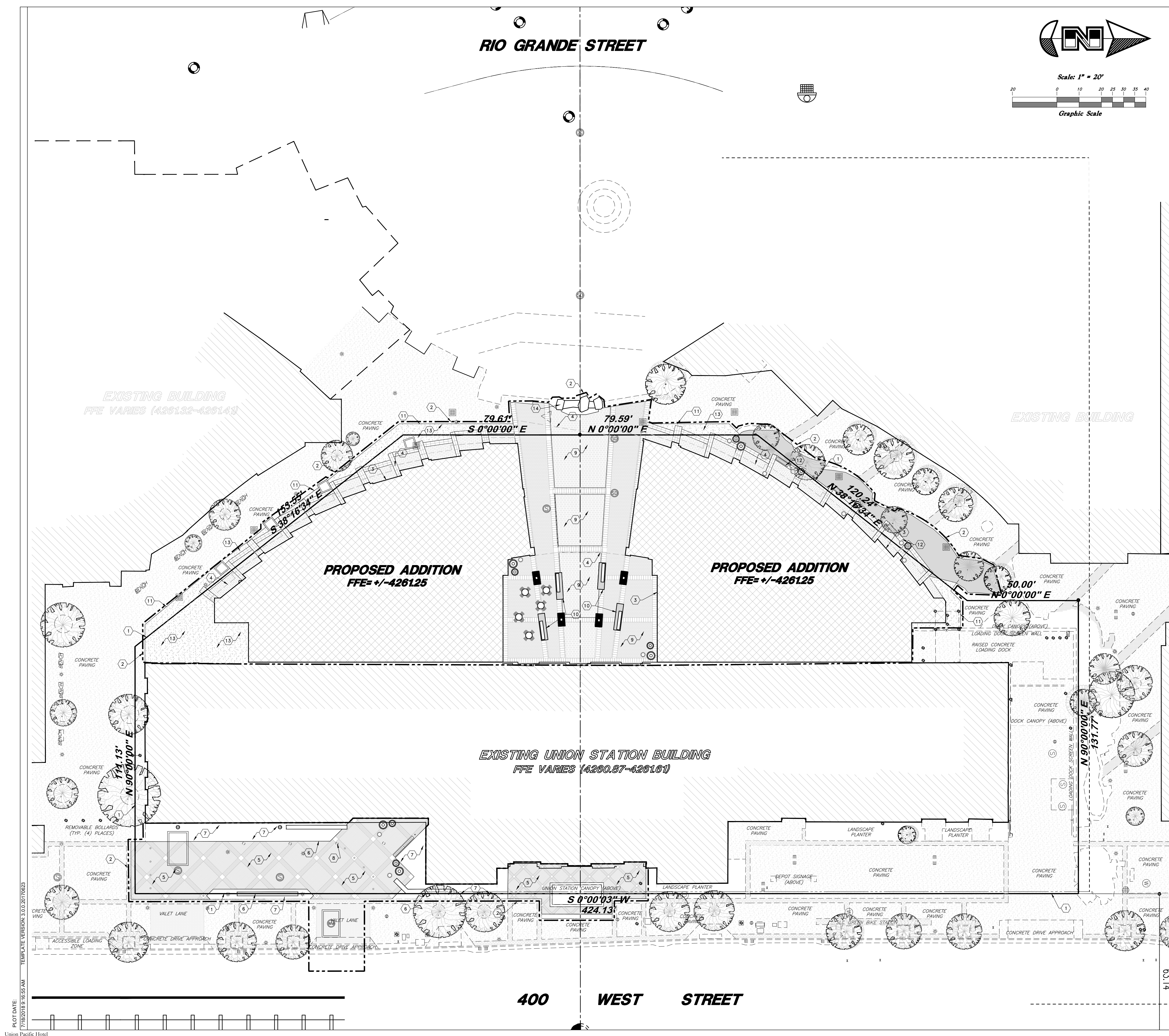
**400 WEST STREET**

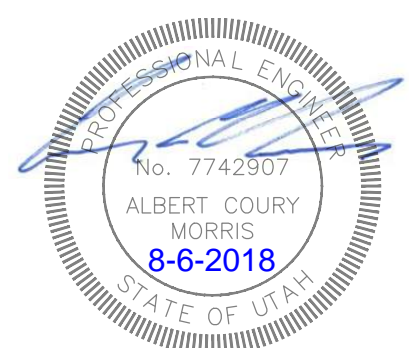
EXISTING BUILDING  
 FFE VARIES (426132-426141)

PROPOSED ADDITION  
 FFE= +/-426125

PROPOSED ADDITION  
 FFE= +/-426125

EXISTING UNION STATION BUILDING  
 FFE VARIES (4260.87-426161)





**UTILITY KEYED NOTES**

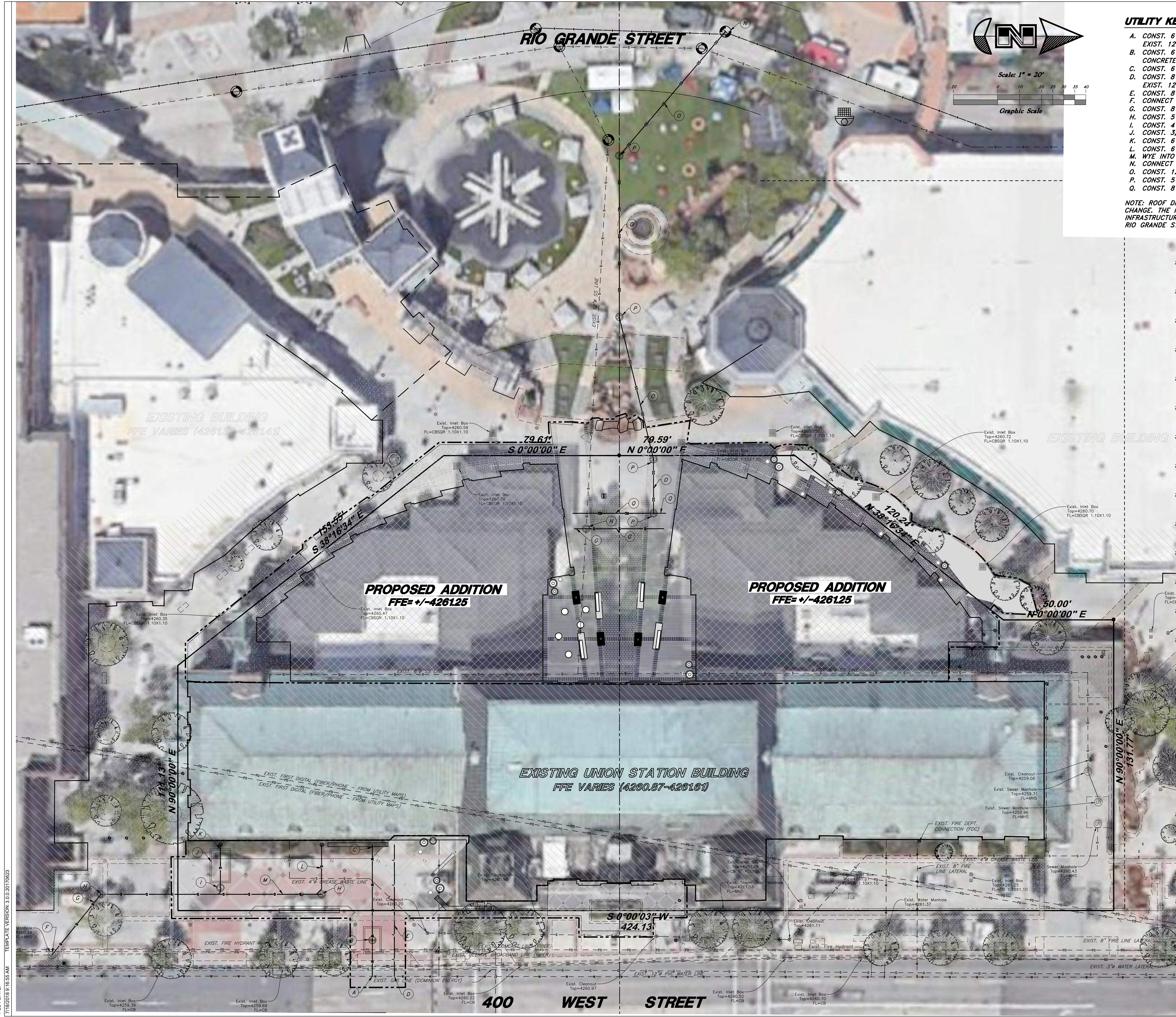
- A. CONST. 6" HOT TAP & SLEEVE W/ 6" GATE VALVE ON EXIST. 12" PVC MAIN.
- B. CONST. 6" WATER METER W/ BYPASS LINE IN PRECAST CONCRETE VAULT PER APWA STD. PLANS NO'S 525 & 505
- C. CONST. 6" DR-18 C-900 PVC WATER LINE LATERAL
- D. CONST. 8" HOT TAP & SLEEVE W/ 8" GATE VALVE ON EXIST. 12" PVC MAIN
- E.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

**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	⊟
Exist. Water Valve	⊠
Water Valve	⊡
Sanitary Sewer	—S—
Culinary Water	—C—
Gas Line	—G—
Irrigation Line	—IW—
Storm Drain	—SD—
Telephone Line	—T—
Secondary Waterline	—SW—
Power Line	—P—
Fire Line	—F—
Land Drain	—LD—
Power pole w/guy	⊛
Light Pole	⊜
Fence	⊞
Flowline of ditch	—DIP—
Overhead Power line	—OMP—
Corrugated Metal Pipe	—CMP—
Concrete Pipe	—CP—
Reinforced Concrete Pipe	—RCP—
Ductile Iron	—DI—
Polyvinyl Chloride	—PVC—
Top of Asphalt	—TA—
Edge of Asphalt	—EA—
Centerline	—CL—
Flowline	—FL—
Finish Floor	—FF—
Top of Curb	—TC—
Top of Wall	—TWL—
Top of Walk	—TW—
Top of Concrete	—TCH—
Natural Ground	—NG—
Finish Grade	—FG—
Match Existing	—ME—
Fire Department Connection	—FDC—
Finish Contour	—90—
Exist. Contour	—90.337A
Finish Grade	—95.721K
Exist. Grade	—E—
Ridge Line	—R—
Direction of Flow	→
Existing Asphalt	▨
New Asphalt	▩
Heavy Duty Asphalt	▪
Existing Concrete	▧
New Concrete	▩
Spill Curb & Gutter	▮
Demo Tree	⊗



REVISION


HKS PROJECT NUMBER  
**21578.000**

DATE  
**08/06/18**

ISSUE  
**CBSD/PD**

SUBMITTAL  
**SHEET TITLE**  
**UTILITY PLAN**

SHEET NO.  
**C2.00**

© 2018 HKS ARCHITECTS, INC.

**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+H THE GRASSLI GROUP  
 145 WEST 200 SOUTH  
 SALT LAKE CITY, UTAH 84101

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



**IRRIGATION SCHEDULE**

SYMBOL	DESCRIPTION	MANUFACTURER & MODEL
<b>GROUND LEVEL CONNECTION</b>		
	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ CIVIL CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION AND WATER METER)	
	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.
<b>ROOF GARDEN CONNECTION</b>		
	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ BUILDING CONTRACTOR 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 AREA: NETAFIM, TECHLINE CV. 0.4 GHP EMITTER RATE 18" O.C. DRIPLINE SPACED 18" O.C. APPLICATION RATE OF 0.29 INCHES/HOUR. DRIPLINE SHALL HAVE A SUPPLY AND EXHAUST HEADERS IN ALL LOCATIONS. SEE DETAIL SHEET LI502 FOR DRIPLINE LAYOUTS AND COMPONENT DETAILS.	
	DRIPLINE INDICATOR. TO BE LOCATED AT THE END OF ALL DRIP IRRIGATION ZONES. SEE DETAIL 12 SHEET LI502.	
	MANUAL FLUSH VALVE, NETAFIM, MODEL #: TLSOV. TO BE LOCATED AT ALL LOW POINTS OF DRIP TUBING AREAS TO PROVIDE COMPLETE SYSTEM DRAINAGE. SEE DETAIL 8,9 SHEET LI502.	
	IRRIGATION LATERAL LINE	PVC SCH. 40 (SIZE PER PLAN. ALL DIRECT LATERALS TO DRIPLINE AREAS TO BE MIN. 3/4" OR LARGER)
	IRRIGATION MAINLINE	1 1/4" PVC SCH 40. (18" MIN. DEPTH)
	IRRIGATION SLEEVE	PVC SCH. 40 (SIZE SLEEVE 2 SIZES LARGER THAN PIPE BEING SLEEVED)
	LIMIT OF WORK LINE	
	Valve Callout	COORDINATE NUMBERS OF NEW VALVES WITH EXISTING VALVE COUNT IN CONTROLLER. COORDINATE WITH MAINT. STAFF.

**IRRIGATION VALVE & PLANT HYDROZONE TABLE**

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

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

**IRRIGATION GENERAL NOTES**

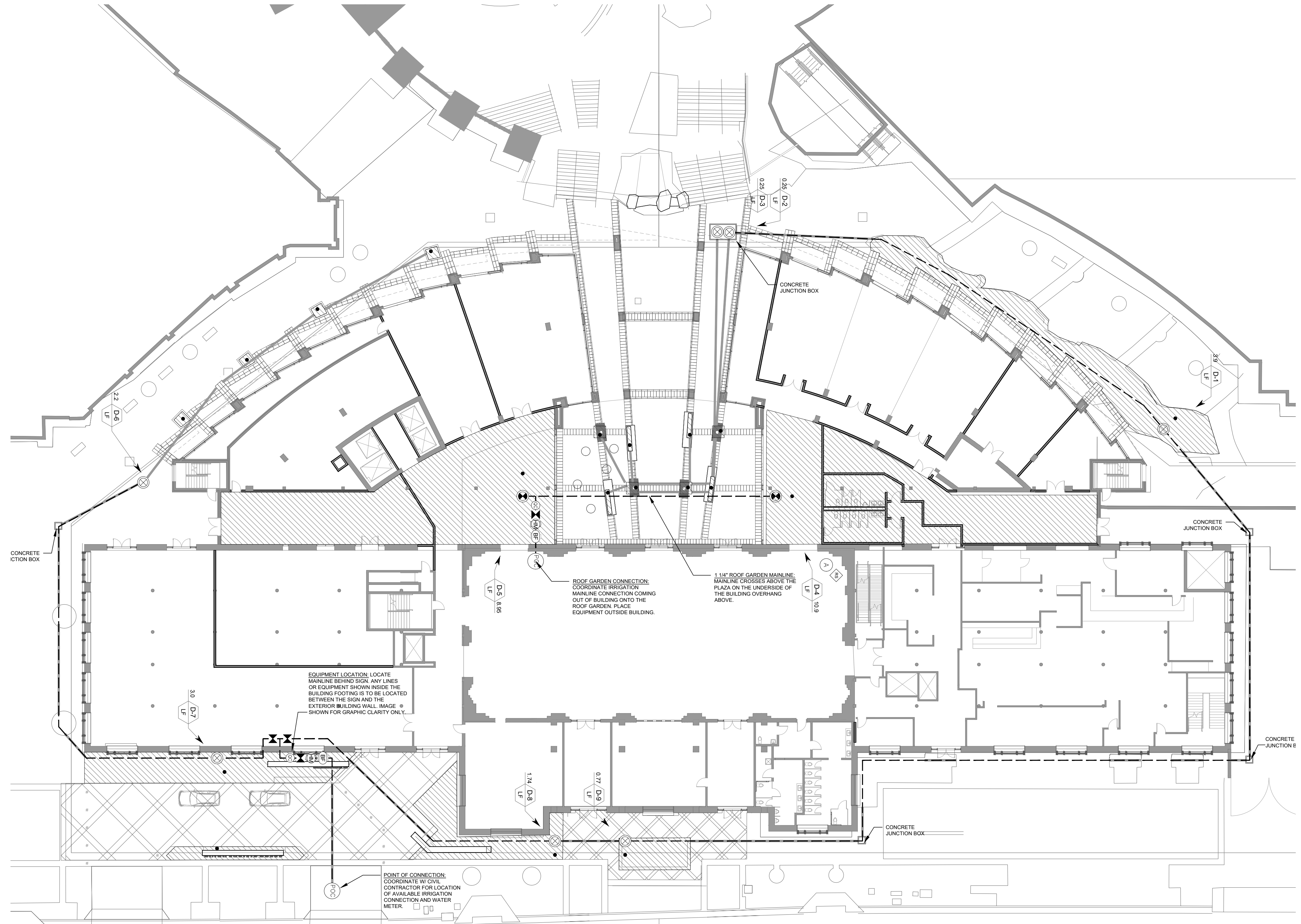
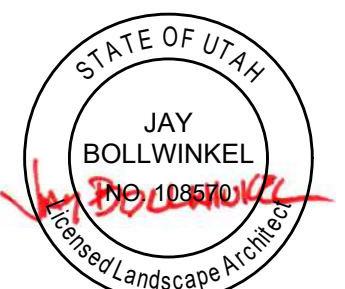
- THIS DRAWING IS DIAGRAMMATIC ONLY. ALL IRRIGATION COMPONENTS ARE TO BE INSTALLED IN LANDSCAPE AREAS. ITEMS SHOWN ON WALKWAYS AND BUILDINGS ARE FOR GRAPHIC CLARITY ONLY. CONTRACTOR TO VERIFY STATIC PRESSURE OF 70 PSI PRIOR TO STARTING WORK. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT. LATERAL LINES MAY NEED TO BE ADJUSTED FROM PLAN TO PROTECT EXISTING UTILITIES, EXISTING TREE ROOTS, ETC.. THE IRRIGATION SYSTEM CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION LAYOUT OF THE SYSTEM IN ACCORDANCE WITH THE DRAWINGS. LAYOUT MAY BE MODIFIED IF NECESSARY TO OBTAIN COVERAGE AS NEEDED TO SUIT THE SITE. THE SYSTEM SHALL BE TESTED FOR COMPLETE COVERAGE AND ALL ADJUSTMENTS MADE PRIOR TO ACCEPTANCE BY THE OWNER.
- CONTRACTOR TO CONTACT BLUE STAKES AND VERIFY ALL EXISTING UTILITIES AND UNDERGROUND STRUCTURES BEFORE CONSTRUCTION BEGINS. CONTRACTOR TO PROTECT AND PRESERVE ALL EXISTING UTILITIES LOCATED ON SITE WHICH ARE NOT SCHEDULED FOR REMOVAL ACCORDING TO DEMOLITION PLAN. ANY DAMAGE TO EXISTING UTILITIES SHALL BE REPAIRED AND/OR REPLACED TO OWNER'S STANDARDS. SPECIFICATIONS AND RECOMMENDATIONS. ANY EXISTING UTILITIES ENCOUNTERED DURING CONSTRUCTION SHALL BE LABELED AS PART OF THE "AS-BUILT" DRAWING TO BE TURNED IN TO THE LANDSCAPE ARCHITECT ONCE PROJECT IS COMPLETED.
- CONTRACTOR TO HAVE ON-SITE PRE-CONSTRUCTION MEETING WITH OWNER'S REPRESENTATIVE AND LANDSCAPE ARCHITECT PRIOR TO ANY CONSTRUCTION.
- THE CONTRACTOR IS TO READ AND REFER TO THE ATTACHED DETAILS AND TECHNICAL SPECIFICATIONS FOR FURTHER CLARIFICATION.
- PLACE VALVE BOXES IN SHRUB BEDS WHERE FEASIBLE. IRRIGATION BOXES TO BE PLACED A MINIMUM OF 24" FROM WALKWAYS, WHERE APPLICABLE.
- CONTRACTOR SHALL PROVIDE AS-BUILT DRAWINGS TO THE LANDSCAPE ARCHITECT ONCE CONSTRUCTION IS COMPLETE FOR THE IRRIGATION SPRINKLER SYSTEM SHOWING EXACT MEASURED AND DIMENSIONED LOCATIONS OF ALL VALVES, IRRIGATION HEADS, AND OTHER BELOW GRADE IRRIGATION EQUIPMENT. TIE DIMENSIONS TO PERMANENT FEATURES SUCH AS EXISTING STRUCTURES.
- CONTRACTOR IS RESPONSIBLE FOR ALL MATERIALS AND LABOR NECESSARY TO MAKE CONTROLLER OPERATIONAL. ALL ELECTRICAL WORK SHALL BE IN COMPLIANCE WITH ALL LOCAL CODES, STANDARDS AND REGULATIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR INSTALLING SLEEVES FOR IRRIGATION LATERAL LINE AND PRESSURE SUPPLY LINE UNDER HARDSCAPE PRIOR TO THE CONSTRUCTION OF HARDSCAPE PAVING. IF THE CONTRACTOR FAILS TO INSTALL ALL NECESSARY SLEEVES FOR SYSTEM OPERATION PRIOR TO THE HARDSCAPE CONSTRUCTION, THEN THE CONTRACTOR IS RESPONSIBLE FOR ANY AND ALL EXPENSES OF TRENCHING AND PATCHING OF CONCRETE AND/OR PAVING AS DIRECTED BY THE LANDSCAPE ARCHITECT AT NO ADDITIONAL COST TO THE OWNER. COORDINATE ALL SLEEVE AND CONDUIT FOR LATERALS AND WIRING WITH GENERAL CONTRACTOR PRIOR TO HARDSCAPE AND LOADING DOCK WALL CONSTRUCTION.
- 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).
- INCLUDE ADDITIONAL OPEN SLEEVE THE SAME DIAMETER AS SLEEVE BEING FILLED IN THE SAME LOCATION.
- 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.

REVISION


HKS PROJECT NUMBER  
**21578.999**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSDIPD SUBMITTAL**

SHEET TITLE  
**LANDSCAPE IRRIGATION SCHEDULE**  
 SHEET NO.

**LI100**



### IRRIGATION SCHEDULE

SYMBOL	DESCRIPTION	MANUFACTURER & MODEL
<b>GROUND LEVEL CONNECTION</b>		
(PCC)	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ CIVIL CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION AND WATER METER)	
(BF)	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)
(HM)	HYDROMETER	NETAFIM: LHM4FG1-MEL
(A)	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER
(RFS)	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.
<b>ROOF GARDEN CONNECTION</b>		
(PCC)	POINT OF CONNECTION (TAP INTO IRRIGATION MAINLINE AT THIS APPROXIMATE LOCATION. COORDINATE W/ BUILDING CONTRACTOR FOR LOCATION OF IRRIGATION CONNECTION)	
(BF)	BACKFLOW PREVENTOR	WILKINS: 2" - MODEL 375XL BACKFLOW PREVENTOR (SEE DETAIL 10 SHEET LI501)
(HM)	HYDROMETER	NETAFIM: LHM4FG1-MEL
(B)	IRRIGATION CONTROLLER	RAINBIRD ESP-LXME IRRIGATION CONTROLLER
(RFS)	RAIN/FREEZE SENSOR	RAIN BIRD WR2-RFC RAIN/FREEZE SENSOR (WIRELESS). LOCATE ON THE ROOF OF BUILDING.
(CC)	QUICK COUPLER	RAINBIRD 44LRC 1" VALVE, 2 PIECE BODY (SEE DETAILS)
(IV)	ISOLATION VALVE	ISOLATION PVC BALL VALVE. SEE SPEC., SIZE PER MAINLINE SIZE.
(NDV)	NETAFIM DRIP VALVE	NETAFIM LF (LOW FLOW), MODEL #: LVCZS8010075-LF WITH 1" CONTROL VALVE 0.25GPM - 4.4GPM
(HFDV)	NETAFIM DRIP VALVE	NETAFIM HF (HIGH FLOW), MODEL #: LVCZS8010075-HF WITH 1" CONTROL VALVE 4.5GPM - 17.6GPM
(CVB)	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.)
(SUDA)	SUBSURFACE DRILINE AREA	NETAFIM, TECHLINE CV, 0.4 GHP EMITTER RATE 18" O.C. DRILINE SPACED 18" O.C. APPLICATION RATE OF 0.29 INCHES/HOUR. DRILINE SHALL HAVE A SUPPLY AND EXHAUST HEADERS IN ALL LOCATIONS. SEE DETAIL SHEET LI502 FOR DRILINE LAYOUTS AND COMPONENT DETAILS.
(DLI)	DRIP LINE INDICATOR	TO BE LOCATED AT THE END OF ALL DRIP IRRIGATION ZONES. SEE DETAIL 12 SHEET LI502.
(MFLV)	MANUAL FLUSH VALVE	NETAFIM, MODEL #: TISOV. TO BE LOCATED AT ALL LOW POINTS OF DRIP TUBING AREAS TO PROVIDE COMPLETE SYSTEM DRAINAGE. SEE DETAIL 8,9 SHEET LI502.
(IL)	IRRIGATION LATERAL LINE	PVC SCH. 40 (SIZE PER PLAN. ALL DIRECT LATERALS TO DRILINE AREAS TO BE MIN. 3/4" OR LARGER)
(IM)	IRRIGATION MAINLINE	1 1/4" PVC SCH 40. (18" MIN. DEPTH)
(IS)	IRRIGATION SLEEVE	PVC SCH. 40 (SIZE SLEEVE 2 SIZES LARGER THAN PIPE BEING SLEEVED)
(LWL)	LIMIT OF WORK LINE	
(VC)	Valve Callout	COORDINATE NUMBERS OF NEW VALVES WITH EXISTING VALVE COUNT IN CONTROLLER. COORDINATE WITH MAINT. STAFF.

### IRRIGATION VALVE & PLANT HYDROZONE TABLE

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

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

REVISION


HKS PROJECT NUMBER  
**21578.999**

DATE  
**08/06/2018**

ISSUE  
**CBSDIPD SUBMITTAL**

SHEET TITLE  
**LANDSCAPE IRRIGATION PLAN**

SHEET NO.

**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

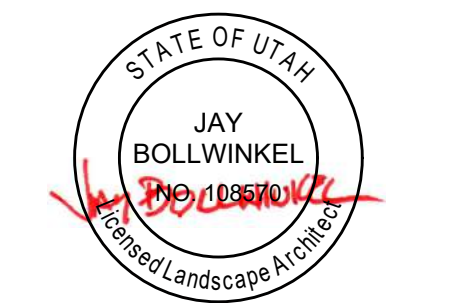
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

The Athens Group

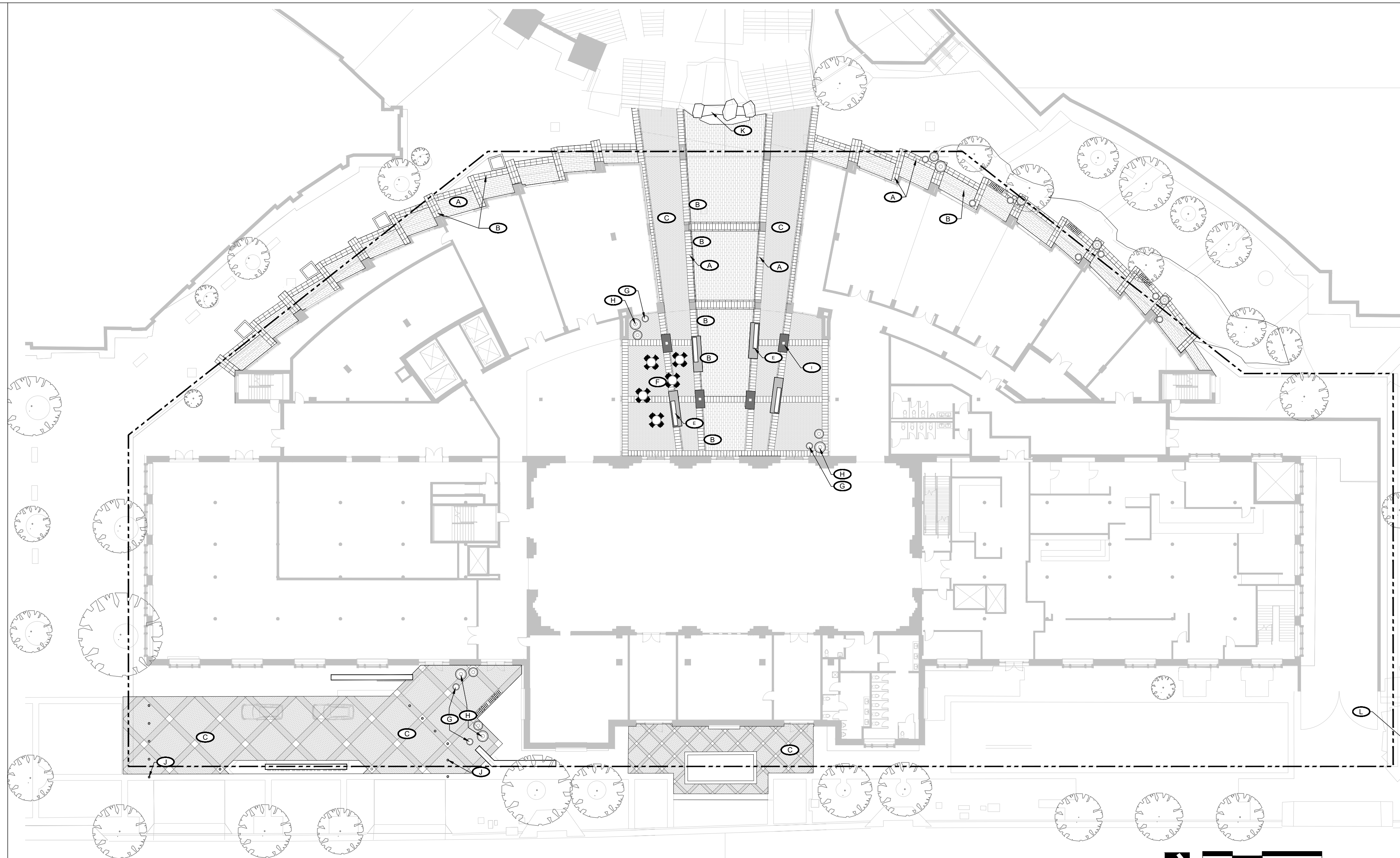


REVISION

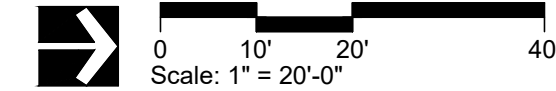

HKS PROJECT NUMBER  
**21578.999**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSDIPD SUBMITTAL**

SHEET TITLE  
**LANDSCAPE LAYOUT PLAN**

SHEET NO.



OVERALL SITE PLAN

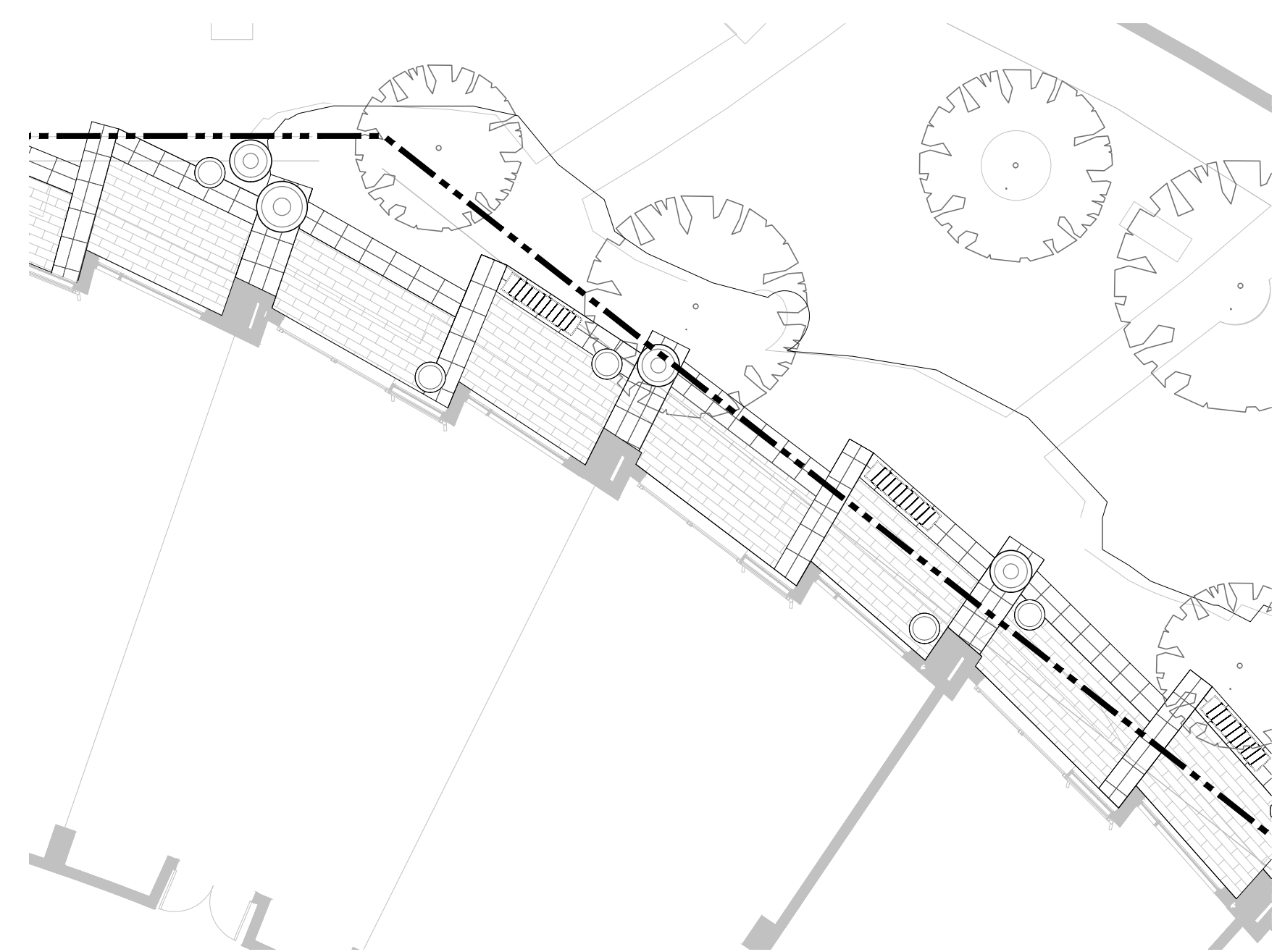


**SITE ELEMENTS:**

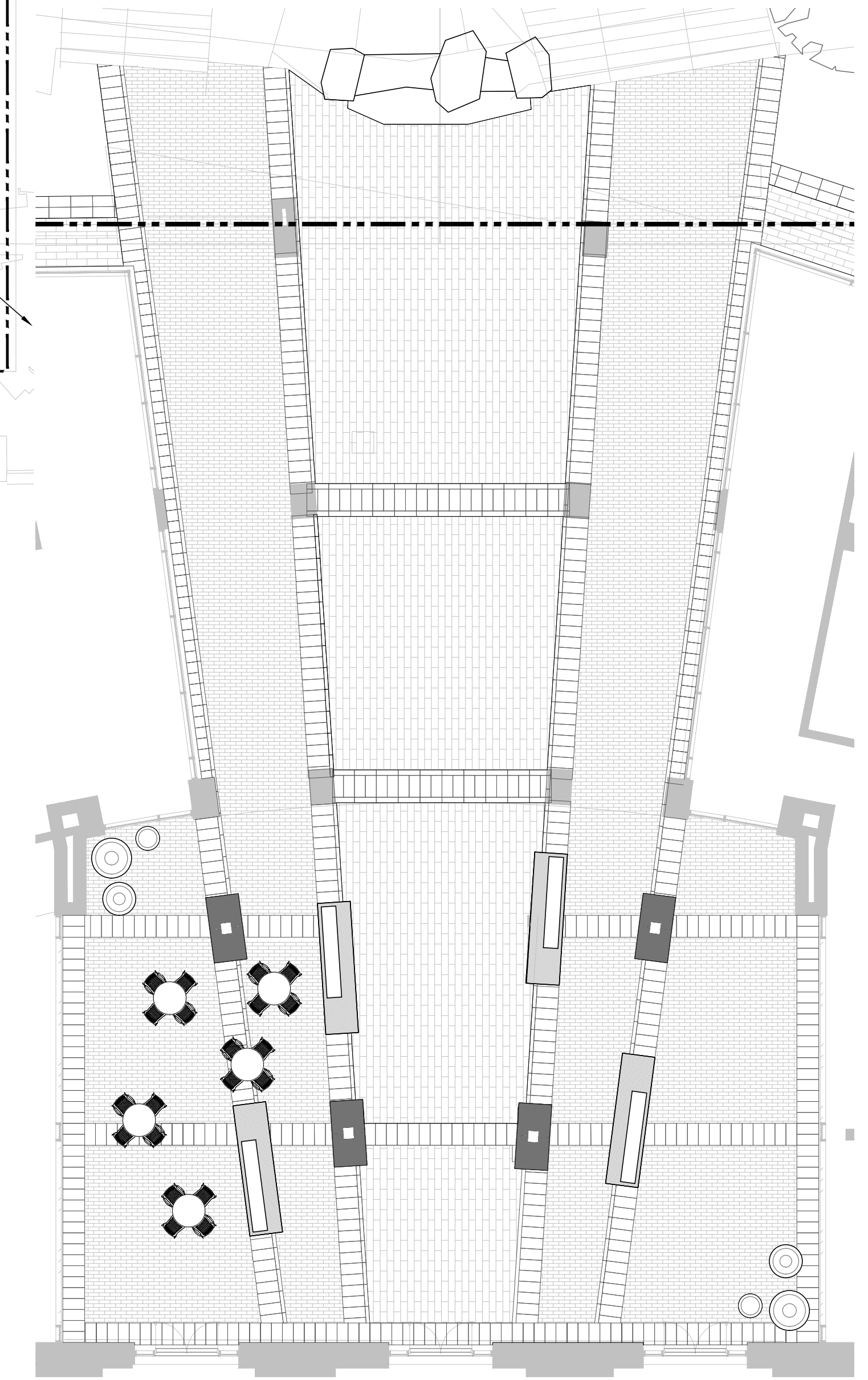
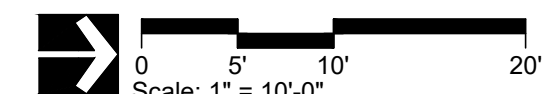
LABEL	DESCRIPTION	SOURCE
(A)	CONCRETE PAVERS 12"x24"	BELGUARD COMMERCIAL
(B)	CONCRETE PAVERS 6" x 24"	BELGUARD COMMERCIAL
(C)	CONCRETE PAVERS 6" X 12" AND 4" X 4"	BELGUARD COMMERCIAL
(D)	PEDESTRIAN CONCRETE: STANDARD COLOR, MEDIUM BROOM FINISH	
(E)	PLAZA BENCH, CONCRETE AND OR STEEL	
(F)	OUTDOOR SEATING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

**SITE NOTES:**

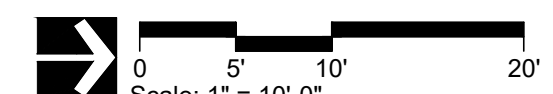
- HARDSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
- SOFTSCAPE IMPROVEMENTS ARE TO BE COORDINATED WITH RETAIL CENTER OWNER VESTAR GATEWAY.
- CITY CREEK WATER FEATURE ON NORTH SIDE OF BUILDING TO REMAIN.
- EXISTING BOULDER ELEMENTS WITHIN PLANT BED ON NORTHWEST SIDE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



PATIO ENLARGEMENT



CENTRAL COURTYARD ENLARGEMENT



**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

## PLANTING LEGEND

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

## ROOF GARDEN PLANTINGS

ROOF PLANTER PLANTING MIXES	
<b>SEDUMS:</b>	<b>PERENNIALS:</b>
<ul style="list-style-type: none"> <li>Bertram Anderson</li> <li>Dragon's Blood</li> <li>Ellacombianum</li> <li>Green Spruce</li> <li>John Creech</li> <li>Red Carpet</li> <li>Reflexum</li> <li>Tricolor</li> <li>Tricolor Kamshaticum</li> </ul>	<ul style="list-style-type: none"> <li>Barren Strawberry</li> <li>Campanula Blue Clips</li> <li>Delosperma Hot Pink</li> <li>Delosperma Fire Spinner</li> <li>Dianthus Deltoids Red</li> <li>Dianthus 'Firewitch'</li> <li>Emerald Blue Creeping Phlox</li> <li>Festuca glauca-Elijah Blue Fescue</li> </ul>

## WEST SIDE FOUNDATION PLANTINGS

WEST SIDE FOUNDATION PLANTINGS	
<b>ORNAMENTAL SHRUBS</b>	
<i>Arctostaphylos uva-ursi</i>	BEARBERRY/ KINNIKINICK 1 GAL. 8" x 4" GV3
<i>Cornus sericea</i> 'Alleman's Compact'	ALLEMAN'S RED TWIG DOGWOOD 5 GAL. 5' x 5' Sd2
<i>Festuca glauca</i>	BLUE FESCUE 1 GAL. 18" x 18" Tw1
<i>Rhus aromatica</i> 'Gro-Low'	GRO-LOW SUMAC 5 GAL. 18" x 5' Sd0

## PERENNIALS

<i>Coreopsis auriculata</i> 'Nana'	COREOPSIS 1 GAL. 6-12" X 6-12" P3
<i>Hemerocallis</i> 'Stella D' Oro'	STELLA D' ORO DAYLILY 1 GAL. 14"x18" P3
<i>Salvia</i> 'May Night'	May Night Sage 1 GAL. 24"x24" P2
<i>Scabiosa species</i>	PINCUSHION FLOWER 1 GAL. 12" X 12" P3
<i>Sedum</i> 'Autumn Joy'	AUTUMN JOY SEDUM 1 GAL. 2'x2' P1

## PLANTING LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
<b>STREET LEVEL PLANTINGS</b>					
	STREET LEVEL PLANTINGS				
<b>ORNAMENTAL SHRUBS</b>					
	<i>Calamag. acu.</i> 'Karl Foerster'	KARL FOERSTER FEATHER REED GRASS	5 GAL.	4'x3'	Tw1
	<i>Pennisetum alopec.</i> 'Hameln'	FOUNTAIN GRASS	5 GAL.	30"x30"	Tw2
	<i>Pinus mugo</i> 'Mops'	MOPS MUGO PINE	5 GAL.	3'x3'	Se2
	<i>Rosa</i> 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2

## PERENNIALS

<i>Coreopsis auriculata</i> 'Nana'	COREOPSIS 1 GAL. 6-12" X 6-12" P3
<i>Gaura lindheimeri</i> 'Siskiyou Pink'	SISKIYOU PINK GAURA 1 GAL. 30"x30" P1
<i>Gaura</i> 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA 1 GAL. 30"x30" P1
<i>Hemerocallis</i> 'Stella D' Oro'	STELLA D' ORO DAYLILY 1 GAL. 14"x18" P3
<i>Salvia</i> 'May Night'	May Night Sage 1 GAL. 24"x24" P2

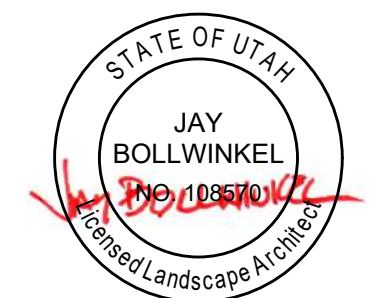
## PERENNIALS

PERENNIAL PLANTINGS: PERENNIAL PLANT BEDS	
<i>Agastache rupestris</i>	LICORICE MINT 1 GAL. 30"x24" P1
<i>Coreopsis auriculata</i> 'Nana'	COREOPSIS 1 GAL. 6-12" X 6-12" P3
<i>Gaura lindheimeri</i> 'Siskiyou Pink'	SISKIYOU PINK GAURA 1 GAL. 30"x30" P1
<i>Gaura</i> 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA 1 GAL. 30"x30" P1
<i>Hemerocallis</i> 'Stella D' Oro'	STELLA D' ORO DAYLILY 1 GAL. 14"x18" P3
<i>Salvia</i> 'May Night'	May Night Sage 1 GAL. 24"x24" P2
<i>Scabiosa species</i>	PINCUSHION FLOWER 1 GAL. 12" X 12" P3
<i>Sedum</i> 'Autumn Joy'	AUTUMN JOY SEDUM 1 GAL. 2'x2' P1

## 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 2013.
- PLACEMENT OF SALVAGED BOULDERS TO BE COORDINATED WITH LANDSCAPE ARCHITECT.

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



REVISION


HKS PROJECT NUMBER

**21578.999**

DATE

**08/06/2018**

ISSUE

**CBSDIPD SUBMITTAL**

SHEET TITLE

**LANDSCAPE PLANTING SCHEDULE**

SHEET NO.

**LP100**

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

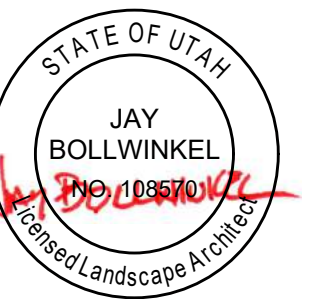
**DEVELOPER**  
ATHENS HOTEL DEVELOPMENT, LLC  
2200 E CAMELBACK RD # 220  
PHOENIX, AZ 85016

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

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



REVISION


HKS PROJECT NUMBER  
**21578.999**  
DATE  
**08/06/2018**  
ISSUE  
**CBSDIPD SUBMITTAL**

SHEET TITLE  
**LANDSCAPE  
PLANTING PLAN**

SHEET NO.

**LP101**

**PLANTING LEGEND**

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

**ROOF GARDEN PLANTINGS**

**ROOF PLANTER PLANTING MIXES**

**SEDUMS:**

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

**PERENNIALS:**

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

**WEST SIDE FOUNDATION PLANTINGS**

**WEST SIDE FOUNDATION PLANTINGS**

**ORNAMENTAL SHRUBS**

Arctostaphylos uva-ursi	BEARBERRY/ KINKINICK	1 GAL.	8" x 4"	GV3
Cornus sericea 'Alleman's Compact'	ALLEMAN'S RED TWIG DOGWOOD	5 GAL.	5' x 5'	Sd2
Festuca glauca	BLUE FESCUE	1 GAL.	18" x 18"	Tw1
Rhus aromatica 'Gro-Low'	GRO-LOW SUMAC	5 GAL.	18" x 5'	Sd0

**PERENNIALS**

Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
Scabiosa species	PINCUSHION FLOWER	1 GAL.	12" X 12"	P3
Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1

**PLANTING LEGEND**

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	MATURE SIZE (HxW)	HYDRO-ZONE
<b>STREET LEVEL PLANTINGS</b>					
<b>STREET LEVEL PLANTINGS</b>					
<b>ORNAMENTAL SHRUBS</b>					
	Calamag. acu. 'Karl Foerster'	KARL FOERSTER FEATHER REED GRASS	5 GAL.	4'x3'	Tw1
	Pennisetum alopec. 'Hameln'	FOUNTAIN GRASS	5 GAL.	30"x30"	Tw2
	Pinus mugo 'Mops'	MOPS MUGO PINE	5 GAL.	3'x3'	Se2
	Rosa 'Knock Out'	KNOCK OUT SHRUB ROSE	5 GAL.	3' x 3'	Sd2

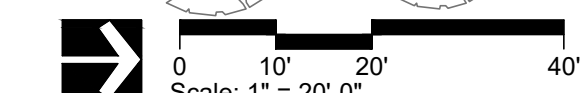
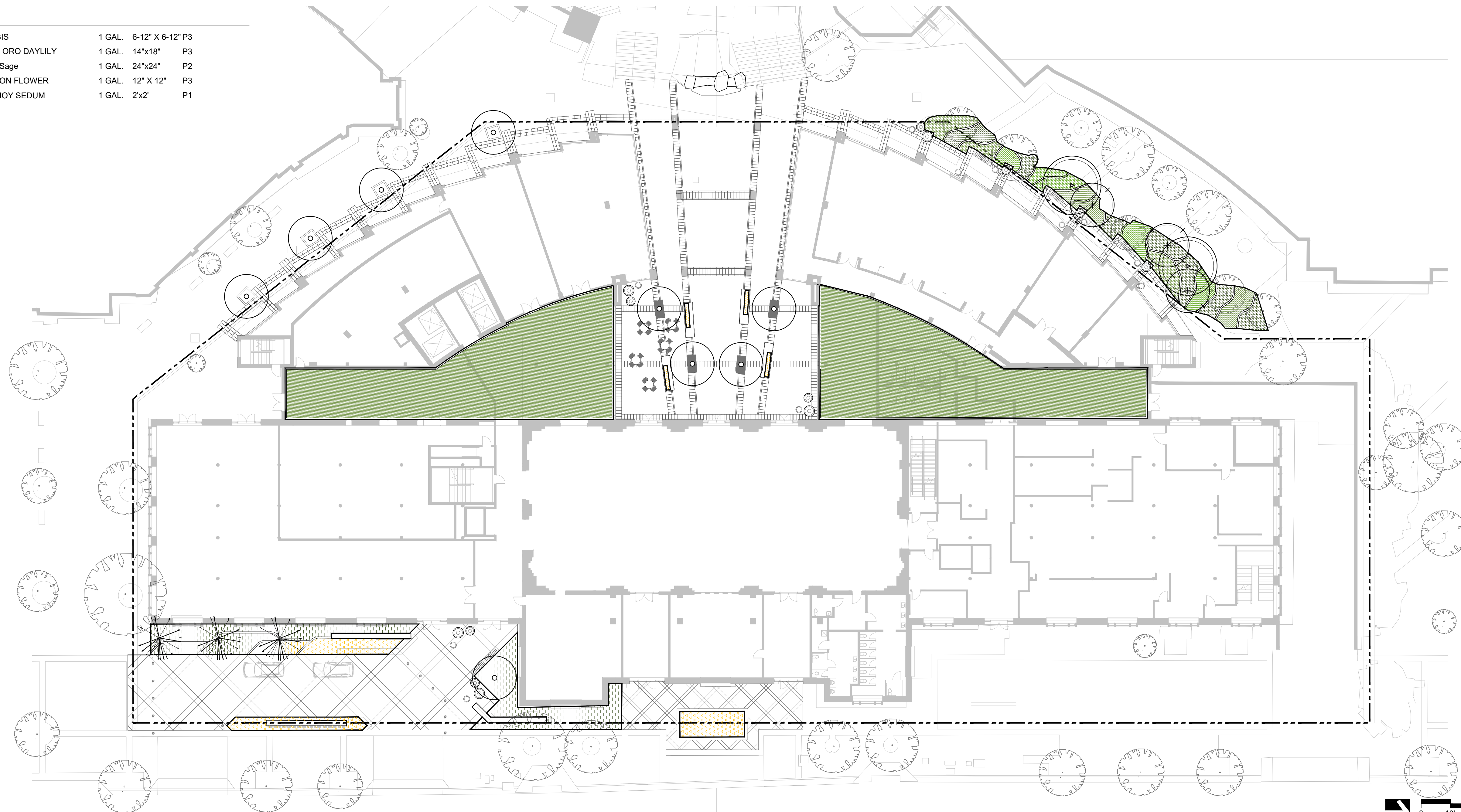
**PERENNIALS**

Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2

**PERENNIALS**

**PERENNIAL PLANTINGS: PERENNIAL PLANT BEDS**

Agastache rupestris	LICORICE MINT	1 GAL.	30"x24"	P1
Coreopsis auriculata 'Nana'	COREOPSIS	1 GAL.	6-12" X 6-12"	P3
Gaura lindheimeri 'Siskiyou Pink'	SISKIYOU PINK GAURA	1 GAL.	30"x30"	P1
Gaura 'Whirling Butterflies'	WHIRLING BUTTERFLIES GAURA	1 GAL.	30"x30"	P1
Hemerocallis 'Stella D' Oro'	STELLA D' ORO DAYLILY	1 GAL.	14"x18"	P3
Salvia 'May Night'	May Night Sage	1 GAL.	24"x24"	P2
Scabiosa species	PINCUSHION FLOWER	1 GAL.	12" X 12"	P3
Sedum 'Autumn Joy'	AUTUMN JOY SEDUM	1 GAL.	2'x2'	P1






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

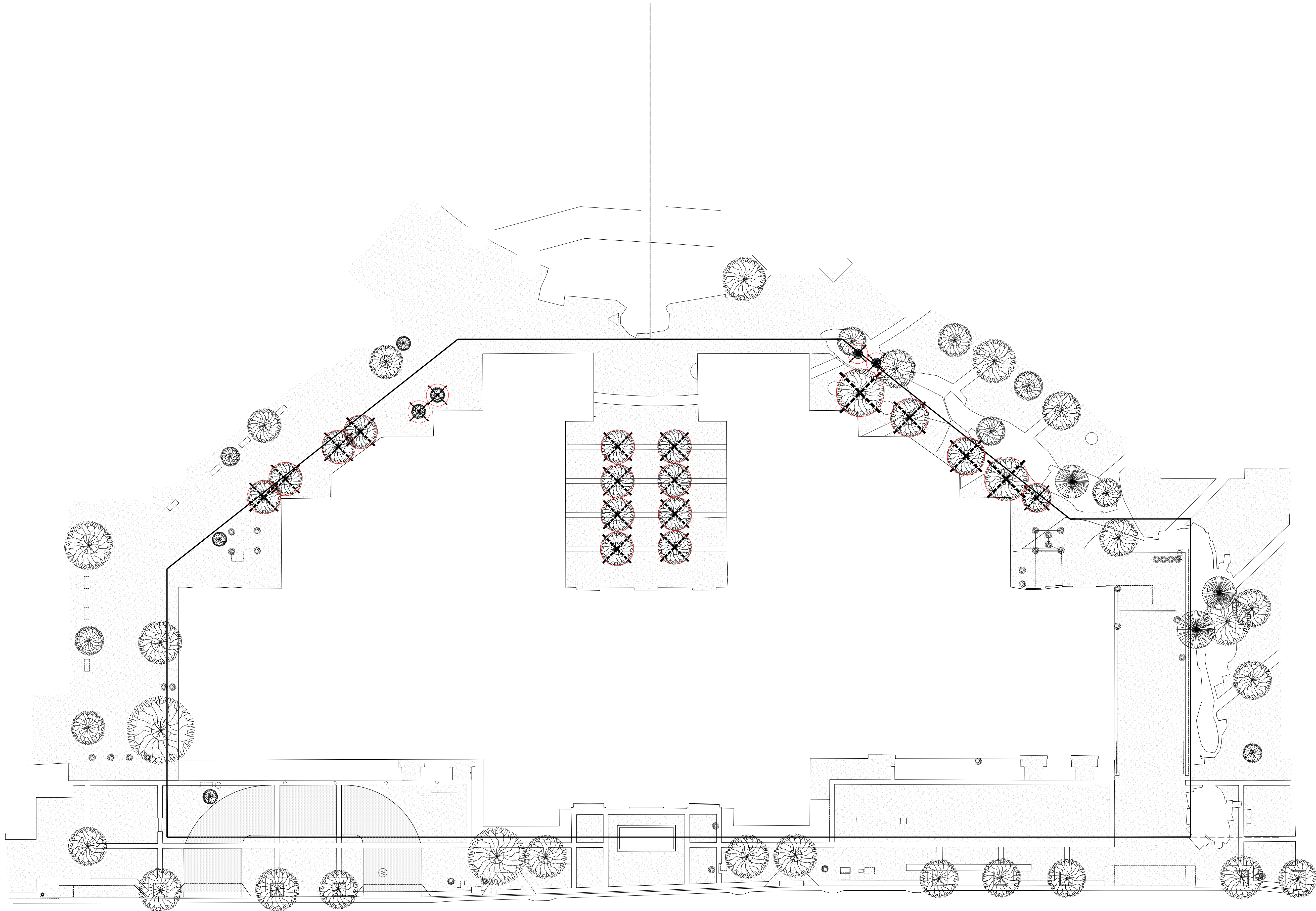
**DEVELOPER**  
 ATHENS HOTEL DEVELOPMENT, LLC  
 2200 E CAMELBACK RD # 220  
 PHOENIX, AZ 85016

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

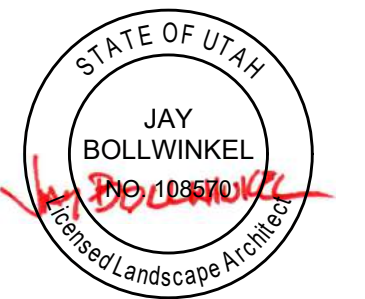
**CIVIL ENGINEER**  
 GREAT BASIN ENGINEERING  
 5746 SOUTH 1475 EAST  
 OGDEN, UTAH 84403

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

 TREE TO BE REMOVED



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

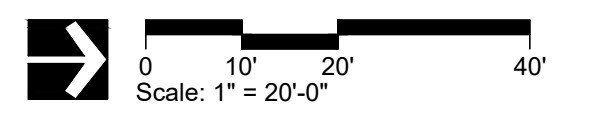


REVISION


HKS PROJECT NUMBER  
**21578.999**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSDIPD SUBMITTAL**

SHEET TITLE  
**TREE REMOVAL  
 PLAN**

SHEET NO.  
**LX101**



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

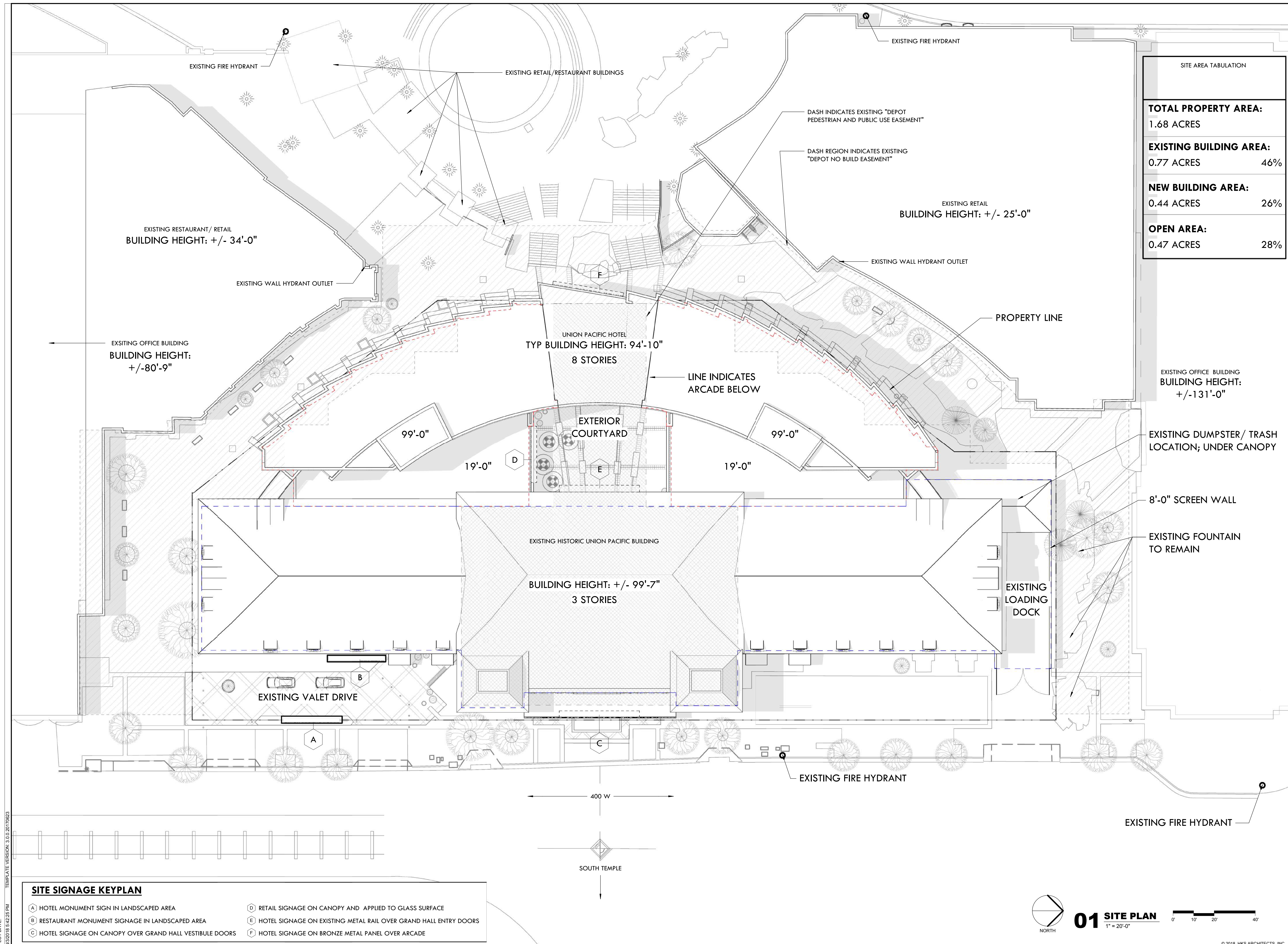
**DEVELOPER**  
 ATHENS HOTEL DEVELOPMENT, LLC  
 2200 E CAMELBACK RD # 220  
 PHOENIX, AZ 85016

**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

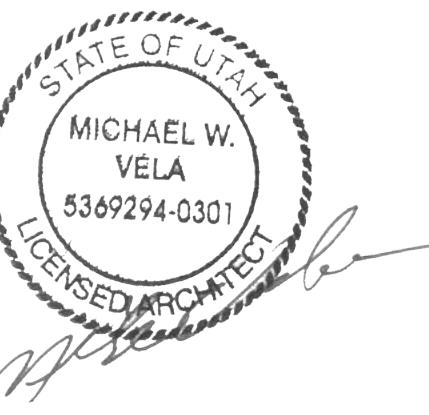
**LANDSCAPE ARCHITECT**  
 MGB+A THE GRASSLI GROUP  
 145 WEST 200 SOUTH  
 SALT LAKE CITY, UTAH 84101

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



## UNION PACIFIC HOTEL

*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
**21578.000**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSD/PD**  
**SUBMITTAL**  
 SHEET TITLE  
**ARCHITECTURAL**  
**SITE PLAN**

SHEET NO.  
**A1.00**

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

**01 SITE PLAN**  
 1" = 20'-0"  
 NORTH

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

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

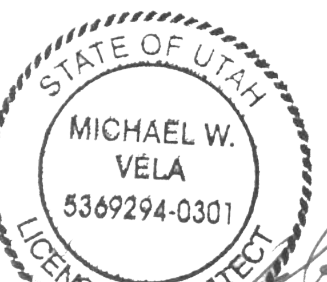
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

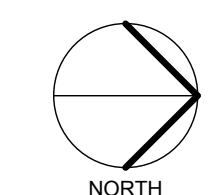
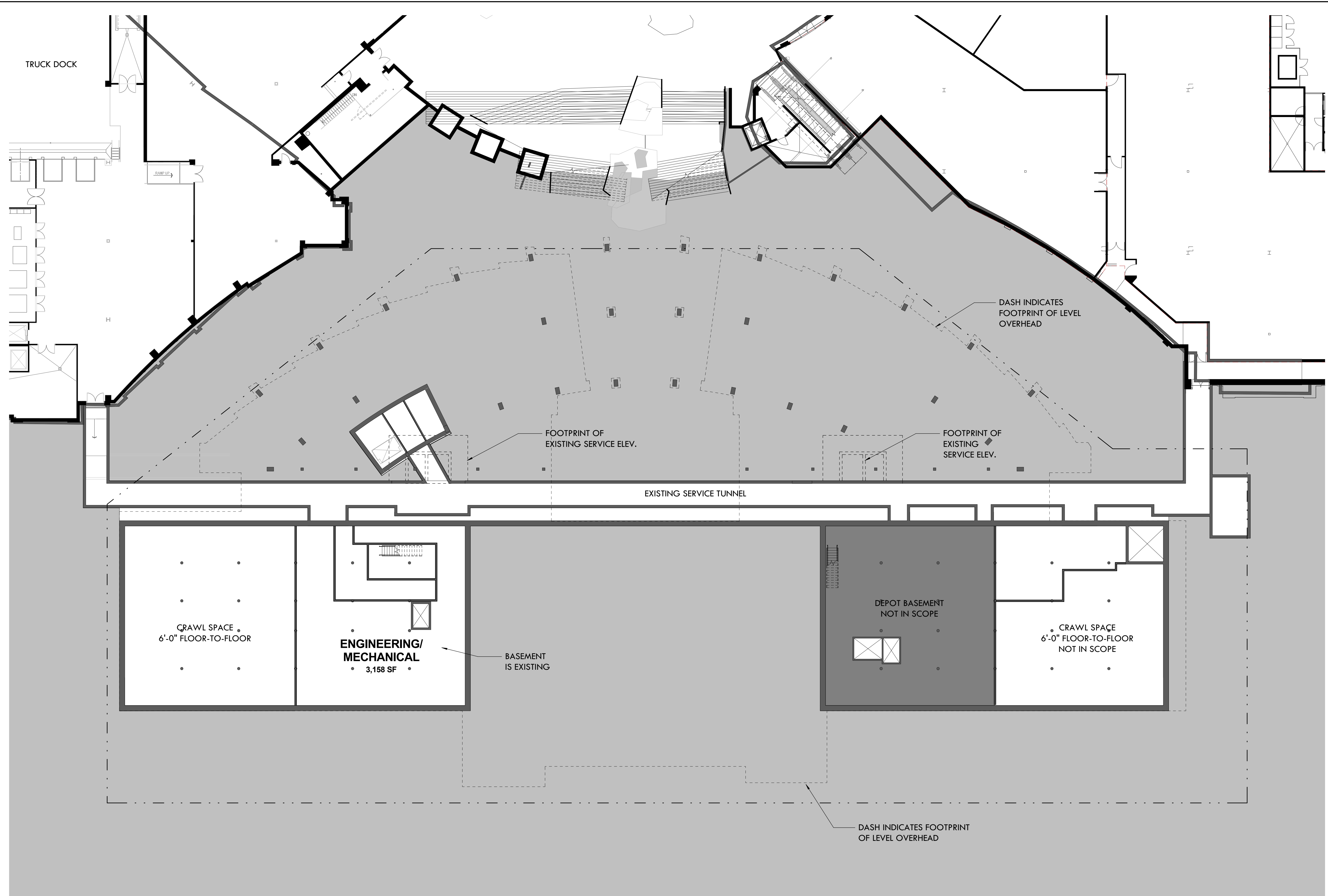
*The Athens Group*



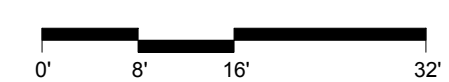
REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.00**



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



PLOT DATE: 03/20/18 5:42:32 PM  
 TEMPLATE VERSION: 3.0.0.20170623

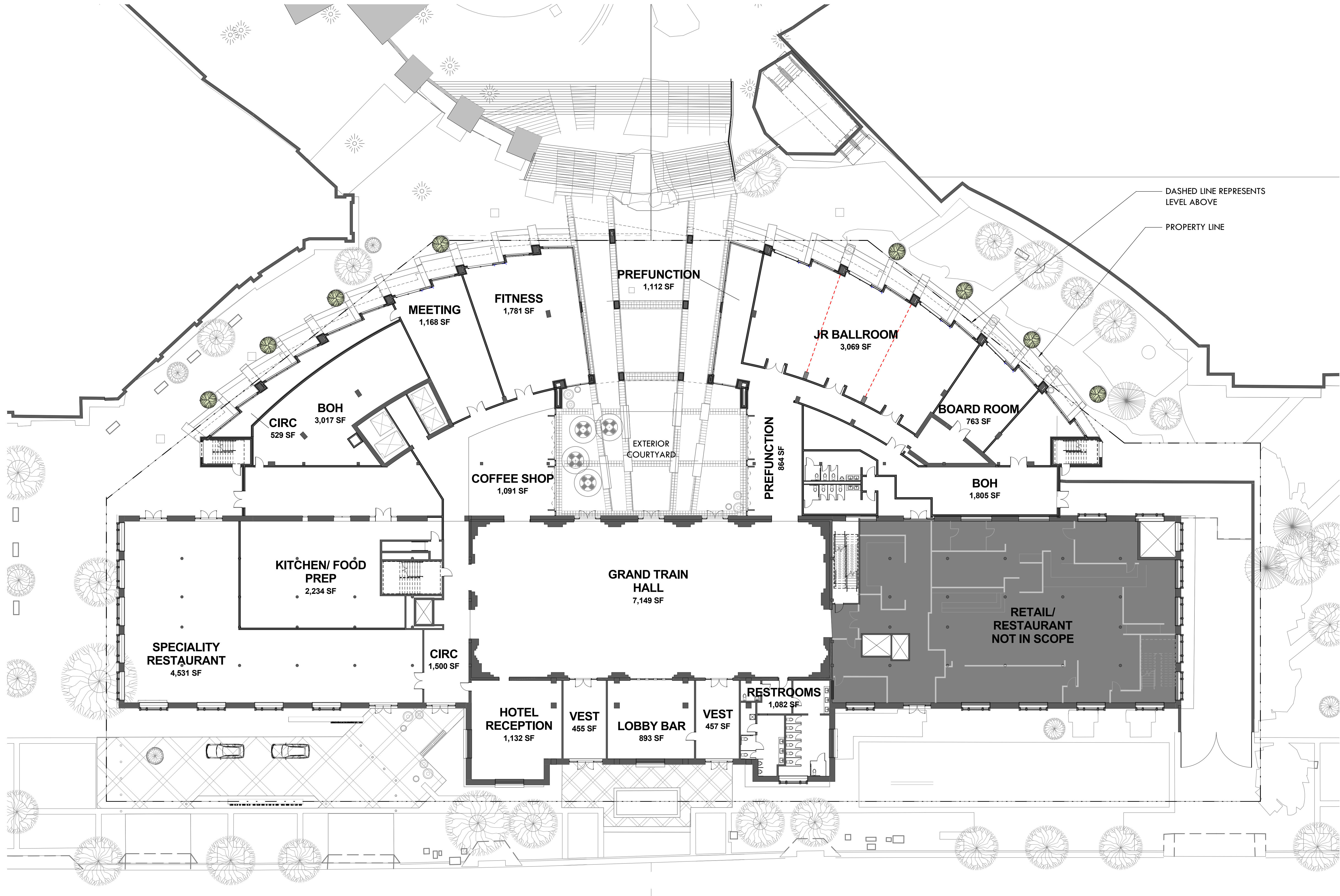
**OWNER**  
 VESTAR GATEWAY, LLC  
 2425 E CAMELBACK RD, SUITE 750  
 PHOENIX, AZ 85016

**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

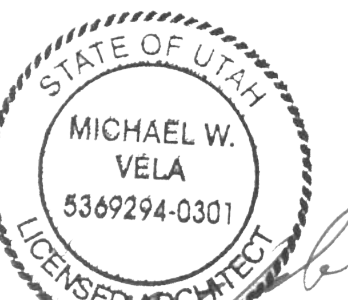
**LANDSCAPE ARCHITECT**  
 MGB+THE GRASSLI GROUP  
 145 WEST 200 SOUTH  
 SALT LAKE CITY, UTAH 84101



DASHED LINE REPRESENTS  
 LEVEL ABOVE  
 PROPERTY LINE

## UNION PACIFIC HOTEL

*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.01**



PLOT DATE: 03/20/18 5:42:54 PM  
 TEMPLATE VERSION: 3.0.0.20170623

**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

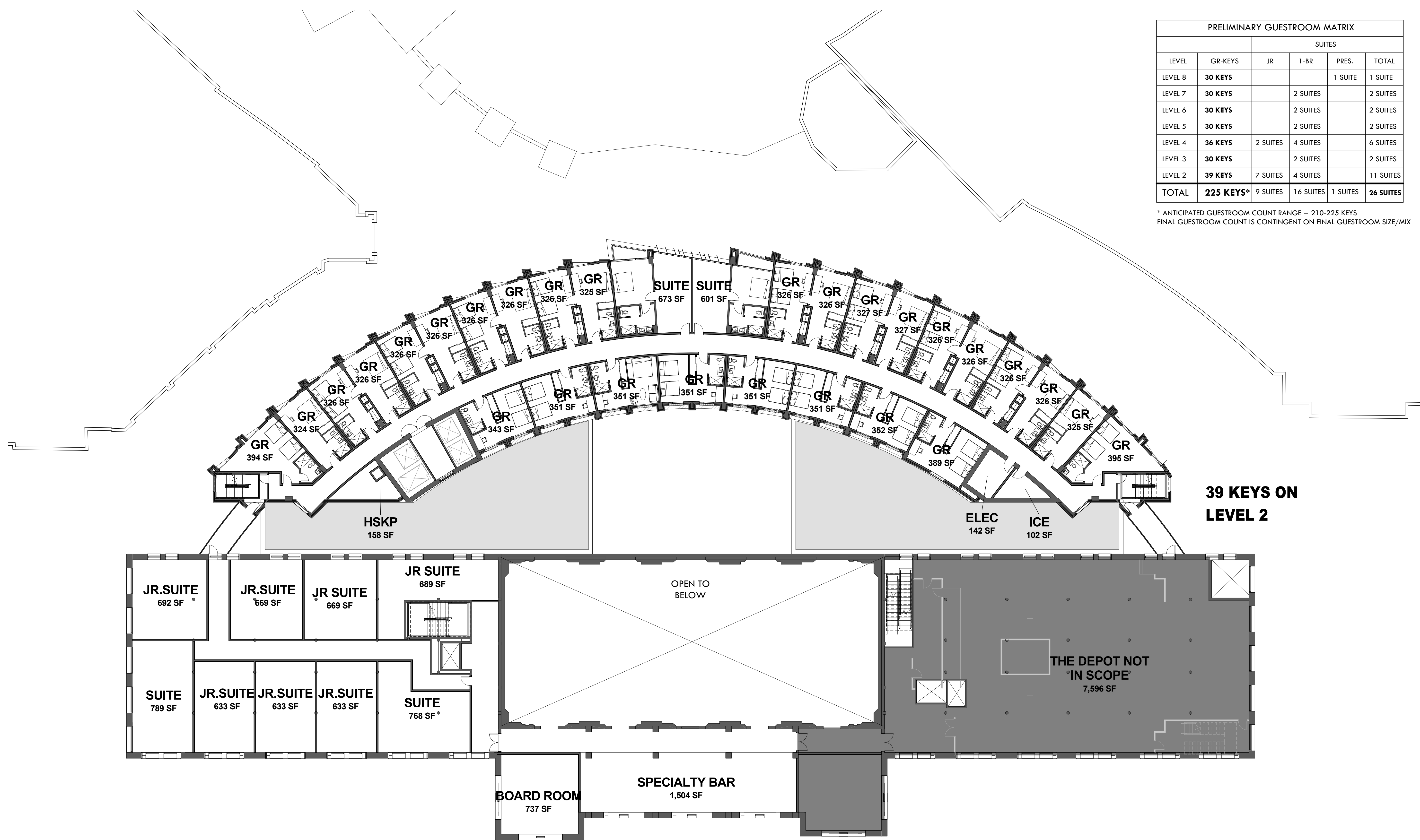
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

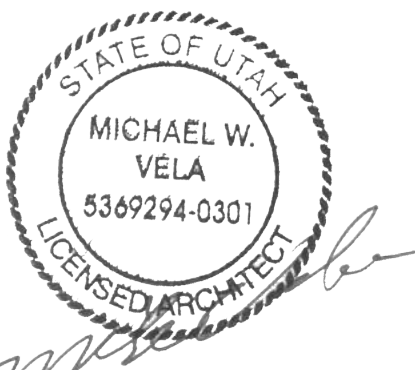
PRELIMINARY GUESTROOM MATRIX					
LEVEL	GR-KEYS	SUITES			TOTAL
		JR	1-BR	PRES.	
LEVEL 8	30 KEYS			1 SUITE	1 SUITE
LEVEL 7	30 KEYS		2 SUITES		2 SUITES
LEVEL 6	30 KEYS		2 SUITES		2 SUITES
LEVEL 5	30 KEYS		2 SUITES		2 SUITES
LEVEL 4	36 KEYS	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	30 KEYS		2 SUITES		2 SUITES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

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



**39 KEYS ON LEVEL 2**

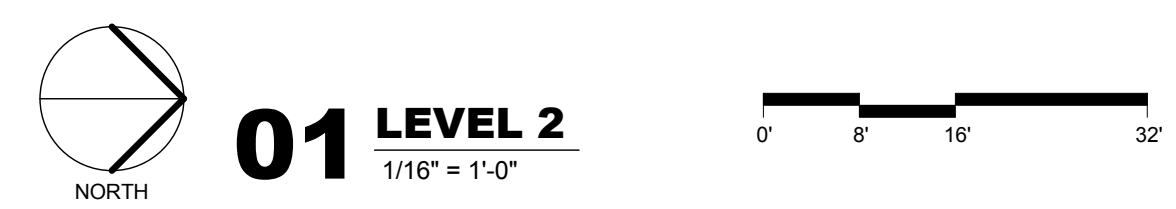
**UNION PACIFIC HOTEL**  
*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.02**



**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

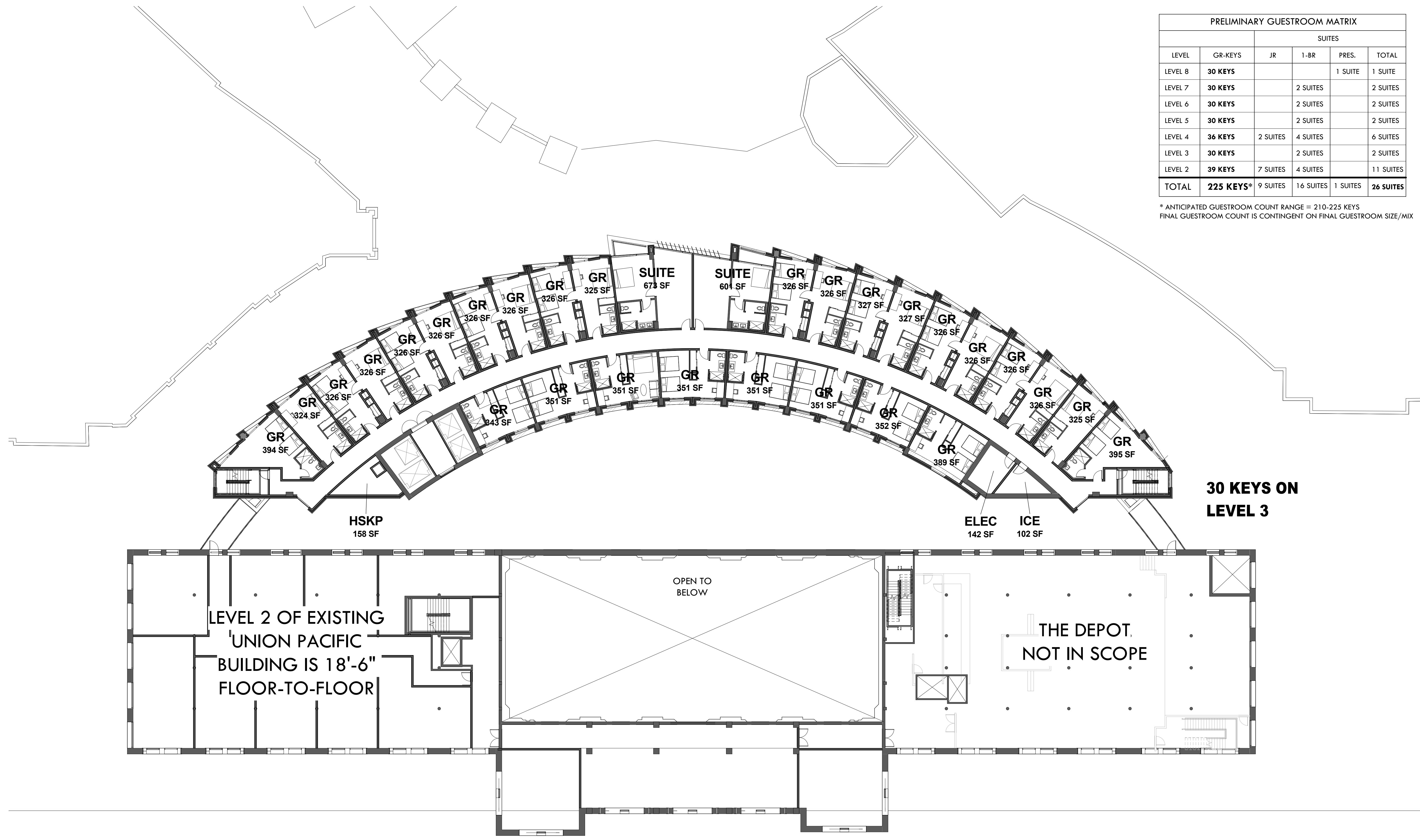
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

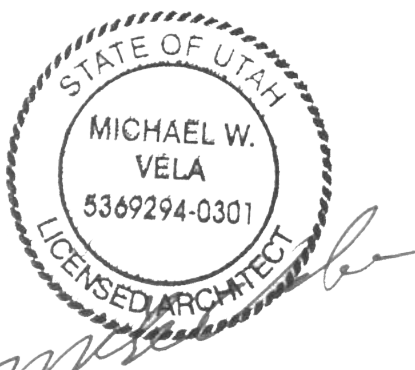
PRELIMINARY GUESTROOM MATRIX					
LEVEL	GR-KEYS	SUITES			TOTAL
		JR	1-BR	PRES.	
LEVEL 8	30 KEYS			1 SUITE	1 SUITE
LEVEL 7	30 KEYS		2 SUITES		2 SUITES
LEVEL 6	30 KEYS		2 SUITES		2 SUITES
LEVEL 5	30 KEYS		2 SUITES		2 SUITES
LEVEL 4	36 KEYS	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	30 KEYS		2 SUITES		2 SUITES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

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



**30 KEYS ON LEVEL 3**

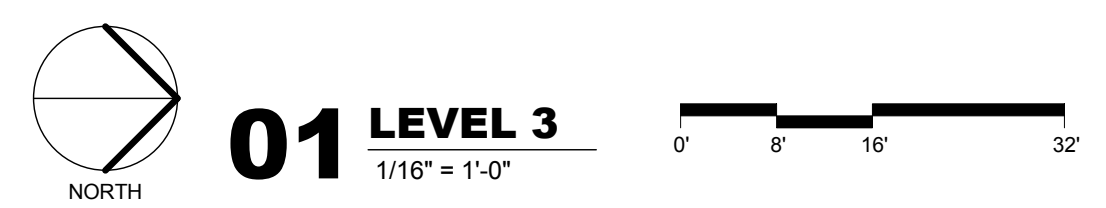
**UNION PACIFIC HOTEL**  
*The Athens Group*



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**



**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

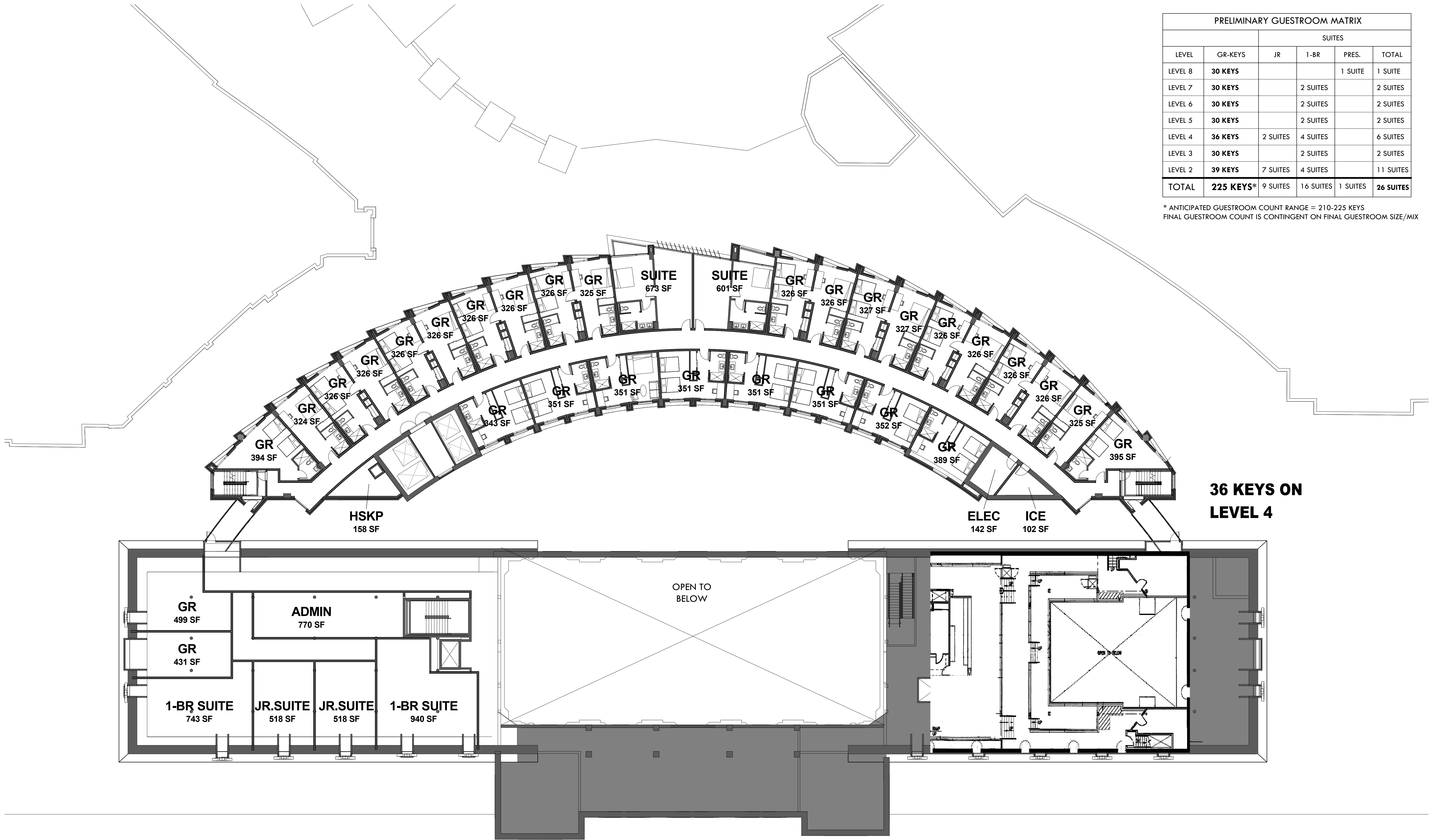
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

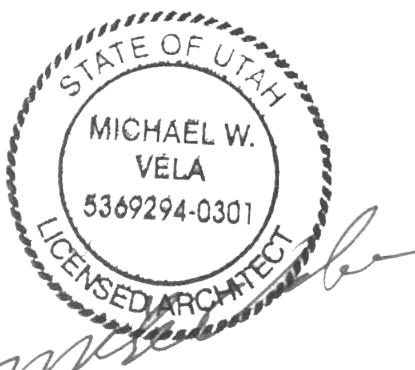
PRELIMINARY GUESTROOM MATRIX					
LEVEL	GR-KEYS	SUITES			
		JR	1-BR	PRES.	TOTAL
LEVEL 8	30 KEYS			1 SUITE	1 SUITE
LEVEL 7	30 KEYS		2 SUITES		2 SUITES
LEVEL 6	30 KEYS		2 SUITES		2 SUITES
LEVEL 5	30 KEYS		2 SUITES		2 SUITES
LEVEL 4	36 KEYS	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	30 KEYS		2 SUITES		2 SUITES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

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



**36 KEYS ON LEVEL 4**

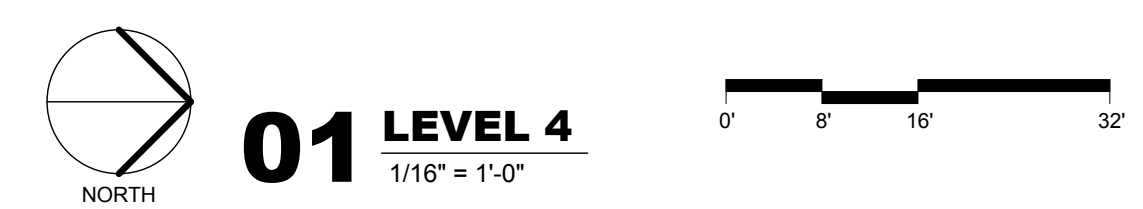
**UNION PACIFIC HOTEL**  
*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.04**



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

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

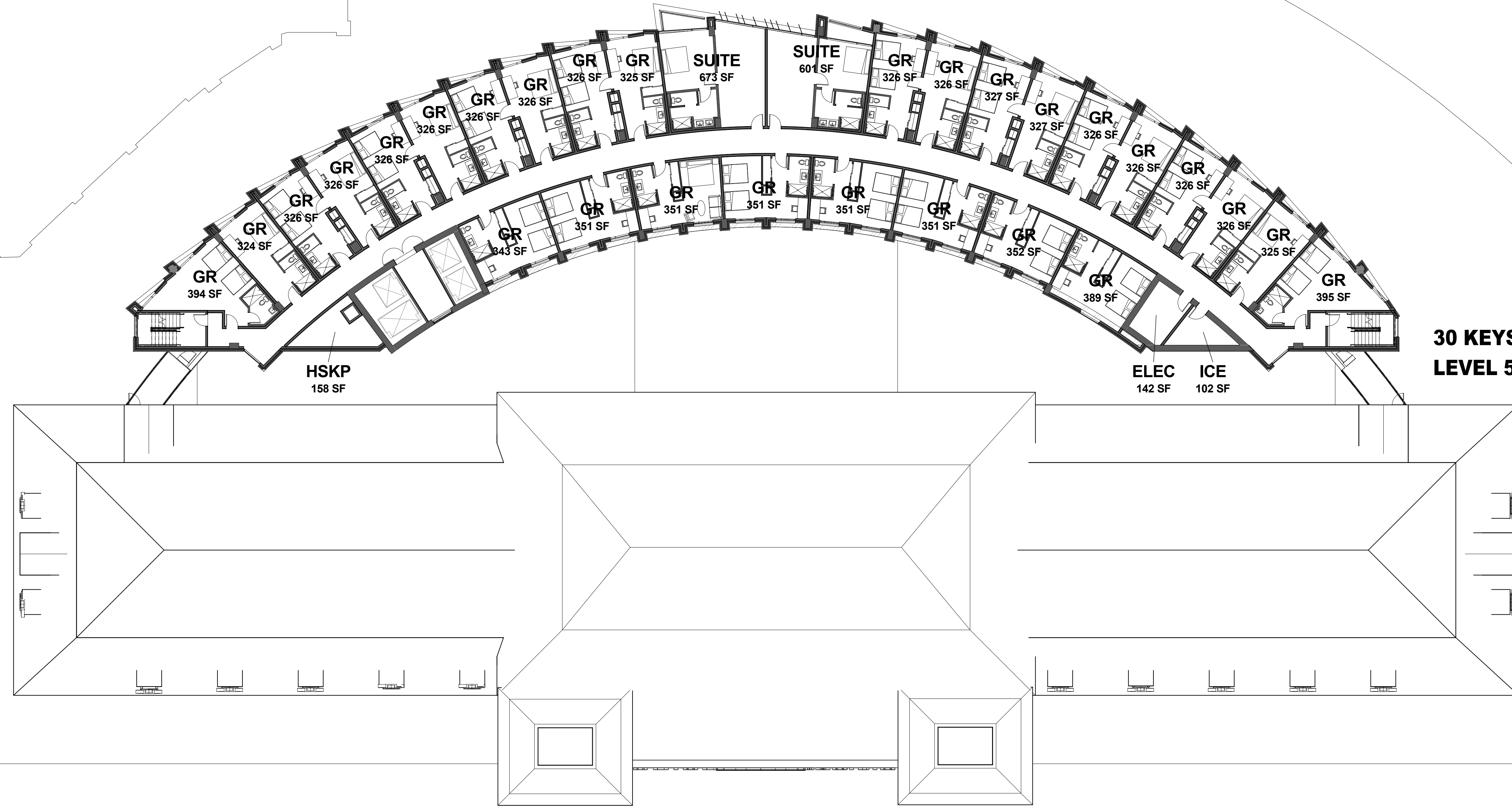
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

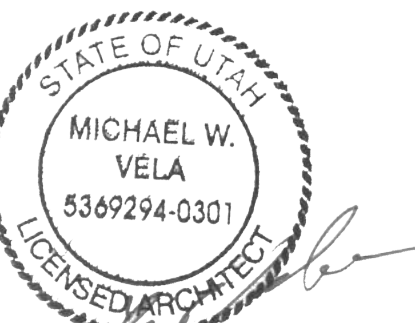
PRELIMINARY GUESTROOM MATRIX					
LEVEL	GR-KEYS	SUITES			TOTAL
		JR	1-BR	PRES.	
LEVEL 8	30 KEYS			1 SUITE	1 SUITE
LEVEL 7	30 KEYS		2 SUITES		2 SUITES
LEVEL 6	30 KEYS		2 SUITES		2 SUITES
LEVEL 5	30 KEYS		2 SUITES		2 SUITES
LEVEL 4	36 KEYS	2 SUITES	4 SUITES		6 SUITES
LEVEL 3	30 KEYS		2 SUITES		2 SUITES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

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



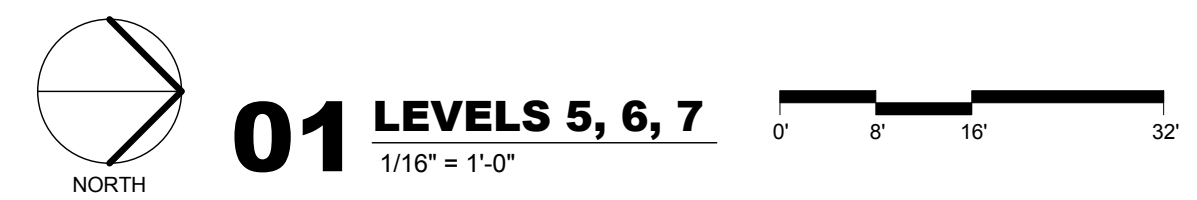
**30 KEYS ON  
 LEVEL 5-7**

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



REVISION NO.	DESCRIPTION	DATE

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



SHEET NO.  
**A2.05**



**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

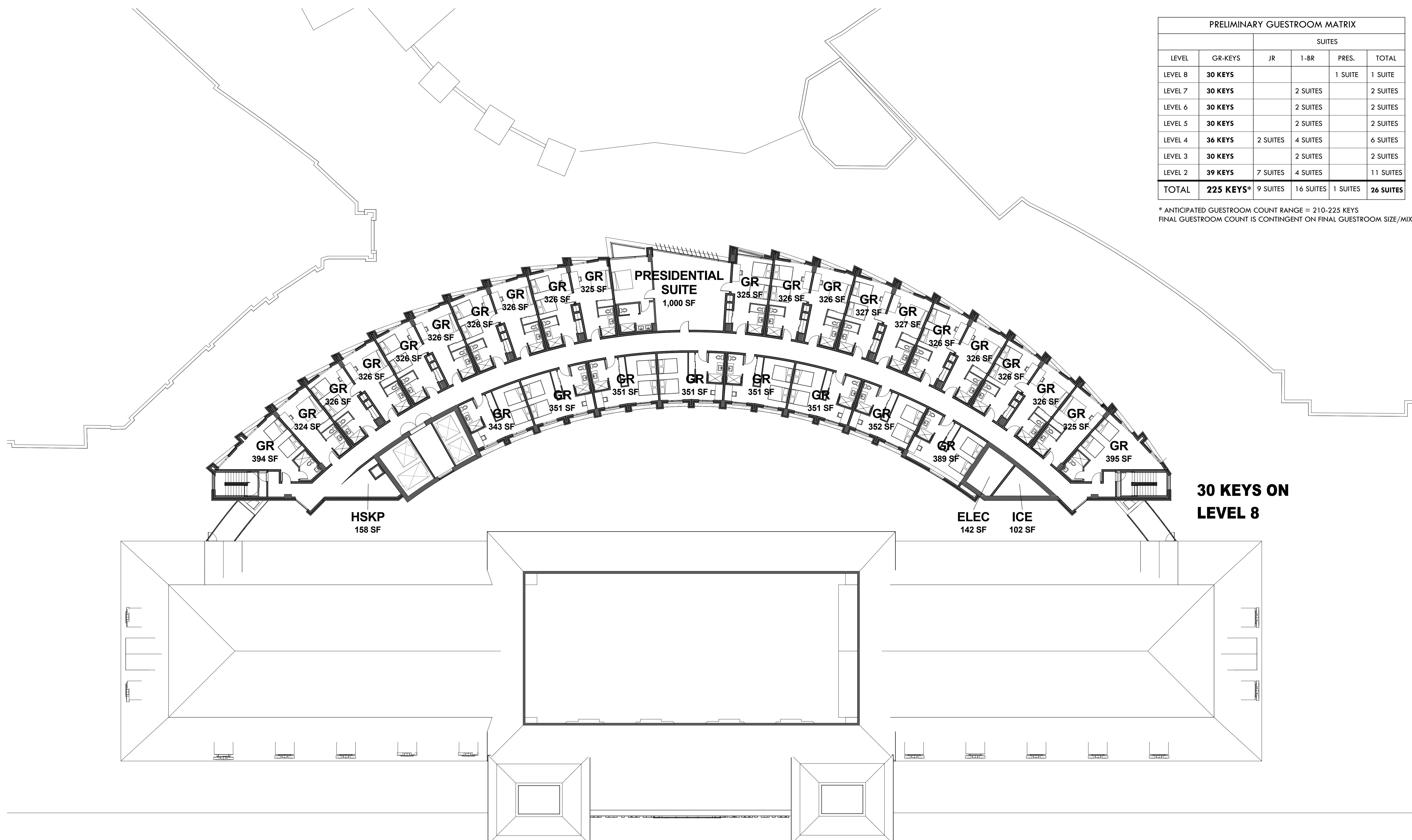
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

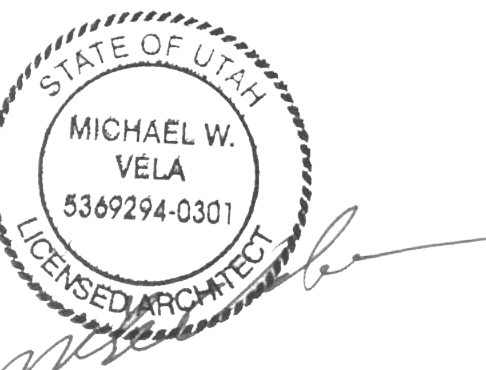
**LANDSCAPE ARCHITECT**  
 MGB+THE GRASSLI GROUP  
 145 WEST 200 SOUTH  
 SALT LAKE CITY, UTAH 84101

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

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



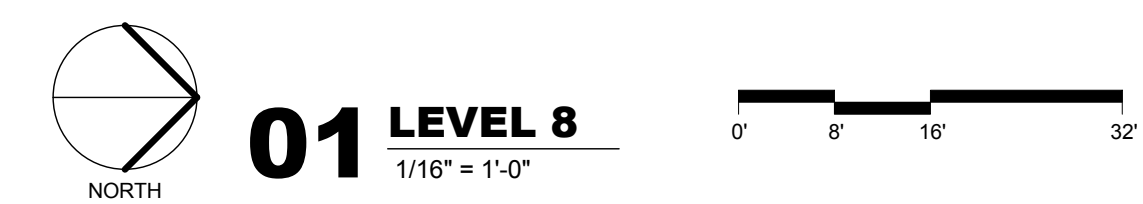
**UNION PACIFIC HOTEL**  
*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A2.08**



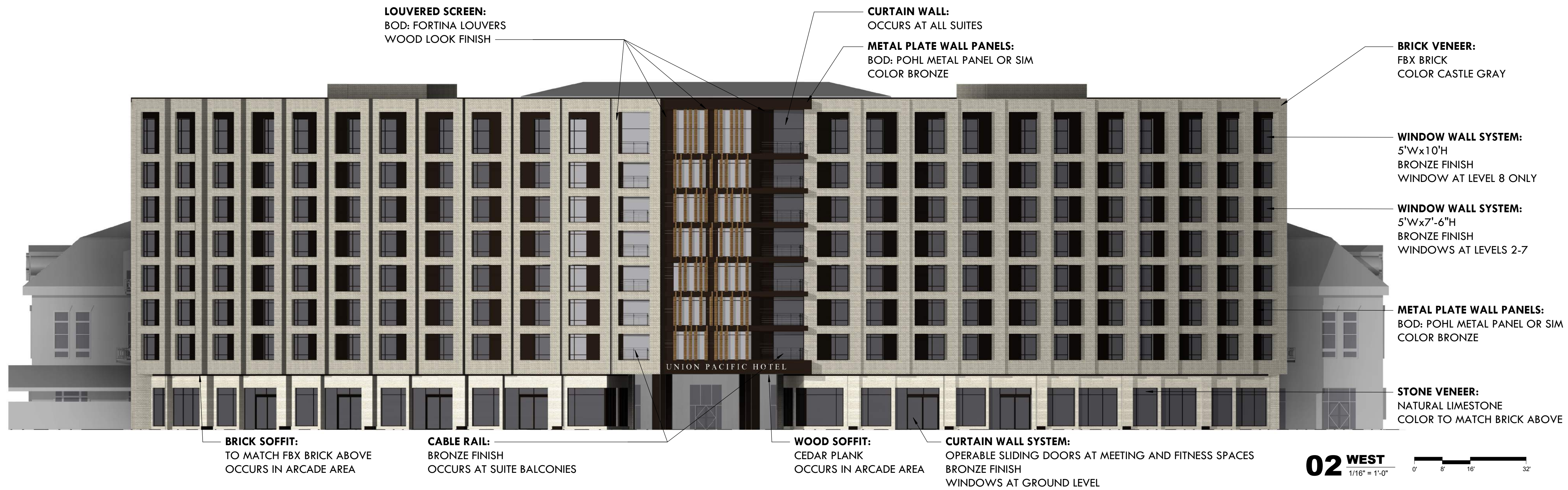
**OWNER**  
 VESTAR GATEWAY, LLC  
 2425 E CAMELBACK RD, SUITE 750  
 PHOENIX, AZ 85016

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

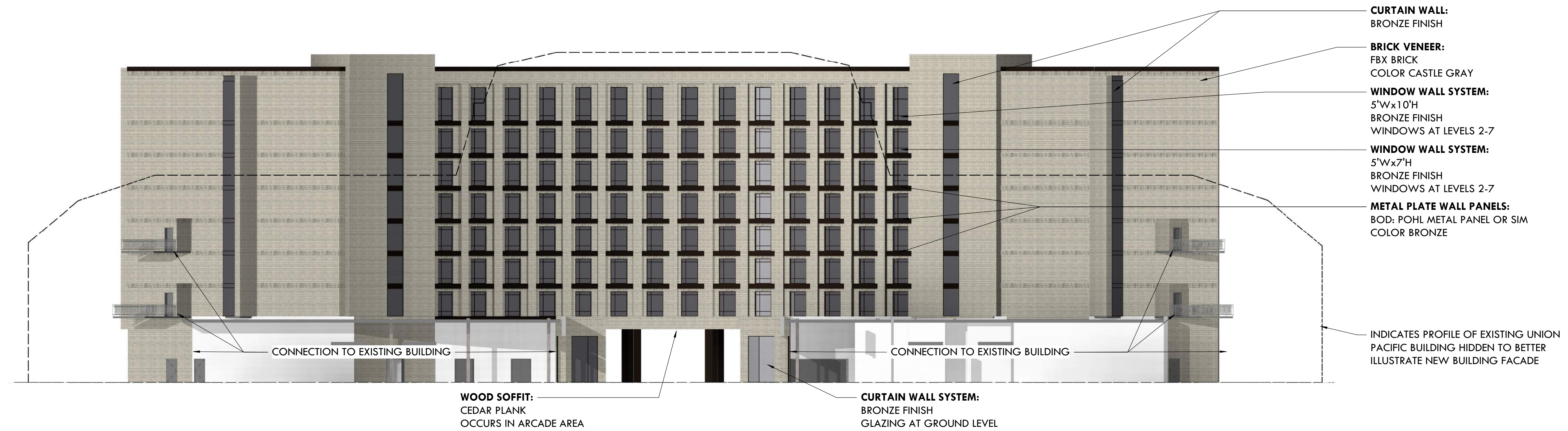
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

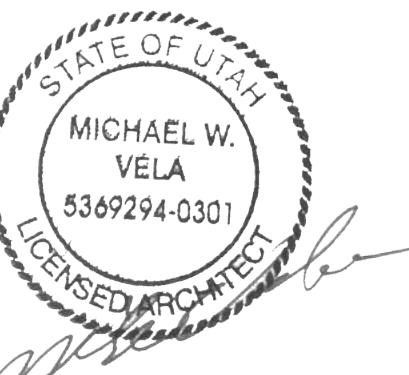


**02 WEST**  
 1/16" = 1'-0"



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

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



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
**21578.000**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSD/PD**  
**SUBMITTAL**  
 SHEET TITLE  
**EAST + WEST**  
**ELEVATIONS**

SHEET NO.  
**A5.01**

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

**DEVELOPER**  
 ATHENS HOTEL DEVELOPMENT, LLC  
 2200 E CAMELBACK RD # 22010  
 PHOENIX, AZ 85016 84101

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

**CIVIL ENGINEER/ITECT**  
 GREAT BASIN ENGINEERING?  
 5746 SOUTH 1475 EAST  
 OGDEN, UTAH 84403H 84101

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



## UNION PACIFIC HOTEL

*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

HKS PROJECT NUMBER  
**21578.000**

DATE  
**08/06/2018**

ISSUE  
**CBSD/PD**

**SUBMITTAL**

SHEET TITLE  
**NORTH + SOUTH ELEVATIONS**

SHEET NO.  
**A5.02**

**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

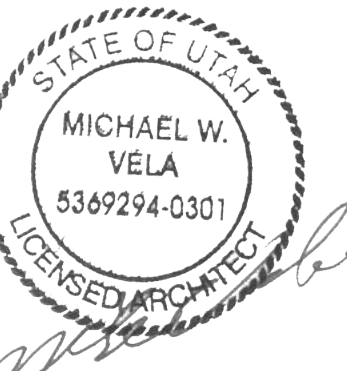
**ARCHITECT**  
HKS ARCHITECTS, INC.  
90 SOUTH 400 WEST, SUITE 110  
SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

The Athens Group



REVISION NO.	DESCRIPTION	DATE
--------------	-------------	------

HKS PROJECT NUMBER  
**21578.000**

DATE  
**08/06/2018**

ISSUE  
**CBSD/PD**

**SUBMITTAL**

SHEET TITLE

**ENLARGED**

**TYPICAL**

**ELEVATIONS**

SHEET NO.

# A5.20

ELEVATOR OVERRUN BEYOND

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

**BRICK VENEER:**  
FBX BRICK; SOLDIER COURSE  
2" RELIEF  
COLOR CASTLE GRAY

**BRICK VENEER:**  
FBX BRICK; ROUGH TEXTURE  
COLOR CASTLE GRAY

**BRICK VENEER:**  
FBX BRICK  
COLOR CASTLE GRAY

**BRICK VENEER:**  
FBX BRICK; ROUGH TEXTURE  
COLOR CASTLE GRAY

**WINDOW WALL SYSTEM:**  
BRONZE FINISH  
WINDOWS AT LEVELS 2-7

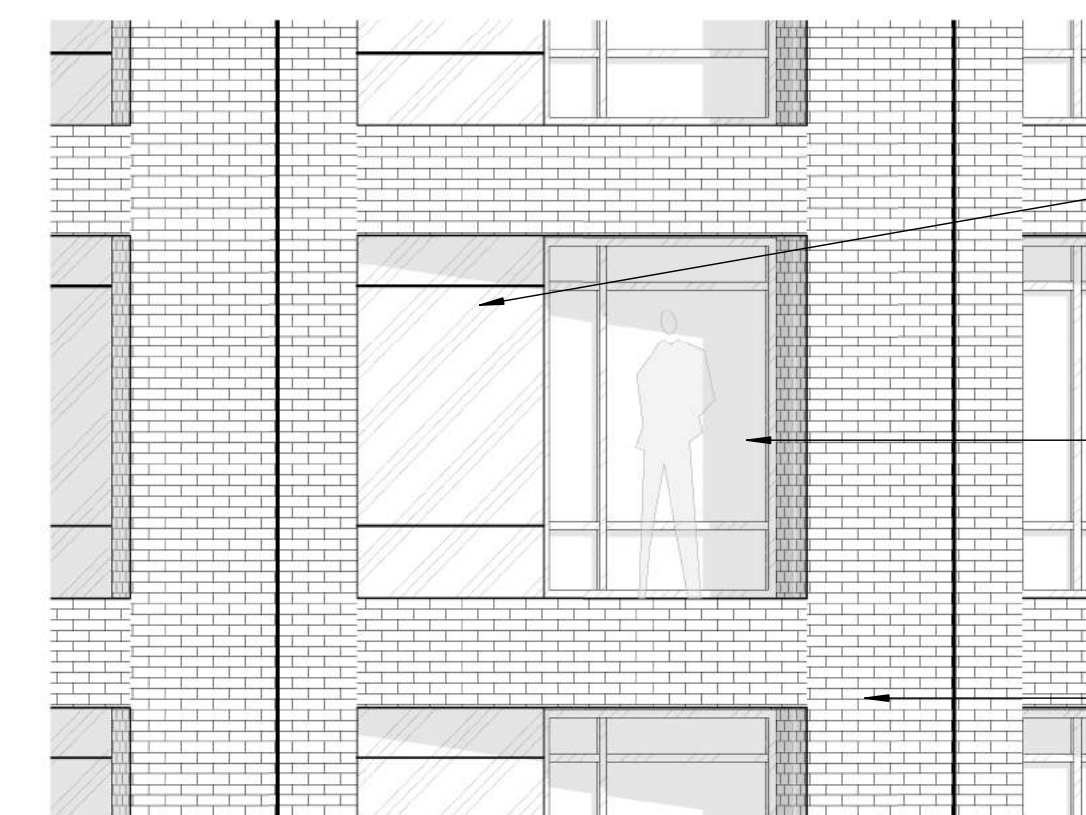
**BRICK VENEER:**  
FBX BRICK  
COLOR CASTLE GRAY

**EXIT WALKWAYS FROM  
EXISTING UNION  
PACIFIC BUILDING:**  
BRONZE RAILING

**BRICK VENEER:**  
FBX BRICK; ROUGH TEXTURE  
COLOR CASTLE GRAY

**BRICK VENEER:**  
FBX BRICK  
COLOR CASTLE GRAY

**EXIT WALKWAYS FROM  
EXISTING UNION  
PACIFIC BUILDING:**  
BRONZE RAILING

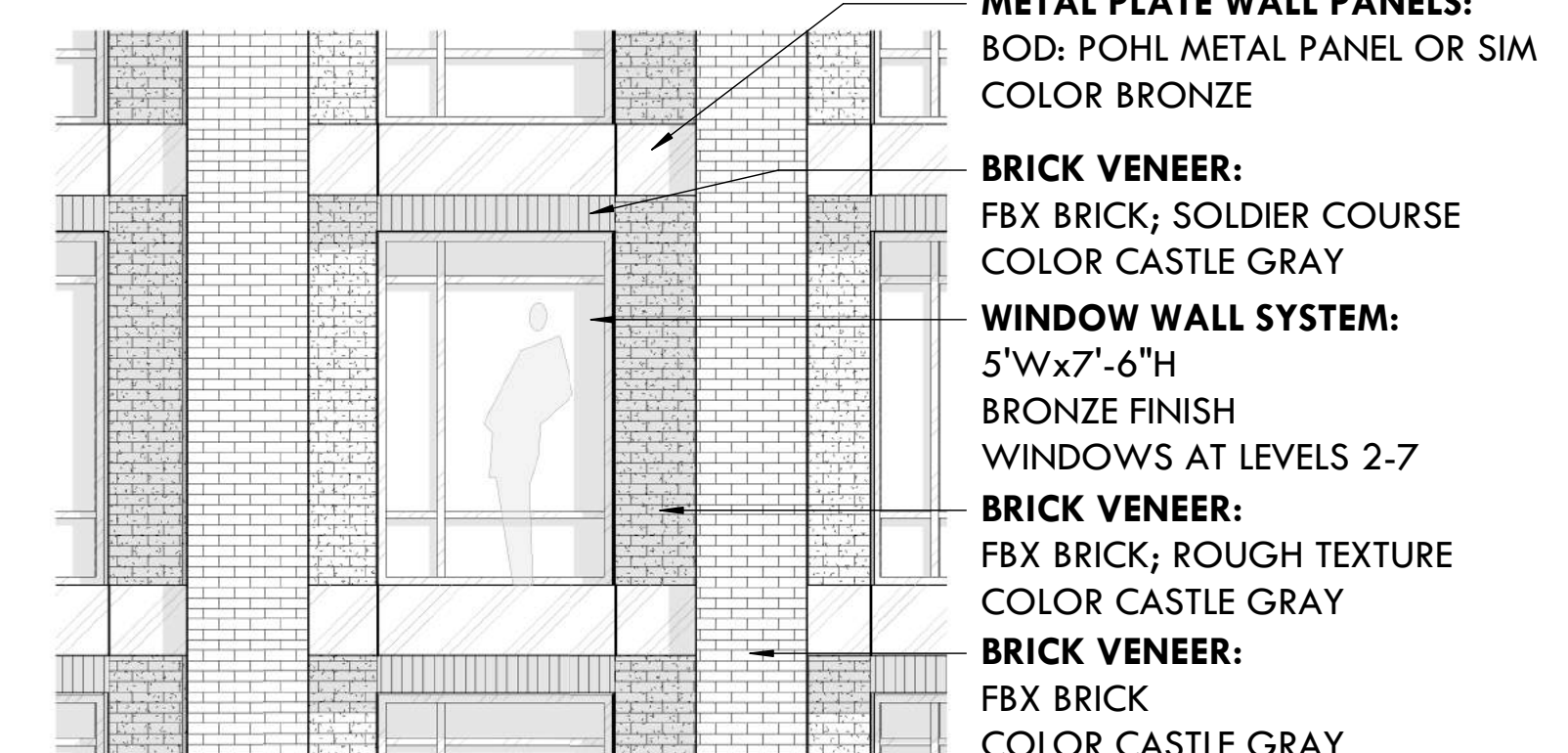


**METAL PLATE WALL PANELS:**  
BOD: POHL METAL PANEL OR SIM  
COLOR BRONZE  
OCCURS AT SOFFIT AND SILL

**WINDOW WALL SYSTEM:**  
5'x7'-6"H  
BRONZE FINISH  
WINDOWS AT LEVELS 2-7

**BRICK VENEER:**  
FBX BRICK  
COLOR CASTLE GRAY

**02 ENLARGED ELEVATION - TYPICAL WEST GUESTROOM**  
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'x7'-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

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

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

**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

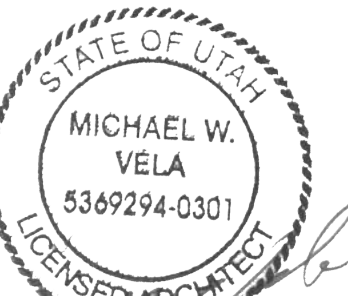
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

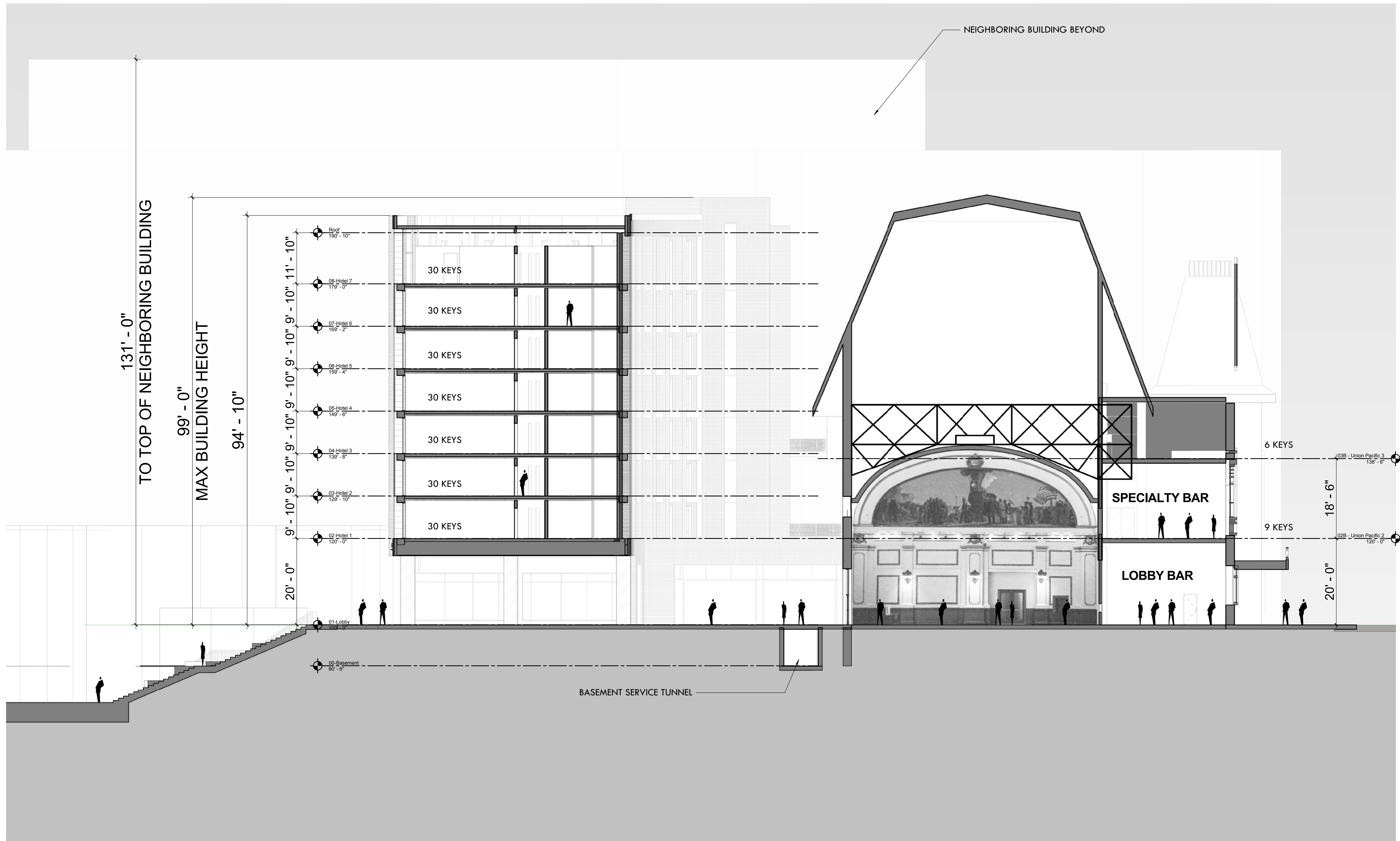
*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A6.00**



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

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

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

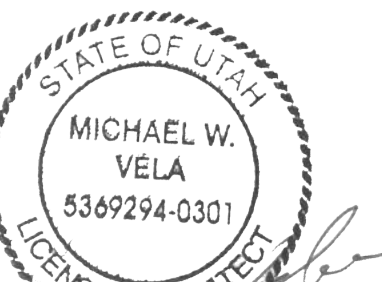
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

The Athens Group

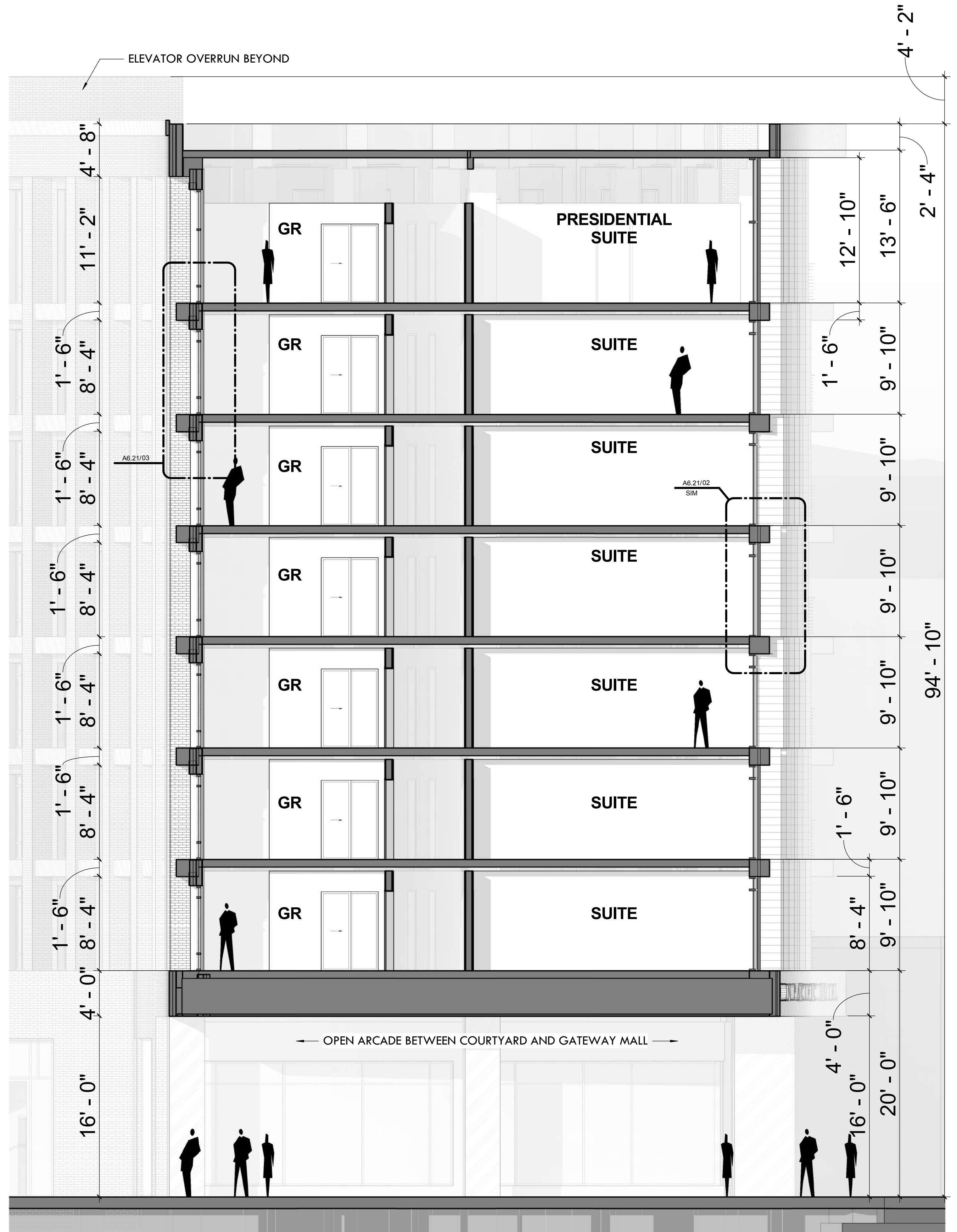


REVISION NO.	DESCRIPTION	DATE

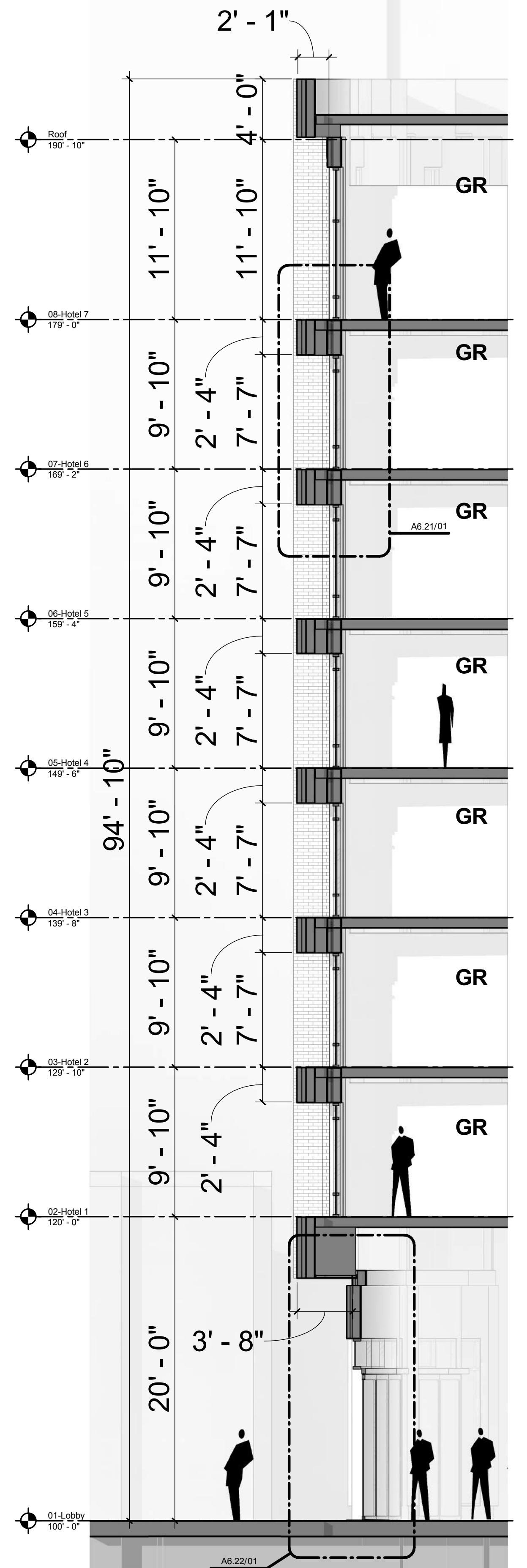
HKS PROJECT NUMBER  
**21578.000**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSD/PD**  
**SUBMITTAL**  
 SHEET TITLE  
**WALL SECTIONS**

SHEET NO.

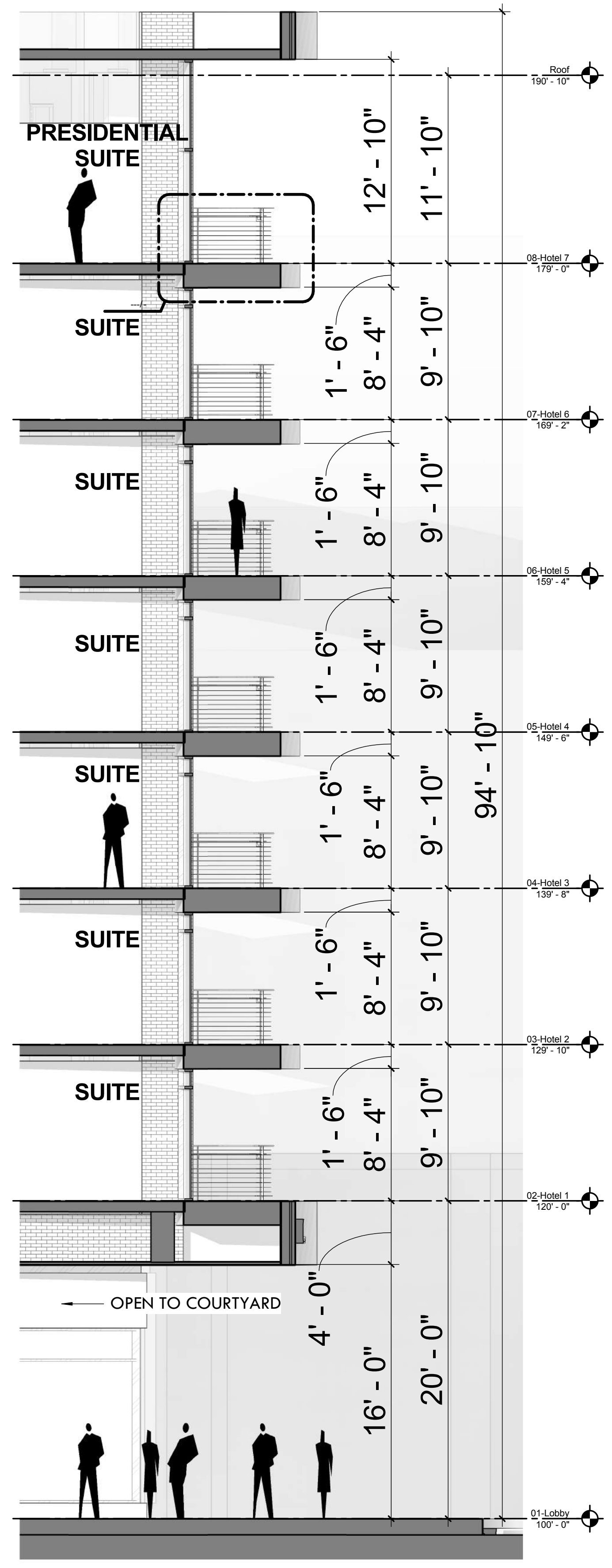
# A6.20



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



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



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

**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

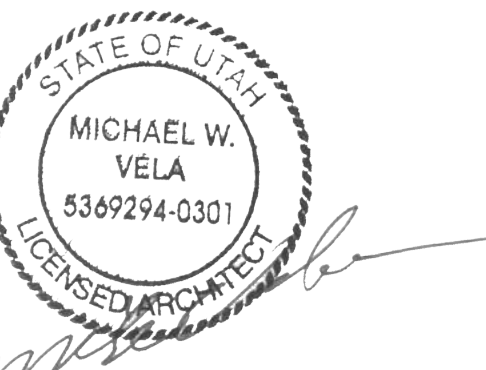
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

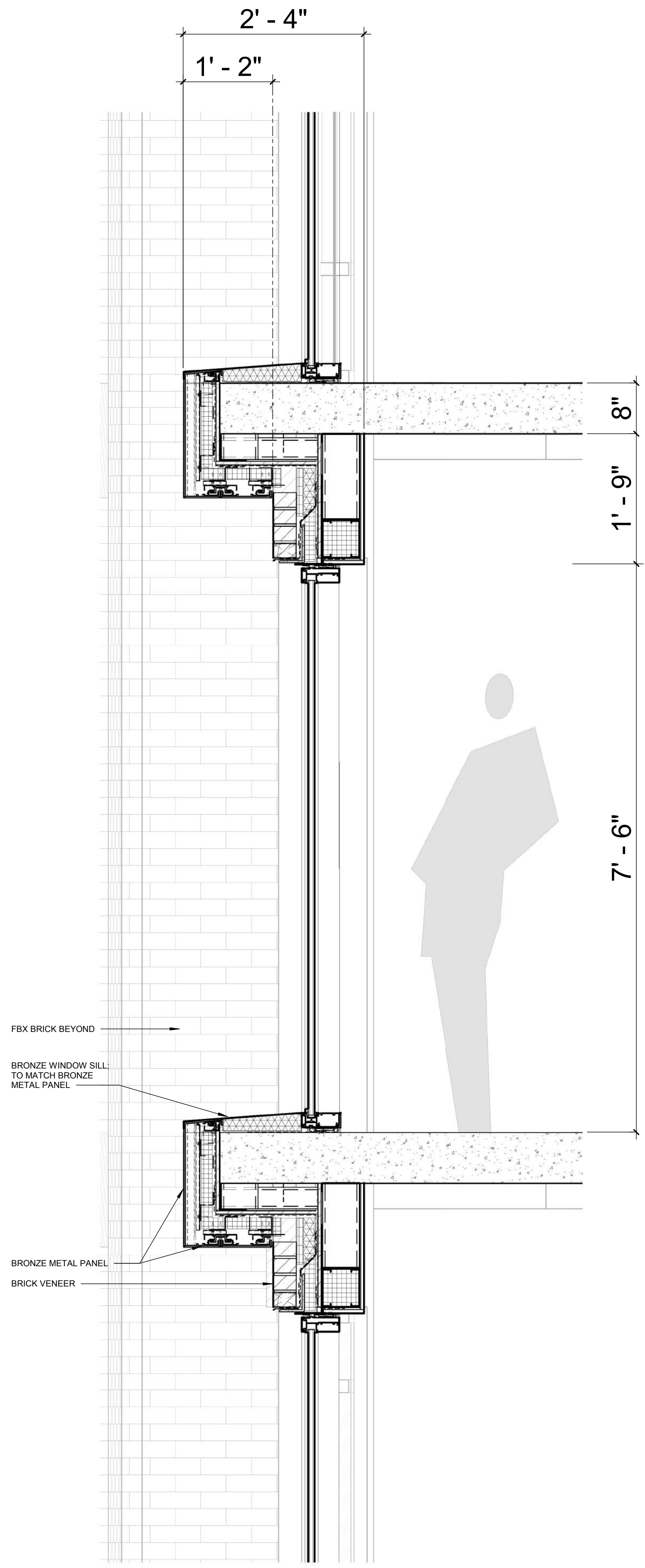
## UNION PACIFIC HOTEL

The Athens Group

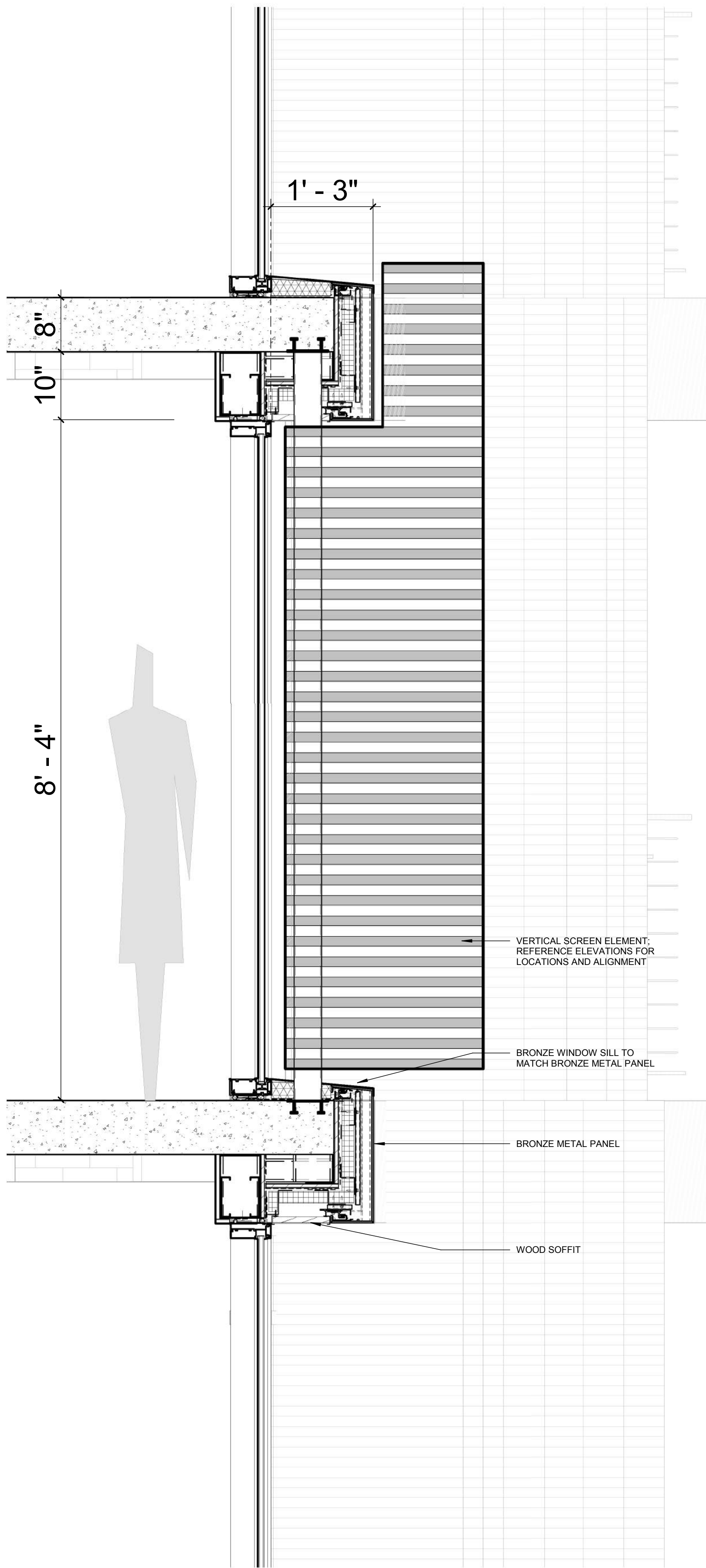
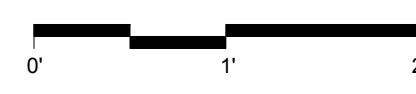


REVISION NO.	DESCRIPTION	DATE

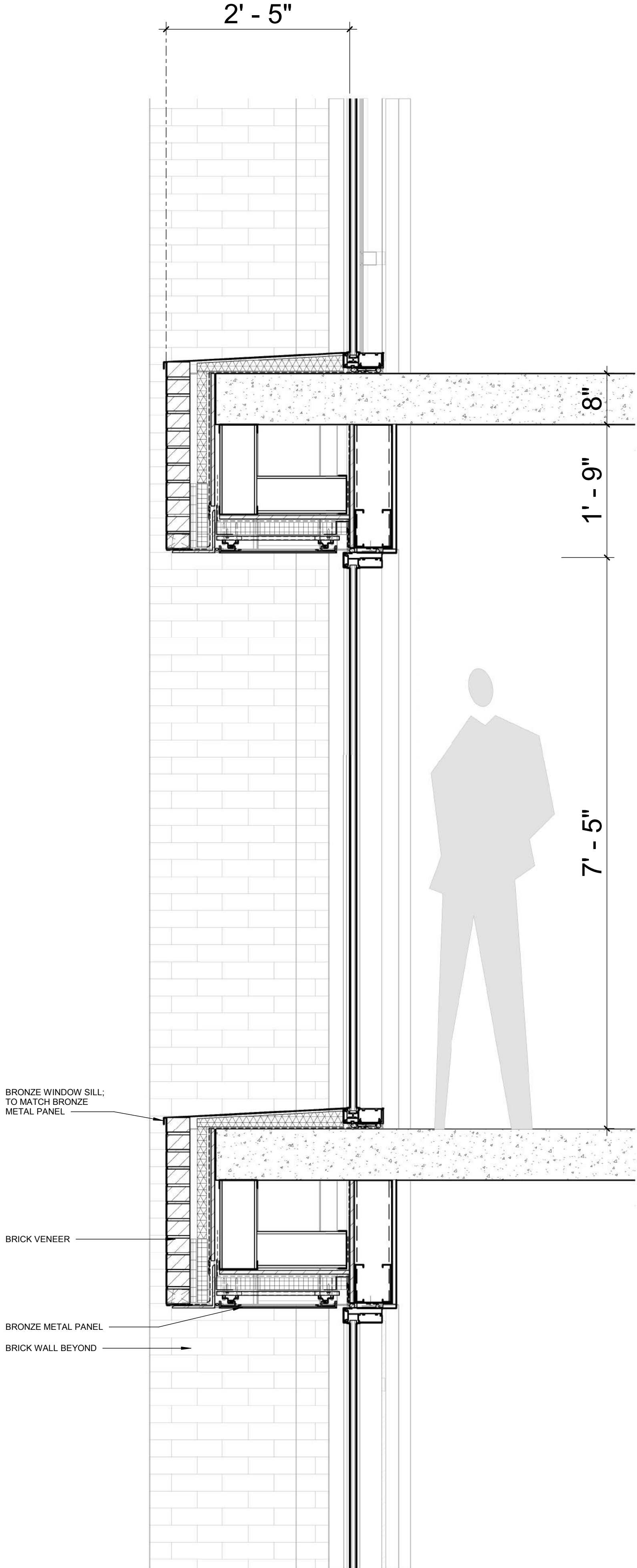
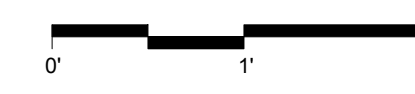
HKS PROJECT NUMBER  
**21578.000**  
 DATE  
**08/06/2018**  
 ISSUE  
**CBSD/PD**  
**SUBMITTAL**  
 SHEET TITLE  
**TYPICAL EXTERIOR DETAILS**  
 SHEET NO.



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



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



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



**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

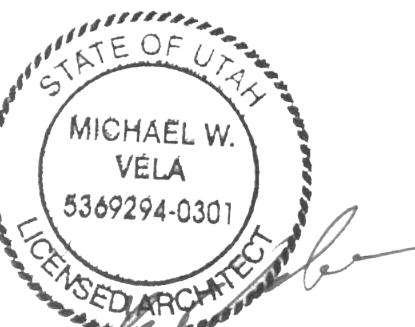
**ARCHITECT**  
 HKS ARCHITECTS, INC.  
 90 SOUTH 400 WEST, SUITE 110  
 SALT LAKE CITY, UT 84101

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

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

## UNION PACIFIC HOTEL

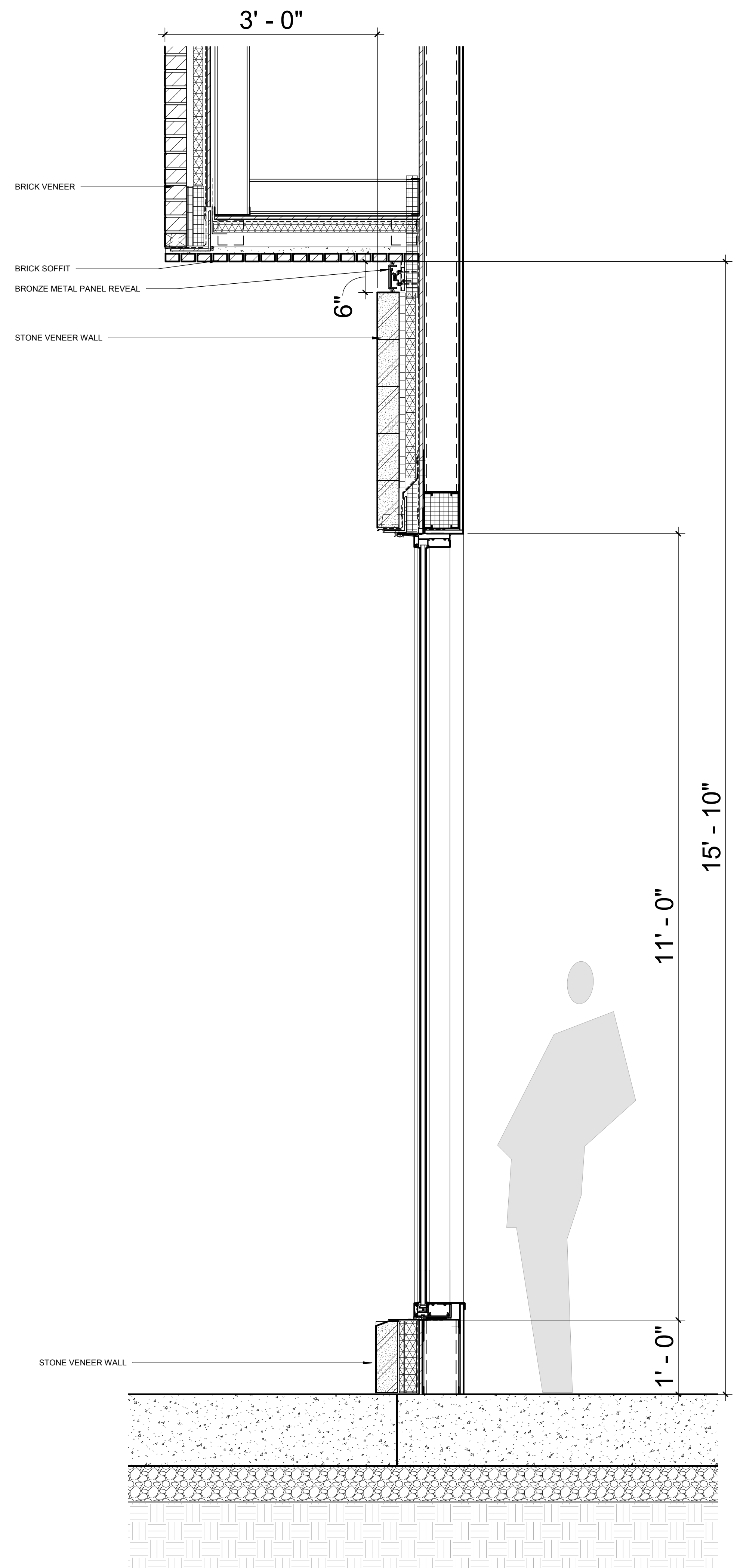
*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

**A6.22**



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



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

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

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

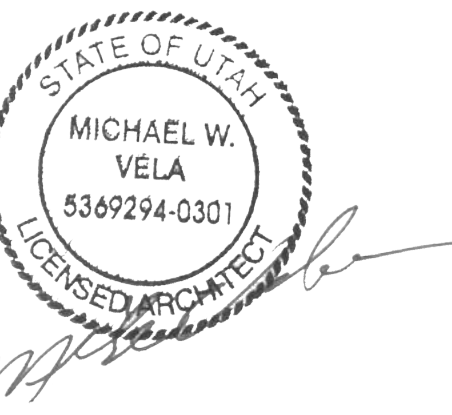
**CIVIL ENGINEER**  
 GREAT BASIN ENGINEERING  
 5746 SOUTH 1475 EAST  
 OGDEN, UTAH 84403

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



## UNION PACIFIC HOTEL

*The Athens Group*



REVISION NO.	DESCRIPTION	DATE

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

SHEET NO.  
**A7.00**



# Planned Development

SALT LAKE CITY PLANNING

### OFFICE USE ONLY

Project #: PLNSUB2018-00618	Received By: CHRIS Egan	Date Received: 8/6/2018	Zoning: G-MU
--------------------------------	-------------------------------	----------------------------	-----------------

Project Name: Union Pacific Hotel

### PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: G-MU Planned Development Review for New Construction

Address of Subject Property: 2 S. 400 West, Salt Lake City, Utah 84101

Name of Applicant: HKS Architects/Emir Tursic

Address of Applicant: 90 S. 400 West, Suite 110, Salt Lake City, Utah 84101

E-mail of Applicant: Cell/Fax:

Applicant's Interest in Subject Property:

Owner  Contractor  Architect  Other:

Name of Property Owner (if different from applicant): Vestar Gateway, LLC

E-mail of Property Owner: Phone:

Please note that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

### AVAILABLE CONSULTATION

Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.

### WHERE TO FILE THE COMPLETE APPLICATION

Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114	In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
--	--

### REQUIRED FEE

Filing fee of \$758 plus \$121 per acre in excess of (1) acre.  
Plus additional fee for required public notices.

### SIGNATURE

If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent: 	Date: 7/9/18
----------------------------------	-----------------

Updated 7/1/17

---

**SUBMITTAL REQUIREMENTS**

---

Staff Review

- 1. Project Description**  
Description of your proposed use and existing use (please attach additional sheet/s)
- 2. Planned Development Information.**  
Description of how your project meets one or more of the following objectives (please attach additional sheet/s)
- a. Combination and coordination of architectural styles, building forms, building materials, and building relationships;
  - b. Preservation and enhancement of desirable site characteristics such as natural topography, vegetation and geologic features, and the prevention of soil erosion;
  - c. Preservation of buildings which are architecturally or historically significant or contribute to the character of the city;
  - d. Use of design, landscape, or architectural features to create a pleasing environment;
  - e. Inclusion of special development amenities that are in the interest of the general public;
  - f. Elimination of blighted structures or incompatible uses through redevelopment or rehabilitation;
  - g. Inclusion of affordable housing with market rate housing; or
  - h. Utilization of "green" building techniques in development.
- 3. Minimum Plan Requirements**
- One paper copy (24" x 36") of each plan and elevation drawing
  - A digital (PDF) copy of the each plan and elevation drawing
  - One 11 x 17 inch reduced copy of each plan and elevation drawing
- 4. Site Plan**  
Site plan (see *Site Plan Requirements* flyer for further details)
- 5. Elevation Drawing (if applicable)**
- Detailed elevation, sections and profile drawings with dimensions drawn to scale
  - Type of construction and list the primary exterior construction materials
  - Number, size, and type of dwelling units in each building, and the overall dwelling unit density

---

**INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED**

---

et \_\_\_\_\_ I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

---

Vestar Gateway, LLC  
2425 E. Camelback Road, Suite 750  
Phoenix, AZ 85016

July 9, 2018

Dear Salt Lake City Planning Department,

This letter is to confirm that we are working with Athens Hotel Development, LLC ("Athens") on the planning for adaptive re-use of the Union Pacific Depot property as a hotel project as part of our revitalization plan for The Gateway.

As property owner we hereby Consent to Athens' application for Planned Development, Conditional Building & Site Design Review, and Landmarks Commission review.

If you have any further questions, please contact David Larcher at 602-866-0900.

Sincerely,

VESTAR GATEWAY, LLC



David Larcher  
President



# Conditional Building & Site Design Review

SALT LAKE CITY PLANNING

### OFFICE USE ONLY

Project #: PLNPCM2018-00617	Received By: CHRIS EARL	Date Received: 8/6/2018	Zoning: G-MU
--------------------------------	----------------------------	----------------------------	-----------------

Project Name: Union Pacific Hotel

### PLEASE PROVIDE THE FOLLOWING INFORMATION

Request: Building Height Modification / Site Design Review

Address of Subject Property: 2 S. 400 West, Salt Lake City, Utah 84101

Name of Applicant: HKS Architects/Emir Tursic

Address of Applicant: 90 S. 400 West, Suite 110, Salt Lake City, Utah 84101

E-mail of Applicant: Cell/Fax: Applicant's Interest In Subject Property:

Owner  Contractor  Architect  Other:

Name of Property Owner (if different from applicant): Vestar Gateway, LLC

E-mail of Property Owner: Phone:

Please note that additional information may be required by the project planner to ensure adequate information is provided for staff analysis. All information required for staff analysis will be copied and made public, including professional architectural or engineering drawings, for the purposes of public review by any interested party.

### AVAILABLE CONSULTATION

Planners are available for consultation prior to submitting this application. Please call (801) 535-7700 if you have any questions regarding the requirements of this application.

### WHERE TO FILE THE COMPLETE APPLICATION

Mailing Address: Planning Counter PO Box 145471 Salt Lake City, UT 84114	In Person: Planning Counter 451 South State Street, Room 215 Telephone: (801) 535-7700
--	--

### REQUIRED FEE

Filing fee of \$758 plus \$121 per acre in excess of (1) acre.  
Plus additional fee for required public notices.

### SIGNATURE

If applicable, a notarized statement of consent authorizing applicant to act as an agent will be required.

Signature of Owner or Agent:

Date:

7/9/18

Updated 7/1/17

---

## SUBMITTAL REQUIREMENTS

---

Staff Review

- |   |                                     |  |
|---|-------------------------------------|--|
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | <b>1. Project Description</b> (please attach additional sheet)<br>Written description of your proposal |
| <b>2. Minimum Plan Requirements</b>         |                                     |  |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | One paper copy (24" x 36") of each plan and elevation drawing  |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | A digital (PDF) copy of the each plan and elevation drawing  |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | One 11 x 17 inch reduced copy of each plan and elevation drawing                                       |
| <b>3. Site Plan</b>                         |                                     |  |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | Site plan (see <a href="#">Site Plan Requirements</a> flyer for further details)                       |
| <b>4. Elevation Drawing</b> (if applicable) |                                     |  |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | Detailed elevation, sections and profile drawings with dimensions drawn to scale                       |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | Type of construction and list the primary exterior construction materials                              |
| <input type="checkbox"/>                    | <input checked="" type="checkbox"/> | Number, size, and type of dwelling units in each building, and the overall dwelling unit density       |

---

### INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

---

et I acknowledge that Salt Lake City requires the items above to be submitted before my application can be processed. I understand that Planning will not accept my application unless all of the following items are included in the submittal package.

---

Updated 7/1/17

Vestar Gateway, LLC  
2425 E. Camelback Road, Suite 750  
Phoenix, AZ 85016

July 9, 2018

Dear Salt Lake City Planning Department,

This letter is to confirm that we are working with Athens Hotel Development, LLC ("Athens") on the planning for adaptive re-use of the Union Pacific Depot property as a hotel project as part of our revitalization plan for The Gateway.

As property owner we hereby Consent to Athens' application for Planned Development, Conditional Building & Site Design Review, and Landmarks Commission review.

If you have any further questions, please contact David Larcher at 602-866-0900.

Sincerely,

VESTAR GATEWAY, LLC



David Larcher  
President

## **ATTACHMENT C: G-MU ZONING STANDARDS**

The G-MU Gateway-Mixed Use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.

Standard	Proposal	Compliance
<p><b><u>General G-MU Zoning Standards</u></b></p> <p><b>Front/Corner Yard Setbacks:</b> No setback requirements except that a minimum of 25% of the façade shall be no <i>more</i> than 5 feet from the street right-of-way line.</p>	<p>Though not technically a “street right-of-way,” 62 % of the hotel’s west façade is no farther than 5 feet away from the property west line.</p>	<p>Complies</p>
<p><b>Side/Rear Yard Setbacks:</b> No minimum.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Lot Area:</b> No minimum or maximum.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Lot Width:</b> No minimum.</p>	<p>Not applicable</p>	<p>Not applicable</p>
<p><b>Building Height:</b> Minimum building height is 45 feet. Maximum building height is 75 feet except buildings with non-flat roofs may be 90 feet, Additionally, height may be raised to 120 feet through Condition Building and Site Design Review.</p>	<p>Requesting additional height (94’10” – 99’ at its tallest points) through the Conditional Building and Site Design Review process.</p>	<p>Complies per CBSDR approval</p>
<p><b>Parking:</b> No spaces required up to 10,000 square feet usable floor area. 1 space per 1,000 usable square feet over 10,000 square feet thereafter</p>	<p>Required to have 126 stalls based on proposed square footage. 150 stalls have been allocated by Vestar for the new hotel use within the existing parking garage.</p>	<p>Complies</p>
<p><b>Signage:</b> G-MU zoning allows different types of signs per Section 21A.46.115 of Salt Lake City’s zoning code.</p>	<p>Allowed one (1) monument sign per street frontage.</p>	<p>Complies per PD modification – requesting two (2) monument signs in front of the Union Pacific Train Station per the 400 West street frontage through planned development process.</p>
<p><b><u>G-MU Urban Design Guidelines</u></b></p> <p><b>1. Architectural character and materials</b></p>	<p>The base is differentiated in terms of materials and height. The base material is a natural limestone brick veneer as opposed to the rest of the building, which will be</p>	<p>Complies</p>



<p>*A differentiated base is required</p> <p>*70% of materials are to be brick masonry textured or patterned concrete or cut stone</p> <p>*Two dimensional glass curtain wall prohibited</p> <p>*Arcades and awnings are permitted</p> <p>*Per 21A.31.010.P.3.a.3 – the maximum length of an uninterrupted wall on the first floor is fifteen feet (15’). This wall could be broken up with windows, doors, art or architectural detailing.</p>	<p>different textures of brick veneer and the height of the first floor is double the rest (20’ vs. 9’10”). The first floor will also be highly transparent.</p> <p>Proposing 3-dimensional glass wall with wood paneling in the center of the building as opposed to a glass curtain wall.</p> <p>Portions of the building’s sawtooth façade will extend over the property line for which an easement or lot line adjustment will have to be executed during the building permit process.</p> <p>There are no “blank” walls along the first floor of the building.</p>	
<p><b>2. Windows and fenestration</b></p> <p>*Buildings with smooth surfaces are prohibited</p> <p>*All windows (except bay, projecting or balcony) should be recessed from exterior wall by 3 inches</p> <p>*Reflectivity of glass should be less than 18%</p>	<p>The proposed hotel building is highly articulated and the windows are recessed anywhere from 2-3 feet. The applicants have indicated that low reflectivity glass will be installed on the ground floor of the building, which was what the code intended.</p>	Complies
<p><b>3. Entrance and visual interest</b></p> <p>*40 % minimum first floor glass and one operable door per façade</p> <p>*Maximum length of blank wall shall be 15 feet</p> <p>*All building equipment screened</p>	<p>The proposed hotel building has over 40% of transparent ground floor glass and many of these windows double as sliding doors to allow for indoor/outdoor space. Entrances to the hotel are found on both the east and west facades of the buildings.</p> <p>The ground floor is highly articulated and all of the buildings services areas will be located in existing tunnels underground.</p>	Complies
<p><b>4. Building lines and front area</b></p>	<p>The front façade of the new building follows the curve of</p>	Complies

<p>*The majority of ground level façade is parallel, not at an angle, to the street (primarily applies to parking structures)</p>	<p>the existing walkways, “parallel” to the public space.</p>	
<p><b>5. Public amenities and art</b></p> <p>*Street lighting should match the City lighting policy</p> <p>*Public art shall be included</p>	<p>Multiple street lamps are existing on the site. Any street lighting will be installed – or removed – in conformity to City policy.</p> <p>It has been determined that there are sufficient public art/historic pieces on the site. Of course, the Union Pacific Train Station will be preserved including the Grand Train Hall. Existing water features and the Olympic Legacy Plaza to the west of the site will also remain.</p>	<p>Complies</p>
<p><b>Location of service areas</b></p> <p>*All loading and service be located on block interior away from view from public street</p>	<p>Service areas are located underground.</p>	<p>Complies</p>
<p><b>Parking location</b></p> <p>* Parking structures shall be located behind principal buildings or provide retail goods/services establishments, offices and or restaurants on the first floor adjacent to the street</p>	<p>All parking is contained within the existing underground parking structure.</p>	<p>Complies</p>

## ATTACHMENT D: CBSDR STANDARDS

**21a.59.060: Standards for Conditional Building and Site 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.

Standard	Finding	Rationale
<b>A.</b> Development shall be primarily oriented to the street, not an interior courtyard or parking lot.	Complies	While not technically a public street, the hotel building will be completely oriented to the existing public walkway that surrounds the existing lot, in addition to being oriented directly towards the Olympic Legacy Plaza and being internally oriented to the walkway/pedestrian easement that runs from this plaza to though the Union Pacific Train Station.
<b>B.</b> Primary access shall be oriented to the pedestrian and mass transit.	Complies	The crescent-shape building follows the curvilinear shape of the existing public walkway around the lot to engage the pedestrian and facilitate them around and through the building towards 400 West.
<b>C.</b> Building facades shall include detailing and glass in sufficient quantities to facilitate pedestrian interest and interaction.	Complies	The proposed hotel building has over 40% of transparent ground floor glass and many of these windows double as sliding doors to allow for indoor/outdoor space.
<b>D.</b> Architectural detailing shall be included on the ground floor to emphasize the pedestrian level of the building.	Complies	The ground floor of the building is taller in stature than the floors above (20' vs 9'10"), and is distinctly differentiated in its proportions, its design, detailing and materials.
<b>E.</b> 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.	Complies	The required parking will be located entirely underground in the existing parking garages a part of the Gateway Mall.
<b>F.</b> Parking and on site circulation shall be provided with an emphasis on making safe pedestrian connections to the street or other pedestrian facilities.	Complies	The front horseshoe drive on the southeast side of the train station will be hardscaped with distinct materials in a distinct pattern to delineate the vehicular hotel drop off boundaries from the hotel entrance and public sidewalk. Proposed landscaping will also improve the buffer between this drive and the sidewalk. Of course, the walkways through and around the train station will remain to facilitate pedestrians towards 400 West.
<b>G.</b> Dumpsters and loading docks shall be appropriately screened or located within the structure.	Complies	The dumpsters and loading dock will be located in existing underground tunnels and screened.
<b>H.</b> Signage shall emphasize the pedestrian/mass transit orientation.	Concept plans comply. Staff is recommending that final design/signage details be delegated for staff review.	The applicants have proposed multiple flat signs, marquee signs and monument signs on both the new hotel and existing train station for better identification and

		to facilitate pedestrian and vehicular traffic alike. Staff will review final signage detail per the building permit process.
<b>I.</b> Lighting shall meet the lighting levels and design requirements set forth in <a href="#">chapter 4</a> of the Salt Lake City lighting master plan dated May 2006.	Concept plans apply. Staff is Recommending as a condition of approval that final design details regarding lighting be delegated to Staff.	The proposed lighting plans generally comply with the concepts in SLC's lighting master plan to increase safety and minimize bothersome lighting on surrounding properties. Staff will review final lighting detail per the building permit process.
<b>J.</b> Streetscape improvements shall be provided as follows: <b>1.</b> 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. <b>2.</b> Landscaping material shall be selected that will assure eighty percent (80%) ground coverage occurs within three (3) years. <b>3.</b> 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. <b>4.</b> 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 and any public street. <b>5.</b> Landscaping design shall include a variety of deciduous and/or evergreen trees, and shrubs and flowering plant species well adapted to the local climate.	Complies	<b>1.</b> None of the existing street trees along 400 West are proposed to be removed. Additional plantings will be added around the front horseshoe drive including Serbian Spruces and Capital Flowering Pears. Though not street trees, where some existing plantings are to be removed around the west side of the site, they are to be replaced with a variety of appropriate plantings. The City's Urban Forester will also review the proposed plantings per the building permit process.  <b>2.</b> Where landscaping is installed (roof planter plantings, west side foundation plantings, street level plantings and planter beds) the proposed materials are expected to provide 80% coverage in the provided landscaped areas.  <b>3.</b> New hardscaping includes colored concrete pavers around the site.  <b>4.</b> There is no outdoor storage associated with this development. Loading and trash facilities will be located in existing underground tunnels a part of the Gateway Development.  <b>5.</b> Landscaping includes at five different tree varieties, as well as various shrubs, grasses, and perennials. All landscaping is required by ordinance to comply with the City's water-efficient landscaping regulations that regulate plant varieties to ensure efficient water usage. Compliance will be ensured during the building permit review process.
<b>K.</b> The following additional standards shall apply to any large scale developments with a gross floor area exceeding sixty thousand (60,000) square feet:		

<p><b>1. The orientation and scale of the development shall conform to the following requirements:</b></p> <p><b>a.</b> 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.</p> <p><b>b.</b> No new buildings or contiguous groups of buildings shall exceed a combined contiguous building length of three hundred feet (300').</p>	<p>Complies</p>	<p><b>1.a.</b> The design of each façade also adopts a hierarchy of fenestration, achieved primarily in the taller stature of the ground floor, and complemented by an extended height for the top floor. The distinct definition of the base and the top of the hotel building is accentuated by different articulation, materials and detailing at ground level, and with a defined capping cornice element at roof level. Solid to void ratio on the east façade subdivides into three elements, with the largely solid masonry-clad wings framing the curving central fenestrated range. On the west façade it is again subdivided, with the contrast created by the full height central bays.</p> <p>All of the aforementioned help to reduce the apparent scale of the building, while creating a concentration of constantly varying visual modeling and interest which will change across the day as the sun crosses the sky. Window proportions also echo elements of and enhance the degree of compatibility with the historic station. The proportions and hierarchy reflect aspects of the Classical composition of the Union Pacific Station, and generally respond to the eclectic design across the Gateway complex.</p> <p><b>b.</b> No part of the building exceeds 300 feet without being broken up by the proposed arcade in the center of the building in addition to other architectural features along the building's entirety.</p>
<p><b>2. Public spaces shall be provided as follows:</b></p> <p><b>a.</b> One square foot of plaza, park, or public space shall be required for every ten (10) square feet of gross building floor area.</p> <p><b>b.</b> Plazas or public spaces shall incorporate at least three (3) of the five (5) following elements:</p> <p>(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</p>	<p>Complies</p>	<p>The existing pedestrian easement that runs through the center of the site as well as the Union Pacific Train Station will be preserved, if not enhanced, by the additional amenities. The new courtyard area includes the potential for outdoor eating areas in conjunction with the new retail services spaces proposed, in addition to new seating and landscaping.</p> <p>Though not on the site itself, the new hotel building has been designed to also preserve and enhance the existing walkways around the train station as well as the existing Olympic Legacy Plaza.</p>

<p>width. Ledge benches shall have a minimum depth of thirty inches (30");</p> <p>(2) A mixture of areas that provide shade;</p> <p>(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;</p> <p>(4) Water features or public art; and/or</p> <p>(5) Outdoor eating areas.</p>		
<p>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.</p>	<p>Complies</p>	<p><i>The purpose of the G-MU gateway-mixed use district is intended to implement the objectives of the adopted gateway development master plan and encourage the mixture of residential, commercial and assembly uses within an urban neighborhood atmosphere. The 200 South corridor is intended to encourage commercial development on an urban scale and the 500 West corridor is intended to be a primary residential corridor from North Temple to 400 South. Development in this district is intended to create an urban neighborhood that provides employment and economic development opportunities that are oriented toward the pedestrian with a strong emphasis on a safe and attractive streetscape. The standards are intended to achieve established objectives for urban and historic design, pedestrian amenities and land use regulation.</i></p> <p>The proposal does generally comply with the intent of the G-MU zoning district and applicable design guidelines. Additional height is being requested, which is permitted through the CBSDR process.</p>
<p><b><u>Standards for Design Review for Height</u></b></p> <p>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</p>	<p>Complies</p>	<p>A.-B. 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</p>

<p>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.</p> <p>B. There is architectural detailing at the cornice level, when appropriate to the architectural style of the building.</p> <p>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.</p>		<p>top of the east façade which frames the train station is also distinguished or capped by a solid course of vertical brickwork and bronze metal coping (See pgs. 53-54 of project narrative for details).</p> <p>C. The concept lighting plan proposed to evaluate opportunities to highlight the historic features of the Union Pacific Depot façade facing South Temple and enhance the existing exterior lighting. The new design will also illuminate the west façade of the historic building to signify its importance and attract views from the new east facing guestrooms. Special attention will be given to the cornice detail that will emphasize its revolving nature and some of the excessive street lights on 400 West will be removed (See pg. 26 of project narrative for lighting detail).</p>
--	--	---

## **ATTACHMENT E: PD 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:

<b>Standard</b>	<b>Finding</b>	<b>Rationale</b>
<p><b>A.</b> Planned Development Objectives: The planned development shall meet the purpose statement for a planned development (Section 21A.55.010 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</p>	<p>Complies</p>	<p>The applicant’s narrative identifies several Planned Development objectives they seek to achieve with the proposal. Staff has determined the proposal meets at least the following Planned Development objectives:</p> <p><b>B. Historic:</b></p> <ol style="list-style-type: none"> <li>1. Preservation, restoration, or adaptive reuse of buildings or structures that contribute to the character of the City either architecturally and/or historically, and that contribute to the general welfare of the residents of the City.</li> <li>2. Preservation of, or enhancement to, historically significant landscapes that</li> </ol>

<p>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.</p>		<p>contribute to the character of the City and contribute to the general welfare of the City's residents.</p> <p><b>D. Mobility:</b> Improvements that encourage transportation options other than just the automobile.</p> <p><b>F. Master Plan Implementation:</b> A project that helps implement portions of an adopted Master Plan in instances where the Master Plan provides specific guidance on the character of the immediate vicinity of the proposal.</p> <p><u><i>Downtown Master Plan</i></u>  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). The Master Plan includes the following applicable goals:</p> <ul style="list-style-type: none"> <li>• Make downtown a unique destination for visitors, but at the same time, “Encourage a downtown that caters to visitors, residents and workers alike.</li> <li>• Create an urban pedestrian experience that is dynamic and stimulating.</li> <li>• Promote a diverse cache of preserved historic and character-contributing buildings throughout downtown.</li> </ul> <p><u><i>Urban Design Element</i></u></p> <ul style="list-style-type: none"> <li>• Ensure that features of building design such as color, detail, materials, and scale are responsive to district character neighboring buildings and the pedestrian.</li> <li>• Maintain pedestrian oriented development at the ground floor of the building</li> <li>• To be successful, mixed uses must be tied with convenient and appropriate open space, recreation and transportation networks.</li> </ul>
<p><b>B.</b> 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.</p>	<p>Complies</p>	<p>Both plans the Downtown and Gateway Master Plans stress the importance of true mixed-use urban development, high quality architecture and public space, and transit/pedestrian oriented development, which this proposal generally achieves.</p>



<p><b>C.</b> 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:</p>	<p>Complies</p>		
<p><b>C 1</b></p>	<p>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;</p>	<p>Complies</p>	<p>The principal street façade of the Union Pacific is 400 West, where the station presents a strong symmetrical termination of the memorable city view westward along South Temple. The new hotel building just behind the station echoes this symmetrical composition, with its northern and southern wings concluding inside the view framework created by the historic station.</p> <p>Building height as proposed respects the height of the station and helps to mediate between the Union Pacific and the taller buildings of the Gateway forming much of its relatively immediate and also wider setting. Where the wings of the new building will be visible above the station roof in views from the east along South Temple (a noted view in the Downtown Plan), the proposed design should achieve a complementary neutrality in terms of a backdrop for the wings of the station. The flat roof The proposed development would accord with the form of the new hotel again would not compete with the station in visual terms, while it would echo much of the Gateway development.</p>
<p><b>C 2</b></p>	<p>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;</p>	<p>Complies</p>	<p><u><i>Building Orientation</i></u>  Although technically an ‘addition’, the new building is set apart from the station, maintaining only single story links and open bridge links at either end. It is then designed to arc away from the station building creating a public/private open courtyard between the two buildings. In doing so, the site and massing of the new building helps to maintain the importance and the dominance of the historic station building, while creating a new public space and experience between.</p> <p><u><i>Building Materials</i></u>  The new hotel building is designed around the use of a brick to match the sandstone facing of the ground level of the east and primary façade of the Union Pacific Station. The brick is used with two distinct textures which are alternated between floors and floor levels, with further variety in building detail accentuated by brick bond and coursing. A strongly sculpted ground floor and base is enhanced in visual strength and weight with a limestone facing. Brick tone, variation in detailing, and the use of natural stone all recognize the character of the historic station, while avoiding competing with it in</p>

			visual or architectural prominence. They also in various respects echo aspects of the character of the Gateway. The proposed building will face west into the Gateway, east to the rear of the station, and to a limited extent east across the lower wings of the station building. In each respect it should contribute to the context in a positive manner.
<b>C 3</b>	<p>Whether building setbacks along the perimeter of the development:</p> <ul style="list-style-type: none"> <li>a. Maintain the visual character of the neighborhood or the character described in the applicable master plan.</li> <li>b. Provide sufficient space for private amenities.</li> <li>c. Provide sufficient open space buffering between the proposed development and neighboring properties to minimize impacts related to privacy and noise.</li> <li>d. Provide adequate sight lines to streets, driveways and sidewalks.</li> <li>e. Provide sufficient space for maintenance.</li> </ul>	Complies	<p>The G-MU zoning district does encourage buildings be built at or close to the property line to increase pedestrian interaction, which this proposal achieves. In fact, the footprint of the proposed hotel follows that of the existing commercial buildings on the site. Again, the existing public walkways though and around the train station will be preserved in addition to the distance between the train station and surrounding buildings as well as the Olympic Legacy Plaza. Existing pedestrian site lines will also remain intact and no vehicular access will be introduced on the west side of the building. Access will remain open around the building to provide maintenance when necessary.</p> <p>The view of the Depot from the west will change as it will be no longer visible; however, the proposed design of the hotel building is complimentary to the surrounding architecture and provides somewhat of a transition between the historic and Gateway Development architecture without overpowering its context.</p>
<b>C 4</b>	Whether building facades offer ground floor transparency, access, and architectural detailing to facilitate pedestrian interest and interaction;	Complies	<p>The proposed hotel building has over 40% of transparent ground floor glass and many of these windows double as sliding doors to allow for indoor/outdoor space. Entrances to the hotel are found on both the east and west facades of the buildings – further highlighted with signage. The ground floor is also differentiated from the rest of the building in stature, materials, and active uses. Additionally, retail spaces will be introduced around the courtyard of the building to draw pedestrians in and through the historic Grand Train Hall.</p>
<b>C 5</b>	Whether lighting is designed for safety and visual interest while minimizing impacts on surrounding property;	Complies	<p>The concept lighting plan proposed to evaluate opportunities to highlight the historic features of the Union Pacific Depot façade facing South Temple and enhance the existing exterior lighting. The new design will also illuminate the west façade of the historic building to signify its importance and attract views from the new east facing guestrooms. Special attention will be given to the cornice detail that will emphasize its revolving nature and some of the excessive street lights on 400 West will be removed (See pg. 26 of project narrative for lighting detail).</p>
<b>C 6</b>	Whether dumpsters, loading docks and/or service areas are appropriately screened; and	Complies	<p>The dumpsters and loading dock will be located in existing underground tunnels and screened.</p>

<b>C 7</b>	Whether parking areas are appropriately buffered from adjacent uses.	Complies	The required parking will be located entirely underground in the existing parking garages a part of the Gateway Mall.
<b>D. Landscaping:</b> 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:		Complies	
<b>D 1</b>	Whether mature native trees located along the periphery of the property and along the street are preserved and maintained;	Complies	The majority of the existing landscaping around the train station site will be preserved and maintained. Because the new hotel building will have a slightly larger footprint than the existing commercial building, some of the trees on the west façade of the building will be removed and replaced with similar specimens. The City Creek water features will also be preserved.
<b>D 2</b>	Whether existing landscaping that provides additional buffering to the abutting properties is maintained and preserved;	Complies	The landscaping that exists around the edges of the walkways will remain. Landscaping buffers between different uses aren't needed as much here, but rather functional landscaping that provides shade for pedestrians and softens the site which the proposal seems to achieve.
<b>D 3</b>	Whether proposed landscaping is designed to lessen potential impacts created by the proposed planned development; and	Complies	Much of the existing landscaping will remain around the site and works together with the proposed landscaping to bring a softness to such an urban area without being overwhelming.
<b>D 4</b>	Whether proposed landscaping is appropriate for the scale of the development.	Complies	This is a larger development and a significant amount of landscaping is being proposed around the new hotel building as well as the train station building, but at the same time the placement is appropriate as not to hinder the functionality of the area.
<b>E. Mobility:</b> 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:		Complies	
<b>E1</b>	Whether drive access to local streets will negatively impact the safety, purpose and character of the street;	Complies	The same horseshoe drop off on the southeast corner of the building will remain and enhanced with new signage and buffers for safety purposes. Of course, the new hotel building itself is not be accessible by car and cars to be parked should flow the same into existing parking garages a part of the Gateway Development.
<b>E2</b>	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;	Complies	This proposal includes enhancing the pedestrian walkways through and around the building by installing various hardscape and landscape features designed with the pedestrian in mind. The courtyard is also being enhanced by active programming, which should draw pedestrians through the building and safety to 400 West where bus and light rail connections are found. With more people using the building(s), more people might also be inclined to take public transit that is very accessible in this area of the city.

<b>E3</b>	Whether the site design of the proposed development promotes or enables access to adjacent uses and amenities;	Complies	Access to adjacent uses and amenities is improved for pedestrians, cyclists, and transit riders.
<b>E4</b>	Whether the proposed design provides adequate emergency vehicle access; and	Complies	The applicants have indicated they will install additional fire protection measures to the new hotel building including fire department connections on 400 West, fire separation between the hotel and train station, dedicated standpipes for the fire sprinkler system and increased fire sprinkler density. The Fire Departments review comments can be found in Attachment G.
<b>E5</b>	Whether loading access and service areas are adequate for the site and minimize impacts to the surrounding area and public rights-of-way.	Complies	The development 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.
<b>F.</b>	<b>Existing Site Features:</b> The proposed planned development preserves natural and built features that significantly contribute to the character of the neighborhood and/or environment.	Complies	Important to the applicants as indicated throughout their project narrative, the walkways through and around the existing train station are being preserved. The City Creek water featured around the site that are noted in the Gateway Master Plan area also being preserved and, of course, the Union Pacific Depot will be preserved and revitalized through adaptive reuse.
<b>G.</b>	<b>Utilities:</b> Existing and/or planned utilities will adequately serve the development and not have a detrimental effect on the surrounding area.	Complies	Proposal will be required to comply with any requirements from public utilities. See department comments in Attachment G for more information.

## **ATTACHMENT F: PUBLIC PROCESS AND COMMENTS**

### **Notice to the Recognized Community Council:**

A notice was emailed to the Downtown, Capitol Hill and Fairpark Community Councils as well as the Downtown Alliance on August 23, 2018. These organizations were given 45 days to respond with any concerns and to request that the applicant attend a meeting. A letter of support was submitted from the Downtown Alliance, which has been attached with all other public comments below.

### **Open House:**

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 that blocks the Depot from the west, reduced privacy for the residents within the Gateway Condominium building to the west of the site and the modern design of the hotel. All written comments have been attached below.

### **Notice of Public Hearing for Planning Commission:**

Public hearing notice mailed on October 29, 2018

Public hearing sign posted on property November 5, 2018

Public notice posted on City and State Websites and Planning Division list serve on November 7, 2018



October 30, 2018

Salt Lake City Planning Department  
City of Salt Lake City  
451 South State Street, Room 406  
Salt Lake City, UT 84114-5480

Re: Union Pacific Station Hotel project

Dear City Staff and Commissioners,

The Downtown Alliance has been following the efforts by Vestar and The Athens Group to plan an adaptive re-use of the Union Pacific Depot building as a hotel property.

We support their efforts to adapt the building for use as a hotel. We are excited about the plans to use the historic depot building as a unique hotel lobby and entertainment destination. This major capital investment will help further the revitalization of The Gateway as an entertainment and lifestyle-oriented destination for Salt Lake residents.

As 2018 Chair of the Board of Trustees for Visit Salt Lake, I am also excited that this quality project will add to Salt Lake's tourism product and be a tool for attracting hundreds of thousands of high-spend conventions and meetings visitors and help in attracting millions of leisure tourists to our remarkable city.

Best regards,

A handwritten signature in black ink, appearing to read "Dee Brewer".

Dee Brewer  
Executive Director  
Downtown Alliance

2018 Chair, Board of Trustees  
Visit Salt Lake



# RECURSION

41 S Rio Grande St  
Salt Lake City UT 84110  
385 269 0203  
www.recursionpharma.com

October 27, 2018

Salt Lake City Planning Department  
[City of Salt Lake City](#)  
[451 South State Street, Room 406](#)  
Salt Lake City, UT 84114-5480

Re: Union Pacific Station Hotel project

Dear City Staff and Commissioners,

We recently moved into a large space at the Gateway. Our decision to grow our company here was strongly driven by a desire to be a part of the revitalization of the downtown area. I believe that a vibrant downtown, with entertainment and lifestyle offerings as well as the headquarters or major offices of rapidly growing companies, will be a key economic driver for the area and for our State. We are excited to be a part of that.

We have seen first-hand the work by Vestar to transform the Gateway from a mall on the verge of being abandoned to a destination in the city. We have been excited by the progress the Vestar team has made here in the year since we became involved with this project. Our confidence in their ability to help rebuild a key piece of our city is high. We are ready and willing to help in any way and hope our growing presence in the area and the demographics of our employees will be a major boost to the area as well.

We have also been following Vestar's and The Athens Group's efforts to plan the adaptive re-use of the Union Pacific Depot building as a hotel property. This project will involve a major capital investment and will help further the revitalization of The Gateway as an entertainment and lifestyle-oriented destination for the local community and the region. I'm writing to express our strong support for this project which will be a welcome addition to the Gateway and to downtown Salt Lake City's tourism and amenity base.

Thank you for your consideration.

Sincerely,

Christopher C. Gibson, Ph.D.  
Co-Founder and CEO  
Recursion

October 26, 2018

Salt Lake City Planning Department  
City of Salt Lake City  
451 South State Street, Room 406  
Salt Lake City, UT 84114-5480

Re: Union Pacific Station Hotel project

Dear City Staff and Commissioners,

We have been following Vestar's and The Athens Group's efforts to plan the adaptive re-use of the Union Pacific Depot building as a hotel property. This project will involve a major capital investment and will help further the revitalization of The Gateway as an entertainment and lifestyle-oriented destination for the local community and the region. I'm writing to express our support for this project which will be a welcome addition to the Gateway and to downtown Salt Lake City's tourism and amenity base.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "LEO KILN".

LEO, KILN.



## Public Comments for the Union Pacific Hotel

### **1. Lynn Pershing (received via email 11/6) –**

I encourage maintaining the 75 maximum building height on this project. Building higher or even equal height will **lessen the importance and presence** of the Union Pacific Railroad station's historic structure

### **2. Pamela Weilenmann (received via email 11/1) –**

To the Elected SI City Commission:

I want to appeal for your consideration as you represent our thriving, unique community in this history-changing decision.

The Union Pacific RR Station was built a long time ago by impelling forces from a time gone by. It was classically built to impress and stir awe in it's viewers. It was ambitious for it's time and is more beautiful with time. It was a statement of optimism for the growth of the Capital city of a tenuously young state. The Union Pacific Station stands for a lot of hope and principles in this current society. It belongs to the present and future people of Utah. It is not a small bauble. It is not just a good looking place to be used for any gain. It is a place of respect for the many trials of people in our state's development. It must be optimally shared for your city and the constituents of the State of Utah. This is "our" capital city. Salt Lake City's expansion is more than a business district for utilitarian expansion. Does anyone on the commission personally remember how extraordinarily costly the Bonds were for the City and County Building, the Governor's Mansion (twice), the Capital and Deveraux Mansion restorations? At the time, their were "other worldly" expensive. If their cost was to be adjusted to our present index, they would also be astounding. But, the logic that convinced the taxpayers was that it was worth the price to preserve our heritage and beauty for the future. That is our present and still is our future. There are very few Heritage spotlights in Salt Lake City. During the late 60's there was a hasty rash of demolishing mansions on South Temple St. I saw them come down in the two years that I was at the university as a student. The offices that have replaced them are basic, functional buildings that could be exchanged without notice for any other unimpressive office building design. They are many of the buildings that are along that road today however, and there is no going back.

There is no price to place on the scenic value of the Union Pacific Building. The Union Pacific RR Station has been protected until now, for the enjoyment of a greater Public. It can be enjoyed by a fortunate previous design by Boyer Developers as they swept in to monopolize on a neglected area of the city. There may have been disputes about the impact of a mall around the heritage value of the station that I don't know about. But, it was protected. There were defenders of it's importance. There have been many SLC Commissions that have gone before your current elected group. They were elected by the public for what purpose? I believe it has always been to "preserve and protect" the city. Many years have passed with restraint as well as vision guiding such Commission groups. It was not to raise tax options for financial reasons that they are convened. The trust of the people is for a commission that will resist private lobbying for private gain. I actually am a professional "Developer". I know the feeling of seeing a juicy piece of land that would enable

me to pocket money if I was to get to develop it. That urge does not spring from considering the public good, although that responsibility often can be met. Running for public office is a dicey enterprise. You have to maintain a very strict control over changes in sweeping, large proposals.

I have seen the elaborate drawings for this private hotel to enshroud our already beautiful 360 degree views place with something that crowds out its immensity and dignity for the sake of their personal purpose. I have seen the Website plans. Architectural state of the art, modern renderings couched in sweet reminiscent photographs of the olden days does not make something good. They are the work of hired, talented architects by a successful, flush company that makes their profit from persuasion that what is in their own interest can be good for the community. It usually doesn't emphasize "profit", which is the force behind the enterprise. That, in this case is not for the public good. Vestar, an Arizona based company, may remake a modern, failing mall by "repurposing it", but, should they be able to cover up a beautiful Utah heritage site? They are from another state. Union Pacific Station is built with only one third of its structure, the center, almost 8 stories high. The two equally large wings, that are just as large from the ground up are no more than 3 stories high. By putting an 8 story modern hotel behind it, the roofline will be forever obscured and a bunch of windows with whatever facade a developer decides will make their money, will be seen from South Temple Street and all pedestrian angles, from the Vivant Center and all other downtown buildings with views facing that direction. Sunsets will be obscured from all of those angles. I have just described the front views that will be dwarfed, cramped and obscured for the sake of just another hotel of many going up currently. Much was made in the developer's plans that there will still be walk way easements around the side of the giant curved hotel. The walk ways that are there now, are airy with sky and pleasant trees in the terrace. The eight story walls of a mega hotel are certainly going to diminish its appeal. In fact they will be urban alley ways. That is very different from pleasant space that Salt Lake City has been known for as it has developed later than most other cities and retained much valuable charm.

From the West view of the Union Pacific Station, the long, tall, curved hotel will entirely blot out the handsome architectural design from all existing views. There are many condominiums, large office buildings and the driving and pedestrian views that will be gone for many hundreds of people daily and nightly. It will fill up a terrace area that is an integral part of a park gathering place that has been preserved as a safe place for children and families to linger in downtown Salt Lake. It is a "family" place like Liberty Park in its small way. Past the Gateway Mall street, is the last street, 500 West, that borders the train tracks and the extensive industrial sprawl of the west side of the city. The Station is a lovely borderline edifice to demark that change of usage in our city.

The Union Pacific Station will be a victim of short sighted gain and permanent loss of its grandeur for the City we know is struggling in a very competitive market for tourist approval and desirability for incoming locals and your current constituents. Does one more hotel, benefiting its anonymous owners, and its taxes for funding anonymous projects really balance that loss? I strongly doubt it.

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: SERGE DEPOYAN

Address: 12 N. RIO GRANDE ST  
SLC UT

Zip Code 84101

Phone: 8614560575 E-mail tresorjewelers@aol.com

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

THANK YOU!!

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Caitlin Arnett

Address: 573 E. Elm Ave.  
SLC, UT

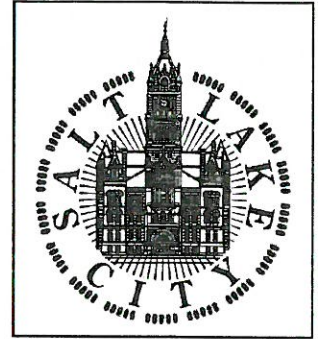
Zip Code 84106

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

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

# OPEN HOUSE PUBLIC COMMENT FORM

September 19<sup>th</sup>, 2018



Planning Division  
Department of Community and  
Neighborhoods

## Union Pacific Hotel

Name: Judi Short

Address: 862 Harrison Ave

Zip Code 84105

Phone: \_\_\_\_\_ E-mail judi.short@gmail.com

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

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Maggie Gezon

Address: The PARC @ Gateway Condominiums

Zip Code 84101

Phone: \_\_\_\_\_ E-mail \_\_\_\_\_

Comments: I am very excited about the revitalization  
aspects and apparent caliber of the development.  
My major concerns have been having the design  
"work" with the historic train station and  
not having my views blocked. Omar was  
terrific in <sup>not only</sup> answering my many questions &  
alleviating many of my concerns. Good luck  
to us all!

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Ryan Burningham

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

Zip Code

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

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

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Evan Holfeltz

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

Zip Code 84128

Phone: 801-624-8287 E-mail evanholfeltz@gmail.com

Comments: It definitely will bring new life into the Gateway.

I would miss seeing the old train station from the splash pad, because that's how I grew up. I'm excited to see it, especially because it's going to leave the station intact.

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



# OPEN HOUSE PUBLIC COMMENT FORM

## September 19<sup>th</sup>, 2018



Planning Division  
Department of Community and  
Neighborhoods

### Union Pacific Hotel

Name: Justin

Address: Salt Lake City

Zip Code: 84129

Phone: \_\_\_\_\_ E-mail: \_\_\_\_\_

Comments: allow extra height ☺

---

---

---

---

---

---

---

---

---

---

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Susan Terry John Shannon

Parc @ Gateway Condos

Address: 5 S. 500 W. #502

SLC, UT 84101

Zip Code \_\_\_\_\_

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

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

OPEN HOUSE  
PUBLIC COMMENT FORM

September 19<sup>th</sup>, 2018



Planning Division  
Department of Community and  
Neighborhoods

Union Pacific Hotel

Name: SHAWN HANCOCK

Address: 5966 DENMARKS CIR, SLC, UT 84121

Zip Code 84121

Phone: — E-mail shon182@hotmail.com

Comments: I LOVE THE IDEA OF RE-ENERGIZING THIS  
AREA - EVERY TIME I WALK THROUGH THE SPACE  
OF THE TRAIN STATION IT FEELS LIKE A SHAME THAT  
IT DOESN'T GET UTILIZED. A HOTEL & CONV. CENTER  
CREATING A PORTAL TO A REJUVANATED GATEWAY  
MAY BE A PERFECT WAY TO BRING ACTIVITY TO THE STATION.  
I LOVE THE HOTEL CONCEPT - FEELS VERY OPEN,  
NICE CONNECTION FROM 420 WEST TO PARK IN GATEWAY.

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Kambaja Tarr

Address: 1747 E 2300 W

SLC UT 84108

Zip Code \_\_\_\_\_

Phone: 801 696 0146 E-mail \_\_\_\_\_

Comments: \_\_\_\_\_

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

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: ROGER PHILLIPS

Address: 100 E. 1000 N.  
CENTREVILLE, UT

Phone: 801.834.4628 Email Zip Code 84014

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

**OPEN HOUSE  
PUBLIC COMMENT FORM**

**September 19<sup>th</sup>, 2018**



Planning Division  
Department of Community and  
Neighborhoods

**Union Pacific Hotel**

Name: Courtney Roundy

Address: 1260 Woodland Ln

Bountiful Zip Code 84070

Phone: 801 884 7842 E-mail \_\_\_\_\_

Comments: \_\_\_\_\_

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

# **ATTACHMENT G: 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’s Office.

**Urban Forester (Cory Davis) –** Landscaping will be reviewed by Urban Forestry per the building permit process.