



AGENDA

MEETING CALLED TO ORDER AT 5:00 PM		<i>pg</i>
ROLL CALL		
ADOPTION OF MINUTES OF AUGUST 7, 2013		3
ADOPTION OF MINUTES OF AUGUST 21, 2013		12
PUBLIC COMMUNICATIONS – <i>Items not on regular meeting schedule.</i>		
STAFF/BOARD COMMUNICATION & DISCLOSURES		
ACTION ITEMS – <i>Discussion, public hearing, and action as outlined below.</i>		
632 Deer Valley Loop – Determination of Significance <i>Public hearing and possible action</i>	PL-13-02094	19
820 Park Avenue, Rio Grande – Appeal of Staff’s Determination <i>Quasi-judicial hearing</i>	PL-13-02108	55

ADJOURN

Times shown are approximate. Items listed on the Regular Meeting may have been continued from a previous meeting and may not have been published on the Legal Notice for this meeting. For further information, please call the Planning Department at (435) 615-5060.

A majority of Historic Preservation Board members may meet socially after the meeting. If so, the location will be announced by the Chair person. City business will not be conducted.

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Park City Planning Department at (435) 615-5060 24 hours prior to the meeting.

PARK CITY MUNICIPAL CORPORATION
HISTORIC PRESERVATION BOARD
MINUTES OF AUGUST 7, 2013

BOARD MEMBERS IN ATTENDANCE: Puggy Holmgren, David White, John Kenworthy, Gary Bush, Marian Crosby

EX OFFICIO: Thomas Eddington, Francisco Astorga, Anya Grahn, Patricia Abdullah

The Board voted on a chair-pro tem for this evening.

MOTION: Marian Crosby made a motion for David White to serve as the Chair Pro Tem. John Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

REGULAR MEETING

ROLL CALL

Chair Pro Tem White called the meeting to order at 5:35 p.m. and noted that all Board Members were present with the exception of the two vacant seats.

At the request of Planner Astorga, the Work Session was moved to the end of the agenda.

ADOPTION OF MINUTES – June 5, 2013

MOTION: Board Member Kenworthy moved to APPROVE the minutes of June 5, 2013 as written. Board Member Crosby seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS

There was no comment.

STAFF/BOARD MEMBERS COMMUNICATIONS AND DISCLOSURES

Director Eddington announced that the City Tour was September 18-23, and if any of the Board Members were interested in attending they should contact Patricia in the Planning Department. The tour was to Boulder, Colorado.

Director Eddington stated that the Staff would provide the Board with the matrix of Historic District Design reviews to update the Board on what the Staff has been working on these past few months.

Planner Anya Grahn reminded everyone that the HPB was scheduled have a second meeting this month on August 21st.

Board member Kenworthy understood that the Kimball Arts Center was not moving forward with their building, and asked if that was correct. Director Eddington explained

that the Kimball Arts Center had never submitted a formal application. The intent was to find a way for the Arts Center to be heard as an MPD so it would involve the public vetting process. However, the Planning Commission decided not to move forward with the LMC changes to allow for that. Director Eddington was unsure what the Kimball Arts Center would do as the next step. At this point no applications had been submitted.

Board Member Kenworthy heard that the Kimball Arts Center made an announcement at their opening that they would not be moving forward. Director Eddington assumed they were referring to the original design concept that was proposed because of the constraints of the LMC. He believed the Kimball would still go through some type of re-design process.

Chair Pro Tem White asked if the design of the Main Street Mall had been approved. Director Eddington stated that the Main Street Mall at 333 Main Street received final design review approval over a year ago. They were currently in the process of demolishing the interior and the project was moving forward.

REGULAR AGENDA – Discussion, Public Hearing and Action.

1101 Park Avenue - Grant

Planner Anya Grahn reported that the commercial structure at 1101 Park Avenue was built around 1929. The structure has gone through a number of major alterations over the years. In 1968 the wood clad exterior was replaced with concrete block and pressed brick. At some point a massive addition was added to the rear of the building which doubled the square footage.

Planner Grahn referred to a photo on page 52 of the Staff report showing the original structure, and compared it to a current photo of a structure on page 56. She noted that the road had heightened significantly, which changed the look of the original storefront.

Planner Grahn remarked that the applicant was issued an HDDR waiver for the replacement of windows on the addition to the structure, as well as on the historic significant portion of the building. The applicant was proposing to restore the storefront with wood windows to be more in keeping with the historic period. Currently there is a panel door that is outside of the historic period, and the applicant would like to replace that door with a French door that better reflects the historic period of the building.

Planner Grahn noted that up until recently the Planning Department had not received many grant applications for the Lower Park Avenue neighborhood. She believed this request was a good use of funds for the Lower Park Avenue RDA. Planner Grahn recalled that the current budget is \$188,041. The total cost to replace the windows and the door on both the addition and the significant historic structures was \$7,830.00. She pointed out that the grant program would only cover the portion related to the historic structure. Therefore, replacement of the four windows on the historic structure and the new door on the front was estimated at \$4,912. If approved the grant would be for half of the cost in the amount of \$2,456.

The Staff recommended that the Historic Preservation Board review the proposed application and consider awarding the applicant a portion of the costs associated with the four storefront windows and the new entry door located at 1101 Park Avenue, in the amount of \$2,456.

Board Member Bush wanted to know what precedent the building has for a French door towards the back. He noted that one door faces Park Avenue and another door was on the south side of the building. Planner Grahn replied that the door facing Park Avenue would be eligible for the grant. The other French door facing 11th Street would not be covered by the grant. Board Member Bush asked if the French door was appropriate per the guidelines. Planner Grahn answered yes.

Board Member Bush understood that the front of the building would only get a regular single slab door. Planner Grahn replied that the front door would also be a French door. She noted that having that much glass was more historic than the current door. Board Member Bush thought a French door was actually two doors that open up. Chair Pro Tem White explained that there are two types of French doors; one is a single French Door and one is a double door. He noted that page 60 of the Staff report showed the door that was being proposed.

Board Member Holmgren thought it was a good project and very visible. She asked about the side windows and whether they would be replaced. Planner Grahn stated that the applicant had not addressed those windows.

Planner Francisco Astorga disclosed that the applicant also submitted a master sign plan for signage of the new business. They also submitted a conditional use permit to have offices at this location. The CUP application would require a review by the Planning Commission. The Planning Department was currently working on both applications.

MOTION: Board Member Holmgren moved to APPROVE the grant application for 1101 Park Avenue in the amount of \$2456. Board Member Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

Board Member Kenworthy stated that because this property is visible, he wanted to know if it was possible to post a sign indicating that the HPB approved a grant for this project and supports it. Since there are funds to be allocated, he would like more people to be aware that grant money is available for Lower Park Avenue.

Planner Grahn agreed that if there is a way to post a sign during construction it would be a benefit.

Chair Pro Tem White realized that he should have called for public input prior to a motion. He asked if there was public present who wanted to make comment. There was no public input.

The Board members moved into Work Session

WORK SESSION – Discussion only

Demonstration and overview of the Historic District Resign Review Process

Planner Grahn noted that the Board members had expressed an interest in possibly sitting in with the Design Review Team to understand the HDDR process. As an alternative the Staff decided to go through an HDDR review this evening so the Board could see how the process works.

Planner Grahn presented the pre-application packet and explained that an applicant submits a pre-application for conceptual review. The application is assigned to a planner for initial review. The Design Review Team meets every Wednesday. The team consists of members from the Planning Department, the Building Department, and the Preservation Consultant. She noted that the pre-application can be submitted at no cost to the applicant and the Staff encourages pre-applications. The applicant comes before the DRT to talk about their idea and each department represented expresses their issues and guides the applicant through the process. If it is an historic property the DRT may suggest the grant program or tax incentives. The DRT offers other suggestions to help guide the applicant through the application stage.

Planner Grahn stated that following the pre-application meeting, if the project is simple, such as changing windows and doors, the DRT would issue an HDDR waiver signed by the Planning Director. The applicant would take the waiver to the Building Department to obtain a building permit. If the project is more intensive, such as new construction or an addition, the project goes through a Historic District Design Review as the next step in the process.

Planner Grahn explained the steps of the HDDR process. The application is submitted and assigned to a Planner. The Planner reviews the application for completeness and to make sure it meets all the criteria. Once the application is deemed complete the property is noticed by placing a sign on the property and sending letters to neighboring properties. Within a 14 day review period the Planner makes sure the project matches the LMC and complies with the Design Guidelines. If changes need to be made for compliance, the applicant has the opportunity to make the necessary changes or provide additional information. Once that has been done, the next step is to post the property with a new sign stating that the Planning Department has approved the application and appeals may be made to the Planning Department within ten days of this notice. Following the ten day period, the applicant submits construction documents to the Building Department for the building permit process. At the same time, the Planning Department conducts another review to make sure the plans submitted to the Building Department match the plans that were approved. If the reviews are satisfactory, the building permit is issued. Once construction is completed, the Planning Department conducts a final inspection to make sure what was built matches the approved drawings.

Planner Astorga clarified that the HDDR waivers are based on specific criteria that tells the Planning Director what can or cannot be waived. He remarked that when the application involves more extensive work such as temporarily lifting a structure to add a foundation or any other major renovation, a financial guarantee is required. The financial guarantee should be done at the building permit stage prior to issuance of a building permit.

Planner Astorga used a project he had reviewed for a garage located at 109 Woodside Avenue to show the HPB how the process actually works. He pointed out that the garage itself was technically on King Road. Planner Astorga presented photos that the applicant had submitted with the physical conditions reports. He explained that a physical conditions report includes the description of floors, walls, roof or any type of structural member that would help the Planning Department make a decision on whether the elements need to be replaced or whether it could remain in place. The physical conditions report includes photographs, a narrative, cad files, or any as-built conditions of the structure such as floor plans, roof plan, elevations and site plans to help define the existing conditions of the structure.

Planner Grahn noted that page 15 of the Staff report contained a blank application to show the format and the requested information.

Planner Astorga reported that in 2009 or 2010 the City had an architect conduct a physical conditions report on City owned properties, and that is often used as a sample of a completed physical conditions report. The report is large but the Staff could make it available if the Board members wanted to see.

Planner Astorga continued showing the photographs of the garage at 109 Woodside. He noted that the garage doors were not historic. It was evident that the roof needed to be replaced. There were no historic photos of the garage structure; however, there was evidence from the Sanborn map showing that the footprint had not changed. Planner Astorga noted that the applicant had requested to reconstruct the garage.

Planner Grahn stated that the Planning Department considers reconstruction as the last effort. The Staff visits the site to determine whether reconstruction is necessary as the only method of preservation. Planner Astorga noted that 109 Woodside was a landmark site on the Historic Sites Inventory. He pointed out that King Road used to be called Woodside Gulch.

Planner Astorga presented a series of Sanborn maps starting with 1889 forward. Board Member Crosby referred to one of the Sanborn maps and she thought the garage appeared to be crossing the lot line. Planner Astorga replied that she was correct. He intended to show a survey later in his presentation that addresses the lot lines. He remarked that the property over Woodside Gulch was not dedicated to the City until there was a plat amendment for the application in 2010.

Planner Astorga reviewed the as-built photos and documents showing the existing condition in terms of size, materials, measurements, etc. He then showed what the applicant had proposed. He presented the survey and indicated the property line that Board Member Crosby had mentioned. He pointed out the portion that was dedicated to the City and the lots line that were removed, creating one lot of record that was approved by the Planning Commission. Planner Astorga reported that the neighboring property owner would not sign an encroachment agreement for the footing of the garage, primarily because he was concerned that his retaining wall would be affected. To remedy the issue, the garage was able to be shifted 18" towards the house because it met the criteria for relocation.

Director Eddington clarified that typical movement of historic structures is not allowed unless it meets one of three criteria. Planner Astorga outlined the four treatments for historic preservation per the Historic District Design Guidelines, which are Preservation, Rehabilitation, Restoration, and Reconstruction. He noted that the criteria for not being able to secure an encroachment agreement was no longer in the Code. Planner Astorga pointed out that Section 15-11-15 of the LMC addresses the criteria for reconstruction. Section 15-11-12 outlines the standards for the Historic District Design Review Process. He reviewed the requirements for the Financial Guarantee as specified in the LMC. He noted that the financial guarantee for the garage was \$62,000.

Board Member Kenworthy asked if the \$62,000 was only for the garage project. Planner Francisco answered yes. The amount was based on 333 square feet. Director Eddington explained that the typical calculation is \$250/ft; however, exceptions can be made for accessory structures or porches. He recognized that the financial guarantee was a high cost, but it was implemented to encourage reconstruction projects to move forward in a timely manner.

Planner Astorga presented the document from the Building Department recommending the reconstruction of the garage and the reason for shifting the garage 18". It also identified the financial guarantee.

Planner Astorga reviewed the time line and dates of the pre-application beginning in October 2010, the HDDR review in January 2011, the submittal of completed plans in May 2011, noticing, and final approval of the project in February 2012. A building permit was issued in June 2012. Planner Astorga noted that a final inspection was conducted last month and the financial guarantee was released.

Planner Astorga had received several questions asking about the orange color. He noted that during the 2009 update of the Historic Guidelines, it was decided that the City should no longer regulate what color people could paint their structures. Planner Astorga reported on a last minute change to the roofing material. The Staff also had questions as to why the Planning Department did not require older looking materials. The answer is that the documentation showed that the material was already there and it was original.

Board Member Kenworthy asked if the applicant had to begin the project within a certain time frame before he would have to re-start the process. Planner Astorga noted that the Code allows the Staff to call an application "inactive status", but they try to weigh that against the amount of work already down and how much would be lost if they re-started the process. Director Eddington stated that typically if an applicant is tweaking the project or the project is delayed for another valid reason, the Planning Department works with the applicant to keep it moving forward.

Director Eddington believed that the pre-application DRT meeting that was implemented in 2009 has been one of the successful endeavors. There is no application fee and the applicant can present a conceptual plan without having a set of formal drawings. The process engages the applicant and gives them information upfront on what is or is not allowed before spending money on the design.

Chair Pro Tem White stated that from the standpoint of an architect, the pre-application phase was invaluable.

Board Member Kenworthy asked if this garage had received any grant money or whether it was eligible to apply. Director Eddington did not believe reconstruction was disallowed for grants. The applicant had not applied for a grant.

Planner Astorga pointed out that the site was originally designated as a Landmark site. Per the Code, once a reconstruction is approved, the designation drops from Landmark to Significant. Even if the structure retains the original form, the actual material is not restored. Therefore, the site remains Landmark because of the main structure, but the garage would drop to Significant status. He noted that the City labels sites rather than structures so he was unsure how that would be handled. Director Eddington thought it might be considered a Landmark site with an accessory structure. He felt it was better to label it with the more restrictive and higher status.

Chair Pro Tem called for public input.

Ruth Meintsma, a resident at 305 Woodside, referred to the photo of the garage in its original condition. A number of people have asked her about this project. Ms. Meintsma and others thought the reconstructed garage looks like a brand new building and a lot of people wanted to know how that was allowed to happen. The garage had its own amazing appeal and contributed to the funky fabric of Park City. The garage is now clean and it has lost all the feeling it offered. Ms. Meintsma found it difficult to explain to people that it was how the process works, and that this type of reconstruction is rare. She personally believed that because the original feel is lost, it also loses the character. She was glad that reconstruction is very rare. Ms. Meintsma asked if it was possible to use bits and pieces of the materials in a reconstruction.

Planner Astorga replied that there is an opportunity in some cases, depending on the condition of the material.

Ms. Meintsma stated that because so much of the old material is deteriorated and could not be reused, when an applicant is asked to save bits and pieces, it goes above and beyond the call of the applicant because it is time consuming and sensitive. She thought a grant should be applied for in that circumstance. Ms. Meintsma felt that if some of the material was saved, even it was patched in bits and pieces, people would be satisfied if they could see some of the historic incorporated with the new. When all you see is a new building, every bit of character is lost except for the size and mass.

Planner Astorga thought Ms. Meintsma's suggestion could be added to the criteria for reconstruction and codified. Board Members Crosby and Holmgren favored that idea. Planner Astorga suggested that the HPB could be included in that process.

Ms. Meintsma understood that there comes a point when a structure could no longer stand, and she understood the decision. However, she would have recommended building a new garage on the inside and keeping the outside the same.

Director Eddington stated that as the Staff has discussed bringing back the Design Guidelines to the HPB for review, one of the issues is the fine line between panelization and reconstruction. He suggested that the new guidelines could push panelization more than it does currently. Reconstruction would still be the last alternative, but it is an easier alternative for the applicant.

Director Eddington thought Ms. Meintsma raised a good point that if they intend to preserve the funk and the character, that method would have to be incentivized.

Board Member Holmgren asked about the two houses on Park Avenue, one being the former Blue Cross Ski House and the other the little white bungalow that has been deemed unsafe. Planner Anya Grahn stated that the former Blue House received a notice and order last July, and the Staff has been working with the applicant to help them understand what would be involved to stabilize the property. The owner submitted plans through an HDDR to add an extensive addition to the rear. The Staff has spoken with them several times to specifically explain what needed to be changed in order to comply with the design guidelines. The owner submitted another set of drawings last week and stated that it would be their final submittal. Planner Grahn stated that after reviewing the plan she denied the application and the owner has ten 10 days to appeal. If they file the appeal, the next step would be for the HPB to hear that appeal.

Director Eddington noted that there was some interior gutting of the Blue Ski House structure and it was caught by the Planning and Building Departments. It was a proactive opportunity pursuant to the 2009 Code not to allow demolition by neglect. The gutting was stopped and the process was started.

Planner Astorga noted that there was also a survey on file, as well as a physical conditions report that was done by the preservation consultation, which enabled them place a lien on the property for financing. The Staff was trying to work with the owner to keep the structure from falling down.

Board Member Crosby clarified that the owner was doing a demo without pulling a demo permit. She asked if the City stopped the work mid-process or if the structure was fully gutted. Director Eddington replied that a fair amount of the internal portions of the building had been gutted.

Planner Grahn commented on the white bungalow. She stated that the Building Department noticed that the roof on the addition was completely caved in on the back and it is not secured. The Building Department issued a Notice and Order for the owner to make the necessary repairs; however, the owner was not willing to work with the City. The Staff was continuously explaining his options and hoping for a positive result.

Director Eddington stated that some owners do not have an interest in preserving the property for economic reasons. They feel it would be more beneficial to remove the historic structure and rebuild. Since the City does not allow demolition by neglect, if the owner does not cooperate, the City could structurally support the building and lien the property.

Director Eddington noted that the Staff would provide a matrix at the next meeting so the HPB could see the Historic District Design Reviews that were currently in process. Planner Grahn stated that another work session would be scheduled to discuss the intensive level surveys the City has awarded. The Staff would also go into more detail about what that is and what it means.

The meeting adjourned at 6:38 p.m.

Approved by _____
David White, Chair Pro Tem
Historic Preservation Board

DRAFT

PARK CITY MUNICIPAL CORPORATION
HISTORIC PRESERVATION BOARD
MINUTES OF AUGUST 21, 2013

BOARD MEMBERS IN ATTENDANCE: David White, Gary Bush, John Kenworthy,
Marian Crosby, Puggy Holmgren

EX OFFICIO: Thomas Eddington, Anya Grahn, Polly Samuels-Mclean, Patricia Abdullah

ROLL CALL

Vice-Chair Holmgren called the meeting to order and noted that all Board Members were present except for Puggy Holmgren who was expected to arrive later in the meeting.

Director Eddington introduced Christy Alexander, a new planner in the Planning Department.

WORK SESSION

Overview of the intensive level survey of the historic buildings within Main Street and Mining Boom Era Residences Thematic National Register District

Planner Anya Grahn noted that the HPB had expressed an interest in learning more about intensive level surveys. She reported that the City Council had contracted a Salt Lake City firm, CRSA, to conduct an intensive level survey of various historic sites and buildings in Park City. The Staff report provided a brief background of intensive level survey and reconnaissance level survey and the difference between the two.

Steve Cornell, a representative from CRSA, provided an overview of the project and the 18 month schedule. A significant amount of work is involved with the project because of the numerous historic buildings in the Main Street National Register District and the Historic Sites District. He handed out a packet to the Board Members and noted that the first sheet showed a breakdown of the tasks that would be performed over the 18 month period to create intensive level surveys for all of the historic properties in the National Register District. Mr. Cornell reviewed the packet and the checklist of items, as well as an explanation of what goes into the survey and examples of a completed historic sites form. The sites are documented with photographs, title searches, biographical research information, photocopies of USGS maps. Any research material that can be discovered and collected is also included. Each property has its own separate file. He presented a list of all of the properties involved and outlined the steps of the process and how each property is evaluated. Mr. Cornell explained that a reconnaissance survey is very broad and basic. The intensive level survey is very detailed and collects specific information.

Board Member Crosby asked what the colored bars represented on the inventory list. Mr. Cornell stated that he had not done the color coding, but he believed the colors represented certain things. For example, orange might mean that there was no available information for a particular site. It was intended to be a tracking document to create an internal record.

Mr. Cornell clarified that he was one of a team of four professionals who were working on this intensive level survey project.

Board Member Crosby asked, if a property begins to undergo a restoration process over a period of years, how CRSA knows when to go back and update the inventory list to reflect the change in the property. Mr. Cornell stated that it was based on permitting and maps. They look at permits, Sanborn map, photographic research, and in some cases they talk to the property owners. He noted that Sanborn maps show changes over the years, but they are limited. They also look at deeds and title searches because these documents discuss the structure and the property.

Board Member Kenworthy asked how they handle historic walls. Steve replied that walls are in the historic sites inventory as part of the mining infrastructure. They have been involved in a couple of projects where they uncovered or unearthed existing walls from a previous era in Park City history. Those walls were re-exposed and they became part of the landscape. He explained that the primary task is to make sure the historic value of the existing feature is well documented so it could not be inadvertently torn down in the future. Board Member Kenworthy understood that the walls are treated the same as a structure. Steve replied that this was correct.

Steve encouraged the Board members and other residents to stop and talk to the team or ask questions when they see them in town.

REGULAR MEETING

PUBLIC COMMUNICATIONS

Ruth Meintsma, a resident at 305 Woodside Avenue, stated that it was rumored that an A-frame from the ski era at 949 Empire was going to be demolished. She recalled from previous visioning meetings that there was consensus that the town in general wanted to save these structures. She attended a joint meeting with the Planning Commission and the City Council and a count was taken on how many were for and against saving this era. The count was unanimous to save them. Ms. Meintsma believed the City needed to move forward immediately because the 949 Empire structure may be the beginning and others would follow.

Ms. Meintsma offered to do whatever she could to help and asked whether the next step would be to take her concerns to the City Council.

Planner Grahn stated that in the past some people have requested an application to demolish an A-frame. In most cases the goal for demolition was to rebuild a new structure. The Planner is usually successful in arguing the reasons for keeping the structure because of setbacks or square footage. In the case of 949 Empire, the applicant wanted to raise the structure because it is becoming a nuisance and he wanted additional land and open space. She pointed out that it was difficult to argue saving the A-frame in this case.

Planner Grahn remarked that the ski era is something they intend to look at and the Staff was considering design guideline provisions to address these structures. Director

Eddington noted that the structure at 949 Empire is at risk for being demolished and it is a concern, but it is not listed as Historic Sites Inventory property; therefore, the owner has the right to move forward with their application. He noted that the matrix on page 23 of the Staff report shows it as an HDDR application that has been submitted.

Chair Pro Tem White stated that he has heard the discussion about designating A-frame structures as historic; and he understood that it had not moved forward and the Staff was looking at addressing that issue next Fall. Director Eddington replied that they were looking at next year, subsequent to the finalization of the General Plan. Even if the Staff had the time and resource to address it soon, the 949 Empire application would still be vested under the current Code, which allows what the owner was proposing to do.

Ms. Meintsma asked if an inventory needed to be the first step. Director Eddington replied that it should start with an inventory. They could add Code language for early recreation era, ski era; for example the early 1960's. However, in fairness to the property owners it would be beneficial for them and for the Staff to know which specific properties would be affected by doing the inventory.

Ms. Meintsma remarked that an inventory is very involved. To avoid putting a burden on the Staff, she asked if a citizen could take photos with addresses and then research when each structure was actually built. Director Eddington stated that it was possible to start the reconnaissance level surveys, which is how they started the original Historic Sites Inventory. Ms. Meintsma asked if a Code provision could be made on the basis of that simple list. Director Eddington replied that the list would be expanded to a more complete, intensive level survey, and that could be put into the Code. He noted that the steps were analysis, research and then move forward. He assumed there 7 to 13 structures that would apply.

Assistant City Attorney McLean pointed out that the current Code language calls for a site to be greater than 50 years; but it does not call out the ski era as an era to be protected. Ms. Meintsma understood that the era needs to be specifically defined and added to the existing mining era. Chair Pro Tem White clarified that it has to be defined as a historic era. Director Eddington replied that this was correct. Currently, the design guidelines note the early ski period as an era, but it is not a protected era.

Ms. Meintsma understood that if they had a simple inventory list, it would not be difficult to move forward with a new definition of historic, including the ski era. Director Eddington replied that it could be done if the Staff had the necessary research and analysis. He reiterated that it would be difficult to stop the proposed demolition at 949 Empire because it would be vested under the current Code. He noted that the City could consider a moratorium but it would have to be implemented by the City Council. Ms. Meintsma stated that she would take her concerns and suggestion to the City Council. She would be willing to take the photos and do the research.

STAFF/BOARD MEMBER COMMUNICATIONS AND DISCLOSURES

Director Eddington noted that Patricia Abdullah had done a great job preparing the Historic District Design Review Matrix. He pointed out that the purple color on the first three pages were projects that were approved under the 1983 design guidelines and

were continuing through the development process. Those projects are reviewed under a different and more lenient set of guidelines. Everything not shaded were projects that came in under the 2009 updated design guidelines.

Patricia Abdullah stated that June 2006 was chosen as the cutoff date because that is when they entered with the Historic Property report and started to make an actual list of historic buildings. Prior to 2006 they did individual determinations of significance on each project as it came in. Ms. Abdullah reviewed the matrix format. She noted that expired means that the project went through the approval process but for whatever reason the construction was not completed and the building permit expired. The project would have to restart under the new guidelines even though it was originally approved under the previous guidelines. Pending means the project was in the process of actually being approved.

Director Eddington stated that if an individual Board Member has an interest in a specific project on the matrix, they were welcome to come into the Planning Department to look at the plans and talk to the Planner. Ms. Abdullah stated that the matrix would be updated monthly and provided for each HPB meeting.

Board Member Holmgren joined the meeting.

Board Member Holmgren asked about adding submittal dates on the matrix. Ms. Abdullah offered to add the dates. Director Eddington stated that the PL number after the address begins with the year it was submitted. For example, PL-11 means that it was submitted in 2011.

Ms. Abdullah reminded the Board members that they were scheduled to meet on September 18th rather than September 4th.

REGULAR AGENDA – Discussion Public Hearing and Action

1049 Park Avenue – Grant Application PL-13-02016

Planner Grahn reported that the Nathaniel L Houston house at 1049 Park Avenue is a landmark structure that was built in 1895 as a one-story hall and parlor. At some point a second story was added. Prior to 1949 and out of period, two rear additions were made. At the time the second story was added, the rear roof form continued over a shed addition to create a salt box roof type.

The applicant was proposing a number of improvements to the house as detailed in the Staff report; 1) pour a new foundation under the historic structure; 2) structurally stabilize the house; 3) reconstruct the porch to resemble the porch depicted in a tax photo; 4) refurbish the existing wood windows to accommodate insulated glass; 5) siding restoration and repair; 6) refinish exterior trim in accordance with Design Guideline #5 and replace deteriorated trim with in-kind matching design, dimension, material and finish; 7) replace the existing roof with asphalt roofing.

Planner Grahn reported that the grant amount did not include excavation, house lifting or bracing of the house to pour the new basement foundation. The Staff supported the

proposed structural work. The porch restoration would be necessary because the porch would be taken down when they lift the house to pour the foundation. The window fenestration is necessary to maintain the historic integrity of the house. Planner Grahn stated that replacing the roof with asphalt is considered maintenance and was not included in the grant amount. If the roof was being replaced for structural issues it would have been grant eligible.

Planner Grahn noted that the cost of the total work was \$149,538.84. The Staff recommended that the HPB award a grant in the amount of \$42,114.92, which is half of the total cost of the eligible preservation work.

Board Member Kenworthy asked if the applicant had a timeline for the project. Planner Grahn stated that the applicant was ready to move forward with the Building Department to finalize the permits. Patricia Abdullah explained that according to the grant agreement, the applicant has 60 days to pull a building permit after the grant has been awarded, and nine months to complete the work.

Chair Pro Tem White asked if the footing and foundation work included the basement. Planner Grahn replied it was just for concrete and the labor to build the foundation. The grant did not include the cost of excavating, lifting the house or bracing the house. She clarified that the foundation work was only under the historic portion of the house.

Board Member Holmgren supported grant funds for the foundation. However, she questioned the siding restoration and repair. Planner Grahn explained that some of the elements are too deteriorated to be repaired and would need to be replaced in-kind.

Board Member Bush commented on the porch restoration. He understood the reconstruction were the posts and the roof. Planner Grahn replied that it was the posts, the roof and a concrete slab. Board Member Bush asked if the slab on grade was a front or side porch. Planner Grahn believed it was a front porch. In looking at the photo on page 42 of the Staff report, Board Member Bush thought the original porch looked like a wood porch. Chair Pro Tem White remarked that the photo on page 47 looked like a concrete slab porch. He asked if the project was approved with a concrete slab. Planner Grahn answered no. Chair Pro Tem White suggested removing the concrete slab from the grant, unless the owner wanted to make a wood porch.

Director Eddington asked if the Board would be willing to grant the funds if the owner was willing to make the change from slab on grade to wood, as shown in the historic photo. The Board members agreed to fund the porch restoration on that condition. Board Member Holmgren suggested removing the concrete slab and the stairs from the grant request. Chair Pro Tem White noted that the drawing on page 62 showed a wood porch with concrete stairs. Planner Grahn did not believe it would make sense to put down a concrete slab and build a wood porch. Director Eddington thought it looked like a joist structure was built to lay the wood on. He believed the drawing on page 62 indicates the intent to utilize wood.

Director Eddington suggested that the HPB award the grant up to a specific amount, conditioned upon the fact that the porch is wood. He assumed that wood would be less

expensive than slab on grade. Chair Pro Tem White thought the steps leading up to the porch should also be wood. Director Eddington agreed.

Director Eddington asked if a specific grant amount needed to be determined this evening. Assistant City Attorney McLean stated that the HPB could approve a maximum amount and delegate the Staff to make the final determination, staying within the maximum.

Chair Pro Tem White remarked that if the porch is elevated two feet, it would require structure footings and foundation. Board Member Bush pointed out that raising the elevation two feet would also require a handrail. He felt that adding steps and a handrail would significantly change the look.

Board Member Kenworthy supported a wood porch. Board Member Crosby asked if the proposed new basement was the reason for raising the house to the extent that requires four steps up. Planner Grahn replied that the design guidelines allow an existing historic structure to be raised a maximum of two feet for the purpose of adding a foundation.

Board Member Holmgren stated that removing the \$3,250 for slab on grade and the \$900 for the stairs reduces the total grant amount to \$37,965. She was comfortable with the remaining items as outlined in the Staff report. Board Member Holmgren supported the grant to help restore the home.

Planner Grahn asked if the Board would be willing to grant up to \$42,113 with a condition of approval requiring that the porch be rebuilt with wood flooring; or whether they preferred to remove the slab on grade and the steps, for a total grant amount of \$37,965.

Board Member Bush questioned the accuracy of the \$9,500 cost to reconstruct the porch and the roof. He suggested that the owner re-price the porch reconstruction using wood. Chair Pro Tem White stated that the actual walking surface would require some type of underneath structure, which could increase the cost.

Board Member Kenworthy preferred to give the owner the incentive to think about using wood for the porch and steps. He believed the Board could make a motion that subtracts the slab on grade and the steps, with the caveat that if the owner changes to wood the grant amount could go up to but not exceed \$42,000.

The Owner would have to verify the costs of the wood porch. If the owner is not amenable to wood, the number would be reduced to \$37,965 as calculated by Board Member Holmgren.

Director Eddington clarified that Board Member Kenworthy was suggesting that they condition up to a maximum of \$42,000, based on the assumption of a full porch reconstruction with wood.

MOTION: Board Member Kenworthy made a motion to award the grant for 1049 Park Avenue in an amount up to \$42,000, contingent upon wood steps and a wood porch. Fifty percent of the cost would be paid by the homeowner and 50% would be paid by the

grant. If the owner chooses to reconstruct the porch with concrete, the grant amount would be reduced to \$38,000. Board Member Crosby seconded the motion.

VOTE: The motion passed unanimously.

The meeting adjourned at 6:10 p.m.

Approved by _____
David White, Chair Pro Tem
Historic Preservation Board

DRAFT



Planning Department

Historic Preservation Board Staff Report

Author: Anya Grahn, Historic Preservation Planner
Subject: Historic Sites Inventory
Address: 632 Deer Valley Loop
Project Number: PL-13-02094
Date: November 13, 2013
Type of Item: Administrative – Determination of Significance

Summary Recommendation:

Staff recommends the Historic Preservation Board review the application, conduct a public hearing and confirm the status of 632 Deer Valley Loop as a Significant Site on the Park City Historic Sites Inventory.

Topic:

Project Name: 632 Deer Valley Loop
Applicant: Park City Municipal Corporation
Owners: William and Juli Bertagnole
Proposal: Determination of Significance

Background:

The Park City Historic Sites Inventory, adopted February 4, 2009, includes four hundred five (405) sites of which one hundred ninety-two (192) sites meet the criteria for designation as Landmark Sites and two hundred thirteen (213) sites meet the criteria for designation as Significant Sites. The existing structure at 632 Deer Valley Loop was added to the Inventory as a Significant Structure based on a reconnaissance level survey by then-Historic Preservation Consultant Dina Blaes in 2009. It had been previously identified as historic in a 1995 reconnaissance level survey, but was not included in the 1982 Historic District Architectural Survey.

During the reconnaissance-level survey, Dina noted that the Sanborn maps identified the structure as a “Hall-Parlor” home, but noted that the side addition had likely been added outside the Mature Mining Era, between 1949 and 1969. Sandborn Fire Insurance maps were used to determine the original shape of the home. Though the structure has retained its historic form, much of its historic integrity has been lost due to changes in its exterior materials. The wood siding material is not original, nor are the aluminum windows and doors. The porch supports have also been replaced. The second floor window opening has been lost as well, and a side porch appears to have been enclosed to create additional interior living space after 1969.

A fire on May 17, 1999, severely destroyed the rear of the structure. Though it had a negative impact on the rear addition, the remainder of the historic structure remained intact on the hall-parlor portion of the house. Years of deterioration and exposure to the elements should have resulted in greater damage and rapid decline of the exposed walls and roof joists; however, they are in surprisingly fair condition.

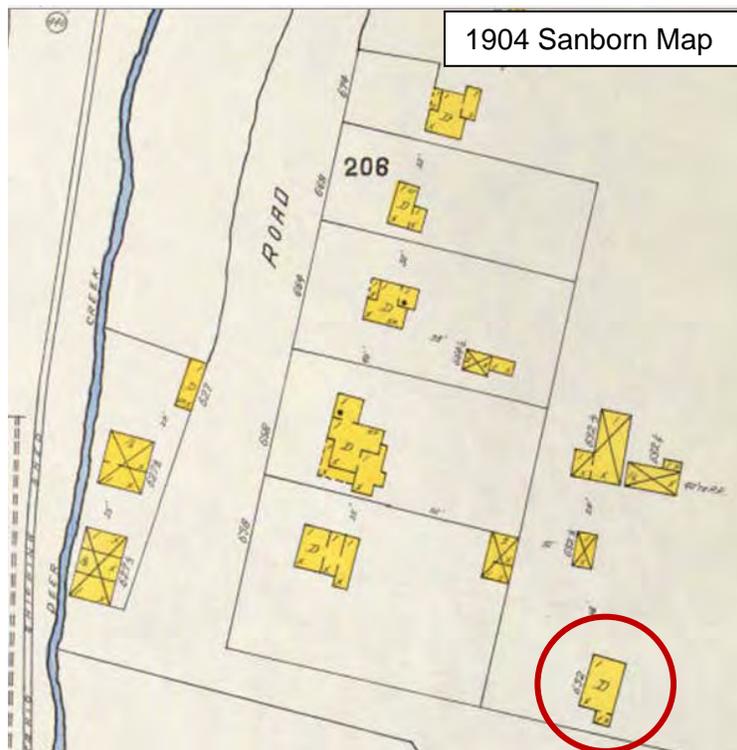
A trust deed was recorded at the Summit County Recorder's Office on May 2, 2013, transferring ownership from the Bureau of Land Management (BLM) to the Bertagnoles, following decades of litigation with the BLM. In August 21, 2013, a Notice and Order to Vacate and Demolish the structure was issued due to the fire damage and dilapidated state of the structure. The property owners would like to demolish the structure in order to accommodate new development; they do not believe it is historically significant.

Site visits have been made by the Chief Building Official and Planning Director.

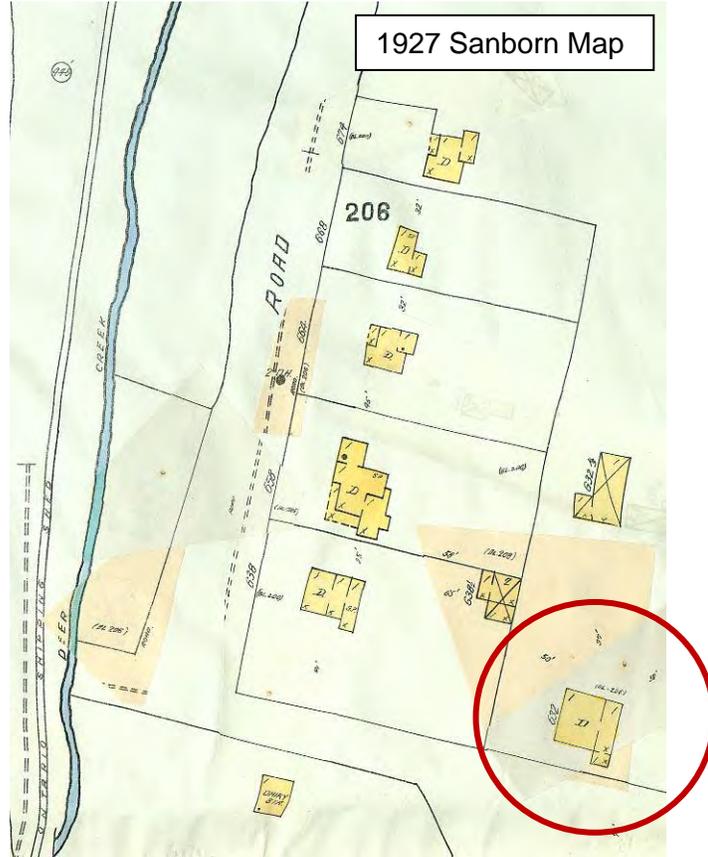
Because of the limited information available in the HSI, the Planning Director has directed staff to conduct additional research to determine the historic significance of the 632 Deer Valley Loop site. The purpose of this staff report is to have the HPB review the criteria to determine whether the structure is a "Significant" site.

History of the Structure:

The residential structure constructed at 632 Deer Valley Loop was originally built circa 1900. The 1900 Sanborn Fire Insurance maps did not include this portion of Park City as it was outside the dense development of Old Town. The structure first appears in the 1904 Sanborn map, however, as seen below, circled in red



The one (1) story, side gable house was constructed as a hall-and-parlor. It appears, per the Sanborn maps, that the structure did not originally have a front porch. Nevertheless, it did have a porch on the west elevation, likely over a side entry, as shown in the 1927 Sanborn Map.



By 1927, a rear addition had been added across the south elevation of the structure. The side porch had also been relocated to this rear portion of the structure. A front porch had not yet been added, or was not identified by the Sanborn map.

A single photograph from the late-1930s tax assessment depicts the structure in much the same form as it exists today (Exhibit B). One-over-one double-hung windows framed the central entry door on the front porch. The front porch had a hip roof supported by turned porch posts. Horizontal railings framed the porch while vertical siding enclosed the area beneath it. On the west elevation, a side entry porch covered shielded a side door. The one-story rear addition is visible behind the porch. An attic entrance or window is provided at the top of the gable on the west elevation. This photograph documents the appearance of the structure during the Mature Mining Era.



Over the next four decades, the house suffered from a number of modifications that have significantly diminished its historic integrity. The 1949 appraisal card notes that the house was sided with Bricktex and the roofing was a patterned shingle. There was no foundation. A concrete block or brick foundation was noted in the 1958 tax assessment. Finally, the 1969 tax card notes a rear porch of about 60 square feet. It is likely that 60 square foot porch had existed all along as reflected in the Sanborn maps, but had not been identified on the tax cards.

After 1969, the house appears to have been renovated. The double-hung windows on the façade were removed and expanded to install larger, undivided rectangular windows. The original wood double-hung windows throughout were replaced by aluminum windows. The Bricktex siding was covered with new wood vertical siding, concealing the attic window. The turned wood porch posts were replaced with new decorative metal columns. A brick chimney was installed above the enclosed side porch that was later repaired with thick layers of Portland Cement. The following c.1990s photograph shows the house largely as it exists today.



On May 17, 1999, heavy smoke and flames were seen from the rear of the building. By the time first responders arrived, the door had been kicked in by bystanders. The back bedroom was fully engulfed in flames, leaving it scorched from floor to ceiling and compromising its roof structure. The fire was identified as suspicious with numerous points of origin; however, the current property owners have explained that the fire was likely caused by their tenant's pets knocking over a heat lamp above an iguana terrarium. Since that time, the Building Department has required the property to be secured and boarded; however, it has been difficult to secure the structure and there have been several reports of unauthorized access

Analysis and Discussion:

The Historic Preservation Board is authorized by Title 15-11-5(I) to review and take action on the designation of sites within the Historic Sites Inventory. The Historic Preservation Board may designate sites to the Historic Sites Inventory as a means of providing recognition to and encouraging the preservation of historic sites in the community (LMC 15-11-10). Land Management Code Section 15-11-10(A) sets forth the criteria for designating sites to the Park City Historic Sites Inventory.

Because the home does retain its historic form, the evidence supports the conclusion that the home is "Significant". A reconstruction of the home, which is necessary based on the structural integrity of the home raised by the Chief Building Official, would also allow the house and site to remain "Significant" based on the following definition:

Significant Site. Any buildings (main, attached, detached or public), accessory buildings and/or structures may be designated to the Historic Sites Inventory as a Significant Site if the Planning Department finds it meets all the criteria listed below:

(a) It is at least fifty (50) years old or has achieved Significance in the past fifty (50) years if the Site is of exceptional importance to the community; and (...) **Complies**

The structure was originally constructed circa 1900, and not later than 1910 making the structure 113 years old.

(b) It retains its Essential Historical Form, meaning there are no major alterations that have destroyed the Essential Historical Form. Major alterations that destroy the Essential Historical Form include:

- (i) Changes in pitch of the main roof of the primary façade if 1) the change was made after the Period of Historic Significance; 2) the change is not due to any structural failure; or 3) the change is not due to collapse as a result of inadequate maintenance on the part of the Applicant or a previous Owner, or
- (ii) Addition of upper stories or the removal of original upper stories occurred after the Period of Historic Significance, or
- (iii) Moving it from its original location to a Dissimilar Location, or
- (iv) Addition(s) that significantly obscures the Essential Historical Form when viewed from the primary public Right-of-Way. **Complies.**

The home retains its original historic form. The 1960s side addition does not detract or negatively impact the historic form of the structure. It could be removed if the owners chose to restore the structure as it has not achieved significance in its own right. Any future panelization or reconstruction will also preserve the historic hall-and-parlor form of the structure.

(c) It is important in local or regional history, architecture, engineering, or culture associated with at least one (1) of the following:

- (i) An era of Historic importance to the community, or
- (ii) Lives of Persons who were of Historic importance to the community, or
- (iii) Noteworthy methods of construction, materials, or craftsmanship used during the Historic period. **Complies.**

This structure contributes to our understanding of Park City's Mature Mining Era (1894-1930). The houses within Old Town and the historic district are the largest and best preserved group of residential buildings in a metal mining town in Utah. As such, they provide the most complete documentation of the residential character of mining towns of that period, including settlement patterns, building materials, construction techniques, and socio-economic make-up. These structures greatly add to our understanding of a significant aspect of Park City's economic growth and architectural development as a mining community.

The criteria for designating sites to the Park City Historic Sites Inventory as a Landmark Site include:

- (a) It is at least fifty (50) years old or has achieved Significance in the past fifty (50) years if the Site is of exceptional importance to the community; and

- (b) It retains its Historic Integrity in terms of location, design, setting, materials, workmanship, feeling and association as defined by the National Park Service for the National Register of Historic Places; and
- (c) It is significant in local, regional or national history, architecture, engineering or culture associated with at least one (1) of the following:
- (i) An era that has made a significant contribution to the broad patterns of our history;
 - (ii) The lives of Persons significant in the history of the community, state, region, or nation; or
 - (iii) The distinctive characteristics of type, period, or method of construction or the work of a notable architect or master craftsman.

Staff finds that the structure at 632 Deer Valley Loop meets the standards for local “significant” designation, but does not meet the criteria for “landmark” designation. In order for the site to be designated as “landmark,” the structure would have to retain its historic integrity in terms of location, design, setting, materials, workmanship, feeling and association. Moreover, it would be eligible for the National Register. Due to the alterations, loss of its historic materials, and changes in window and door configuration, the structure is no longer eligible for the National Register of Historic Places.

Process:

The HPB will hear testimony from the applicant and the public and will review the Application for compliance with the “Criteria for Designating Historic Sites to the Park City Historic Sites Inventory.” The HPB shall review the Application “de novo,” giving no deference to the prior determination. If the HPB finds that the application does not comply with the criteria set forth in Section 15-11-10(A)(1) or Section 15-11-10(A)(2), the Building and/or structure will be removed from the Historic Sites Inventory. The HPB shall forward a copy of its written findings to the Owner and/or Applicant.

The Applicant or any party participating in the hearing may appeal the Historic Preservation Board decision to the Board of Adjustment. Appeal requests shall be submitted to the Planning Department ten (10) days of the Historic Preservation Board decision. Appeals shall be considered only on the record made before the HPB and will be reviewed for correctness.

Notice:

Legal Notice of this public hearing was published in the Park Record and posted in the required public spaces.

Public Input:

A public hearing, conducted by the Historic Preservation Board, is required prior to adding sites to or removing sites from the Historic Sites Inventory. The public hearing for the recommended action was properly and legally noticed as required by the Land Management Code. No public input was received at the time of writing this report.

Alternatives:

- Conduct a public hearing to consider the DOS for 632 Deer Valley Loop described herein and find the structure at 632 Deer Valley Loop meets the criteria for the designation of “Significant” to the Historic Sites Inventory according to the draft findings of fact and conclusions of law, in whole or in part.
- Conduct a public hearing and find the structure at 632 Deer Valley Loop does not meet the criteria for the designation of “Significant” to the Historic Sites Inventory, and providing specific findings for this action.
- Continue the action to a date uncertain.

Significant Impacts:

There are no significant impacts on the City as a result of retaining the existing building described in this report to the Historic Sites Inventory as a “Significant” Structure.

Consequences of *not* taking the Recommended Action:

If no action is taken, no change will occur to the designation of 632 Deer Valley Loop on the Historic Sites Inventory. The structure will not be eligible for demolition.

If the Historic Preservation Board chooses to remove this site from the HSI, the structure will not be a designated historic site and will be eligible for demolition.

Recommendation:

Staff recommends the Historic Preservation Board conduct a public hearing and find that criteria have been met to continue the designation of 632 Deer Valley Loop as “Significant” within the Park City Historic Sites Inventory according to the following finding of fact and conclusions of law.

Finding of Fact:

1. 632 Deer Valley Loop is within the Residential-Medium Density (RM) zoning district.
2. There is an existing side gable hall-parlor structure at 632 Deer Valley Loop. This structure is currently listed on the Park City Historic Sites Inventory as a “Significant” Structure.
3. The existing structure has been in existence at 632 Deer Valley Loop since circa 1900. The structure appears in the 1904 and 1927 Sanborn Fire Insurance maps. Furthermore, the Historic Site Form contains tax cards of the structure from 1949, 1958, and 1969. A late-1930s tax card photo also demonstrates that the overall form of the structure has not been altered.
4. The hall-and-parlor structure and later rear addition were both constructed within the Mature Mining Era (1894-1930) and are historic.
5. Though out of period, the enclosed side porch entrance added in the 1960s does not detract from the historic significance of the structure.
6. The existing structure is in serious disrepair and is not habitable in its current dangerous condition.

7. There is very little original exterior materials remaining on the exterior of the home. The original wood lap siding has been covered by layers of Bricktex and vertical wood siding
8. The double-hung windows on the façade were removed and expanded to install larger, undivided rectangular windows after 1969. The original wood double-hung windows throughout were replaced by aluminum windows.
9. After 1969, the turned wood porch posts were replaced with new decorative metal columns. A brick chimney was installed above the enclosed side porch that was later repaired with thick layers of Portland Cement.
10. The structure is a hall-parlor plan and typical of the Mature Mining Era.
11. The rear addition of the structure, dating prior to 1927, was severely damaged in a fire on May 17, 1999.
12. The site meets the criteria as Significant on the City's Historic Sites Inventory.
13. Built circa 1900, the structure is over fifty (50) years old and has achieved Significance in the past fifty (50) years.
14. Though the structure has lost its historic integrity due to the out-of-period alterations to its historic materials, it has retained its historical form. The out-of-period addition to the west elevation of the structure does not detract from its historic significance.
15. The structure is important in local or regional history because it is associated with an era of historic importance to the community, the Mature Mining Era (1894-190).

Conclusions of Law

1. The existing structure located at 632 Deer Valley Loop meets all of the criteria for a Significant Site as set forth in LMC Section 15-11-10(A)(2) which includes:
 - (a) It is at least fifty (50) years old or has achieved Significance in the past fifty (50) years if the Site is of exceptional importance to the community; and
 - (b) It retains its Essential Historical Form, meaning there are no major alterations that have destroyed the Essential Historical Form. Major alterations that destroy the Essential Historical Form include:
 - (i) Changes in pitch of the main roof of the primary façade if 1) the change was made after the Period of Historic Significance; 2) the change is not due to any structural failure; or 3) the change is not due to collapse as a result of inadequate maintenance on the part of the Applicant or a previous Owner, or
 - (ii) Addition of upper stories or the removal of original upper stories occurred after the Period of Historic Significance, or
 - (iii) Moving it from its original location to a Dissimilar Location, or
 - (iv) Addition(s) that significantly obscures the Essential Historical Form when viewed from the primary public Right-of-Way.
 - (c) It is important in local or regional history, architecture, engineering, or culture associated with at least one (1) of the following:
 - (i) An era of Historic importance to the community, or
 - (ii) Lives of Persons who were of Historic importance to the community, or

(iii) Noteworthy methods of construction, materials, or craftsmanship used during the Historic period.

Exhibits:

Exhibit A – Historic Sites Inventory Form, 2008

Exhibit B – Historic photograph, late-1930s

Exhibit C – Letter from Principal Allen Roberts, CRSA

Exhibit D – Photographs from site visits

HISTORIC SITE FORM - HISTORIC SITES INVENTORY

PARK CITY MUNICIPAL CORPORATION (10-08)

1 IDENTIFICATION

Name of Property:

Address: 632 DEER VALLEY LOOP RD

AKA:

City, County: Park City, Summit County, Utah

Tax Number: PC-537

Current Owner Name: BERTAGNOLE WILLIAM T & JULI M TRUSTEES *Parent Parcel(s):*

Current Owner Address: 1600 LUCKY JOHN DR, PARK CITY, UT 84060-6948

Legal Description (include acreage): 11TH HOUSE S SIDE DEER VALLEY PARK CITY(#632 DEER VALLEY); ALSO DESC AS BEG S 42*52'44" E 1038.31 FT FROM E1/4 COR SEC 16 T2SR4E SLBM; TH S 76*43' E 116.60 FT; TH S 9*17' W 83.58 FT; TH S 80*29' W 129.40 FT; TH N 14*51' E 51.12 FT; TH N 10*39' E 82.35 FT TO BEG CONT 0.29

2 STATUS/USE

Property Category

- building(s), main
- building(s), attached
- building(s), detached
- building(s), public
- building(s), accessory
- structure(s)

Evaluation*

- Landmark Site
- Significant Site
- Not Historic

Reconstruction

- Date:
- Permit #:
- Full Partial

Use

Original Use: Residential
Current Use: Residential

*National Register of Historic Places: ineligible eligible
 listed (date:)

3 DOCUMENTATION

Photos: Dates

- tax photo:
- prints: 1995 & 2006
- historic: c.

Research Sources (check all sources consulted, whether useful or not)

- abstract of title
- tax card
- original building permit
- sewer permit
- Sanborn Maps
- obituary index
- city directories/gazetteers
- census records
- biographical encyclopedias
- newspapers
- city/county histories
- personal interviews
- Utah Hist. Research Center
- USHS Preservation Files
- USHS Architects File
- LDS Family History Library
- Park City Hist. Soc/Museum
- university library(ies):
- other:

Drawings and Plans

- measured floor plans
- site sketch map
- Historic American Bldg. Survey
- original plans:
- other:

Bibliographical References (books, articles, interviews, etc.) Attach copies of all research notes and materials.

Blaes, Dina & Beatrice Lufkin. "Final Report." Park City Historic Building Inventory. Salt Lake City: 2007.
Carter, Thomas and Goss, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.
McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.
Roberts, Allen. "Final Report." Park City Reconnaissance Level Survey. Salt Lake City: 1995.
Roper, Roger & Deborah Randall. "Residences of Mining Boom Era, Park City - Thematic Nomination." National Register of Historic Places Inventory, Nomination Form. 1984.

4 ARCHITECTURAL DESCRIPTION & INTEGRITY

Building Type and/or Style: Rectangular or "Hall-Parlor" House

No. Stories: 1½

Additions: none minor major (describe below) Alterations: none minor major (describe below)

Researcher/Organization: Preservation Solutions/Park City Municipal Corporation *Date:* 12-2008

Number of associated outbuildings and/or structures: accessory building(s), # _____; structure(s), # _____.

General Condition of Exterior Materials:

Good (Well maintained with no serious problems apparent.)

Fair (Some problems are apparent. Describe the problems.):

Poor (Major problems are apparent and constitute an imminent threat. Describe the problems.): Vacant. Slightly sagging roofline, missing shingles, boarded up and exposed window openings, unkempt property, staggered and missing boards along porch foundation, peeling paint, and missing sections of roofline gutters and boards.

Uninhabitable/Ruin

Materials (The physical elements that were combined or deposited during a particular period of time in a particular pattern or configuration. Describe the materials.):

Foundation: Not visible and therefore its material cannot be verified

Walls: Vertical wooden boards, wooden trim, decorative metal porch supports (no railings)

Roof: Undetermined shingle material (asphalt?) with metal cap endings along roofline edge

Windows: Collaboration of picture windows, aluminum single hung windows, and window openings (windows missing).

Essential Historical Form: Retains Does Not Retain, due to:

Location: Original Location Moved (date _____) Original Location:

Design (The combination of physical elements that create the form, plan, space, structure, and style. Describe additions and/or alterations from the original design, including dates--known or estimated--when alterations were made): Building card indicates side room addition between 1949-1969. Siding is not likely original, neither are the porch supports. The window configuration on the primary façade is also not typical of early mining era homes and is not likely original.

Setting (The physical environment--natural or manmade--of a historic site. Describe the setting and how it has changed over time.): Structure built on a sloped building lot above the roadway. Surrounding grounds and property unkempt and overgrown with naturally occurring grasses and terrain. Narrow building lot surrounded by what appears to be newer multi-family housing developments.

Workmanship (The physical evidence of the crafts of a particular culture or people during a given period in history. Describe the distinctive elements.): The physical evidence from the period that defines the typical Park City mining era home--simple methods of construction, the use of non-beveled (drop-novelty) wood siding, plan type, simple roof form, informal landscaping, restrained ornamentation, and plain finishes--have been altered and, therefore, lost.

Feeling (Describe the property's historic character.): The physical elements of the site, in combination, do not effectively convey a sense of life in a western mining town of the late nineteenth and early twentieth centuries.

Association (Describe the link between the important historic era or person and the property.): The Hall-Parlor house form is the earliest type to be built in Park City and one of the three most common house types built in Park City during the mining era.

The extent of and cumulative effect of the alterations render it ineligible for listing in the National Register of Historic Places.

5 SIGNIFICANCE

Architect: Not Known Known: (source:)

Date of Construction: c. 1900¹

¹ Summit County Recorder.

Builder: Not Known Known: (source:)

The site must represent an important part of the history or architecture of the community. A site need only be significant under one of the three areas listed below:

1. Historic Era:

- Settlement & Mining Boom Era (1868-1893)
- Mature Mining Era (1894-1930)
- Mining Decline & Emergence of Recreation Industry (1931-1962)

Park City was the center of one of the top three metal mining districts in the state during Utah's mining boom period of the late nineteenth and early twentieth centuries, and it is one of only two major metal mining communities that have survived to the present. Park City's houses are the largest and best-preserved group of residential buildings in a metal mining town in Utah. As such, they provide the most complete documentation of the residential character of mining towns of that period, including their settlement patterns, building materials, construction techniques, and socio-economic make-up. The residences also represent the state's largest collection of nineteenth and early twentieth century frame houses. They contribute to our understanding of a significant aspect of Park City's economic growth and architectural development as a mining community.²

2. Persons (Describe how the site is associated with the lives of persons who were of historic importance to the community or those who were significant in the history of the state, region, or nation):

3. Architecture (Describe how the site exemplifies noteworthy methods of construction, materials or craftsmanship used during the historic period or is the work of a master craftsman or notable architect):

6 PHOTOS

Digital color photographs are on file with the Planning Department, Park City Municipal Corp.

Photo No. 1: Northwest oblique. Camera facing southeast, 2006.

Photo No. 2: Southeast oblique. Camera facing northwest, 2006.

Photo No. 3: East elevation. Camera facing west, 2006.

Photo No. 4: Northwest oblique. Camera facing southeast, 1995.

² From "Residences of Mining Boom Era, Park City - Thematic Nomination" written by Roger Roper, 1984.

SERIAL NO.
RE-APPRAISAL CARD (1940 APPR. BASE)

Owner's Name _____
 Owner's Address _____
 Location _____
 Kind of Building RES Street No. _____
 Schedule 1 Class 3 Type 1-2-3-4 Cost \$ _____ X _____ %

Stories	Dimensions	Cu. Ft.	Sq. Ft.	Actual Factor	Totals
<u>1</u>	x x		<u>672</u>	\$	\$ <u>1331</u>
	x x			\$	\$
	x x			\$	\$

No. of Rooms 4 Condition FAIR

Description of Building	Add	Deduct
Foundation—Stone Conc. None <input checked="" type="checkbox"/>		<u>104</u>
Ext. Walls <u>BRICK TEX</u>		
Insulated—Floors Walls Clgs.		
Roof—Type <u>GAB</u> Mat. <u>PAT SHG</u>		
Dormers—Small Med. Lg.		
Bays—Small Med. Lg.		
Porches—Front <u>112 @ .70</u>	<u>78</u>	
Rear @		
Cellar—Basmt— $\frac{1}{4}$ $\frac{1}{2}$ $\frac{3}{4}$ full-floor <u>DIRT</u>		
Basement Apts.—Rooms Fin.		
Attic Rooms Fin. Unfin.		
Plumbing— Class Tub Trays Basin Sink Toilet <u>1</u> Urns Ftns Shr. Dishwasher Garbage Disp.	<u>120</u>	
Heat—Stove <input checked="" type="checkbox"/> H. A. Steam S. Blr. Oil Gas Coal		
Air Conditioned Incinerators		
Radiant—Pipeless		
Finish— Hd. Wd. Floors Hd. Wd. Fir. Fir. Conc.		
Cabinets Mantels		
Tile— Walls Wainscot. Floors		
Lighting—Lamp Drops <input checked="" type="checkbox"/> Fix. <u>WOOD LINED</u>		<u>100</u>
Total Additions and Deductions	<u>198</u>	<u>204</u>

Net Additions or Deductions 198 204 1331
 \$ 6

Age 45 Yrs. by Est. Owner
 Tenant
 Neighbors
 Records

REPRODUCTION VALUE \$ 1325
 Depr. 1-2-3-4-5-6 50/42 % \$
 Reproduction Val. Minus Depr. \$ 556

Remodeled Est. Cost _____ Remodeling Inc. _____ %
 Garage—S 8 C Depr. 2% 3% _____ Obsolescence _____
 Cars Walls _____ Out Bldgs. _____
 Roof Size x Age _____
 Floor Cost _____ Depreciated Value Garage _____

Remarks AV. AGE. 37 YRS. RECORDED Total Building Value \$ _____
ON OLD CARD. (1941)

Location _____
 Kind of Bldg. RES ^{REAR} St. No. 623 Deer Valley
 Class 3 Type 1 2/3 4 Cost \$ 1383 X 100 %

Stories	Dimensions	Cu. Ft.	Sq. Ft.	Factor	Totals
1	x x		672		\$ 1383
	x x				
	x x				

Gar.—Carport x Flr. _____ Walls _____ Cl. _____

Description of Buildings	Additions
Foundation—Stone _____ Conc. <u>Brick</u> None _____	
Ext. Walls <u>Brick on side</u>	
Insulation—Floors _____ Walls _____ Cigs. _____	
Roof Type <u>Gab.</u> Mtl. <u>RR</u>	
Dormers—Small _____ Med. _____ Large _____	
Bays—Small _____ Med. _____ Large _____	
Porches—Front _____ 11' @ <u>90</u>	<u>90</u>
Rear _____ @ _____	
Porch _____ @ _____	
Metal Awnings _____ Mtl. Rail _____	
Basement Entr. _____ @ _____	
Planters _____ @ _____	
Cellar-Bsmt. — 1/4 1/2 3/4 Full _____ Floor _____	
Bsmt. Apt. _____ Rooms Fin. _____ Unfin. _____	
Attic Rooms Fin. _____ Unfin. _____	
Plumbing { Class <u>1</u> Tub _____ Trays _____	
Basin _____ Sink _____ Toilet _____	
Wtr. Sfr. _____ Shr. St. _____ O.T. _____	
Dishwasher _____ Garbage Disp. _____	<u>350</u>
Built-in-Appliances _____	
Heat—Stove <input checked="" type="checkbox"/> H.A. _____ Steam _____ Stkr. _____ Blr. _____	
Oil <input checked="" type="checkbox"/> Gas _____ Coal _____ Pipeless _____ Radiant _____	
Air Cond. _____	
Finish—Fir <input checked="" type="checkbox"/> Hd. Wd. _____	
Floor—Fir <input checked="" type="checkbox"/> Hd. Wd. _____ Other _____	
Cabinets <u>1</u> Mantels _____	
Tile—Walls _____ Wainseot _____ Floors _____	
Storm Sash—Wood D. _____ S. _____; Metal D. _____ S. _____	
Total Additions	<u>440</u> <u>440</u>

Reappraisal 11/27/79 2279

Year Built _____	Avg. _____	Current Value	\$ <u>1823</u>
<u>Avg Age 1940-45</u>	Age <u>54</u>	Commission Adj. _____ %	
Inf. by { Owner - Tenant -		Bldg. Value	
{ Neighbor - Record - Est.		Depr. Col. <u>1</u> 2 3 4 5 6 <u>33</u> %	
Remodel Year _____	Est. Cost _____	Current Value Minus Depr.	\$ <u>602</u>
Garage—Class _____	Depr. 2% 3% _____	Carport—Factor _____	
Cars _____	Floor <input checked="" type="checkbox"/> Walls _____	Roof _____	
Size—x _____	Age _____	Doors _____	
Other _____	Cost _____	x _____ %	
Total Building Value			\$ _____

Owners Name _____

Location _____

Kind of Bldg. Res St. No. C 33 Dona Valley

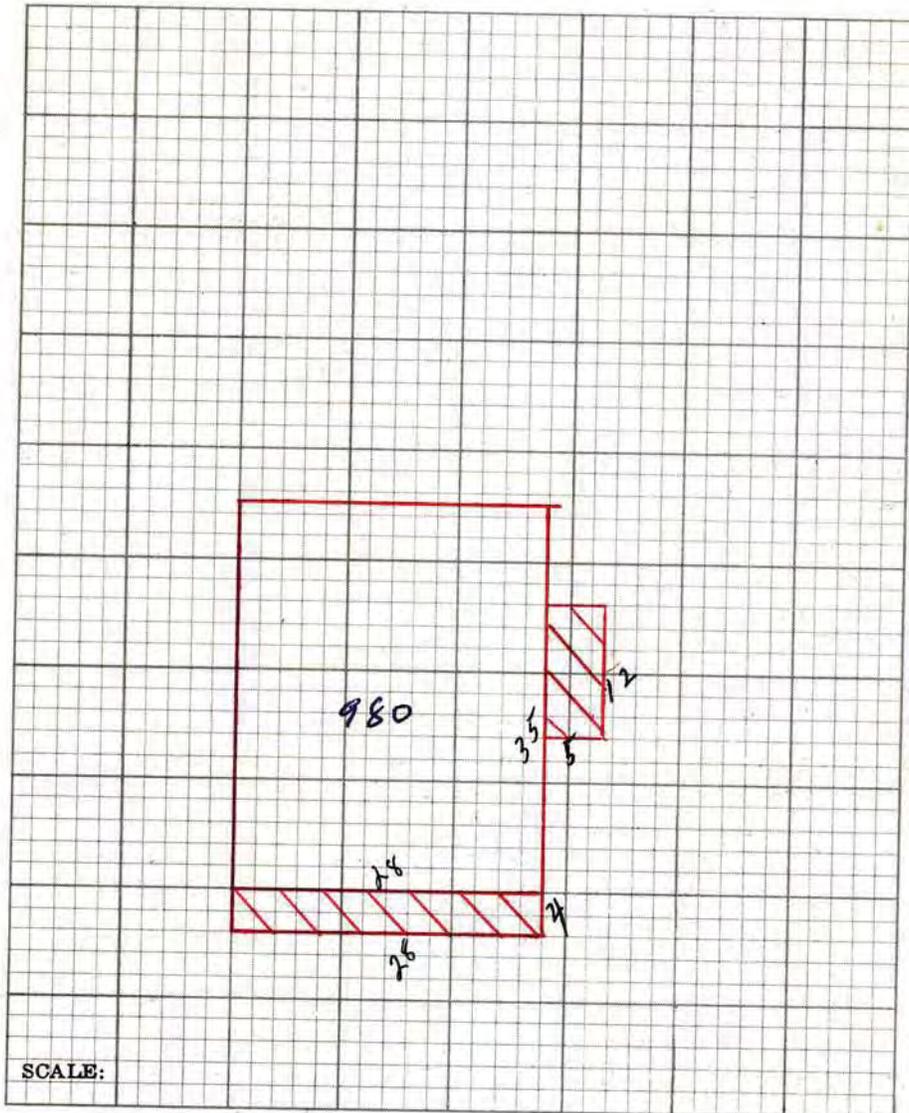
Class 2 Type 1034 Cost \$ _____ X 100 %

Stories	Dimensions	Sq. Ft.	Factor	Totals	Totals
1	x x	980		\$ 2788	\$
	x x				
	x x				

Att. Gar.—C.P. x Flr. _____ Walls _____ Cl. _____

Description of Buildings	Additions	Additions	
Foundation—Stone <u>BxK.</u> Conc. _____ Sills _____			
Ext. Walls <u>BxK-Tex</u> _____ (A)			
Roof Type <u>GAB</u> Mtl. <u>PAT</u>			
Dormers—Small _____ Med. _____ Large _____			
Bays—Small _____ Med _____ Large _____			
Porches—Front _____ <u>112 @ 75</u>	<u>84</u>		
Rear _____ <u>60 @ 100</u>	<u>60</u>		
Porch _____ @ _____			
Planters _____ @ _____			
Ext. Base. Entry _____ @ _____			
Cellar-Bsmt. — $\frac{1}{4}$ $\frac{1}{8}$ $\frac{1}{2}$ $\frac{3}{4}$ Full _____ Floor _____			
Bsmt. Gar. _____			
Basement-Apt. _____ Rms. _____ Fin. Rms. _____			
Attic Rooms Fin. _____ Unfin. _____			
Plumbing {	550		
			Class <u>1</u> Tub. <u>1</u> Trays _____
			Basin <u>1</u> Sink <u>1</u> Toilet <u>1</u>
			Wtr. Sfr. _____ Shr. St. _____ O.T. _____
Dishwasher _____ Garbage Disp. _____			
Heat—Stove <u>X</u> H.A. _____ FA _____ HW _____ Stkr _____ Elec. _____			
Oil _____ Gas _____ Coal <u>A</u> Pipeless _____ Radiant _____			
Air Cond. — Full _____ Zone _____			
Finish—Fir. <u>✓</u> Hd. Wd. _____ Panel _____			
Floor—Fir. <u>✓</u> Hd. Wd _____ Other _____			
Cabinets <u>1</u> Mantels _____			
Tile—Walls _____ Wainscot _____ Floors _____			
Storm Sash—Wood D. _____ S. _____; Metal D. _____ S. _____			
Awnings — Metal _____ Fiberglass _____			

Total Additions		694
Year Built <u>APK 1904</u>	Avg. <u>1904</u>	Replacement Cost <u>3482</u>
<u>NO AVG AGE</u>	Age <u>2.</u>	Obsolescence
Inf. by <u>Owner</u> Tenant - Neighbor - Record - Est.	Adj. Bld. Value	
	Conv. Factor	x.47
Replacement Cost—1940 Base		
Depreciation Column <u>2</u> 3 4 5 6		
1940 Base Cost, Less Depreciation		
Total Value from reverse side		
Total Building Value		\$



SCALE:

RESIDENTIAL OUT BUILDINGS	Age	Size	Area	Fac-tor	Cost	Conv. Fac.	Adj. Cost	Depr. Value
		x				.47		
		x				.47		
		x				.47		
		x				.47		
		x				.47		
		x				.47		

Garage — Class _____ Depr. 2% 3% _____

Cars _____ Floor _____ Walls _____ Roof _____ Doors _____

Size _____ x _____ Age _____ Cost _____ x 47% _____

_____ 1940 Base Cost _____ x _____ % Depr. _____

_____ Total _____

REMARKS _____











October 18, 2013

To: Anya Grahn, Preservation Planner, Park City

From: Allen Roberts, AIA, Preservation Consultant, CRSA

In response to the City's request to assess the age of the house at 632 Deer Valley Loop, I provide the following information:

- 1) A c. 1940 photograph taken from the same angle as the photo in the City's 2012 Historic Sites Inventory shows the house to be a c. 1900 (+/- 10 years) residence. The earlier photo clearly shows its turned-wood Victorian columns, "novelty" wood siding, small-paned windows (as used prior to the arrival of the railroad), corbelled brick chimney and simple, hall-parlor floor plan—all evidence of a c. 1900 structure.
- 2) A small, shed-roofed room was added to the right, rear corner of the house, much later than the initial construction.
- 3) The information on the property's tax card also indicates that the main residence dates from the turn-of-the-century period.
- 4) The building's exterior has been altered and its architectural integrity compromised, with newer porch columns, windows and siding, which obscure the original materials and design. The historic corbelled chimney remains intact, however, as does the basic form of the exterior massing.

In summary, the house's exterior materials and design elements were in common use in Park City from the 1870s until about 1910 when newer materials and styles were introduced. While we have not discovered an exact date of construction, it is highly unlikely that the residence was constructed after about 1910, and it could have been built considerably earlier.

Respectfully submitted,



Allen Roberts, AIA

President, CRSA

632 Deer Valley Loop Photographs



Northwest Corner



West Elevation



Northwest Corner



North Elevation (façade)



Northeast Corner



Close-up of East Elevation



East Elevation (note fire damage)



Southeast Corner



South Elevation



Fire Damage on South Elevation



Fire damage at southeast corner



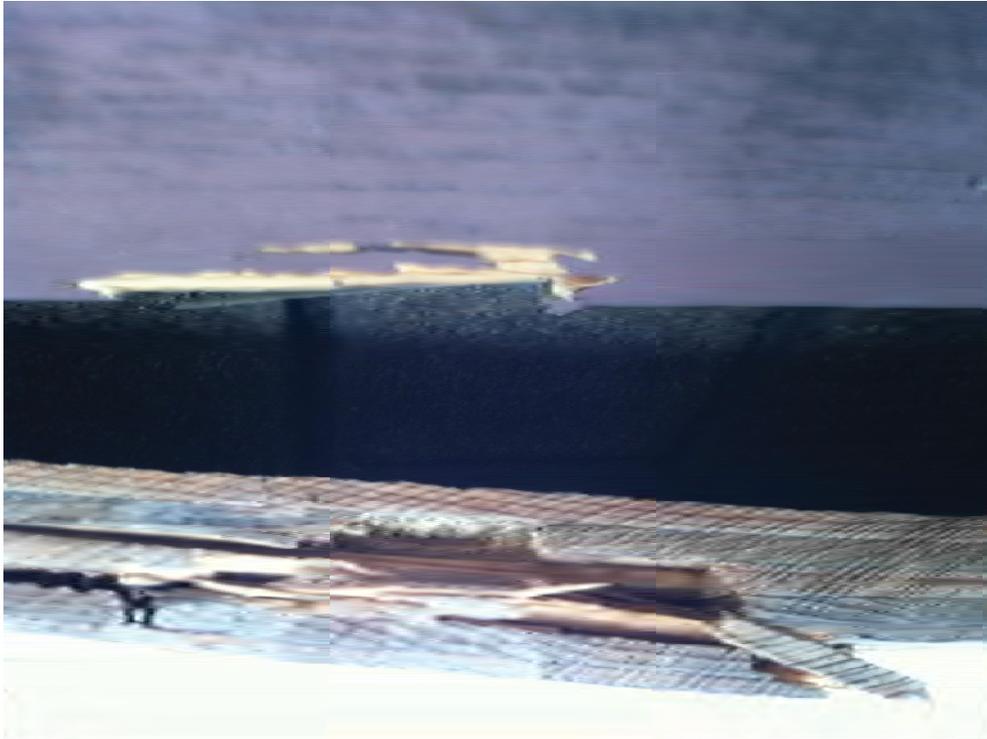
Exposed roof eave, showing old growth timber



Wood floorboards on porch



Dilapidated vertical wood siding used on porch (as seen in 1930s tax photo)



Bricktex beneath vertical wood siding. The original wood lap siding is likely beneath this layer of Bricktex.



Original wood trim. Note the reveal. Layers of Bricktex and vertical wood siding have hidden much of the reveal on this original trim.



Original wood trim. Note the reveal. Layers of Bricktex and vertical wood siding have hidden much of the reveal on this original trim.



Charred ceiling structure, interior



Charred bead-board ceiling in kitchen



Antique nail and charred roof structure, interior



Fire-damaged rear addition. Note the horizontal lumber atop vertical studs.



Historic paneled wood door with antique hardware.



Historic interior wood window trim in front bedroom.



Wall paper applied atop wood wall structure

Historic Preservation Board Staff Report

Subject: 820 Park Avenue, Rio Grande Building
Author: Thomas E. Eddington Jr., Planning Director
Anya Grahn, Historic Preservation Planner
Date: November 13, 2013
Application: PL-13-02108
Type of Item: Quasi-Judicial – Appeal of Planning Director and Chief Building Official’s Determination of lack of Unique Conditions for Relocating a Historic Structure

Summary Recommendations

Staff recommends the Historic Preservation Board (HPB) review the submitted appeal of the Planning Director’s determination denying the relocation of the “significant” structure at 820 Park Avenue due to a lack of unique conditions warranting the move. Staff has prepared findings of fact and conclusions of law affirming the determination of no unique circumstances for the Board’s consideration.

Description

Applicant/ Appellant: Rory Murphy
Location: 820 Park Avenue (Rio Grande Building)
Zoning: Historic Recreation (HRC) District
Adjacent Land Uses: Residential, Commercial, Nightly-Rental
Reason for Review: Appeals of Planning Director and Chief Building Official’s determination concerning whether unique conditions warrant the proposed relocation on the existing Site.

Background

According to “Report: Denver & Rio Grande Western Freight Shed” completed by archivist Emily P. Beeson at the Park City Museum for developer Rory Murphy, the Utah Central Railway completed laying the rail line connecting Salt Lake City and Park City in 1890. This railroad was acquired by the Rio Grande Western Railroad (later to become to the Denver and Rio Grande Western Railroad, also known as D&RGW) in 1897. The Queen Anne depot was completed in July 1899. Later, a freight shed was added to the north of the Queen Anne depot. (The north one-third of this freight shed is the Rio Grande Building). For over 40 years, the depot served as an important transportation hub for travelers. Furthermore, the railroad depot and its freight shed were adjacent to the much larger Silver King Loading Station.

The iconic Coalition Building, built in 1901, served as a larger transportation network and aerial tramway that ran between the Silver King mine and the railroad on Park Avenue. Designed in a Finlayson pattern, the 7,300 foot long aerial tramway was strung over thirty-nine (39) steel towers ranging from sixteen feet (16’) to sixty-five feet (65’) in height. Ore was loaded into buckets, propelled by gravity to the Coalition building 1,000 feet in elevation below the mine. The ore was then mechanically loaded

into railroad cars running through the tipple. Between 2,700 and 3,000 tons of ore were shipped each month from the Coalition building's tipple.

In 1946, the Interstate Commerce Commission found that the cost to repair the station would be \$122,000 due to its deteriorated condition. Because of the limited need for the station, D&RGW abandoned the line and the Park City branch closed. Workmen soon demolished the Queen Anne depot, leaving only the northern one-third (1/3) portion of the freight shed, and removed the rail tracks leading down Parley's Canyon to Salt Lake.

Around the same time, the Coalition Building was vacated in the 1950s. For several decades, the structure stood vacant, but not forgotten. Fearing demolition, a Historic American Building Survey (HABS) drawing was completed for the structure in 1971; however, this survey did not document the other historic structures on the site, which would have included the Rio Grande building. On July 20, 1982, a massive fire destroyed the historic Coalition Building.

Since the demolition of the Queen Anne depot, the remaining portion of the freight shed, better known today as the Rio Grande, located at 820 Park Avenue, has housed an architect's office, Park City Bank, and Zion's Bank. After sitting vacant for at least a decade, the structure today is being rehabilitated in order to serve as a construction office for the Rio Grande Development project.

The setting of the Rio Grande Building is substantially different than what is depicted by the Sanborn Fire Insurance maps. As previously described, this structure was originally part of a much larger structure that included a freight shed surrounded by platforms and rail lines. With the removal of the rail lines to accommodate residential and resort-related development, the freight shed has remained as an important reminder of the city's transportation-related history. Currently, the structure stands along in a large paved parking area surrounded by residential development and lacking any of its original context. The changes to the site have significantly diminished the site's original design character. For these reasons, it has been designated as a "Significant" site on the City's Historic Sites Inventory (HSI).

On May 8, 2013, the applicants met with Planning and Building Department staff as part of a pre-application during Design Review Team (DRT) to discuss the conceptual plan for the project.

The applicant submitted a Historic District Design Review (HDDR) application on June 19, 2013. The applicant wishes to relocate to existing Rio Grande structure in order to develop the site and requested that the Planning Director and Chief Building Official determine whether unique conditions exist to allow the relocation per the letter dated August 5, 2013. On October 9, 2013, the Planning Director and Chief Building Official determined that unique conditions do not exist that support moving the structure to the corner of 9th Street and Park Avenue. The application was deemed complete on October 17, 2013.

Historic District Design Standard of Review and Appeal Process

Pursuant to LMC § 15-1-18 Appeals and Reconsideration Process, appeals of designs regarding the Design Guidelines for Historic Districts and Historic Sites shall be reviewed by the Historic Preservation Board. Per LMC § 15-11-13(A), the Planning Director and Chief Building Official determined that unique conditions do not exist to allow the proposed relocation on the existing site. The HPB shall make the final determination since the HPB is hearing the application de novo on appeal. The Planning Director and Chief Building Official shall, at the appeal, submit a written statement or testify concerning whether unique conditions warrant the proposed relocation on the existing site.

Also pursuant to LMC § 15-1-18(G), the HPB shall act in a quasi-judicial manner. The appellant has the burden of proving that the land use authority (Planning Director and Chief Building Official) erred. The scope of review by the HPB shall be the same as the scope of review by the Planning Director and Chief Building Official. Staff reviews a Historic District Design Review by determining compliance with the Guidelines. The HPB shall review factual matters de novo (as new) and it shall determine the correctness of a decision of staff in its interpretation and application of the Code.

Appeal

As outlined in Exhibit C, the applicant proposes to move the structure approximately thirty feet (30') to the north and approximately ten feet (10') to the west in order for the structure to be sited at the corner of 9th Street and Park Avenue.

As detailed in the analysis, the Planning Director and Chief Building Official have determined that this relocation is not warranted. As described in LMC § 15-11-13 (A), in approving a Historic District or Historic Site design review application involving relocation and/or reorientation of the Historic Building(s) and/or Structure(s) on a Landmark or Significant Site, the Planning Department shall find the project complies with the following criteria:

- (1) the proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the Site; or
- (2) the Planning Director and Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation on the existing Site. . . .

The relocation of this structure will not abate demolition. At this time, no condemnation has been issued by the Chief Building Official that would require the building to be relocated or reoriented on the site.

Per LMC 15-11-16, it is the intent of the LMC to preserve the Historic and architectural resources of Park City, through limitations on Demolition of Historic Buildings, Structures, and Sites to the extent it is economically feasible, practical and necessary. The Demolition or removal of Historic Buildings, Structures, and Sites in Park City diminishes the character of the City's Historic Districts and it is strongly discouraged. Instead, the City recommends and supports preservation, renovation, adaptive reuse,

reconstruction, and relocation within the Historic District. In order for the existing building to be reconstructed, the following criteria must be met per LMC 15-11-15 (A):

- (1) The Historic Building(s) and/or Structure(s) are found by the Chief Building official to be hazardous or dangerous, pursuant to Section 116.1 of the International Building Code; and
- (2) The Historic Building(s) and/or Structure(s) cannot be made safe and/or serviceable through repair; and
- (3) The form, features, detailing, placement, orientation and location of the Historic Building(s) and/or Structure(s) will be accurately depicted, by means of new construction, based on as-built measured drawings, historical records, and/or current or Historic photographs.

At this time, the Rio Grande Building has not been found by the Chief Building Official to be hazardous or dangerous and, thus, reconstruction would not be applicable.

As outlined in the letter dated October 9, 2013, the Planning Director and Chief Building Official have determined that unique conditions do not exist that would warrant the relocation of the Rio Grande structure from its current location to the corner of 9th Street and Park Avenue due to:

- There is no evidence that supports that the structure was previously relocated.
- Relocation will not abate demolition as a threat of demolition does not exist. At this time, the Building Department has not condemned the building, nor required it to be relocated or reoriented in order to abate demolition.
- Relocating the structure in order to expand development on the site is not a unique condition.

The appellant raised objections to the Planning Director and Chief Building Official's determination of no unique conditions for the following reasons of denial of the proposed relocation of 820 Park Avenue:

- In its current location, there is no historic context for the Rio Grande Building.
- The relocation will make the Rio Grande Building visually prominent.
- The relocation will allow for the restoration of some of the historical context of the Rio Grande Building.
- Less than 30-35% of the original structure remains.
- The Rio Grande must be relocated during construction for environmental contamination remediation reasons.
- The foundation of the Rio Grande Building is not the original foundation.
- Other considerations.

Analysis (Applicant's arguments in italics)

As outlined in Land Management Code (LMC) 15-11-13 Relocation and/or Reorientation of a Historic Building or Historic Structure, in approving a Historic District or Historic Site design review Application involving relocation and/or reorientation of a Historic Building(s) and/or Structure(s) on a Landmark or Significant Site, the Planning Department shall find the project complies with the following criteria:

- (1) The proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the Site; or

- (2) The Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation on the existing site; or
- (3) The Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation to a different site.

Historic Context

The first objection raised by the appellant is that there is no historic context for the Rio Grande Building. The appellant believes that the prior demolition of other structures that surrounded the Rio Grande building has resulted in the complete isolation of the building from any historic context, as the Coalition Building and the adjacent historic rail structures have been lost; the Town Lift now sits on the former site of the Coalition Building. Moreover, the railroad tracks to the station were removed in 1946. The Rio Grande structure had once been a much longer freight shed; however, today only the northern one-third (1/3) of the structure exists.

The applicant is correct in that the historic context of the site has been lost. As noted in the 2008 Historic Sites Inventory (HSI) form, the setting is substantially different than what is seen on the Sanborn Insurance maps. Both the 1907 and 1927 maps show this structure as a portion of a larger structure that included a freight shed surrounded by platforms and rail lines as well as industrial mining structures (the Coalition Building). Though the removal of the rail lines to accommodate residential and resort-related development has compromised the integrity of the site, the depot remains as an important reminder of the City's transportation-related history during the Mining Era.

Visual Prominence

The applicant has argued that the relocation of the Rio Grande building to the corner of 9th Street and Park Avenue will allow it to be the visual focal point of the project. The site is severely compromised by the location of the building and that it is a unique situation that is very different from building an addition onto an existing structure. Without the relocation, the new development on the site will visually obscure and consume the historic structure. By allowing the relocation, the applicants believe that the project will harmonize with adjoining commercial projects as well as permit the Rio Grande Building to enhance the neighborhood as a gateway to the commercial district.

Again, staff finds that the applicant is warranted in their argument. As proposed, relocating the Rio Grande to a prominent corner will allow it greater visibility, enhance the neighborhood, and serve as a gateway to the commercial district. Nevertheless, in order to relocate the structure on the site, the Planning Director and Chief Building Official must find unique circumstances. In this case, relocating the structure in order to make room for new development is not deemed to be a unique condition.

Restoration of Historic Context

The applicant has argued that the relocation will allow for the restoration of some of the historic context that originally existed. The historic context of this building, the applicant believes, is its location directly adjacent to the historic transportation element (railroad

tracks) on a raised platform. By relocating the structure next to a modern transportation element (the street) on a raised platform, the design is consistent to the building's original context.

Staff finds that transportation elements cannot be swapped in the name of historic preservation. Staff finds that the historic context will not be further restored by relocating the structure to 9th Street and Park Avenue than it will by maintaining it in its current location. The road is not consistent to the site's original context.

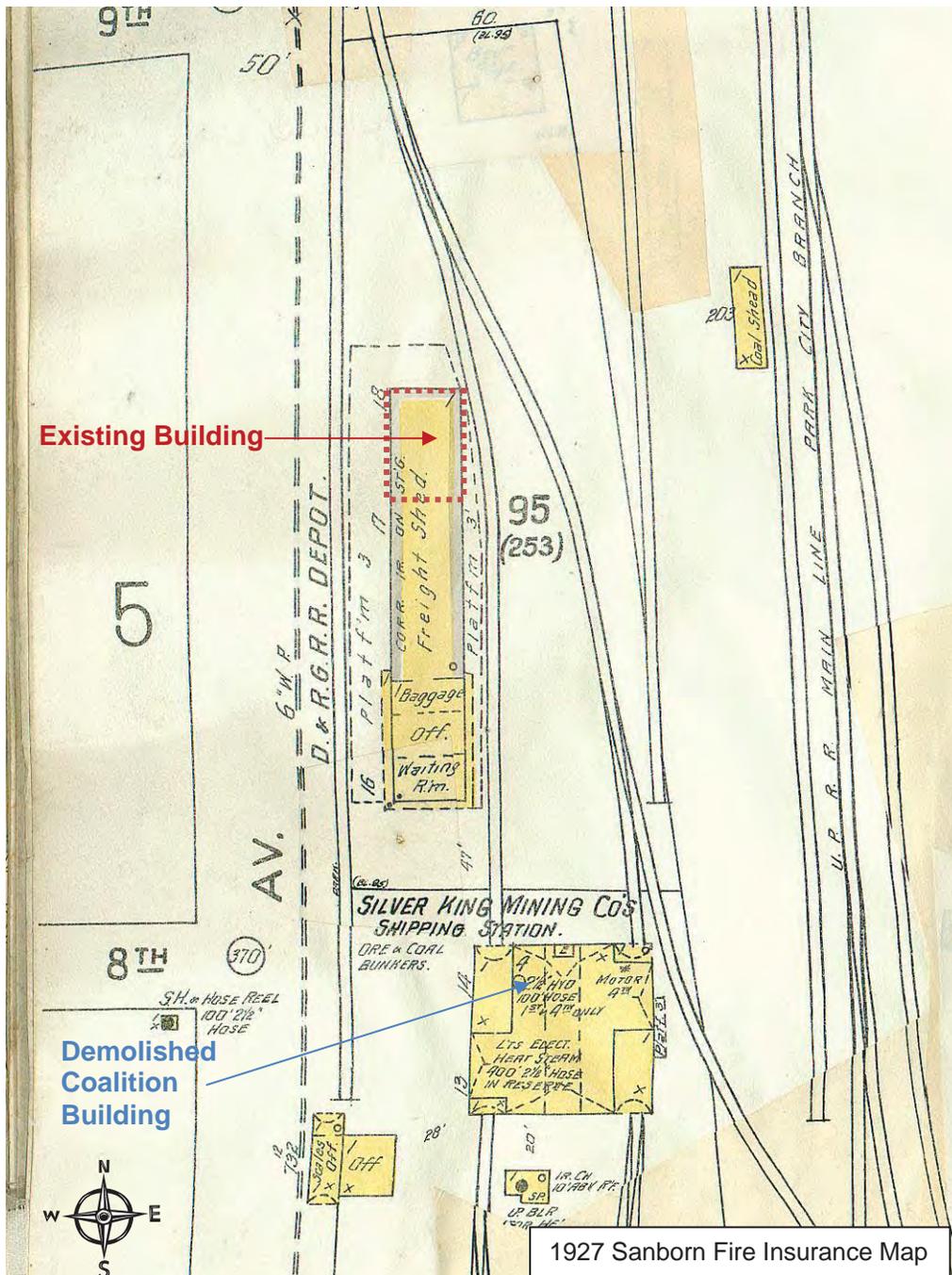
Less than 30-35% of the original structure remains

The applicant is correct in that only one-third (1/3) of the original freight shed remains. They are also correct in that an accurate reconstruction (expansion) is not possible given the location of the Flying Sumo restaurant and other existing development.

As seen in the 1927 Sanborn map in the photo below, the Rio Grande as it exists today is the northern one-third (1/3) of the original freight shed that was once connected to a Queen Anne style passenger depot.



The portion circled in red is the remaining northern one-third (1/3) of the structure that exists today.



Relocation during construction

The applicant attests that the Rio Grande building must be relocated during construction for environmental contamination reasons. As outlined in the appeal, the site is heavily contaminated and this soil must be removed from the site. Remediation is necessary in order to meet Park City's environmental ordinances, and transportation of the soil as well as its disposal will be costly to the applicant.

Staff recognizes that the Rio Grande structure will likely have to be temporarily

relocated in order to accommodate the proposed underground parking structure as well as remediate contaminated soils. Historic structures are often temporarily relocated, panelized and rebuilt, and even temporarily elevated in Old Town in order to accommodate new foundations or even new construction on steep slopes or parcels where access is limited. Temporary relocation, however, does not justify permanent relocation.

As previously noted, it is deemed to be in the interest of the citizens of Park City, as well as the State of Utah, to encourage the preservation of Buildings, Structures, and Sites of Historic Significance in Park City. These Buildings, Structures, and Sites are among the City's most important cultural, educational, and economic assets. In order that they are not lost through neglect, Demolition, expansion or change within the City, the preservation of Historic Sites, Buildings, and Structures is required.

As described in the Design Guidelines for Historic Sites in Park City, proposals to relocate and/or reorient historic buildings may only be considered in the HRL, HR1, HR2, HRM, and HRC zones if:

- A portion of the historic building encroaches on an adjacent property and an easement cannot be secured;¹ or
- Relocating the building onto a different site is the only alternative to demolition; or
- The Planning Director and Chief Building Official determine that unique conditions warrant the relocation and/or reorientation on the existing site.

As previously noted, the Planning Director and Chief Building Official did not determine that unique conditions existed to warrant the relocation of the Rio Grande building in their October 9, 2013 letter.

The structure was previously moved

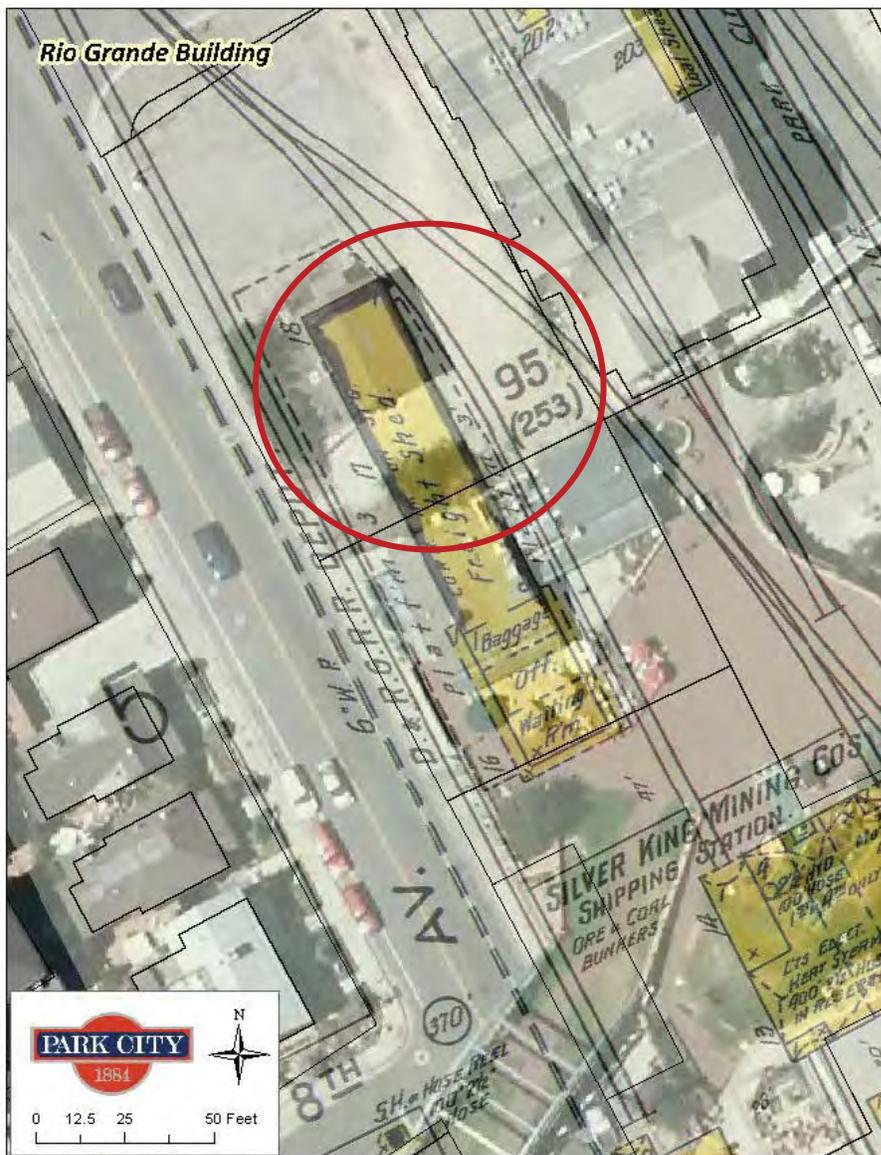
The applicant ascertains that the existing foundation is not the original foundation. The structure rests atop wooden blocks and sawn-off telephone poles. The applicant argues that this type of foundation could not have withstood the rumblings of heavy-laden ore cars on a constant basis. Moreover, the Park City Fire Marshall Kurt Simister had inspected the foundation and had noted areas of dry rot as well as changes in wood grain and age that allude to a previous relocation.

Staff have examined the sill plates and stud walls of the Rio Grande structure that are supported haphazardly by tree trunks, sawed telephone poles, and wood posts. Staff found that it would be unlikely for a freight shed to be supported on such an instable foundation given the amount of movement caused by passing trains traveling on the adjacent tracks, despite that construction during this period was often expedited and hurried. Though it is possible that the tree trunks are the original foundation, the evidence could also support that during the demolition of the freight shed (southern portion of the Rio Grande), the foundation of the remaining structure required additional stabilization and/or reconstruction in order to support the building above. The demolition of the larger portion of this structure occurred following the mining industry's economic downturn. Given the impoverished state of the city at that time, the

¹ This criterion was removed from the LMC and may no longer be considered.

haphazard foundation also could be a reflection that funds were scarce and available materials were haphazardly applied to make do.

Staff has analyzed a number of resources in order to document the history of the site and demonstrate that the Rio Grande Building has not been relocated over time. On September 19, 2013, GIS staff overlaid Sanborn maps atop the existing GIS map to determine the original location of the structure. Staff used historic structures such as the former Blue Iguana building at 628 Park Avenue and Zoom Restaurant at 660 Main Street to align the Sanborn map over the aerial map. The accuracy of this overlay is within five feet (5'). It appears that the structure has not been relocated, and only the northern one-third (1/3) of the freight shed remains following the late-1940s demolition. (The shaded area within the red circle is the existing structure.)

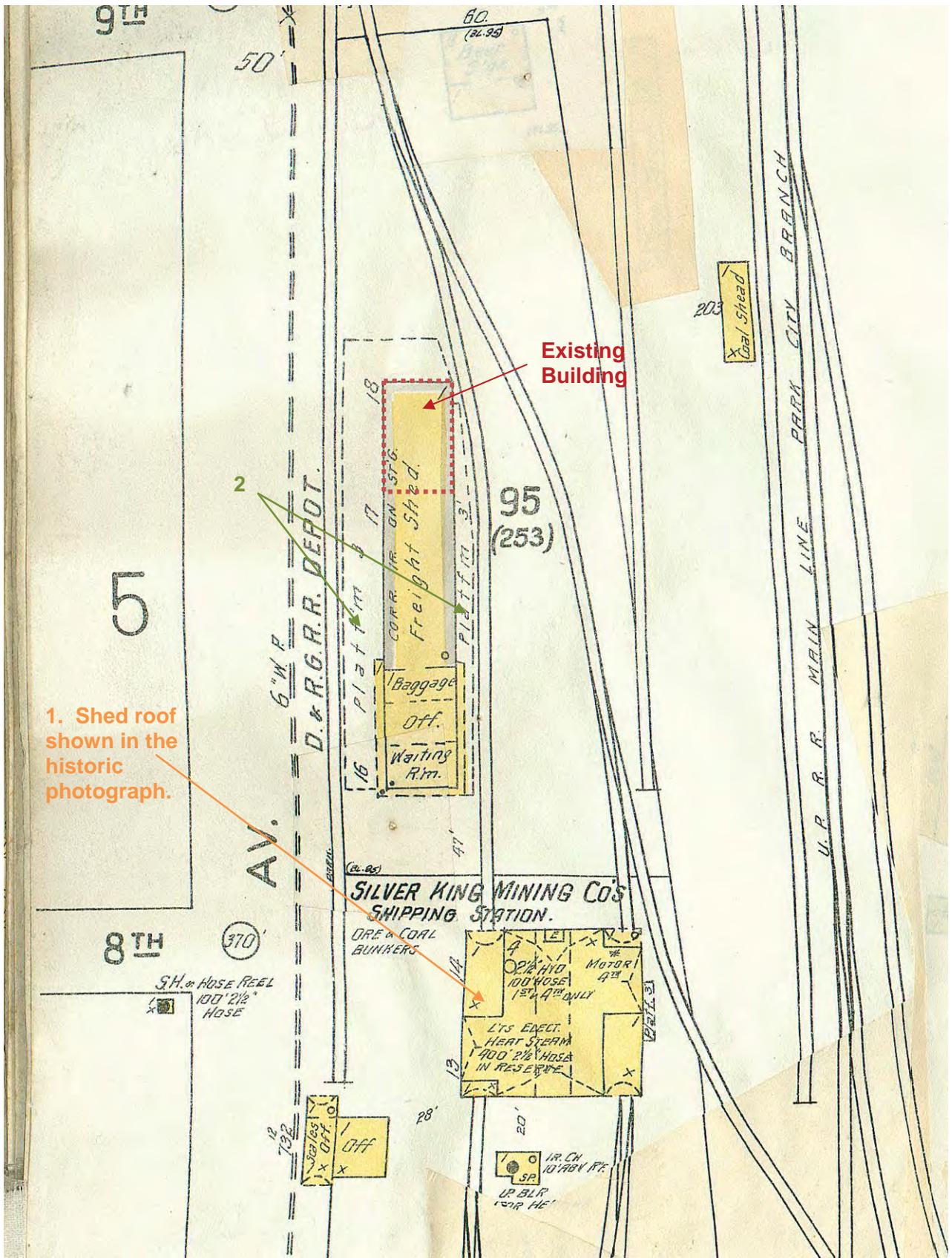


See Exhibit C

Historic photographs also support the conclusion that the structure has not been relocated from its original placement.



1. The photograph depicts the proximity of the Queen Anne depot to the Coalition Building. Though it appears that the structures are in line in this photograph, in reality they were a significant distance apart. Historic photographs also depict the rail line existing to the east of the freight shed and through the Coalition Building as well. In order for the rail line to run through the Coalition Building, the freight shed had to be located west of the Coalition Building.
2. The 1907 Sanborn map as well as the 1927 Sanborn map below also demonstrates two (2) rail lines running east of the freight shed, one (1) line leading through the Coalition building. A second rail line runs parallel to Park Avenue to the west. Platforms existed on both the west and east sides of the freight shed to accommodate the loading and unloading of passengers and rail cargo.



1. Shed roof shown in the historic photograph.

Existing Building

Other Considerations

The applicant believes the goals of historic preservation are best served by relocating the structure to the corner of 9th Street and Park Avenue. The applicant stresses that if the structure is not relocated, the historic building will be visually impaired and consumed by the new construction. By relocating the structure to the propose location, the building will function as an important gateway into the downtown historic district. Moreover, the relocation will emphasize the historically significant structure by allowing it greater visibility to be appreciated by the public.

While staff finds that the appellant's intentions are honorable, the fact remains that unique conditions must exist in order for the Planning Director and Chief Building Official to warrant the relocation of the historic structure. As outlined previously, potential new development is not a unique condition that warrants the relocation of a historic structure. Any new construction will have to meet the Design Guidelines and be subordinate to the historic structure. Furthermore, relocation will not prevent demolition; demolition of historic structures is not permissible without reconstruction as outlined in LMC 15-11-15 Reconstruction of Existing Historic Building or Historic Structure and 15-11-16 Demolition of Historic Buildings, Structures, and Sites.

Notice

The property was posted and a notice was mailed to adjacent property owners. Legal notice was also placed in the Park Record.

Public Input

Public Comment concerning the development of the site and completed work has been submitted. Please see Exhibit G.

Process

The decision on this appeal by the Historic Preservation Board constitutes Final Action that may be appealed to District Court within 30 days.

Should the HPB uphold the Planning Director and Chief Building Official's determination, the application will need to submit updated plans that reflect the HPB determination to not permit the relocation of the structure. These updated plans will be reviewed through the Historic District Design Review (HDDR) process.

Should the HPB grant the appeal and reverse staff's determination, staff will begin reviewing the submitted HDDR plans for compliance with the Design Guidelines.

Alternatives

A. Deny the Appeal and Uphold Staff's Determination:

The Historic Preservation Board may affirm the Planning Director and Chief Building Official's determination that no unique conditions exist that would warrant the relocation of the Rio Grande Structure at 820 Park Avenue, in accordance with the draft findings of fact and conclusions of law, in whole or in part.

B. Grant the Appeal and Reverse Staff's Determination:

The Historic Preservation Board may reverse the Planning Director and Chief Building Official's determination and approve the relocation of the Rio Grande Structure at 820 Park Avenue, in whole or in part and direct staff to make Findings based on the discussion supporting that decision.

C. Continue the Item:

The Historic Preservation Board may continue the discussion to a specified or unspecified date.

Summary Recommendations

Staff recommends the Historic Preservation Board (HPB) review the submitted appeal of the Planning Director and Chief Building Official's determination denying the relocation of the "significant" structure at 820 Park Avenue due to the lack of unique conditions. Staff has prepared findings of fact and conclusions of law affirming the determination of no unique circumstances for the Board's consideration.

Findings of Fact

1. The property is located at 820 Park Avenue in the Historic Recreation Commercial (HRC) District. The site contains .33 acres. Currently, the Rio Grande Building is located on the southern half of the property, surrounded by paved parking.
2. The site is listed on the Park City Historic Sites Inventory as "Significant."
3. The applicant submitted a Historic District Design Review (HDDR) application on June 19, 2013 for the proposed development of the 820 Park Avenue site, which included relocating the Rio Grande Building and building additional commercial/retail and residential units on the site.
4. On August 6, 2013, the Planning Department approved the first phase of the project, which included demolishing non-historic elements on the exterior of the existing structure in order to gain better access to the foundation of the historic building.
5. On July 17, 2013, the first public notice was posted on the property and letters were mailed to adjacent property owners for the initial fourteen (14) day staff review.
6. A second notice was sent out and posted on August 6, 2013.
7. The historic structure that remains today was once part of a much longer baggage depot and freight shed located along Park Avenue and part of the Silver King Mining Company Site.
8. The setting of the site today is substantially different than that depicted in Sanborn Fire Insurance maps dating from 1900 and 1907.
9. The structure currently stands alone in a large paved parking area surrounded by residential development and lacking its historic context.
10. The Rio Grande Western Railroad (later the Denver & Rio Grande Western) acquired the Utah Central Railway line through Park City in 1897. In July 1899, a Queen Anne-style depot was constructed and the existing portion of the baggage claim portion of this station was built in 1890.
11. In 1946, the Denver and Rio Grande Western abandoned the 24-mile stretch of its Park City Branch. Following this, the depot was demolished and only the northern portion of the freight shed remained.
12. The historic depot appeared to have a platform surrounding the structure on the south and west elevations in photographs from 1911. This platform was buried

beneath the soil following the demolition of the passenger depot, likely to accommodate the heightening of Park Avenue's road surface.

13. Historic photographs depict the freight/baggage shed as approximately two (2) bays wide; it appears that only the north half of the structure and one (1) bay exists today at the 820 Park Avenue site.
14. In overlaying the Sanborn Fire Insurance Map of 1907 atop a current GIS aerial view of the property, it appears that the structure was not previously moved in the past to its current location.
15. A report by Emily P. Beeson, Park City Museum archivist, found that there was no historical evidence that the building had been moved or relocated. Her report referenced the 1900, 1907, 1929, and 1941 Sanborn Maps; the 1995 Reconnaissance Level Survey conducted by History Projects; articles from the Park Record dating from 1881 to 1970; the Park Record index from 1979 through 1985; the 2008 Historic Site Form compiled by Dina Blaes; the 2006 and 2010 Park City Property Inventories; as well as various photographs of the Rio Grande building and surrounding area from 1912 to 1997, and 2012.
16. The historic context of the site has been lost due to the demolition of the Coalition Building and the demolished portion of the freight shed and Queen Anne depot.
17. Per LMC 15-11-13, the criteria for relocation and/or reorientation of the Historic Building(s) and/or Structure(s) on a Significant Site include: (1) the proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the Site; or (2) The Planning Director and Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation on the existing Site; or the Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation to a different Site.
18. The Planning Director and Chief Building Official find that no unique conditions exist to warrant the relocation of this structure.
19. The relocation of the structure would not abate demolition as there is no condemnation to move the building and/or reorient the structure on the existing site or a new site.
20. The appeal was submitted to the Planning Department on October 18, 2013.

Conclusions of Law

1. The relocation will not abate demolition of the "Significant" structure at 820 Park Avenue.
2. The Planning Director and Chief Building Official have determined that no unique conditions warrant the proposed relocation and/or reorientation of the structure on the existing site.

Order

The appeal is denied in whole and the Planning Director and Chief Building Official's determination is upheld.

Exhibits

Exhibit A – Planning Director Determination Letter 10.9.13

Exhibit B – Appeal

Exhibit C – Historic Sites Inventory (HSI) Form
Exhibit D – Sanborn Map Overlay
Exhibit E – 1927 Sanborn Fire Insurance Map
Exhibit F – Historic Photographs of the Silver King Mine Site and Rio Grande building
Exhibit G – Public Comment
Exhibit H – Findings of Fact, Conclusions of Law, and Conditions of Approval in support of granting the appeal.



Building • Engineering • Planning

October 9, 2013

Rory Murphy
2590 Sidewinder Drive
Park City, UT 84060

NOTICE OF PLANNING DIRECTOR & CHIEF BUILDING OFFICIAL DETERMINATION

Project Address: 820 Park Avenue
Project Description: Planning Director Determination for height exception and moving significant historic structure
Project Number: HDDR: PL-12-01640
Date of Action: October 9, 2013

Action Taken by Planning Director and Chief Building Official:

Pursuant to Land Management Code (LMC) 15-11-13(A), in approving a Historic District or Historic Site design review Application involving relocation and/or reorientation of the Historic Building(s) and/or Structure(s) on a Significant Site, the Planning Department shall find that the project complies with the following criteria:

- (1) The proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the site; or
- (2) The Planning Director and Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation of the existing site; or
- (3) The Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation to a different Site.

Upon review of the Historic District Design Review (HDDR) for the proposed development of 820 Park Avenue, the Planning Director and Chief Building Official find that there are no unique conditions that warrant the proposed relocation and/or reorientation of the existing building.

The Planning Director and Chief Building Official have made this determination based on the following findings of fact and conditions of approval:

Findings of Fact

1. The property is located at 820 Park Avenue in the Historic Recreation Commercial (HRC) District.
2. The site is listed on the Park City Historic Sites Inventory as "Significant."
3. The applicant submitted a Historic District Design Review (HDDR) application on June 19, 2013.
4. On August 6, 2013, the Planning Department approved the first phase of the project, which included demolishing non-historic elements on the exterior of the existing structure in order to gain better access to the foundation of the historic building.
5. On July 17, 2013, the first public notice was posted on the property and letters were mailed to adjacent property owners for the initial fourteen (14) day staff review.
6. A second notice was sent out and posted on August 6, 2013.
7. The historic structure that remains today was once part of a much longer baggage depot and freight shed located along Park Avenue and part of the Silver King Mining Company Site.
8. The setting of the site today is substantially different than that depicted in Sanborn Fire Insurance maps dating from 1900 and 1907.
9. The structure currently stands alone in a large paved parking area surrounded by residential development and lacking its historic context.
10. The Rio Grande Western Railroad (later the Denver & Rio Grande Western) acquired the Utah Central Railway line through Park City in 1897. In July 1899, a Queen Anne-style depot was constructed and the existing portion of the baggage claim portion of this station was built in 1890.
11. In 1946, the Denver and Rio Grande Western abandoned the 24-mile stretch of its Park City Branch. Following this, the depot was demolished and only the northern portion of the freight shed remained.
12. The historic depot appeared to have a platform surrounding the structure on the south and west elevations in photographs from 1911. This platform was buried beneath the soil following the demolition of the passenger depot, likely to accommodate the heightening of Park Avenue's road surface.
13. Historic photographs depict the freight/baggage shed as approximately two (2) bays wide; it appears that only the north half of the structure and one (1) bay exists today at the 820 Park Avenue site.
14. In overlaying the Sanborn Fire Insurance Map of 1907 atop a current GIS aerial view of the property, it appears that the structure was not previously moved in the past to its current location.
15. A report by Emily P. Beeson, Park City Museum archivist, found that there was no

historical evidence that the building had been moved or relocated. Her report referenced the 1900, 1907, 1929, and 1941 Sanborn Maps; the 1995 Reconnaissance Level Survey conducted by History Projects; articles from the Park Record dating from 1881 to 1970; the Park Record index from 1979 through 1985; the 2008 Historic Site Form compiled by Dina Blaes; the 2006 and 2010 Park City Property Inventories; as well as various photographs of the Rio Grande building and surrounding area from 1912 to 1997, and 2012.

16. The Planning Director and Chief Building Official find that no unique conditions exist to warrant the relocation of this structure.

Conditions of Approval

1. All standard conditions of approval shall apply.

Should any additional evidence be uncovered concerning the history of the structure, please submit it to the Planning Department. We would be happy to examine such discoveries.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,



Thomas E. Eddington Jr., AICP, LLA
Planning Director



Chad Root
Chief Building Official

CC: Anya Grahn, Historic Preservation Planner

October 17, 2013

Park City Historic Preservation Board
445 Marsac Avenue
PO Box 1480
Park City, Utah 84060

BEFORE THE HISTORIC PRESERVATION BOARD OF PARK CITY

Pursuant to Section 15-11-12(E) of the Park City Municipal Code, 820 Park Avenue, LLC (“Applicant”) is appealing the Notice of Planning Director & Chief Building Office Determination dated October 9, 2013 (“Notice”) denying Applicant’s request to relocate a historic structure commonly referred to as the Rio Grande building on the Applicant’s real property.

Introduction

Thank you for the opportunity to present this appeal to you. The Applicant is the owner of the real property located at 820 Park Avenue (“Property”). The Applicant is represented by its Manager, Rory Murphy, as an owner in the project. The Applicant is respectfully requesting that the Historic Preservation Board allow Applicant to relocate the Rio Grande building on the Property to a more visible location on the northwest corner of Park Avenue and 9th Street, which is the best placement of the building on the Property from a planning and historic preservation perspective.

The Applicant is strongly committed to preserving Park City’s historic architecture because of its profound importance to this City and has proven that commitment on numerous occasions in the past. Historic preservation and adaptive re-use have been the cornerstones of Rory Murphy’s previous projects, whose principals have been awarded two Utah Heritage Foundation’s “Project-of-the-Year” for their commitment to historic preservation. The Applicant’s proposal to relocate the Rio Grande building to the corner of Park Avenue and 9th Street, which is the most prominent and visible location on Property, is further evidence of its commitment. From both a planning and historic preservation perspective, relocation is the best possible outcome for the building because it will be rehabilitated and because its proposed new location within the Applicant’s

OCT 18 2013

proposed development of the Property will allow it to be more visible to, and appreciated by, the public.

We sincerely appreciate your consideration of this matter.

Summary of the Proposed Rio Grande Project

In approximately 1899, a train station was built to service the Utah Central Railroad (later the Denver & Rio Grande Railroad). The historic record suggests that the remnant structure served as a baggage or storage shed for the Queen Anne-style depot and thus is sometimes referred to as the “freight shed.” It appears that the depot may have also been oriented on the site to visually accommodate the Silver King Coalition building and the Union Pacific Depot.

In 1946, all of the railroad tracks served by the station were physically removed from the site eliminating the significance of the location of the Rio Grande building on the Property. Shortly thereafter, the depot was demolished, leaving only a small part of the original structure – the northern portion of the freight shed – which is the subject of this appeal. In 1982, the Coalition building was lost to fire, and the site where the Coalition building stood has been redeveloped with modern buildings. While the Union Pacific Depot still stands, it has been visually cut-off from the freight shed by new construction.

As a result of the significant changes to the site and the structure, the original design character has been diminished, and the remaining physical elements of the site do not effectively convey a sense of the Rio Grande building’s transportation-related activities or its association with the past. To the contrary, the vacant building currently stands alone in a large paved parking area lacking any historic context. Consequently, there is no remaining historical significance to the orientation of the building, and its historical significance will not be diminished by relocating it on the Property.

Moreover, the Applicant’s proposed project provides an excellent opportunity to reconstruct a small representative of the City’s transportation history and relocate the reconstructed Rio Grande building to a site where it becomes an important piece in the historic tapestry of Old Town. As part of the project, the Applicant is proposing a rehabilitation and adaptive reuse of the Rio Grande

building. The idea is to rehabilitate the building and reconstruct the previously demolished passenger station element, using a modern interpretation of the passenger station. The materials would be a modern interpretation, but the rehabilitated Rio Grande building would stay true to the original form of the passenger station. It would be the centerpiece of the Applicant's project. Consistent with Rory Murphy's prior historical renovation projects in the Park City area, including Silver Star, Empire Pass historical improvements, and the Park City Silver Mine Adventure, the proposed project will have the same excellent attention to detail and will reflect the Applicant's true appreciation of the importance of the historic tapestry that is so essential to the character of Park City.

In order to accomplish this, however, the Applicant needs to move the Rio Grande building approximately 30 feet to the north and approximately 10 feet to the west, so that it sits prominently on the corner of Park Avenue and 9th Street. As discussed below, the Historic Preservation Board should approve the proposed relocation because of the several unique conditions of the site and because it will eliminate the possibility of demolition.

Background

On May 8, 2013, a Pre-Application Conference was held with members of the Park City Planning Staff, the Applicant, and the Applicant's representatives to discuss the conceptual plan for the project. The proposed project was favorably received by the Staff, and direction was given on the proposal's relative merits and procedures for moving forward.

On June 21, 2013, the Applicant submitted a proposal to the Park City Planning Department for a CUP application for the Property. The site plans from the CUP application are attached as Exhibit A. The CUP application was within the guidelines outlined in Park City's Land Management Code ("LMC") and therefore did not require an MPD or any other permitting outside of the LMC.

As part of the proposal, the Applicant requested that it be allowed to relocate the Rio Grande building so that it occupies a more visually dominant and separate place on the Property. As mentioned above, the Applicant is requesting approval to move the building approximately 30 to the north and approximately 10 feet to

the west, so that it sits prominently on the corner of 9th Street and Park Avenue. The relocation will also create more space for the Rio Grande building as well as a visual separation between the building and the newly constructed buildings. With this relocation, the Rio Grande building will be the most prominent building on the Property.

On August 22, 2013, the Planning Director informed the Applicant that an individual was objecting to the proposed relocation of the Rio Grande building because the Planning Department had previously denied his request to relocate a historic house in a residential neighborhood, which resulted in the individual filing a lawsuit against Park City. The Applicant was told that, although the Staff was very supportive of the Project, they were concerned about the individual filing another lawsuit if the Applicant's request was granted. The Applicant was asked to perform additional research regarding whether the Rio Grande building had been moved in the past.

Consistent with the information previously obtained, the Applicant's additional research demonstrated that the Rio Grande building had been moved at least twice. On September 5, 2013, the Applicant submitted a report to the Planning Director setting forth the strong empirical, photographic, and anecdotal evidence that building had been relocated once or twice between 1964 and 1972. The September 5th report is attached as Exhibit B.

Despite this compelling evidence, on October 9, 2013, the Planning Department issued the Notice of Planning Director & Chief Building Official Determination, which concluded that "there are no unique conditions that warrant the proposed relocation and/or reorientation of the existing building" because "it appears that the structure was not previously moved in the past to its current location" based on the Sandborn maps. The Notice only focused on whether the Rio Grande building had been previously moved. It did not discuss the other "unique conditions" outlined in the CUP application which warrant relocation.

Summary of Unique Conditions that Warrant the Relocation of the Rio Grande Building.

Section E of Park City's Historic District Guidelines ("HDG") and Section 15-11-13(A)(2) of the LMC permit relocation if "[t]he Planning Director and the Chief

Building Official determine that unique conditions warrant the proposed relocation and/or reorientation on the existing Site.” While “unique conditions” are not defined in the HDG or the LMC, this criteria should be interpreted in light of the goals of historic preservation, including the integration of preservation and enhancement of the City’s history with positive and harmonious economic growth.

There is no question that “unique conditions” exist in this case. By relocating the Rio Grande building to a prominent corner on the Property, it will be immediately visible and recognizable as an iconic structure to those traveling southbound on Park Avenue towards Main Street. Without relocation, the goals of historic preservation will be hindered, and the visibility of the building will be impacted by the new construction.

1. In Its Current Location, There is No Historic Context for the Rio Grande Building.

Unique conditions exist in this case because, unlike most residential historic structures, the prior demolition of the other structures that surrounded the Rio Grande building has resulted in the complete isolation of the building from any historical context. This is a point emphasized in the historic study conducted by Emily Beeson with the Park City Historical Society. There is no relation left to the Coalition Building or any of the surrounding historic rail structures that existed around it. As stated above, in 1946, all of the railroad tracks served by the station were physically removed from the site, eliminating the significance of the location of the Rio Grande building on the Property. Shortly thereafter, the depot was demolished, leaving only the freight shed, which was a small part of the original structure. In 1982, the Coalition building was lost to fire, and the site where the Coalition building stood has been redeveloped with modern buildings. While the Union Pacific Depot still stands, it has been visually cut-off from the Rio Grande building by new construction.

Presently, the vacant Rio Grande building stands alone in a large paved parking area. Consequently, relocating the Rio Grande building on the site will not impair its historical significance, and insisting that the building remain where it sits due to its historical context is not supported by any of the qualified parties in

this discussion. A complete lack of historic context is a unique condition warranting relocation of the building.

2. The Relocation Will Make the Rio Grande Building Visually Prominent.

The relocation of the Rio Grande building to the corner of Park Avenue and 9th Street will make it the visual focal point of the project. The Historic District Design Code recommends, but does not require, that new structures be “visually subordinate” to the historic structure from the primary public right-of-way. Without the relocation, the new construction will partially obscure the Rio Grande building no matter how visually subordinate such construction may be, as depicted on Exhibit C. And by allowing relocation, the project will harmonize with the other adjoining commercial projects which have been built lot line to lot line. Most importantly, relocating the Rio Grande building to the corner of Park Avenue and 9th Street will enhance its prominence as the gateway to the commercial district because the building will be relocated to the best possible location for being viewed and enjoyed by the public. This alone is a unique condition warranting approval of the proposed relocation.

3. The Relocation Will Allow for the Restoration of Some of the Historical Context of the Rio Grande Building.

The relocation will also allow for the restoration of some of the historic context of the Rio Grande building. The historic context of this building would have been its location directly adjacent to the historic transportation element (railroad tracks) on a raised platform. The Applicant is proposing locating it next to the modern transportation element (public streets) on a raised platform, which is consistent with what would have been the building’s historic context. That is also a unique condition warranting the relocation of the Rio Grande building to the corner of Park Avenue and 9th Street.

4. Less Than 30-35% of the Original Structure Remains.

Only 30-35% of the original Queen Anne-style structure remains, and the portion of the structure that remains is the baggage station or freight shed element of the passenger terminal. The Applicant is proposing reconstructing the original passenger station element of the historic design, using a modern interpretation.

As currently oriented, reconstruction of the passenger station is not possible because of the location of the Flying Sumo. The anticipated reconstruction of the passenger station is another unique condition warranting the proposed relocation.

5. The Rio Grande Building Must Be Relocated During Construction for Environmental Contamination Reasons.

It should also be noted that the Rio Grande building must be temporarily removed to accommodate any construction on the Property. The contamination of the site is heavy, as is the case in most areas of the Main Street historic commercial districts. This is in contrast with the historic residential districts, which have limited or no contaminated soils. The building must be removed from the site in order to remediate the extensive contaminated soils which it rests upon in order to be in compliance with Park City's environmental ordinances. The first 4 to 5 feet of the soil on the Property must be removed and transported to a contaminated-soils repository. Traditionally, the contaminated soils generated by the milling activity taking place in this area of the historic commercial district were taken to the nearby Richardson Flats repository. Recently, the nearby Richardson Flats contaminated soils repository has been closed down by the EPA. This has created a severe economic hardship on the Property that did not affect other private-sector building that has taken place in this area of Park City. The amount of soil that must be disposed of, at great transportation and receiving costs, is enormous and will cost hundreds of thousands of dollars. The Applicant is not aware of other circumstances where this type of environmental remediation had to occur in the historic commercial district in a private-sector development where Richardson Flats was not available to alleviate the huge costs involved with properly disposing of this material. In fact, the Applicant is not aware of any other circumstances where a structure had to be moved in order to clean up the site.

6. The Foundation of the Rio Grande Building is not the Original Foundation.

Another unique condition relates to the fact that the foundation of the Rio Grande building is not the original foundation. The building currently rests on a series of wooden blocks and sawn-off telephone poles. This type of foundation

could not have withstood the rumbling of heavily-laden ore cars on a constant basis. In early September, the Park City Fire Marshall, Mr. Kurt Simister, inspected the “foundation”. He stated that the current “supports” for the building were most definitely not a foundation and he pointed out where the cross beams for support were dry-rotted where they rested on the ground in some past location. Mr. Simister also pointed out the differences in the grain of wood that differentiated the wooden structural components of the Rio Grande building and the various wooden supports and shims on which the building presently sits. The fact that the foundation is not original gives further support to the argument that the Rio Grande building was moved at least once in its history. Regardless, the building will have to be moved at least temporarily to stabilize the foundation and to remediate the underlying soils.

7. Other Considerations.

In this case the goals of historic preservation are best served by allowing the Applicant to move the Rio Grande building to a new location on the Property. If the building is not relocated on Property, it will be visually impaired by any new construction, and the ability of the public to enjoy the historic building will be impaired. If, however, the Rio Grande building is located to the corner of Park Avenue and 9th Street, it will continue to sit as a gateway to the downtown historic district. Because the actual location of the building on the Property does not independently retain any historical significance, the historical import of the building will not be harmed by moving it to the corner of the Property. To the contrary, the proposed relocation of the Rio Grande building will emphasize the historically significant structure by placing it in a better location to be seen and appreciated by the public.

There is Compelling Evidence that the Rio Grande Building Has Been Previously Relocated.

As demonstrated in the September 5th letter, there is strong empirical, photographic, and anecdotal evidence that the Rio Grande building has been relocated at least once or twice between 1964 and 1972. These relocations likely occurred in connection with the widening of 9th Street and Park Avenue. This conclusion is supported by the fact that the foundation of the building is not original.

And while it is impossible to definitively determine whether the Rio Grande building has been moved, the fact that there is compelling evidence of it having been previously relocated weighs heavily in favor of finding that unique conditions exist and allowing the proposed relocation, particularly given that there is no longer any historic context for the building.

The Proposed Relocation Will Abate a Potential Demolition of the Rio Grande Building.

Section E.1 of the Historic District Guidelines and Section 15-11-13(A)(1) of the Land Management Code permit relocation of the Rio Grande building if the relocation will abate demolition of the building.

The Rio Grande building's existing foundation is decaying and sinking on the north end. As set forth in the letter from Pete Jarret, Structural Engineer, enclosed as Exhibit D, the foundation is fundamentally unstable and would not survive a seismic event, rendering the building structurally unsound, hazardous, and dangerous. Consequently, the building potentially qualifies for a Certificate of Appropriateness for Demolition ("CAD") under Section 15-11-17 of the LMC.

While the Applicant is certainly not proposing any demolition at this time, the Applicant's proposed relocation will abate any potential demolition of the Rio Grande building and thus satisfies the criteria set forth in 15-11-13(A)(1).

The Rio Grande Building May Not Qualify as a Significant Site.

The vacant Rio Grande building currently stands alone in a large paved parking lot. The surrounding historic context of the building has been completely erased. There is no relation left to the Coalition Building or any of the surrounding historic rail structures that existed around it. Only 30-35% of the original structure remains. The most historically significant part of the structure – the Queen Ann-style passenger station – has been demolished. The remaining building does not have the original roof, the original siding, or the original foundation. The windows are non-historic aluminum windows. The doors are non-historic wood doors. Consequently, there is a serious question as to whether the Rio Grande building even presently qualifies as a Significant Site.

Conclusion

Good planning should not be constrained by the threat of litigation by one disgruntled individual. The Planning Staff has expressed repeatedly their support for the proposed Project, which will result in the best possible location of the Rio Grande building relative to its being viewed and enjoyed by the public. This is just one of several unique conditions warranting approval of the Applicant's proposal by the Historic Preservation Board.

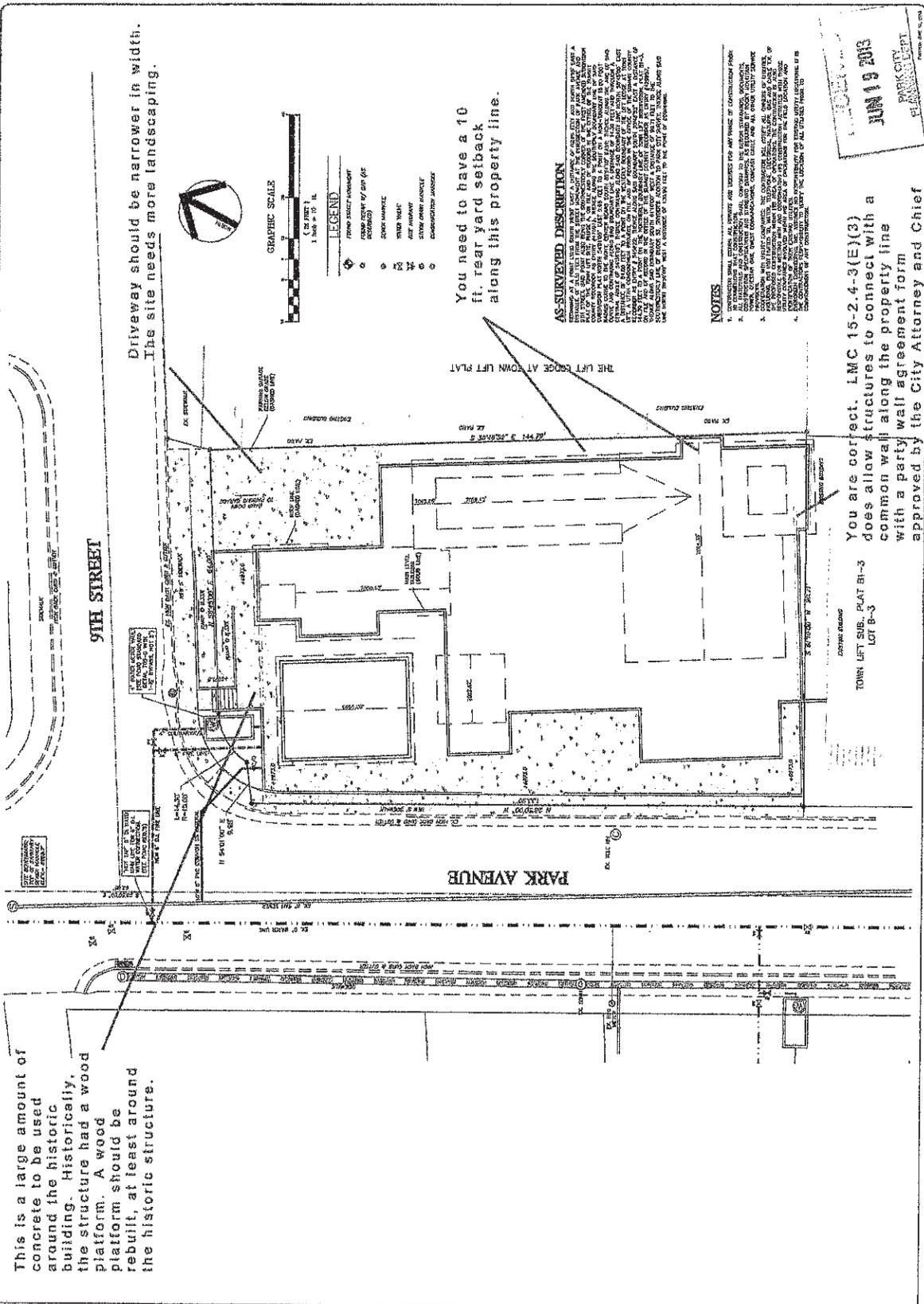
Thank you for your consideration of this appeal. We respectfully ask for your approval and appreciate your thought and deliberation on this application.

Sincerely,



Rory Murphy
Manager/Owner
820 Park Avenue, LLC





This is a large amount of concrete to be used around the historic building. Historically, the structure had a wood platform. A wood platform should be rebuilt, at least around the historic structure.

Driveway should be narrower in width. The site needs more landscaping.

You need to have a 10 ft. rear yard setback along this property line.

You are correct. LMC 15-2.4-3(E)(3) does allow structures to connect with a common wall along the property line with a party wall agreement form approved by the City Attorney and Chief Building Official. The longest dimension of the shared wall can be 100'.

JUN 19 2013
 PARK CITY
 PLANNING DEPT.

1010 Exchange Drive • Salt Lake City • Utah 84121
 801.212.4073 • 801.418.8847 • info@hpb.com
OLIVERSON ARCHITECTS

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CONSTRUCTION**

SHEET DATA
 EXPIRES: NONE
 DRAWN BY: JMM
 CHECKED BY: JMM

PROJECT
**RIO GRANDE
DEVELOPMENT**
 820 PARK AVENUE
 PARK CITY, UTAH 84302

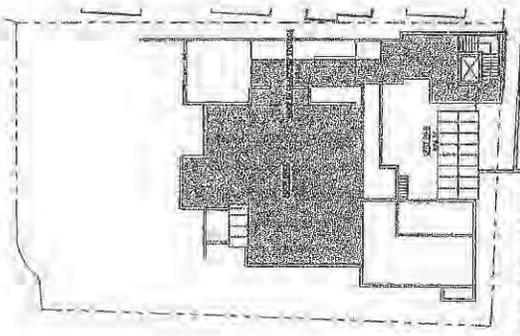
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ISSUE/PHASE
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 PROJECT #: HDDDR-02

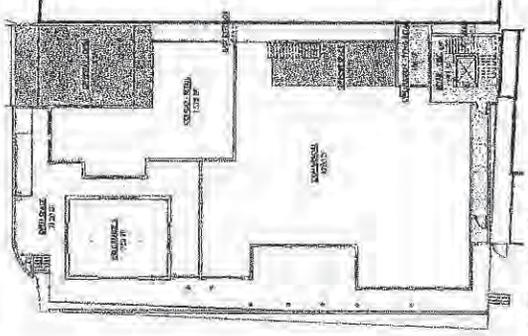
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AREA PLANS
 NOT FOR CONSTRUCTION

HDDDR-02
 SHEET 02

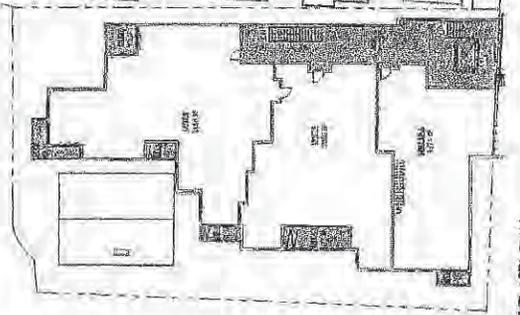
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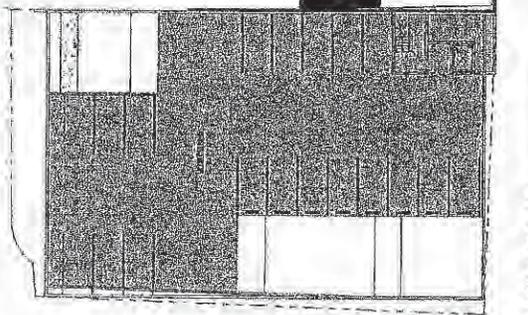
6 LOFT/ROOF DECK AREA PLAN
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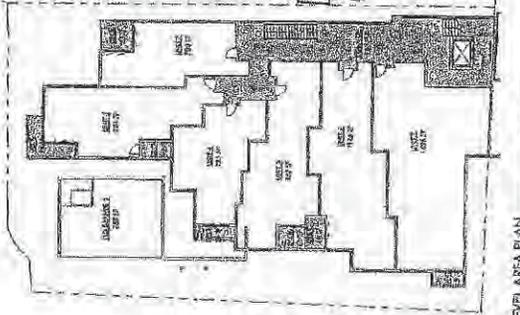
3 GROUND LEVEL AREA PLAN
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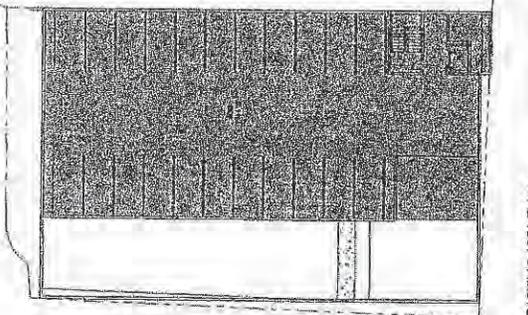
5 3RD LEVEL AREA PLAN
SCALE: 1/16" = 1'-0"



2 UPPER PARKING AREA PLAN
SCALE: 1/16" = 1'-0"



4 2ND LEVEL AREA PLAN
SCALE: 1/16" = 1'-0"



1 LOWER PARKING AREA PLAN
SCALE: 1/16" = 1'-0"

1942 Parkridge Drive • San Luis Obispo, CA • 93401
 801.213.0276 • 201.618.0847 (fax) • info@chrysalis.com
CHRYSLIS ARCHITECTURE

CONSULTANTS
 CIVIL: BERKELEY ENGINEERING
 STRUCTURAL: JACINTO ENGINEERING
 ARCHITECTURAL: PERIODIC
 LANDSCAPE: PERIODIC/PERKINS ENGINEERING
 INTERIOR: DOWNAL

STAMP
 PRELIMINARY
 NOT FOR PERMIT OR
 CONSTRUCTION

SHEET DATA
 DESIGNED BY: MDC
 DRAWN BY: PAF
 REFERRED BY: MDC

PROJECT
 RIO GRANDE
 DEVELOPMENT
 220 PARK AVENUE
 PASEO CITY, UTAH 84040

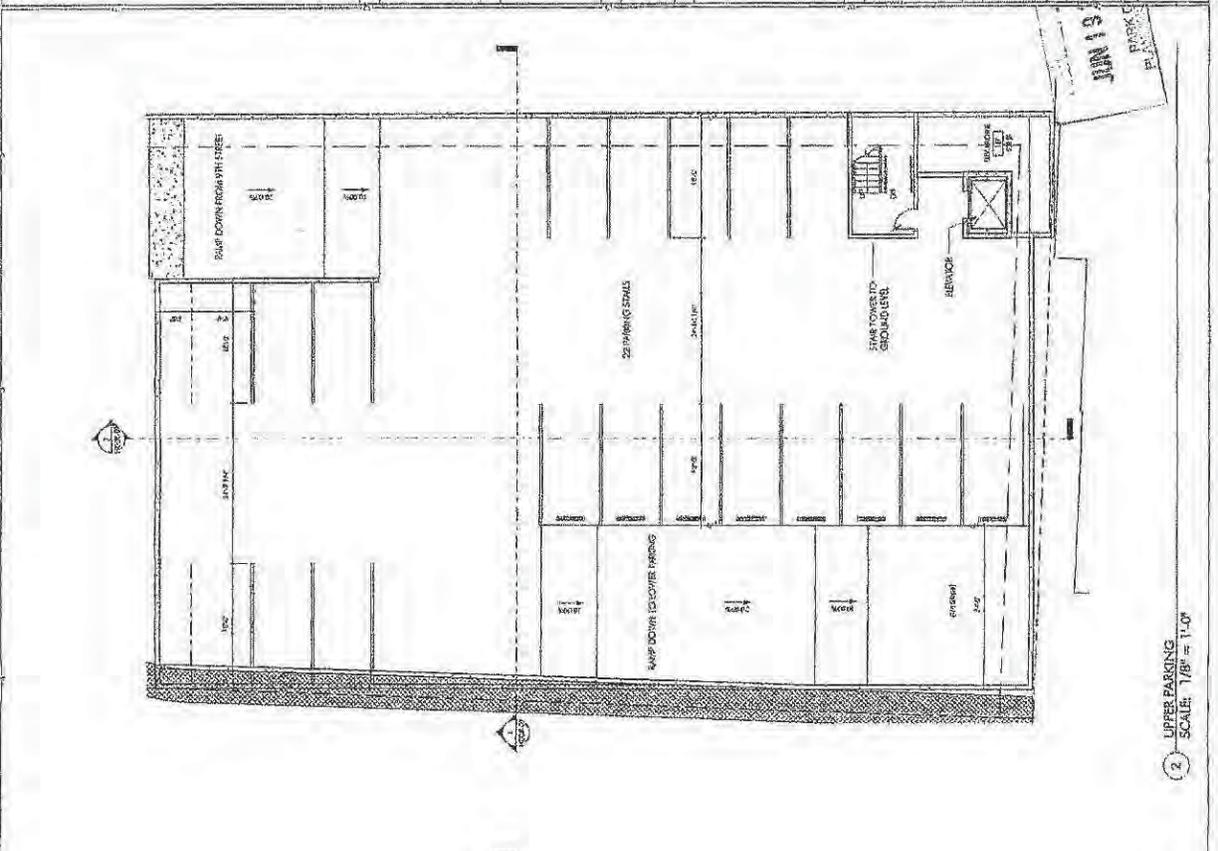
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 ISSUE DATE: 06/19/13
 ISSUE BY: MDC

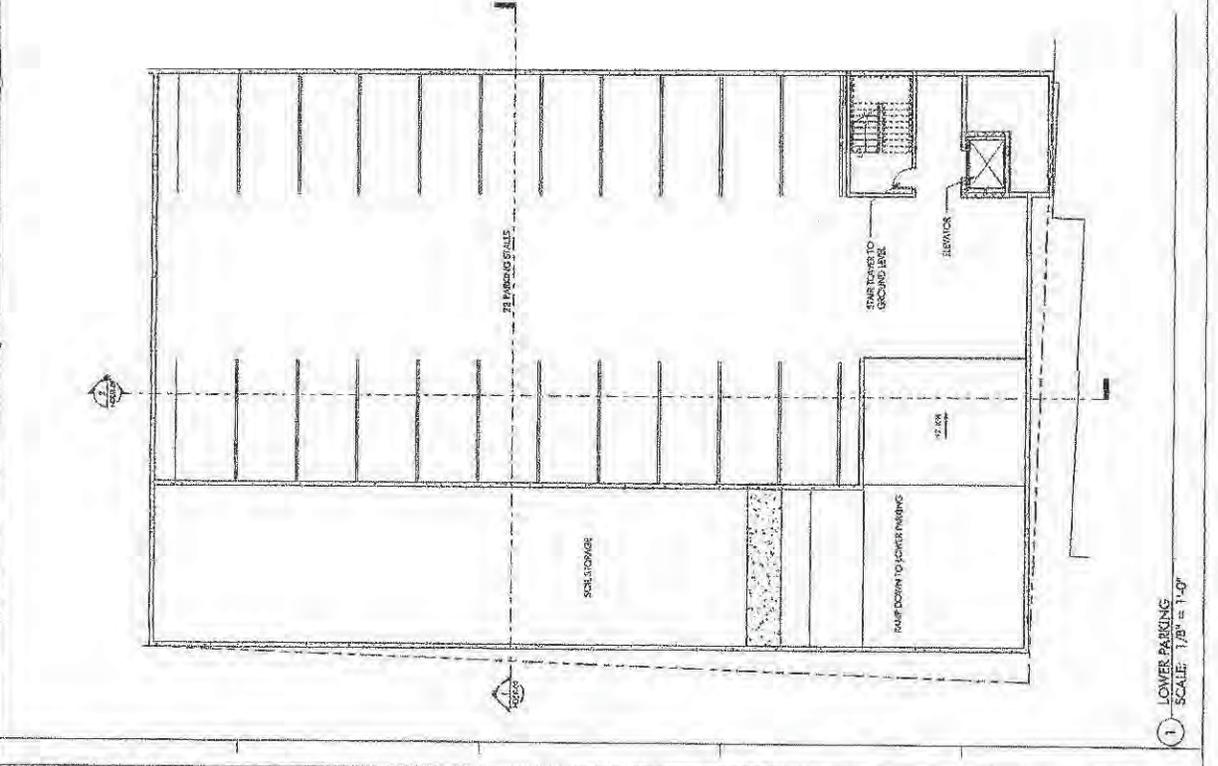
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 PARK CITY - NOT FOR CONSTRUCTION

HDDR-04
 SHEET OF

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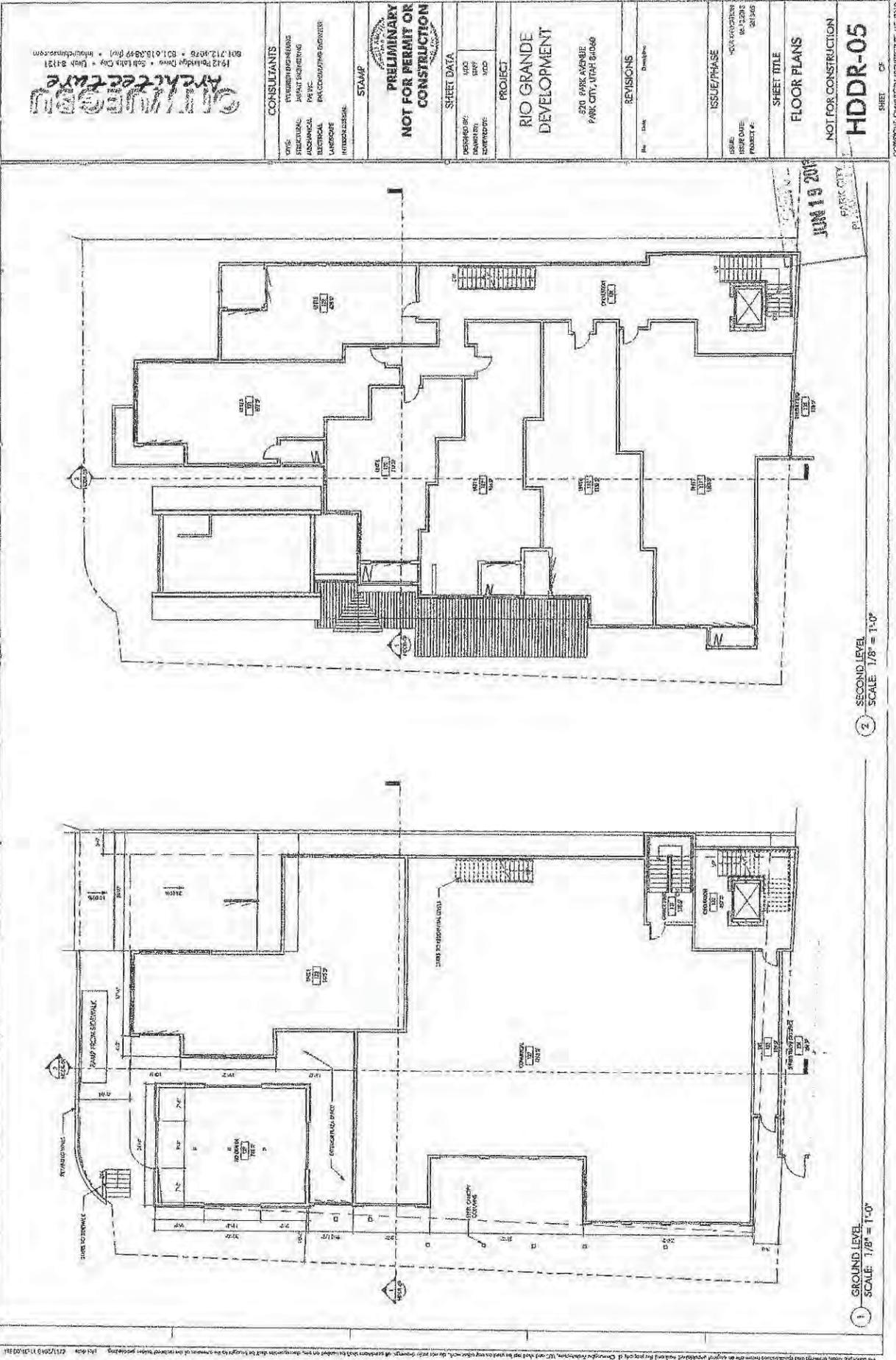


2 UPPER PARKING
 SCALE: 1/8" = 1'-0"



1 LOWER PARKING
 SCALE: 1/8" = 1'-0"

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2 SECOND LEVEL
SCALE: 1/8" = 1'-0"

1 GROUND LEVEL
SCALE: 1/8" = 1'-0"

AMERICAN ARCHITECTURE
 1912 Portland Drive • Salt Lake City • Utah 84111
 801.212.9078 • 801.610.8949 (fax) • info@americanarch.com

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 MECHANICAL ENGINEERING
 ELECTRICAL ENGINEERING
 PLUMBING ENGINEERING
 ARCHITECTURAL ENGINEERING
 LANDSCAPE ARCHITECTURE
 INTERIORS

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SHEET DATA
 NUMBER: 100
 DRAWING: 100
 DATE: 10/10/12

PROJECT
RIO GRANDE
DEVELOPMENT
 220 PARK AVENUE
 PARK CITY, UTAH 84302

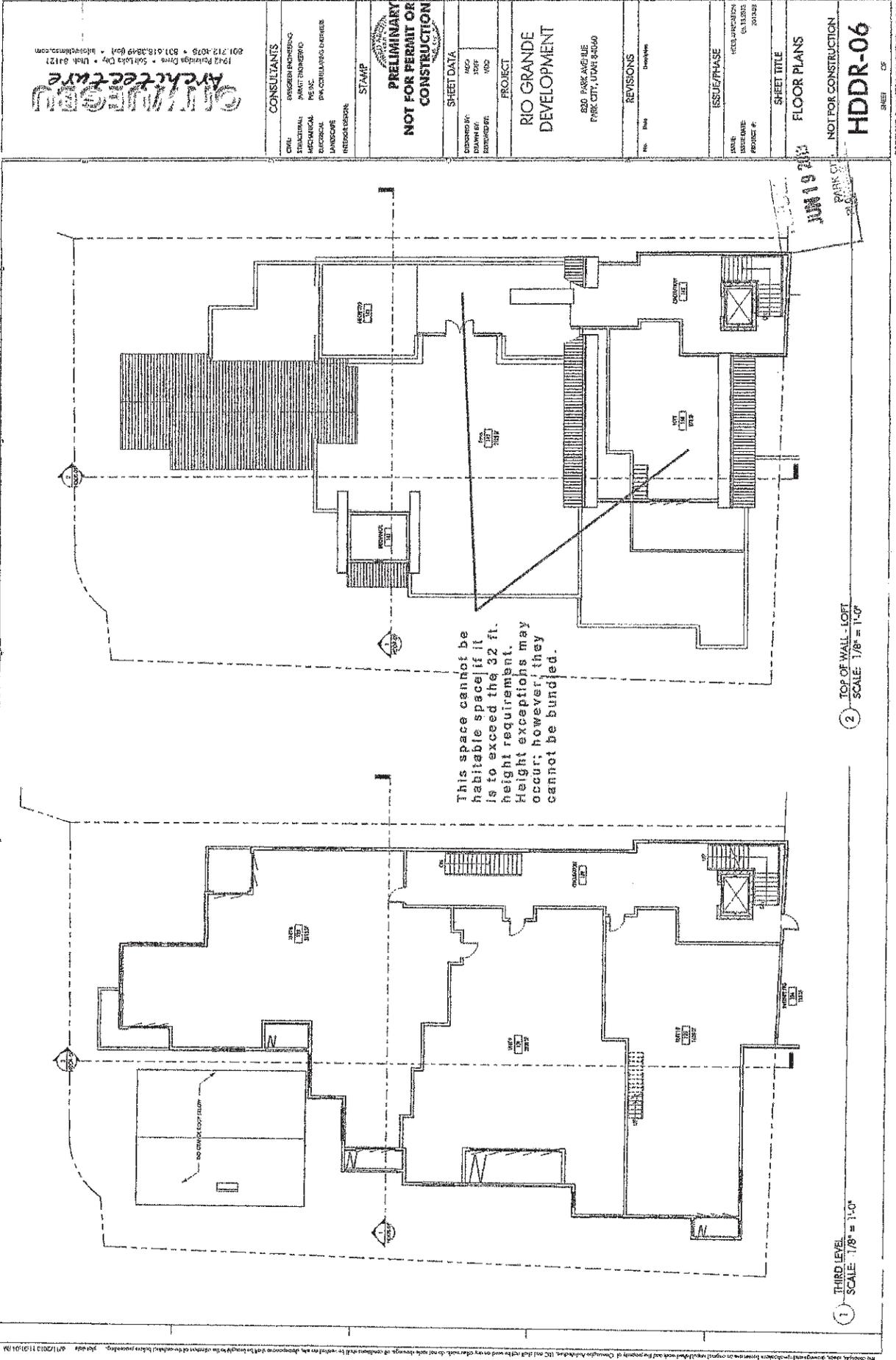
REVISIONS

ISSUE/PHASE
 10/10/12
 10/10/12

SHEET TITLE
FLOOR PLANS

NOT FOR CONSTRUCTION
HDDR-05
 SHEET 05

CONSTRUCTION ARCHITECTURE, INC. 2012



For complete details, dimensions and product specifications, refer to the project's specifications. Do not scale dimensions from this drawing. All dimensions are in feet and inches. All dimensions are to the center of the member unless otherwise noted. All dimensions are to the center of the member unless otherwise noted. All dimensions are to the center of the member unless otherwise noted. All dimensions are to the center of the member unless otherwise noted.

OLIVERSON ARCHITECTURE
 1912 Portland Drive • Salt Lake City • Utah 84121
 801.212.4028 • 801.618.3849 (fax) • info@oliverson.com

CONSULTANTS CIVIL: BRIGGS ENGINEERING STRUCTURAL: JAVANT ENGINEERING MECHANICAL: P&S/C ELECTRICAL: P&S/C PLUMBING: P&S/C INTERIORS: [blank]		STAMP PRELIMINARY NOT FOR PERMIT OR CONSTRUCTION		SHEET DATA DRAWING NO.: [blank] DATE: [blank] REVISIONS: [blank]		PROJECT RIO GRANDE DEVELOPMENT 620 PARK AVENUE PARK CITY, UTAH 84500		REVISIONS No. Description [blank]		ISSUE/PHASE DATE: [blank] DRAWN BY: [blank] CHECKED BY: [blank]		SHEET TITLE FLOOR PLANS NOT FOR CONSTRUCTION HDDR-06	
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2 TOP OF WALL - LOFT
 SCALE: 1/8" = 1'-0"

1 THIRD LEVEL
 SCALE: 1/8" = 1'-0"

JUN 19 2013
 PARK CITY
 UTAH

OLYMPIAN ARCHITECTURE
 192 Redwood Drive • San Jose, CA • 95128
 408.272.4076 • 408.272.3919 fax • info@olympianarch.com

CONSULTANTS
 CIVIL: OLYMPIAN ARCHITECTURE
 STRUCTURAL: OLYMPIAN ARCHITECTURE
 MECHANICAL: OLYMPIAN ARCHITECTURE
 ELECTRICAL: OLYMPIAN ARCHITECTURE
 LANDSCAPE: OLYMPIAN ARCHITECTURE
 INTERIOR DESIGN: OLYMPIAN ARCHITECTURE

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SHEET DATA
 DRAWING NO: 1000
 DATE: 06/19/2013
 PROJECT: RIO GRANDE DEVELOPMENT

PROJECT
 RIO GRANDE DEVELOPMENT
 620 PARK AVENUE
 PARK CITY, UTAH 84660

REVISIONS
 No. Description

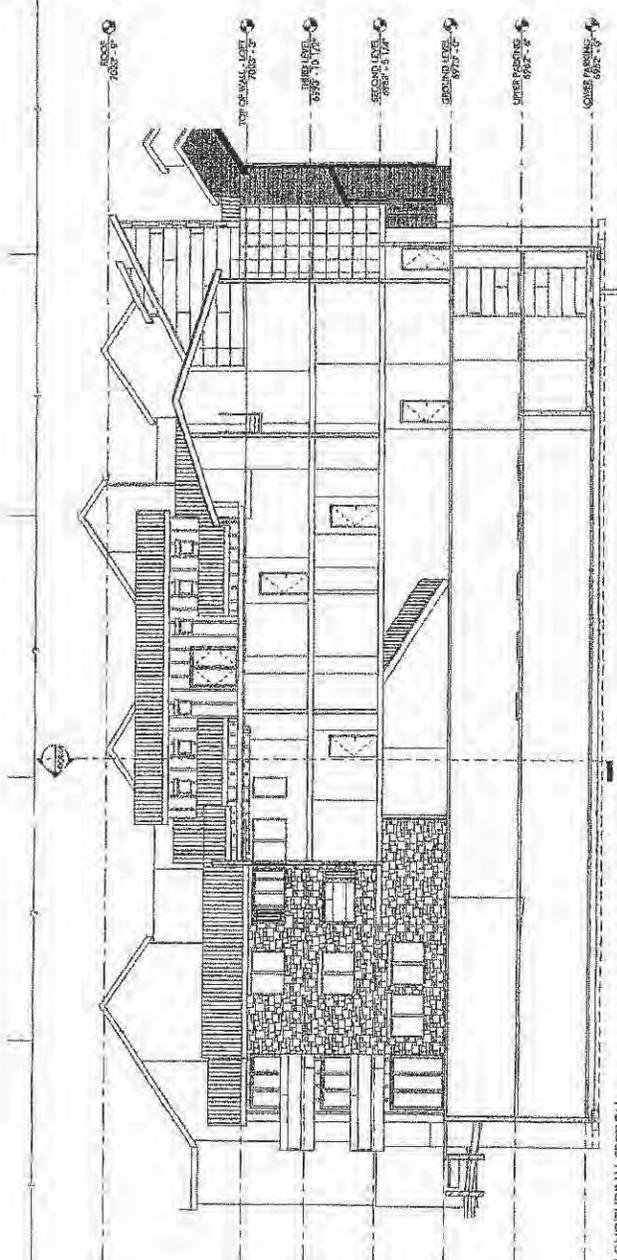
ISSUE/PHASE
 ISSUE NO: 01
 ISSUE DATE: 06/19/2013
 PROJECT NO: 1000

SHEET TITLE
 PROPOSED SECTIONS

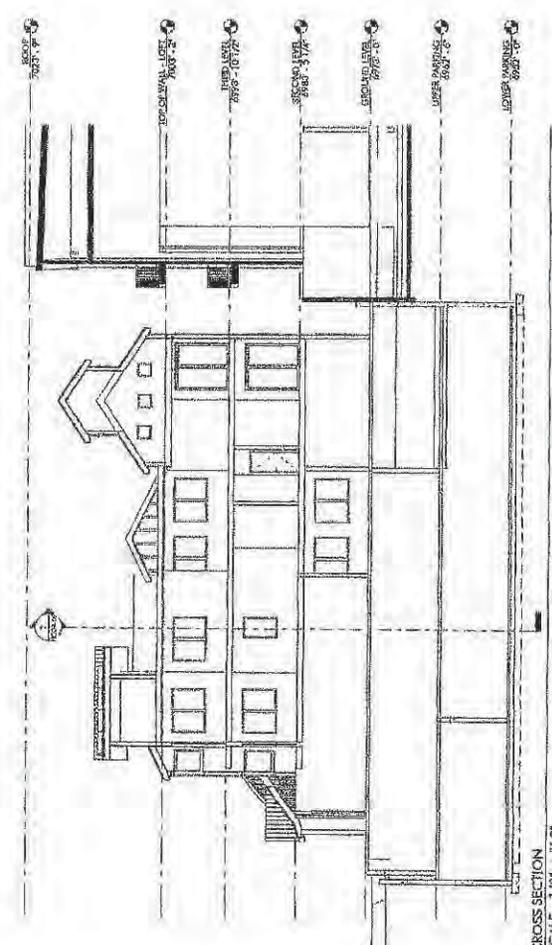
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HDDR-09
 SHEET OF

OLYMPIAN ARCHITECTURE, INC. 2013

RECEIVED
 JUN 19 2013
 CITY OF PARK CITY



2 LONGITUDINAL SECTION
 SCALE: 1/8" = 1'-0"



1 CROSS SECTION
 SCALE: 1/8" = 1'-0"

Architectural drawings are prepared by the architect and are not to be used for construction without the approval of the architect. The architect is not responsible for the construction of the project. The architect is not responsible for the construction of the project. The architect is not responsible for the construction of the project.

Architectural feature may be up to 50% of the allowed height, but shall not include habitable space. Height should not exceed 48 feet.

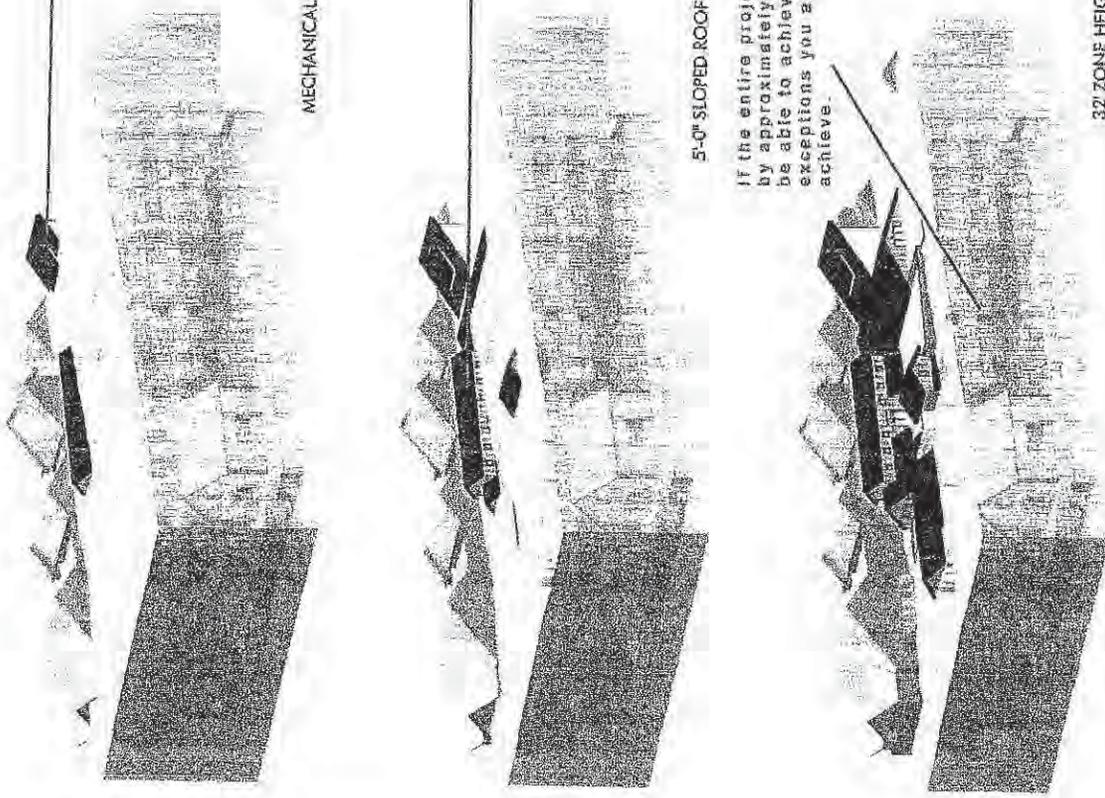
***Again, please keep in mind that you may utilize the exceptions outlined in LMC 15-2.5-5(A); however, the exceptions may not be bundled. They must be applied individually.

Not permissible. You could enter the rooftop deck from a non-architectural element.

MECHANICAL HEIGHT EXCEPTION

5-0° SLOPED ROOF HEIGHT EXCEPTION

If the entire project was lowered by approximately 3 ft., you might be able to achieve the height exceptions you are hoping to achieve.



4 ROOF HEIGHTS
SCALE: 1/16" = 1'-0"

32' ZONE HEIGHT ENVELOPE

Architectural
1912 Polkville Drive • Salt Lake City • Utah 84117
(801) 724-9775 • (801) 412-3339 (fax) • info@architectural.com

CONSULTANTS	
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MECHANICAL	MECHANICAL
ELECTRICAL	ELECTRICAL
PLUMBING	PLUMBING
STRUCTURAL	STRUCTURAL
LANDSCAPE	LANDSCAPE
INTERIOR DESIGN	INTERIOR DESIGN

STAMP
PRELIMINARY
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SHEET DATA	
DESIGNED BY	MD
DRAWN BY	MD
CHECKED BY	MD
DATE	MD

PROJECT
RIO GRANDE DEVELOPMENT
820 PARK AVENUE
PARK CITY, UTAH 84303

REVISIONS	
NO.	DATE

ISSUE/PHASE	
DATE	ISSUE/PHASE

SUR BUILDING HEIGHTS
NOT FOR CONSTRUCTION

HDDR-12
SHEET 01

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Building • Engineering • Planning

October 9, 2013

Rory Murphy
2590 Sidewinder Drive
Park City, UT 84060

**NOTICE OF PLANNING DIRECTOR & CHIEF BUILDING OFFICIAL
DETERMINATION**

Project Address: 820 Park Avenue
Project Description: Planning Director Determination for height exception and moving significant historic structure
Project Number: HDDR: PL-12-01640
Date of Action: October 9, 2013

Action Taken by Planning Director and Chief Building Official:

Pursuant to Land Management Code (LMC) 15-11-13(A), in approving a Historic District or Historic Site design review Application involving relocation and/or reorientation of the Historic Building(s) and/or Structure(s) on a Significant Site, the Planning Department shall find that the project complies with the following criteria:

- (1) The proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the site; or
- (2) The Planning Director and Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation of the existing site; or
- (3) The Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation to a different Site.

Upon review of the Historic District Design Review (HDDR) for the proposed development of 820 Park Avenue, the Planning Director and Chief Building Official find that there are no unique conditions that warrant the proposed relocation and/or reorientation of the existing building.

1

based on the following findings of fact and conditions of approval:

1. The property is located at 820 Park Avenue in the Historic Recreation Commercial (HRC) District.
3. The applicant submitted a Historic District Design Review (HDDR) application on June 19, 2013.
project, which included demolishing non-historic elements on the exterior of the existing structure in order to gain better access to the foundation of the historic
5. On July 17, 2013, the first public notice was posted on the property and letters were mailed to adjacent property owners for the initial fourteen (14) day staff
6. A second notice was sent out and posted on August 6, 2013.
7. The historic structure that remains today was once part of a much longer baggage depot and freight shed located along Park Avenue and part of the Silver King Mining Company Site.
8. The setting of the site today is substantially different than that depicted in
9. The structure currently stands alone in a large paved parking area surrounded by residential development and lacking its historic context.
10. The Rio Grande Western Railroad (later the Denver & Rio Grande Western) acquired the Utah Central Railway line through Park City in 1897. In July 1899, a Queen Anne-style depot was constructed and the existing portion of the baggage depot portion of this station was built in 1896.
11. In 1946, the Denver and Rio Grande Western abandoned the 24-mile stretch of its Park City Branch. Following this, the depot was demolished and only the northern portion of the freight shed remained.
12. The historic depot appeared to have a platform surrounding the structure on the south and west elevations in photographs from 1911. This platform was buried beneath the soil following the demolition of the passenger depot, likely to accommodate the heightening of Park Avenue's road surface.
13. Historic photographs depict the freight/baggage shed as approximately two (2) bays wide; it appears that only the north half of the structure and one (1) bay exists today at the 820 Park Avenue site.
14. In overlaying the Sanborn Fire Insurance Map of 1907 atop a current GIS aerial view of the property, it appears that the structure was not previously moved in the past to its current location.
15. A report by Emily P. Beeson, Park City Museum archivist, found that there was no

September 5, 2013

Mr. Thomas Eddington
Planning Director
Park City Planning and Community Development
PO Box 1480
Park City, Utah 84060

RE: Historic Location of Rio Grande Building

Dear Thomas,

When we met last week to discuss the possibilities surrounding our proposed project at 820 Park Avenue, you made me aware of a general reluctance on the part of the Planning Department to move the Rio Grande shed from its "historic" location, which we requested as part of our proposal to a "new" location. For many years, I have been made aware of anecdotal stories that, although the shed was in its general historic location, it had been moved several times. Although we believe that we presented the Planning Department with several solid and unique reasons for moving the shed, it became clear from our discussions that the decision to allow us to move the shed would result in a position of liability for the City staff, which is obviously a position you do not wish to take nor do we wish to put you in it. As the reluctance to approve our proposal hinges on the historic location of this structure, we felt that it was important to investigate the anecdotal stories we have described above. After spending many, many hours in the museum, the Park City library and interviewing residents' familiar with the area over the past 60+ years, we have found proof that the building was moved. In fact, it appears the building was moved at least twice.

The Rio Grande building that is shown on the Sanborn Maps, and the rationale behind the criteria of listing the structure as "Significant" in the Park City Historic Registry, was torn down in 1946 when the Denver and Rio Grande Railroad was abandoned and the track and subject buildings were dismantled (please see Exhibit A, Park Record article-my apologies for the resolution, the microfilm would not print well, but the date is May 22nd, 1946 for those wishing to verify this). The existing building is a very altered remnant part of that structure. It is not resting on its original foundation and does not have any of its original siding. The roof has been replaced with shingles instead of corrugated metal as well. Please note Exhibit B that shows the siding on the attached baggage station. The siding is wood, not the corrugated steel siding that currently exists. Exhibit C shows the corrugated steel roof. It is likely that the entire structure was torn down at one time and what remains is a hodgepodge of the materials that remained on the site. This is corroborated by a photo in the Park City Executive Meeting Room, which also shows the wood clad building in greater detail.

The best evidence I have found came from interviewing a series of Park City "old timers" who have been in Park City for nearly the past half century. I have written statements from three individuals who have spent at least the past 40-45 years in Park City and who have knowledge of that building. One of the individuals, Mr. Michael Sweeney, grew up in Park City and lived directly adjacent to the structure. The other two gentlemen, Mr. William Coleman and Mr. Ron Whaley, both moved to Park City around 1970. Mr. Whaley currently lives in the same house he occupied when he moved to Town and that house is directly across from the Rio Grande building. If anyone has an intimate knowledge of that structure, it is

Mr. Whaley. These letters are shown as Exhibits D, E and F and are attached to this report. All of them indicate that the structure was moved several times to accommodate road widening from two sides.

A strong piece of empirical evidence is the current condition of the foundation. The fortunate part of this fact is that it can be proven by visiting the existing building. The "foundation" is a series of square wooden stumps and old round telephone poles that the lateral heavy floor timbers of the shed are placed upon. In many places the stumps and floor timbers are wedged, indicating the building was set on the stumps and not built from the ground up, such as the case in a typical building. This, by itself, is proof that the building was placed on the stumps and wooden posts in a move subsequent to its original construction. The foundation that is there now is heavily shimmied, suggesting a move and the lateral rails simply set on the posts. Again, all of this is easily observable by simply visiting the site and peering under the structure.

Pete Jarret, a PE who is a Structural Engineer, confirmed that the current foundation was not the original foundation. He noted the different ages of the wood and the fact that it was unreasonable to suggest that a foundation of this type would be able to withstand the continual vibrations of a heavily loaded steam freight train. The building would likely eventually shake and slide off of the stumps. This was confirmed by a visit by Mr. Kurt Simister, the Park City Fire Marshall and long-time building code officer. He had a greater eye for the detail of the materials and noted the different ages and types of the wood used for the stumps. He was able to show how the original laterals had the fine grains of old growth timber and the blocks that the building was setting on were far more recent and were new growth wood. They clearly do not match and the stumps and blocks used to hold up the building are much later in date than the original structure. He also pointed out the dry rot in areas where the original building has rested on the ground in some other location. Mr. Simister does not believe that what exists today was the original foundation or indeed any real foundation at all.

We also have some excellent photographic evidence. The best photograph that we have found that supports the building being moved is Exhibit G. This is as close to a "smoking gun" as we could find. Although there is a great deal of supporting evidence and statements from long-time residents of Park City to support this claim, there is not a great deal of photographic evidence from the 60's that we could locate. The modern era (1970s to present) has many photos of the iconic Coalition structure due to Park City's development as a tourist destination. As well, there was much photographic evidence during the heavy mining periods that ended after WWII. Unfortunately, there is not much to find during the crucial period between 1946 and 1973 when the building was moved. However, Exhibit G was taken, according to the Park City Museum's historical record, in 1962. This photo clearly shows the location of the Rio Grande structure. This photo corroborates exactly the personal statements located in Exhibits D, E and F. Please note the location of the barbed wire fence that enclosed the UP&L substation. Also note the position of the car which would have been parked on 9th Avenue, between the Rio building and the substation. As well, note the large distance between the Rio building and the Coalition building, which were much closer in more recent photographs. Also of particular interest please note that there is NO loading dock around the sides of the building (at least the east and the north sides).

In any event, the photo clearly shows the Rio Building far to the north of its current location. It was moved south to accommodate the widening of 9th Avenue, which is the general consensus of the old-time Park City natives. Its proximity to the UP&L substation (now a park) is irrefutable in the photo and is entirely supported by the accompanying evidence.

Another interesting photo (date unknown) is Exhibit H, which shows the building much closer to the Coalition and does have a north loading dock with some white barrels to the left of the building in the

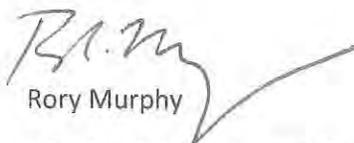
photo. Please note carefully the proximity of Park Avenue to the lower right, particularly the street location, the motorcycle and the car. There is no sidewalk. This would correspond with the recollection that the building was moved a second time to accommodate the widening of Park Avenue. It appears that this photo was taken after the first move to widen 9th Street and prior to the second move to widen Park Avenue.

We still firmly believe that standing by themselves the unique conditions outlined in the submittal should have allowed for the building's proposed movement. To reiterate the unique conditions as outlined in submittal, there are: 1) rebuilding the old passenger station, 2) restoring the building to its historic perspective, 3) placing the building in the most noticeable and prominent location on the site, 4) restoring the station to its historical transportation perspective and 5) the structure is located in the transportation district and is likely to have been moved and readjusted according to the needs of the railroads at the time. However, public comment has been made that moving the building for the reasons outlined above were not a sufficient enough reason to qualify as unique. The concern that followed was that allowing the movement of the building under the above circumstances alone would create a liability for Park City. However, given that the building was moved in its past, moving it closer to its original location is the best possible outcome relative to its historic context and a proposal that should be approved by the City staff.

An important note is that Section E.1. of the Park City Land Management Code Design Guidelines for Historic Sites in Park City states: "...proposals to relocate and/or reorient a historic building may be considered ONLY if the Planning Director and the Chief Building Official determine that unique conditions warrant the relocation or reorientation on the existing site". This section was put into place to reduce the often drastic maneuvering of historic structures that was taking place at the time in the Historic District to make way for extra lots and houses. The provision was left in to give flexibility to the Planning Staff to allow for well thought out and planned projects to be undertaken that may entail moving a building. The Rio Grande project, as proposed, fits, exactly, the criteria that would encompass "a unique condition". Not only because of the various concessions and ideas presented in the Rio Grande application, *but most particularly because the building was moved*. That would fit the very definition of a unique condition and is therefore allowable under the Code. To find otherwise would beg the question of what would constitute a unique condition. It would seem that virtually nothing would fit the description of unique. This would make the provision so restrictive as to be unenforceable under the courts. As a former Planning Commissioner that was part of the group that recommended approval for this change in the Code, I can assure you that the intent was not to allow no movement of historic buildings whatsoever, but to prevent excessive abuse of the practice and to encourage good planning.

We appreciate your taking the time to review this letter. If you have any additional questions or comments whatsoever, please do not hesitate to contact me at 435-640-5068 or paladinparkcity@aol.com.

Sincerely,


Rory Murphy

CC: Mr. Matt Evans, Mr. Chad Root, Ms. Polly Mclean, Ms. Anya Grahn, Mr. Craig Terry (Parsons, Behle & Latimer)



Title

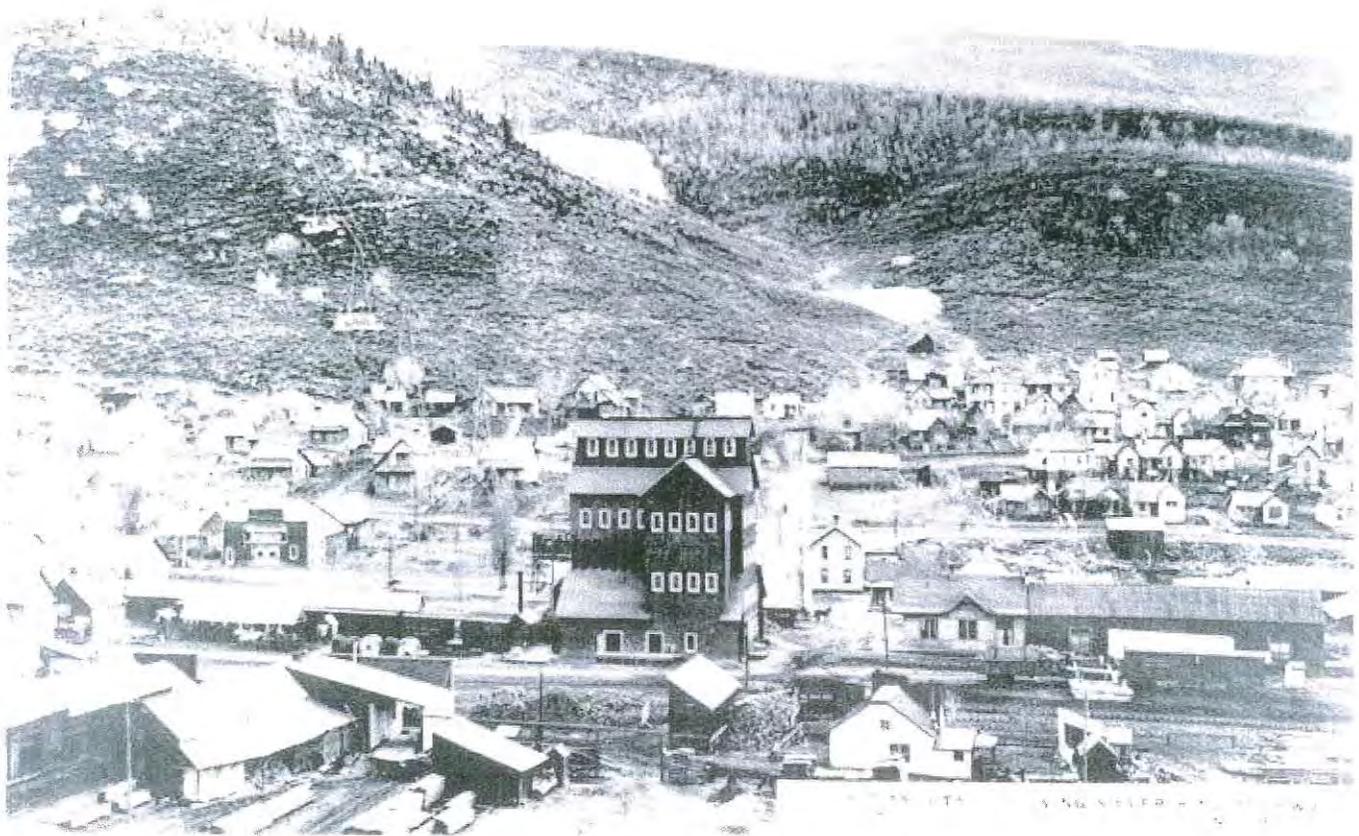
Date

Description

D&RGW Depot (Formerly Narrow Gauge Utah Central Railroad). Treasure Mountain Home, first edition, page 46, Fraser Buck Photo.

Trains & Depots Denver & Rio Grande Western

EXHIBIT C.



Title

Date 1912

Description

Silver King Coalition Building prominent in view looking west. Tramway on Treasure Mountain in background, from 7th St. on left to 9th St. on right. At bottom reads: "PARK CITY, UTAH, SHOWING SILVER KING TRAMWAY, OCT. 23, 1912, NO. 2567."

??Utah State Historical Society - No reproduction rights??

From: Bill Coleman <bill@billcoleman.com>
To: paladinparkcity <paladinparkcity@aol.com>
Cc: 'Bill Coleman' <bill@billcoleman.com>
Subject: Rio Grande Building
Date: Tue, Sep 3, 2013 11:49 am

EXHIBIT D

To Whom it may Concern:

In response to your questions regarding the Rio Grande Building, it is my recollection of at least one incidence of the building being relocated since my arrival in Park City in 1970. A great deal of activity on the site occurred in 3 incidences:

The first was when Park Avenue was widened and rebuilt the first time. The paving job administered by Bush and Gudgel engineering, then Eric DeHann administering it occurred in the late 1970's. That was the state highway at the time but the city did the work and the job structurally failed and had to be completely redone within a few months of the first completion. To add the sidewalks and expand the width the building was moved as I recall.

When the rail lines were being removed from the site in the late 1970's, a number of the facilities were torn down or moved. The Power sub-station was going to be moved as well. In order to put in the road from Park Avenue to the new lower Main Street portion, I recall the building was moved again to the South to accommodate that road alignment.

Old photos of the building I have seen showed the building being connected to another similar building and that part of what was a single building along the rail siding was torn down at some point not long before I came to town.

The building has always been one of the easy ones to move and rested on timbers as I remember. It was considered to be not more than a storage shed when I came to town in 1970.

Let me know if you want me to search my photo archives to see if I can locate additional information. Bill Coleman

Bill Coleman
Senior Vice President
Commercial and Project Development
Associate Broker
890 Main Street, PO Box 1226
Park City, Utah 84060
Office: 435-649-7171
Cell: 435-901-3600
bill@billcoleman.com

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EXHIBIT E

September 5, 2013

Park City Municipal Corporation
Planning Department
P.O. Box 1480
Park City, UT 84060

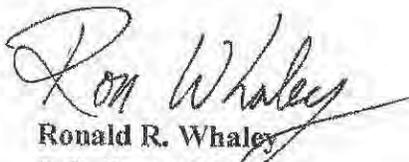
Re: 820 Park Avenue Park City, UT

Planning Department:

My personal context with the above referenced building includes approximately forty (40) years residency in Old Town, the vast majority of that time as contiguous property owner to the west (819 Park Avenue). Additionally, I represented Park City Municipal Corporation as Planning Commissioner for ten (10) years, including as Chairman. Concurrent with Planning Commission, I also represented Park City as a Historic District Commissioner for six (6) years, including as Chairman. Accordingly, with forty (40) years personal, professional, and civic familiarity with building, neighborhood, and Park City Land Management Code, I am confident the aforementioned building was relocated during my Park City tenure.

Feel free to confer as necessary.

Sincerely,


Ronald R. Whaley
P.O. Box 1621
Park City, UT 84060
435.649.9203

September 6, 2013

To: Thomas Eddington

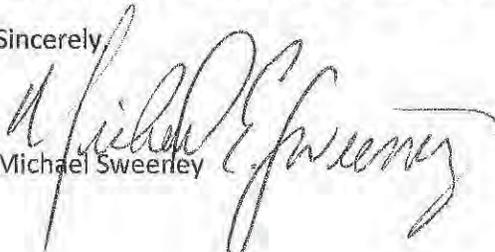
From: Michael Sweeney

RE: Rio Grande Location

Dear Thomas,

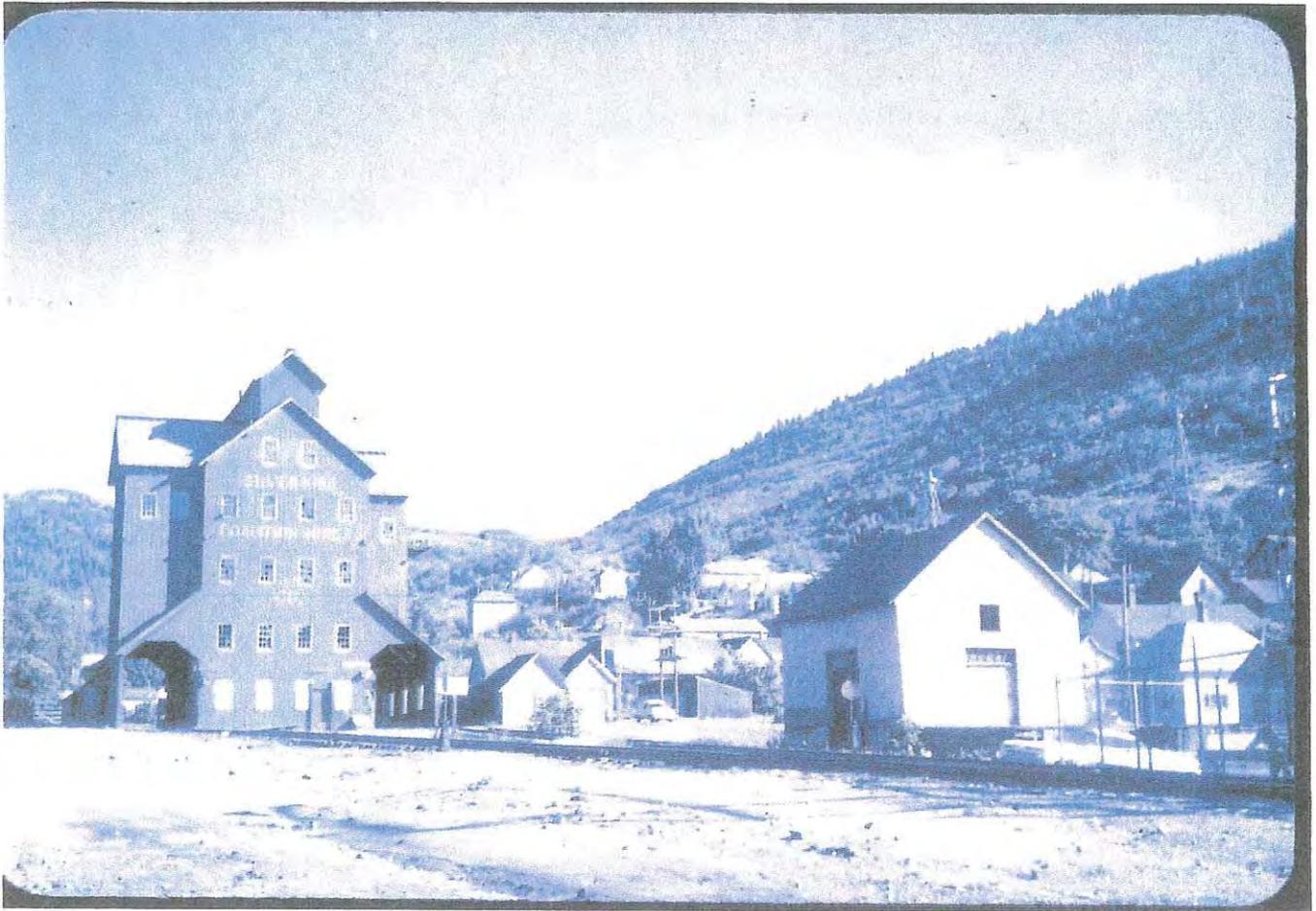
Based upon my research and based upon my living in Park City since 1962, I have noticed that the Rio Grande building has been moved several times since I first lived here. I believe that it was moved when 9th Street was widened and I believe that it was moved when Park Avenue was widened. I have owned the property next to the Rio Grande for over 40 years.

Sincerely



Michael Sweeney

EXHIBIT 6



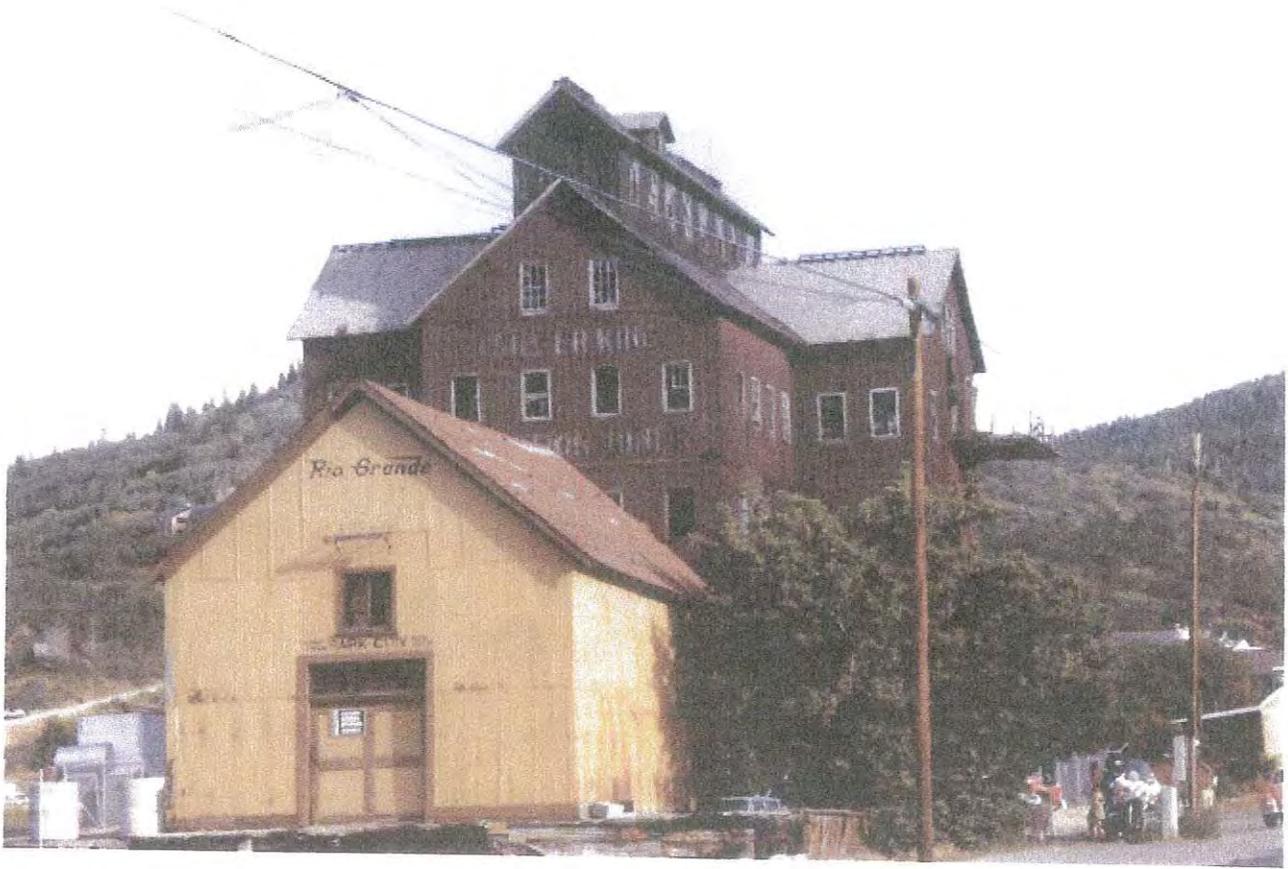
Title Silver King Coalition Building, Park City, Utah

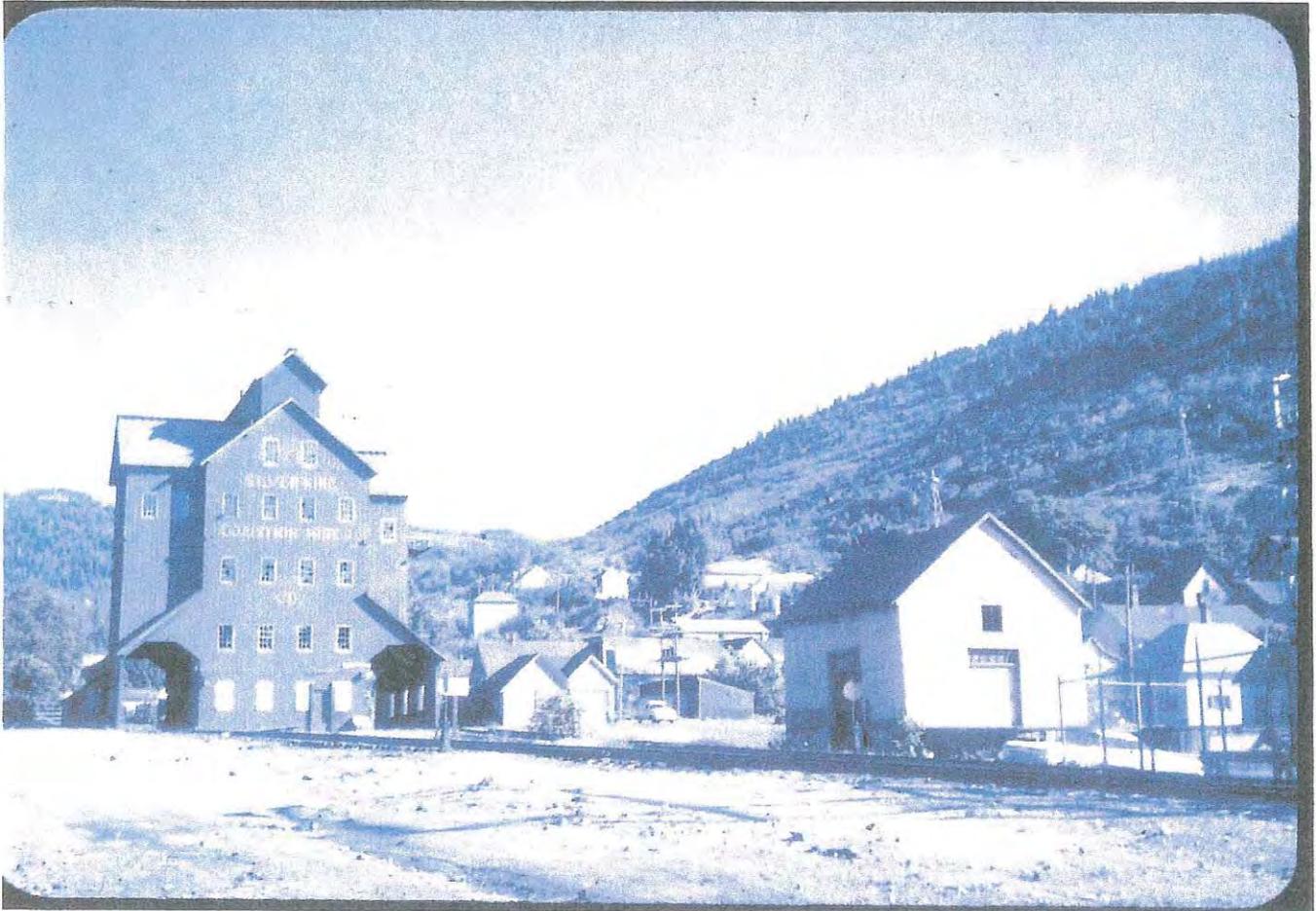
Date 1962 Jul 29

Description

Silver King Coalition Building, Park City, Utah; A photo of the Coalition Building and Rio Grande Train Depot at the end of Main Street, circa July 29, 1962; written description says "Silver Mine Concentrator"

EXHIBIT A



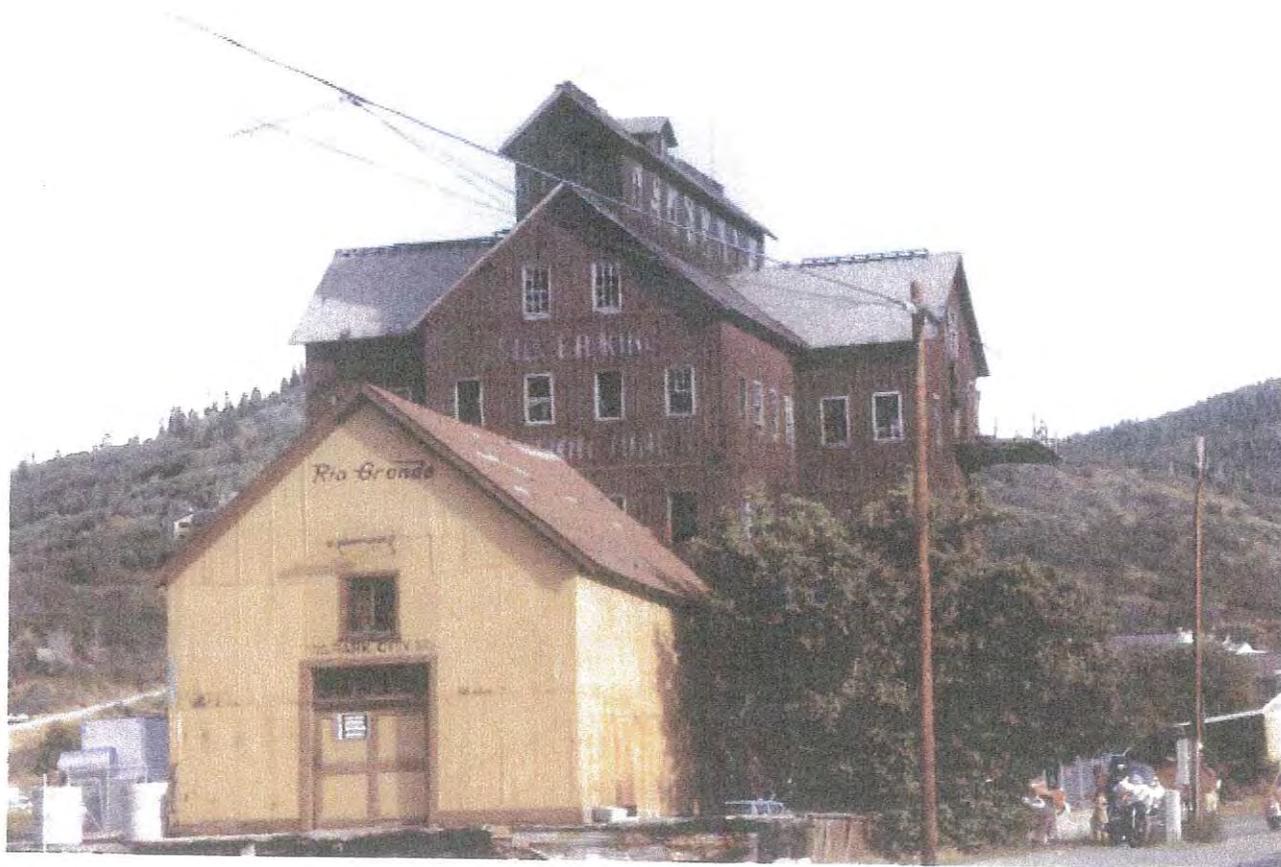


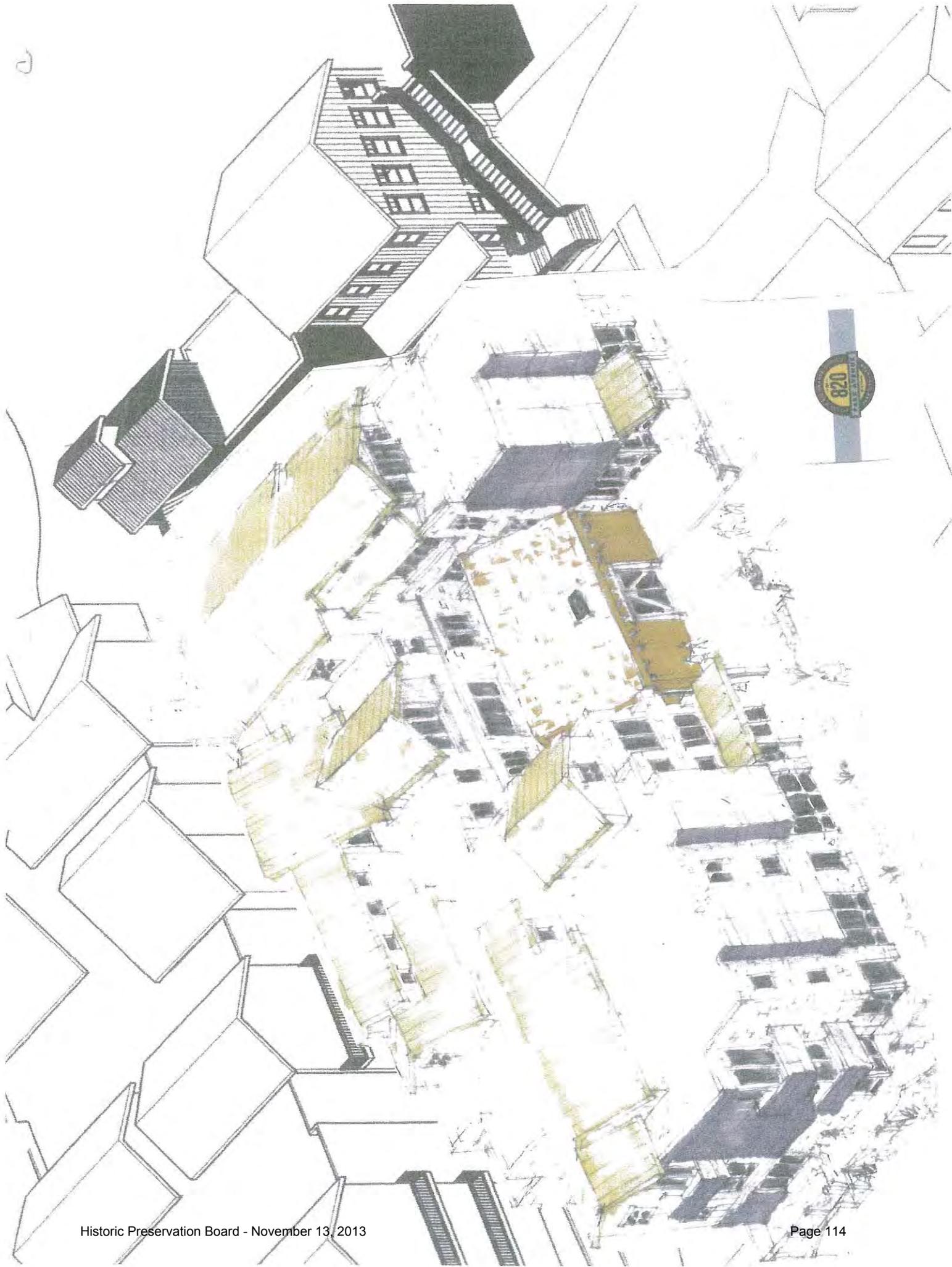
Title Silver King Coalition Building, Park City, Utah
Date 1962 Jul 29

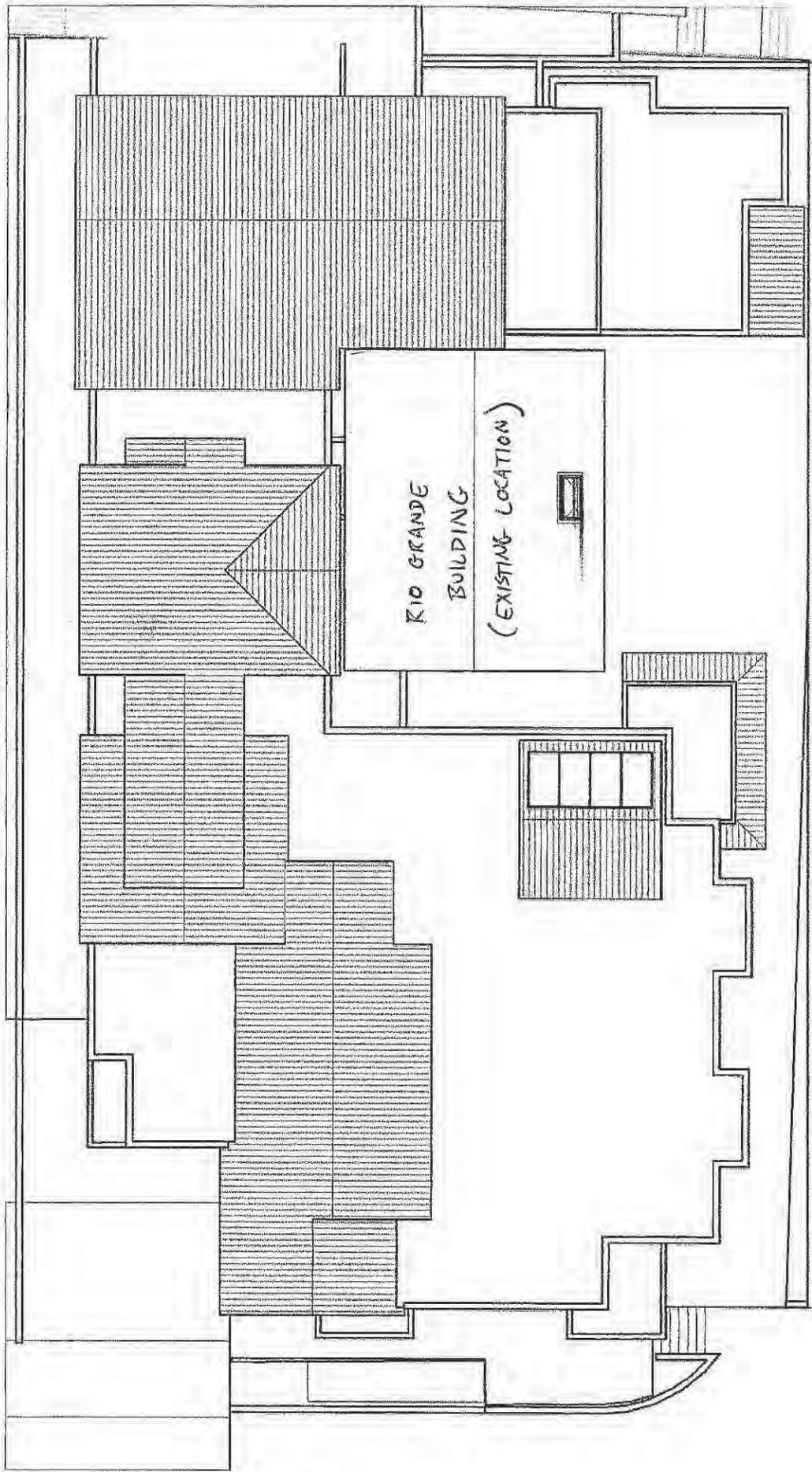
Description

Silver King Coalition Building, Park City, Utah; A photo of the Coalition Building and Rio Grande Train Depot at the end of Main Street, circa July 29, 1962; written description says "Silver Mine Concentrator"

EXHIBIT 4.







Jarratt Engineering Inc.

Structural Engineering Consultant

8830 N. Upper Lando Lane, Park City, Utah 84098, (435) 655-9557 Fax-(435)-647-5714
Email-pjarratt@qwestoffice.net

October 16, 2013

Rory Murphy
820 Park Ave. LLC

Re: Review of the Rio Grande building at 820 Park Ave, Park City, Utah.

Dear Rory:

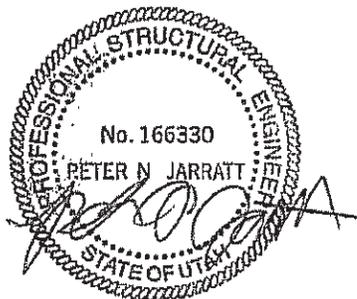
This letter is a summary of my review of the Rio Grande building performed on September 4th, 2013. The purpose for the review was to determine the condition of the floor framing and foundations. It is my understanding that this building may have been moved from its original site. The support below the original floor framing was observed to be a mismatch of timber beams and posts supported on timber blocks bearing on the ground. It appeared this support was intended on being temporary. There were no concrete foundations observed.

I concluded that the structure should be adequate for the support of gravity loading. However due to the lack of anchorage of the structure to the supports below, it is my opinion this building is unsafe and would likely fail during an earthquake or a high wind event.

This building will eventually need to be placed on a new foundation designed and constructed to current code.

Sincerely,

Peter N. Jarratt S.E.



HISTORIC SITE FORM - HISTORIC SITES INVENTORY

PARK CITY MUNICIPAL CORPORATION (10-08)

1 IDENTIFICATION

Name of Property: **Denver & Rio Grande Western Railroad Passenger Station**

Address: 820 PARK AVE

AKA:

City, County: Park City, Summit County, Utah

Tax Number: SA-340

Current Owner Name: POTTER GAIL & LORI TR

Parent Parcel(s):

Current Owner Address: PO BOX 2391, PARK CITY, UT 84060-2391

Legal Description (include acreage): SUBD: SA BLOCK: 53; 0.33 AC

2 STATUS/USE

Property Category

- building(s), main
- building(s), attached
- building(s), detached
- building(s), public
- building(s), accessory
- structure(s)

Evaluation*

- Landmark Site
- Significant Site
- Not Historic

Reconstruction

- Date:
- Permit #:
- Full Partial

Use

- Original Use: Transportation
- Current Use: Commercial

*National Register of Historic Places: ineligible eligible
 listed (date:)

3 DOCUMENTATION

Photos: Dates

- tax photo:
- prints: 1995 & 2006
- historic: c.

Research Sources (check all sources consulted, whether useful or not)

- abstract of title
- tax card
- original building permit
- sewer permit
- Sanborn Maps
- obituary index
- city directories/gazetteers
- census records
- biographical encyclopedias
- newspapers
- city/county histories
- personal interviews
- Utah Hist. Research Center
- USHS Preservation Files
- USHS Architects File
- LDS Family History Library
- Park City Hist. Soc/Museum
- university library(ies):
- other:

Drawings and Plans

- measured floor plans
- site sketch map
- Historic American Bldg. Survey
- original plans:
- other:

Bibliographical References (books, articles, interviews, etc.) Attach copies of all research notes and materials.

Blaes, Dina & Beatrice Lufkin. "Final Report." Park City Historic Building Inventory. Salt Lake City: 2007.
 Carter, Thomas and Goss, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah: University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.
 Notarianni, Philip F., "Park City Main Street Historic District." National Register of Historic Places Inventory, Nomination Form. 1979.
 Roberts, Allen. "Final Report." Park City Reconnaissance Level Survey. Salt Lake City: 1995.

4 ARCHITECTURAL DESCRIPTION & INTEGRITY

Building Type and/or Style: Railroad Passenger Station

No. Stories: 1 1/2

Additions: none minor major (describe below) Alterations: none minor major (describe below)

Number of associated outbuildings and/or structures: accessory building(s), # _____; structure(s), # _____.

General Condition of Exterior Materials:

- Good (Well maintained with no serious problems apparent.)

Researcher/Organization: Dina Blaes/Park City Municipal Corporation

Date: November, 08

- Fair (Some problems are apparent. Describe the problems.): Appears to be vacant; general disrepair.
- Poor (Major problems are apparent and constitute an imminent threat. Describe the problems.):
- Uninhabitable/Ruin

Materials (The physical elements that were combined or deposited during a particular period of time in a particular pattern or configuration. Describe the materials.):

Foundation: Concrete.

Walls: Corrugated metal

Roof: Gable roof form sheathed in asphalt shingle.

Windows/Doors: Large casement.

Essential Historical Form: Retains Does Not Retain, due to:

Location: Original Location Moved (date _____) Original Location:

Design (The combination of physical elements that create the form, plan, space, structure, and style. Describe additions and/or alterations from the original design, including dates--known or estimated--when alterations were made):

Setting (The physical environment--natural or manmade--of a historic site. Describe the setting and how it has changed over time.): The setting is substantially different than what is seen in the Sanborn Insurance maps. Both the 1900 and 1907 maps show this structure as part of a larger structure that included a freight shed surrounded by platforms and rail lines. Of course, with the removal of the rail lines to accommodate residential and resort-related development, the depot remained as an important reminder of the transportation-related history. Currently, the structure stands alone in a large paved parking area surrounded by residential development and lacking any of the original context. The changes to the site and structure are significant and diminish the site's original design character.

Workmanship (The physical evidence of the crafts of a particular culture or people during a given period in history. Describe the distinctive elements.): Much of the physical evidence from the period that defines the typical Park City mining era home has been altered and, therefore, lost.

Feeling (Describe the property's historic character.): The physical elements of the site, in combination, do not effectively convey a sense of transportation-related activities in western mining town of the late nineteenth and early twentieth centuries.

Association (Describe the link between the important historic era or person and the property.): The structure is part of the collection of commercial and transportation-related structures from the early mining era in Park City; however, the extent of alterations to the structure diminishes its association with the past.

The extent and cumulative effect of alterations to the site render it ineligible for listing in the National Register of Historic Places. The site, however, retains its essential historical form and meets the criteria set forth in LMC Chapter 15-11 for designation as a Significant Site.

5 SIGNIFICANCE

Architect: Not Known Known: (source:) Date of Construction: c. 1890¹

Builder: Not Known Known: (source:)

The site must represent an important part of the history or architecture of the community. A site need only be significant under one of the three areas listed below:

¹ Appears on 1900 and 1907 Sanborn Insurance Maps.

1. Historic Era:

- Settlement & Mining Boom Era (1868-1893)
- Mature Mining Era (1894-1930)
- Mining Decline & Emergence of Recreation Industry (1931-1962)

Park City was the center of one of the top three metal mining districts in the state during Utah's mining boom period of the late nineteenth and early twentieth centuries, and it is one of only two major metal mining communities that have survived to the present. Park City's commercial and transportation-related buildings represent the best remaining metal mining town business district in the state. The buildings along Main Street, in particular, provide important documentation of the commercial character of mining towns of that period, including the range of building materials, building types, and architectural styles. They contribute to our understanding of a significant aspect of Park City's economic growth and architectural development as a mining business district².

2. Persons (Describe how the site is associated with the lives of persons who were of historic importance to the community or those who were significant in the history of the state, region, or nation):

3. Architecture (Describe how the site exemplifies noteworthy methods of construction, materials or craftsmanship used during the historic period or is the work of a master craftsman or notable architect):

6 PHOTOS

Digital color photographs are on file with the Planning Department, Park City Municipal Corp.

Photo No. 1: North elevation. Camera facing south, 2006.

Photo No. 2: West elevation. Camera facing east, 1995.

² From "Park City Main Street Historic District" written by Philip Notarianni, 1979 and "Residences of Mining Boom Era, Park City - Thematic Nomination" written by Roger Roper, 1984.

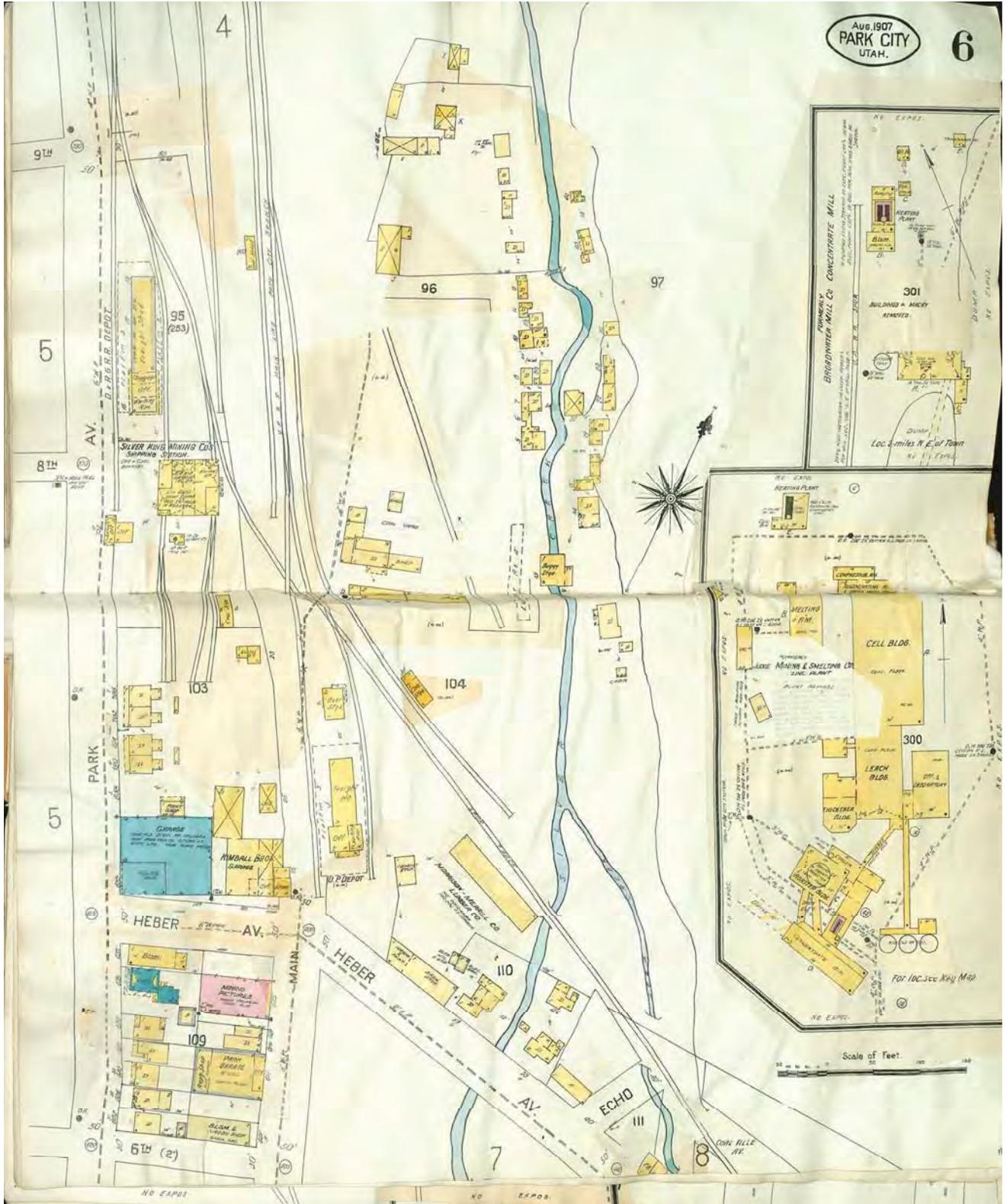




Rio Grande Building



0 12.5 25 50 Feet



1927 Sanborn Fire Insurance Map

Historic Photos of the Silver King Mining Site

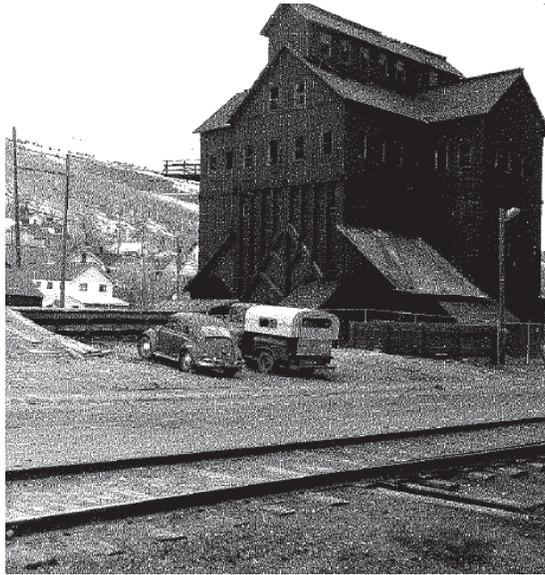


Photo showing train tracks going into Coalition Building from the location of the depot and freight shed.



Photo looking north of the Silver King Coalition Building.



Photo of Lower Park Avenue neighborhood showing Queen Anne passenger depot and freight shed to the north of the Coalition Building.



Photo of train in front of the freight depot, heading north, out of Park City.

Matt,

11 Aug. 13

In reviewing the HDDR application for 820 Park Avenue, a number of concerns come to my attention. The overall concept of allowing a 30,000' - 40,000' addition onto an approximately 800' historically significant structure does not seem compatible to me. I believe the addition completely "engulfs" the historic structure and clearly violates HDDG specific guidelines D.1.2 and D.2.4.

Within the application, Mr Murphy has request that PCMC (specifically the Planning Director and Chief Building Official) allow him to relocate his historic structure to a new location on the site. Mr. Murphy provides a very creative story to justify the relocation, but I believe the underlying motivation is very simple. If he is allowed to "cram" his historic structure into the northwest corner of his property, he can build more residential condominium units and make more money. As a resident of Park City who has been accused of being a developer, I fully understand Mr. Murphy's dilemma. He has a very large and valuable parcel with a very small historic structure located on the site in a very inconvenient location for redevelopment. Although my application at 811 Norfolk was ultimately approved by 3rd District Court to move the structure 6.5' left for "unique conditions," I was also denied the ability to move the house forward or even "straighten the alignment" because Planning Staff said that would be perceived as enhancing my redevelopment potential. It was made very clear to me by staff that relocating a historic structure in order to enhance development potential is not allowed. This standard needs to be applied to all applicants.

Prior to even considering to allow the historic structure at 820 Park Ave. to be relocated under Specific Guideline E.1.1, I believe the request should be denied because it violates Universal Guideline 2. and Specific Guideline D.1.5. U.G. 2) states; Changes to a site or building that have acquired historic significance in their own right should be retained and preserved. The developer provides evidence that the original structure was built in 1899 and then reconfigured to its current condition in 1946. It has existed for 67 years as it currently exist and I believe the site and historic structure are significant "in their own right." While the developer describes the existing Historically Significant structure as "bland and nondescript," I believe that description could not be further from the truth. This description is simply an attempt to downplay the significance so that the developer can build additional condominium units for profit. I find this Historic Structure to be extremely charming and have grown to love it as I've driven into Old Town for the past 20 years. Virtually everyone who has ever lived or visited Park City has experienced this Historic Structure as it currently exist. It is significant in "its own right." This developer should not be allowed to destroy the charm and character of this Historic Site.

HDDR E. RELOCATION AND/OR REORIENTATION OF INTACT BUILDINGS
E.1. Sidebar 3 (-if the Planning Director and Chief Building Official determine that unique conditions warrant the relocation or reorientation on the existing site.) This is the only sidebar that could possible apply in this application. In the developer's application, he describes the original 1899 structure as "unique and very beautiful," and wants to relocate the Historic Structure so that he can reconstruct the original structure with a "modern interpretation" and "stay true to the original form of the passenger station." In comparing the 1899 photo of the original structure to the proposed development, there

is absolutely no relationship between the two buildings. As far as I can determine, the original building did not have residential condominium units above the one story passenger station. I don't believe allowing a developer to move a Historic Structure to maximize his project qualifies as "unique conditions." This request should be denied.

Planner Cattan made the following statement to me in the review of my application, "Historic Preservation is a priority to the residents of Park City. This is evident in Park City's adopted Historic District Design Guidelines, Historic Sites Inventory, and Land Management Code. The policies within these documents have been created to protect the existing historic structures and the historic district as a whole." Planner Cattan made it very clear to me how restrictive the HDDR and LMC are. This same interpretation should apply to all HDDR applications so that staff treats all applicants fairly, consistently, and equally.

Regards, Jeff Love
532 Woodside Ave.

P.S. Would you provide to me Dina Blaes, PCMC Preservation Consultant's comments in respect to the relocation of the Historic Structure at 820 Park Ave.

Anya Grahn

From: Jeff Love <grandloveshack@msn.com>
Sent: Monday, September 09, 2013 1:28 PM
To: Anya Grahn
Subject: Fwd: 820 Park Ave.

Anya,
This is the email sent to Mathew Evans this morning.
Thanks, Jeff Love

Sent from my iPad

Begin forwarded message:

From: Jeff Love <grandloveshack@msn.com>
Date: September 9, 2013, 7:55:13 AM MDT
To: Mathew Evans <mathew.evans@parkcity.org>
Cc: Tom Edington <thomas.eddington@parkcity.org>
Subject: **820 Park Ave.**

Matt,

Last week I took this photo that appears to show a portion of the original historic rail platform still attached to the structure at 820 Park Ave. I believe this historic platform should have been treated the same as a historic wall. To my surprise, when I returned to Park City yesterday, the entire historic platform has been destroyed and removed. I was under the impression the developer's permit was for exploratory purposes, not to destroy and remove historic material. Could you please explain why he was allowed to do this. Also, what is the status of the HDDR review.

Thanks, Jeff Love



Sent from my iPad

Findings of Fact

1. The property is located at 820 Park Avenue in the Historic Recreation Commercial (HRC) District. The site contains .33 acres. Currently, the Rio Grande Building is located on the southern half of the property, surrounded by paved parking.
2. The site is listed on the Park City Historic Sites Inventory as "Significant."
3. The applicant submitted a Historic District Design Review (HDDR) application on June 19, 2013 for the proposed development of the 820 Park Avenue site, which included relocating the Rio Grande Building and building additional commercial/retail and residential units on the site.
4. On August 6, 2013, the Planning Department approved the first phase of the project, which included demolishing non-historic elements on the exterior of the existing structure in order to gain better access to the foundation of the historic building.
5. On July 17, 2013, the first public notice was posted on the property and letters were mailed to adjacent property owners for the initial fourteen (14) day staff review.
6. A second notice was sent out and posted on August 6, 2013.
7. The historic structure that remains today was once part of a much longer baggage depot and freight shed located along Park Avenue and part of the Silver King Mining Company Site.
8. The setting of the site today is substantially different than that depicted in Sanborn Fire Insurance maps dating from 1900 and 1907.
9. The structure currently stands alone in a large paved parking area surrounded by residential development and lacking its historic context.
10. The Rio Grande Western Railroad (later the Denver & Rio Grande Western) acquired the Utah Central Railway line through Park City in 1897. In July 1899, a Queen Anne-style depot was constructed and the existing portion of the baggage claim portion of this station was built in 1890.
11. In 1946, the Denver and Rio Grande Western abandoned the 24-mile stretch of its Park City Branch. Following this, the depot was demolished and only the northern portion of the freight shed remained.
12. The historic depot appeared to have a platform surrounding the structure on the south and west elevations in photographs from 1911. This platform was buried beneath the soil following the demolition of the passenger depot, likely to accommodate the heightening of Park Avenue's road surface.
13. Historic photographs depict the freight/baggage shed as approximately two (2) bays wide; it appears that only the north half of the structure and one (1) bay exists today at the 820 Park Avenue site.
14. In overlaying the Sanborn Fire Insurance Map of 1907 atop a current GIS aerial view of the property, it appears that the structure was not previously moved in the past to its current location.
15. A report by Emily P. Beeson, Park City Museum archivist, found that there was no historical evidence that the building had been moved or relocated. Her report referenced the 1900, 1907, 1929, and 1941 Sanborn Maps; the 1995 Reconnaissance Level Survey conducted by History Projects; articles from the Park Record dating from 1881 to 1970; the Park Record index from 1979 through 1985; the 2008 Historic Site Form compiled by Dina Blaes; the 2006 and 2010 Park City Property Inventories; as well as various photographs of the Rio Grande building and

surrounding area from 1912 to 1997, and 2012.

16. Per LMC 15-11-13, the criteria for relocation and/or reorientation of the Historic Building(s) and/or Structure(s) on a Significant Site include: (1) the proposed relocation and/or reorientation will abate demolition of the Historic Building(s) and/or Structure(s) on the Site; or (2) The Planning Director and Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation on the existing Site; or the Planning Director and the Chief Building Official determine that unique conditions warrant the proposed relocation and/or reorientation to a different Site.
17. The Planning Director and Chief Building Official determined that no unique conditions existed to warrant the proposed relocation in a letter dated October 9, 2013.
18. The Historic Preservation Board finds that unique conditions exist that warrant the relocation of the structure. The historic context of the site as well as the southern two-thirds (2/3) of the original structure have been lost.
19. The relocation of the Rio Grande building to the corner of 9th Street and Park Avenue will allow it to be the visual focal point of the project. Without the relocation, the new development on the site will visually obscure and consume the historic structure. By allowing the relocation, the project will harmonize with adjoining commercial projects as well as permit the Rio Grande Building to enhance the neighborhood as a gateway to the commercial district.
20. Relocation will allow for the restoration of some of the historic context that originally existed. By relocating the structure next to a modern transportation element (the street) on a raised platform, the design is consistent to the building's original context.
21. The goals of historic preservation are best served by relocating the structure to the corner of 9th Street and Park Avenue. This will prevent the structure from being visually impaired and consumed by the new construction. By relocating the structure, the building will function as an important gateway into the downtown historic district. Moreover, the relocation will emphasize the historically significant structure by allowing it greater visibility to be appreciated by the public.

Conditions of Approval

1. Staff will review the Historic District Design Review (HDDR) application for compliance with the Land Management Code and Design Guidelines.

Conclusions of Law

1. The appeal was received within 10 calendar days after Staff's final decision.
2. The relocation will not abate demolition of the "Significant" structure at 820 Park Avenue.
3. The Historic Preservation Board finds that unique conditions exist that warrant the relocation of the structure.